



FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1916



\$4.99us

015
2012

ROAD VS. STREET

WILLIE G.

A TALE OF THE DRAGON



HOG.COM

**EcoBoost®:
Incredible power.
Amazing fuel economy.**

**What's your
THIRD
WISH?**

F-150 with exclusive twin-turbocharged direct-injection
EcoBoost technology.* 365 hp. 420 lb.-ft. torque. 22 mpg hwy.

This is the future of truck
THE 2012 F-150

FORD.COM



*EPA-estimated 16 city/22 hwy/18 combined mpg, 3.5L V6 4x2.
Class is Full-Size Pickups under 8,500 lbs. GVWR, Non-Hybrid. 4x4 shown.



Features

26 Glide vs. Glide
Two sleek and stylish Touring family bikes square off in a Savannah showdown.

32 Hogs, Trails, and Dragons' Tails
A taste of things to come (on the H.O.G.® Battle Cry tour) in Tennessee and North Carolina.

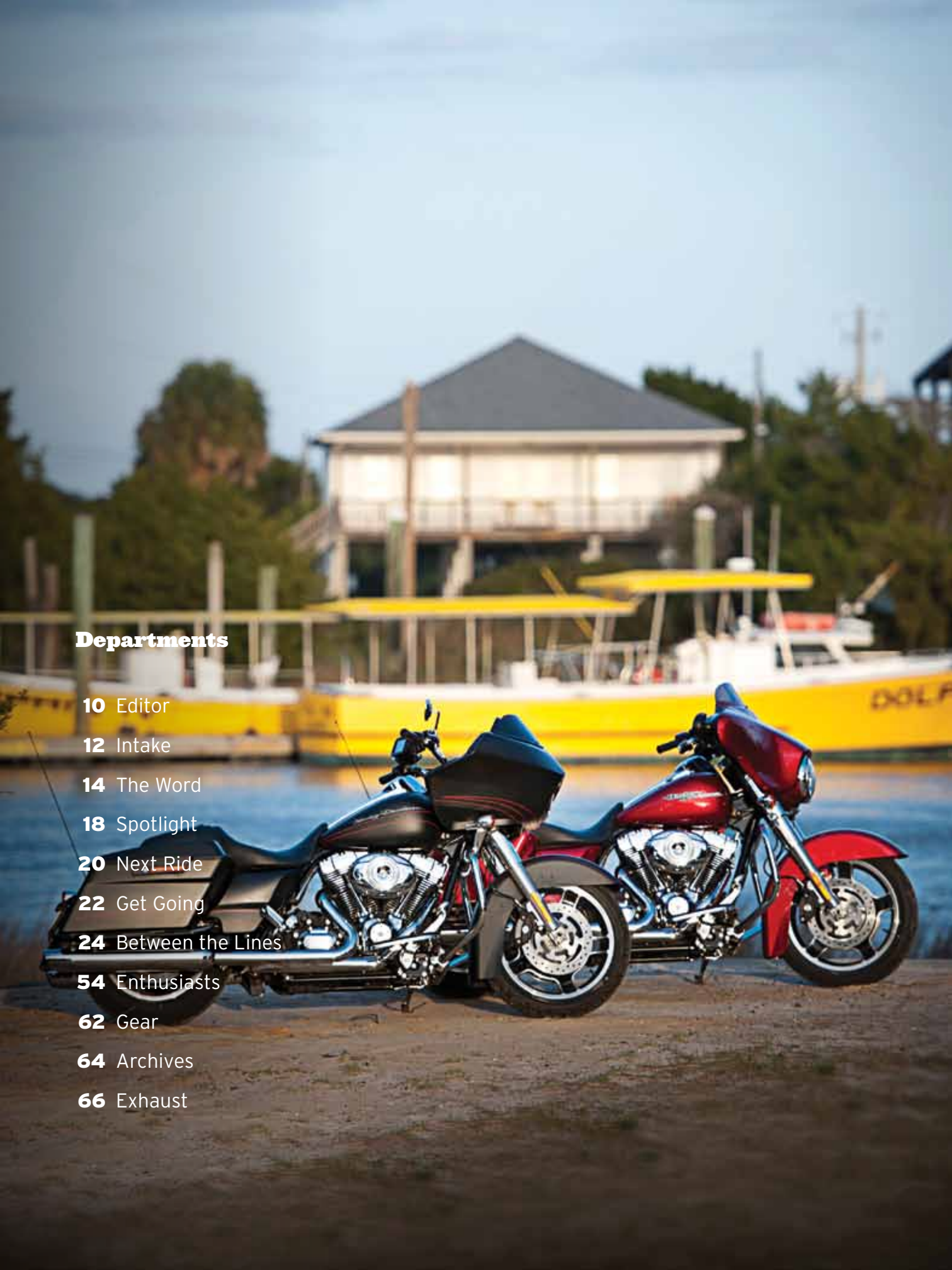
38 Reflections on a Career
H-D icon Willie G. Davidson reflects on his past, present, and future with the Harley-Davidson Motor Company.

46 Learning to Fly
H.O.G. rally coordinators hit Las Vegas for a whole lot of training and a little bit of fun.

52 \$100 Rides
Rambling along the Ohio River and a nostalgic camp-out with Dad.

Departments

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



Saddlebag Full of Blues

JAKE AND ELWOOD BLUES – a.k.a. Wayne Catania and Kieron Lafferty of the Official Blues Brothers Revue – get the crowd revved up at the VIP H.O.G.® event on March 14 during Daytona Bike Week. Great music, perfect weather, enthusiastic crowds, tasty food and drinks, and premium viewing for H.O.G. members made for a memorable evening. After the show, Jake and Elwood hung around to shake hands, sign autographs, and pose for photos with eager fans.

A Wild and Wonderful History

ON JUNE 16, THE HARLEY-DAVIDSON MUSEUM® in Milwaukee will open an exhibit dedicated to one of the most recognizable icons in all of motorcycling: the black leather jacket. Since early in its history – from humble beginnings as a utilitarian piece of protective gear to its high-fashion status today – this “second skin” has always been about more than keeping out the cold. Items on display in *Worn to be Wild: The Black Leather Jacket* will run the gamut, from historic garb, hand-decorated specimens and *haute couture*, to those worn by superstars past and present.

To read more about the *Worn to be Wild* exhibit, scheduled to run through September 3, see “Archives” on Pages 64-65. For tickets and other H-D Museum information, visit the newly redesigned h-dmuseum.com.

Jacket from the Harley-Davidson Archives Collection

Willie G.



I CAN'T SAY THAT THE NEWS that Chief Styling Officer Willie G. Davidson was retiring at the end of April came as a complete shock. Given his age, 78, I expected the time was near when he would step away from his daily responsibilities running the Harley-Davidson Styling Department that he effectively founded after joining the company 49 years ago.

If there was any surprise to the news, it would have been from the fact that I spent a few days with Willie and his wife Nancy at the NHRA race in Gainesville, Florida less than a week before the official announcement came and you'd never have known that such a momentous occasion was imminent from his demeanor at that race. He was excited to be there in hopes that the team would make history by becoming

the first in the Pro Stock Motorcycle class to break the 200 mph barrier in competition. When rain interrupted the event in the middle of the eliminations round, he stayed over another night and came back to a mostly empty racetrack the next day to root for the team. It ultimately didn't happen then either, but his enthusiasm never waned.

Willie's enthusiasm for anything Harley-Davidson related, especially its riders, has never slowed down. You couldn't imagine a more down to earth family than Willie and his wife Nancy. Keep in mind that Willie was one of the 13 executives who went "all in" back in the early 1980s to buy back the company from AMF. He has described the decision to put his family's financial future on the line as a sobering one. For one thing, back in those dark days, it was no foregone conclusion that Harley-Davidson would even survive, let alone prosper. In fact, after the buy back, things went from bad to worse and the company came perilously close to closing its doors forever before arranging a midnight miracle bank loan that saved the company in 1985. After that, the company eventually went public in 1986. The rest is history and has made Willie G. a wealthy man. But you'd never know it. He might be a rock star in the motorcycle world, but he doesn't act like one. He's a natural when it comes to working a crowd, but even back behind the curtain, after a long day of shaking hands, posing for photos, signing autographs and kissing babies, the smile on his face is just as big and just as genuine. I've never seen him pull rank or act in any way like a guy whose name is on the gas tank.

When I interviewed Willie for the article on Pages 38-44, he was adamant that it have a positive tone, and not dwell a lot on the past or the word "retirement" that to him has a negative connotation. After all, how could a guy like Willie G. Davidson, who has given so much of himself to Harley-Davidson and in turn received so much back from the people who love the brand, ever really leave? Willie G. will continue to do the two things that he has enjoyed doing the most in his life: being an artist and an ambassador of the Harley-Davidson brand to riders around the world.

Matt King

To share your own stories about Willie G., or just to say thanks for the memories, visit h-d.com/willieg.



copyright 2012 H-D
ON THE COVER: The 2012 Harley-Davidson® Street Glide® and Road Glide® Custom motorcycles go toe-to-toe on the streets of Savannah, Georgia (Pages 26-30).
Photography: Yve Assad/FastandDirty.com

Executive Editor
Paul James

Editor
Matt King

Design and Production
GS Design

Visit Harley-Davidson Motor Co. on the Internet at 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.

All H-D® and Buell® product illustrations, photographs, and specifications mentioned in the publication are based on the latest product information at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications, and models and also to discontinue models. Some vehicles in this publication are shown with available equipment.

HOG will not intentionally publish fraudulent or misleading advertising. *HOG* does not endorse any advertiser or its products, and cannot be responsible for advertisers' claims. Some advertised products are not available outside the U.S.

To order *HOG* or change mailing address, e-mail us at hogmagazine@harley-davidson.com or write: *HOG*, Harley-Davidson, Inc., P.O. Box 453, Milwaukee, WI 53201, or visit: harley-davidson.com/hog.

When requesting a change of address, include your mailing label from the back cover.

To advertise in *HOG*, e-mail John Sandberg at jsandberg@integraonline.com.

HOG may allow others to use its mailing list. If you do not want your name included, please write: *HOG*, Harley-Davidson, Inc., P.O. Box 453, Milwaukee, WI 53201.

No part of *HOG* may be reproduced for any purpose in entirety or part without the express written consent of Harley-Davidson.

Harley-Davidson, Harley, H-D, HOG, and the Bar & Shield logo are among the trademarks of H-D Michigan, LLC.

GOOD. BETTER. BEST. OR JUST PURE AWESOME.

With **H.O.G.® Roadside Assistance** you can choose from four levels of coverage to help keep you and your bike protected on the road. The Standard Package, providing one-time towing coverage of up to \$100, is included with your full membership. Upgrade from there [starting at just \$19.95 per year] to Deluxe, Ultra, or Ultra Plus, to get unlimited towing coverage and more.* How awesome is that?

Find out more or upgrade today at members.hog.com.



CHOOSE YOUR LEVEL OF PROTECTION

Full members of H.O.G. can choose from three levels of Roadside Assistance upgrade packages:

FOR \$19.95, UPGRADE TO THE DELUXE PACKAGE:

- Covers up to two of your Harley-Davidson® motorcycles
- No limit to number of uses
- "Sign and Ride" benefit for all covered towing/roadside assistance costs

That's better.

FOR \$29.95 PER YEAR, RAISE COVERAGE TO THE ULTRA PACKAGE:

- Includes all benefits of the Deluxe Package, plus
- Reimbursement of qualifying emergency travel expenses up to \$1,000†

That's best.

FOR \$49.95 PER YEAR, EXTEND COVERAGE TO THE ULTRA PLUS PACKAGE:

- Includes all benefits of the Ultra Package, plus
- Extended coverage on up to three additional automobiles and light trucks for your family

And that's just pure awesome.

Services are provided by Road America Motor Club. For details on the Standard Package of roadside assistance, refer to your H.O.G. Adventure Guide. Visit road-america.com/HOG or call Road America at 866.209.8270 to upgrade or for detailed information on each plan.

*All upgrade packages include towing to the nearest Harley-Davidson dealership or any other location of your choice, whichever is closer, without limitation on the number of services per year.

†This benefit is not available to residents of New York.

WHERE WERE YOU IN '72?



I was reading my latest edition of *HOG*® magazine and came across the “Getting There” article by Tommy Gibbs. Wow! I have been riding since 1970, and that brought back a lot of memories. Back then I was riding my first bike, a little Yamaha 100 twin. I have moved up since then, switching to H-D in 1989 with an FXR. I currently ride a ’93 bagger, which I also bought new, and have recently purchased a ’12 Ultra Classic® I’m still hoping to do a cross-country ride like that sometime in the future when time allows. Thanks for helping to keep that inspiration going!

DENNIS LARSON
WILTON, CALIFORNIA

.....

Of the many benefits of being a H.O.G.® member, the one I look forward to most is my issue of *HOG* magazine. The stories of places, people, and rides that I never experienced allow me to live vicariously through them.

I never felt compelled to write until reading issue 014, in particular Tommy Gibbs’ article, “Getting There.” Ever since I walked out of a movie theater back in 1970 after watching *Easy Rider*, I’ve dreamed of doing a trip similar to what he and “Deputy Dawg” did. No “modern” accessories; just a man, a rigid-framed chopper, a map, and no time constraints.

The photo of Tom’s Pan perched on rocks, missing the rear tire, immediately reminded me of the movie scene when Peter Fonda and Dennis Hopper accepted the hospitality of a local farmer after experiencing a flat.

My hat is off to Tom for an awesome article and for more stories like this. Also, just wondering: Did Tom and Jerry run into any lawyers carrying a football helmet along the way?

RON HALL
HALLSTEAD, PENNSYLVANIA

.....

Kerplunk! That’s the sound of my jaw hitting the top of my desk as I sat reading “Getting There.”

It’s one of the best articles I’ve ever read. No straining to be cute. No boring historical flap-drap. Man, I was there with them. They have captured the 1,000-yard stare of all Harley® motorcycle riders. Tommy needs to write a novel – he and Dawg could probably sit down and have a, “Hey, you remember when ...?” session all night long, and have a jillion stories. They could invite *me* – I’ll buy the beer and run the tape recorder.

Excellent writing, layout, editing, picture choices – how did you find these dudes!?

BILL LEWIS
VIA E-MAIL

.....

“Getting There” struck a particular chord with me. Although my ride now is a 2006 Electra Glide® Classic, reading this great article was a flashback to 1972, when, as a teenager, I purchased my first Harley: a brand-new XLCH for \$2,175! First year for the 1000cc, last year for front drum brakes, no turn signals, throttle cable through the handlebar, and, of course, kick-start. Except for shorty mufflers to

breathe, it remained bone stock for the 20 years I owned it.

“Getting There” describes Jerry’s bike as a “bone stock” 1000cc 1970 Sportster.® That’s incorrect since it would actually be an 883.

DAVE LEGGOE
BARRINGTON, NEW JERSEY

.....

“Getting there” was a well-written and enjoyable story. It brought back memories of my first long-distance ride in 1971 on a new Sportster. There was a small error, however. The 1970 Sportster had a 900cc, not a 1000cc, engine. The 1000cc Sportster was first manufactured in 1972.

PETER L. ADAMSKI
HAMPTON, NEW JERSEY

You are correct, Sir. –Ed.

.....

MORE FROM THE BACKSEAT

I’m writing this article in response to Robyn Jacobs-Robertson’s article about being a rider versus being a driver. I truly envy Robyn. I mean *truly* envy. I love riding my own, but what I dream about and think about all the time is riding on the back of a Harley with the one I love. And I bet I’m not the only one who would rather be in her shoes. To me, there would be nothing better in this world than to be a passenger on a Harley, hearing the sound of the motorcycle, riding the open road, having the open sky to look up to, being able to absorb the scenery around me, smelling the smells of my surroundings, and wrapping my arms around the one I love just holding on. To me, she is a lucky woman.

MICHELE DEATRICK
NEW OXFORD, PENNSYLVANIA

.....

Ever since I walked out of a movie theater back in 1970 after watching *Easy Rider*, I’ve dreamed of doing a trip similar to what he and “Deputy Dawg” did. No “modern” accessories; just a man, a rigid-framed chopper, a map, and no time constraints.

RON HALL, HALLSTEAD, PENNSYLVANIA

.....

For the most part, guys grew up driving the car – and driving the Harley. Nonetheless, there have been many times I wished I could have been the passenger. As the driver, you can’t afford to take in all of your surroundings as you’re going around curves or snap once-in-a-lifetime pictures as you pass due to being safety conscious.

I applaud any woman who loves the thrill of driving a bike but not for the sake of thinking they’re a step above others who choose to ride on the back. It’s simply a fact: Harley owners, male or female, are very proud and are justified in it. We *all* have a swagger, and none are ashamed of it!

R.M.
VIA E-MAIL

.....

PIRATES AND ARMADILLOS

After enjoying a visit to the gorgeous Harley-Davidson Museum® in Milwaukee, Wisconsin, I received a complimentary copy of your fine magazine. I was very happy to see how much H-D and BMW riders have in common. We share a tremendous passion and love for our machines, and a lifestyle of freedom and adventure. Certainly, I noted some differences in style (you dress like pirates; we dress like armadillos), but the common love for life on two wheels is what spoke to me most.

Have fun, ride safe, and don’t forget to wave!

PEPE PEREZ-SANZ
HINSDALE, ILLINOIS

.....

EXHAUST FUMES

Joe Barbieri’s Exhaust article, “Bugs on My Windshield,” in *HOG* 013 was excellent therapy. I’m on my third (and first brand-new) Harley Davidson® motorcycle: a 2010 Sportster Forty-Eight.® When I purchased it, I was given a T-shirt of my choice and, more importantly, a one-year H.O.G. membership. When the time came, I renewed my membership, due in no small part to the *HOG* magazine and the encouragement brought to me by articles like Joe’s.

I want to make a suggestion for Joe and any rider: On your next long trip, or even around town, remove the windshield. Will it slow you down? Probably. Is it more dangerous? Maybe. But it is, in my humble opinion, the only way to experience the open road. Without that plastic window you’ll see more, feel more, and smell more. Based on my 30-something years of riding, I believe most of these experiences will be pleasant. After all, Harley-Davidson has created plenty of ways to keep your body warm, cool, and protected. So for that one more burst of freedom on your next ride, leave the windshield at home.

DUSTY PARKER
PONTOTOC, MISSISSIPPI

.....

I want to thank you and Jim Hobelsberger for his Exhaust article, “Ride Time,” in the 014 issue of *HOG* magazine. Sitting in Montana still surrounded by snow, ice, and cold and reading his beautifully descriptive article made me want to run out, fire up my Road King, “Babe,” and go.

DON RIGG
HELENA, MONTANA

.....

70-YEAR ITCH

I’m a 71-year-old bike rider, imported from Bermuda, who has owned and ridden most European and Japanese bikes. I always felt that Harley-Davidson bikes were overrated and not worth buying. But in 2009 I finally realized my dream of going to Sturgis! I took my Kawasaki Nomad, blew the engine, and returned home on a 2010 Ultra Classic. It turned out to be the *best* bike I have ever owned! It’s the most balanced and easy-to-ride motorcycle I have ridden – and I have ridden more different bikes than most people.

At my age, I recognize that my reaction times and ability to ride safely are not what they used to be, and I dread having to sell my dream bike! I’m planning on making my 18th ride to Americade, but then must make the decision to keep or part with the second most enjoyable thing in my life – my wife being the most enjoyable. She rides with me, and I must think about her safety. Thank you for staying the course through the hard years and developing a great bike. Keep on producing super motorcycles!

BOB STUBBS
BERNARDSVILLE, NEW JERSEY

.....

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.



Photography: Michael Lichter



Another Unforgettable Week at the Beach

SCORES OF AMAZING CUSTOM BIKES in the Ride In Bike Show (pictured). Riders eagerly lining up for demo rides on the latest 2012 H-D® models. A rockin’ street party featuring the Official Blues Brothers Revue (see “Backstage” on Pages 6-7). Top fighters signing autographs at the UFC® Experience. The 5th Annual Harley-Davidson Women’s Ride for MDA. Plenty of bright sunshine, sand, and surf. And so much more. In other words, just another week with Harley-Davidson at Daytona Bike Week, the unofficial start of the 2012 riding season. The weather was beautiful; we hope you were there. See more images from Daytona at h-d.com/daytona.



Launch at the Museum

THE HARLEY-DAVIDSON MUSEUM® IS PROUD TO ANNOUNCE the launch of an all-new Website. The new site is a ground-up redesign with epic photography, in-depth exhibit content, archives and history content (with all the dust blown off), and more information than ever. Among the highlights is a re-vamped, more robust Members Only section. Harley-Davidson Museum members will now have access to exclusive content such as a gallery of Willie G. Davidson sketches, behind-the-scenes videos, rare archival photo galleries, and more. Check out the new site at h-dmuseum.com. To join, visit the Become a Member section. A variety of membership levels are available, including an online (“Open Road”) level and a “H.O.G.® Exclusive” membership for current Harley Owners Group® members.

2013 Anniversary News

STAY ON TOP OF ALL THAT’S HAPPENING with the 2013 H.O.G. and Harley-Davidson 30th/110th Anniversary celebrations. Already announced for the “Rumble Heard ‘Round the World” are big events in Rome, Italy (June 13-16) and Milwaukee, Wisconsin (August 29-September 1), with others to come in dozens of cities around the globe. Subscribe to the H.O.G. Insider e-newsletter at members.hog.com to stay current with anniversary news. And don’t wait to secure your accommodations – reserve your rooms now at h-d.com/110th to make sure you get the best available options and stay up to date on the latest event information.



Clearly Better

YOU’VE JUST RIDDEN A TANK’S WORTH OF MILES, and now it’s time to refuel – yourself and your motorcycle. You fill your tank with premium and get ready to ride next door for a quick bite. Only then do you remember how dirty your windshield is, so you do what comes naturally and hurriedly reach for the squeegee soaking in the bucket of dirty blue water ... and proceed to ruin your bike’s windshield. We’ve all done it. Because it’s so easy. But it’s also so *wrong*. Because the dirty blue water you’re about to slosh on is made for the *glass* windshield of a car not the polycarbonate one on a motorcycle. In all likelihood, it contains ammonia, which attacks the plastic and steadily ruins it one dirty squeegee-full at a time. That’s why it’s so important to clean your windshield properly. And why Harley-Davidson helps make that easy, with H-D brand products specifically formulated for use on your Harley® motorcycle:

- **WINDSHIELD CLEANER:** Single-use wipes, the ultimate in care and convenience. Great for on the road.
- **SPRAY CLEANER & POLISH:** Safe for all your bike’s surfaces, including the windshield. Perfect for home use.
- **BUG REMOVER:** Formulated to safely dissolve stubborn and corrosive bug residue.
- **WINDSHIELD WATER REPELLENT:** Individual wipes reduce water surface tension, allowing water to bead and blow off in wet riding.

In addition, be sure to use a non-abrasive cloth – such as a Harley-Davidson® Microfiber Detailing Cloth – when wiping your windshield. And steer clear of automotive and other *glass*-cleaning products, which likely contain ammonia. By taking a few extra moments to follow these guidelines, you’ll help make sure your windshield stays clean and clear, no matter what the road ahead has in store.



Meeting the Challenge

CONGRATULATIONS TO THE WILD PRAIRIE H.O.G. CHAPTER in Eden Prairie, Minnesota, which was the leading money-raiser in the 2011 Military Appreciation Month H.O.G. Chapter Challenge. Wild Prairie members joined with more than 200 H.O.G. chapters around the country to raise more than \$160,000 to support sending care packages to U.S. troops overseas. Contributing more than \$11,000, the Wild Prairie Chapter raised the most – but the real winners are all of us here at home who benefit from the brave and tireless service of U.S. military members and their families.



Are You an Insider?

H.O.G. INSIDER is Harley Owners Group’s exclusive monthly e-newsletter, filled with the most up-to-date H.O.G. news, information, featured member profiles, and more. To subscribe, register or update your e-mail address in your member profile at members.hog.com. If you’d like to be considered as a “Featured Member,” send your story and a high-quality photo to hogmagazine@harley-davidson.com.



Touring ABCs: 1, 2, and 3

CONGRATULATIONS TO THE TOP FINISHERS in the 2011 H.O.G. ABCs of Touring contest:

UNITED STATES

FIRST PLACE - 144 POINTS:
Billy Fultz, Jr. of Corpus Christi, Texas (above)

SECOND PLACE - 140 POINTS:
Greg Bequette of Livermore, California
John Schreiber of Livermore, California

THIRD PLACE - 134 POINTS:
Eric Cave of Las Vegas, Nevada

INTERNATIONAL

FIRST PLACE - 51 POINTS:
Kevin Smith of Singapore

SECOND PLACE - 49 POINTS:
Thanaporn Smith of Singapore

Thanks to everyone who took part in 2011. And remember: The contest is redesigned for 2012, with simplified rules, new prize levels, and chances to win a 2013 Switchback motorcycle or a VIP trip to Milwaukee in 2013 for the H.O.G. and H-D 30th/110th Anniversary celebrations.

Get the details and download an entry form at members.hog.com – and don’t wait to get started on your 2012 entry!

H.O.G.® in the HOF

STEVE PIEHL, Harley-Davidson Director of Customer Experience, will be honored at the 2012 Sturgis Motorcycle Rally by being inducted into the Sturgis Hall of Fame. As the recipient of the prestigious Pappy Hoel Outstanding Achievement Award, Steve is recognized as one of the founding members of H.O.G. and its first director, who “set direction for membership, local chapters, and events.”

“When we started H.O.G., we never imagined what it would some day grow to become. I’m honored to receive this recognition, just as I was back in 1982 when I was selected to take on the challenge of starting Harley-Davidson’s owners’ club,” Piehl said. “I’ve had lots of great challenges in my career at H-D, and I’m not done yet. We’re working just as hard as we did then to make H.O.G. and all of our customer activities better than they have ever been.”

Registration Extended

THE REGISTRATION DEADLINE HAS BEEN EXTENDED for the Battle Cry 2012 national H.O.G. tour:

BATTLE CRY

Virginia, North Carolina, Tennessee
Rally Dates: September 26-29
New Registration Deadline: June 30

For complete event information, log on to members.hog.com. Attendance is limited – register now!

H.O.G.® at Laconia

JOIN US TUESDAY, JUNE 12 for exclusive H.O.G. events at the Laconia Road House at the Weirs Beach Lobster Pound during Laconia Bike Week in New Hampshire. On that day, at the Harley-Davidson display at the Lobster Pound, H.O.G. members can pick up a free wristband good for complimentary food and beverages, and VIP viewing for two great musical acts: Last Kid Picked at 6:30PM and Never in Vegas at 9:30PM. No pre-registration is required.

And be sure to get your free pin at the H.O.G. Pin Stop all week long (June 9-16) and enjoy all the Harley-Davidson attractions, including demo rides, a Jumpstart™ experience, H-D1™ Fit Shop, and all the new 2012 H-D® motorcycles.

Celebrate Women Riders

MAY IS INTERNATIONAL FEMALE RIDE MONTH and that means it’s a great opportunity for lady Harley® riders to connect with other female riders. If you have a friend who is new to riding or wants to start, or if you just want to check out what the other girls are doing, log onto h.d.com/womenriders for more info on how to shark the spark.

A World of Possibilities



H.O.G. HAS OFFICIALLY “OUTGROWN” MILLION MILE MONDAY. Not the concept – just the limits of trying to stage such a massive event in a single day. It’s gotten too big to confine to just 24 hours.

For 2012, H.O.G. is hosting the Harley-Davidson World Ride: Sunday-Monday, June 24-25.

Now you can really spread your wings and pile up the miles

and kilometers. Think how much farther you can go on an overnight trip than a single-day ride! And for those who have to work on Monday, you’ll still have all day Sunday to see how far you can go.

We’re also emphasizing the “worldwide” aspect of the event more than ever. No matter where in the world you call home, we want you to take part. On the German autobahn or the great American Route 66. The Great Ocean Road in Australia or the Transalpine Road in Romania. The Icefields Parkway in Canada or the Faure Marine Drive (R44) in South Africa. No matter what kind of Harley-Davidson motorcycle you ride or where you ride it, we want you to ride *together* with us on the Harley-Davidson World Ride.

Other parts of the event will be familiar, of course. Every mile and kilometer still counts – whether you ride full out for two days or sneak in a lunch ride on Monday. You’ll still log in to hog.com/worldride to register your distance when you’re done to add to the totals from around the world. You can still download an official Certificate of Participation. [Keep an eye out for an exclusive offer from SYN3® lubricants on your certificate.] And you’ll still experience the unmatched feeling of riding *together* with countless other H.O.G. members and Harley riders from around the globe – and showing the world what the Harley-Davidson community is all about.

So start making plans now – to ride a little or a lot. And make June 24-25 the biggest two days of 2012.

Nigel Villiers
Director, International Customer Experience

HARLEY-DAVIDSON®
WORLD RIDE
JUNE 24 – JUNE 25

Davis Love III

A Rider Leads the Ryder Cup

RIDING MOTORCYCLES AND PLAYING GOLF: two very different activities that generally don't overlap. After all, it's not easy to pack a set of golf clubs on a Harley.®

Yet as the 2012 PGA Tour season gets underway, many eyes in the golf world will be focused on one high-profile rider. Because Davis Love III is not just a highly accomplished pro golfer and captain of the 2012 American Ryder Cup team – he's also a motorcycle nut. One whose profile will grow ever higher as the prestigious October event approaches.

Davis is the son of a renowned golf instructor, so he's been gripping a golf club for as long as he can remember. His riding career, on the other hand, began more recently, "somewhere in the early '90s, maybe 1991," he says – not long after his brother-in-law returned from serving in the Middle East during the first Gulf War.

"He had an H-D catalog, so we started looking at bikes," Davis recalls. "And thinking about him getting one ... we ended up both getting one. My brother got one, as well. I started off with a Fat Boy® and have been riding a fair amount ever since."

As you might expect, playing professional golf all over the world has a way of cutting into riding opportunities. But spending time on two wheels is something Davis takes seriously. He and his wife, Robin, take off on their 2008 CVO™ Screamin' Eagle® Ultra Classic® Electra Glide® whenever they can – and don't miss the Kyle Petty Charity Ride Across America if they can help it.

"The motorcycle's just the way to get to the fun stuff: the friends, the camaraderie, and all that. It's a lot like golf – it's a great way to meet people and to travel. It becomes part of your lifestyle."

For the Loves, that lifestyle includes the whole family. While Robin rides on the back of the Ultra, their daughter Alexia, 22, rides a Softail® Deluxe. Their son Davis IV (known as "Dru," as in "quadruple"), 17, is also interested in riding – but Davis the father doesn't think Davis the son is quite yet ready for his own Big Twin.

"He keeps asking, 'When can I ride the motorcycles?' 'You can't!' 'But Alexia can ride!' 'Yeah, but ... she's *sensible*!'" Davis III says, laughing. "I'm just a little more protective of him for some reason. But I'm sure he will ride [a Harley] eventually. He's ridden everything else we ride, whether it's scooters or dirt bikes or Enduro bikes."

Another thing riding and golf have in common, Davis, a H.O.G.® member, mentions, is the amount of generosity and goodwill both activities generate. Members of the local riding community are among the most generous people he knows.



Photography: Kevin Kane Photography

"Other than golf, it seems like the Harley owners and the shops do more for charity, on a local level, than any other organization I've been around," he says. "Around home [in Florida], it seems like when someone wants to raise money for a charity, it's either, 'Let's have a golf tournament' or 'Let's have a motorcycle ride.'"

In addition to the Ultra, Davis also has a custom chopper. A certain high-profile cable TV show cast built the bike, and he received it as a surprise gift from Robin when they appeared as guests on the show. He also keeps a few bikes at their home in Idaho to take advantage of the great off-road opportunities there.

As the Ryder Cup matches draw near, much of the talk surrounding Davis will likely focus on how he intends to get the historic trophy back into the American team's hands. "The short version of the long answer is, we just gotta relax and play and have fun," he explains. "And if we can do that, we can win. If we go in tight and nervous and scared, and trying too hard ... we're going to have a close match again."

Perhaps a pre-competition team Harley ride might be just the thing to tip the scales in favor of the American side.

Davis Love III is the winner of 20 official PGA Tour events, including the 1997 PGA Championship. In addition to riding with his family, he enjoys snowboarding, surfing, fishing, and hunting.

FOR TWO DAYS WE'LL TAKE OVER THE WORLD.

FOR YEARS, H.O.G.® MEMBERS HAVE BANDED TOGETHER FOR MILLION MILE MONDAY. NOW WE'RE KICKING IT UP A NOTCH WITH A SUNDAY/MONDAY EVENT WE CALL THE HARLEY-DAVIDSON® WORLD RIDE.

H.O.G. welcomes all Harley-Davidson® riders **June 24-25**. No matter what continent you hail from. No matter what H-D® model you ride. From the autobahn to Route 66, we'll rack up the miles together and show the world what it means to be part of the Harley-Davidson community.

Learn more at hog.com/worldride.

HARLEY-DAVIDSON®
WORLD RIDE®
JUNE 24-JUNE 25





Wyoming/Utah

U.S. Route 191

Submitted by John Givens, Gallipolis, Ohio

I HAVE BEEN RIDING MORE THAN 30 YEARS – all on Harley-Davidson® motorcycles – and have made it to most major rallies and traveled some beautiful highways. Last summer, from Wyoming through Utah to Arizona, I rode one of the most scenic highways I have ever been on: U.S. Route 191. Among the natural wonders it winds through or near are the Grand Tetons, Flaming Gorge, Arches National Park, and Canyonlands National Park, to name a few. I have a 2008 Ultra Classic® with a six-gallon tank and needed every bit of fuel it held, as service stations are few and far between in southern Utah. I rode more than 7,000 miles on that trip, but this road sticks in my mind more than any other.

Kansas

Flint Hills Scenic Byway

RIDING THIS GENTLY ROLLING ROAD will give riders a glimpse at what the great American prairie looked like before it was part of the United States. Running 48 miles between Council Grove and Cassoday in Kansas, this memorable stretch offers small-town charm, historic sites, and some of the broadest horizons you'll see anywhere on the Tallgrass Prairie National Preserve. Pair it with the Wetlands and Wildlife Scenic Byway for a beautiful loop through the great prairie.

www.kansasbyways.org

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: Al Slater, courtesy of National Scenic Byways Online (www.byways.org)

SHARE THE PASSION. RIDE THE WORLD.

HARLEY-DAVIDSON POWER TRIP SWEEPSTAKES

*YOU'VE GOT FRIENDS WHO RIDE, RIGHT? PROBABLY EVEN SOME WHO RIDE SOMETHING THAT'S NOT A HARLEY-DAVIDSON® MOTORCYCLE. WELL, HERE'S YOUR CHANCE TO TAKE ONE OF THEM ON AN AMAZING HARLEY ADVENTURE. INVITE A NON-HARLEY®-RIDING FRIEND TO ENTER THE HARLEY-DAVIDSON **POWER TRIP** SWEEPSTAKES WITH YOU AND YOU COULD BOTH WIN A LEGENDARY H-D® AUTHORIZED TOURS EXPERIENCE. CHOOSE FROM SIX ICONIC RIDES AROUND THE GLOBE. AND SHOW YOUR FRIEND THE TRUE POWER OF HARLEY-DAVIDSON.*

THE TRIP OF A LIFETIME. POWERED BY HARLEY-DAVIDSON.

HARLEY-DAVIDSON.COM/POWERTRIP



TO LEARN ABOUT ALL THE EPIC ADVENTURES OFFERED BY HARLEY-DAVIDSON® AUTHORIZED TOURS, VISIT **H-D.COM/AUTHORIZEDTOURS**.

NO PURCHASE NECESSARY. Void where prohibited. Legal U.S. residents (50 U.S. and D.C.) 18 and older only. Ends July 31, 2012. Motorcycle and license restrictions apply. Official Rules, details, and entry at www.h-d.com/powertrip. Sponsored by Harley-Davidson Motor Company, Inc., P.O. Box 653, Milwaukee, WI 53201.

©2012 H-D. Harley-Davidson, H-D, Harley and the Bar & Shield logo are among the trademarks of H-D Michigan, LLC.

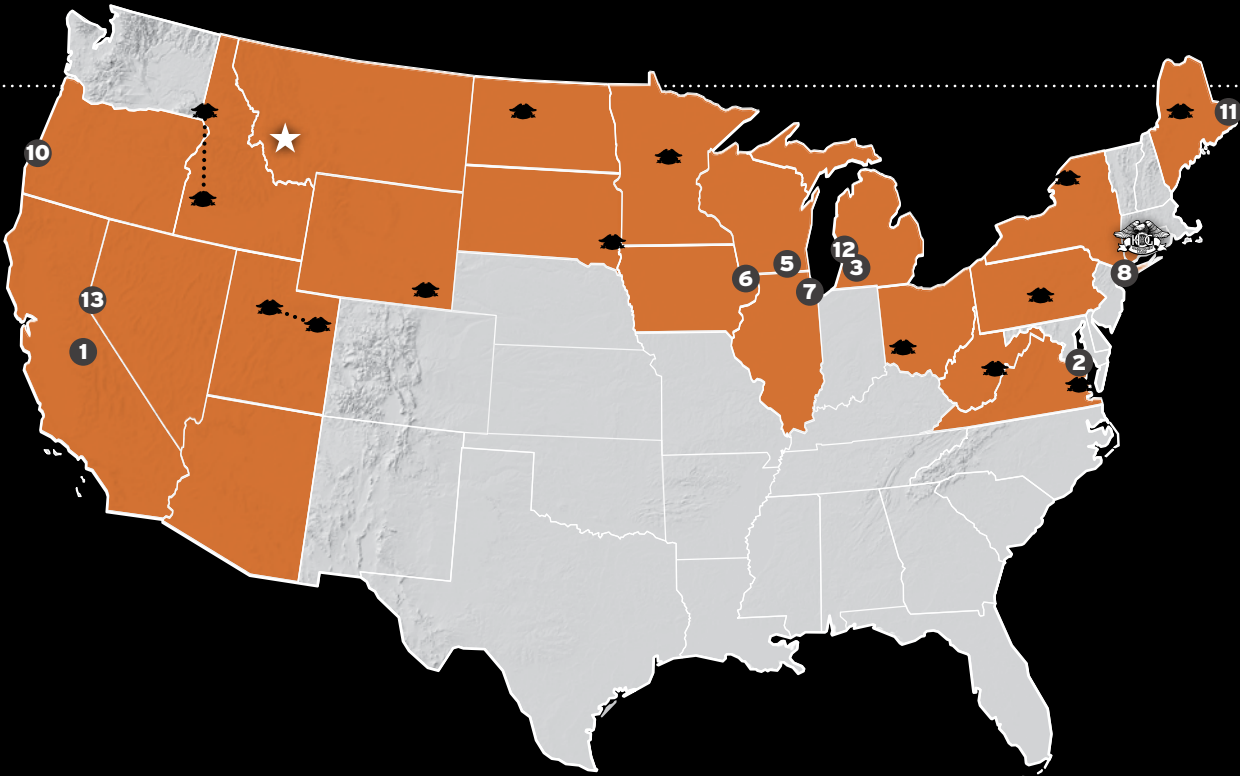


MONTANA STATE H.O.G. RALLY

Chrome Rush Days

RIDE ON UP TO BUTTE FOR THE CHROME RUSH DAYS H.O.G. RALLY and a little “taste of Evel” – Evel Knievel, that is. Butte is the legendary bike jumper’s hometown, and this year’s state H.O.G. rally coincides with the town’s Evel Knievel Days. Rally-goers will join in on some of the Evel activities, so it’s almost like two events in one. And if you’ve never taken part in the Knievel Loop Ride, with 1,000 or more other motorcycles, you don’t know what Big Sky Thunder really sounds like. Don’t miss it!

- › Butte, Montana
- › July 26-28



2012 U.S. State H.O.G.® Rallies

WHETHER THEY’RE AROUND THE CORNER or across the country, U.S. State H.O.G. Rallies provide unique opportunities to enjoy new experiences as you travel the United States. For a complete 2012 schedule, log on to hog.com/events.

1 DAN ROUIT’S FLAT TRACK MUSEUM 21ST ANNUAL OPEN HOUSE

- › Clovis, California
- › May 20
- Submitted by Joseph Simone

2 ROLLING THUNDER® XXV

- › Washington, D.C.
- › May 25-28
- › www.rollingthunder.com
- › H.O.G. Pin Stop

3 GILMORE CAR MUSEUM 17TH ANNUAL VINTAGE MOTORCYCLE SHOW

- › Hickory Corners, Michigan
- › June 10
- › www.gilmorecar-museum.org
- Submitted by Mike Myers

4 H.O.G. WILD WEST THUNDER TOUR

- › California, Arizona, Nevada, Utah
- › June 10-17
- › hog.com/events

5 18TH ANNUAL MDA TUB RUN

- › Janesville, Wisconsin
- › June 15-16
- Submitted by Lucy Newell-Anderson

6 MEANDERING THE MIGHTY MISS H.O.G. RIDE

- › Dubuque, Iowa to Memphis, Tennessee
- › June 16-21
- Submitted by Tim Dano

7 35TH L.A.M.A. ANNIVERSARY/ 17TH INTERNATIONAL RALLY/TOUR

- › Chicago, Illinois
- › June 16-July 1
- › www.latinbikers.com

8 30TH ANNIVERSARY MERMAID PARADE

- › Brooklyn, New York
- › June 23
- › www.coneyisland.com
- Submitted by Jim DeNatale

9 HARLEY-DAVIDSON WORLD RIDE

- › Worldwide
- › June 24-25
- › www.hog.com/worldride

10 12TH ANNUAL LIGHTHOUSE RUN ON THE OREGON COAST

- › Coos Bay, Oregon
- › June 29-30
- › www.hdcoosbay.com
- Submitted by Al Pettit

11 RALLY IN THE ST. CROIX VALLEY

- › Calais, Maine and St. Stephen, New Brunswick, Canada
- › July 1-8
- Submitted by Theresa Brown

12 MUSKEGON BIKE TIME

- › Muskegon, Michigan
- › July 20-22
- › www.muskegonbiketime.com
- Submitted by Ray Broadnax and Pam Roberts

13 AMA INTERNATIONAL WOMEN & MOTORCYCLING CONFERENCE

- › Carson City, Nevada
- › July 26-29
- › www.american-motorcyclist.com



Connecticut State H.O.G. Rally

THE TERM “JAM-PACKED” IS INADEQUATE TO DESCRIBE the 2012 Connecticut State H.O.G. Rally, as perhaps never before has so much great riding and excitement been squeezed into such a small area. To make sure you get the absolute most for your miles at this rolling rally, organizers are offering a prize to the Road Captain whose guided ride rates highest among rally-goers. But with so much history, scenic roads, quaint small towns, and friendly people packed into less than 5,000 square miles of the Nutmeg State, everyone is guaranteed to wind up a winner at this unique rally.

- › Bristol, Connecticut
- › June 21-23

VIRGINIA

Come to Williamsburg for a rally over 400 years in the making.
› Williamsburg
› June 21-23

SOUTH DAKOTA

Sioux Falls becomes “Zoo Falls” when H.O.G. rolls in.
› Sioux Falls
› June 22-23

WYOMING

Ride where the legends rode in Laramie.
› Laramie
› June 27-30

MINNESOTA

10,000 lakes? It’s actually more like 12,000.
› Brainerd
› June 28-30

OHIO

The eagle soars to Dayton, where two brothers taught the world to fly.
› Dayton
› June 28-30

UTAH

Tour the “Canyon Country” national parks with H.O.G.
› Sandy to Vernal
› July 11-14

WEST VIRGINIA

Join the Rawhide Ride through the mountains of the Mountain State.
› Snowshoe
› July 11-14

NEW YORK

Explore the uncharted territory of Alexandria Bay.
› Alexandria Bay
› July 12-14

NORTH DAKOTA

A magical time in the “Magic City” of Minot.
› Minot
› July 13-14

MAINE

32,000 miles of rivers and streams; 17 million acres of forest.
› Greenville
› July 19-21

PENNSYLVANIA

Carve through deep valleys and ancient peaks.
› State College
› July 19-21

IDAHO

Ride through Heaven’s Gate on the way to Hell’s Canyon.
› Meridian to Lewiston
› August 9-11

BETWEEN THE LINES

Speed Limit: Zero

Riding Challenges Don't Always Stop When You Do

By **Becky Tillman**

Having a successful and enjoyable

ride most often has to do with what you do while your motorcycle is *moving*. But coming to a stop and turning off your motorcycle doesn't mean it's time to turn off your mind. How you handle your bike while it's stopped matters, too – and can have a big effect on what kind of a day you end up having.

The Waiting Game

Got a few seconds to kill while waiting at a stop sign or light? Here are a few things to keep your mind occupied.

Putting Your Foot Down

One thing that can trip you up when you're stopped at an intersection is poor footing. Stop signs and lights are often the site of a slick spot in the middle of the road. Especially when it's wet, take care not to casually put your foot down on an oil slick, only to have it slip out from under you, with you and your bike hitting the pavement as a result.

Watch Your Back

It's also a good idea to keep an eye on what's happening behind you. It's not often that an inattentive driver may pull up too close behind and give you a bump, or, worse, approach at too high a rate of speed and send you flying. But once is one time too many. Make it a habit to check your mirrors when you stop and be prepared to scoot (safely) out of harm's way if necessary. Flash your brake light if you see someone approaching, know your "escape route," and keep the bike in first gear to make a quick getaway should you need to.



Common Sensors

Finally, a potentially frustrating "non-safety" issue is those traffic sensors at stop lights that must detect the presence of a vehicle before making a light turn green or triggering a left-turn arrow. Sometimes, they're just not very good at detecting motorcycles. It's not hard to find lively in-depth discussions about this problem on the Internet, but here's some basic information about how to handle them.

One common misconception is that it's your motorcycle's *weight*, or lack thereof, that causes the problem. But most sensors these days are triggered electromagnetically; that is, they detect

metal, not weight. To help make your bike's presence known, try the following:

1. Position your motorcycle with both wheels directly over the "cut lines" that define the sensor area in the pavement.
2. If this doesn't seem to do the trick, lean your motorcycle slightly (and carefully) toward the center of the sensor area. This increases the amount of your motorcycle the sensor is able to "see."

Some states have enacted laws that make it legal for motorcyclists to proceed at their own risk, with caution, against the light if the sensor isn't triggered. But make sure you know your local laws before doing this!

Parking It

Even the most experienced riders can occasionally find themselves in an unfortunate (and embarrassing!) situation due to a momentary lapse of concentration while parking.

What's a Puck?

One easy mistake to make is not noticing when the parking surface is too soft to support the weight of your motorcycle on its sidestand. This may happen in a dirt or gravel parking lot, a grass field (in both cases, especially when wet), or, very commonly, on an asphalt lot on a warm day. Especially when the asphalt is fresh.

Many wise and experienced riders carry some form of parking "puck" with them at all times for just such situations. The idea is to spread the motorcycle's weight over a wider area in order to prevent the sidestand from sinking into the parking surface – leading to an unpleasant surprise for the returning rider. This can be accomplished in many ways.

Commercial pucks made of plastic or other stiff material are readily available and generally inexpensive. A small square of plywood – even a very thin piece – will easily do the trick. If you don't have either of these, a number of other things will do in a pinch. A flattened aluminum beverage can is a common puck substitute. A flat rock, or even just the right stick, will often do nicely. The key is just to get *something* hard, flat, and stable underneath the sidestand to prevent unexpected "sinkage."

It's Downhill from Here

Another important consideration when parking is slope. One common "rookie mistake" is pulling happily into a prime parking space near the restaurant door only to realize after your lunch that you're incapable of pushing your bike backwards up the slope you didn't realize you parked on. Again, the key here is simply awareness. Pay attention when you park: If the spot is sloped

away from you, swing around and back your bike in. That way, you'll have the full power of your bike's awesome V-twin engine – instead of just your less-awesome leg power – to get you back up that little hill.

Slopes also matter when they tilt sideways. If the ground to the left of your motorcycle is lower than to the right, it may result in too much lean to keep your bike upright. (This is especially important if the ground is soft or wet, as previously discussed.) In this case, as

... *walking* your bike presents a prime opportunity to drop it.

with the downhill situation, you may be better off backing in to keep the sidestand on the high side. Take care, however, not to leave your bike so vertical that a gentle breeze (or careless child) could knock it over. If the slope is too steep to park safely either way, find another spot.

Parallel Universes

Whether you're parking in parallel or in a "head-in" spot, any time you park your motorcycle in a spot meant for cars, visibility is an important concern. That is, park your bike in such a way that the space doesn't look empty to an approaching car. In a head-in spot, don't pull all the way to the front of the spot (unless you're sharing the spot with other motorcycles). Make sure a driver eyeing that same spot later will see your bike before it's too late.

Take a similar approach when parking in a spot along the curb. Don't park "parallel," as you would in a car. Instead, back your motorcycle into the space at a fairly sharp angle. Not quite perpendicular; maybe 45

to 60 degrees. Enough to give you a good angle to re-enter the traffic flow when the time comes and make your bike more visible to drivers.

Walk the Walk

Hitting the stop switch in a parking lot doesn't necessarily mean you're done moving your bike. And *walking* your bike presents a prime opportunity to drop it. Fortunately, the skills required for keeping your ride upright in this situation are fairly basic.

The primary concern is to keep the frame and wheels as upright and vertical as possible. At speed, your motorcycle leans when you turn. When stopped, it doesn't take much of a lean before you reach the "tipping point" (depending how strong you are). Take care to steer with your arms and hands using the handlebars, not by shifting your weight, or pushing the motorcycle with your legs or body.

Take your time: Slow and steady will *always* win this race. And if you get yourself into a tricky spot, such as the low end of a slope, don't be embarrassed to ask your riding companion to give you a gentle (and steady) boost.

Finally, make sure you know how to safely lift a dropped motorcycle by yourself. Visit h-d.com/women for a step-by-step tutorial – but men, this is something you should know how to do safely, as well. And again, don't be afraid to ask for help if you need it!

Becky Tillman is MSF RiderCoach Trainer, Rider's Edge® Instructor, and Rider's Edge Regional Manager, Harley-Davidson Rider Services.

Sources: Harley-Davidson Rider's Edge and The Motorcycle Safety Foundation's Guide to Motorcycling Excellence.

HOW ABOUT YOU? *Do you have a topic you'd like to see us address in Between the Lines? Let us know by writing to hogmagazine@harley-davidson.com.*

GLIDE

Vs

GLIDE

BY Matt King PHOTOGRAPHY BY Yve Assad/FastandDirty.com

**LOVE IT OR HATE IT:
THAT HAS OFTEN BEEN THE REACTION
SOME RIDERS HAVE TO THE HARLEY-
DAVIDSON® ROAD GLIDE® MOTORCYCLE.**

With its imposing Darth Vader-esque fixed fairing, the Road Glide can be an acquired taste, but for those who have already turned to the Dark Side, there is no going back. You literally can't pry a Road Glide out of the hands of a dedicated rider

like Harley-Davidson Racing Manager Kris Schoonover, who joined me on a week-long trip through Florida and Georgia to compare the ride, handling, and design features of the Road Glide® Custom and Street Glide® models, and wouldn't give it up!



Okay, maybe “hate” is too strong of a word to describe how some riders feel about the square-jawed look of the Road Glide-style fairing. Perhaps, “haven’t yet come to fully appreciate its practicality, unique beauty, and function” would be a better way to put it.

A mainstay of the Harley-Davidson lineup since its introduction in the early 1980s on the FLT Tour Glide,[™] the popularity of Touring bikes with frame-mounted fairings has been growing in recent years, thanks in large part to the Road Glide[®] Custom, a motorcycle that marries the great handling and wind-cheating capability of the Road Glide Ultra chassis with the sleek custom styling of the Street Glide motorcycle. Riders now have a choice between the ultimate in long-distance grand touring comfort or boulevard cruising without giving up their beloved fixed fairing.

ROAD GLIDE OWNERS ON AVERAGE LOG MORE MILES ANNUALLY THAN THOSE OF ANY OTHER HARLEY-DAVIDSON MOTORCYCLE MODEL.

Research into customer preferences by Harley-Davidson’s Motorcycle Product Planning team reveals one overwhelming fact about Road Glide owners: They ride a lot of miles. In fact, the average Road Glide Custom motorcycle owner logs nearly

20 percent more miles annually than the average Street Glide owner. Now before all the bat-wing fairing riders get spun up, we’re talking about a decent amount of annual miles ridden in both cases, so you’re all plenty hardcore!

At normal highway cruising speeds in calm conditions, most riders won’t notice a huge difference in the ride experience of a Road Glide versus a Street Glide or Electra Glide.[®] But when the weather turns sour, and especially when the wind picks up, the Road Glide really starts to own the road. The Road Glide fairing isolates the rider from the wind much better than a handlebar-mounted fairing or windshield, and over a long, grueling ride, the wind isolating Road Glide fairing can add up to a much more comfortable ride. Road King riders can appreciate this difference, too, although in their case they give up some of wind protection compared to either type of faired motorcycle.

Frame mounting the Road Glide fairing also lowers the motorcycle’s steering effort. In fact, its handling characteristics are among the top three items rated as “exceptional” by Road Glide owners when asked to rank factors that contributed to their purchase decision. Others are “appearance/styling” and “dependability,” factors the Road Glide Custom model shares equally with other models in the Touring family. Another deciding factor often cited by Road Glide owners is a desire to ride a Harley-Davidson motorcycle that stands out from the large number of bat-wing-style bikes on the road. Road Glide owners tend to be highly experienced riders, too, having owned

an average of at least five previous motorcycles before buying their current bike.

Fairing design aside, the Street Glide model and Road Glide Custom are more alike than different, especially in their styling approach. Both adhere to the styling tradition of “less is more,” with an emphasis on tasteful but subdued use of chrome accents, subtle graphics, minimal trimwork, and monochromatic paint treatments. The combination of the Twin Cam 103[™] engine mated to the 6-Speed Cruise Drive[®] transmission produces identical performance in either chassis, and other standard and optional features such as stereo, cruise control, security, and anti-lock braking systems are likewise comparable. Price is identical, too, with both sharing a base MSRP of \$19,499 in Vivid Black.

**THE STREET GLIDE’S
UNIVERSAL APPEAL REACHES
WIDE AND DEEP ACROSS
VIRTUALLY ALL AGE AND
DEMOGRAPHIC SEGMENTS.**

One compromise the Street Glide and Road Glide Custom each make to true long-distance touring are their relatively short windscreens. In both cases, the relationship between the height of the screen and the height of the rider can contribute to helmet buffeting at certain speeds. If it’s a problem, this issue can easily be solved by swapping the standard windscreen with a taller or shorter accessory screen as necessary. Lacking a standard Tour-Pak[®] accessory may also cramp your style a bit on the longest of trips, unless you’re good at the minimalist approach to packing. Of course, either bike can be optioned with a quick-detachable accessory Tour-Pak.

Our trip consisted of 800 miles crisscrossing the highways and byways of northern Florida and southern Georgia between Orlando, Valdosta, Gainesville, and Savannah. We experienced



wind, rain, cold, sun, and heat – just about everything a rider needs to form an opinion about a motorcycle. Both Schoony and I are experienced Road Glide motorcycle riders – he’s racked up more than 250,000 miles on the eight of them he’s owned, including his current 2012 Road Glide Ultra, and my first Harley® motorcycle was a Shovelhead FLT, the original fixed-fairing touring bike, so we ended up fighting over use of the Road Glide for most of the trip.

Schoony won because he’s bigger than I am, but he’s also capable of waxing eloquently about his preference for Road Glides: “In nearly any condition, the Road Glide has a smooth, nimble feel as it cuts through the wind. I really like how the fairing is pushed out away from the rider, giving me a more comfortable position to the gauges and the radio. The Road Glide rides like a motorcycle much lighter than it actually is. It’s smooth through the twisty corners of a mountain pass, on a straight stretch of four-lane highway, and even during slow maneuvering on cramped city streets. I’ve referred to the Road Glide for years as an under-appreciated gem, and those of us who ride them know that we’re in an elite club of riders who get it.”

We manhandled both bikes on the tight cobblestone roads of Savannah’s river district, and along the dirt back roads en route to a small race track near Savannah, where the Harley-Davidson Screamin’ Eagle® Factory flat track racing team was conducting a pre-season test with rider Kenny Coolbeth; then headed out onto the wind-swept barrier islands off the coast of Georgia, where the Road Glide really found its element. Both bikes were up to every challenging riding task we threw at them, and neither one skipped a beat all week. Along the way, the Ember Red Sunglo Street Glide motorcycle screamed “look at me” and got the lion’s share of comments from strangers, but the menacing flat black Road Glide held its own with a quiet dignity backed with miles of street cred.

NOTHING ELSE COMES CLOSE

OUR BEST JUST GOT BETTER. The only lubricants developed, formulated, blended, and tested exclusively for your Harley-Davidson® motorcycle are now better than ever. An improved formula keeps your oil fresher – to keep you running strong, longer than ever.

H-D.COM/SYN3

HARLEY-DAVIDSON®
WORLD RIDE™
 JUNE 24 – JUNE 25
 POWERED BY SYN3® LUBRICANTS



© 2012 H-D, Harley-Davidson, H-D, Harley and the Bar & Shield logo are among the trademarks of H-D, Michigan, LLC.



HARLEY-DAVIDSON® LUBRICANTS.
 Only at your Authorized H-D® dealership.



NO CAGES



HOGS, TRAILS + DRAGONS' TAILS

BY GLEN ABBOTT

RIDING THE HIGHWAYS, BYWAYS, AND SKYWAYS OF TENNESSEE AND NORTH CAROLINA.
Upshift ... downshift ... lean left ... lean right ... lather, rinse, repeat. White knuckles glued to the grips, adrenaline flowing, I'm hanging on for a screaming, thrill-a-minute joyride on the devil's roller coaster - 318 curves, 11 miles. Halfway through Deals Gap on U.S. 129 - a.k.a. "Tail of the Dragon" - I pull over and shut off the bike. Crescendos of sound reverberate through the still air - shrieking, high-revving sport bikes carving curves in the distance. It's a July afternoon in the Great Smoky Mountains near the Tennessee-North Carolina border. I'm here aboard my Road King® Classic, not exactly a corner-carver, but more than able to hold its own on the twisty blacktop.



TWIST AND SHOUT

A sign on U.S. 129 warns, “Truck Advisory: Switchback Curves Ahead.” Perhaps it should read, “Welcome to a full-on, hell-bent hootenanny of pavement-pounding excitement,” but that probably wouldn’t conform to U.S. DOT regulations.

“It’s all about the twists and turns,” Lee Fanguy tells me. Lee is a Road Captain for his Houma, Louisiana H.O.G.[®] chapter and has ridden the Dragon at least 70 times during his 18 years of visiting here. “Everybody wants to see how far they can get on the edge of their tire when they ride here,” he adds. Our conversation takes place that evening at Deals Gap Motorcycle Resort, a motorcycle-only lodge at the south end of the Dragon, just over the state line in Tapoco, North Carolina. We’re sitting outside, near the resort’s “Tree of Shame,” where disembodied motorcycle parts hang from the limbs of a mighty maple. It’s a veritable monument to motorcycle misery, a display of what can happen when one violates both the laws of speed *and* physics. The Dragon is challenging but doesn’t have to be dangerous if you respect your limits. “Anybody can do it if they ride their own ride,” says Charity Crisp, general manager of Deals Gap Motorcycle Resort. “Don’t let people spook you, stay in your lane, and ride at your own pace.” Certainly, words to live by.

AMERICAN IDYLL

I arise early the next morning to retrace the Dragon’s tail. At dawn’s first light, it’s an entirely different experience. Gone are the shrieking crotch rockets. Mist hangs over mountain hollers (“hollows” to non-mountain people). Fresh scents radiate from the damp forest. Yellow wildflowers bloom. It’s a real American idyll. Were it not for the massive 18-wheeler barreling toward me, swinging wide into my lane to negotiate a hairpin turn, everything would be just peachy (obviously the rig’s driver hadn’t heeded the Truck Advisory). Fortunately for me, I’m cruising at a leisurely pace and able to take prompt evasive action.

Sufficiently awake by now, even without caffeine, the Dragon spits me out, and I head toward Cherohala Skyway. This \$100-million dollar National Scenic Byway was completed in 1996 after 34 years of construction. It gently winds, twists, and climbs for some 40-odd miles along the crest of the Unicoi and Great Smoky Mountains, running through the Cherokee and Nantahala National Forests (hence the combined name “Cherohala”). With elevations ranging from 900 feet above sea level along the Tellico River in Tennessee to over a mile high at Santeetlah Overlook just over the state line in North Carolina, the Skyway offers varied terrain, great riding, and spectacular views.

Cruising along the path of the burbling Tellico River, I ride several miles down a side road to Bald River Falls. At the point where the Bald River flows into the Tellico, rushing water cascades 100 feet over the rocks, creating a pleasing tableau.

Continuing along the Cherohala, the Road King rumbles contentedly. Passing through the Nantahala National Forest, I see signs for the Joyce Kilmer Memorial Forest. The stand of old-growth cove hardwood forest is named for the poet and journalist who famously had written, “I think that I shall never see a poem lovely as a tree.” Kilmer probably never saw the Tree of Shame.

Through peaks and valleys, rivers and forests, sweeping curves and panoramic overlooks, the Cherohala Skyway is the kind of riding you wish you could do every day. “I don’t think we’ve found a mile of straight road since we got off the freeway,” a couple from Ohio riding a 2006 Electra Glide[®] comments. “It’s just incredible.”

MANKIND’S GREATEST INVENTION

Up next on my Hit Parade of great American motorcycle roads, I venture toward the Blue Ridge Parkway. But first I stop in Maggie Valley, North Carolina to visit the Wheels Through Time Museum. Here, founder Dale Walksler has assembled an amazing collection of vintage American motorcycles and memorabilia, much of it one of a kind. During a quick tour, a crowd of visitors gathers around as he kick-starts a 1928 Harley[®] Twin Cam JDH, cheering as the early racing machine roars to life with a near-deafening sonic explosion. “The two greatest inventions of mankind are

fire and the wheel, and that’s what Wheels

Through Time is all about,” Dale says, explaining that nearly all of

the museum’s vehicles are in perfect running order. If you’re riding anywhere near Maggie Valley, Wheels Through Time is a must-see.

NEARER MY RIDGE TO THEE

Along Blue Ridge Parkway, the sky is overcast and mist hangs over the valley, resembling a primordial rain forest out of *Jurassic Park*. I almost expect a giant T-Rex to poke through the cloud-covered trees any minute. The 469-mile-long parkway is sometimes called “America’s Favorite Ride” and is widely considered one of the country’s top motorcycle roads. Planned as part of Franklin D. Roosevelt’s New Deal economic plan, the scenic motorway links Shenandoah National Park in Virginia with Great Smoky Mountains National Park in North Carolina. Winding through the Blue Ridge Mountains in the eastern Appalachians, elevations range from 650 to more than 6,000 feet, so you know you’re in for spectacular riding – the parkway is figuratively a fall foliage fiesta, when changing leaves paint the mountains and valleys in vibrant streaks of color.

I feel the Twin Cam’s reverberations deep within my chest as I rumble through Devil’s Courthouse, one of 26

»

“I DON’T THINK WE’VE FOUND A MILE OF STRAIGHT ROAD SINCE WE GOT OFF THE FREEWAY.”





tunnels along the parkway. Earlier I had put on my rain suit, as I discovered that the weather varies greatly from one valley to another – sun on one side of a tunnel, rain when you come out the other. Pulling off at Pink Beds Overlook, the sun has just broken through the clouds and a rainbow spans the valley.

I spend the night at the Switzerland Inn in the scenic town of Little Switzerland, one of many small communities along the Blue Ridge. Although there's no commercial development on the parkway itself, you won't have any trouble finding gas, food, and lodging in the surrounding communities. In fact, I read later that parkway tourism contributes approximately \$2 billion annually to the economies of North Carolina and Virginia.

BLUE RIDGE UNPLUGGED

In the morning, I ride the Diamondback route (named after the venomous rattlesnake) before looping back to the parkway. Twisty, tree-shaded, and oh-so-peaceful NC State Road 226A south from Little Switzerland has little traffic. Here, the curves just keep on comin' – over 190 of them on its 12-mile length, but who has time to count? When I see the "Truck Advisory" signs, I know it's going to be good.

Back on the Blue Ridge, flowering rhododendrons line the roadside, a reminder to stop and smell the roses, as it were. "We're so inundated with technology in our daily lives," says Jeff Yalden of Cape Cod, who's cruising the parkway aboard his H-D® Street Glide® Custom. "Cell phones, email, computers, Facebook. The Blue Ridge brings it right back to what it's supposed to be. Embrace the moment – without all the technology – just take it all in." Great advice from a wise Harley motorcycle rider.

Down the road, the sight of wildlife draws me in to the Wilson Creek Valley Overlook. Perched atop a folding table, the red fox, great horned owl, and coyote are taxidermies, an educational display staffed by friendly park ranger Reama Pearson. "This is their home, so we have to respect it," she says. "Don't ever try to feed them. Keep the 'wild' in 'wildlife,' they say."

Blue Ridge Parkway is an incredible ride, but I still have a couple of highways and byways up my sleeve before wrapping up this tour. At Blowing Rock, I exit the parkway and head toward Johnson City, Tennessee. The town's motorcycle-friendly Convention and Visitors Bureau has mapped out 12 rides in the area, called the "Southern Dozen." After an overnight, I'll follow part of the "Vinegar Pie Route" to scenic Clinch Mountain, which overlooks the Great Valley of

Tennessee and is home to the best – okay, maybe the only – Vinegar Pie you're likely to taste.

SHOOTING THE GAP

Next morning, I roll through the Tennessee hills on U.S. 11E, stopping in a town seemingly out of the '60s television show *Petticoat Junction* – right down to the railroad tracks running through the center of town. Bulls Gap is the birthplace of American cultural icon Archie Campbell, star of *Hee Haw*, another popular '60s program (but *of course* you already knew that).

After stopping to pay homage to the memory of Mr. Campbell, I proceed to East Tennessee Crossing Scenic Byway. Here, U.S. 25E follows the route used by early Native Americans and later Daniel Boone, over the Wilderness Trail through Cumberland Gap.

At Clinch Mountain, I brake for my slice of Vinegar Pie, a unique recipe developed by housewives during the Depression because vinegar was cheaper than lemons. The taste is like "lemon with a kick," says Krystal Scott, owner of Clinch Mountain Lookout Restaurant. For some it's an acquired taste, but I'm a big fan of the tart treat, and I recommend trying it here.

At the Tennessee-Kentucky border, I "shoot the gap" through Cumberland Gap Tunnel. Before the tunnel opened in 1996, motorists navigated a "harrowing" route over the mountains (a description no doubt applied by automobile travelers, not motorcyclists!). It was known as "Thunder Road," named for the moonshiners who rocketed through the hills in souped-up jalopies, running illegal corn liquor between the two states.

Just over the border, I make a beeline for Cumberland Gap National Historical Park and the last twisty trail of the trip. Skyland Road corkscrews four miles up to Pinnacle Overlook, offering a breathtaking view of three states – Tennessee, Kentucky, and Virginia – from its 2,440-foot summit. "There's no way pictures do it justice," I hear another visitor say, a fitting cliché.

From the mountains through the valleys, from exhilarating twisties to tranquil country byways, riding Tennessee and North Carolina (and Kentucky) feels a lot like home, wherever you may happen to live. There's a feeling of friendliness, familiarity, and comfort permeating these hills. And whether you're riding the Ridge, tearing through the twisties, or just kicking back with a damn fine cup of coffee and slice of (vinegar) pie, there's just no place like home. **HOG**

Y'ALL COME BACK NOW, YOU HEAR?

To retrace Glen's ride as shown at right – or plan your own adventure – visit the Harley-Davidson Ride Planner at www.h-d.com/rideplanner.



CALL TO BATTLE CRY

Glen's ride covered a lot of the same ground H.O.G. members will see and experience on the Battle Cry tour, September 26-29. The deadline for registration has been extended to June 30, so sign up now at members.hog.com for this four-day adventure through Virginia, North Carolina, and Tennessee.

BY THE NUMBERS

36	Length, in miles, of Cherokee Skyway through Tennessee and North Carolina.	318	Number of curves on the 11-mile stretch of U.S. 129, known as "Tail of the Dragon."
4	Number of Vinegar Pies prepared daily at Clinch Mountain Lookout Restaurant.	275	Approximate number of classic American motorcycles on display at the Wheels Through Time Museum in Maggie Valley, North Carolina.
29	Number of counties in North Carolina and Virginia that the Blue Ridge Parkway runs through.	469	Length, in miles, of Blue Ridge Parkway through North Carolina and Virginia.



REFLECTIONS ON A CAREER

A VISIT WITH HARLEY-DAVIDSON'S
WILLIE G. DAVIDSON



IN MARCH, Harley-Davidson Motor Company announced the retirement of Chief Styling Officer Willie G. Davidson following nearly 50 years of legendary service as the company’s foremost designer. It was a career so impactful that it changed forever the face of Harley-Davidson. Shortly after the announcement, *HOG*® editor Matt King sat down with Willie G. to discuss his time at the Styling Department helm and what his retirement really means.

... I HAD A PASSION FOR DRAWING AND SKETCHING, AND MANY TIMES THE SUBJECT WOULD BE A VEHICLE: A MOTOR-CYCLE OR A HOT ROD.

WGD: Very early in my life I had a passion for drawing and sketching, and many times the subject would be a vehicle: a motorcycle or a hot rod. I tried to find a school where I could focus on my passion for design, and I found the Art Center College of Design in Pasadena, which has a great transportation industrial design program. After I graduated from Art Center, I came home with my degree. I always had great interest in Harley-Davidson, but when I came out of school I was just a young designer trying to get my feet wet. So I was fortunate to spend some time in Milwaukee working for Brooks Stevens & Associates. At that time, Brooks was a well-known designer with great connections to everything from outboard motors to motor scooters, and he was great with automobiles. At the same time I was moonlighting for Harley-Davidson, which did not have an official design department. As I worked for Brooks and talked to the people here at H-D, it was evident that it would be great to have an internal design department. So in 1963 I made the move, and that was the beginning of the Harley-Davidson Styling Department. It was great because I had free reign to start from scratch. And being a motorcycle enthusiast, and knowledgeable about custom bikes, it was wonderful to have that freedom.

MK: It was just you at first?

WGD: Yes, in the beginning it was just me and a self-taught model maker.

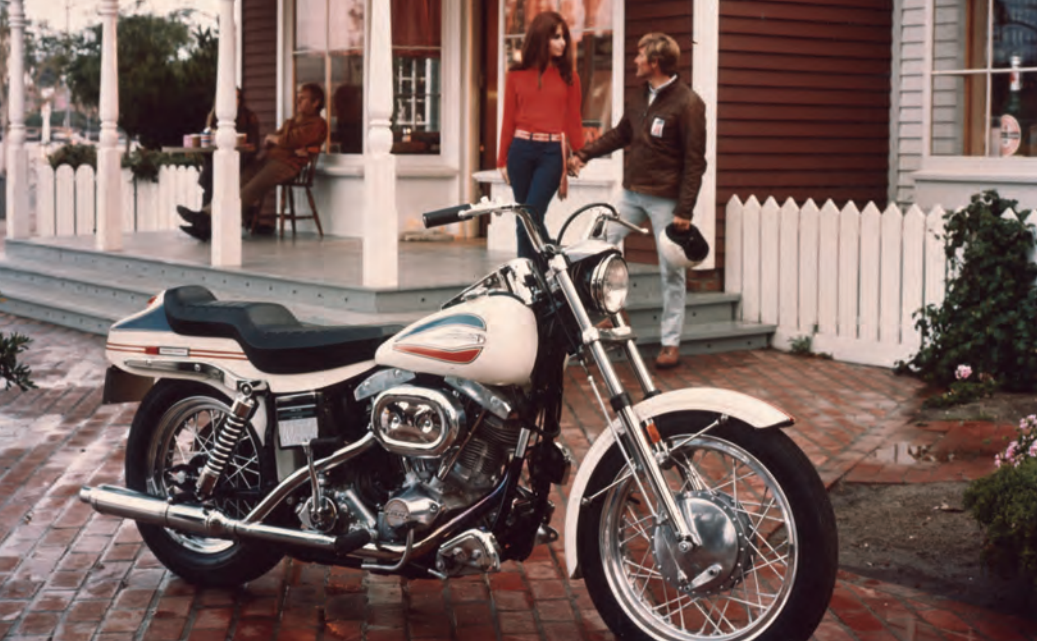
MK: It was obviously smaller and all located at the Juneau Avenue headquarters?

WGD: Yes, it was all at Juneau. This engineering office [the Willie G. Davidson Product Development Center] didn’t exist at all. There were no York, no Kansas City, and no Tomahawk factories. The bikes were being built at Juneau. We were a much smaller operation. Back then, I was working on existing bikes, changing tanks and sheet metal, and some detail things. We also had golf cars in the product line, and I did the bodies on those golf cars – that was a big project. We bought Tomahawk Boat Company in 1964, about a year after I joined, and we were actually in the boat business for about two years. We bought Tomahawk for the fiberglass operation – sidecar bodies, saddlebags, and later on the fairing came on board, the bat-wing, in ’67. I designed that working with the Tomahawk pattern shop. I’m glad to say that is still alive, the iconic front end of Touring bikes, and the bags

MATT KING: After 49 years in the Harley-Davidson Styling Department, you recently announced that you’ll be stepping down from your day-to-day responsibilities to slow down a little bit. Are you retiring?

WILLIE G. DAVIDSON: Yes, I’m officially retiring as of May 1, 2012. However, I’ll still be connected to the Motor Company and our customers as the Brand Ambassador and Chief Styling Officer Emeritus. You’ll see me at rallies and races around the United States – and the world – and I’ll be headquartered at my office at the Harley-Davidson Museum.®

MK: Let’s go back to the beginning and talk about how you got started at the Motor Company. Can you share a few highlights of your early career at Harley-Davidson?



are still the same shape I created in the late ’60s. I’m proud that those designs have lasted all these years as Harley statements.

MK: Do you remember the first project you worked on?

WGD: Before I joined the company I did the emblem with the overlapping Harley-hyphen-Davidson, it was the circular 1957 model year tank badge. And I did some work on the Topper scooter as a moonlight project in 1962.

MK: What was the first motorcycle that you had a hand in designing?

WGD: I did design work on the Sportster; trim and various tank configurations. I also worked on the 1965 Electra Glide,® which was the first electric start big twin. I named that bike and created the front fender cast script.

MK: How has the process of styling – not just the techniques but the role that styling plays in the final product – changed during your career?

WGD: The biggest single change over all these years is the advent of the computer. Back then we would work in clay. I would make a drawing, and that would be interpreted in clay, and when we got the surfaces where we wanted them we would reverse-engineer them using templates and create the final mold. It was a long process; it’s much shorter today.

We always had visuals in mind. That’s our real competitive advantage. The emotional part of a purchase has a lot to do with that first visual. It gets people excited. Form does follow function, but I think form and

function follow emotion, and that’s where we come out on top.

MK: How integral is the relationship between design and engineering in the development of a motorcycle?

WGD: There’s been a great marriage between design and engineering. We’re really all working together. Function creates certain shapes, and we chime in on them, go back and forth, and come up with a beautiful engine, side covers, fenders, wheels, paints, bars, etc. But it has to be a very comfortable look, sound, and feel combination going down the road. That’s what puts us where we are in the market today.

MK: Do you have a favorite design project that you worked on?

WGD: I did the ’71 Super Glide with the boat tail, which was far out for its time. Then I did the [XLCR] café racer. And then I did the first Low Rider,® which was a big hit. Those bikes in their time frame were very strong statements, and I’m very proud of them. There were many favorites between then and now; however, it’s rewarding that my design of the current FLHX Street Glide® has been so well received by our customers.

MK: Looking back over the last nearly 110 years, how amazing is it to you the size the company has grown to and the worldwide impact the brand has had?

WGD: I think it’s staggering! Motorcycling has gone through many different phases. In the early years of transportation, it took over from the horse. Then the Model T came out, which became everyman’s



1971 SUPER GLIDE®

REPUTED TO BE the first factory custom motorcycle, it originated H-D’s FX series of motorcycles by mating Sportster® components – most notably the front end – with the chassis of the larger big twin motorcycles. The current Super Glide model is now based on the Dyna® chassis, which offers a wider variety of front ends and trim levels, and continues to fill the intermediate niche between the smallest and largest Harley® models.



XLCR CAFÉ RACER®

CAFÉ RACER
Cstyling evolved throughout the time of their popularity. By the mid-1970s, Japanese bikes had overtaken British bikes in the marketplace, and the look of real Grand Prix racing bikes had changed. The hand-made, racing petrol/gas tanks of the 1960s had evolved into square, narrow, fiberglass tanks. By 1977, a number of manufacturers had taken notice of the café racer boom and were producing factory café racers, most notably the Harley-Davidson® XLCR.

FORM DOES FOLLOW FUNCTION, BUT I THINK FORM AND FUNCTION FOLLOW EMOTION, AND THAT’S WHERE WE COME OUT ON TOP.

device. Then we changed motorcycling from transportation to a sport. It’s always attracted a unique following. I think the fun factor was well described, and it got enough people excited to try it. It’s become a great hobby for many people. That’s been a huge reason for our success and growth through the years.

MK: What has been your approach to finding design inspiration over the years, and has it changed?

WGD: I’m an artist with gasoline in my veins. I’m not only interested in two-dimensional concepts, such as painting, but I’m very much interested in three-dimensional concepts: vehicles, motorcycles, etc. I’m an enthusiast: I have a motorcycle collection, I’m a rider, I go to the events. I read the books, and I look at the videos. It’s a total package of passion, emotion, and enthusiasm. I think it’s always on my mind when I’m creating what a new look could be.

It’s a part of my DNA, the way I visualize things. Whether architecture, fashion, or vehicles, I’m just constantly in that mode. It doesn’t stop and start – it’s on all the time. I can’t look at *anything* without analyzing its visual impact, whether it’s a book, a logo, a package, a wheel, a car, or a motorcycle. The real advantage I’ve had over all these years with Harley-Davidson is attending rallies. I can get a feeling for our riders, their riding styles, the whole thing. It’s like a one-on-one survey with a hell of a lot of riders.

MK: You’re leaving the Styling Department in very good hands ...

WGD: Currently, there are 19 people in Styling. We were always very careful, [VP of Styling] Ray Drea and myself, in searching

far and wide for talented designers who have a feeling for two-wheelers and their individual parts. We’ve found a very good team over the years, all of whom have great ability. It’s a diverse group: fabricators, model makers, sensitive designers who understand shapes, paint, trim, and graphics.

Ray is an expert who’s been here 19 years. He’s a very talented artist and designer, and has orange and black running in his veins. So I think the department is very well equipped for the future.

MK: Will you be involved at all in styling going forward?

WGD: I’ll continue doing special designs and I’ll always be either painting or sketching – that’s my life. I’ll be doing that for as long as I can hold a pencil!

MK: Can you share your thoughts about H.O.G.®, and what its importance has been to you personally and to the company?

WGD: If you go way back to the early 1900s, you’ll see these huge panoramic pictures of Harley-Davidson riders lined up. They’re all wearing Harley shirts, and they have Harley pennants on the front of their bikes. Early on there was a camaraderie among people who gathered as motorcyclists, who enjoyed a ride and enjoyed a gathering. We formalized that in 1983 into Harley Owners Group.® That’s been very successful because camaraderie with fellow riders has always been a part of our brand. Nancy and I have been on some great H.O.G. rides together, and those are great memories and high points in our lives, riding across the good old U. S. of A. and Europe.

We look forward to participating in future H.O. G. events. It’s part of our culture,

»



Throw on a Harley-Davidson® jacket and everything changes. You’ve got on more than just a few square yards of handcrafted leather. You’re wearing over 100 years of riding, never settling and the stuff legends are made of. Making you ready for the next 100 years.

Check out the first-ever look at what it takes for a Harley® jacket to have your back at
H-D.COM/MOTORCLOTHES



NO LIMITS. NO CAGES.



THE NUMBER ONE LOGO

WILLIE G. designed the famous Number One logo in honor of racer Mert Lawwill, who claimed the AMA #1 dirt track plate for Harley-Davidson in 1969. “I wanted to mark the occasion with something extra special,” Willie says. “It has become a well-known and time-honored logo for us, and I’m very proud of it.”

it’s part of the brand. It’s the most successful riding club in the world, and I think by far the biggest because of the nature of our riders, being committed, and being excited about owning a Harley-Davidson. Our dealers have backed it, and the riders embraced it. It’s a great part of our history and our future.

MK: Your legacy certainly is not complete. But how would you sum up your career to this date? What would you like people to most remember about the work that you’ve done here?

WGD: Well, I’ve always felt that Styling is the keeper of the flame. When you go out in your garage with a cold beer and just stand there and look at that motorcycle, it’s got to excite you. I want people to feel that way when they go into a dealership. I think there’s mechanical beauty in a motorcycle, and I think that we as designers understand that. We always have the brand foremost in our minds, and we want to keep the excitement alive.

I think all these words describe my feelings at this point in time. I’m going to stay connected to the company. That’s important.

MK: You’ll be transitioning into a new role as Chief Styling Officer Emeritus, and continuing your role as a company ambassador at events and at the H-D Museum, where you’ll have an office. Tell us about what that means.


WGD: I see it in a very positive sense because I’ve always had a very close relationship with our riding fans and enthusiasts, and I really love the events. I’ve been able to shake hands and be close to our riders. Our customers are good friends. Being more involved with the Museum has long been a goal. I’ve known about the [Archives] collections way before I started working here. At a young age, if I was a good boy when my dad was president he would take me down to the plant, and I could wander through the collection. I’ve always felt it would be a neat “give-back” to the riders to have a beautiful museum to showcase all these fabulous collectibles.

Our family donated the bronze Hill Climber sculpture, created by Jeff Decker, that’s near the entrance. As a family we

WHEN YOU GO OUT IN YOUR GARAGE WITH A COLD BEER AND JUST STAND THERE AND LOOK AT THAT MOTOR- CYCLE, IT’S GOT TO EXCITE YOU.

wanted to do something visual for the Museum, and I think that’s a fitting tribute to Harley-Davidson’s history. The Museum is very close to me and the family – my son Bill is Vice President. I can’t think of a better location for my office, to stay connected to the riders and our history. I look forward to seeing some of you there!

MK: Maybe they’ll be short-staffed some days, and Bill will put you to work at the ticket counter!

WGD: Maybe! My life and my family’s life – Nancy and I and our children – has always been centered around the Harley-Davidson brand. I can’t imagine not being involved in some way. So this is just a very logical next chapter in my life. It’s great! 

.....

To share your own stories about Willie G., or just to say thanks for the memories, visit h-d.com/willieg.



When it comes to rewards, we really go H.O.G.® wild.

Best Western® has been known for many years as the heart and soul of American hospitality and travel. Staying with us allows you the freedom to ride across the country to over 1,200 Rider-Friendly® hotels in the U.S. and over 85 in Canada*. This is why we created our free Best Western Ride Rewards® program designed for Harley-Davidson® enthusiasts. H.O.G. Members are automatically upgraded to Platinum Elite status. Visit BWriders.com® for more membership benefits.



Restful Stay and Value



Enhanced Comfort and Service



Distinct Style and Plush Amenities

Enroll & Book Today | BWriders.com | 1 888.BW2BIKE

*Numbers are approximate and may fluctuate. Each Best Western® branded hotel is independently owned and operated. Best Western and the Best Western marks are service marks or registered service marks of Best Western International, Inc. ©2012 Best Western International, Inc. All rights reserved. Harley-Davidson, Harley, H-D, the Bar and Shield logo and H.O.G. are among the trademarks of H-D Michigan, LLC.



LEARNING TO FLY

RALLY COORDINATORS EARN THEIR WINGS AT HRCT

JAKE “THE SNAKE” STARED COOLLY across the table, betraying no hint of emotion as he drew a seemingly hard line and stood his ground. As sole proprietor of the “Snake, Rattle, Rock ’n’ Roll” talent agency, he was one tough customer.

But so was Bonnie Higby. As the 2012 Pennsylvania State H.O.G.® Rally coordinator, she knew that what she had to offer would benefit all parties. Jake’s up-and-coming new band would get some valuable exposure, his agency would make a nice commission, and the H.O.G. rally would get some exciting entertainment for a good price.

After a few minutes of back-and-forth – a concession here, a counter-offer there – the tension broke and the two parties shook hands. And Bonnie breathed a big sigh of relief.

It was all just a drill at the 2012 H.O.G. Rally Coordinator Training event in Las Vegas. But it felt real enough to generate some genuine discomfort – and impart some very valuable real-world lessons.

“It was awesome!” Bonnie raved afterward. “I don’t have any experience with things like booking a band, but now I feel I can go back home with a much better idea of what to expect – and not get taken advantage of.”

Among the unsung heroes in the Harley Owners Group® world – and there are many – are the countless members who volunteer to put together each of the U.S. State H.O.G. Rallies. With nearly 50 unique annual events across the country, state rallies have become an essential part of the overall H.O.G. experience.

“They provide a reason to go someplace you might not otherwise go, just for the fun of it,” says Paul Raap, Manager of the H.O.G. Regional Team.

“State rallies were originally set up as an opportunity to have a low-cost weekend getaway, relatively close to home. But people are starting to look a little farther out now. Maybe they’ve ridden to their own state rally and maybe to the next state over. And now they’re thinking about going a third or halfway across the country to a rally. And make a real adventure out of it.”

Part of what makes them so special is their grassroots nature. They’re staged not by the H.O.G. “corporate office” but by local

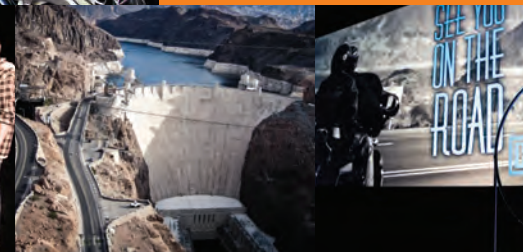
chapter members. This gives each rally a unique local flavor, thanks to those who offer their time and effort to make them happen; from the people who staff the registration table or hand out pins and t-shirts at the event to those who serve tirelessly on the rally committee to the state rally coordinator, the one who oversees the whole process. Each one is a volunteer, serving out of their passion for H.O.G. and desire to bring a great experience to other members.

It’s a daunting task, with a lot riding on a successful outcome. So to make sure the coordinators have the tools and skills they need to make it happen, once each year H.O.G. gathers all the state coordinators – along with their international counterparts – for H.O.G. Rally Coordinator Training, or HRCT. It’s four days of intensive training, idea sharing, mutual encouragement, and fun – and even a little riding.

“Without volunteers, quite honestly, a lot of this organization wouldn’t exist,” Raap says. “They’re not doing it because



INTERNATIONAL FLAVOR: HRCT is not just for U.S. coordinators. Of the 118 attendees, dozens came from 15 other countries – as far away as Italy, Brazil, France, the U.K., South Africa, and even China, to name only a few.



somebody’s telling them to or because they’re being offered a reward. They’re doing it because they have a passion for riding Harley-Davidson® motorcycles, and they want to share that with others.”

The negotiations exercise – in which the teams of coordinators engaged in mock negotiations with a wide variety of faux vendors – is a great example of the learning and skill-set building that takes place. But the event is also a lot of fun, as one purpose is to thank the coordinators for the many hours of hard work they put in. The food is tasty and plentiful. The entertainment – in this case, Elvis and “Rat Pack” impersonators – is memorable. And the schedule is not so daunting that attendees cannot find time to go make a few Las Vegas memories. (In fact, one couple even took advantage of the opportunity to move their planned wedding up a few months.)

One day of training is devoted to a ride – but it’s a “working ride.” Sure, spending the day on a 2012 Harley® riding to

Hoover Dam and touring Lake Mead is fun, but there’s also a practical element to it. Coordinators ride together in teams, along with their H.O.G. Regional Manager (RM), who uses the opportunity to get to know the people he or she will be working with very closely in the coming months – in the way only riding together can.

One big theme at this year’s session was the word “wow” – as in, what are the “wow factors” that will make your state rally special? What will the attendees be telling others about when they get home – on the rides, at the parties, during the activities? One purpose of the Hoover Dam excursion was to practice scouting out highlights that could be used to promote that ride for the fictional state rally they plan as part of their training.

By the end of the four days, much has been learned, new friendships have taken root, memories have been made, and passion has been stoked to a fever pitch. Experienced coordinators head home feeling newly motivated to fire up their team and make this year’s rally better than ever. First-timers, who arrived perhaps feeling a bit overwhelmed by the task that lay ahead of them, depart with a new sense of confidence in their abilities.

Not to mention a whole new appreciation for the passionate efforts of all their fellow members who make state rallies such an important part of the overall H.O.G. experience. »



Photography: Andy Doerr, MessageMakers



LOCAL HEROES

COORDINATOR PROFILES

So I decided, *why not?*”

So far, so good? “Absolutely!” she says without hesitation.

She also answered quickly when asked what would be the “best thing” about the Pennsylvania State H.O.G. Rally this year: “ME!” she replied, throwing her head back and laughing hard.

“No, seriously,” she continued, catching her breath. “The rides. We’re going to be in State College this year. It’s a great area with a lot of great riding.”



BILL DAVIS • California

ALL SUMMER LONG

As a boy, Bill Davis spent countless hours riding the desert and mountains of southern New Mexico with his dad – first in the sidecar of his 1955 Harley-Davidson and later sitting in front of his father, steering and working the throttle (please don’t try this at home!). By the time he was 13 he had his own small street bike. It wasn’t until more than 30 years later he bought his first Harley, but he’s been a very enthusiastic H.O.G. member ever since.

“I’ve been putting on H.O.G. events since the early 2000s,” he says. “I started in my H.O.G. chapter, putting on smaller events, and they just grew and grew.”

After helping plan H.O.G. events for the Harley-Davidson 100TH Anniversary Celebration in 2003, Bill and his wife, Christine, spearheaded planning of the first *touring* event for the California

State H.O.G. Rally in more than a decade, the 2010 Pines to Palms rally. The event was such a success he and the committee decided to go even bigger for 2012 with the California Passes Rally.

Among the things that make the 2012 event unique is a summer-long “Passes Game.” Rally-goers can accrue points by visiting dealerships and riding as many of more than 40 designated California mountain passes as possible leading up to the rally.

“The great thing is, as soon as they register they can start riding and get points all summer long, right through to the end of the rally,” Bill explains.

And to be perfectly clear, riding over passes and visiting dealerships while sitting on the gas tank in front of your father is *strictly prohibited!*



JO ANN EMMONS • Virginia

DIVING RIGHT IN

One of the consistent themes at HRCT is that you don’t need a lot of experience to become a successful state rally coordinator. And you don’t have to look any farther than Virginia’s Jo Ann Emmons for proof. Even though she’s “only” been riding since 1999, she’s been the state’s rally coordinator since 2001.

“I came to Reno, Nevada when the Street Vibrations rally was going on,” she recalls. “And there was a girl there on a white bike that just looked awesome. I thought, ‘Oh ... wow. That is just classic!’”

Soon after, she bought herself a new Harley-Davidson motorcycle as a birthday present. “I said, ‘Okay, I’ll take that one – and oh, by the way, can you deliver it? Because I don’t know how to start it!’”

Not knowing how to ride yet didn’t keep her from getting involved in the local H.O.G. chapter (Tidewater Chapter in Virginia Beach) right away. “I met a lot of nice people – and some ‘old-time’ riders took me under their wings. It was fabulous – absolutely fabulous!”

After attending her first Virginia State H.O.G. Rally, she just “kept saying yes” whenever new opportunities arose. Almost before she knew it, she was heading the team that organized the state rally.

“I started out just getting a few people together from different chapters, saying, ‘Hey, guys, what if we look for a rally site and put together a proposal? What do you think? Let’s try it!’”

The best part, of course, is the smiles a successful rally puts on people’s faces.

“I love seeing them come in, and seeing their excitement when they get there. Just the little things that make people smile.”



KIM BRIGGS • Texas

DOUBLE AGENT

As both the general manager of Fort Worth Harley-Davidson *and* the 2012 H.O.G. State Rally coordinator, Kim is in a unique position. Though it’s not the typical model, Kim says it has its advantages. The one big disadvantage? “Lack of sleep!” she says with a laugh.

Such a dual role is not something Kim set out to obtain; it just kind of worked out that way. She was heavily involved with the H.O.G. chapter before she went to work for the dealership. She and her chapter put in a bid to bring the state rally to Fort Worth in 2009. Though they didn’t get it that year, she did serve on the committee as volunteer coordinator. “So I had great insight as to what was involved, in working with the committee and seeing different aspects of putting it together,” she explains.

It wasn’t until just after that experience that she went to work for the dealership. And when the opportunity arose to bring the rally to Fort Worth for 2012, she was a natural choice to spearhead the effort. A native Texan, Kim grew up riding dirt bikes across the plains. But it was in California many years later, when her husband bought a bike, that Kim got her first real taste of Harley-Davidson.

“I rode behind him for three months, then knocked on the back of his helmet and said, ‘Let me off!’ I got my own and have been a fanatic ever since.”

Being rally coordinator has been a tremendous learning experience,” she says, but probably not one to last past this year. “It’s just so all-encompassing. But I’ll be more than happy to mentor whoever comes next!”



LARRY HOLU • Hawaii

NINE IS ENOUGH

When Larry took the reins for the 2004 Hawaii State H.O.G. Rally, he didn’t have any particular expectation of keeping the job for more than a year or two. “It’s supposed to be only one year!” he says with a laugh. But somehow he got drawn in to sticking around for a while.

He became interested in getting involved after noticing that many of the mainlanders visiting the rally seemed kind of lost. Back then, the rally was a one-day event attended almost exclusively by locals. But Larry saw the potential to grow the rally by catering more to U.S. “mainlanders” and others visiting from off the islands.

Today the rally is typically attended by between 30 and 50 percent non-locals, Larry estimates – much higher than in the past. And because getting to Hawaii takes much planning and effort, the size is still small and fairly intimate, typically between 150 and 200 people.

One thing about native Hawaiians is that they value what they have on the islands and only want to share it on a limited basis. That is, they love it when you visit but really don’t want you to live there.

“When the rally is over, they don’t want to leave!” Larry says with a mysterious laugh. “So I usually have to give them my famous speech: ‘The rally is over, now get the hell out of here!’”

After nine years at the helm, Larry is pretty sure it’s time to let somebody else take over. But no matter who’s in charge next, they’ll have some very big flip-flops to fill. And you’ll still have go home when it’s over.



ERIC ANDERSON • Indiana

BETWEEN IRAQ AND A HARD PLACE

It’s hard enough to plan a state rally from the comfort of your own home. Imagine having to do it from a war zone! That’s just the challenge Eric faced in 2009 when the call of duty sent him to Iraq with the Indiana National Guard before he could complete his chapter’s bid to host the 2011 state rally.

“I put the slides together for a presentation and sent them from Iraq to my rally team back home,” he recalls. “They went to the chapter-dealer meeting to pitch the rally, and it was approved.”

Despite the long-distance planning efforts, and thanks to the tireless efforts of his dedicated team, the rally went off without a hitch. In fact, the number of attendees exceeded their goal by more than 200.

Eric has been riding since he was 17, but it wasn’t until he turned 40 that he told his wife, “It’s time” – time to get a Harley and start enjoying life together on a proper motorcycle. “That’s what all our friends were doing and what we’ve been doing ever since.”

Eric served as the state rally site coordinator in 2007 and jumped at the chance to step up when the previous coordinator stepped down. For the 2012 rally at McCormick’s Creek State Park in Spencer, Indiana, Eric and his team are facing a new challenge: increased scrutiny from the state gaming commission over whether popular rally activities like poker runs or even simple door prizes qualify as forbidden “games of chance.”

But to someone who planned a state rally from a war zone, figuring out how to appease the state gaming commission must seem like just a little bump in the road. 🍀🍀



ONE HELL OF A RIDING PARTNER.



YOU’RE PART OF THE HARLEY FAMILY. It runs in your veins. So keep your ride in the right hands with Harley-Davidson Insurance—**\$3,000 Accessory Coverage, Genuine H-D® Parts guarantee, Total Loss Replacement Coverage, H.O.G.® member discount and so much more.**
ANNUAL POLICIES START AS LOW AS \$95*.

866-798-2848  **INSURANCE THE HARLEY WAY.™**  **H-DInsurance.com**

Harley-Davidson Insurance products are underwritten by Progressive Casualty Insurance Company & affiliates. Harley-Davidson Insurance Services, Inc. is a licensed insurance agency in all 50 states with its resident agency license in Nevada (NV#5597). Available in U.S. only. \$3,000 Custom Accessory coverage included in most states with the purchase of Comprehensive coverage. Total Loss Replacement coverage is not available for all motorcycles and coverage selections and is available in most states. Discount availability varies by state. All coverage is subject to policy terms. Harley-Davidson, H-D and the Bar and Shield logo are among the trademarks of H-D Michigan, LLC. ©2012 H-D. All rights reserved. 11D00808.A (02/12)

CA LICENSE #0B26461

River-view Ramble

By Jennifer Pfeifer



MY HUSBAND, JOHN, AND I ARE LUCKY ENOUGH TO LIVE in the northwest Chicago suburbs and frequently make use of our Harley-Davidson Museum® membership. In our eyes, Wisconsin is one of the most beautiful states, and we enjoy heading north on our Softail® models as often as possible. The one downside to the north is the all-too-short riding season. So when we came up with the idea to invest in a vacation home we headed south to Kentucky, where the riding season is at least three months longer. We believe no house is a home without Harley® motorcycles, therefore, my “spare” bike, a 2003 100TH Anniversary Sportster® 883 moved south, and John picked up a 2008 Sportster to match. No doubt about it, we prefer the bigger bikes for touring and comfort, but as far as good old-fashioned fun and economy, Sportster bikes can’t be beat.

When the trees are bare up north the fall colors are still in full bloom in Kentucky, and we take an annual ride through northwestern Kentucky into southern Illinois. From Eddyville we head north on Highway 641 through the tiny town of Fredonia. Breakfast and lunch are served at the Coon Dog Inn, which we recommend. The desserts look delicious, but we have yet to have enough room to try them! Continuing north on Highway 641 we roll into Amish country and the historic town of Marion.

We have noticed that the Amish driving by in their carriages always give us a friendly wave. I think they feel a kinship with our trusty “steeds” and us.

We hang a left on Highway 91 in downtown Marion and get ready for one of the prettiest roads to ride on: light traffic, rolling hills, and plenty of curves. In 11 miles you reach the Ohio River. There’s no bridge, but instead a free ferry takes you to the other side. The ferry is not very big, however, there’s always room for a couple of bikes to squeeze on board. The Harleys seem to enjoy the short boat ride as much as we do! Friendly truck drivers and farmers always strike up a conversation with us about riding H-D® bikes. We all agree: It just doesn’t get any better!

The beautiful Shawnee National Forest awaits us as we enter southern Illinois. You could spend days exploring the national forest. The Garden of the Gods is well named and worth the side trip. We roll down the ferry ramp, twist the throttles, and point north on Highway 1 to Highway 146 and turn west. In about 10 miles we come to Elizabethtown, turn left in the middle of town, and ride the block and a half to the riverfront, at which point the street curves to the right. On the river is one of our favorite lunch stops: The E’Town River Restaurant. It’s a restaurant floating right on the Ohio River that serves the freshest catfish and most delicious hush puppies!

With our stomachs full, we saddle up and continue west on Highway 146 to Golconda, Illinois and then continue south on Highway 1 to stay parallel to the river. Even though you can’t see the river, the farmland scenery is pleasant and refreshing. People in this area obviously take a great deal of pride in their well-kept homes. The fresh autumn air feels good. In need of a pit stop and always willing to take a chance, our next stop is Harrah’s Casino in Metropolis, Illinois. On this day, the one-armed bandit is not our friend. We are smart enough to hold back most of our nest egg, so we rumble out of town in good spirits.

Anxious to get home to our dog and relax for the evening, we opt for the quickest way home via I-24. Our Harley motorcycles always deliver a fun day of riding and adventure!



Just Like Old Times

By Mark Wilson, Jr.

WE HAD BEEN PLANNING THE TRIP FOR ALMOST SIX MONTHS. My dad and I had talked about the idea for awhile, but this time we finally set a date and planned the ride. When I was a kid we used to go camping all the time. Since I have become an adult I take my son camping, but I had not been camping with my dad in more than 10 years. Anthony, my brother-in-law, was also coming along. This was going to be his first camping trip and the furthest he has ever ridden.

My Dad on his Road King® Classic, Anthony on his Ninja, and I on my Street Glide® met early one Saturday morning at Dad’s house in Dallas, Georgia (a suburb of Atlanta). We all gassed up before we headed north up U.S. 411 to Etowah, Tennessee, where we turned east toward Tellico Plains, then refueled before we got on the Cherohala Skyway. Riding down the Cherohala Skyway we took the time to stop and take in the sights of the Nantahala and Cherokee National Forests.

At one of the stops, the curse of the non-Harley bike arose. Anthony’s bike would not start due to a dead battery. We pushed it off and were able to get it started. That only lasted about two miles when his bike stopped for good. We removed his battery, and I rode my trusty Harley into Robbinsville, North Carolina, where I was able to get a replacement battery to fix his bike. While stopped we took the chance to eat a lunch of crackers, cheese, and lunch meats.

At the end of the Cherohala Skyway, we turned north toward Deals Gap on U.S. 129, the start of the Tail of the Dragon - and Anthony’s and my first ride down the famous 11-mile stretch with 318 turns. From there we turned on to the Foothills Parkway and headed

through Townsend, Tennessee and into the Great Smoky Mountains National Park, where we set up camp in the Elkmont Campground.

Our camp was simple, to say the least, consisting of bed rolls made from a sleeping bag and a canvas tarp lined with fleece. We got a fire going to cook our dinner: steak and vegetables wrapped in aluminum foil we prepared before we left. So once the fire was going we tossed the packets into the coals of the fire and cooked them with minimal dishes.

The following morning we woke up to the smell of my dad scrambling farm-fresh eggs that were given to him by a friend. After breakfast, we broke camp and headed out to continue our journey. We rode into Gatlinburg where we gassed up before heading toward Cherokee, North Carolina, then rode to Bryson City for lunch. From there we headed out on the final leg: through Blue Ridge, Ellijay, and Waleska, Georgia.

The cost of the trip was \$47.47 for fuel, \$11 for my share of camping, \$17.50 for Saturday lunch and dinner, and \$5.39 for Sunday lunch. All of this came to a grand total of \$81.36, but the opportunity, at age 31, to go camping again with my dad was priceless.



The \$100 Challenge If you have a \$100 Ride story to share, we want to see it. If it appears in HOG® magazine, we’ll even foot the bill – in the form of a \$100 Harley-Davidson™ Gift Card. Keep your story to 750 words or less, including a list of your expenses. We also need photography from your adventure, including a photo of you. E-mail your submission with “\$100 Rides” as the subject line to hogmagazine@harley-davidson.com.



Thinking Different

AFTER I GOT DIVORCED, I decided it was finally time to get that motorcycle I always wanted. I'm a guy who always likes to do things a little bit differently, so in 2010 I bought a 2006 35th Anniversary Dyna® Super Glide®, loaded it with retro accessories, and started riding. Really riding. After renting some Harley® bikes with a friend in Hawaii in January 2011, I realized I had the hardest state done for the H.O.G.® ABCs of Touring contest. So why not try to get them all? By the end of the year, I had ridden almost 20,000 miles in all 50 states and nine Canadian provinces – and finished third in the ABCs of Touring North America division with 134 points.

And like I said, I like to do things differently, so I thought, "Why not make this a little more fun for the person who's looking at my pictures?" So I did a bunch of crazy poses for every one. Just for fun. Just to be different.

ERIC CAVE
LAS VEGAS, NEVADA





BACK IN THE U.S. OF A.

After a decade of working and living overseas, and traveling to about 50 countries, I was apprehensive about moving back to the United States. My fear was that my life of travel and adventure would come to an end. Shortly after moving back, I bought my first motorcycle: a brand-new 2008 Nightster® It had just eight miles on the odometer! Four years later, my “baby” shows 70,000 miles. I have ridden in 40 states through the snow, rain, hail, wind, and sunshine. Thanks to Harley-Davidson, I can continue my life of travel and adventure stateside.

CATHY LEE ARCUINO
PITTSBURG, KANSAS



PRIDE AND JOY

I had to tell you about my 2006 Road King® Classic. I bought this beauty off the showroom floor with seven miles on her, and have just turned over 109,000. I keep her meticulously maintained, have complete trust in her, and have no reservations about going on an extended ride. In 2011, my friend Mike and I took a cross-country trip that spanned more than 9,000 miles. Our “bucket list” trip led us over the Colorado Rockies; across the Great Plains; through Washington, D.C.; along the entire length of the Blue Ridge Parkway; on the Tail of the Dragon; and too many other amazing places to name. The more I ride this bike, the more I love it!

BRYAN HALL
BONNEY LAKE, WASHINGTON



IT’S ABOUT TIME

After years of talking about saddling up on some Harley motorcycles and exploring these beautiful United States, the time came for three busy schedules to sync. So upon the return of my brother and I from Afghanistan, and the retirement of our father from the Louisville Metro Police Department, we set out on back-to-back two-wheeled adventures: to Sturgis and the Tail of the Dragon. Since my father lives in Kentucky, my brother in Tennessee, and I in Kansas (at the time), getting everyone together was difficult – but well worth the effort. The photo is of us en route to the Tail of the Dragon and Cherohala Skyway, with the 2011 Road King I rented in Knoxville (my 2011 Street Bob® stayed in Kansas). Though I’ve only been riding since May 2011, I can already say this hobby has developed into a lifelong passion. Now I just need to get my wife her own Hog!

PHILIP TODD TURNER
WILLIAMSBURG, VIRGINIA

THE LONG, OLD ARM OF THE LAW

The department has not used H-D® Police motorcycles for years, and it has been a goal of mine to mount our motor officers on real police bikes instead of the machines they now use. To help show everybody how cool that would be, I built this 1948 EL Police model motorcycle out of old parts, equipped it for police service, and have used it on the job. The public loves it so much they don’t even mind getting tickets (as much) when I’m riding it. Hopefully someday we’ll all have new Harley-Davidson® Police motorcycles.

DETECTIVE JACK MORENBERG
COLTON, CALIFORNIA



RIDING HER OWN

Every year in June my wife, Janice, and I ride back from our vacation home in Palm Desert, California to Kirkland, Washington, a 1,260-mile trip one way. We take about a week and choose a different route each time. In 2011, after three years of riding on the back of my 2003 Anniversary Edition Road King Classic, Janice decided she needed to get her own bike. She didn’t know what she wanted but told me, “I will know it when I see it.” Well, she saw it, knew it, and bought it: a customized 1995 Heritage Softail®, black over white with a pink pinstripe. Her first long-distance trip was from Kirkland to Lake Tahoe, Nevada, stopping on the way at Crater Lake, Oregon (pictured).

MATT FLECK
KIRKLAND, WASHINGTON



TOP OF THE WORLD

Here I am at 6,288 feet on the top of Mount Washington in New Hampshire with my 2009 Ultra Classic® Electra Glide®. The view from up here is breathtaking! This is just one of the many great places we stopped on our 3,000-mile journey covering eight states and three Canadian provinces. From the nightlife in Windsor, Canada to the fresh lobster in Maine, to the campfires in the Adirondack Mountains in New York, the only way to see these beautiful sites is on my scooter.

JOE STOLLER
LOWELL, INDIANA





JOINING THE CLUB

After riding a Harley off and on for more than 28 years, I finally became a member of H.O.G. after purchasing a used 2002 Sportster® in 2003. After I lost my wife to cancer in 2008, I bought a new 2009 Softail Custom and soon met a lady interested in riding; we were married a year later, then both joined the local H.O.G. chapter. Soon my wife started riding my 2002 Sportster, and I purchased a new 2010 Electra Glide Classic. Then I surprised her with a new 2011 Softail Deluxe on her birthday. We enjoy riding with the chapter and exploring the back roads of South Carolina on our own, and have ventured out on longer overnight trips – the big one, a ride to Rolling Thunder® in Washington, D.C. with our chapter. H.O.G. has put us in the company of some great people and continues to give us some of the most memorable times of our lives.

DAVID HITTINGER
LADSON, SOUTH CAROLINA



LIVING THE DREAM

I always dreamed of riding my own Harley motorcycle, but being a 47-year-old petite female with lower back problems since I was a teenager made the dream seem impossible. That thought changed in 2008 when I met my husband, Mike, who has his own physical challenges resulting from an auto accident two years earlier. He rode long ago but gave it up to raise his two girls. Being adventurous, we signed up to take a riding course. Now we ride together every chance we get, in and around the Blue Ridge Mountains near our home, as well as up and down the East Coast. We were married in 2011 and rode away from the church on our 2009 H-D Street Glide® models. We honeymooned by riding to Key West, Florida and back, covering more than 800 miles the first day. It was an amazing journey for many reasons, most of all for sharing and living the dream together. If we are doing it, anyone can.

TAMMY BRIDGEMAN
STERLING, VIRGINIA



DAD AND DAUGHTER

For a couple of years my daughter Melanie and I have gone on road trips together – she on her 2008 Street Bob and I on my 2006 Electra Glide Classic. We’ve been through Yosemite, Death Valley, Yellowstone, Las Vegas, Sedona, Glacier National Park (in Canada), and rode the rim of the Grand Canyon. These trips took us more than 8,200 miles so far and created memories that will last forever.

MIKE BOGNI
CONCORD, CALIFORNIA



THE RING THAT SAYS
IT ALL. JUST
NOT AS LOUD.

Take your bike with
you by customizing your
ring with personalized
ring sides, your name
and your bike model.



Create yours today at jostens.com/harley-davidson

Sold exclusively through participating Harley-Davidson® Dealerships.

H-D, Harley, Harley-Davidson, HOG and the Bar & Shield Logo are among the trademarks of H-D Michigan, LLC.
©2012 H-D. All Rights Reserved. Manufactured by Jostens, Inc. under license from Harley-Davidson Motor Company.
©2012 Jostens, Inc. 12-0140



The Great Smoky Mountains:
The Riders' Destination



Harley-Davidson is among the trademarks of H-D Michigan, LLC.

Beaches are for vacations with the kiddies...Mountains are for adventures on your Harley-Davidson® motorcycle. Experience what your Harley-Davidson® motorcycle was built for and what you've been missing. Ride the Dragon, The 100 Million Dollar Highway/Cherochala Skyway, or any number of our mountain highways.

Learn More/See More at: www.ridethesmokies.net





A WORLD APART, UNITED BY H-D

Last summer I attended Faribault Harley-Davidson’s Customer Appreciation Day, where I noticed a very special rider named Toshi. He was Japanese, and I could tell by the way his bike was packed and how tan his face was that he had put on many miles. As the activities officer for the Wild Prairie H.O.G. Chapter, I wanted to do my best to make him feel welcome, but I had no idea how difficult it would be since he couldn’t understand English. I started out by practically *yelling* at him – until a friend reminded me that he wasn’t deaf, he just couldn’t understand me.

He was having his bike worked on, so I decided to try to get him out on a demo bike to take advantage of some riding time rather than just waiting. Somehow I communicated that to him, and off we went. When we got back, he patted his heart and pointed at the Road Glide.® He didn’t have to say anything – he loved it! Toward the end of the event I managed to find an interpreter. What are the odds? I found out that he was staying in the area and had no plans for his short stay. So I decided to show him more of Minnesota and took him for a night out on the town in Minneapolis. At first he was a little shy about dancing, but after a while I couldn’t get him off the floor!

He was high-fiving all the ladies and smiling from ear to ear. It was great to see him having so much fun!

The next day we exchanged phone numbers and addresses so we could stay in touch. He then asked if I would lead him through the cities (Minneapolis/St. Paul), after which we stopped at a gas station to say our good-byes. I showed him my trick of writing directions on the mirrors, and off he went to Duluth with a big smile on his face.

It’s amazing how the love of riding Harley-Davidson motorcycles brought two strangers together from two different worlds. We thoroughly enjoyed each other’s company even though we couldn’t understand a word the other was saying. We remain friends today – thanks to email and translation software!

GIGI NIELSEN
EDEN PRAIRIE, MINNESOTA



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.



OWN THE NIGHT.

The day is done. But switch on the new LED lighting from Harley-Davidson—and your ride is just beginning.

See the demo & experience the difference at
H-D.COM/OWNTHENIGHT



NO CAGES



See and be Seen Maximum Visibility

To borrow an analogy: For a motorcyclist, the best visual defense is a strong offense. And the best offense involves the latest lighting products from Genuine Motor Accessories. Indeed, while many new H-D® lighting accessories are engineered to provide greater visibility *for* the rider, many new items draw other motorists' attention *to* the rider in an effort to increase the margin for safety. One of these attention-grabbing items is the Headlamp Modulation Kit, which creates pulsating light cycles of the headlamp low beam, from full- to low-intensity, four times per second. A light sensor in the system only activates the modulation during the day, while a handlebar-mounted switch allows the rider to turn the kit on and off. Designed exclusively for H-D motorcycles, the kit offers easy plug-and-play installation, and works with many VRSC,™ XL, Dyna,® Softail,® and Touring models, although it's not compatible with HID or LED headlamps. Those riding certain FL models with auxiliary lamps can increase their bike's visibility with the new, first-of-its-kind Independent Auxiliary Lamp Wire Harness Kit. Quickly and easily plugged into an FL's wiring harness, the kit provides independent control of the auxiliary lamps, enabling their illumination when

the headlamps are in either high- or low-beam modes (in stock configuration, the auxiliary lights can be turned on only in low-beam mode). A switch to powerful light cast by Harley-Davidson® LED lamps will add to both your offensive and defensive position. Amid the flow of standard incandescent bulbs that characterize nighttime traffic, a bright white LED grabs extra attention. For the rider, that same powerfully bright white light more clearly illuminates everything from road debris to road signs. On high beam, that same H-D LED lamp casts 125 feet of added depth and 45 feet of added width compared to the stock OE incandescent high beam, offering the rider more time and distance to react to potential hazards. They're available for most 1994-and-newer motorcycles. Additionally, LED lighting options are available for auxiliary lamps, tail lamps, and turn signals for many 1999-and-newer models, delivering maximum visibility as running lights, directional indicators, and brake lamps. For more information on pricing and model compatibility of all H-D lighting accessories, go to h-d.com/parts or see your local Harley-Davidson dealer.

MORE THAN SKIN DEEP

NOT ONLY ARE GENUINE HARLEY-DAVIDSON® PARTS & ACCESSORIES perfectly matched to your bike's unique styling, they're also engineered and manufactured to precise factory tolerances, tested to the toughest H-D standards, and backed by a one-year warranty – along with more than 100 years of know-how and experience. So you can trust that they **perform** as beautifully as they look.*

Demand nothing less than Genuine. Only at your authorized H-D® dealership.

H-D.COM/RIDETRUE



NO CAGES

*Some restrictions apply. Applies to certain products only. See dealer for details.
©2012 H-D. Harley-Davidson, H-D, Harley and the Bar & Shield logo are among the trademarks of H-D Michigan, LLC.

Worn to be Wild: The Black Leather Jacket



The black leather jacket. Without any further description, these words conjure up images of rebellion and rock ‘n’ roll. Even variations on the classic form exude a tough “don’t mess with me” attitude. But where did it all begin, and how did a simple garment become so culturally charged?

This summer, the Harley-Davidson Museum® will explore these and other questions in the exhibition *Worn to be Wild: The Black Leather Jacket*. The exhibit

traces the functional and design history of the biker jacket along with the evolution of the garment from clothing to cultural shorthand. More than 50 jackets will be on display, ranging from rare historical examples pulled from both the Harley-Davidson Archives and private collections to those worn by stars of the stage and screen.

The black leather biker jacket has its roots in protective leather garments of the early 20th century. With the advent of outdoor leisure pursuits and open-cockpit transportation, such as motoring and aviation, leather coats became popular for both men and women, and could be purchased through specialty catalogs and major department stores alike. Motorcyclists were early proponents of leather clothing, and by the 1920s Harley-Davidson was offering a three-quarter-length coat, along with a shorter “sport jacket” through its Parts and Accessories catalog. The “sport jacket” styles remained a popular form of outerwear throughout the ‘30s

Above: One of the classics from the golden era of the biker jacket, a 1950s Buco-brand “J22” model leather jacket with original plaid lining. Jacket from a private collection.

Right: A full costume worn by the villain-turned-hero cyborg (Arnold Schwarzenegger) in *Terminator 2* will be on display in *Worn to be Wild*, just one example of how Hollywood has cloaked characters in leather.

and ‘40s. The exhibit will feature several of these early jacket types, including a rare 1929 Harley-Davidson® belted coat. During WWII, the flight jacket had a profound influence on the evolution of the leather biker jacket, both in its design and as a canvas for personalization. Flight crews often painted jackets with logos and names that matched those painted on the noses of their planes. A military-issue A-2 model with a pin-up girl painted on the back will be displayed, just one of several from this era. Personalized biker jackets from subsequent decades will also be on display, including a heavily decorated Lewis Leathers “rocker” jacket, popular among British youth in the 1950s. A group of jackets customized to the extreme by punk rock kids with studs, safety pins, and even noodles will also be on view.

As servicemen returned home, the jacket styles offered to civilians solidified into a classic waist-length, form-fitting design that offered functional details like a zippered “D” pocket, tapered sleeves with zipped wrists, and collar snaps. Both men’s and women’s styles were readily available. Harley-Davidson offered its first version of what became the classic “Cycle Champ” in 1947 in horsehide. Accessories companies such as Buco and Beck –



In the ‘70s and ‘80s, punk rock youth repurposed biker jackets as a canvas for their own brand of rebellion. Jacket from a private collection.

as well as leather specialty shops such as Langlitz, Trojan, and Schott – all sold variations of the classic style alongside national brands such as Sears, J.C. Penney, and Montgomery Ward. *Worn to be Wild* will include seminal examples from this “golden era” made by many of these manufacturers.

During this same time, the black leather jacket began to take on a host of cultural meanings. It has become Hollywood’s fallback costume for both good and bad “toughs” for the past six decades, ever since Marlon Brando rode onto the screen in the 1953 classic *The Wild One*. The exhibit will feature a number of costume jackets, including one worn by a Fat Boy®-riding Arnold Schwarzenegger in *Terminator 2*. A jacket designed for the 2011 production *The Girl with the Dragon Tattoo* is a great example of how a black leather jacket can lend extra edge to harden a character whether he or she rides or not.

The black leather jacket also became a natural uniform for rock stars who epitomized countercultural rebellion and “cool.” Since the early days of rock, it has cut across a wide spectrum of genres, ranging from Judas Priest to Justin Bieber. Early adopters included Elvis Presley, whose mid-‘50s J.C. Penney-brand jacket will be displayed alongside an early Harley-Davidson model worn by his contemporary Gene Vincent. *Worn to be Wild* will

feature jackets from ‘70s rockers like Joe Walsh of the James Gang, punk legends such as Billy Zoom of X, and stars of today like Fergie of the Black Eyed Peas. One of the most famous pieces of Hollywood satire will also be represented in the exhibit – a jacket worn by the character Derek Smalls (Harry Shearer) in the 1984 cult classic *This Is Spinal Tap*.

Hollywood starlets walk the red carpet wearing them. Fashion designers juxtapose them with delicate dresses. Season after season, biker jackets are a staple in most chain retailers. And bikers around the world still love them. Why? Because some styles go beyond fashion to the timelessness of legend. The black leather jacket is one of them – and is more than worthy of a place in the museum that honors the world’s most legendary motorcycle.

Worn to be Wild: The Black Leather Jacket will be on display at the Harley-Davidson Museum for a limited time, from June 16-September 3, and is included with Museum admission. To plan your visit, go to h-dmuseum.com. The exhibition is presented in partnership with the EMP Museum, Seattle, Washington.

Celebrating Freedom

BY MICHAEL J. HANLEY

I ride Harley-Davidson.® For me riding isn't just a hobby, it's an incredible part of life. On a beautiful day there are few things more important than riding. When the weather is nice I don't want to be caught doing something foolish like cutting the lawn. My neighbor rides John Deere - I ride Harley-Davidson.

I feel like I've ridden forever. I started riding as a kid, out around the countryside, bicycling 60 miles with a friend to his uncle's farm. We camped for weeks in a pasture next to a stream. For us this was the very definition of freedom and the meaning of life - and the bikes made it possible. When it came time to get my license, a car really never was an option. Buying a motorcycle was probably the easiest decision I've ever made in life, and I've never looked back.

Over the last 10 years while holed up during those cold Wisconsin winters, I wrote a book titled *Motorcycles, Planes, & Revolution*. The book is about a common carpenter who lived with his family just outside of Boston in the 1770s. Noah Pratt built homes and furniture, and he made wooden hand planes (tools) with his initials stamped on the front end. I found one of his planes at a swap meet, and that was the beginning of my search for the man who made it.

In my search I learned that Noah Pratt also served as a Minuteman in some of the earliest battles of the American Revolution. As I learned more about the first year of the Revolution, I realized this bit of history was a big part of Noah Pratt's story.

And I wondered what he and his neighbors were thinking as they fired that first "shot heard 'round the world." They were just common folk like Noah Pratt, like you or me for that matter - and they were fighting the most powerful army in the world. What did freedom mean to them - and what does it mean to us today?

I came to realize that freedom was much more than freedom of speech or freedom to worship. These are just some of the most



obvious examples guaranteed in the Bill of Rights. I came to realize that their view of freedom was more basic and so much more alive than our textbook view of it today. Freedom had more to do with each of them being able to choose how to live their life. Long before the Bill of Rights, this was simply stated as our "unalienable Rights ... Life, Liberty and the pursuit of Happiness" in the Declaration of Independence.

A lot of people ask how motorcycles got into my book. Well, true freedom is something each of us gets to define in our own terms - and to me the experience I have riding Harley-Davidson is the very definition of freedom. I don't need to explain that to H.O.G.® members, but the rest of the population doesn't get it. I believe people are more tolerant of bikers today than when I started riding 45 years ago. But we're still a small minority of the population, often misunderstood, sometimes feared, and an easy target for laws that curb our freedom. If I can get my readers to understand this passion we bikers

have for the ride - how we celebrate this freedom every chance we get and how threatened our freedom is - then perhaps I could get the readers to think about how they celebrate freedom and what it means to them.

Do I think Noah Pratt picked up his rifle and marched off to fight in the Revolution for something as trivial as my choice of the biker lifestyle? You bet I do. In fact, I think if he were with us today, Noah is a guy we might meet on the open road riding Harley-Davidson, celebrating the freedom he fought for.

.....
Adapted from the book *Motorcycles, Planes, & Revolution* by Michael J. Hanley (www.motorcyclesplanesandrevolution.com).
Mike is a member of the Kettle Moraine H.O.G. Chapter in New Berlin, Wisconsin.

IT'S NOT JUST A JOB IT'S KEEPING A LEGEND ALIVE

Work on something you believe in.

Train to become a Harley-Davidson technician at MMI.

Get hands-on training and learn about everything from basic engine theory to Screamin' Eagle® performance. Surround yourself with people like you who know that it's more than just a motorcycle. And do it all at the only technical school in the country that provides a 100% Harley-Davidson approved program and nationwide graduate placement*.



2844 W. Deer Valley Rd. • Phoenix, Arizona 85027
9751 Delegates Dr. • Orlando, Florida 32837

For more information, call 800-334-6156 or visit MMITech.edu/Harley-Davidson

For more information about our graduation rates, the median debt of students who completed the program, and other important information, please visit our website at www.uti.edu/disclosure.

Programs vary by location. Financial aid and VA benefits available to those who qualify. VA benefits not available at all campuses. *MMI cannot guarantee employment. Motorcycle Mechanics Institute is a division of Universal Technical Institute. MMI's Orlando campus is a branch of Universal Technical Institute of Phoenix, Inc. ©2008 H-D, Harley, H-D, Harley-Davidson and the Bar & Shield logo are among the trademarks of H-D Michigan, LLC.

**HOG® MAGAZINE**

P.O. BOX 453, MILWAUKEE, WI 53201
1-800-CLUBHOG (1-800-258-2464)
414-343-4896 (OUTSIDE U.S. AND CANADA)
414-343-4515 (FAX)
members.hog.com www.harley-davidson.com

Presorted Standard
U.S. POSTAGE

PAID
HARLEY-DAVIDSON

**GET ALL THE LATEST
H.O.G.® NEWS AND INFORMATION**

with the exclusive members-only
H.O.G. Insider e-newsletter.
Update your profile at
members.hog.com to make sure
you get yours each month!

MOVING? HOG is mailed Third Class and will
not be forwarded. Please notify the H.O.G. office
with any address changes as soon as possible.

P/N 99368-92VB

©2012 H-D ALL RIGHTS RESERVED. PRINTED IN THE U.S.A.

IT'S A BIG COUNTRY. SEE MORE OF IT.

WITH 47 STATE H.O.G.® RALLIES TO CHOOSE FROM, you don't need
an excuse to think big. So get on your bike, get out there, and go
as far as you want to go. The best of America is waiting for you,
and nothing's holding you back.

Discover more in the Events Calendar at members.hog.com.

