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'09 FORD HARLEY-DAVIDSON™ F-SERIES SUPER DUTY® EDITION.





Features

- 24** Just This Side of Nowhere
Across West Texas to Big Bend National Park.
- 32** The New Touring Standard
Harley-Davidson reintroduces the Touring family.
- 38** Round and Round
How to survive a 12-year, 192-country journey.
- 48** Tried and True
Trying out the Tri Glide™ Ultra Classic.®

Departments

- 10** Editor
- 12** Intake
- 14** The Word
- 17** Spotlight
- 18** Next Ride
- 20** Get Going
- 22** Between the Lines
- 30** Custom Shop
- 54** Enthusiasts
- 62** Gear
- 64** Archives
- 66** Exhaust



Quite a Journey

FOLLOWING MONTHS OF PAINSTAKING CONSERVATION (not to be confused with “restoration”), members of the Harley-Davidson Archives staff wheel a 1941 WLD through the Archives for its official photo shoot. The bike, which belonged to Wallace Van Sandt, a young man killed in World War II, sat in storage following its owner’s death for more than 60 years. In 2006 it was acquired by the Harley-Davidson Museum,® where it will be on display as part of a special Memorial Day exhibit this spring.

For more information about the exhibit, this unique motorcycle, and the young man who left it behind, see Page 64.



That's Going to Leave a Mark

BELIEVE IT OR NOT, MOTORCYCLE POLO WAS POPULAR enough during the 1930s to be sanctioned by the American Motorcyclist Association (AMA). Officially described in an early match program as “a combination of three of the world’s greatest sports: Motorcycle Racing, Polo and Soccer,” the game was played between opposing teams of mounted players who may use only their feet to advance the ball toward the goal.

Clearly, the game was “no sissy sport,” as a newspaper caption for this photo proclaimed in 1935. The photo depicts an unfortunate encounter between Julius Horthy of the Ramblers (left) and Harvey Deery of the Philadelphia Quakers (airborne).

Despite the sometimes violent and always exciting nature of the game, proper etiquette was strictly observed. According to the official rules, “Any player using profane or indecent language is immediately removed from the game.”

Makes you wonder if ol’ Harv managed to endure the ejection from his motorcycle without being ejected from the game, doesn’t it? Talk about adding insult to injury!



Let's Go Racing!



It's spring, which means the racing season is in full swing, and there's already been a lot of action and some impressive results for the Harley-Davidson family in 2009.

I'm a racing nut, so I'll watch just about anything with two or four wheels, a propeller, or an engine compete as long as there are two of them to race against each other. But even if you're a casual fan, races make great destinations for a weekend ride. Between the AMA's flat

track and road races, the NHRA's drag races, and innumerable amateur and vintage events of all varieties, there is guaranteed to be a motorcycle race of some sort within easy riding distance every weekend of the riding season.

Many of the big racing events are really mini motorcycle rallies with racing as a backdrop, like the American Historic Racing Motorcycle Association's Vintage Motorcycle Days at Mid-Ohio Sports Car Course in Lexington, Ohio or the AMA Pro Racing Superbike races at Road America in Elkhart Lake, Wisconsin. If you want to see the international stars of road racing, there are MotoGP races this summer at Laguna Seca in July and Indianapolis in August, plus a round of the World Superbike Championship in Salt Lake City at the end of May. These are great opportunities to share the joy of motorcycling with fans from all over the world.

If you want raw acceleration, hit any of the National Hot Rod Association drag races where the Pro Stock Motorcycle class is contested and root for defending PSM World Champion Eddie Krawiec on his Screamin' Eagle® V-Rod® drag bike. Speaking of Eddie, after making history as only the second category champion in NHRA history to win a season championship without winning an individual round, he recently claimed his first Wally with a victory at Atlanta in April.

On the road racing side of the sport, Buell Motorcycle Company also recently scored several impressive and historic victories in the AMA Pro Racing Daytona Sportbike class when privateer racer Danny Eslick took the win in both rounds of the AMA double-header at California Speedway in March aboard his Buell® 1125R.® To put the significance of his victory into context, it was the first AMA premier class win for an American brand motorcycle since the legendary Cal Rayborn. Rayborn, twice winner of the Daytona 200, last won an AMA event in 1972 on a Harley® XR-750TT. Eslick won again at Road Atlanta, and we have high hopes for his chances at earning a season championship for Buell.

For flat track fans, this will be a great year to attend the rally in Sturgis, where Black Hills Speedway will be hosting a round of the AMA Pro Flat Track series during the week of the rally, which complements the traditional short-track singles races up at the Jack Pine Gypsies track in Sturgis. It's a great chance to see flat track stars like Wrecking Crew members Kenny Coolbeth and Jared Mees in action. You also don't want to miss the granddaddy of all flat track races, the Springfield Mile over Memorial Day Weekend. It's still not too late to make plans for these and other races, so let's go racing!

Matt King



copyright 2009 H-D
ON THE COVER: San Francisco, California was the site of a recent Touring family relaunch event (Page 32).

General Manager, Harley Owners Group®
Benny Suggs

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Paul James

Editor
Matt King

Design and Production
GS Design

Visit Harley-Davidson Motor Co. on the Internet at www.harley-davidson.com.

We care about you. Ride safely, respectfully, and within the limits of the law and your abilities. Always wear an approved helmet, proper eyewear, and protective clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® motorcycle and read and understand your owner's manual from cover to cover.

HOG magazine is published by Harley-Davidson for owners of Harley-Davidson® motorcycles and anyone interested in news about the Motor Company, its products, and activities. Subscriptions are limited to the U.S.

We reserve the right to edit all submissions for publication in HOG.

All submissions become property of Harley-Davidson Motor Co. If you'd like your photo returned, please send a self-addressed stamped envelope with your submission.

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Congratulations are in order. You have taken two appetizers and turned them into a full-course meal.

BILLY BLACKMON SHREVEPORT, LOUISIANA

THUMBS UP

Yesterday, I received the first edition of the all-new HOG® magazine. Today, I renewed my H.O.G.® membership. What I hope you'll find interesting is that I had recently decided to let my membership lapse. However, the new magazine really impressed me, and I hope you'll take it as a vote of confidence that you saved my membership. Great job!

LARRY KRAMER
VIA E-MAIL

.....

Something new is not always easy to introduce, but when the product is so good it makes it less stressful. I congratulate you and your staff on the outstanding work of combining two of my most-treasured publications, *Hog Tales*® and *Enthusiast*®, into one.

DAN MCGREGOR
GREEN BAY, WISCONSIN

.....

Matt King and his team hit a home run with the new magazine. I absolutely love everything about the new format. It's fresh, it's modern, and the look and feel is simply fantastic. I almost let my H.O.G. membership lapse and have since extended it another three years!

ANDREW FISHER
VIA E-MAIL

.....

Outstanding. Just read edition 001, cover to cover, and I loved it. The layout and the stories kept my interest and sparked my energy.

MICHAEL D'HAENE
VIA E-MAIL

.....

This is what makes me so proud to be a H.O.G. life member. I can't imagine what those other bike clubs are thinking when they see stuff like this. Keep up the good work.

JIM DENATALE
VIA E-MAIL

.....

I really like the new combo of *Hog Tales* and *Enthusiast*! But "Into The Blue" and "Express Delivery" would have been better with a map each.

PAUL HABEL
VIA E-MAIL

Paul, you're not alone! We'll be including maps from now on. —Ed.

.....

I received the all-new HOG magazine and am very impressed. I do want to alert to a mistake, though, in the "Backstage" piece. The bike in transit is actually a Street Glide® and not an Electra Glide® as stated.

GUIDO REBOSIO
CLARK, NEW JERSEY

Guido, nice catch on the Street Glide! Only a few eagle-eyed readers caught this one, as the only difference at this stage of assembly is the Street Glide's unique wheel. —Ed.

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THUMBS DOWN

You asked for feedback on the new HOG magazine, which replaces *Enthusiast* and *Hog Tales*. My first impression is that I don't like it as much; maybe future issues will change my mind.

The new magazine feels very heavy toward *Enthusiast* and H-D advertising; *Hog Tales* got lost in there somewhere. I hate going to the movie theater and paying \$9 to see a movie, only to be forced to sit through 10 minutes of commercials. I had the same feeling after reading the entire HOG magazine.

Good luck with this effort.

MITCHELL LLOYD
FAYETTEVILLE, NORTH CAROLINA

.....

I have looked through your new magazine and would like to give some feedback: Page 5 shows a rider wearing tennis shoes. Do you ride? Or have any idea how dangerous this is? Please have someone who rides edit the pictures. With no disrespect intended, I have to ask you: On page 14, what is this about? Coachella Valley Music and Arts Festival? I'm not a hippie and don't know a Burning Man (is there anything about riding Harley-Davidson® motorcycles connected to these events?).

Last, but not least, is it possible to move the article from the *general manager* of H.O.G. to a more prominent place than the last page under Exhaust? He's an excellent writer and has a lot to say.

Just wanted to express my opinion. Thanks for listening!

LARRY JOHNSON
VIA E-MAIL

.....



REV IT UP

I received the first issue of HOG and am impressed. Great job on layout, articles, and letters. As a minister who rides, I loved the centerfold! Keep up the great work.

BOB MORRIS
VIA E-MAIL

.....

I can't help but comment on the Page 56-57 picture of Rev. John G. McFayden and his Road King®. No helmet, no goggles, no gloves, no boots, exposed leg, and "scarf" dangerously close to exhaust and rear wheel. With all the articles written in HOG for safe riding, seems as though someone is "preaching to the choir."

DAVE RUDOLPH
VIA E-MAIL

We'll pass your comments along to Rev. McFayden, who not only survived his ride but made it to Milwaukee on May 9 to minister to the faithful at the H-D Museum®'s Blessing of the Bikes. —Ed.

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SAVE ENTHUSIAST!

I'm very sad to see a magazine that's been in print since 1916 eliminated because of the Internet. Or is it a result of our economic crisis? Either way, R.I.P. *Enthusiast* magazine: 1916-2008. A sad sign of our times.

This note is not meant to be a downer. We silly humans are resistant to change. I'm just disappointed this change affects the history of our great Motor Company's long-running magazine.

JEN MURRAY
NARVON, PENNSYLVANIA

.....

For a company that values tradition and heritage, I would've thought that the combined magazine would have retained the banner of the longest continuously published motorcycle magazine in the country.

But the magazine looks good. I'll adjust.

TOM NIXON
VIA E-MAIL

.....

It's with sorrow and regret that I've learned you eliminated the title *Enthusiast* from your publication. As a Harley® owner and rider since 1973, and H.O.G. member since 1996, changing the format of the magazine I can live with. But changing the name is hard to accept.

ANDREW TYCHSEN
VIA E-MAIL

.....

While my neighbors lost 40-70% of their portfolios, I'm out riding my Harley-Davidson enjoying my investment.

.....

STIMULUS PROGRAM

In May 2007, I came into a windfall of cash. I'd just finished our state motorcycle safety course and wanted to buy my first motorcycle. Everyone advised me to invest in the stock market, but I decided to purchase a 2007 Harley-Davidson® Sportster® 1200 Custom.

I made the smarter of the two decisions. While my neighbors lost 40-70% of their portfolios, I'm out riding my Harley-Davidson enjoying my investment. While they're crying, I'm riding!

KEITH V. FANKS
CORAOPOLIS, PENNSYLVANIA

.....

XR1200™ RACING HERITAGE

It was with interest I read the XR1200 article in the newly formatted HOG magazine. As a former owner of several XLCRs, and after buying a new XR-1000 in 1983 and racing it for many years, I'm always glad when H-D reenters the racing arena.

I'm not sure how long John Sandberg has been around H-D racing, but from the article it would appear it hasn't been very long. He compares the XR1200 to the XLCR? With all due respect to Willie G., the XLCR was a styling exercise with a stock engine. It was a beautiful bike, but a runner it was not.

And you seem to skip over the XR-1000 completely. I haven't had the privilege of riding the XR1200 yet, but to say it can be "revved higher and cornered harder than any air-cooled Harley ever" is pretty laughable since my old XR-1000 could easily kill any V-Rod® or Buell® out there. Seventy-four horsepower is bragging for a 500 cc bike, not a 1200.

D. EVAN CASTLE
MONROE, GEORGIA

We should have mentioned the XR1200's lineage to the XR-1000, which was previously the most powerful production Sportster. However, we're not too sure you'd come out on the winning end against any of the bikes you mentioned, including the XR1200. Technology has come a long way since XR-1000's days. —Ed.

.....

WHAT'S YOUR STORY?

We welcome your letters, photos, and riding stories. Please e-mail yours to hogmagazine@harley-davidson.com, or mail them to ... HOG magazine, P.O. Box 453, Milwaukee, WI 53201. Please include your name, address, telephone number and/or e-mail address. All submissions become property of Harley-Davidson. We reserve the right to edit submissions for length and content.

Rebellion With A Cause

TO CELEBRATE THE LAUNCH

of the new Iron 883™ motorcycle, the newest member of the Harley-Davidson® Dark Custom lineup, the Motor Company invited 10 noted “low-brow” artists to create custom-painted Sportster® gas tanks. The show, in Los Angeles, titled “The Art of Rebellion,” displayed the original tanks along with select other works from the artists’ collections. All the artwork was offered for sale, with proceeds benefitting Art Matters, a charity that supports and encourages the exploration of new ideas and art.

Among those featured was Shepard Fairey, one of the most talked-about artists of the early 21st Century. Fairey designed the show’s original promotional poster and donated a piece from his collection. Though he could not attend the show in person, Fairey provided 100 signed copies of the poster that were given away opening night.

When the dust settled, organizers realized they had a hit on their hands. What was originally intended for “one night only” was extended to a two-week run. “More than 1,400 people attended on opening night alone,” said Laurie Clemens, Outreach PR project manager for Harley-Davidson.

Stand by for news regarding a possible follow-up show this summer or fall.



Photography: Colin Young-Wolff



H-D at Sturgis

IF YOU'RE HEADED TO STURGIS this summer, don't miss all the exciting Harley-Davidson action. Check out the all-new Harley-Davidson 2010 motorcycles, and take one for a demo ride. Yes, there will be H-D trikes available for demo rides. Show off your chrome at the H-D Ride-In Show on August 6 and get your H.O.G. pin (members only).

If you're a woman or support a female rider, join us for Women's Day on August 2 as we celebrate all women who ride. Women riders and passengers will receive gifts and prizes, information on getting fitted to ride any Harley, women's Garage Party™ updates, details on what happens in a Rider's Edge® New Rider Course, and much more. For details, visit www.harley-davidson.com/womenriders.

Plan your visit to Sturgis at www.harley-davidson.com/sturgis. Visit often for activities updates and location information. Also, watch for information on the AMA Flat Track race on August 4 at Black Hills Speedway!



Photography: Shooters Images, Inc.

Saddle Up for the Pony Express Ride!

A JOURNEY OF HISTORIC PROPORTIONS

FOLLOW IN THE HOOFF PRINTS of the legendary Pony Express riders in this exciting ride across the American West, September 15-24, 2009. The ride starts in St. Joseph, Missouri and finishes up, more than 1,900 miles later, in Sacramento, California – just like the original route did! Along the way you'll enjoy stops in Casper, Wyoming; Salt Lake City, Utah; Carson City, Nevada; and other great cities of the West. The trip also includes nearly limitless points of interest and plenty of exciting H-D dealership parties.

Registration opens May 20 and space is limited, so get ready. Log on to members.hog.com and sign up for this amazing journey!



H.O.G.® News

CLUB H.O.G.® Goes Interactive

DON'T FORGET, after you have the time of your life at CLUB H.O.G. OKC this summer (June 26-27), share your memories with other members by uploading your photos to the photo gallery on members.hog.com.

What Are You Doing On Million Mile Monday?

AS MILLION MILE MONDAY 2009 APPROACHES (Monday, June 29), H.O.G. wants to know what your plans are. Are you taking a big trip? Organizing or taking part in a chapter ride? Getting up extra early to take the “long way” to work? Or maybe you've come up with a completely original way to celebrate. Whatever it is, you're invited to log on to members.hog.com, today, to post a comment to the Million Mile Monday blog and share your plans with fellow members as you prepare for the big day.

Remember, the goal for this year's event is *five million miles*. So to hit that mark we'll need as many H.O.G. members as possible to take part. Not a H.O.G. member? Visit www.hog.com to sign up today!

Renew Early, Get Stuff Sooner!

IF YOUR RENEWAL DATE is not until later in the year, there's no need to wait to receive your 2009 H.O.G. membership kit. Simply renew your membership now and you'll receive your 2009 Touring Handbook, H.O.G. Benefits Guide, 2009 renewal rocker and pin, and a new membership card in just four to six weeks. Your renewal date (month) will remain the same, but you won't have to wait to get the most up-to-date materials.

On the Web



www.harley-davidson.com/rideplanner

Sounds Like a Plan

BEGINNING WITH THIS ISSUE, *HOG*® magazine will use the Harley-Davidson online Ride Planner to generate maps to illustrate riding stories. For more detailed information about a route, visit www.harley-davidson.com/rideplanner, then enter the name of the article to find the detailed ride plan.

This valuable online tool is a great way to plan your next ride – or just dream about an epic “someday” trip. Best of all, the Ride Planner is now easier to use than ever, with more functionality to make detailed planning simple. You can locate H-D “Great Roads” along your route, rider-submitted favorite roads, Best Western hotels, Shell gas stations, Harley-Davidson and H.O.G.® events, and more. When you’re finished, you can save your ride for future reference, post it for public view, or e-mail it to a friend.

You can even switch to a satellite view to get a bird’s-eye perspective of the terrain you’ll be riding through. Even if you’re not planning a trip, it’s a lot of fun to play around with.

www.harley-davidson.com/harlistas

Harlistas

LATINO RIDER JOURNEYS

HARLEY-DAVIDSON IS PROUD TO ANNOUNCE a new section on its Website especially for Latin-American riders. The *Harlistas* interactive experience will feature Hispanic Harley® riders sharing their stories, some of which will be selected for use in an upcoming documentary.

“There is a long-standing history between Hispanics and Harley-Davidson and we want to celebrate it,” said Karina Jaramillo-Saa, manager of market outreach, Harley-Davidson Motor Company. “We are very excited about our *Harlistas* site and can’t wait to share in the spirit of our riders and see their wonderful experiences.”

Note: “Harlista” is a Spanish language word meaning “Harley rider,” derived from the root “Harley” and the Spanish suffix “-ista,” which denotes being part of a group. The word is rooted and used heavily in most Spanish-speaking countries in Central and South America.

Meet the New Boss



HARLEY-DAVIDSON, INC. HAS NAMED KEITH E. WANDELL President and Chief Executive Officer, succeeding James L. Ziemer, who announced plans to retire last year. Wandell, 59, previously served as President and Chief Operating Officer of Milwaukee-based Johnson Controls, Inc.

“Harley-Davidson has a remarkable record of success and limitless possibilities. I am honored and thrilled to join the Harley-Davidson family and to have this opportunity to help it fulfill dreams, create innovative market-leading products, and expand its opportunities worldwide,” Wandell commented. Look for a more personal introduction from Keith in a future issue.

Thursday Night = Bike Night

BEGINNING THURSDAY, MAY 14, riders of all stripes are invited to take part in Bike Night at the Harley-Davidson Museum® in Milwaukee throughout the summer.

Ride in and hang out, talk bikes, enjoy weekly food and drink specials at Motor,® listen to music, or just gawk at all the cool motorcycles, including select Museum pieces. The action begins at 5PM. For more information, including Museum hours and ticket information, visit www.h-dmuseum.com.



“Heroic” Muscle

DID YOU CATCH A GLIMPSE of that sharp-looking motorcycle on the hit TV show “Heroes” earlier this season? That was a blacked-out V-Rod® Muscle,™ the newest, hottest member of the VRSC family.

In the show, the Muscle plays the part of the “Ando-Cycle,” a high-powered, specially equipped motorcycle belonging to the character Ando, a reluctant superhero struggling to come to terms with his special powers. Watch for repeat appearances of the Ando-Cycle as the show continues.

Screw It. Take a “Super Ride”

THERE’S NO BETTER WAY to appreciate a new Harley-Davidson® motorcycle than to ride. So from now until June 30, you can walk into a participating Harley-Davidson dealership and test ride any new bike available. No obligation. No bull. Right now, there may be no better way to feel good about the direction you’re heading.

To find a participating dealership near you, visit www.harley-davidson.com.



Sergio Morales

Revolutionary Ingenuity

IT WASN’T THE OLD BIKES that got 58-year-old Sergio Morales’s attention at the Harley-Davidson Museum.® Rather, it was the “new” models that most interested him during his January visit. You know, the ones made *after* 1959. Post-*Revolución*, if you will.

Because Sergio is all too familiar with vintage Harleys. In fact, he knows them in ways most cannot – ways that result only from dire necessity. As the sole full-time Harley® mechanic in all Cuba, he must rely on a combination of handmade or adapted parts, unending ingenuity, and almost 40 years of experience to keep all the island’s Harley-Davidson® motorcycles running. And that’s quite a challenge – because all 100 or so were manufactured before the Revolution (and, more significantly, the subsequent U.S. trade embargo) in 1959.

“We like to say that the Harley-Davidson motorcycle is indestructible,” he says through a translator. “In Cuba, this is a certain fact.”

According to local legend, Fidel Castro’s forces, following the successful overthrow of the *Batista* government, buried hundreds of Harley-Davidson motorcycles (seen as symbolic of America) in a giant hole somewhere on the island. Nobody knows for sure what happened to the many Harleys that used to roam Cuban roads. But it’s a dead certainty that new models and parts are no longer available.

To keep the remaining bikes running, Sergio and his fellow *Harlistas* (Spanish for “Harley rider”) are forced to either make replacement components from scratch or modify parts from Soviet-made and European motorcycles – or even automobiles. Finding tires is particularly difficult, he says, so lately they’ve taken to adapting 15-in. car tires and wheels to fit the American motorcycles, which range in vintage from 1936 to 1960.

His own bike is a 1946 Knucklehead, converted into a Servi-car. In Cuba, he explains, their Harleys are not just for fun; they provide a primary mode of transportation for their owners and families. His wife, Miriam, rides a 1950 Panhead. When they ride together, they usually choose one bike and ride two-up. That’s simply because gas is so expensive: about \$1.15 a liter, a small fortune by Cuban standards.

At least once a year, however, when riders gather for the *Día de los Motociclistas Caídos*, they don’t worry about the fuel price. On that day, they ride in honor of the legendary José “Pepe Milésima” Lorenzo and other “fallen motorcyclists.” It was Pepe who taught Sergio everything he knows about the art of Harley maintenance. (*Milésima* means “thousandth,” a nickname Lorenzo earned in honor of his mechanical precision.) And each Father’s Day, the day of Pepe’s death, the *Harlistas* ride to his gravesite to pay tribute to an icon of Cuba’s Harley history.

In Milwaukee, Sergio was gratified to see that the Motor Company has gone to such lengths to preserve its own past. It confirmed much of what has attained nearly mythical status in his homeland.

“The history that exists around the bikes is passed from generation to generation,” he says. “When we ride, we know we’re a part of that history.”

He is hopeful that a day will come when new Harley-Davidson motorcycles will reappear in Cuba. “There is a whole generation of riders waiting for them,” he says.

In the meantime, he and the other *Harlistas* will do whatever they must, for as long as they must, to keep their beloved machines running – and the spirit of Harley-Davidson alive in Cuba.

Next Ride

Oklahoma City, Oklahoma

Bricktown

LOCATED IN THE HEART of downtown, this revitalized former warehouse district is now a top-tier destination of restaurants, nightclubs, shops, and other attractions – there's even a minor league (AAA) baseball stadium. It's also the site of the street party during CLUB H.O.G.® OKC, the 26th Annual H.O.G. Rally, June 26-27. Getting there will be unforgettable, as well, as OKC is located on historic Route 66. (H.O.G. members: For rally details, log on to members.hog.com.)

www.bricktownokc.com



Photography: Oklahoma City Convention & Visitors Bureau

SOLO, MAYBE. BUT NEVER ALONE.

H.O.G.® RIDES WITH YOU.



Hood River, Oregon

Windsurf the Columbia

KNOWN ACROSS THE GLOBE for some of the most reliable wind conditions in the world, the Columbia River Gorge is a windsurfing hot spot. But you don't have to be world-class to set sail. Lessons for beginners are available in a secluded part of the gorge near Hood River, Oregon. To get there, we recommend the long way, via the Columbia River Gorge Scenic Byway (Washington) or the Mt. Hood Scenic Byway (Oregon).

<http://windsurf.gorge.net/cgwa/>

YOU'RE NEXT! Got an idea for a great Next Ride?

Send your suggestion, along with a high-quality photograph to hogmagazine@harley-davidson.com.

Photography: Peter Marbach



There is no typical Harley Owners Group® member just as there is no typical Harley®. For some, H.O.G. is a bond best shared and celebrated in community. For others, it's as independent and personal as it gets.

Yet every full member has a few things in common. Like a subscription to *HOG*® magazine (included with your membership). A new H.O.G. *Touring Handbook* road atlas each year. Access to programs such as the ABCs of Touring contest and the H.O.G. Mileage Program. A basic Roadside Assistance Program included in your membership. A wide variety of local, national, and international events to take part in. And so much more.

Where you take it from there is up to you. As our members have shown, there's more than a million ways to go. So no matter where you ride, you're never alone. Even when you're by yourself.

TO LEARN MORE OR JOIN, VISIT WWW.HOG.COM OR CALL 1-800-CLUBHOG.



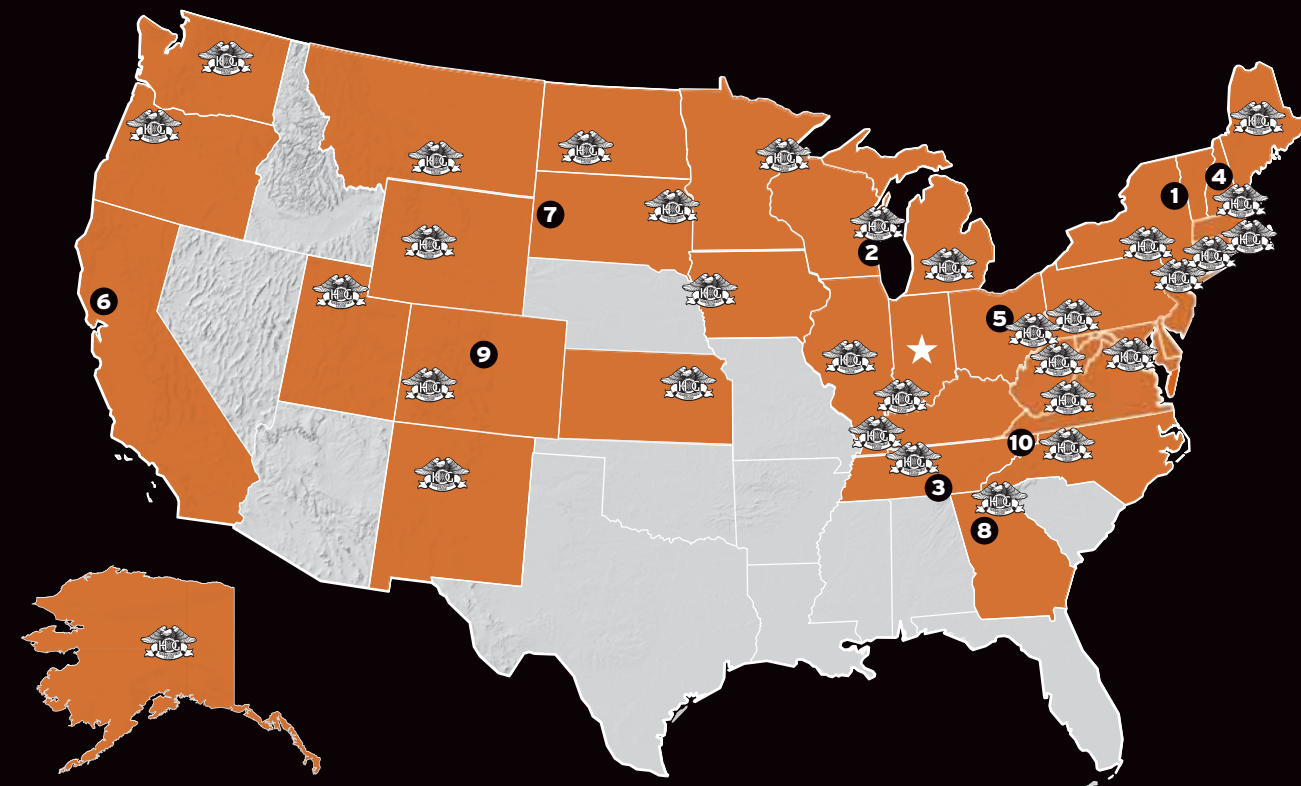
Photography: Kevin Netz

RACING AT INDIANAPOLIS - AMA FLAT TRACK AND MOTO GP
Double The Racing Action

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Photography: Dexter Balwest

1 AMERICADE
 > Lake George, New York
 > June 2-6
 > H.O.G. Pin Stop
 > www.tourexpo.com



Photography: Eric Barrows

2 AMA PRO ROAD RACING
 > Elkhart Lake, Wisconsin
 > June 5-7
 > www.roadamerica.com



Photography: Tennessee Department of Tourist Development

3 BONNAROO MUSIC AND ARTS FESTIVAL
 > Manchester, Tennessee
 > June 11-14
 > www.bonnaroo.com



Photography: NHDTTD/William Hemmel

4 LACONIA MOTORCYCLE WEEK
 > Laconia, New Hampshire
 > June 16-20
 > H-D Demo Rides/
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 > www.laconiamcweek.com



Photography: AHA/www.americanmotorcyclist.com

5 AMA VINTAGE MOTORCYCLE DAYS
 > Lexington, Ohio
 > July 24-26
 > www.americanmotorcyclist.com



6 FRAM AUTOLITE NHRA DRAG RACING NATIONALS
 > Sonoma, California
 > July 24-26
 > www.nhra.com



Photography: Shooters Images, Inc.

7 STURGIS MOTORCYCLE RALLY
 > Sturgis/Rapid City, South Dakota
 > August 1-7
 > H-D Demo Rides/
 H.O.G. Pin Stop
 > www.sturgismotorcyclerrally.com



8 NATIONAL BIKERS ROUNDUP
 > Atlanta, Georgia
 > August 5-8
 > H-D Demo Rides/
 H.O.G. Pin Stop
 > www.nbrkcmo.com



9

9 AMA INTERNATIONAL WOMEN & MOTORCYCLING CONFERENCE
 > Keystone, Colorado
 > August 19-22
 > www.womenandmotorcycling.com



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10 SHARPIE 500 SPRINT CUP SERIES RACE (NASCAR)
 > Bristol, Tennessee
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BETWEEN THE LINES

Riding In High Winds

A Matter of Body, Mind, and Machine

By **Becky Tillman**, Rider's Edge® Regional Manager, Harley-Davidson Rider Services



Wind. In its many pleasant forms, we riders generally consider it our friend. We relish feeling the “wind in our faces.” It carries the scents, good and bad, that make riding an extra-dimensional experience. We describe ourselves as “brothers and sisters in the wind.” When the sun is high and hot, it’s our natural air conditioner, carrying heat away from our bodies (and engines) as we ride toward the inevitable sunset.

These and other wind-aided scenarios help distinguish our travel experience from that of the cage-dwelling driver.

But wind also has a treacherous side. When it gusts unpredictably, barrels across the wide-open spaces we love so much, and blasts like jet wash over a high bridge, we suddenly find ourselves cursing our constant traveling companion.

Sometimes we have a choice about riding when the wind whips up. Sometimes we

don’t (though in truth, we always really do). But whatever the circumstances, knowing how to prepare for and react to the challenges high winds present is key to enjoying the ride.

Or, as the case may be, simply *enduring* it.

Model Behavior

One of the most basic things that can affect your ride in the wind is simply your choice of motorcycle. Now, I’m not about to suggest that you choose your ride based on how well it handles in the wind. But knowing how that choice may affect you in certain situations can help you prepare for them.

Generally speaking, all Harley-Davidson® motorcycles handle exceptionally well in windy conditions. For one thing, they’re “heavyweight” motorcycles, which helps anchor them against the force of a strong blast. And their powerful engines give

you an edge when you find yourself riding straight into the teeth of the wind. Harleys® also typically have a low center of gravity, which provides added stability.

However, riding position can make a difference, as well – for better or worse. For instance, a classic “cruiser” riding position does not provide quite the same control as a more upright position. And on really windy days, “ape-hanger” handlebars may just give you fits. Features such as solid wheels can also affect handling.

Let me be clear: I’m *not* suggesting any of these things are bad. They’re just things to think about when battling the breeze.

How you pack your bike can have a big effect, as well. In his book, *Proficient Motorcycling*, author David L. Hough talks about “sails” – that is, parts of your motorcycle that are particularly prone to catching the wind and pushing it around the

road. A particularly “effective” sail is that big touring pack riders often strap to their passenger pillion or luggage rack. Because these are often mounted so high, so far above the motorcycle’s center of gravity, the wind gets a lot of leverage as it slams into the side of the pack. (Riding with a passenger has a similar effect.)

Another sail is the windshield or fairing on your motorcycle. When it comes to wind, these popular accessories can be something of a double-edged sword. On most days, or when you’re riding directly *into* the wind, windshields and fairings do exactly what they’re supposed to: shield you from the wind. In high crosswind situations, however, they can work against you.

In crosswinds, it can also make a difference whether the fairing is fork-mounted (as on Electra Glide® models) or frame-mounted (as on the Road Glide® model). When crosswinds hit a frame-mounted fairing, the effect is to push the bike downwind. With a fork-mounted fairing, however, the wind can turn the bars and create a countersteering effect, which can actually turn you slightly *into* the wind. (We’ll discuss this more later.)

The difference may not be dramatic, but again, the bottom line is to know what you’re dealing with. Because in riding, as in life, knowledge is power.

Acting and Reacting

The more you study safe riding practices, the more certain themes keep emerging. In the case of high winds, as in almost any riding situation, one of the most important things you can do is *anticipate*. Be ready for that wind gust *before* it knocks you into the next lane.

Sometimes, a sign of coming wind can be quite literal: a sign on a bridge warning of “STRONG CROSSWINDS.” More often, however, they’re more subtle. You’re riding down into a wide valley and see the trees and bushes ahead swaying. You’re cresting a mountain pass and know from experience that the winds may pick up on the other side. You see dark clouds up ahead or a foreboding change in the cloud pattern. Maybe you can just feel the wind start to pick up.

When you ride under an overpass or pass a semi, be prepared for the crosswind to stop suddenly – and to increase again suddenly when you’ve completed the pass or passed completely under the road.

No matter the situation, knowing how to react – before you have to – is what’s important.

For starters, adjust your riding position as needed. As discussed, a laid-back position is less than ideal, so sit up and lean forward a little bit if you can. A slight bend in the elbows will help you better respond to steering inputs created by the wind.

A common reaction to a big gust is to clamp onto your handlebar with a death grip, but this is counter productive. Maintain a firm but flexible grip on the bars and prepare to lean into the wind as it hits. This is done by *countersteering*.

A quick review is in order here. “Countersteering” is the process by which all riders turn their motorcycles at speed – whether they realize it or not. To turn the motorcycle to the right, pressure is applied to

... one of the most important things you can do is *anticipate*. Be ready for that wind gust *before* it knocks you into the next lane.

the right handgrip, which initiates a rightward lean, turning the motorcycle. To lean/turn left, apply pressure to the left handgrip.

All motorcyclists countersteer naturally, but it’s especially important to understand what you’re doing in special situations. When blasted with a sudden crosswind, an inexperienced rider’s initial, instinctive reaction may be to turn the bars into the wind. The problem is, this will produce the *opposite* of the intended reaction. Instead, apply pressure to the “upwind” handgrip, as firmly and as often as needed, to keep the bike pointed straight down the road in a crosswind. Keep your body as relaxed as possible and make smooth, firm steering inputs. Don’t jerk the bars.

It also becomes especially important to pay attention to your lane position and

“safety zones” in these situations. Stay as far away as you can from other traffic. On a four-lane road, stay in the upwind lane if possible and try to keep an open space to the downwind side, in case you’re unexpectedly pushed across the road

Geared Up

Finally, wearing the proper gear will take some of the sting out of your windy ride, perhaps literally.

For starters, make sure you’re wearing the best eye protection you can, as windy conditions kick up a lot of debris.

If your helmet doesn’t have a face shield, consider wearing a bandana or face mask to cover your mouth and nose in high winds. This will not just help protect you from blowing debris but also will make it easier to breathe. Packing some eye drops and ear plugs is also not a bad idea.

Covering your skin completely – with a jacket or long-sleeved shirt – will help protect you from blowing debris and also help your body retain moisture. High winds

and bare skin provide a quicker path to dehydration, so consider stopping more frequently than usual for water. And keep everything zipped and buttoned to keep things from flapping in the breeze.

But remember: Riding a motorcycle as safely as possible is all about reducing, not eliminating, risk. By taking a few simple precautions, and arming yourself with as much knowledge as possible, riding in high winds can be looked at as just one more adventure you encounter on the road instead of something that might ruin your ride.

Note: In the previous edition of “Between the Lines,” we neglected to note that the “SEE” system – “Search, Evaluate, Execute” – was created by the Motorcycle Safety Foundation (MSF). HOG magazine regrets the oversight.



JUST THIS SIDE of NOWHERE

STORY and PHOTOGRAPHY
by MIKE ZIMMERMAN

{WEST TEXAS, BIG BEND, and a SEARCH
for the ULTIMATE WIDE-OPEN RIDE}

THE BUZZARDS, *it seemed, had taken the day off.*

And as I rode west on U.S. 90, I couldn't say I blamed them. When I plotted this route on the map, I imagined riding in dry, scorching heat through unimaginably desolate terrain, while buzzards circled patiently overhead, waiting for me to lay it down so they could swoop in and ravenously pick every bit of succulent flesh from my bones. (Not a bad way to go, huh?)

Instead, I got a cool, damp, slightly dreary ride through occasional rain, fog, and only moderate desolation. And no buzzards.

Still, even without the blazing sun, as I gazed out over the rugged landscape, it was not hard to imagine the challenges faced by those who struggled to forge a living from this land 150 or 200 years ago. It says something about the human spirit that they even tried.

It wasn't quite the West Texas ride I had envisioned. But soon the weather would break. Big Bend National Park was just over the horizon. And I was exactly where I wanted to be. »

West Texas

ONE OF THE FIRST THINGS you notice about Texas is how proud Texans are of their state. Its outline is iconic, so you see it everywhere: on ranch gates, billboards, souvenirs, belt buckles, etc. Even the make-your-own waffles at the hotel breakfast bar were shaped like Texas! The last place I had a waffle shaped like the state I was in was in Wyoming.

Another thing you notice is how geographically diverse Texas is. At the 2008 Texas State H.O.G.® Rally in New Braunfels (outside San Antonio), where I began my visit, people kept asking me, "Is this what you expected Texas to look like?" The East Texas Hill Country is rolling and green. West Texas, by contrast, is more what most people probably think of Texas to be: rugged and wide-open, with scrub brush, rolling hills, and buttes as far as the eye can see.

On the map, Big Bend looked a long way from anywhere, and I relished the thought of a long, lonely ride to get there.

The buzzards had fascinated me since my arrival. They were everywhere, straight out of an old cowboy movie. Occasionally, a large group would gather on or next to the road and then fly away when approached. Invariably, this would reveal a dead picked-over deer, sheep, armadillo, or raccoon. And occasionally I came across a nearly bare skeleton, as it would seem that Texas often lets nature take its course when it comes to roadkill.



BIG BEND NATIONAL PARK is huge – more than 800,000 acres. The park itself has only 123 miles of paved roads (with another 50 or so just outside it), but it features quite a few long “dead ends.” To ride them all requires quite a bit of doubling back. You could still easily ride the whole park in a day, as I did, but it’s worth it, however, to take your time and savor the beauty.

The park’s key geographical feature is the Chisos Mountain Range, which rises spectacularly from the desert floor to dominate the central landscape. It includes Emory Peak, which, at 7,825 feet, is the literal high point of the park. Other smaller ranges and peaks surround the Chisos, giving the entire park a “moonscape” feel. It was one stunning rock formation or scenic vista after another as I rode up, down, and around the park. The views change dramatically with the light, though, so it pays to stay a while and experience it at different times of day and in different weather. »

.....
THE VIEW from the *Chisos Mountains Lodge* is amazing. At left is the “Window,” a gap in the surrounding mountains perfectly positioned to watch the sun go down. If you can get a reservation, it’s well worth spending at least one night in this unique lodge.

www.chisosmountainslodge.com



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Record your miles by Noon (Central Time) on Tuesday, June 30, at members.hog.com or by calling 1-800-CLUBHOG (1-800-258-2464).



I SAW HIM *a moment before he saw me:* a big tom turkey on the left side of the road ahead. I rolled off the throttle; he hit the gas, rising into the air with approximately the trajectory of the "Spruce Goose." If he'd been aiming to intersect my motorcycle, he couldn't have calculated a much better angle.

I ducked behind my windshield as the feathered beast's life flashed before my eyes (another reason I wear a full-face helmet!). I cursed, he gobbled, and his tail feathers clipped the right wing of my fairing as he whooshed by.

I'm not sure what would've happened if we'd made real contact, but Ranch Road 2400 wouldn't have been a good place to find out. Seeking to get even further off the beaten path after I left Big Bend, I took a series of back roads to reach Interstate 10 to get back to San Antonio. Before I nearly made jerky of the turkey, I'd been enjoying

a great sense of freedom as I gleefully wound my way through the remote oil fields. A few miles later, I spooked four deer as I rounded a bend. I may have been in the middle of nowhere, but I was not alone.

Arriving in San Antonio at about 6PM, I briefly considered riding downtown to check out the Alamo. But I had ridden well over 500 miles that day and had no interest in fighting rush hour traffic. "Forget the Alamo," I thought. This ride is history. **HOG**

To ACCESS the Harley-Davidson Ride Planner map of this ride, zoom in on Gruene Harley-Davidson in New Braunfels, Texas and find the ride titled "Just This Side of Nowhere." Be sure to activate the "Dealers" and "Roads" functions in the Ride Planner (click on the icons at the top of the screen) when you do your search.

www.harley-davidson.com/rideplanner



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MONDAY, JUNE 29, 2009

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Less is More

Black and Chrome 2009 Road Glide®

Sometimes the best way to emphasize chrome is to use less of it. In the case of this custom 2009 Road Glide, a few black accessories like the engine guard, forks, handlebars, and controls provide the perfect backdrop to highlight high-impact chrome components like the powertrain, exhaust, wheels, and tank console.

Achieving this simple, appealing contrast was made easy thanks to the many new black (and chrome) Genuine Motor Accessories and Motor Parts available at H-D dealers.

To see the complete list of accessories on this and other custom Harley-Davidson® motorcycles, visit www.harley-davidson.com/gallery.





THE NEW **TOURING** STANDARD

— 2009 IS THE YEAR —

BY FRANK KAISLER



WOW, WHAT A DIFFERENCE A YEAR MAKES! I just stopped for lunch at a small-town restaurant in central California after a mostly wet ride up Route 1 out of Santa Monica on a selection of 2009 Harley-Davidson® Touring models ranging from the Road King®

to the Screamin' Eagle® Road Glide®, part of a Touring family "re-launch" the Motor Company held in February. After reading about all the improvements to the Touring lineup, I figured the new models would look like a cross between a lunar lander and a production line robotic welder. But at that moment I realized: Just as the official literature states, they changed everything and lost nothing.

The basic Touring platform up through the 2008 model year dated back to the early 1980s, when FLs were powered by the venerable 80 cubic-inch Shovelhead Big Twin. Engines evolve, however, and in order to complement the increased horsepower and torque of today's 96 cubic-inch Twin Cam engine with its six-speed Cruise Drive® transmission, a change was in order.

Believe it or not, riders like you and me are partially responsible for some of these changes, especially those of us who attended the 100TH Anniversary in Milwaukee. Back in 2003, scattered throughout the various event venues were booths where different aspects of the ergonomics of motorcycle operation were undergoing prospective research. I went through booths that

focused on exhaust sound and clutch lever effort. In the exhaust booth, I donned headphones and listened to a dozen or so exhaust systems, rating each on a check sheet. Each system started with the engine idling followed by the clunk as it dropped into first gear and then shifted through its five-speed transmission. In a tent in front of the Pilgrim Road plant, I sat at a table and squeezed a variety of levers and rated each one. The results of those studies influenced many of the improvements making their debut on the 2009 Touring models.

The most extensive change was to the frame of the motorcycle itself, which owes its greater rigidity to the increased use of forgings and castings connected by shorter lengths of tubing. The frame is constructed as two separate pieces and then bolted together. How can a "bolted-together" frame be stronger than the fully welded skeletons of past models, you ask? The strength is in the new castings and forgings at each of the joints where the frame tubing is welded to a forging. The changes eliminate the need for bent tubing and require fewer weld joints than the previous configuration. Also new is an engine mount system incorporating twin front isolators with a single tie link, and front and rear mounts tuned to balance chassis stiffness and engine isolation.

»



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The swingarm also is completely new, with stronger forgings at the pivot/bearing area and axle plates to improve the rigidity of the whole platform.

And as long as you're building a state-of-the-art frame, why not upgrade everything else? The trail of the front forks has been increased without changing the steering angle, which improves high-speed cruising response. Raising the rear footboard mount yielded an extra degree of lean angle, and now the first part to touch pavement at full lean is the rear edge of the footboard. Raising the rear footboard mount also flattens the foot-to-board aspect, improving the comfort of the riding position. Another benefit of the new chassis is an increased load capacity: 70 pounds overall, with five pounds more capacity in each saddlebag plus five more for the Tour-Pak® carrier.

There's a wider rear tire (180 mm x 16 mm) with a new dual compound tread of soft rubber on the edges for better cornering grip and a harder compound in the middle to handle high-mileage freeway droning. The rear fender is wider to accept the wider tire and a tad deeper to accommodate an accessory 18-in. wheel. Even the new wheels, which feature 28 spokes in a turbine-style pattern and the wider rear rim, add to the overall rigidity.

Pretty bitchin', but it doesn't end there. The exhaust has been rerouted to direct heat away from riders and passengers with a new "2-into-1-into-2" design. Another rider comfort feature recently added is an automatic shutoff of the rear cylinder's spark plug at idle, which reduces the amount of engine heat rising up to the rider. How about a six-gallon fuel tank? More fuel capacity for more miles between stops. While in the saddle, you'll notice that the clutch lever is an easier squeeze, but you probably won't feel the isolated drive in the rear wheel that yields smooth, seamless power delivery from idle to wide-open throttle.


On some Touring models, better rider comfort comes via new electronics including a Harman/Kardon® Advanced Audio System and accessory GPS with Ride Planner. Voltage is supplied by a higher-output charging system, which also powers new LED fender lights that use less juice and last longer than incandescent bulbs. The new charging system also can easily handle heated grips and seats, as well as any other accessories needed to make your bike yours alone.

But no matter how much I might want my descriptions to whet your appetite for a new Harley-Davidson Touring model,

there's no substitute for looking at, sitting on, and riding one to experience for yourself what I felt on our ride up the Left Coast. I rode each of the seven Touring family models over the course of the two-day ride (my favorites were the CVO™ Road Glide and the Street Glide®). Through the cooperation of Mother Nature, I got to ride each model on wet and dry road surfaces on the coastal plain and over the mountains.

Although the coastal road is varied, it's predominantly cliff-hugging, twisty, two-lane asphalt with few opportunities for passing. Add to that the occasional trail of water, dirt, and rock crossing the road (from hillside runoff) usually just out of view around the next corner, and riders need to keep their attention focused on the road ahead with only occasional glances at the magnificent vistas. The conditions were a cause for concern at first, but as I tuned into the feel of the new models, I got very comfortable dodging the larger rocks and limbs carried down from above. The bikes felt solid, predictable, light, and maneuverable, even as we stopped for photo opportunities that required numerous turnarounds on the gravel shoulders. Riding in the rain always heightens awareness of traction limitations, inviting increased following distances and reduced speed. The models with optional ABS performed well when I entered a few situations a little too hot, and after riding the non-ABS models, I was anxious to get back on an ABS-equipped bike.

The last segment of the ride was a section of freeway in northern California that goes over the mountain from the coast to Los Gatos. Here, at higher speeds, the bikes displayed the same confidence-inspiring manners as they did on the two-lane roads. Just a slight shift of weight combined with a gentle push on either grip was all we needed to smoothly and effortlessly respond to any curve in the road.

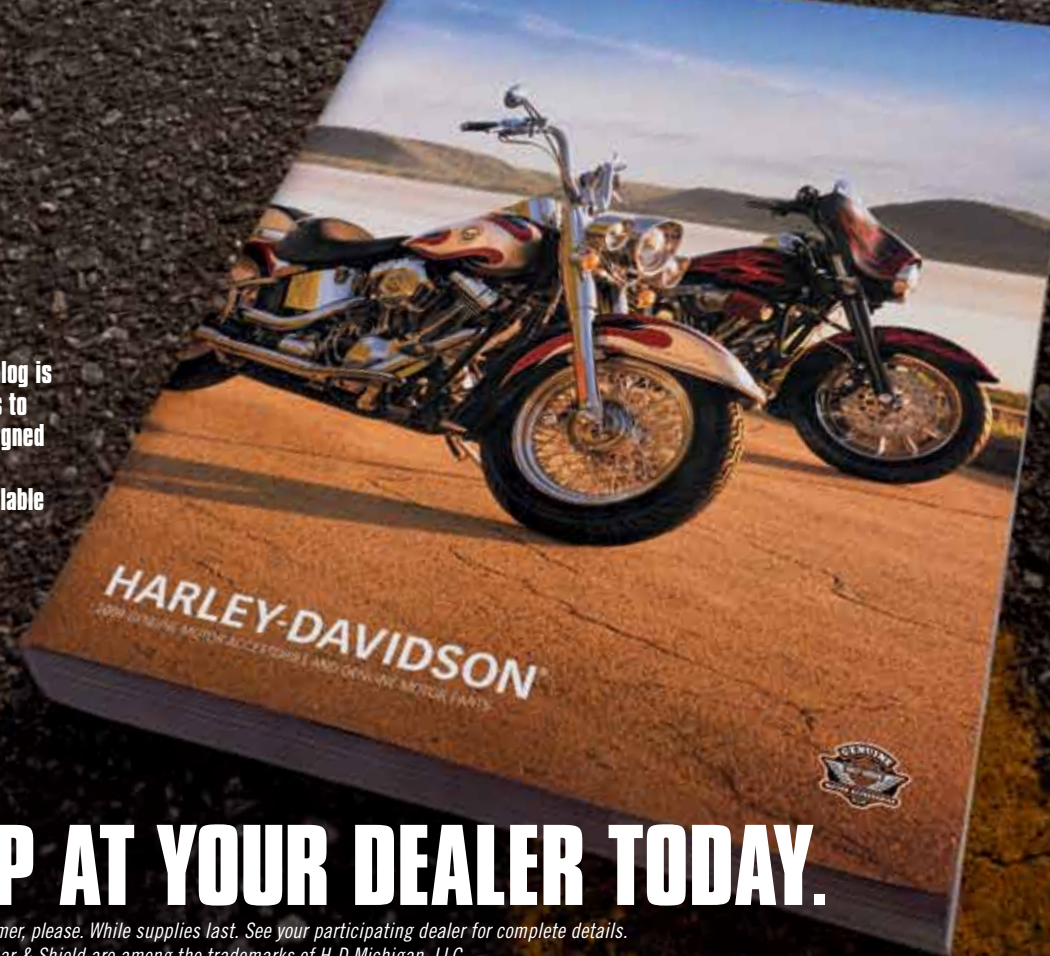
Don't just take my word for it – go ride one yourself, either at an event where demo rides are offered or, better yet, at your local dealer. And don't forget to check out the new P&A offerings during your visit. The factory builds a very good bike, but you're the one who makes it perfect. 

Los Angeles-based motojournalist Frank Kaisler has written for Easyriders, Hot Rod Bikes, and Bike Works magazines, among others, during his 30-plus-year career.

IF IT DOESN'T SAY GENUINE HARLEY-DAVIDSON THEN IT AIN'T



The 2009 Genuine Harley-Davidson Catalog is jam-packed with thousands of new ways to upgrade and personalize your bike, designed with Harley® motorcycle riders in mind and torture-tested to extremes. It is available today at your Harley-Davidson dealer.



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13 years.
192 countries.
One 35-year relationship.
Intact.

Story by Mike Zimmerman
Photo by Neil MacBeth





he split, they said, was amicable. But it was also declared final. After more than eight years of traveling the globe together on their 1994 Harley-Davidson® motorcycle – and 30 years of marriage – Peter and Kay Forwood had reached the end of the road.

Kay was headed home to Townsville, Australia. Peter would continue traveling. For good.

“It was a polite but permanent separation,” Peter writes in a draft of a book they’re now working on.

It was so polite, in fact, that after the decision was made to separate, they spent their last two weeks together, in the Philippines, savoring every moment. It was almost as if they were on a second honeymoon.

Beneath the calm, loving appearance, however, suppressed emotions occasionally caused sparks as the day of their parting drew near. At the time, it seemed the only option. They had reached a true “impasse,” as Peter put it, the first in all their years of marriage. No compromise seemed possible.

Kay was ready to go home. But as Peter saw it, after so many years of traveling the world, there was just no way he could go back to the mundane, sedentary life permanent residence in Australia (or anywhere) had in store for him. “It was difficult to see an alternative to travel, other than sitting on the porch whittling or growing vegetables,” he wrote.

They’d given “real life” a fair shake already and had done it well. “We have covered the spectrum of university, private business, farming, government work, working on boats, raising three children, and even taking up bridge and dabbling in the share market for a year or two before becoming restless enough to start traveling full time.”

In fact, it was the successful scuba business he and Kay ran together for many years that had made their extended traveling possible in the first place. He had nothing against the type of life

most people live, but he just couldn’t bring himself to go back to it.

Kay, on the other hand, felt pulled back to that life. Though their three children were grown by then, and leading successful lives of their own, the urge to put down roots again was strong. “A house, family, and friends” were what she desired most at that point in her life.

Why not let Peter keep traveling full time while Kay makes a home in Australia? This would give Peter a place to come home to when needed, and there would certainly be nothing stopping Kay from joining Peter on the road for short or even long stretches as she so desired. It seemed like there ought to have been some middle ground they could agree on. But it was not to be. On December 12, 2004, Peter wrote in his journal:

To live apart but to remain a couple would have restricted that freedom necessary for full utilization of the differences we need to pursue. To remain together, only separated for

long periods of time could only lead to rumours and infidelity and ultimately a devastating separation sometime in the future. It is better to be honest with ourselves and each other and make the inevitable step now.

Virtually any couple will attest that traveling together can test a relationship. Through various trials and challenges, it can bring two people closer together or drive them apart. For more than a decade, the former seemed true of the Forwoods. But then the latter looked inevitable. The journal entry continues:

Men love their wives whilst women love their children. I caught the flight out of Manila for Bangkok tonight, alone.



Kay encounters a curious giraffe in Nigeria.



No matter where in the world they ride, their Harley never fails to garner a lot of attention.

THE 40-YEAR ITCH

Let’s be honest here. In the minds of many, a Harley-Davidson Electra Glide® Classic motorcycle would not be the first choice for a 13-year journey around the world. Sure, they’re great on paved roads, but in much of the world, asphalt is mere fantasy. Dirt, gravel, mud – sometimes even wooden planks are what pass for a road surface. Not exactly a Harley’s favorite *milieu*, as it were.

But the Forwoods’ journey didn’t start out to be an around-the-world adventure. It simply *became* that. It began, truth be told, as what Americans might call a midlife crisis. Peter had recently faced his 40th birthday – and he got the urge.

Always a traveler, and a motorcyclist since age 18, Peter fulfilled a dream with the purchase of what is now known simply as “The Motorcycle.” It was his second Harley – the first being a 1939 1200 Flathead he owned years ago. It seemed the perfect vehicle for a planned six-month excursion to Indonesia, Singapore, Burma, and Malaysia in 1996. Kay stayed home – this was Peter’s trip – but she joined him for a month in the middle. Peter returned to Townsville in July.

With a taste of world travel fresh in their minds, the couple soon hatched a plan to ride around the world – six to eight months at a time – with the intention of landing in Milwaukee, Wisconsin in August 2003 for the Harley-Davidson 100TH Anniversary Celebration.

Kay again started out as a part-time traveler, but by 1998 she was joining Peter on the road for the bulk of the trips. By then, their three children had nearly reached adulthood, so they felt comfortable leaving them to fend for themselves (more or less) for extended periods. A pair of loving and available grandmothers made it easier.

With Mission: Milwaukee accomplished, it seemed only natural to keep traveling – but not before “visiting” their home country. Between the different sections of the journey, the Forwoods arrange to have the bike stored in the country they last visited, resuming the trip in the same spot a few months later, so when they shipped the motorcycle back to Australia, it was the first time it had been home since it left Darwin for Indonesia.

By then, the motorcycle (they like to think of the journeys as the motorcycle’s, with themselves just along for the ride) had visited 142 United Nations countries. They were about to begin an eight-month tour of their home country, and all seemed right with the world – most of which they had recently visited.

THE TASTE OF ADVENTURE

It is no trick to go round the world these days; you can pay a lot of money and fly round it non-stop in less than 48 hours, but to know it, to smell it and feel it between your toes you have to crawl. There is no other way. Not flying,

not floating. You have to stay on the ground and swallow the bugs as you go. Then the world is immense.
Ted Simon, Author, *Jupiter's Travels*

“If each day unravels just one more piece in the jigsaw puzzle that makes up our world, it was worth traveling to find.”

where you will be sleeping tonight. Where you will get food, what will lie ahead down a road never traveled is a scenario that keeps me actively alive.”

Kay agrees – up to a point. But it's hard not to conclude that Peter is truly the driving force behind their big adventurous lifestyle.

“Peter and I have always done things together, on the farm or in the scuba diving business,” she explains. “And whilst he is a lot more adventurous than myself – I still get apprehensive at times – looking back I have few complaints, and have almost always enjoyed our experiences and achievements.”

One of the common challenges is that a major trip can so change your outlook that it becomes all but impossible to go back to your previous life. But that is not necessarily a bad thing.



Drawing a crowd of young monks in India.

Mr. Simon, who undertook his famous around-the-world journey in the 1970s, has it right. And Peter has had similar thoughts, as he has written himself:

I am often asked why I travel. It was only after a couple of years that a clear answer emerged. Today we can see almost everything on television or in the movies. The Internet can answer almost every question and books can beautifully describe almost every situation or feeling but unless you experience it yourself, for you it hasn't happened. You can not appreciate the hot desert winds, the soft snow, or the different food tastes unless it is your own personal experience. If each day unravels just one more piece in the jigsaw puzzle that makes up our world, it was worth traveling to find.

For Peter, the “unknown” is a big part of the allure.

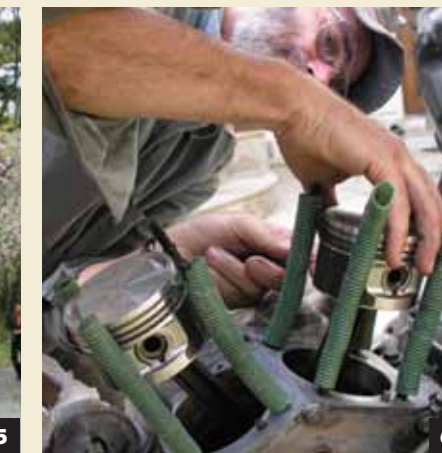
“The only 'known' is not knowing what's ahead,” he explains. “All lives are like this, but most people wake up in the same room each morning, eat in the same kitchen, shop in the same store, drive the same route to work each day. To wake up and not know

“Many world travelers we have encountered have had difficulty settling back into the ‘real’ world or ‘normal’ life,” Peter says. “For many, their trip is the highlight of their lives, similar to people returning from a war. The personal challenges, hardship, achievements, and relationships they have endured by traveling all leave the more traditional lifestyle a little empty.

“Many return to the road, work in hostels, do motorcycle tours, or work for a few years to save up for more travel. But obviously many also do settle back to the reality of raising a family. Many we later visit like to relive the adventure with other travelers; visit or run motorcycle rallies; even run Web sites, like Horizons Unlimited, to keep their contact with travelers.”

Peter is alluding to Grant and Susan Johnson, who know all about the stresses, strains, and joys of two-wheeled travel. After completing their own global circumnavigation in 1998, they started horizonsunlimited.com, a Web site devoted to supporting and connecting long-distance motorcycle travelers around the globe.

»



1: Preparing to cast off from Comoros. 2: A Hindu holy man en route to Varanasi, India. 3: Dodging a whirlwind in the Himalayas. 4: Colorful wildlife in Madagascar. 5: Romance blossoms in Japan. 6: Repairing the top end in India. 7: A memorable sunset in Turkey. 8: Friendly faces in Pakistan. 9: Roughing it in the wilds of Kyrgyzstan.

"You never *really* go back to normal," Grant says. "You always know what most people don't about the world, you always appreciate and understand another world's point of view."

As a result, the traveler's "old life" just doesn't hold the same appeal anymore.

"Some people do one big trip and then that's it, they're traveled out," Grant continues. "But they are very, very few in number. For most, travel becomes a part of their life. Work is only a way to pay for it, and everything else is 'in-between trips.' And you start to mark time by the year you were in Morocco or Argentina."

In 2003, in the last of a series of articles in *Hog Tales*® magazine, there were hints that the Forwoods' interest in continuous traveling were perhaps not quite at the same level.

"I feel like Forrest Gump," Peter said then, "when after running across America for a long time he stopped and said, 'I am tired. I think I will go home now.' When I no longer feel like traveling I will stop. It might be tomorrow, it might be never."

Kay, on the other hand, hinted that her passion for the pursuit did not remain quite so strong.

"Travel is still fine, but for me it is not the dominating thing I want to be doing," she said. "Mind you, I don't know what our 'other' life would be, but it will be a long time before it does not include traveling."

And perhaps here, in hindsight, is where you can start to see a few cracks in the Forwood foundation.

Peter says that whenever they've thought about not traveling anymore, they ask themselves a simple question: "What have we done over the last month compared to what we would have done had we been living in a house in Australia? Never has the at-home life come close to surpassing what we consider we have been experiencing on the road. So we keep traveling."

But as time passed, and they continued to ask "the question," their answers didn't always completely mesh.

"Since the [Harley-Davidson] 100TH Anniversary, or perhaps before," Peter now says, "I had always considered that this [traveling] was what I wanted to do. Like taking on a new job, there was no ending timeframe."

"It is probably not my choice of lifestyle," Kay counters. "I would not have set out on this adventure on my own, as I've always been a supporter rather than an instigator of situations."

By December 2004, they were clearly looking down different paths. And so it came to pass that Peter caught the flight from Manila to Bangkok alone, without his wife of 30 years.

It did not take long, however, before the absence made their hearts grow fonder. Back in Australia, Kay never quite settled in to the old life. In four months, she never got around to unpacking the boxes at their home. Maybe it was restlessness, maybe it was the pain she felt from the turmoil of her relationship with Peter. She's not quite sure; most likely it was both.

Meanwhile, Peter had a difficult time adjusting to Kay's absence, as well. He even took up company for short periods of time, on two separate occasions, with fellow world travelers – both "lovely ladies with diverse backgrounds," as he describes them. He enjoyed their company but found he desperately missed Kay and "the continuity of long-term memories shared."

In the interim, e-mail provided an open channel of communication to discuss the situation. By April, both were willing to seek common ground, so Kay flew to Kyoto, Japan to see if reconciliation was in the stars.

The stars must have been aligned perfectly that month, as it would be hard to find a place more romantic than Japan in the springtime. Peter writes:

Whether it was the flooding of cherry blossoms, staying in the Buddhist Monastic Complex of Koya-san in the mountains or a stroll through the magnificent Sento Goshō Gardens. Perhaps it came from contemplating the simplicity of a Zen garden, the majestic snow-capped Mt. Fuji or whilst relaxing in the warm waters of the seaside onsen at Shirahama. Who knows if an evening sipping sake over bowls of seaweed, octopus, raw squid and sea snails helped. Maybe the relaxed Japanese people, who seem to be in a perpetual state of Tai Chi, slowly moving through life, gave the idea we had time to relax in each other's company, but by the end of the month we had forged a future together.



The motorcycle's Tour-Pak® makes a convenient travelog.

Once again, the Forwoods found themselves at a train station preparing to part company. Kay was headed back to Australia; in a few days, Peter and the motorcycle would be bound for Russia. It would be another seven months, before Kay would rejoin Peter on the road full time. But this time, the sweet sorrow of their parting would leave no bitter aftertaste.

FULL CIRCLE

On October 15, 2008, when Peter rode the motorcycle out of the packing crate at the shipping station in Auckland, New Zealand, it was "official": the Forwoods' 1994 Harley-Davidson Electra Glide Classic had visited every United Nations-recognized country in the world. All 192 of them – 193 if you count Vatican City.

Though they can't absolutely prove it, the Forwoods believe it is the first vehicle of any kind to accomplish such a feat.

"The 'record' is not official," Peter explains. "We didn't start out with the aim to make or break a record, probably haven't kept appropriate documents necessary for proof, and don't wish to spend time searching for documents for a record – at least not at the moment."

Their Web site (www.horizonsunlimited.com/forwood), he

adds, provides an open invitation to dispute their claim. Thus far, no one has tried. But official or not, it is a remarkable achievement.

It seems fitting somehow, that the last official country they rode in was New Zealand, right next door, in a sense, to their home country of Australia. It completes the circle, making it a true "around-the-world" adventure.

When asked if there's a favorite memory or experience, Peter points to a rally they attended only a week previously, in New Zealand. It was not a typical rally, centered around a particular location or brand of bike. This was more exclusive: a gathering of riders engaged in two-wheeled worldwide adventure.

"At this rally there were only about 40 people," Peter says. "Some had traveled from Europe, different routes, across Russia, or more traditionally through India on their motorcycles. Others had done a previous trip, perhaps South America, even a ride to Antarctica, while others were planning a trip or just thinking.

"It was only the second such rally we've attended, and we both enjoyed it immensely. There was no testosterone flying over brands or achievements, just a sharing of common experiences, adventures, or dreams."

They were all, no doubt, people who understand – or will someday – what it's like to wrestle with the "What next?" question.

It seems like everyone wants to know:

How can you afford to be on a motorcycle trip 10 months a year?

"This is perhaps our most consistent question," Peter says, "often asked by young backpackers, to whom we smilingly reply: 'Work hard from now until you reach our age, save your money, and there should be enough to travel around the world, at least as a budget traveler.'"

He also points out that there are two ways of making money: "earning it and not spending it." It's important to understand that the Forwoods are not on vacation; this is how they *live*. Their house in Australia is rented to tenants, which provides some income. They have a few investments, and have been fortunate enough to have picked up some small sponsorships along the way, such as free tires from Dunlop.

But they are also quite frugal when they travel, frequently eschewing the comforts of a hotel room for a small tent they carry with them.

"It is commonly asked how much the trip has cost," Peter says. "This is something we haven't kept records of. I guess we would view it as asking someone how much they have spent in the last 13 years of living, as that is how we now see our traveling, just another way of living."

www.horizonsunlimited.com/forwood/FAQ.html

Round and Round

ON THE HORIZON

In 15 years, the Forwoods' Harley has clocked more than 525,000 kilometers (326,220 miles), which includes just over 24,000 kilometers traveled before the trip officially began. Still, Peter calculates that they've traveled only about one percent of the world's roads. So there's no reason to stop now.

"Even after visiting every internationally recognized country, there is still 99 percent of the world that remains unriden, let alone seeing the areas of the world without roads," Peter reflects. "So there is plenty of the world left to visit."

And there are many, many countries they'd like to take a better look at. Their visit to China, for instance, consisted solely of an unauthorized jaunt past an unattended border station in April 1997. Peter describes the "journey" in his journal:

We were at the top of the Karakoram highway at the Khunjerab Pass, altitude 4,700 metres (15,300 feet). The border didn't officially open till 1st of May and the Chinese officials were at their winter post some five kilometres into China. So naturally I rode into China for four kilometres and returned to the border whereupon the Pakistan official, who had arrived by jeep, proceeded to threaten me with arrest and insisted I leave immediately as I would surely have started an international incident. He then left, with my wife and I standing alone to face the all terrain vehicle rolling up the hill towards us from the Chinese border position. Not wishing trouble I rolled the motorcycle to the Pakistan side of the border and prepared for the worst.

Five minutes later the Chinese border guards arrived but instead of toting guns they were toting handshakes and cameras. After posing with the motorbike at the border, we were invited to the checkpoint for tea which we declined due to the Pakistan official's previous reactions.

Next on the agenda is Europe, starting with a trip to the Netherlands – which, presumably, they won't have to sneak into.

The most difficult aspect of their traveling continues to be time spent away from family. Besides their three grown children, Peter and Kay each has a mother still living, whom they typically see about once a year. On the plus side, the time they're able to spend together is of a higher quality.

"We rationalize we probably see them for more valued time, when we are back in Australia, staying with them for a week or 10 days each, each time we go home," Peter says. "Home-home is still Australia, with our family, where we were born. But on the road, home is the motorcycle, where all our regular worldly belongings are, where we live, where we hang our hats."

So far, the motorcycle has held up remarkably well. There are no plans to ever get a new one, though "it is demanding more and more space for spare parts," Peter says.

"Kay and I are also holding up pretty well, so we look forward to traveling as a threesome for a while longer."

After all, as they like to say, "The world is too big to ride the same road twice."

Or, one is tempted to add, to ride those roads alone. [HOG](#)



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TRIED AND TRUE

By JOHN
SANDBERG



PUT A THOUSAND MILES on a new-for-2009 Harley-Davidson® Tri Glide™ Ultra Classic®, as I did in March, and you'll attract the curiosity and questions of many interested riders. Compared to any other motorcycle I've ridden, the Tri Glide engaged more conversation by a factor of four.

For those who didn't get the summary in person, here's my quick review: It's stable, surprisingly quick, and has reverse gear. It doesn't lean while cornering and is easy to ride at a relaxed pace, but requires more effort when ridden aggressively. You can load three bags of groceries and two gallons of milk in the trunk.

I didn't like it at first, but I do now.

My opinion evolved as I "learned" to ride a trike and as I put myself in the boots of most trike riders.

While there's no blanket big enough to throw over all three-wheel riders, many trend older than traditional cruiser riders. They want a big bagger, but are nervous about or have difficulty supporting one at an intersection. Often it's the passenger who makes this decision. Many are women and/or new to motorcycling.

THEN AND NOW

Until now, the road to trike ownership began with a new Harley® motorcycle and then detoured to the installation of an aftermarket kit. The route was expensive (usually around \$40,000 for the bike and kit), voided the motorcycle's warranty, didn't offer reverse gear, and often resulted in a structurally compromised design.

For newcomers to motorcycling, most of whom were already uncertain about the best road to take, these were awfully large barriers. They were also an opportunity. »



In 2007, Harley-Davidson announced it would enter the trike market, beginning with a partnership with Lehman Trike U.S.A. A year spent dissecting and testing various trikes made it clear that, when the time came to offer a true Harley-Davidson three-wheeler, it would not be a kit slapped onto an existing motorcycle. Instead, it would be a fully engineered, from-the-ground-up trike built to Motor Company standards.

"This fact cannot be overstated," says Jay Klubertanz, H-D Engineering Manager for Tri Glide, with the clear, deliberate demeanor of someone who clearly understands the significance. "The Tri Glide is the only traditional-styled motorcycle that's designed, validated, and manufactured as a complete motorcycle trike.

"No kits on the market can make that claim."

UNIQUELY HARLEY

Many of the distinguishable differences between a Tri Glide and a kitted Ultra Classic aren't easily visible but are enormously important.

The Tri Glide's frame is a thicker-gauge steel, with more welds than a two-wheel Ultra. The "bowtie" bracket on the frame's down-tubes is heavy-duty steel (instead of a stamping), and the various brackets and forgings are also stronger. The transmission case is beefier, as is the swingarm.

"We've made these areas more robust because, unlike a two-wheel motorcycle, a trike experiences different loads," says Klubertanz. "These forces require a chassis designed to handle it."

The design differences don't stop there.

To address the challenge of delivering "just right" steering

characteristics, H-D preserved the same 26-degree front-end geometry of the standard Ultra Classic but reduced the amount of trail by nearly three inches to ease the effort. A steering damper was added to quell the head shake typical of trikes.

While most of the 2009 Touring line of H-D® motorcycles went to 17-in. front wheels, the Tri Glide sticks with a 16-in. front because it proved a better size for three-wheelers. At the rear, 15-in. automotive tires deliver desirable handling and long-wear characteristics.

The Tri Glide's rear section is also unique and designed by Harley-Davidson, employing a solid rear axle that all but eliminates the unwanted body roll associated with split axle, independent suspension designs. Suspension calibration is unique to the Tri Glide and part of the concerted effort to deliver ride comfort.

The Twin Cam 103™ powertrain delivers 101 ft.-lbs. of torque at 3,500 rpm and the spot-on performance of EFI. It's matched with the 6-speed Cruise Drive® transmission but with a lower secondary gear ratio than the two-wheel Ultra Classic to compensate for the Tri's added mass.

Power is transferred via belt drive to an open rear differential so that in the unlikely event the inside rear wheel rises off the ground during hard cornering, power is immediately transferred to this tire (and away from the outside wheel), ending the momentary leveraging as quickly as it came.

A rear wheel compensator is built into the rear axle to smooth out torque-pulses in the transmission. And dual-disc rear brakes add much-appreciated stopping power to the dual-disc front, with a lever-actuated rear parking brake for added convenience.

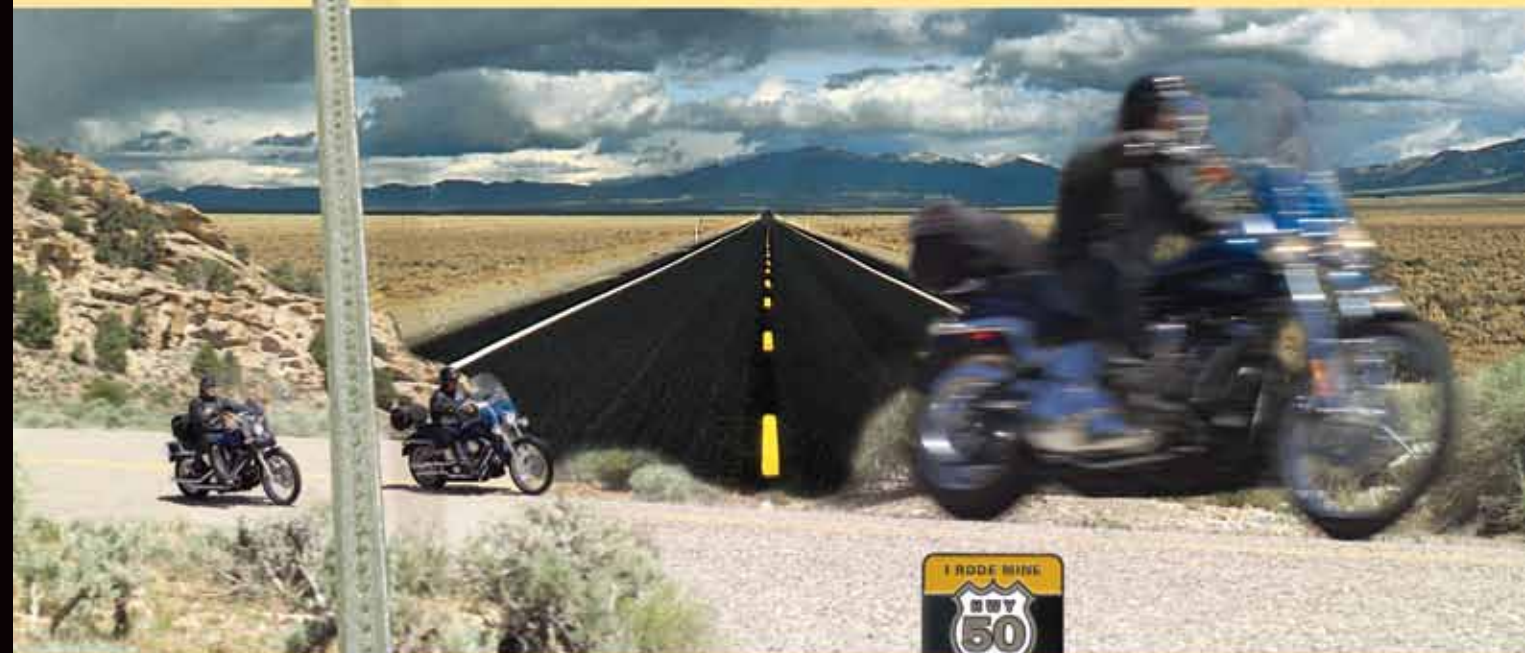
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nevada

FATHER KNOWS BEST



LIKE MOST FATHERS, there isn't anything Barry Valdez wouldn't do to ensure that his children – four daughters – enjoy successful, satisfied lives. So when a new Tri Glide appeared on the showroom floor of Quaid H-D in Loma Linda, California, Valdez bought it for them.

“Actually, I bought it for two of them, and for my girlfriend,” the 52-year-old contractor from San Bernardino, California, admitted. “One of my daughters is already a rider and owns a Sportster.® One isn't a motorcyclist and probably never will be. The other two have been passengers for years.

“They've wanted to ride by themselves but were nervous about tipping over a two-wheeler. Frankly, I was nervous too.”

Valdez and his daughter Jackie discovered the solution during a Tri Glide demo ride at the 105th Anniversary Celebration in Milwaukee, Wisconsin last September.

“She absolutely loved it,” he said. “In a great role-reversal, her boyfried rode on the back of the trike during the demo.”

“I've ridden Harleys® for decades and used to scoff at trikes,” says Valdez. “That changed when I saw what it did for Jackie and when I rode it myself.”

When you rode it yourself?

“Yep. It's a fun, easy-to-ride motorcycle,” said Valdez.

“It puts a smile on my face, just like on my daughters' faces.”

In a few months, Valdez and members of the San Bernardino H.O.G.® Chapter will ride to the Grand Canyon. His daughter Toni will ride the Tri Glide instead of riding passenger. Looking further into the future, Valdez sees another person vying for the Tri Glide.

“I can see myself on it at some point. I'll have no problem with that transition, because I know it's a fun ride.”

Speaking of convenience: At 1,174 lbs., the Tri Glide isn't easy to push around, which is one reason H-D offers the reverse gear option. The system employs a ring gear on the rear differential that's engaged by a dedicated electronic motor. It's simple to operate, with a two-step activation process (on the handlebar controls, press one button to enable reverse and a second button to engage it) that works only if the transmission is in neutral, preventing accidental activation.

Visually, the Tri Glide's exclusive fiberglass rear section is meant to be as stylish as it is useful, with a fender and trunk shape

that matches the lines of the bat-wing fairing, yet provides a single lockable storage space equivalent to nearly four saddlebags. Plus, there's a rear Tour-Pak® for added space.

Unlike any trike kit, all of the Tri Glide's painted surfaces are color-matched in one of three options: Vivid Black, Dark Blue Pearl, or Red Hot Sunglo.

ALL TRIKE, PART BIKE

Everyone who asked me about the Tri Glide wanted to know how it rode. My answer: like an Ultra Classic that doesn't lean. In fact, it stays so flat in the corners that it feels like a performance sports car rather than a motorcycle. Which is why I wasn't enamored with it for the first 100 miles.

If you're like me, banking a bike into (and accelerating out of) a corner is fundamental to your love of motorcycling. It's that one-with-the-bike connection that largely defines the motorcycle experience and distinguishes it from driving a convertible. I don't get that same feeling on a trike.

However, that thrill is one reason why some would-be motorcyclists and passengers might always stay on the sidelines. The other reason is their concern about tipping over at an intersection, which won't happen with a Tri Glide. By its very nature, a trike allows riders and passengers to forget their fears of tipping over and simply enjoy motorcycling.

As I mentioned earlier, the Tri Glide requires more steering effort than I prefer when ridden aggressively, so to maintain a light effort while cornering I learned to roll easy into the throttle rather than hammering it.

The only other characteristic that is notably different than a traditional bike is the slight side-to-side movement that you feel when riding over uneven surfaces, which is an unavoidable tradeoff with having two rear wheels.

Nearly all other “motorcycle” experiences translate with the Tri Glide.

As on a motorcycle, it gloriously exposes you to the elements in a way that convertibles can't.

Thanks to the big 103-cu.-in. V-twin, rolling the throttle delivers the same intoxicating rumble of acceleration that I love about Harleys.

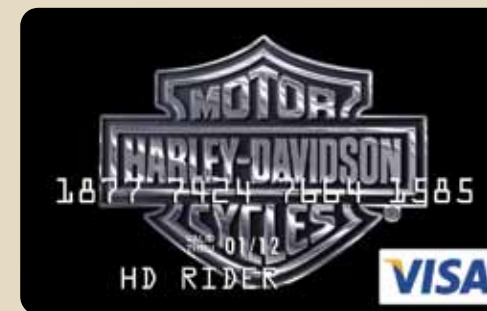
And although you don't countersteer a trike like you do a motorcycle, you're hanging onto a handlebar instead of a steering wheel.

Plus, the Tri Glide is unique among trikes in several ways, one of which is the option of reverse gear. Having once tried manually maneuvering the Tri Glide in my garage, I wouldn't even consider buying a trike without it. Nor would I spend \$40,000 for a bike and trike kit that isn't color-matched and whose warranty is void. By comparison, the fully equipped \$32,500 Tri Glide with full warranty is a safe and secure bargain.

There's no doubt the Tri Glide will introduce new riders to the freedom and adventure of motorcycling, as well as extending that experience to some current riders whose strength is declining. In such cases, three wheels may be better than two. [HOG](#)

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Photography: Mark Harmer

Belgian Iron

AMONG THE MOST TALKED-ABOUT ENTRIES at the 2009 Harley-Davidson Ride-In Show at Daytona Bike Week was “Burning Steel,” built by Charly Gregoire of Liege, Belgium. Much of the bike is handmade by Charly, including the Softail®-style frame and Springer® front-end. The engine is a 1966 Harley-Davidson® Flathead 45 (cubic inch) with magneto ignition; the drum brakes and hand controls are custom-made; the carburetor is from a 1940s-era Ford car engine; and the wheels are modified Harley® wheels, to name only a few of the bike’s more interesting features. Even though his creation placed second in the “Pro” class at Daytona, Charly was already a winner, having won the trip to Daytona by winning a show in Germany.



BADLANDS BONDING

This past summer, my best friend/brother, Louis Lopez, retired after serving 33 years in the U.S. Army. He asked if I would like to ride to Sturgis, and of course I said, "Let's roll!" The journey, people, and rides there and back will be forever etched in our minds. Our iron horses – my 2008 FLHX and Lou's 2007 Road King® – delivered consistent power and proven reliability, everything we expected and more.

HERMAN FERNANDEZ
FAYETTEVILLE, NORTH CAROLINA

DREAM COME TRUE

My freshman year in college, I started dreaming about getting a Harley.® After finishing college, medical school, post-graduate training, and being in practice for 10 years, I finally got one! I bought my 2008 Road King Classic last May and love it. The only two things I hate: stop signs and red lights!

ANTHONY GORDON
ATHENS, GEORGIA



WHAT A KNUCKLEHEAD

I purchased this 1947 FL (last of the Knuckleheads) in the fall of 1969 from a widow in Dixon, Illinois, whose husband purchased it new in 1947. The bike made it on several "Gypsy Tours" in Arizona and New Mexico, and went on many weekend trips to Peoria, Illinois to the motorcycle races via Route 88 (now Route 40).

During my college years, 1969-1973, this bike was often on Route 52 from Dixon to Illinois State University and the University of Illinois. I attached a side hack around 1975. And I've won more \$1 bets than I can think of when she fires up with one kick: set the spark, set the choke, hold the throttle just sooo, and ... BANG!

This picture was taken around 1972 on a township blacktop near Coleta, Illinois. I have no plans of ever selling the FL (my son or daughter will eventually own it), though most of my riding today is on the FLHT I bought new from Kegel H-D in Rockford, Illinois.

And in case you're worried, nowadays I only ride sitting down.

DAVID J. O'BRIEN
HARVARD, ILLINOIS

SNOW ON THE SIDE

On Christmas morning I saw "Snowzilla" on the national news but didn't realize it was only about 1.5 miles from my house. I'd been looking for a photo op with my Electra Glide® Standard/TLE sidecar, my granddaughters, and a big pile of snow; I found one with beer bottle eyes, a trash can hat, and tree-limb arms. What fun!

There are some advantages to riding in winter: the bike never overheats, the sport bikes don't startle me when they pass at 120 mph, I never have to worry about seagull "stuff" on my bike, and ice cream never melts on my way home from the store!

MIKE LUTHER
ANCHORAGE, ALASKA



HORSE SENSE

During a ride near Eureka Springs, Arkansas, my friend Virgil Bryan (Houston, Texas) and I stopped to "smell the roses." Instead, this friendly pasture-dweller took a good whiff of me! Just goes to show even horses love Harley owners!

JOEY ADAMS
PATTERSON, LOUISIANA





SHORTSTER STUFF

This is my 1973 X-90 Harley-Davidson® Shortster. I got it new on my 10th birthday and still own it. My husband restored it, and I even ride it to work on occasion. Fortunately, Foster H-D, where I'm the parts manager, is only a few miles away.

ANDREA BURLESON PALMER
TUSCUMBIA, ALABAMA



BEST ROADS

I wholeheartedly agree with Mike Zimmerman's choice of Icefields Parkway (pictured) and Going to the Sun Road as beautiful, spectacular mountain rides in his article, "Into the Blue" in the first edition of HOG magazine. Before planning a trip, I refer to my H.O.G. Touring Handbook, AAA maps for their star routes, and www.MotorcycleRoads.US. I'm 69 years young, and between my 1999 Road King, 2007 Heritage Softail® Classic, and the H.O.G.® Fly & Ride program, I log about 10,000 miles of riding a year.

CHARLES PETERSON
GOULDSBORO, PENNSYLVANIA



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READY TO BLOW

I've been a proud owner of a Sportster® XL 883 since March 2008 – am a big fan of the Sportster, a bike that surprises. In January, I took a 24-day solo ride of 10,522 kilometers (6,576 miles) through Brazil, Argentina, and Chile. It followed in the path of the Dakar Rally, included some great places (some with altitudes above 5,000 meters), and crossed the continent from the Atlantic to the Pacific. I took this picture in front of the Licancabur Volcano, located on the border between Chile and Bolivia.

RÔMULO PROVETTI

BELO HORIZONTE, MINAS GERAIS, BRAZIL

SEND YOUR SUBMISSIONS for Enthusiasts to hogmagazine@harley-davidson.com. Be sure to include high-quality photos, as well as your name, address, phone number, and e-mail address. You can also mail submissions to Enthusiasts, c/o HOG magazine, P.O. Box 453, Milwaukee, WI 53201.



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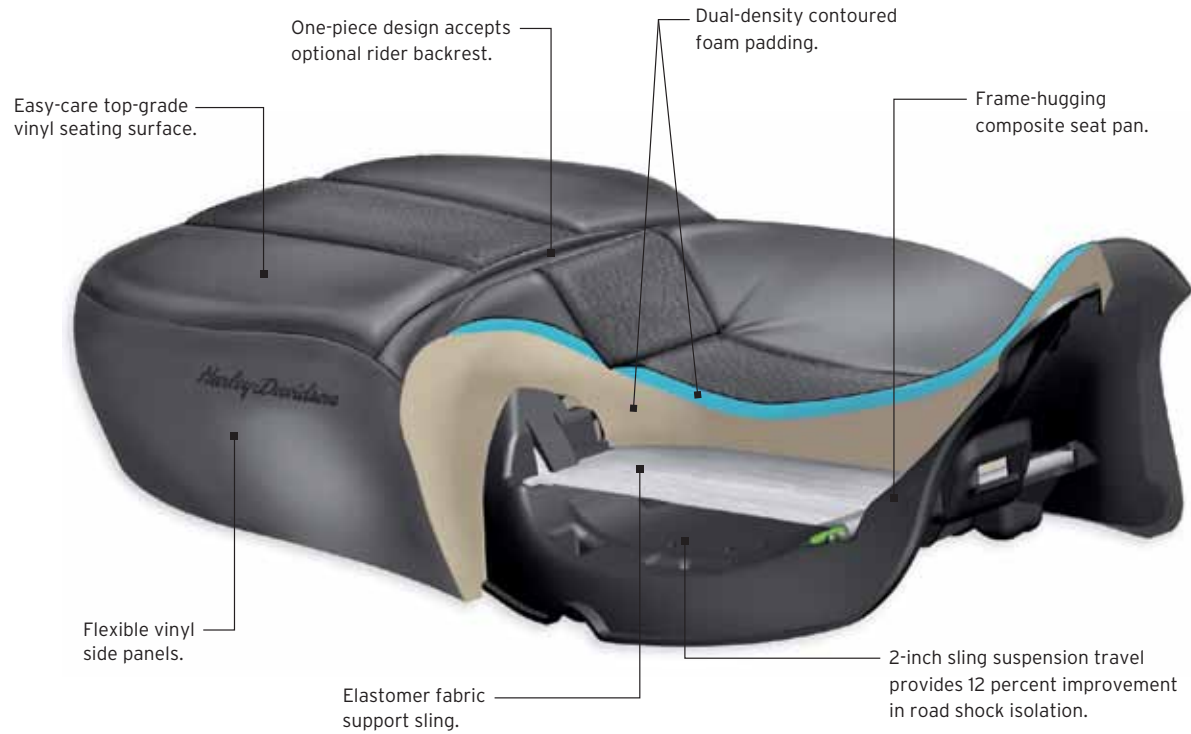


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Hammock Touring Seat End of the Iron Butt

These days we're bombarded with e-mails advertising all sorts of dubious promises. Here's one that won't get flagged as SPAM and is verifiable:

With two inches of internal suspension, the new Hammock Touring Seat delivers a 30 percent increase in riding endurance, allowing you to ride longer.

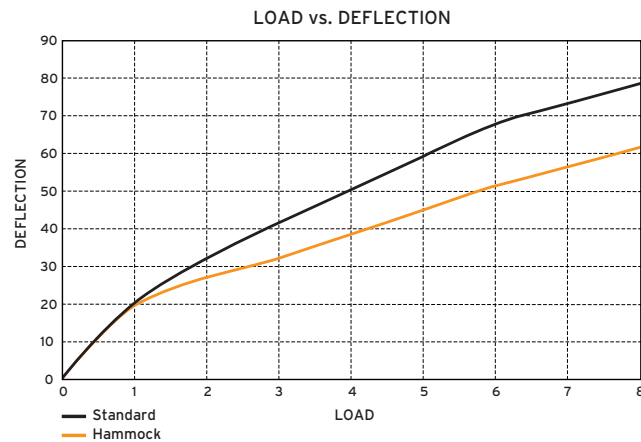
Made from a blend of elastic fibers that are flexible and durable, the new Hammock seat will improve your ride comfort, thanks to its sling-like fabric suspension system located above the seat pan. The fabric acts like a hammock to provide the rider with two inches of suspension travel in addition to one inch of traditional seat foam.

Nearly two years of testing have proven that the Hammock seat provides a 12 percent improvement in road shock isolation, which means that the rider does not feel the harsh impacts of the road and is then able to ride comfortably for a longer period of time.

"If you normally start to fatigue after riding 200 miles, the Hammock will get you an extra 60 miles before fatigue sets in," says Stefanie Bartz, H-D Assistant Category Manager for the Color, Comfort and Cargo Accessory Group. "For Touring riders who rack up the miles, it keeps you on the road longer and in significantly greater comfort."

The Hammock's profile is about an inch taller than the stock Ultra Classic® seat (which has just over two inches of foam).

"This seat is built for greater road-going comfort," she said.



The load vs. deflection test on the standard and Hammock seats illustrates the impact to the rider for a given load.

"The only way to experience it is on a ride, because just sitting on it at a dealership won't paint a complete picture. You have to ride it to feel the difference."

The Harley® Hammock Touring Seat (P/N 53051-09) is exclusive to Harley-Davidson and fits 2008-later Touring models (except the Tri Glide™ or models equipped with Passenger Grab Rail).

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Tailgunner's Mount Makes It Home

Those who die young are almost always remembered for who they were at the time they died. Just as actor James Dean remains a dashing figure with untold talent, so Wallace Van Sandt is a high-flier in the sweet spot of a great American life.

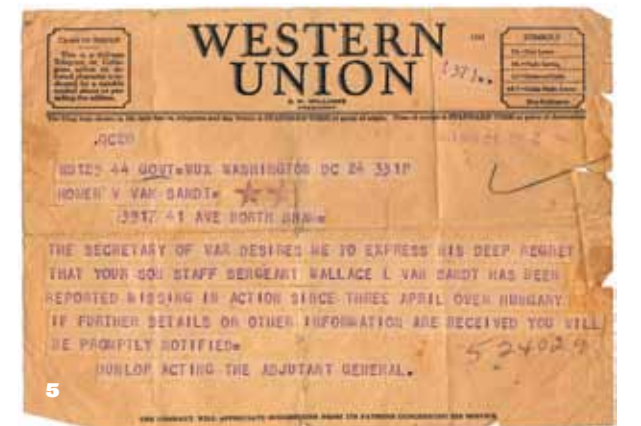
His need for speed first became apparent at Phillips High School in Birmingham, Alabama, where Van Sandt competed in track and field and other sports, earning several medals. He graduated in 1942, and his father gave him a new 1941 Harley-Davidson® WLD as a graduation gift. The motorcycle, in a color called Flight Red, cost approximately \$400 new.

Like many young men, Van Sandt joined the Army Air Corps in 1942. For his last day of civilian life, he rode to all his favorite places near Mentone, Alabama, where he spent summers with his mother. He spoke of plans for life after the Army: to marry his girlfriend Peggy and attend Auburn University to study forestry. Before leaving for war, Van Sandt logged 19,088 miles flying on the WLD he clearly cherished.

Once his training was complete, Van Sandt served as tailgunner on a B-17 Flying Fortress dubbed *The High Pointers* in the 301st Bomb Group. On April 3, 1944, *The High Pointers* took off from Italy and flew over the Adriatic Sea and Yugoslavia to

attack a railroad marshalling yard in Budapest, Hungary. During the bomb run, the plane was hit by flak, leaving one engine disabled and two damaged. The pilot tried to reach the Adriatic for a water landing and Allied rescue, but the B-17 was hit again by anti-aircraft fire only five miles from the coast. Spinning and in flames, *The High Pointers* went down near the village of Kuline in Nazi-occupied Yugoslavia. Seven crew members were able to bail out before impact, but Wallace Van Sandt was killed along with the pilot and copilot.

Three members of the Yugoslav Partisans, the national underground resistance, witnessed the crash and buried Van Sandt at the site. In 1949, the remains were exhumed, shipped back, and buried in Gadsden, Alabama. Because no dog tags were found on the day of the crash, Van Sandt's mother often wondered if the correct remains had been sent. Van Sandt's nephew, Cleve Porter of Knoxville, Tennessee, who had taken an interest in his uncle's life and untimely passing, acquired copies of the dental records from Van Sandt's entrance physical in 1942 and those made upon the retrieval of the remains in 1949. With the help of a forensic anthropologist at the University of Tennessee, the remains in Gadsden were confirmed beyond



1) Portrait of Wallace Van Sandt as a U.S. Army Air Corps cadet, c. 1942. 2) Wallace taking a break on his WLD, location unknown, c. 1942. 3) Crew of *The High Pointers*, the ill-fated B-17 on which Wallace Van Sandt was the tailgunner. Wallace is seated in the first row, first from the right. 4) Wallace Van Sandt on his 1941 WLD in front of the Valley Head, Alabama drugstore, c. 1942. 5) Telegram received by Wallace's father informing him of his son's Missing in Action status, April 1944.

..... all doubt to be those of Van Sandt, giving the family some sense of closure.

His mother kept the motorcycle and his personal effects until she became terminally ill in 1973, at which point she gave the collection to Porter. He kept the motorcycle in completely original condition, never once considering a restoration or sale of the bike.

In 2006, Porter, concerned with maintaining the overall integrity of the collection, approached the Harley-Davidson Archives about the possibility of incorporating the motorcycle and other artifacts into its permanent collection. In recognition of the motorcycle's original condition and the power of the story behind it, the Motor Company brought this American flyboy's WLD back to the city of its birth.

The motorcycle and other items related to the life of Wallace Van Sandt will be on display in the lobby of the Harley-Davidson Museum from May 22 through the end of July. On the evening of Friday, June 5, Cleve Porter will be a guest speaker at the Harley-Davidson Museum in Milwaukee starting at 7PM. For more details as they become available, visit www.h-dmuseum.com. Active duty military personnel (including Reserve) and veterans enjoy a discounted Museum ticket price of \$12 year-round.

..... **To see more historical items** from the H-D Archives, visit the Harley-Davidson Museum® in Milwaukee. www.h-dmuseum.com



Photographs courtesy of the Harley-Davidson Motor Company Archives. Copyright H-D®

Road Cravings Will Lead To Recovery

BY J. JOSHUA PLACA

The key to weathering this economic storm isn't to become a banker and ask the government for a handout, or shift gears and become a corporate criminal and get a bailout. The secret is sitting right in your garage, waiting for you to quit your crying, biker up, and do what comes naturally.

A buddy of mine just got laid off after 15 years on the job, another casualty of the economy. There's no mistaking these are hard times: Prices are rising, income is shrinking, and everyone is feeling short in the pockets. This is exactly why you should climb on the back of your big Hog and ride the fat off the thing. Even though cash might be scarce, my thinking is as long as I have a few bucks in my boot for gas, life is great.

Most of us already know that one good scoot is worth a bunch of therapy sessions. It clears our heads, puts things in perspective, and reminds us how much damn fun life is. There's no fun without risk - and it's always been risky out there - so you may as well get on your therapy machine and roll with it. By the time you get home, you'll have stopped your moaning and gained a fresh attitude.

There are some sunny spots for motorcycling, a bright glimmer just ahead. Like most industries, the bike business has suffered some hard hits. This has sent sales and budgets plummeting, and some dealerships into serious cost-cutting mode. For the bike, accessories, and apparel purchaser, though, this translates into a good time to get a great deal.

But it gets better. Skyrocketing gas prices propelled scooter and small-displacement bikes to record sales last year. There was some spillover to big-jug bikes, too, since gas mileage savings were still substantial over whatever four-wheel thing was in the garage.



The hidden benefit: New or re-entry riders have joined our ranks. More will come, and once they've tasted (or, for some, re-tasted) the sweet sensation of being in the wind and on the road, they'll become one of us, buying more and more bikes, and leathers and T-shirts and shiny chrome things. We will be legion, and I forecast record big-bike sales within the next two years. Remember, you heard it here first.

I'm basing my prediction on a simple, time-tested medical fact: Biking is an addiction. Once motorcycling is in your blood, it never leaves. Studies show it's a more powerful addiction than caffeine and nicotine combined (Google it). If I could distill it, bottle it, and sell it on eBay, I could take over the whole world. These sales of small bikes are not mere drops in the bucket, but rather the luscious tang of something better than sex. Not some, not most, but nearly every single mother's son or daughter entering or re-entering the motorcycle

market on some wee machine will get the insatiable craving. Like any addiction, this will drive the moto-addict to bigger and better doses. It's only a matter of time before the recreational user goes hard-core and gives it all up for that big, bad bike, and soon a great wave of sick-o cyclists will restore motorcycling to its rightful place of prominence.

.....
Industry veteran, Joshua Placa, is the former editor of Cruising Rider magazine. He has written for a broad number of national moto mags, as well as contributed to major dailies across the country and a variety of travel publications, and edits the jpbld.com blog.

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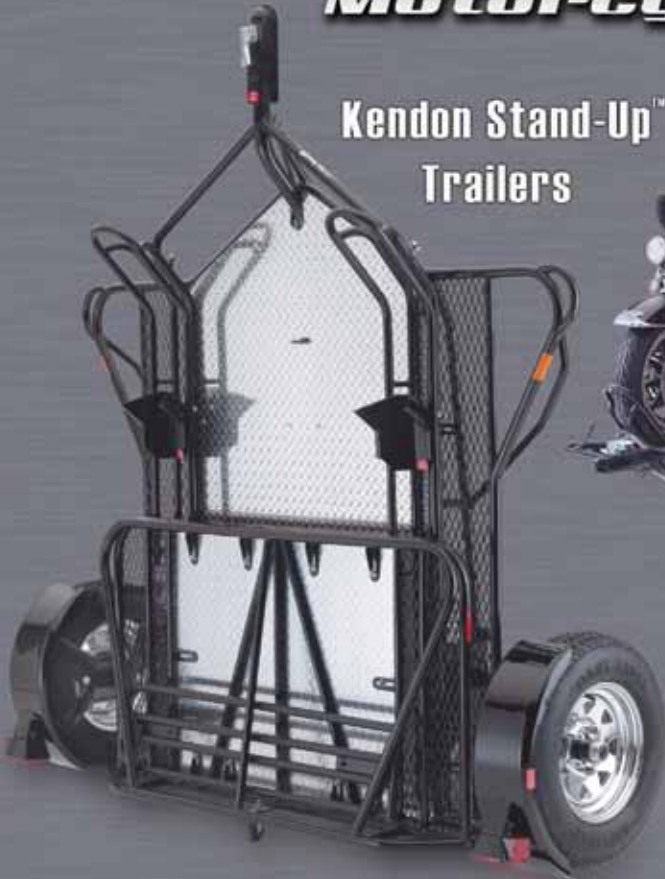
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