BULKY DOCUMENTS

(Exceeds 300 pages)

Proceeding/Serial No: 91177156

Filed: 07-16-2008

Title: Exhibits 23-38: Testimony Deposition of Scott Beck

Part 8 of 8

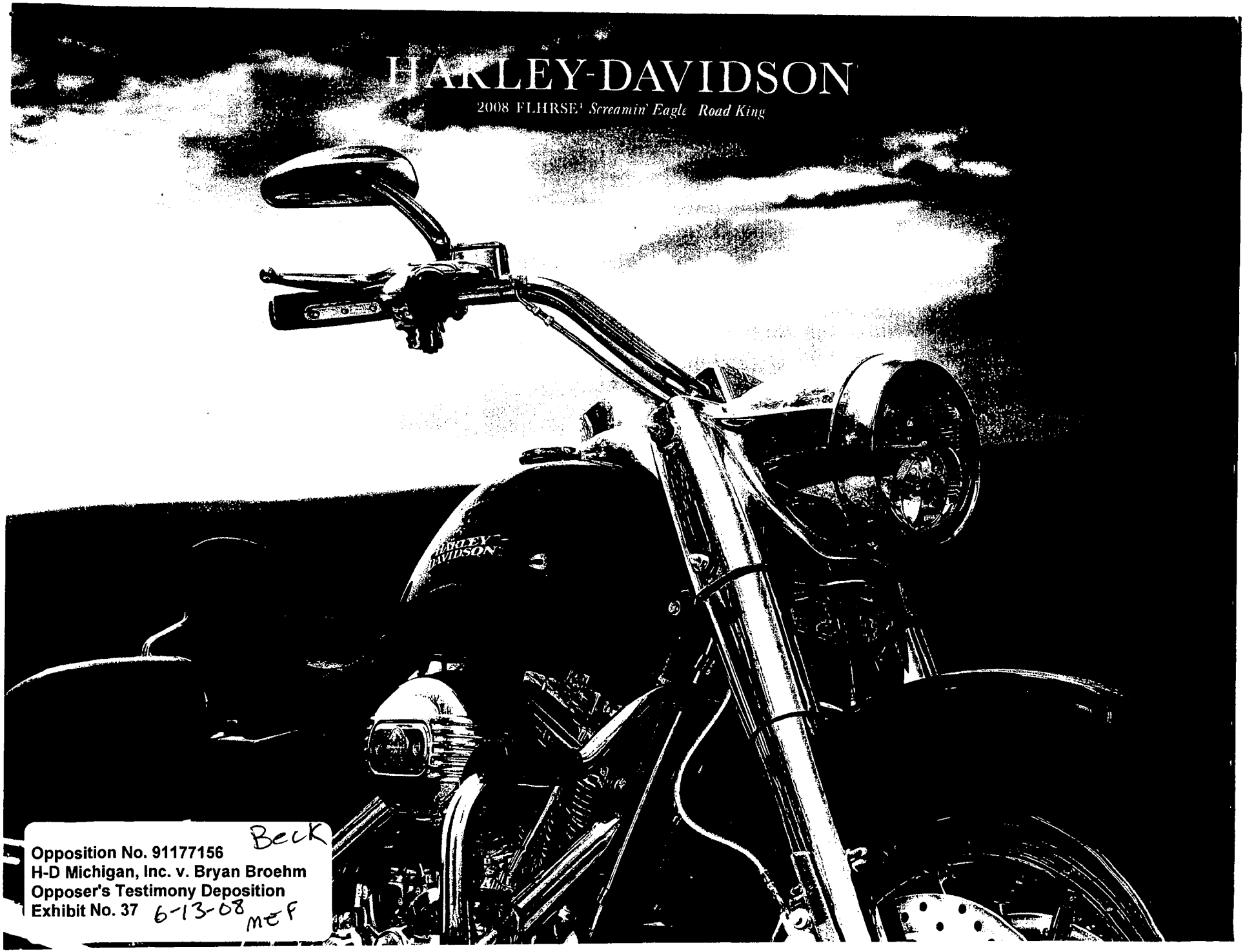
Processed by Duane Foster

U.S. Trademark Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

Mark:

Deposition of Scott Beck

Exhibit 37



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Opposer's Testimony Deposition
Exhibit No. 37 6-13-08 MEF

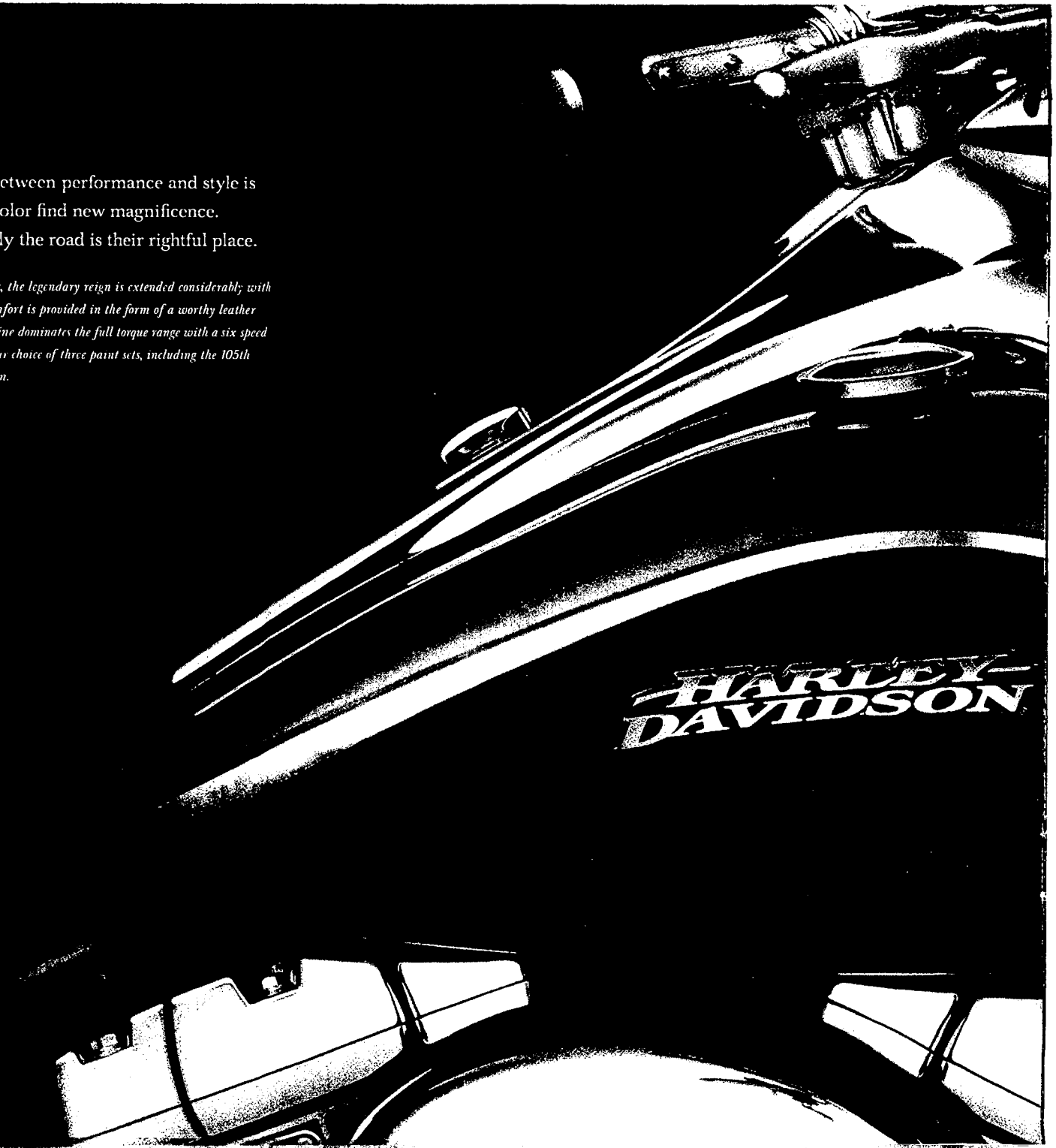
Beck

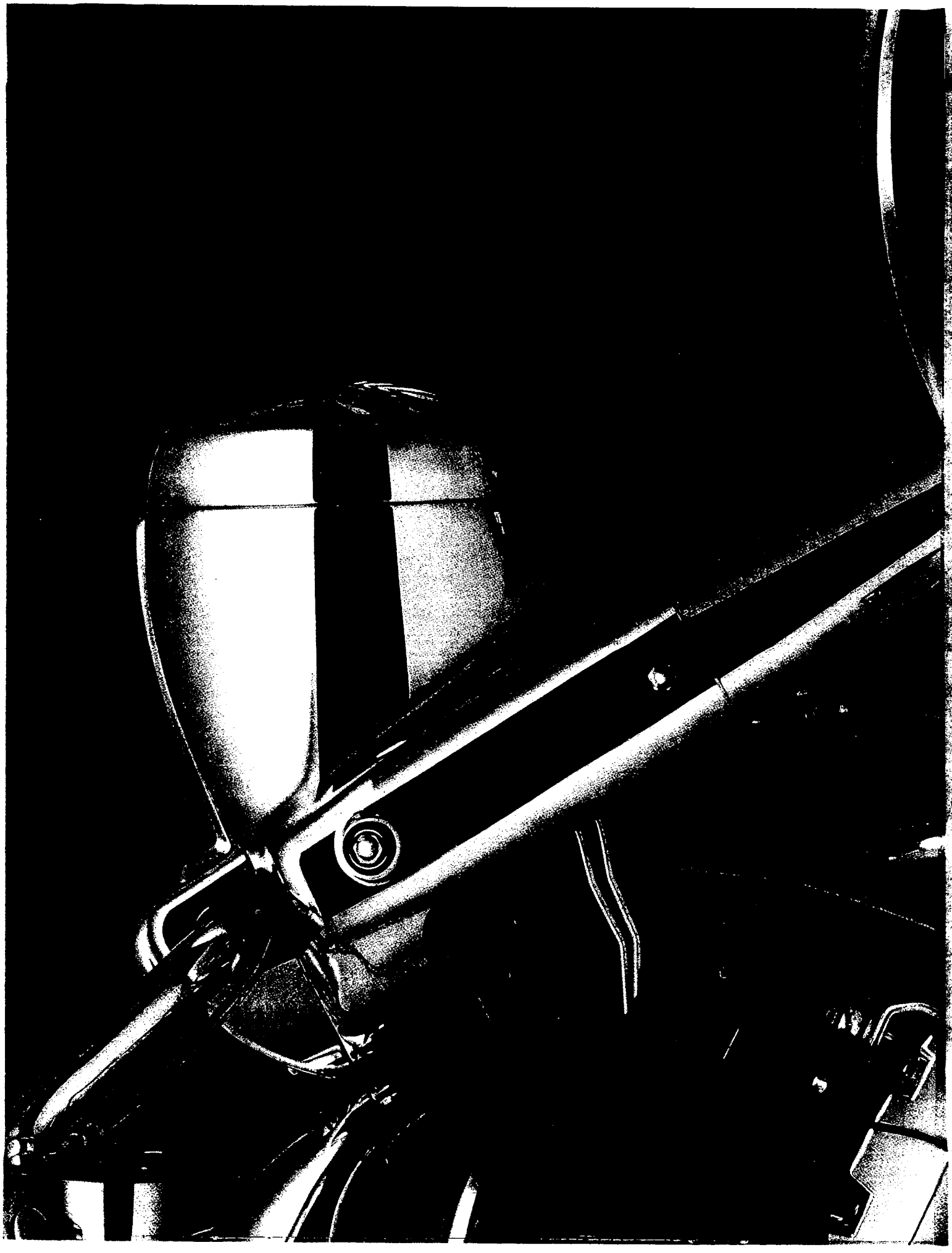
Dreams become Reality.

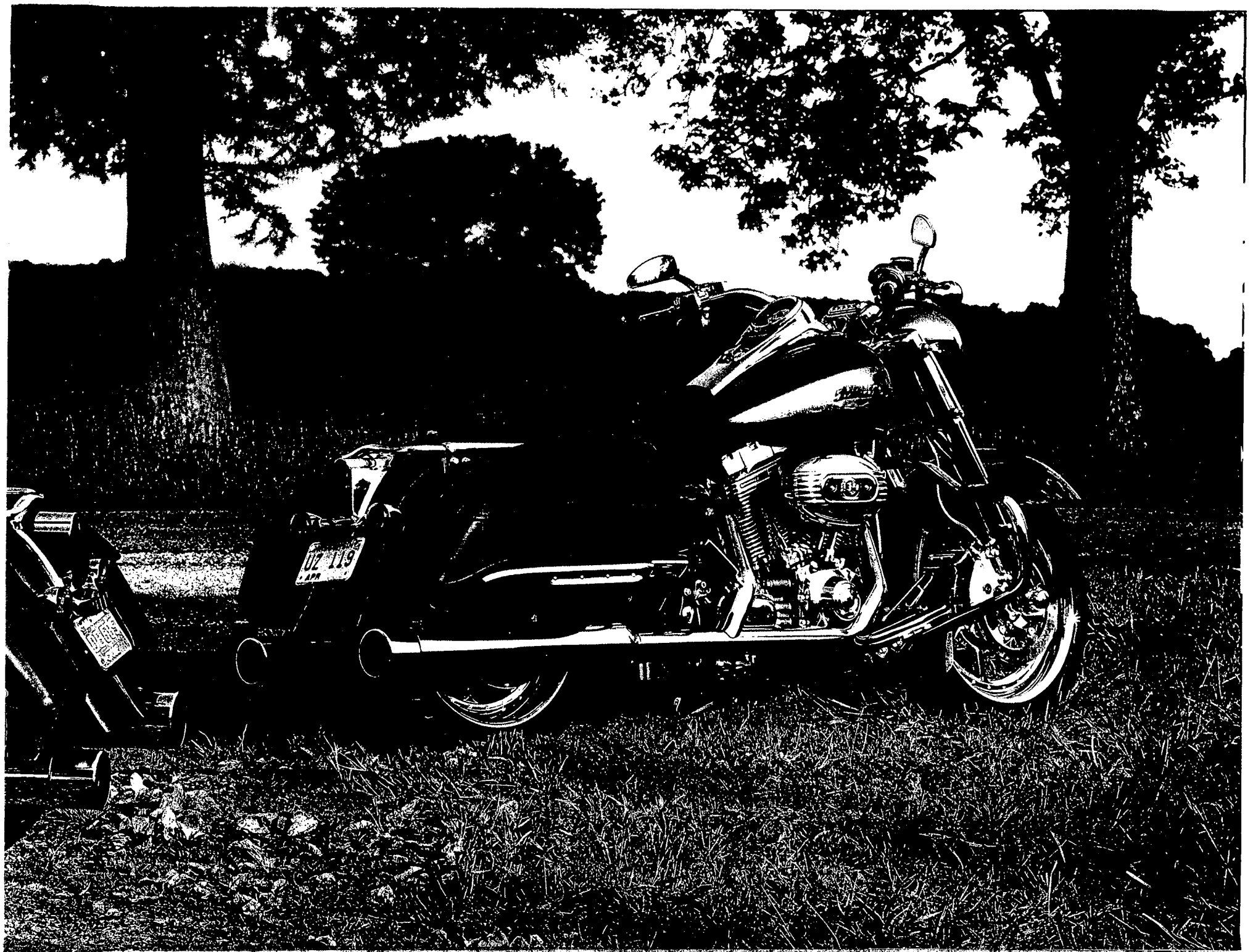
Custom Vehicle Operations. Where the harmony between performance and style is struck. Where glinting flourishes of chrome and color find new magnificence. These motorcycles belong on a pedestal. But surely the road is their rightful place.

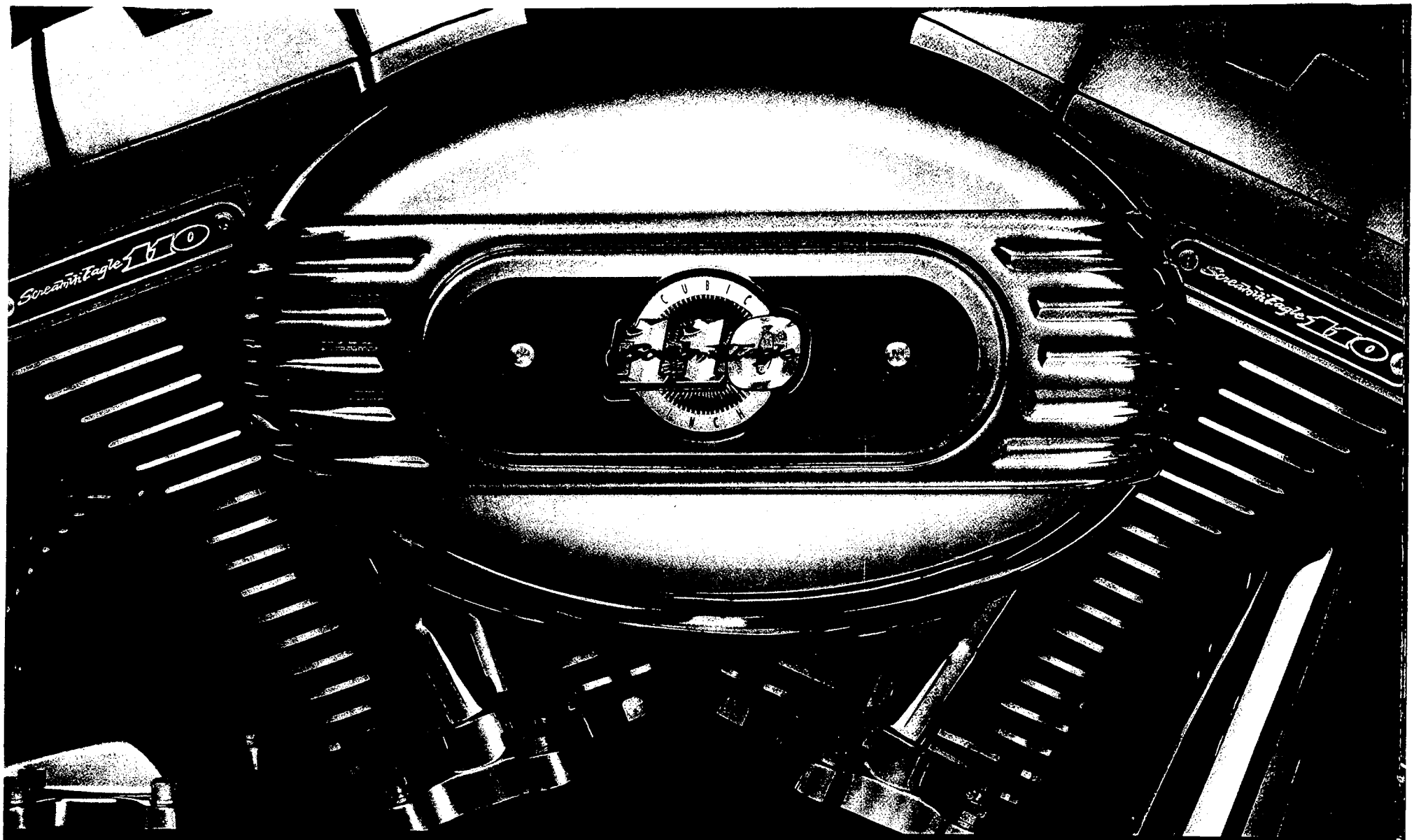
Continuing to rule the road means adding jewels to the crown. This year, the legendary reign is extended considerably with the FLHRSE[4] Screamin' Eagle® Road King® motorcycle. Heightened comfort is provided in the form of a worthy leather seat, backrests and saddlebags. The Screamin' Eagle® Twin Cam 110™ engine dominates the full torque range with a six speed power train. Wheels add chrome to the front and back, complementing your choice of three paint sets, including the 105th Anniversary package, shown here. No question, you own any road you're on.

HARLEY-DAVIDSON **Live by it.**









SCREAMIN' EAGLE®
TWIN CAM 110™ ENGINE *Left*

Unbridled power is yours with a massive Screamin' Eagle® Twin Cam 110,™ 1800cc motor. Now finished in a new Granite coating, it looks as tough as it sounds. Building on the Twin Cam legend, it speaks volumes before it ever roars to life.

NEW HARLEY-DAVIDSON®
BRAKE SYSTEM *Middle Top*

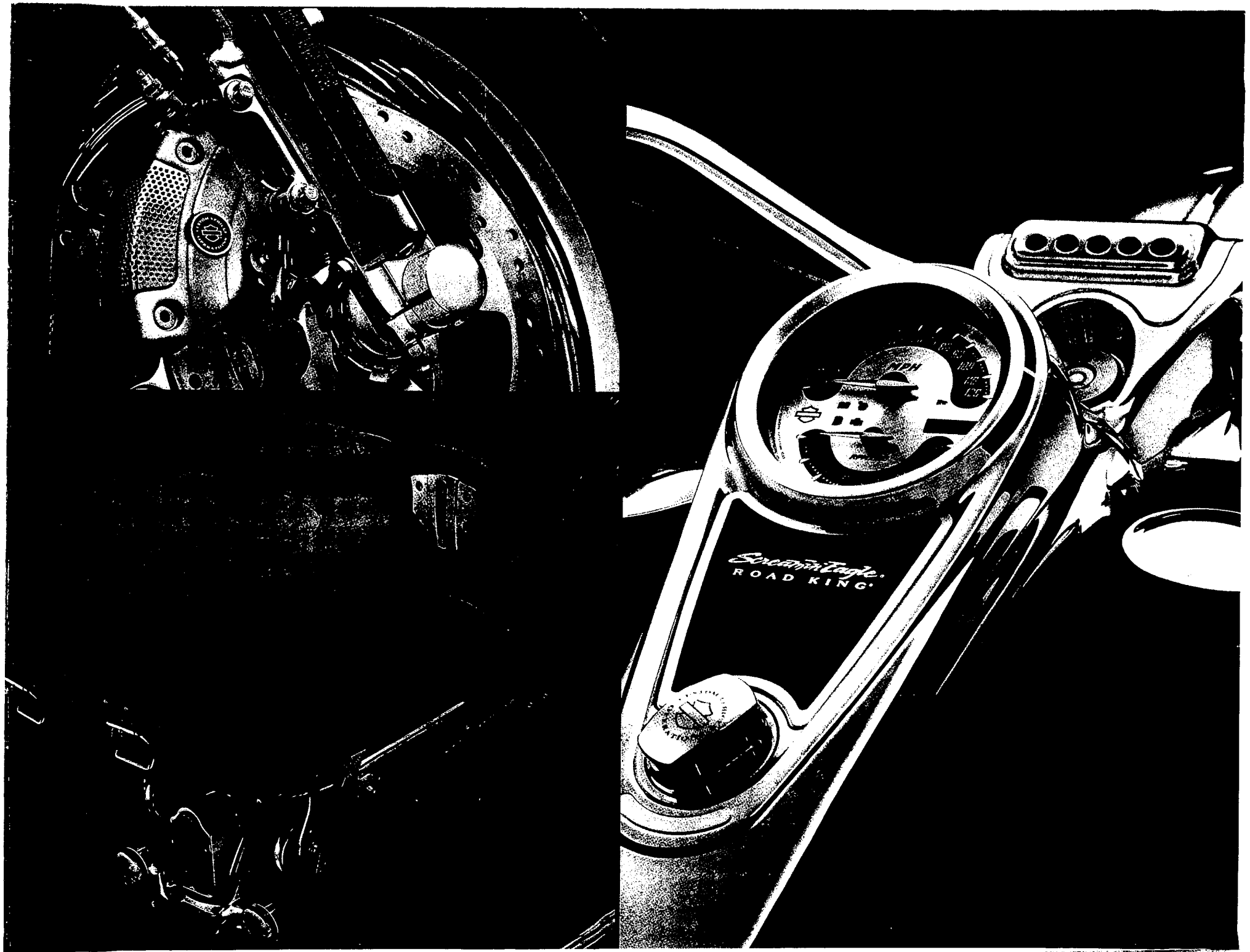
New Harley Davidson® brake system by Brembo® featuring ABS brings a new level of sophistication to the open road. This extra measure of control provides greater reassurance and greater safety.

MATCHING SADDLEBAGS, SEAT, AND TOUR PAK®
LUGGAGE CARRIER (sold separately) *Middle Bottom*

The roomy Tour-Pak luggage carrier (sold separately) puts matching saddlebags and seat with a new Reptile Print together to maximize your comfort both on and off the road. Tombstone taillight leaves a lasting impression.

CONSOLE / HANDLEBAR
COVER *Right*

The new chrome console with custom hammered granite-colored insert, leads to the stylized handlebar cover with indicator lights.


Screamin Eagle
ROAD KING

Features

Two unique paint schemes; Three exclusive paint colors

Serialized 105th Anniversary CVO Package

- Crystal Copper/Black Onyx paint scheme
- Gold Leafing graphics
- Serialized 105th Anniversary Cloisonné

Scalloped Flame Metal Grind paint schemes

- Black Diamond and Silver Dust with Ghost Flames
- Twilight Blue and Candy Cobalt with Ghost Flames

NEW Granite powder-coated power train

NEW Anti-lock braking system

NEW Six-gallon fuel tank

NEW Reptile Print leather collection for seat, backrests and saddlebags

NEW Color-matched frame, swing arm, and saddlebag trim strips

NEW Chrome Ironside side cover trim strips

NEW Chrome Road King™ console, with custom hammered granite-colored insert

NEW Chrome front caliper pad covers

NEW Two-piece handlebar riser cover with indicator lamps

NEW Chrome Profile-style mirrors with solid grooved stems

110-cu.-in. Twin Cam™ engine

Six-speed Cruise Drive™ transmission

Road Winder™ wheels (18-in. front, 17-in. rear)

Wide swingarm, fender and rear axle

Tombstone taillight assembly and matching chrome hoop

Ironside Collection chrome and rubber hand grips, rider footboard inserts, passenger footpegs, brake pedal pad, shifter pegs and highway pads

Spun aluminum metal-faced combination speedometer and tachometer

Chrome 4-in. touring mufflers with chrome, billet end caps

Chrome touring muffler shields

Black high-torque 1.4-kw starter

Chrome dipstick cap

Chrome timer and derby covers with trim ring

Open hub, front brake rotors

Chrome fork sliders and chrome upper fork covers

Adjustable, detachable small-size rider backrest

Chrome front axle covers

Chrome lower triple tree cover

Profile low rear suspension

Detachable small size passenger backrest

Laser-etched ignition switch cap

CVO emblem front caliper inserts

Chrome debris deflector

Chrome 1.25-in. diameter handlebar with internal wiring

Chrome clutch and brake master cylinders

Chrome switch housings and hand levers

Clear coated, braided stainless steel front brake lines and clutch line

Chrome extended-reach billet brake lever

Chrome billet heel/toe shift levers

Polished stainless steel hex shift linkage

Dual halogen headlamp

Smoked turn signal lenses with amber bulbs

Dark-tinted, detachable mini wind deflector

Custom oil cooler with chrome cover

Custom oil cooler adapter with internal thermostat

High-performance clutch with hydraulic actuation

Chrome voltage regulator

Mustache engine guard

Chrome passenger footpeg supports

Chrome valve stem caps

Chrome front wheel bearing spacers

Bullet-style rear turn signals mounted on a chrome narrow turn signal bar

Carryout saddlebag liners

Cruise control

Screamin' Eagle® SYN3® synthetic lubricant in engine, transmission and primary case

H-D® Smart security system with siren

Indoor storage cover with embroidered CVO logo

Commemorative CVO ignition key with box

Specifications

LENGTH	93.5 in.
SEAT HEIGHT[1]	26.3 in.
GROUND CLEARANCE	5.5 in.
RAKE	26°
TRAIL	6.20 in.
WHEELBASE	63 in.
WEIGHT AS SHIPPED	754 lbs.
ENGINE	Twin Cam 110
BORE X STROKE	4.00 in. x 4.38 in.
DISPLACEMENT	110 cu. in.
COMPRESSION RATIO	9.3:1
FUEL SYSTEM[2]	Electronic Sequential Port Fuel Injection
OIL CAPACITY	3.50 U.S. quarts
FUEL CAPACITY	6.00 U.S. gallons
PRIMARY DRIVE	Chain
GEAR RATIOS	1ST 9.312 2ND 6.421 3RD 4.774 4TH 3.926 5TH 3.279 6TH 2.790
TORQUE	115 ft. lbs. @ 3000 RPM
FRONT BRAKES	11.50 in. x 0.20 in.
REAR BRAKES	11.50 in. x 0.23 in.
FRONT TIRE	D407 130/70R18 63V
REAR TIRE	D407 170/60R17 78H
LEAN ANGLES PER SAE J1168 RIGHT/LEFT	31°/28°
MSRP[3] *Two-tone*	$29,290
MSRP[3] CALIFORNIA *Two-tone*	$29,390
MSRP[3] *Anniversary Edition*	$29,785
MSRP[3] CALIFORNIA *Anniversary Edition*	$29,885

1 Measurement reflects 120 lb. (81.7 kg) operator weight.

2 Recommended 91 octane or higher fuel (R+M)/2. Standard and optional fuel systems may vary by country and region.

3 Prices listed are the Manufacturer's Suggested Retail Prices. Prices exclude dealer setup, taxes, title, and licensing and are subject to change. Dealer prices may vary.

Incorporates model year 2008 FLHRSE[3] Screamin' Eagle® Road King® model warranty. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. Vehicle and accessory specification may vary from country to county depending on local laws. Some features and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country's specifications. Check with your local dealer for details.

We care about you. When riding your Harley-Davidson® motorcycle be sure to 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. Sign up for a Harley-Davidson Rider's Edge® Course (call 1-800-588-2753 for a course near you) or a Motorcycle Safety Foundation rider course (call 1-800-446-9227 for a course near you.) Protect your privilege to ride by joining the American Motorcyclist Association. Visit www.ama-cycle.org for more information. Visit our Web site at www.harley-davidson.com to find a nearby dealer. *Harley-Davidson, H-D, Screamin' Eagle, the Bar & Shield logo, Road King, SYN3, Cruise Drive, and Rider's Edge are among the trademarks of H-D Michigan, Inc. ©2007 H-D. Printed in U.S.A. All rights reserved. Harley-Davidson Motor Company, P.O. Box 653, 3700 West Juneau Ave., Milwaukee, WI 53201 U.S.A.*

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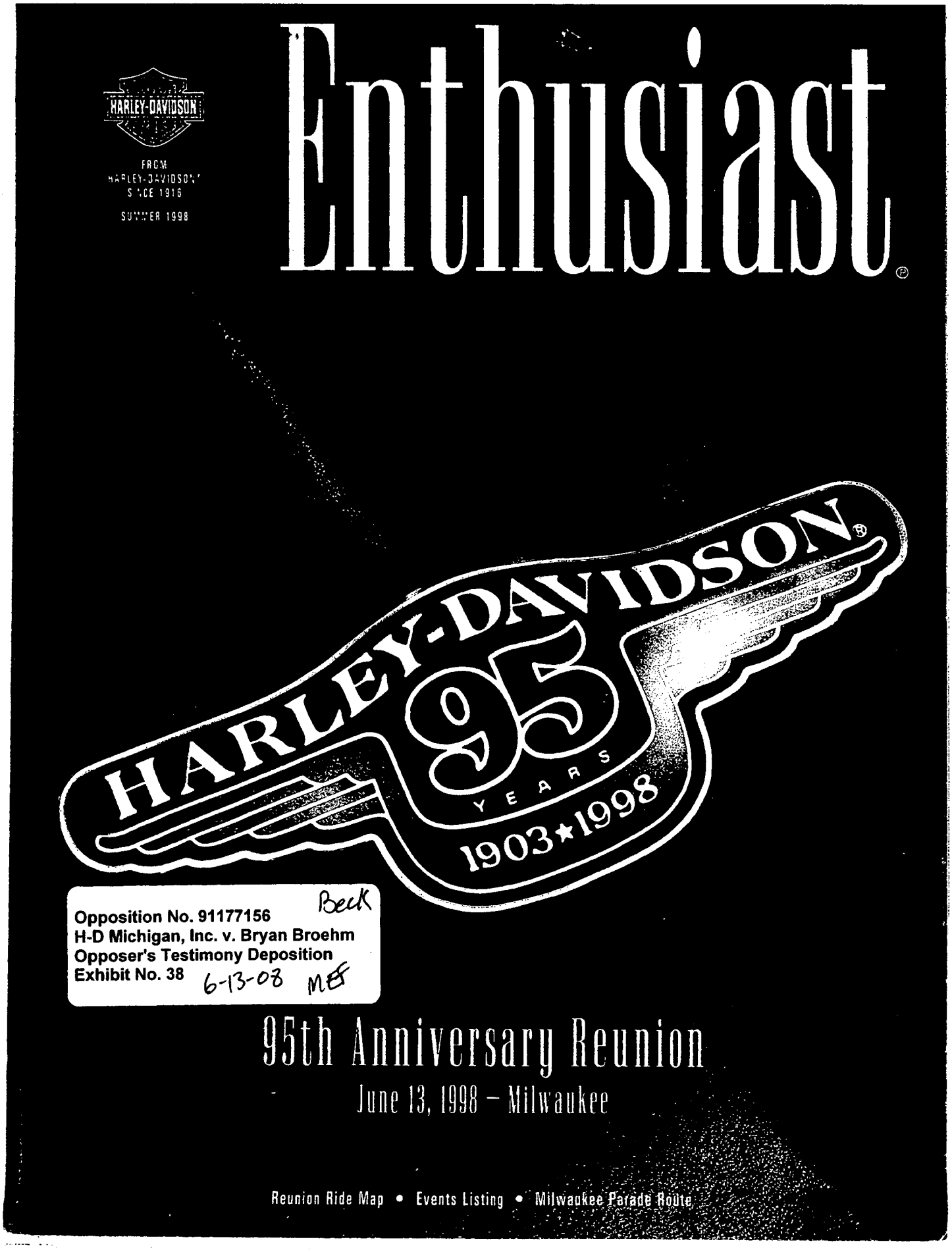

HARLEY-DAVIDSON

FROM
HARLEY-DAVIDSON®
SINCE 1916

SUMMER 1998

Enthusiast®

HARLEY-DAVIDSON®
95 YEARS
1903★1998

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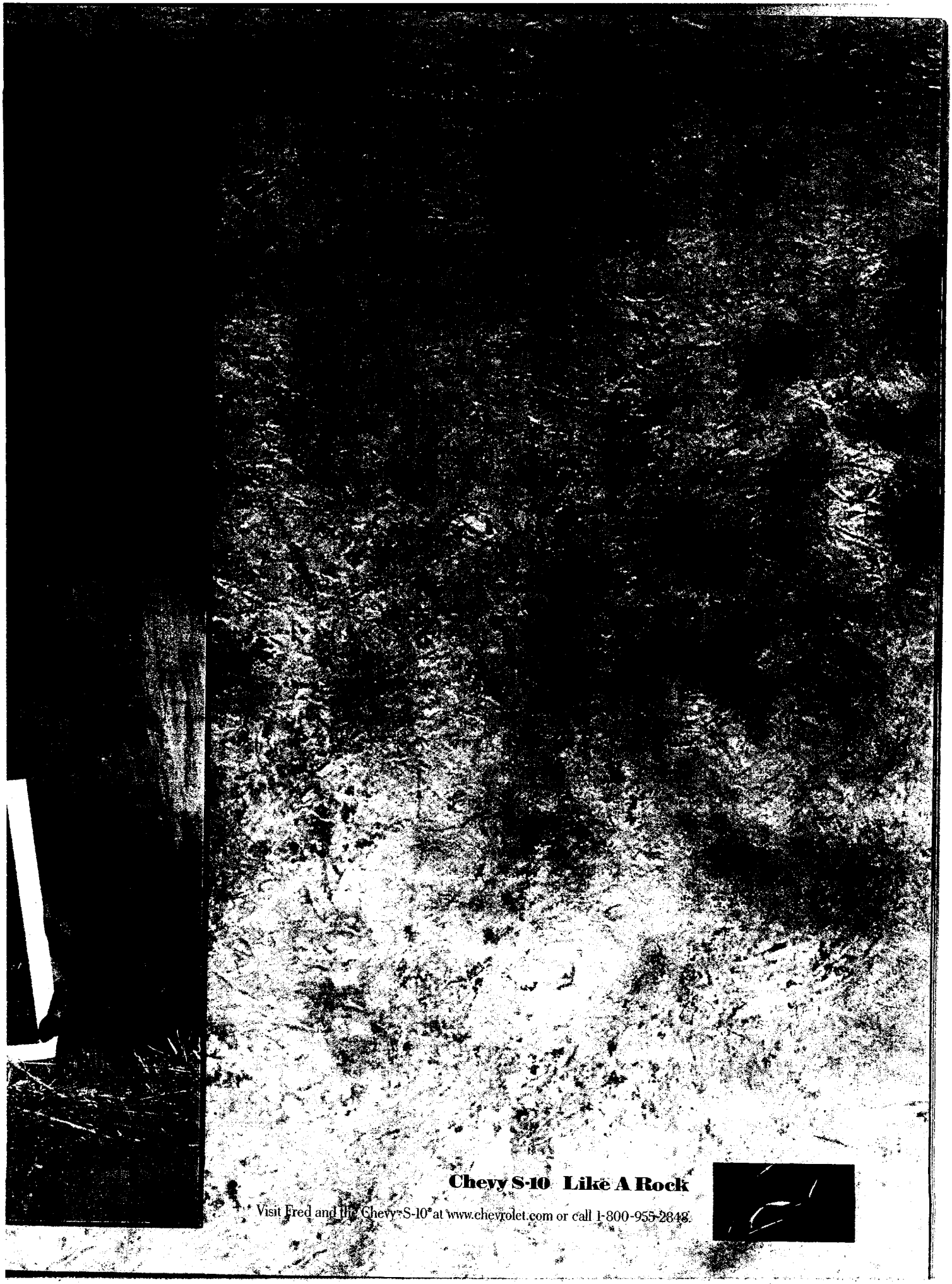
Exhibit No. 38 6-13-08 MEF

95th Anniversary Reunion

June 13, 1998 – Milwaukee

Reunion Ride Map • Events Listing • Milwaukee Parade Route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Enthusiast magazine is published by Harley-Davidson for owners of Harley-Davidson Motorcycles and anyone interested in getting news about the Motor Company, its products and activities. Subscriptions are limited to the U.S.A. and Canada.

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Enthusiast®

SPECIAL NINETY-FIFTH ANNIVERSARY ISSUE

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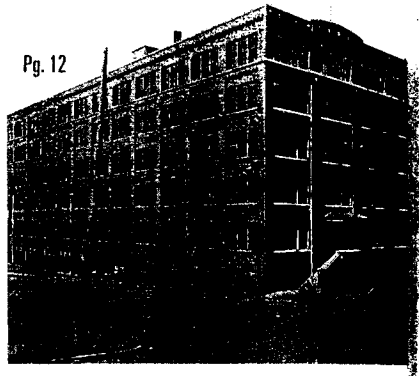
The history of Harley-Davidson's® Juneau Ave. headquarters.



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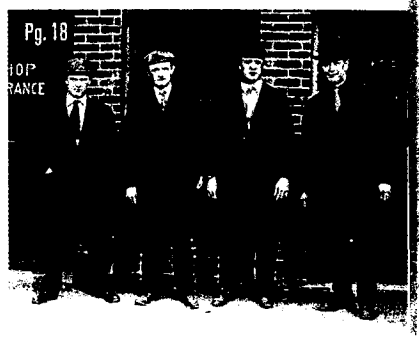

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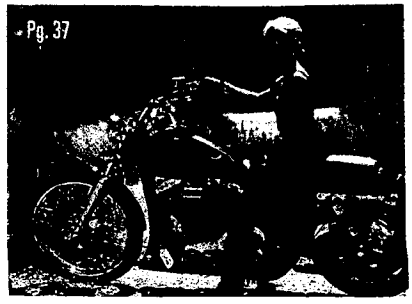

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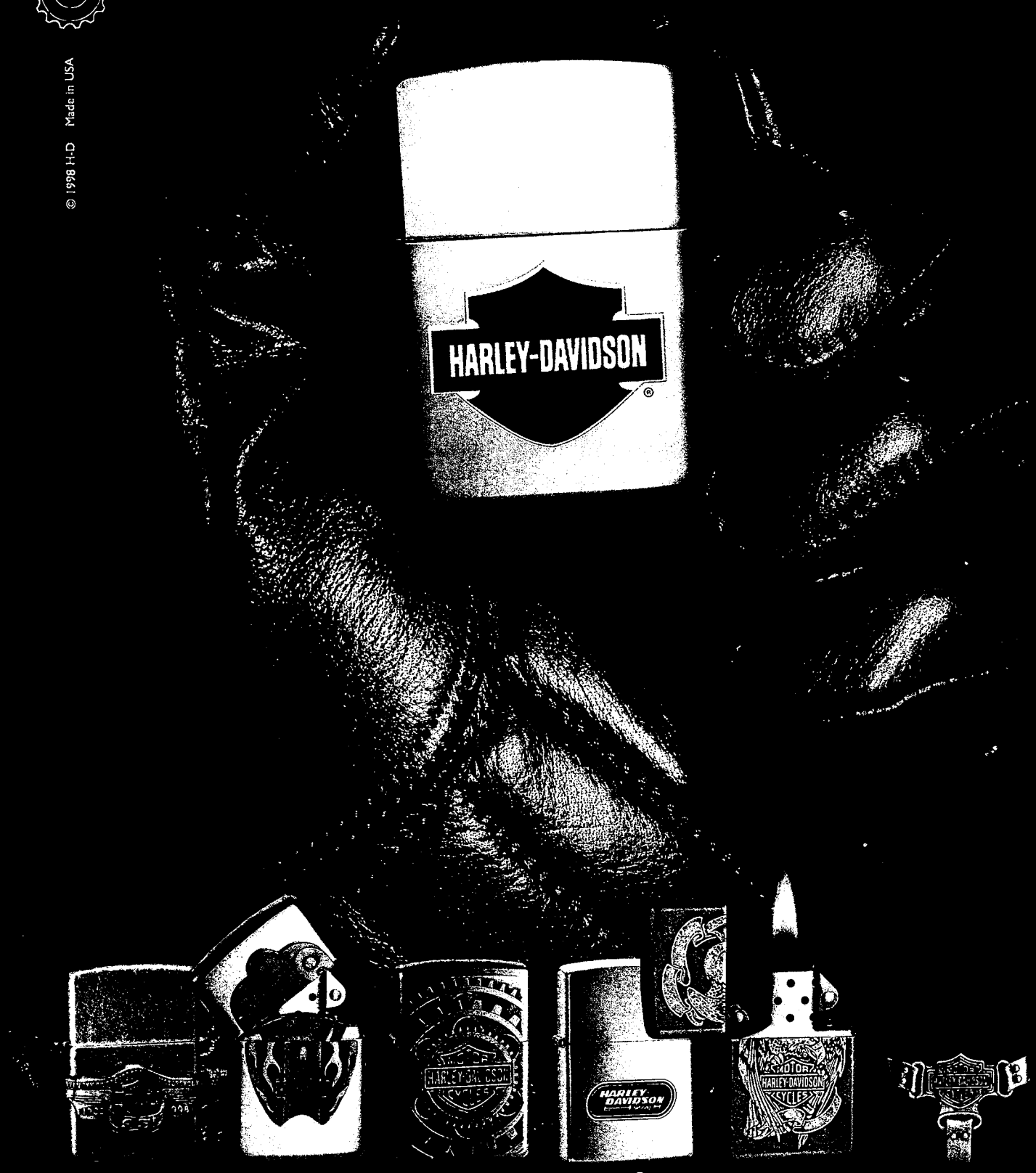

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Keepin' the Faith

by Tom Bolfert

Tom Bolfert has been a Harley-Davidson® employee for 28 years. He was the Enthusiast's *editor from 1971-75 and also wrote* The Big Book of Harley-Davidson. *He recently became the director of the corporate Archives, with its thousands of documents and images, as well as 200 vintage Harleys.*

On January 26, 1970, I walked through the front door of Harley-Davidson® Motor Company for the very first time as an employee.

It didn't take me long to learn several things about my new employer. Harley-Davidson was not a big company in the grand scale of industry, nor was it as forbidding as it first seemed. Its manufacturing facilities were cramped and inappropriate for building motorcycles. Much of the equipment and even the assembly line dated back to the '30s, which, though terribly antiquated, gave it a small manufacturer feel.

Struggling to Survive

AMF Inc., a large New York conglomerate, had acquired Harley-Davidson in 1969 and was just beginning to make its presence felt when I joined the Company. Within a few years, the tight hand of the mother company had turned Harley-Davidson into one of several dozen subsidiaries struggling for corporate attention.

When the motorcycling boom of the late '70s ebbed in the early '80s, AMF sold the Motor Company to a team of officers led by Vaughn Beals. Short on cash and faced with a shrinking motorcycle market, we struggled on through the first half of the decade and came quite close to cashing in. Struggling to stay alive, and succeeding at it, Harley-Davidson became the champion of America as everyone rooted for the underdog from Milwaukee.

A decade and a half later, Harley-Davidson is not only alive and kicking, but is an international force in the motorcycle industry with annual revenues of $1.7 billion. No longer the underdog, Harley-Davidson still faces stiff competition from both domestic and overseas manufacturers of vehicles and related products.

Despite our success, or perhaps because of it, in some circles it has become fashionable to bash Harley®, saying it has gotten too big for its britches, things were better in the old days, etc. But is this fair? Is it even true?

Working to Improve

When Harley-Davidson fought against impossible odds to improve the image of the company and the quality of its products, it was applauded for its efforts. Now that it works to sustain what it has attained, some seek to find fault with that. When the market for big bikes was soft and only Harley-Davidson was struggling to bring it back, few companies wanted any part of it. Now that the dominant class of motorcycles in the U.S. is the cruiser as defined by Harley-Davidson, everyone is setting their sights on the leader. Any company that does not protect what it has gained will not long survive.

As for things being better in the good old days, just take a look at what Harley-Davidson has implemented for its riders since 1981. Riders enjoy the privileges and camaraderie of Harley Owners Group®, the largest motorcycle organization in the world. Fleets of demo bikes roam the country so customers can ride before they buy. A Traveling Museum makes nearly 200 stops a year at locations around the country, all free. There are displays and H.O.G.® hospitality areas at events from coast to coast. More than 2,000 employees annually work shows and rallies to interface directly with those who ride. There are more quality clothing and accessories offered than ever before.

The dealerships are clean, modern and well-stocked. They are places a rider can take a loved one without discomfort or embarrassment. Gone are the shirts, pins and patches that contributed in past years to the negative impression much of the general population had of Harley-Davidson.

And speaking of the company's reputation, countless news stories have chronicled the Bikers' Fight Against Muscular Dystrophy in virtually every corner of the land as Harley-Davidson, for the past 18 years, has marshalled the forces of the motorcycling community. The public now acknowledges that, after having raised more than $23 million for MDA, bikers are good people with big hearts.

Toward 2003

At our York, Pennsylvania, plant, a state-of-the-art facility turns out the finest finishes in the industry. A new parts and distribution center fulfills orders faster than ever before. New assembly plants in Kansas City and Milwaukee help ensure an increased flow of motorcycles while the Product Development Center works on exciting products for the future. By 2003, thanks to hundreds of millions of dollars invested in capital improvements, Harley-Davidson will have the capacity to produce 200,000 motorcycles a year.

Those who hanker for the good old days can have them. As Billy Joel sang a dozen years ago, "The good old days weren't always good and tomorrow ain't as bad as it seems."

In my mind, these are the good old days. And I, for one, am enjoying them. ■

From Our Readers

History Was Made

On Nov. 11, 1997, I became the first person in history allowed to ride a motorized vehicle on the Great Wall of China! And the motorized vehicle was a Harley-Davidson® Wide Glide®!

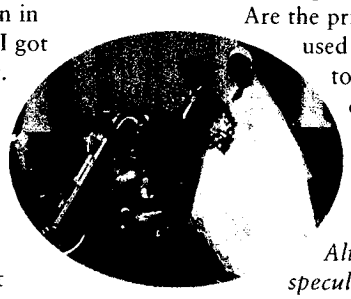
This was done on a section of the Great Wall of China in Beijing with full permission and cooperation of the Chinese government after its review of my request this past summer. My official invitation from the Chinese government was hand-delivered to me in early October. I chose Nov. 11 because it was Veterans Day, which, of course, symbolizes American peace. I chose "world peace" as my mission and purpose for this excursion and called the event "The Great Wall of China Aloha Peace Ride." I was very well-received in China for my eight-day stay. The Chinese officials who witnessed my ride are very interested in the improvement of relations between our countries and they wish to convey goodwill and aloha to my fellow citizens.

We are continuing our friendly relationship by jointly planning a major world-peace event in June of 1998. The Chinese government is authorizing official permits to my company for a 50-mile-long motorcycle ride in Beijing, which will be followed by a concert celebrating world peace at a Beijing stadium.

Jeffrey H. Faithful
Kailua, Hawaii

Sportster Questions

I recently purchased my first Harley-Davidson, a 1200 Sportster® from Carolina Harley-Davidson in Gastonia, N.C. I got married on Sept. 20, 1997, and my wife and I rode off from the church on my Sportster. We have really enjoyed riding it together.



Over the years, I have enjoyed reading your magazine and would like to congratulate Harley-Davidson on the expansion of the new manufacturing facility in Kansas City. Being a 1200 Sportster owner, I have concern about the increase in production and how that will affect the price of my Sportster.

Are the prices of the new and used Sportsters going to increase, decrease or remain the same?

Jeff Carland
Chadbourn, N.C.

Although we can't speculate on the value of used Harley-Davidson motorcycles, which is determined by the marketplace, we can tell you that demand for used motorcycles remains high and prices for brand-new Sportsters should not be affected by the production in Kansas City. — Editor

Wager Settled!

For over 20 years, I have ridden my two FLHs with my buddy, Jake, now in his 70s. While researching my family tree, I was surprised to learn that the original name of Lake Tahoe was Lake Bigler, in honor of Gov. John Bigler, a great-great-uncle of mine.

At a rest stop on a subsequent ride, I told Jake of my findings. He accused me of making the whole thing up — after all, he was not that stupid or gullible to believe a story like that. Over the years that followed, the subject would come up from time to time and his reaction would always be the same — raging disbelief. Nothing I said would change his mind. Finally, a bet was made that if the issue were ever resolved, the loser would buy the winner dinner at a premium Washington, D.C., restaurant of the winner's choice.

Imagine my overwhelming joy when I read the article, "Jewel of the Sierra," appearing in the winter edition of *Enthusiast*®. A quick note to Jake along with the article resolved the debate once and for all. His signed surrender was elegantly simple — "Enough is enough!! I give up." Thank you, thank you for your invaluable assistance on this matter.

William E. Bigler
Prosperity, S.C.

Credit where credit is due...

In the Winter '97 issue of *Enthusiast*, we forgot to give credit to Bob Freund and Jon Miller for photos of the Product Development Center. Their photos were courtesy of Flad & Associates. Sorry about that, guys.

Harley-Davidson® Strengthens Commitment to Buell®

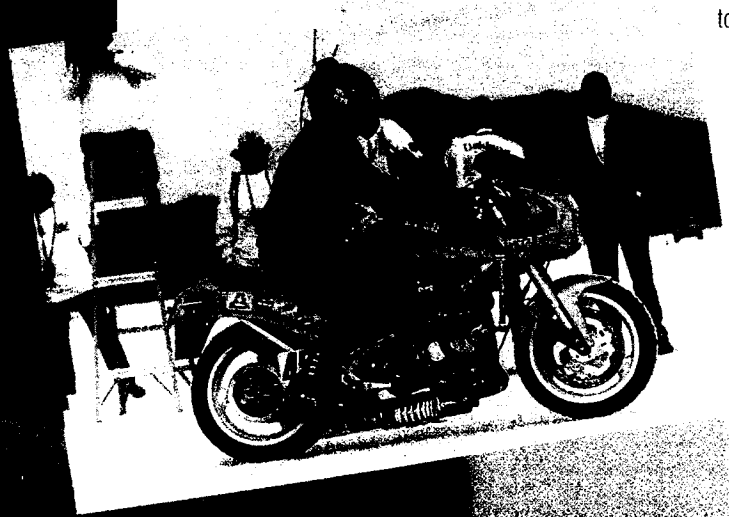
In late February, Harley-Davidson® showed an even stronger commitment to the Buell® Motorcycle Company by acquiring substantially all of Buell that it didn't already own.

Although Buell will remain a separate company, the acquisition provides the sportbike manufacturer an opportunity to take advantage of Harley's® resources and experience.

Jerry Wilke, President of Buell, who was on hand to celebrate the announcement, said the decision by Harley to purchase the remaining interest in Buell only underscores the relationship between the two companies.

"We don't want Lightnings® to start looking like Fat Boys®, or Fat Boys to start looking like Lightnings," Wilke says. "But, both companies have something to offer each other, making the future brighter for both Buell and Harley-Davidson."

Roger Roeszler has pushed his Buell race bike to more than 147 mph.



Europe Celebrates 95th Anniversary June 17-21

While Harley riders from around the United States, Canada and Mexico gather in Milwaukee for the 95th Anniversary Celebration, fellow enthusiasts in Europe will have a party of their own in scenic Faaker See, Austria, June 17-21.

Gateway rides from the United Kingdom, France, Switzerland, Scandinavia, Belgium, Germany, Spain, Italy and the Netherlands will lead to Faaker See, a beautiful lake nestled in the heart of the Carinthian countryside. The European Celebration will kick-off with a Poker Run on Thursday, June 18, followed by a Mystery Tour Rally (known in the U.S. as a "scavenger hunt") on Friday. On Friday evening, a "Bikers Only" party will be held for all those who have arrived at the Celebration on two wheels. On Saturday, expect records to be shattered as riders gather for what is hoped to be the biggest parade ever held in Europe, followed by a celebration concert and a special fashion show.

Excellent accommodations are available at hotels, guesthouses and campgrounds — for more information about lodging, check with your long distance operator to obtain an international access code and then call Frau Hintermann at the Carinthia Tourist Bureau at 43-4274-52100-44. For general 95th event or ticket information, phone your access code followed by 49-6105-284-238.

Rider Takes Buell Passion to Extremes

As a member of the XL/Buell® Product Team in Harley-Davidson's® Customer Service Department, Roger Roeszler shares his passion for Buell products with customers.

But, as a rider for the Buell Brothers racing team, Roeszler proves his passion out on the race course.

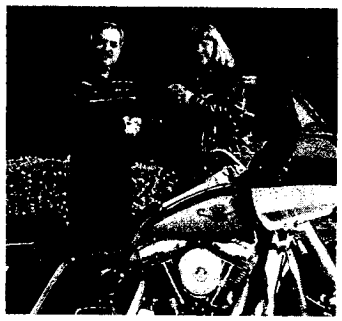
Recently, at the 49th Annual Bonneville Speed Week in Wendover, Utah, Roeszler helped the team set a new Production Pushrod world record of 144.575 mph with its Buell S-2 Thunderbolt, breaking its previous record of 142 mph.

More than 40 teams participate in the competition each year. The winning team is determined by averaging its three fastest runs. This year, the team's first run produced a qualifying pass of 145.444 mph, while its fastest pass was a blistering 147.819-mph streak across the salt flats.

National Open House Sweepstakes Winner Awarded Road Glide®

A year ago, Sherry Sandoval took delivery of her new Sportster® 1200 Custom from Harley-Davidson of Dallas.

Little did she knew that approximately six months later she would be taking delivery of another new Harley® — a 1998 95th Anniversary FLTRI Road Glide® — from the same dealership.



Out of more than 100,000 entries, Sherry Sandoval was picked the winner of a '98 FLTRI Road Glide®.

But, the difference is that she didn't order this one. Sandoval was chosen from a pool of more than 100,000 entries in Harley-Davidson's National Open House Sweepstakes held last October.

Each year, dealers from all over the country participate in the event, which is sponsored by the Motor Company. In addition to entering the national drawing to win a Harley, enthusiasts also get the chance to check out the latest bikes, parts, accessories and MotorClothes®.

Charity Run Benefits Children's Hospital

It might seem like an unusual place for a Harley® rally, but not to the more than 700 motorcyclists who gathered at C.S. Mott Children's Hospital in Ann Arbor, Mich., last fall after a 47-mile charity run.

The First Annual Motorcycle Charity Run, organized by Kaz Mamon, a longtime enthusiast and member of the local H.O.G.® Chapter, was created to help fund the educational needs of hospitalized children at Mott.

Each rider donated a minimum of $10 to take part in the ride from a nearby airport to the hospital. Overall, the event raised more than $15,000 for the hospital.

Dick Troll, a representative of Harley-Davidson's® Ann Arbor office, was on hand to present a check for $1,000 from the Harley-Davidson Foundation.

Mamon is busy organizing the Second Annual Motorcycle Charity Run scheduled for Oct. 3, 1998.

Museum, Ice Cream Parlor Complement Ohio Dealership

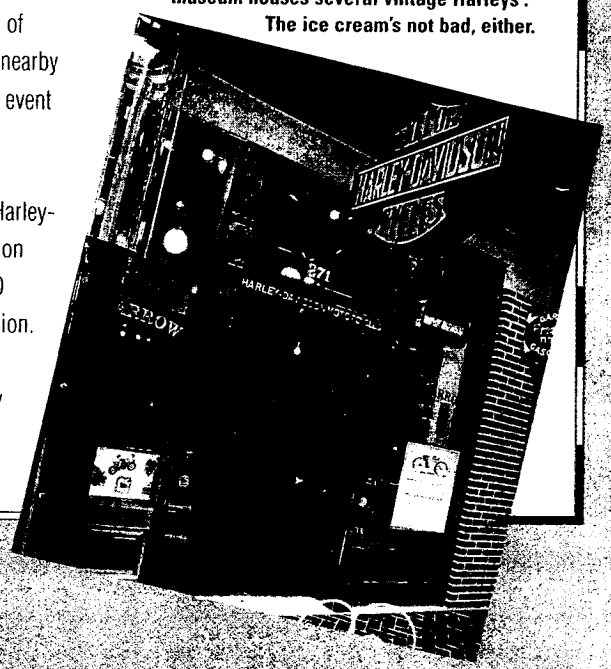
The A.D. Farrow Harley-Davidson dealership is one of the country's oldest, opening its doors in 1912. Located in downtown Columbus, Ohio, the dealership has long been a hot spot for local riders and enthusiasts.

To commemorate and preserve the dealership's history, a corner of the brick building's floor space has been transformed into a museum-like display that depicts A.D. Farrow's original dealership. It's filled with vintage Harley® motorcycles, parts and accessories.

There's also an ice cream parlor within the dealership that serves such treats as "Moo-Glide" milkshakes, "60-Weight" sundaes and "Side Car" banana splits.

The combination of vintage bikes and sumptuous refreshments makes A.D. Farrow Harley-Davidson a must for riders touring Ohio.

A.D. Farrow Harley-Davidson's in-store museum houses several vintage Harleys®. The ice cream's not bad, either.



Riders' Rights:

Helmet Bill Still Under Consideration in Pa.

As Congress was winding down its last sessions of the year for 1997, riders in Pennsylvania were very close to seeing a modification of the state's mandatory helmet law.

Senate Bill 279 was successfully amended on the House floor. It included a modification of the mandatory helmet law, which allows for the freedom of choice for riders 21 and older, who have two years of experience, or have completed a rider education course.

But, as it reached the Senate floor, the Senate Rules Committee had added several unrelated amendments, including one that allowed aftermarket window tinting for cars. Since nearly every law enforcement agency opposes window tinting, it should come as no surprise that the bill was killed by a vote of 27-22.

At press time, it appeared that the Senate had voted to send SB 279 back to the Senate Rules Committee, where the possibility exists to remove the window tinting amendment before being reconsidered.

Ironically, SB 279 is the only transportation bill still active in the state legislature, so state legislators may leverage this in order to address a wide range of other transportation issues.

Eye on Washington

Keeping a Watchful Eye on Environmental Regulations

As riders take to the roads this summer, there is an important national issue that might impact overall transportation in this country and perhaps the way we ride our bikes. The U.S. Environmental Protection Agency is heading an effort to greatly improve air quality standards. Last December, President Clinton joined the fight by initiating "Global Climate Change" in Kyoto, Japan. As the entire country awaits the specific EPA regulations, the transportation industry is holding its breath as well.

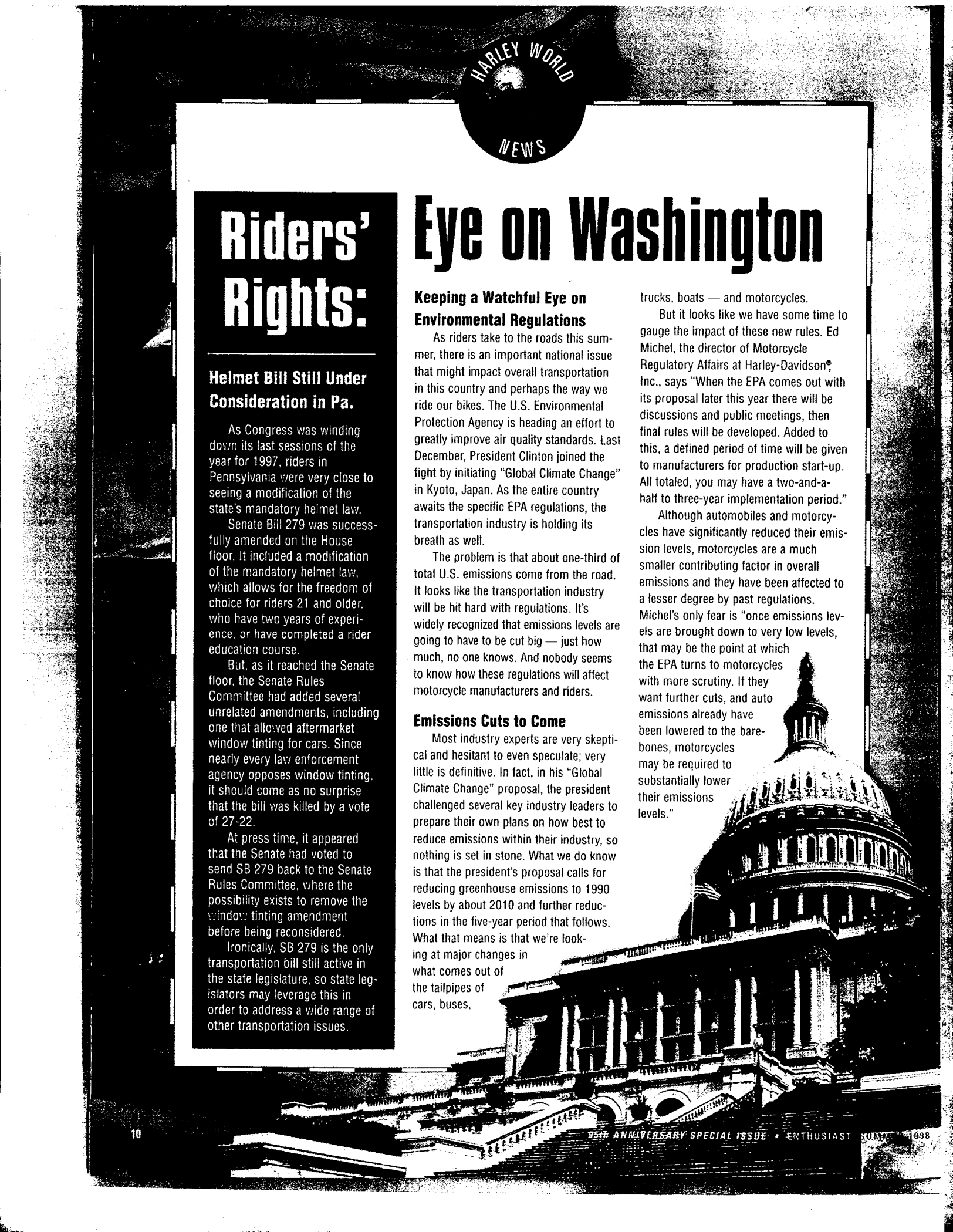
The problem is that about one-third of total U.S. emissions come from the road. It looks like the transportation industry will be hit hard with regulations. It's widely recognized that emissions levels are going to have to be cut big — just how much, no one knows. And nobody seems to know how these regulations will affect motorcycle manufacturers and riders.

Emissions Cuts to Come

Most industry experts are very skeptical and hesitant to even speculate; very little is definitive. In fact, in his "Global Climate Change" proposal, the president challenged several key industry leaders to prepare their own plans on how best to reduce emissions within their industry, so nothing is set in stone. What we do know is that the president's proposal calls for reducing greenhouse emissions to 1990 levels by about 2010 and further reductions in the five-year period that follows. What that means is that we're looking at major changes in what comes out of the tailpipes of cars, buses, trucks, boats — and motorcycles.

But it looks like we have some time to gauge the impact of these new rules. Ed Michel, the director of Motorcycle Regulatory Affairs at Harley-Davidson®, Inc., says "When the EPA comes out with its proposal later this year there will be discussions and public meetings, then final rules will be developed. Added to this, a defined period of time will be given to manufacturers for production start-up. All totaled, you may have a two-and-a-half to three-year implementation period."

Although automobiles and motorcycles have significantly reduced their emission levels, motorcycles are a much smaller contributing factor in overall emissions and they have been affected to a lesser degree by past regulations. Michel's only fear is "once emissions levels are brought down to very low levels, that may be the point at which the EPA turns to motorcycles with more scrutiny. If they want further cuts, and auto emissions already have been lowered to the bare-bones, motorcycles may be required to substantially lower their emissions levels."



Franklin Mint Collector Knives Presents

THE OFFICIAL

[redacted]®

COLLECTOR KNIFE
Heritage Softail® Classic™

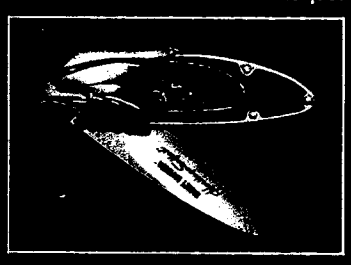
Shown actual size of 7 1/2" (19.05 cm).

Limited Edition. Accented in Sterling Silver. Capturing All the Awesome Power of Harley-Davidson's® World-Renowned Freedom Machine.

A minted medal, set into the reverse of the handle bears the emblem of Franklin Mint Collector Knives.

If any one motorcycle captures the spirit of Harley-Davidson, it is the powerful Heritage Softail® Classic. Bold, yet elegant. Defiant and free. Born to be wild. This sensational collector knife captures this legend of the open road as never before. With a full-color illustration of the magnificent Softail® Classic set off within a frame gleaming with accents of sterling silver. A stylized profile of Harley-Davidson's famous eagle emblem forms the bolster. And the distinctive Harley-Davidson logo appears in a handsome matte silver finish.

The stainless steel blade bears the name of the motorcycle. And the minted medal of Franklin Mint Collector Knives is also set into the handle. The entire edition is forever limited to just 45 casting days. Complete with its own padded and zippered case. Just $37.50. SATISFACTION GUARANTEED. If you wish to return any Franklin Mint purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.



A Limited Edition Collector Knife.
Please mail by July 31, 1998.

Franklin Mint Collector Knives
Franklin Center, PA 19091-0001

Please enter my order for THE OFFICIAL HARLEY-DAVIDSON® COLLECTOR KNIFE HERITAGE SOFTAIL® CLASSIC™

I need SEND NO MONEY NOW. I will be billed $37.50* when my knife is ready to be sent. *Limit: one knife per collector.*

**Plus my state sales tax and $3.95 for shipping and handling.*

SIGNATURE _____
ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

MR/MRS/MISS _____
PLEASE PRINT CLEARLY

ADDRESS _____ APT. # _____

CITY/STATE _____ ZIP _____

TELEPHONE # (_____) _____

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18692-42-001

THE FRANKLIN MINT

Built to Last Forever

Harley-Davidson's Juneau Avenue facility was designed to build motorcycles. It built the Motor Company's heritage, too

By Herbert Wagner

Visiting Harley-Davidson® at Juneau Avenue in Milwaukee is a heady experience. It's a motorcycle factory that's listed on the National Registry of Historic Places, and from outward appearances, it hasn't much changed in the past nine decades. In fact, standing near the red brick building is kind of like stepping back in time.

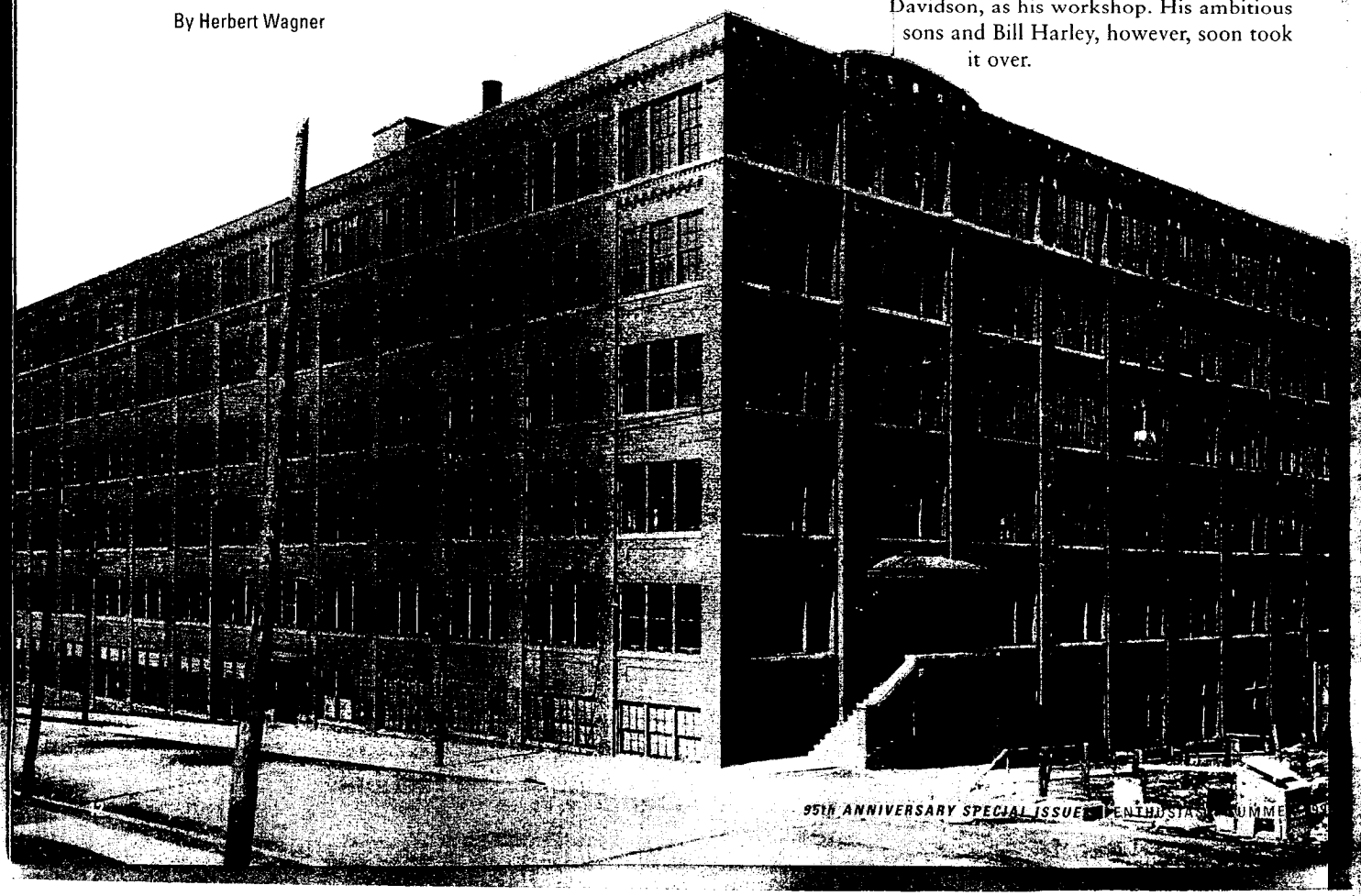
Hal Deckert, an 82-year-old retired Harley-Davidson test rider who's still in the saddle, was there to provide some color to our nostalgic tour.

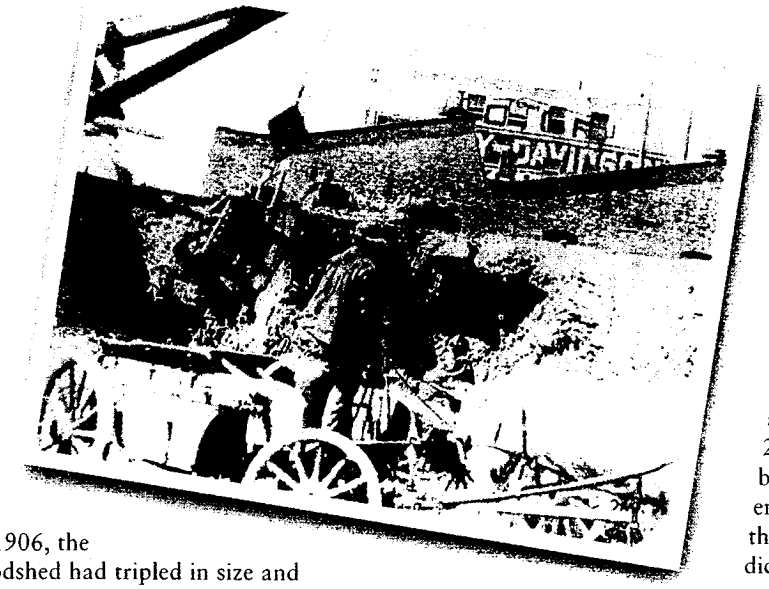
"When I started in 1936, they built the whole motorcycle here," he says. "Old-timers still called this Chestnut Street. Too bad this building can't talk."

Humble Beginnings

Harley-Davidson's Juneau Avenue complex stands as a monument to the grit, skill and dreams of the company's four founders. But no one could have predicted such rapid growth in 1901, when Bill Harley and Arthur Davidson began their first motor building experiments on Henry Melk's lathe. (By the way, Henry's house still stands, the lathe still exists and his grandson still uses it.)

Walter Davidson joined his brother and Bill Harley in 1903 when they moved operations to the Davidson family backyard on the southwest corner of 38th Street and Highland Boulevard in Milwaukee. Their first "factory" was in a woodshed built by their father, William C. Davidson, as his workshop. His ambitious sons and Bill Harley, however, soon took it over.





Construction photos were published in *The Dealer*, a publication for Harley-Davidson dealers, so that they could follow the Motor Company's progress.

By 1906, the woodshed had tripled in size and contained a drill press, lathe and a few men building Harley-Davidson motorcycles. Demand for reliable machines soon outgrew the humble shop.

The Motor Company was incorporated in 1907, and Bill Davidson left his job as tool room foreman at the West Milwaukee Railshops to devote all of his energies to the burgeoning business.

"We need more room," Walter Davidson said, initiating the purchase of land on which the present factory stands.

The lot was a block up 38th Street on the north side of Chestnut Street, known today as Juneau Avenue. Just east of the intersection, a 20-by-60-foot, one-story wooden structure was built.

Growth came quickly. By early 1908, the wooden factory had been spruced up and enlarged with a second story. Later that year, a two-story, 40-by-60-foot brick addition was added to the building's west side. By 1909, the wooden section was faced with brick and a 90-by-120-foot brick addition was constructed on the factory's east side to house new automatic machinery.

Harley-Davidson now occupied attractive premises with 150 feet of frontage along Chestnut Street. It was built of the same buff-colored brick that gave old Milwaukee the nickname "Cream City." The Harley-Davidson plant also earned a nickname — the "Yellow Brick Factory." Harley-Davidson's officers believed this facility would meet their needs for several years. They were wrong.

Orders poured in. Production jumped from 450 in 1908 to 1,150 in 1909. Packing and crating of the motorcycles was done on the street. Even the old woodshed was pressed back into service. A crossroads had been reached. Would Harley-Davidson remain a modest operator, or expand to meet the demand for its rugged motorcycles?

'Build to the East'

In February 1910, the founders of Harley-Davidson laid the basis of the modern company when land was purchased west of the yellow brick factory and Arthur Davidson announced, "We will soon start on a new building."

Plans called for a five-story factory. The new 65-by-66-foot building would be constructed of fireproof, steel-reinforced concrete and faced with dark red brick. The planned 22,000 square feet of floor space would double the size of the former factory, while the ends would contain removable tile walls so that additions could be made as future growth dictated.

In June of 1910, Bill Harley and the Davidsons lined up for a photograph next to the yellow brick factory. Afterward, ground was broken on the spot for the new $20,000 structure.

This first section of the present "red brick factory" was west of 38th Street, where it dead-ends at Chestnut. It towered over the smaller yellow brick structure when it was finished in late 1910. That November, the founders authorized a second brick addition on the west side of the new plant. This 127-by-66-foot, five-story structure was finished in early 1911.

With these new buildings, production jumped in 1911 to 5,600. But even this didn't satisfy demand. The founders now turned their gaze east of the yellow brick factory for further expansion. There, along Chestnut, between 37th and 38th Streets, stood a private residence, Buchman's door factory and Erdman Bros. stone yard. These properties were acquired and curt orders given: "Build...to the east and as soon as practicable."

The east building was Harley-Davidson's biggest during this period. As designed by W.P. Hirschberg, it was

Continued on page 14

Horse-drawn wagons were used to carry away dirt from the building site.

Built to Last Forever

Continued from page 13

L-shaped to fit the property and to admit natural light into the structure. Its frontage along Chestnut was 130 feet, with 175 feet on 37th Street.

It contained a deep "sub" basement to provide future at-grade rail access. With 90,000 square feet and five floors, this addition more than doubled the floor space of all previous buildings combined.

Construction began in March, 1912. Dynamite was used to break the frozen ground. Then, horse-drawn wagons hauled away 8,000 yards of dirt dug by Henry Wussow's steam shovel. On May 14, Meyer Construction Company began pouring concrete.

An immense quantity of material was used. More than 700 freight car loads fed the concrete mixer. In just 75 days, Meyer's crew constructed and placed wooden forms, put in 500,000 pounds of steel reinforcement, then mixed, poured and tamped 28 million pounds of concrete.

In 1912, reinforced concrete was still new, but quickly gaining favor. By contrast, the yellow brick factory was of simple wood, brick and mortar construction.

On Aug. 1, the fifth floor was poured. A Christmas tree was hoisted atop the structure, signaling to company president Walter Davidson that the concrete work was done, thereby entitling Meyer's crew to free beer.

With the concrete framework finished, Edward Steigerwald's masons rushed in to face the building with some 390,000 red bricks. At the same time, shafting, pulleys and machinery were installed. Departments on the lower floors were operating before the top floors were even completely bricked.

Room to Turn Around

Before the big east building was done, Harley-Davidson had already outgrown it. That autumn, yet another addition began. Local experts called them crazy for attempting two buildings in one season, yet orders were begging for more bikes to be built.

The morning of Sept. 7, 1912, saw the offices of Harley-Davidson move into the east building. Business was conducted "en route." Then, a demolition crew attacked the yellow brick factory.

Once again, Arnold Meyer urged his crew to greater exertions. The latest addition contained 32,640 square feet of floor space with a frontage on Chestnut of 64 feet and extending 85 feet back to the railroad tracks.

Work was pushed into nights under arc lights. Arnold Meyer boasted that his men could erect a floor a week. This pace was necessary not only to beat the season, but also to collect a $150 per day bonus for finishing early.

As concrete pillars rose skyward, workers in the east building watched the large Bar & Shield® emblem on the west factory vanish behind the new construction. On Nov. 18, concrete work was finished, and Meyer's crew collected an $1,800 bonus.

During 1912, Harley-Davidson added 122,640 square feet of floor space, giving them a factory of 199,350 square feet.

"We expect to have enough room in the factory to turn around in without going outside to do it," remarked one employee.

But they still weren't satisfied. "Before the frost is out next spring," the company announced, "we will begin another large factory addition."

Harley-Davidson now had so many additions that keeping track of them was difficult. A numbering system was therefore devised.

Factories No. 1 and No. 2 were referred to as the woodshed and yellow brick structures. No. 3 and No. 4 were the connected red brick plants on the west end of the property.

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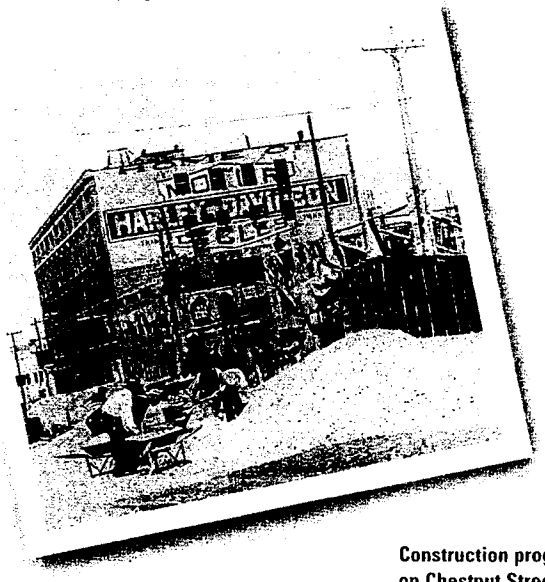


Construction progresses on Chestnut Street. By the mid-1920's, Harley-Davidson outgrew its surrounding neighborhood and Chestnut Street disappeared from local maps.

THE ROAD IS CALLING.

Ameritech Cellular is a registered trademark of Ameritech Corporation.

1903 95 1998

The king of cellular wishes the king of the road a happy 95th.

Ameritech Cellular is the official wireless sponsor of the Harley-Davidson® 95th Anniversary.

Ameritech

In a world of technology,
people make the difference.

Continued from page 14

No. 5 was the big east building facing 37th Street. No. 6 occupied the site of the yellow brick factory and was attached to No. 3. Factory No. 7 was a building Harley-Davidson occupied on Clinton and Oregon streets. And No. 8 was the new building planned to replace the sawtooth machine shop.

In the spring of 1913, the last gap along Chestnut Street was closed with red brick. In April, the yellow brick sawtooth was razed. Its replacement would run 90 feet along Chestnut with a depth of 64 feet.

Originally planned with five stories, Harley-Davidson decided to give it a sixth floor. To add yet more room, the elevator was relocated outside the north wall. Total floor area was 40,320 square feet. When completed, factory No. 8 contained a hospital room and photographer's studio.

With the completion of No. 8 in the fall of 1913, and a 6th floor added to No. 5 in 1914, Harley-Davidson possessed 300,000 square feet of floor space under one roof.

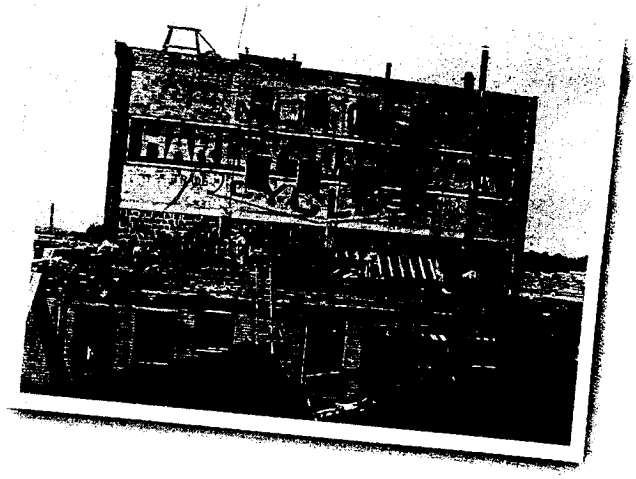
Experts declared the factory "perfect," a plant where "comfort and production shake hands."

Visitors declared they had never seen a safer or better-organized factory. Walter Davidson remarked, "With the completion of factory No. 8, we obtain a unit plant of maximum manufacturing efficiency."

The various sections of the red brick factory now merged into a single 476-foot-long building along Chestnut Street.

With partition walls removed, workers could move freely throughout the plant. To the casual observer, the Juneau Avenue factory appeared built as a single unit — Chestnut Street having disappeared from maps in 1926.

This ended Harley-Davidson's first great era of expansion. Construction after World War I was around the corner on 38th Street. While this future "south" complex would again double the factory's size, it did not inspire the expansion fever dominating earlier construction.



Company President Walter Davidson could quit "camping" on the trail of architects and contractors and go back to what he knew best — building motorcycles.

Nobody took a bow. They were too busy. But between 1903 and 1914, the founders of Harley-Davidson had transformed a literal backyard operation into a powerful, world-class manufacturing operation.

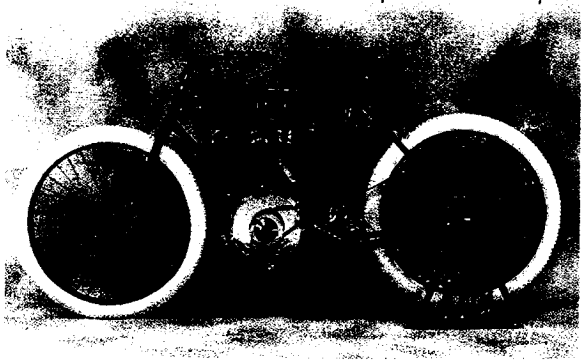
Meyer's concrete engineer put it best in 1912 when he boasted, "Reinforced concrete is a wonderful thing. The aqueducts built by the Romans stand as proof. The buildings of the Harley-Davidson Motor Co. are built to last forever."

Indeed, as long as there is a Bar & Shield logo, there will be a Juneau Avenue.

Harley® No. 1

by Amy Bishop

From the Sportster®to the Low Rider®, Harley-Davidson®motorcycles have held a special place in the lives of motorcycle enthusiasts for the better part of a century.



None, however, may evoke such reverence as the carefully restored Harley® displayed in a glass case in the Juneau Avenue lobby.

The Serial Number One motorcycle was originally built as a high-performance racing vehicle in 1903/1904. Early speculation was that the bike had changed hands several times before being reacquired by Harley-Davidson.

The Harley-Davidson Archives recently restored the bike for Harley-Davidson when new information indicated that an earlier restoration was not correct.

Although Harley-Davidson has displayed the motorcycle for years, Serial Number One had to be restored to what it looked like when it rolled out of the factory shed shortly after the turn of the century. The motorcycle, which might appear to look like a regular bicycle except for its motor, had been modified during the years and its history finally has been solved.

Eventually, the folks at Harley-Davidson concluded that the model never really left company hands and was updated in 1915 to reflect what regular production motorcycles looked like.

Finally restored to its original appearance, this rarest of all Harley-Davidson motorcycles stands as a testament to how much and how little things have changed.

Win a Ram Eight-Wheeler.

Dodge is proud to be the Official Truck and Ride Sponsor of the Harley-Davidson 95th Anniversary. So proud that we've teamed up with Harley-Davidson to bring you a sweepstakes that's "you know what kind of" heaven. Test-drive any new Dodge on four wheels. And while you're there, enter to win eight-wheels—a special edition Dodge Ram and Harley, *plus* a trailer. Fill out the coupon below. And ride on over to your nearest participating Dodge Dealer.

1) Eligibility: Open only to residents of the U.S. (excluding Puerto Rico) who, as of June 1, 1998, are licensed drivers, 21 years or older. Employees of Chrysler Corporation, Harley-Davidson, Inc., participating retailers, their affiliates, subsidiaries, advertising and promotion agencies and immediate family members and/or those living in the same household of each are not eligible. Void where prohibited by law. Winner may make no substitution or transfer of prize. All federal, state and local taxes are the sole responsibility of winner. All federal, state and local laws and regulations apply. 2) Random Drawing: One winner will be selected in a random drawing to be held on or about 8/10/98 from among all eligible entries received by D.E. Blair, Inc., an independent judging organization whose decisions are final. Winner will be notified by mail. Odds of winning will depend upon the total number of eligible entries received. 3) Prize: One Grand Prize – A Special Edition Dodge Ram Harley-Davidson 95th Anniversary truck, plus a Harley-Davidson® XL™ 1200C Sportster® motorcycle and a bike trailer (approximate retail value, $46,000). Prize includes only those items specifically listed as part of the prize. 4) General Rules: Open only to U.S. residents who, as of June 1, 1998, are licensed drivers, 21 years or older. Employees of Chrysler Corporation, Harley-Davidson, Inc., participating retailers, their affiliates, subsidiaries, advertising and promotion agencies and immediate family members and/or those living in the same household of each are not eligible. Void where prohibited by law. Winner may make no substitution or transfer of prize. All federal, state and local taxes are the sole responsibility of winner. All federal, state and local laws and regulations apply. 2) Random Drawing: One winner will be selected in a random drawing to be held on or about 8/10/98 from among all eligible entries received by D.E. Blair, Inc., an independent judging organization whose decisions are final. Winner will be notified by mail. Odds of winning will depend upon the total number of eligible entries received. 3) Prize: One Grand Prize – A Special Edition Dodge Ram Harley-Davidson 95th Anniversary truck, plus a Harley-Davidson® XL™ 1200C Sportster® motorcycle and a bike trailer (approximate retail value, $46,000). Prize includes only those items specifically listed as part of the prize. 4) General Rules: Open only to U.S. residents who, as of June 1, 1998, are licensed drivers, 21 years or older. Employees of Chrysler Corporation, Harley-Davidson, Inc., participating retailers, their affiliates, subsidiaries, advertising and promotion agencies and immediate family members and/or those living in the same household of each are not eligible. Void where prohibited by law. Winner may make no substitution or transfer of prize. All federal, state and local taxes are the sole responsibility of winner. All federal, state and local laws and regulations apply. 5) To enter: Complete official entry form or 3" x 5" piece of paper and mail to: Dodge/Harley-Davidson Sweepstakes, P.O. Box 5074, Blair, NE 68009-5074. Limit one entry per envelope. Mechanically reproduced entries (computer-generated, facsimiles, etc.) will not be accepted. Entries must be received by 8/10/98. 6) Odds: Odds of winning depend on the total number of eligible entries received. 7) Limit: One prize per person. 8) Taxes: All federal, state and local taxes are the sole responsibility of winner. 9) Winners List: For a winners list, send a separate, stamped, self-addressed (#10) envelope to: Dodge/Harley-Davidson Winner, P.O. Box 5074, Blair, NE 68009-5074, to be received by 8/10/98.

Name _____

Address _____ *Apt. #* _____

City/State _____ *ZIP* _____

Telephone Numbers: Daytime ( ) _____ *Evening* ( ) _____

Dealer/Signature/Verification _____

95TH

95th Anniversary Reunion

It won't be a party without you

Ninety-five years is a long time, no matter how you look at it. There were just 45 states in the U.S. when the Founders launched the Motor Company in 1903 — Oklahoma, New Mexico, Arizona, Alaska and Hawaii were still territories.

Since 1903, two world wars have erupted, man has walked on the moon, and many of the muddy ruts that passed for roads back then have been replaced by ribbons of asphalt. All that time, however, Harley-Davidson® has manufactured motorcycles in Milwaukee, Wisconsin. This summer, that heritage will be celebrated.

Officially, the 95th Anniversary Reunion takes place on Saturday, June 13 at Henry W. Maier Festival Park (Summerfest Grounds) in Milwaukee. Only those who've purchased 95th Anniversary Reunion tickets will be admitted to the grounds.

The 90-acre Summerfest grounds will offer live entertainment on nine stages and food from more than 40 restaurants. Ticket holders will enjoy the day wandering the grounds, listening to everything from classic rock to blues to country music and sampling the best food found anywhere.

Reunion activities will include numerous MDA fund-raising activities, including a raffle where you'll have a chance to win a 95th Anniversary commemorative Dodge Ram Truck. There's also a Hole-in-One contest that features three great prizes — a 95th Anniversary commemorative Four Winns boat, a $3,000 H-D VISA Chrome Card shopping spree, and round trip tickets courtesy of Midwest Express, the official airline of the 95th Anniversary.

Almost Free Activities

For those without a Reunion ticket, a 95th Anniversary Celebration will be held at Veteran's Park, which is within walking distance from the Summerfest Grounds. Activities at Veteran's Park are free and will include local and national entertainment, displays, stunt team and aquatic demonstrations, the *Journal Sentinel* Children's Area and Stage, MDA fund-raising events, merchandise sales, refreshments and more.

Additionally, Milwaukee is hosting a variety of events surrounding the 95th Anniversary Reunion that are either free or darn close to it. "Block parties," for example, are planned for the week leading up to the Reunion. Block parties, held in some of Milwaukee's most historic districts, will offer diverse activities, including live music, street dances, barbecues, historic walking tours and more.

There's even an exhibit of out-of-the-mainstream Harley-Davidson Motorcycles planned for the Milwaukee Public Museum and sponsored by Harley-Davidson. The museum is located downtown.

Finding Your Way

On the next few pages, you'll find maps and information that will help guide you through the myriad of activities leading up to and celebrating the 95th, including the Reunion parade. Prior to departure, you can call the 95th Anniversary Reunion Information Hotline, courtesy of AT&T, at 1-800-843-95TH for the latest information, or check out the 95th Anniversary section of Harley-Davidson's website, sponsored by IBM: **www.harley-davidson.com**

Once in Milwaukee, several published guides will point you in the right direction:

The ***Bikers' Guide to Milwaukee*** is published by the Greater Milwaukee Convention and Visitors Bureau and provides event information, as well as tips and discounts on shopping, dining, lodging and other Milwaukee-area events and points of interest. Also, the ***Bikers' Guide*** offers information on the numerous special events for riders in addition to the Reunion. Ask for the *Guide* at hotels, Harley-Davidson facilities or local dealerships.

A ***Reunion Activities Guide*** will be distributed at the Summerfest Grounds, and will provide a lowdown on all that is taking place on Saturday, June 13.

For H.O.G.® members, the ***Official Rally Guide*** will be distributed at State Fair Park and includes all necessary information for H.O.G.'s 15th Anniversary Rally. It precedes the 95th Anniversary Reunion, and takes place Wednesday, June 10, through Friday, June 12.

There will be plenty of activities, and you won't want to miss out on one of the biggest parties ever thrown.

Note: All dates, times and events are subject to change.

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95th

This Way to Milwaukee

Anniversary Reunion rides for MDA bring enthusiasts together

As parties go, the 95th Anniversary Reunion will be the biggest the heartland has seen in a long time. Tens of thousands of motorcycles and enthusiasts will converge on Milwaukee from all points of the map.

Five organized routes from all corners of the United States, plus routes in Canada and Mexico, will give riders the opportunity to share in the camaraderie of fellow enthusiasts as they proceed toward Milwaukee. Additionally, the fun and excitement of a cross-country ride benefits the Muscular Dystrophy Association (MDA), as the ride will serve as a fund-raiser for the organization. Harley-Davidson® hopes to raise $1.5 million for MDA.

Each leg of the trip will cover approximately 300 miles, with a Nightcap Party held at select destinations along the route. Nightcap Parties are Harley-Davidson sponsored fund-raising events that give riders the chance to show off their bikes and mingle with local residents.

Here's a rundown of the Routes, the Kick-Off Party and Nightcap Party locations:

Northwest

On June 3, Kick-Off festivities begin at the scenic Riverfront Park in Spokane, Wash. at 8 a.m., with departure set for 10 a.m. After a full day of riding, an overnight stay in Missoula, Mont. is planned. On June 4, the ride route takes you through Bozeman, Mont., and on June 5, you'll be cruising through Sheridan, Wyo.

The next day, the route stops on historic Main Street in downtown Deadwood, S.D., for an official Harley-Davidson Nightcap Party from 2-10 p.m. On June 7, the ride route continues through Sioux Falls, S.D., and on the 8th, you'll wind up in Riverside Park in La Crosse, Wisc., for another official Harley-Davidson Nightcap Party from 2-10 p.m.

On June 9, you'll arrive home to Milwaukee for Harley-Davidson's 95th Anniversary Reunion.

Southwest

A Kick-Off Party begins at 8 a.m. on June 2, at Harley-Davidson Riverside. Ride departure is scheduled for 10 a.m. An overnight stay in Kingman, Ariz., is planned. The next day, you'll find yourself and the caravan of other riders coasting through Flagstaff, Ariz.

On June 4, the ride route stops at the Civic Plaza in downtown Albuquerque, N.M., for an official Harley-Davidson Nightcap Party from 4-10 p.m. The next day the ride continues through Colorado Springs, Colo. To make sure you'll be plenty rested for the 95th, an overnight stay in Hays, Kan. is planned for June 6.

June 7 is filled with riding and the opportunity to see Harley-Davidson up close and personal with the Open House and Nightcap Party from 1-7 p.m. at Harley-Davidson's Kansas City Plant. On June 8, the ride route takes you through Davenport, Iowa.

You'll arrive home to Milwaukee on June 9.

Central

Here, the V-Twins rumble at the Kick-Off Party at the Texas Motor Speedway on June 5 in Ft. Worth, Texas, beginning at 8 a.m. Ride departure is scheduled for 10 a.m. After a full day of riding, an overnight stay in Oklahoma City, Okla. is planned.

On June 6, the ride route takes you through Springfield, Mo., and the next day the route makes a stop at the Laclede's Landing in St. Louis, Mo., from 2-10 p.m. for an official Harley-Davidson Nightcap Party. On June 8, the ride route takes you through Bloomington, Ill.

The next day, as you cross the Wisconsin state line, it's a quick ride into Milwaukee.

Southeast

Celebrate Harley-Davidson heritage with Mickey Mouse beginning at 9 a.m. on June 5 at Pleasure Island, located within Walt Disney World, Lake Buena Vista, Fla. Ride departure is set for 11 a.m. After a full day of riding, an overnight stay in Tallahassee, Fla., is planned.

The next day, the ride route takes you through Montgomery, Ala., and, on June 7, the route stops at the Riverfront Park in Nashville, Tenn., for an official Harley-Davidson Nightcap Party from 3-10 p.m.

On the morning of June 8, you'll head to Indianapolis, Ind., and on June 9, you'll learn that all roads do seem to lead to Milwaukee as you arrive for Harley-Davidson's 95th Anniversary Reunion.

Northeast

The ride home begins with a Kick-Off Party on June 4 at Harley-Davidson's York Plant, in York, Pa., from 5-9 p.m. The ride departure is planned for 8 a.m., June 5, with an overnight stay in Cleveland.

On June 6, the ride route stops at the Michigan State Fairgrounds in Detroit, Mich., from 2-10 p.m. for an official Harley Nightcap Party. After a night of camaraderie with your Harley-Davidson friends, the next morning you'll head north toward Mackinaw City, Mich.

The ride route will stop for another official Harley-Davidson Nightcap Party at Lambeau Field Parking Lot in Green Bay, Wis., from 4-9 p.m. on June 8. The next day, you'll arrive in Milwaukee.

Mexico Route

A Kick-Off Party at the Sheraton Suites Santa Fe in Mexico City, Mexico, on May 31 launches this Mexican route. Departing on June 1, you'll find yourself cruising up Highway 85, from Mexico City to Ciudad Valles, where an overnight stay is planned.

The next day, the ride route continues on Highway 85 to Monterrey, where an overnight stay is planned. As you depart Monterrey on June 3, the ride route continues on Highway 85-35 to San Antonio, Texas, where another overnight stay is planned.

The next day, the ride route leaves San Antonio via Highway 35 toward Ft. Worth, where an overnight stay is scheduled. At this junction, you'll join the rest of the Harley-Davidson family in nearby Dallas, as you travel the Central Reunion Ride Route to Milwaukee.

Canadian Western (Southern) Route

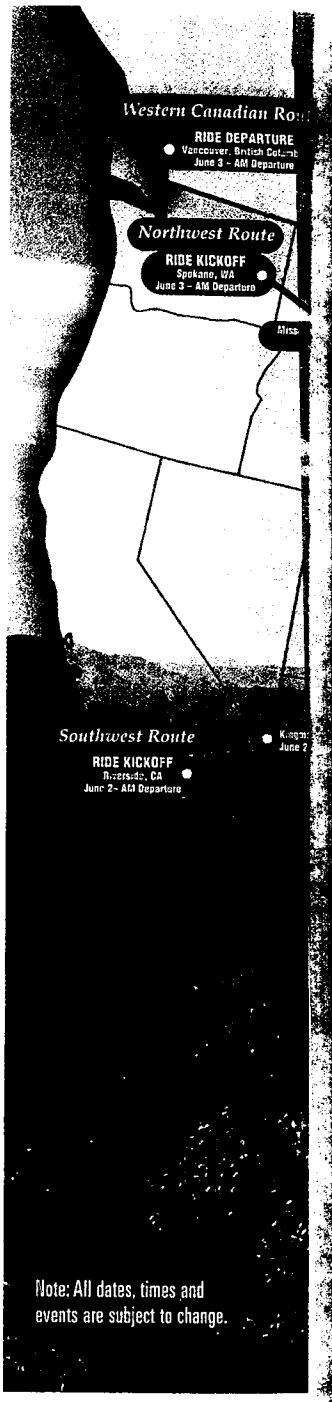
Gear up for the 95th Anniversary Reunion with a Pre-Party Kick-Off planned at the Trev Deeley Museum in Vancouver, B.C. from 6 -10 p.m. on June 2.

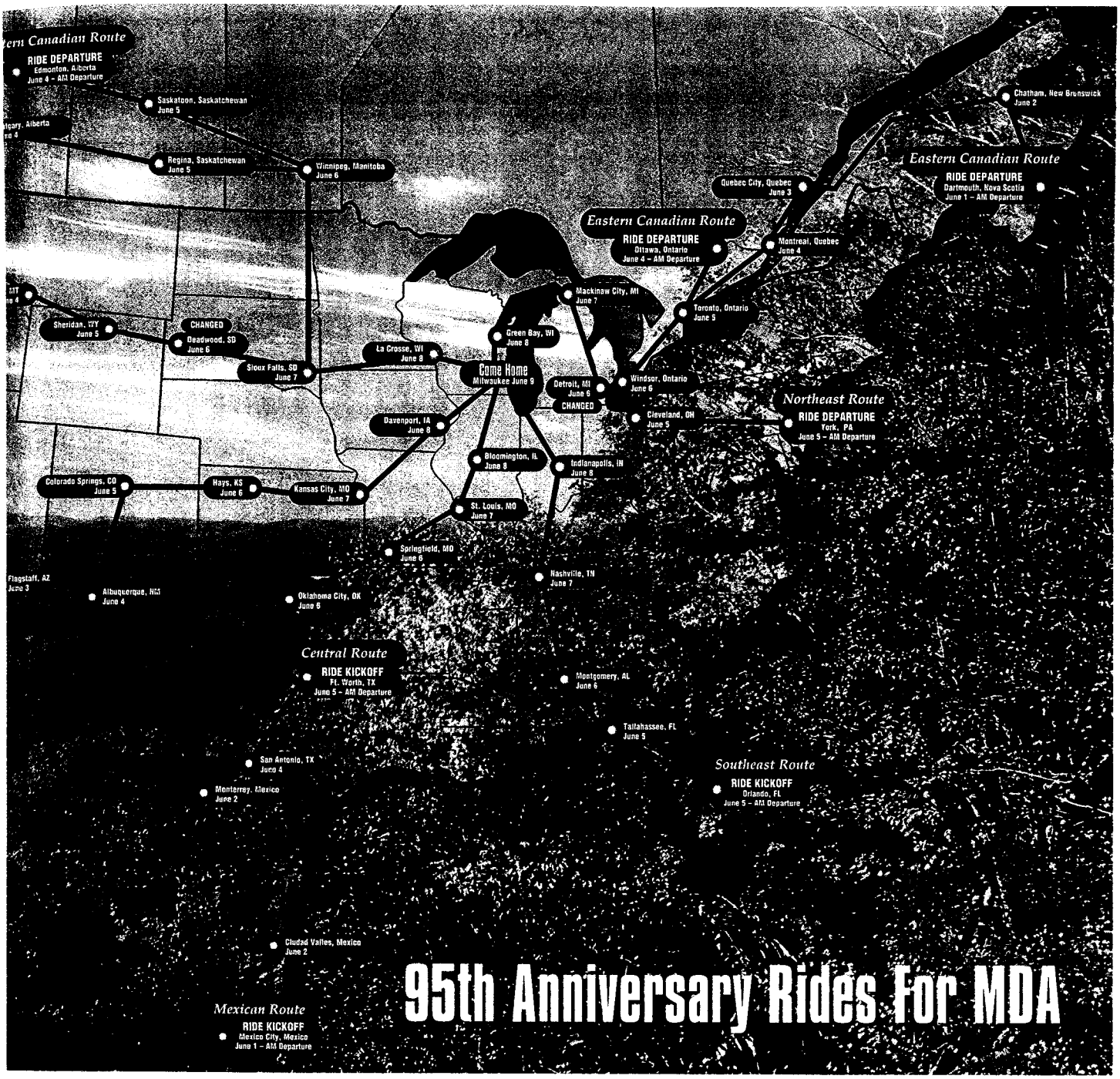
Leaving Trev Deeley's Motorcycles the next morning, the day's ride will take you to Kamloops, B.C., where you'll spend the evening.

On June 4, the ride route takes you through Golden, B.C. and on to Calgary, Alberta where an official H-D Nightcap is planned at Kane's Harley-Davidson.

After leaving Calgary on the morning of June 5, the ride route takes you through the towns of Medicine Hat and Swift Current, Saskatchewan and onto Regina, SK for an overnight stay. On June 6, the ride route continues through Brandon, Manitoba, then onto Winnipeg and Lonestar Harley-Davidson, where Nightcap activities await.

On June 7, the Canadian Southern and Northern Routes will continue their rides toward Milwaukee together, heading south into North Dakota. At Sioux Falls, South Dakota, the Canadian routes will joing the Northwest ride into Milwaukee.





95th Anniversary Rides For MDA

Canadian Western (Northern) Route

The ride starts with a Pre-Party Kick-Off MDAC Auction/Party at the Coast Hotel in Edmonton, Alberta on June 3, from 6-10 p.m.

On June 4, the ride departs from Heritage Harley-Davidson in Edmonton, cruising onto Redline Harley-Davidson in Saskatoon and an overnight stay.

On June 5, you'll ride through Minnedosa, Manitoba and onto Winnipeg, where you'll meet other enthusiasts for dinner from 6-8 p.m. at Lonestar Harley-Davidson. A Special Night Activity sponsored by H.O.G. of Canada and MDAC is planned after dinner.

On June 7, the ride route will leave Winnipeg with the Southern Route for Sioux Falls, S.D. and on to Milwaukee.

Canadian Eastern (Southern) Route

Harley-Davidson enthusiasts gather at Pro Cycle Harley-Davidson in Dartmouth, Nova Scotia, on May 31, from 6-10 p.m., for a Pre-Party Kick-Off MDAC Auction/Party. At 8 a.m. on June 1, the ride departs Pro Cycle for J.H. Stewart Harley-Davidson in Chatham, New Brunswick, and an overnight stay.

The next two days, you'll head toward Montreal, Quebec. On the night of June 3, dinner is planned from 6-8 p.m. at Moto International Harley-Davidson in Montreal, followed by a Special Night Activity sponsored by H.O.G. of Canada and MDAC.

After another two days of riding, the route comes to Toronto, Ontario, and Deeley Harley-Davidson Canada for a Special Activity. Later in the day, after the Canadian Northern and Southern Routes have joined, the ride stops for the night in London, Ontario.

The next day, the ride crosses at Windsor, Ontario, and joins the Northeastern Route in Detroit.

Canadian Eastern (Northern) Route

At Hurst Harley-Davidson in Ottawa, Ontario, on June 3, from 6-10 p.m., a Pre-Party Kick-Off MDAC Auction/Party is planned. Then, on June 4, the ride route departs from Hurst at 11 a.m. The day's ride will take you to Peterborough, for an overnight stay.

On June 5 the ride heads to Deeley Harley-Davidson Canada, for lunch and a Special Activity sponsored by H.O.G. of Canada and MDAC right after lunch.

At Deeley's the Northern and Southern Rides will join together, stopping overnight in London, Ontario. On June 6, the ride crosses into Detroit at Windsor, Ontario and joins the Northeastern Route.

95th

Harleys *on* Parade

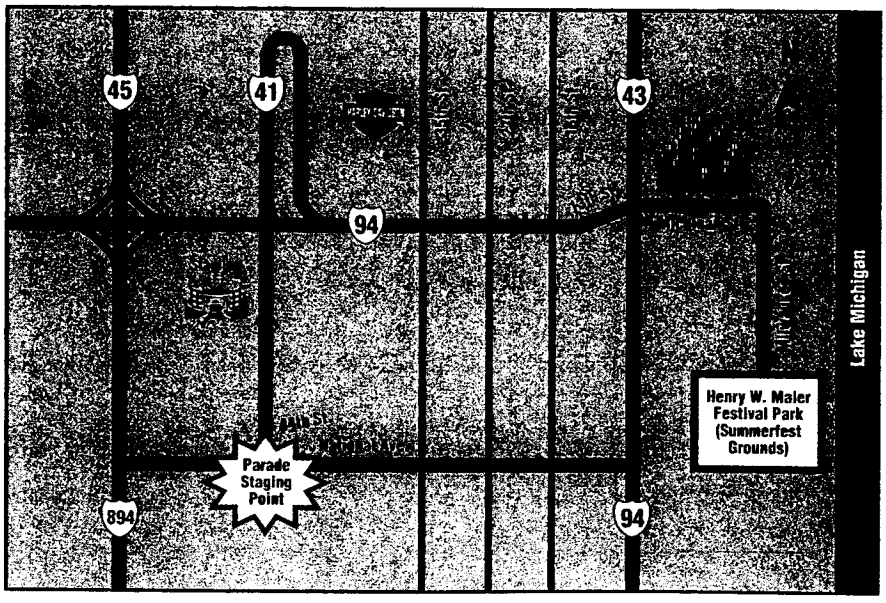
Highway send-off kick-starts Anniversary Reunion

It's not often that Wisconsin closes an Interstate for the Motor Company, or *anybody* for that matter. But the 95th Anniversary Reunion is a pretty special occasion.

On Saturday, June 13, a portion of Interstate 94 in Milwaukee will be closed to all but Harley-Davidson® riders, as Jay Leno and a host of Harley-Davidson executives and local government officials lead a parade of motorcycles to kick off the 95th Anniversary Reunion festivities. The parade will begin at 8 a.m. and rumble through downtown Milwaukee, culminating at the Henry W. Maier Festival Park, also known as the Summerfest grounds.

Space in the parade is limited and participation is on a first-come, first-served basis. Your best bet is to get to the staging area at 44th Street and National Avenue when staging begins at 5:30 a.m. Call 1-800-843-95TH for more information.

But, even if you don't get your Hog® in the procession, you can stake out a piece of sidewalk to watch the gleaming procession roll by. It promises to be a parade unlike any other.



Note: All dates, times and events are subject to change.

Juneau's Jumping

The Motor Company opens its doors for the Celebration

To celebrate its 95 years in the motorcycle building business and acknowledge the passion and loyalty of Harley riders, the Motor Company has planned several "open house" events starting Tuesday, June 9.

From plant tours to weddings, events in and around Harley-Davidson's Juneau Avenue headquarters are scheduled to include:

- At Juneau Avenue (3700 W. Juneau Ave.), activities each day will include a lunch-time cookout and wedding ceremonies. The original factory replica will be on display, too. Juneau Avenue activities run from 10 a.m. through 5 p.m., Tuesday through Friday.
- Pilgrim Road and Capitol Drive Powertrain Plant tours will be held from Tuesday, June 9 through Friday, June 12. Each plant will offer tours between 9 a.m. and 4 p.m. The Pilgrim Road plant is at Pilgrim Road and Highway 45 in Menomonee Falls, Wisconsin, while the Capitol Drive plant is located at the corner of 117th Street and Capitol Drive in Wauwatosa, Wisconsin.
- Harley-Davidson and Buell demonstration rides will be offered at Pilgrim Road from Wednesday, June 10 through Friday, June 12. The rides are available between 9 a.m. and 3 p.m. each day and you must have a valid motorcycle license to take one of the bikes for a ride.
- Convention Hall (also known as Mecca), in downtown Milwaukee, is the site for Harley-Davidson's indoor display of motorcycles, MotorClothes and Genuine Parts and Accessories. The Hall is open between noon and 8 p.m., Wednesday through Friday, and noon through 5 p.m. on Saturday.

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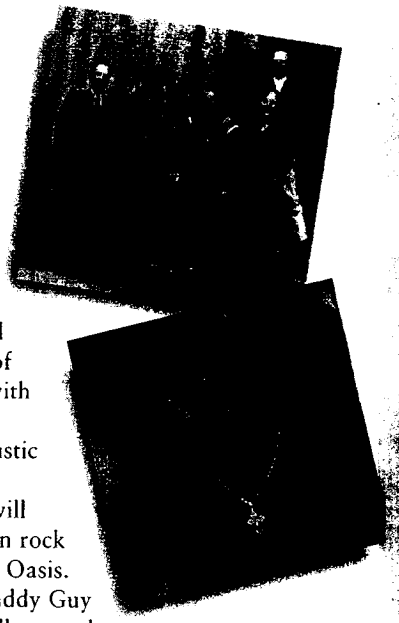
95th

Harley-Davidson®

is Proud to Present...



It wouldn't be a party without plenty of entertainment. And because Harley® riders are a diverse bunch, the live acts scheduled to perform represent a variety of musical backgrounds, including rock, country and blues.

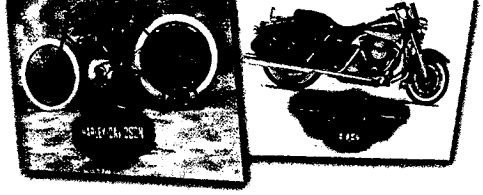
The expansive Henry W. Maier Festival Park (Summerfest grounds) provides plenty of room for live acts to perform. In fact, nine stages will be set up to accommodate the numerous bands and audiences. The best part is that admission to each performance is included with the purchase of a 95th Anniversary Reunion ticket.

Here's a look at the acts scheduled to perform on Saturday, June 13:

- Rock legend Cheap Trick will belt out classic hits on the Midwest Express Airlines/Buell Stage.
- For country fans, Tim McGraw will perform on the New Dodge Country & Bluegrass Stage.
- The Doobie Brothers and their down-home rock rhythms will take center stage at the Harley-Davidson Roadhouse.
- Leine's Lodge will present an evening of Saxes and Guitars with special guests Craig Chaquico and Acoustic Highway.
- Lynard Skynard will reach out to southern rock fans from the Miller Oasis.
- For blues fans, Buddy Guy and Koko Taylor will grace the Cycle World/Big Twin Rhythm and Blues Stage.
- For those who would rather laugh than dance, the Pepsi-Cola® Comedy Tent will offer a lineup of top-notch comedians performing throughout the day.
- Live musical acts will perform throughout the day at Veteran's Park. No ticket is required for entry to Veteran's Park.

For the latest information on entertainers scheduled to perform at the Reunion, call the event hotline at 1-800-843-95TH, brought to you by AT&T.

Ninety-Five Years in 3-D



Harley-Davidson's® founding fathers could never have imagined that the motorcycles and images they created would endure in the hearts and minds of people across the globe for 95 years.

We can almost be certain, though, that they would get a big kick out of the latest efforts from our friends in Great Britain. For a limited time, a four-color, 3-D lenticular image (or motion card if you're a Yank) will be available for purchase, and you can even get a sneak preview on the Harley-Davidson website.

The lenticular image features the original 1903 Harley-Davidson motorcycle in full 3-D glory, which amazingly "morphs" into a crisp and colorful 1998 95th Anniversary Road King®. Beneath the motorcycles, Harley-Davidson's most enduring image, the Bar & Shield®, morphs into the 95th Anniversary logo.

As an additional treat for all the Harley-Davidson enthusiasts who occasionally swap riding for surfing via the H-D website, the 3-D images will be viewable beginning on (you guessed it) June 13, 1998 at **www.harley-davidson.com**

For additional product information, write to H-D 3-D, 8 Chase Avenue, Walton Park, Milton Keynes, England MK7 7HQ.

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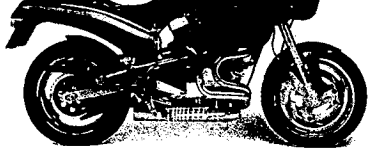
Just *for* Buells



Buell aficionados will revel in the events and displays created especially for these unique sport bikes. In addition to all the 95th Anniversary Reunion activities, Buell enthusiasts can also enjoy:

- East Troy plant tours, Tuesday, June 9 through Friday, June 12.
- Buell motorcycle raffle at Summerfest grounds, Saturday, June 13.
- Buell motorcycle display at Veteran's Park, Saturday, June 13.
- Buell race event in conjunction with the H.O.G.® rally, Wednesday, June 10.
- BattleTrax at Pilgrim Road, Thursday, June 11, and Friday, June 12. Demo rides Wednesday, June 10, through Friday, June 12.

To reach the Buell Plant in East Troy, ride Hwy 43 South out of Milwaukee. Take the "Hwy 120" exit, turning North. The first right is Buell Drive. You're there.

Note: All dates, times and events are subject to change.

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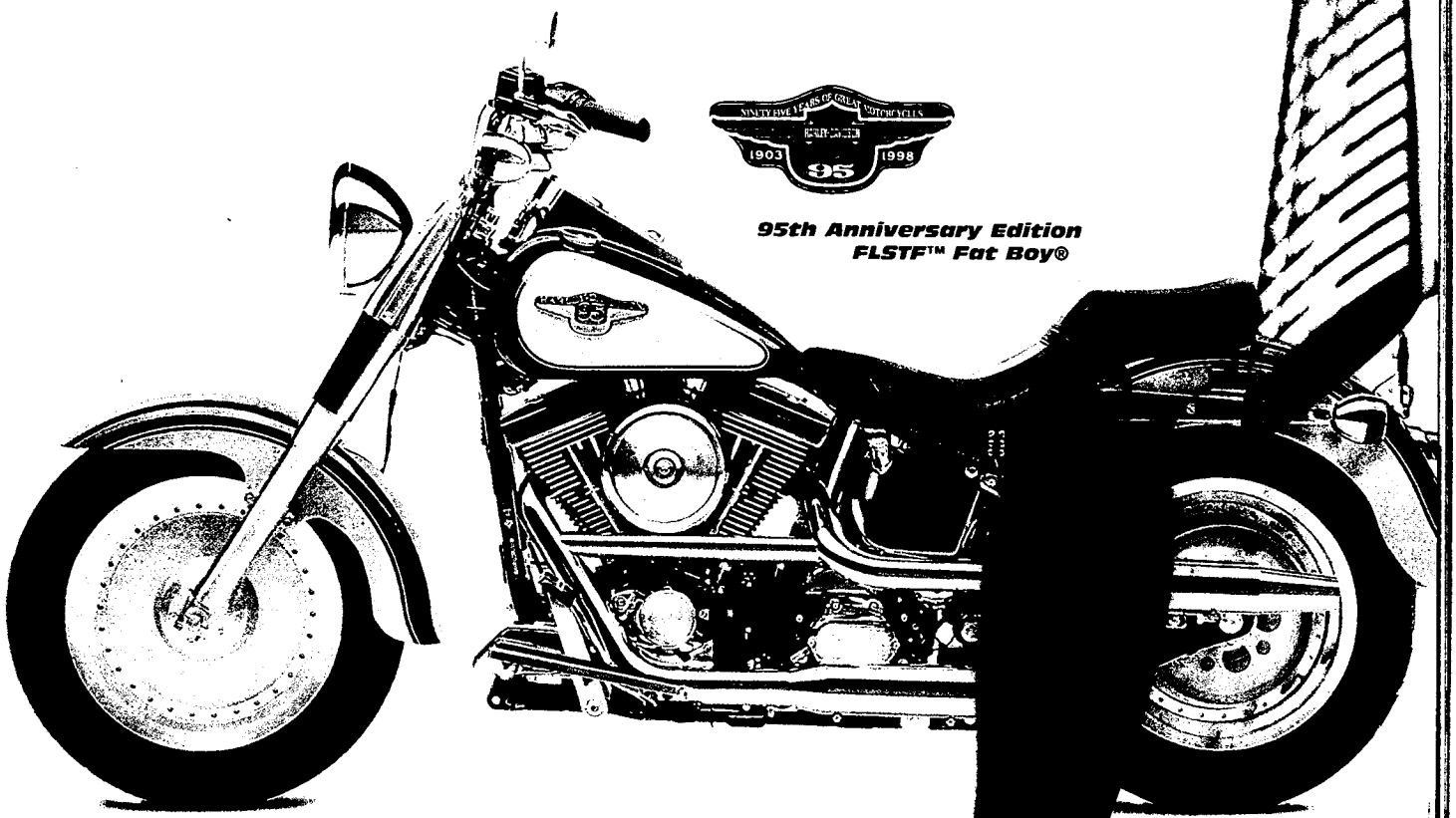

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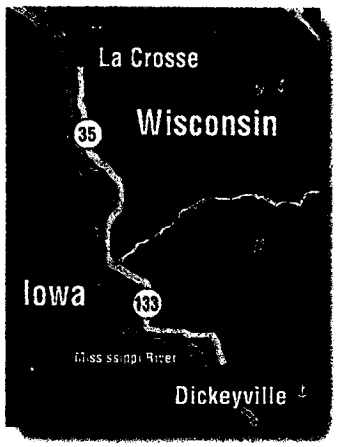
4 ROADS

Up North

by Kathy-jo Wargin
photography by Ed Wargin

Tours for those heading to or leaving from Milwaukee



Editor's note: Although every road this summer will seem to lead to Milwaukee, some are more scenic than others. This collection of tours provides riding ideas for those traveling to the Milwaukee area from distant points. None of these are direct routes to Milwaukee, but they are certainly worth the detour.

Wisconsin: Dickeyville to La Crosse

Wisconsin is a shining example of America's heartland: rolling hills and valleys; fertile, abundant farmland; and recreational hot spots as far as the eye can see. With more than 15,000 inland lakes surrounded by fresh, thick forests, and shorelines of two of the Great Lakes, this is a state for those who love the sound of the wind off the water, fog-filled mornings in the valleys, and adventure at every crossroad.

This 130-mile ride from Dickeyville to La Crosse follows a portion of one of America's most scenic and popular tours, The Great River Road Drive, and places you among towering yellow bluffs and long rolling prairies punctuated by rows of farmland.

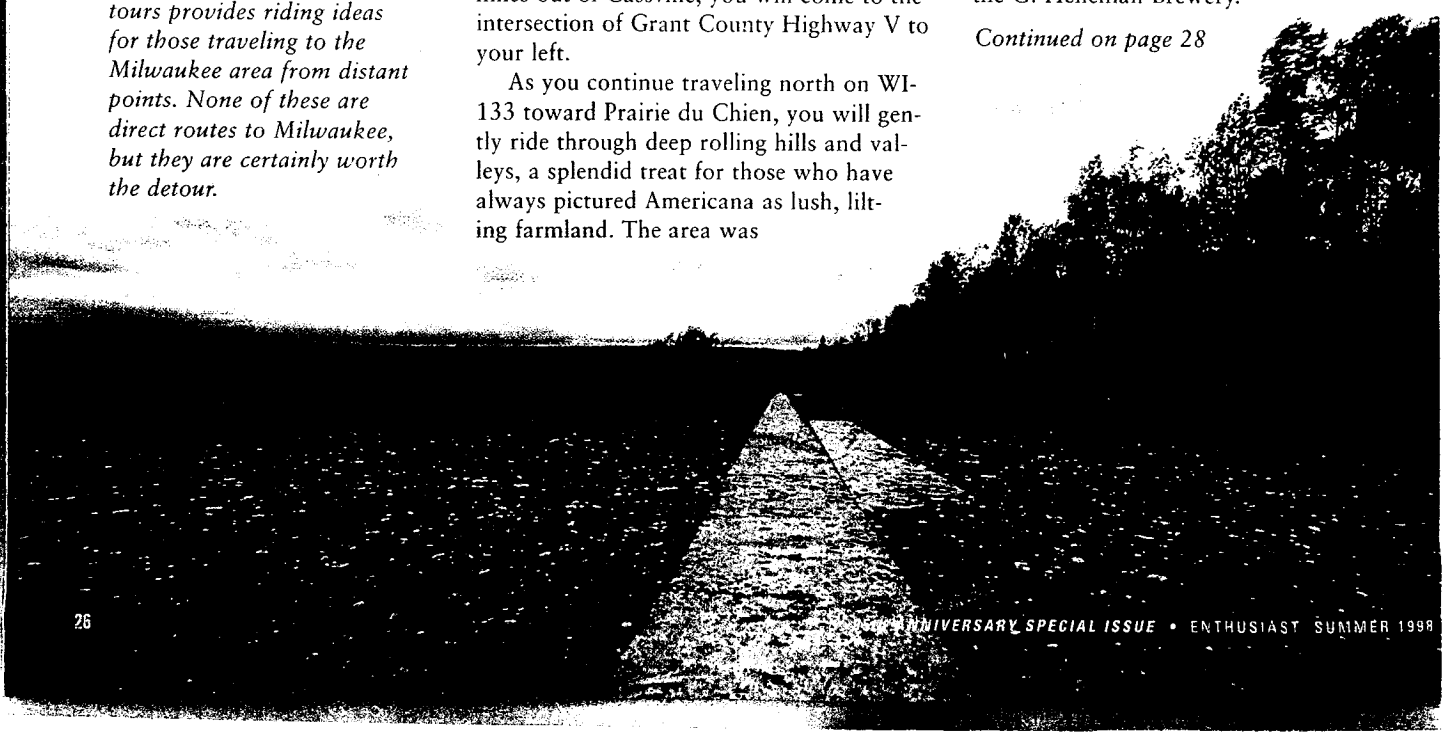
From Dickeyville, take WI-35 northwest to the town of Potosi, then follow WI-133 north toward Cassville. Approximately eight miles out of Cassville, you will come to the intersection of Grant County Highway V to your left.

As you continue traveling north on WI-133 toward Prairie du Chien, you will gently ride through deep rolling hills and valleys, a splendid treat for those who have always pictured Americana as lush, lilting farmland. The area was named for a great Fox Indian chief, whose name translated from French, means "prairie of the dog."

What you may notice about this area is the myriad of side roads leading off to your right. These winding country roads will lead you to the top of the hillside, where you can view the farmland along the river valley. It is common for the fog to settle here in the morning, gently enveloping the farmhouses and barns.

A few miles before La Crosse, you come to the intersection of I-14/61. WI-35 will merge into that, bringing you right into the heart of the city. Named after a game played by American Indians of the area, La Crosse developed its commerce based on shipping and lumbering. When the lumber industry died, many residents began to brew beer, and today, La Crosse is home to the G. Heileman Brewery.

Continued on page 28



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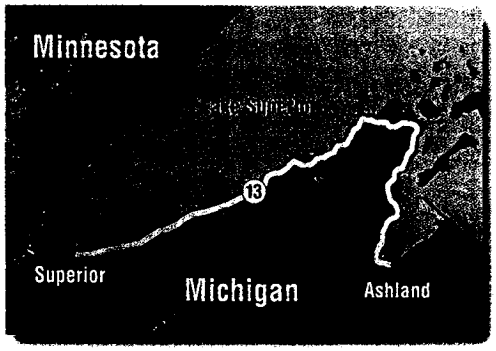
HDAT006

Continued from page 26

Wisconsin: Ashland to Superior

The route from Ashland to Superior includes some of the most quaint Midwestern towns ever. A ride that takes you through such favorites as Bayfield and Cornucopia, you will also experience the Apostle Islands National Lakeshore, which is just north of the starting point.

In Ashland, take WI-13 north toward Bayfield. Bayfield is located on the shore of Lake Superior, and boasts a marina filled with yachts and



sailboats, and a Main Street that caters to tourists. With a wide variety of shops, bed and breakfasts, and places to eat, this is a good place to rest and watch the boats slip in and out of harbor.

From Bayfield, as you proceed north on WI-13 toward Cornucopia, you are deep in the heart of the Apostle Islands National Lakeshore. The "Apostles" are 22 islands that stud the waters of Lake Superior off Wisconsin's Bayfield Peninsula.

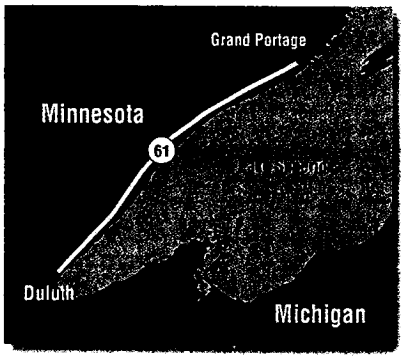
Continuing north toward Cornucopia, the road is quite hilly, and views are somewhat obscured. Cornucopia is a quirky little town. Its rustic atmosphere is quite charming and welcoming, but the one thing you can't miss about Cornucopia, or "Cornie" as locals call it, is the remnants of fishing days gone by.

As you proceed west, you will eventually come to Amnicon Falls State Park, just a few miles before you [illegible] Amnicon Falls State Park centers around the Amnicon River, which cascades into three separate waterfalls. Soon, you will merge with US Highway 2, which takes you into Superior.

Minnesota: North Shore Drive, Duluth to Grand Portage

Wild and fresh Minnesota exists on a road between Duluth and Grand Portage. More commonly called the North Shore Drive, this 145-mile escape plunges you deep into a subarctic region filled with postglacial volcanic sculptures, stinging sprays of cold Lake Superior water, and colorful, plucky wildflowers that blossom in the cracks of shoreline rocks.

This drive is notably one of Minnesota's most visited natural attractions. It would require an extensive volume of work to describe in detail every river, every nuance of coastline, every great place to find homemade pie. You begin this ride in the port city of Duluth, Minn., which is approximately 135 miles north of Minneapolis-St. Paul.



Duluth is a great place for summer fun, boasting a canal area filled with quaint shops and great food, as well as a boardwalk that skirts the Lake Superior shore.

Head north out of Duluth on Interstate 35. Approximately seven miles out of town it will merge into U.S.-61. Continue north. You will see Stony Point to your right. This rocky ledge greets the crashing waters with great authority, producing tremendous sprays of water, crisp and rejuvenating. This is a popular spot for those who prefer to picnic North Shore-style, which means to sit quietly among the rocks and eat a sandwich.

At mile 46, you come to Split Rock Lighthouse State Park. Known for its sentinel light, the Split Rock Lighthouse, this park is a popular one. Perched on a high cliff overlooking Lake Superior, this light first shone upon the water in 1910. You can visit the lighthouse for a small admission fee, and learn about the history of the Great Lakes.

Proceeding north toward Grand Marais, you will pass many great parks and attractions, such as the Tettegouche State Park, George Crosby Manitou State Park, Father Baraga's Landfall and Temperance River State Park.

Finally, at mile 109 you come to the small tourist town of Grand Marais. A true tourist town, you will find some fantastic restaurants and good local shopping. As you reconvene your journey along the North Shore, you reach your destination — the Ojibwa community of Grand Portage — at mile 145. True pioneers in fishing and trapping, the residents here are blessed with the most primitive and pristine natural resources known to mankind.

Michigan: Sault Ste. Marie to Munising

This drive begins in Sault Ste. Marie, Michigan's oldest city and home of the world-famous Soo Locks, and pulses through incredibly lush woods to bring you to Munising, home of the Pictured Rocks National Lakeshore.

You begin your journey on Business Road I 75 SW. It eventually turns into H-63. Follow H-63 to Six Mile Road. Turn right. At mile 17, you come to Brimley State Park, situated on the shore of the St. Mary's River. Established in 1923, this park is one of the Upper Peninsula's oldest and most scenic within these 38

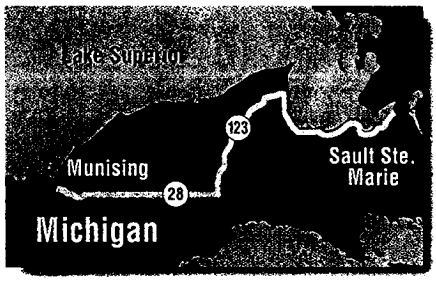
acres there are more than 250 campsites and a long, wonderful beach to explore.

Six Mile Road eventually turns into Lakeshore Drive. This portion of the road rounds Wiaska Bay. You pass the Ojibwa community of Bay Mills and follow the shoreline as it traces Lake Michigan northward. Continue on Lakeshore Drive until you come to Point Iroquois Light Station. The 65-foot Point Iroquois Light Station was used for 107 years to warn ships of the slim fit through Point Iroquois and the rocky reef of Canada's Gros Cap. The original wooden structure was built in 1857, but replaced in 1870 by the current brick tower.

Farther on, you will come to the Rivermouth Unit of the Tahquamenon Falls State Park. Based at the point where the Tahquamenon River pours into Lake Superior, this park offers fine hiking and camping. From here it is about eight miles to the resort town of Paradise.

Paradise was established in 1925. This small town offers only a few conveniences, such as groceries and gas. Although it is considered a tourist hot spot, it seems to have avoided being overdeveloped into a glitzy, fast-paced vacation wonderland.

In short order, you will notice signs directing you to the Tahquamenon Upper or Lower Falls. The Upper Falls at Tahquamenon are quite substantial. They are 200 feet across and move more than 50,000 gallons of water per second. The drop from the falls into the canyon is almost 50 feet.



To continue toward Munising, turn right in Newberry and ride west on M-28. Along this 43-mile stretch you will pass through the small town of Seney, which is the namesake of the Seney National Wildlife Refuge. Just outside of Munising, on Miners Castle Road (located off County Road H-58), is a wondrous natural feature called the Miners Castle and Falls. The formation is a natural rocky structure towering nearly nine stories. Appropriately named, it indeed resembles a castle, and from its vantage point you can see the rocky bottom of Lake Superior.

This area is also the start of the Pictured Rocks National Lakeshore, which lies between Grand Marais and Munising. Designated as the first National Lakeshore in the United States in 1966, it's comprised of layers of copper, iron and other deposits. The deposits create colorful layers, which stand out as the sun sets upon the face of the shore.

The Upper Peninsula is filled with bountiful attractions. Whirling waterfalls, seamless ponds edged with reeds and cattails, vast expanses of sandy beaches, and shoreline that traces three of our Great Lakes. Whether you visit for a day or you decide to never leave, the spirit of this place will stay with you forever.

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Hot Stuff

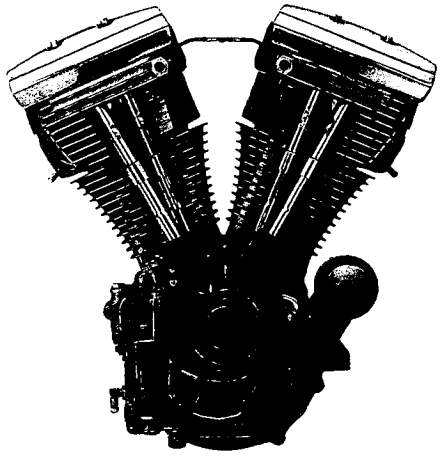
New chrome and leather for summer cruisin'

by Liane Smyth

For Harley® riders, the urge to ride is strong. The desire to be different — the primal need to personalize one's motorcycle — is even stronger. After all, who wouldn't want his or her Hog® to stand out in the crowds at Daytona or Sturgis? Or the 95th Anniversary Reunion?

With that in mind, the Motor Company continues to build on its tradition of designing the parts and accessories that complement its motorcycles. The latest accessories are found in the spring supplement to the Genuine Motor Parts™ and Motor Accessories™ Catalog.

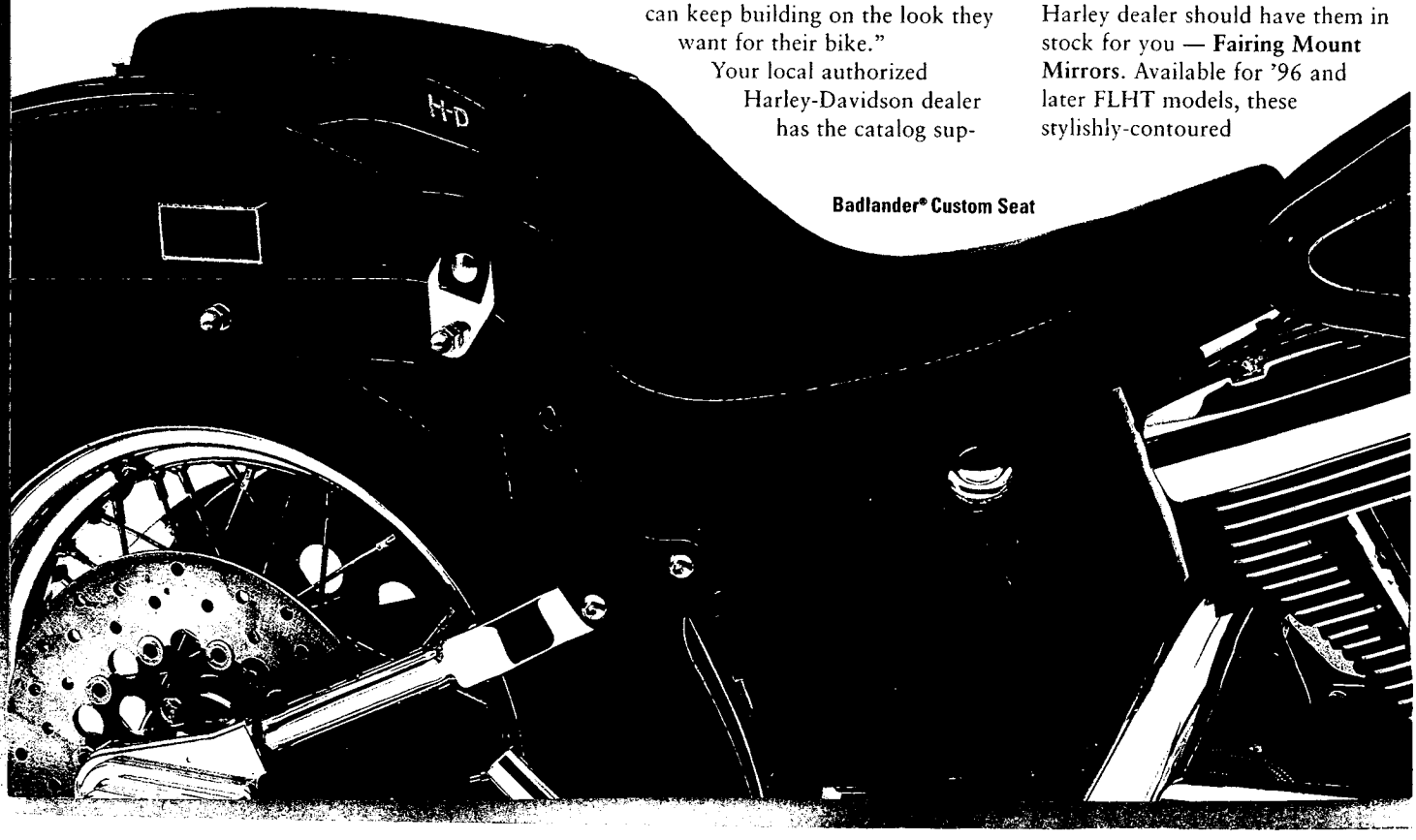
"We are continually designing and developing new accessories," says Dan Klemencic, of Harley-Davidson's® Marketing Department. "By introducing new accessories throughout the year, our customers can keep building on the look they want for their bike."



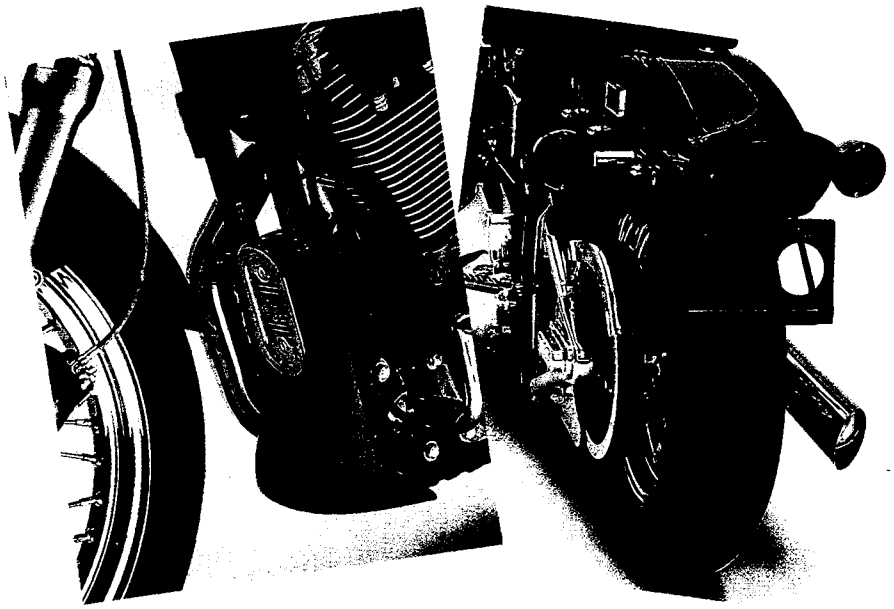
Silver Polished 1340cc Evolution®

Your local authorized Harley-Davidson dealer has the catalog supplement, but we've highlighted some of the coolest accessories here (also, check out the recently redesigned and updated Genuine Motor Accessories section on the Internet at **www.harley-davidson.com**):

- **Harley-Davidson 2-into-1 Exhaust System** designed for some Sportster®, Dyna® and Softail® models combines sporty looks and great sound.
- New to the Screamin' Eagle® line for some Sportster, Dyna and Softail models are **Slip-On Accessory Mufflers**. Available in a 45-degree slash cut, or bold straight cut, they offer a 16 percent increase in flow over stock mufflers.
- You won't find these in the spring supplement, but your nearest Harley dealer should have them in stock for you — **Fairing Mount Mirrors**. Available for '96 and later FLHT models, these stylishly-contoured



Badlander® Custom Seat



Front spoilers for Sportster, Dyna or Softail models (far left). Wide Tire Kit available for Softail models (left).

mirrors feature convex glass with a laser-etched Bar & Shield® logo, as well as a wide range adjustment for added functionality. Mirrors come complete with hardware and instructions for easy installation (sold in pairs).

- Under the Company's new Smart Start Engine Program, a **Silver Polished 1340cc Evolution® Engine** is now offered at a suggested retail price of $2,995. For a little more, you can get a stunning Black and Chrome version. The Smart Start 1340 Evos® are sold without a carburetor or manifold. What better way to start off your custom bike build than with a new Evo.
- Rest easy on a stylish and supple, top-grain leather **Badlander® Custom Seat.** This Badlander upgrade is made of real cowhide and features new Harley-Davidson graphics. And don't forget the **Leather Sissy Bar Bag,** complete with traditional Harley-Davidson Bar & Shield concho for extra storage on long trips.
- A **Chrome Oil Tank Cover** is now available for Sportster models. It gives the appearance of having the oil tank chromed and installs in minutes.
- A **Chrome-Plated Swingarm** will help dress up a Sportster, Dyna or Softail. If you crave chrome, this high-quality and affordable part is for you. Softail owners, check out the new chrome-plated Bar & Shield embossed **Swingarm Axle Cover.**
- Add a little more color and custom

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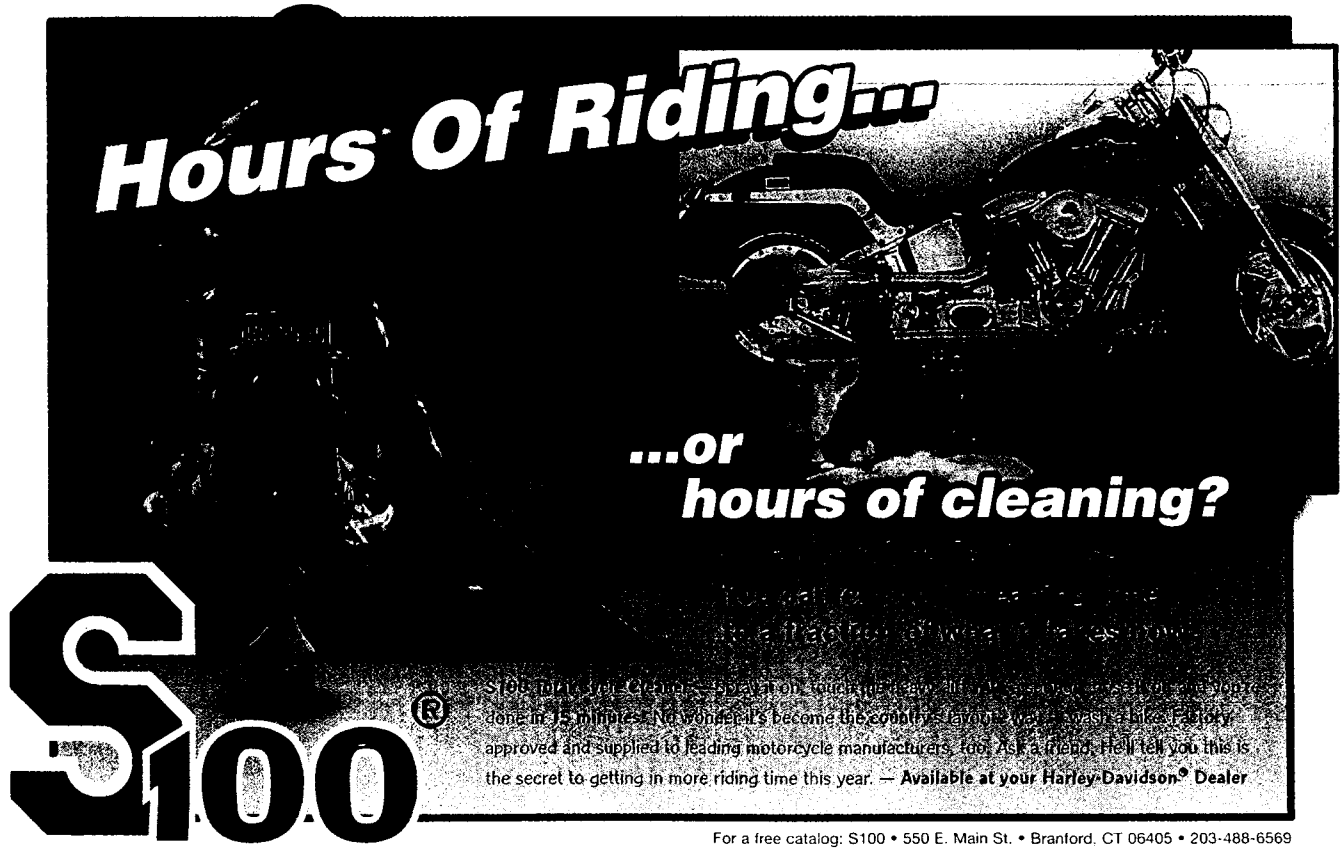
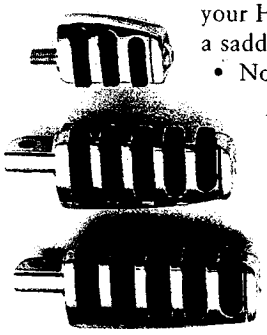


Continued from page 31

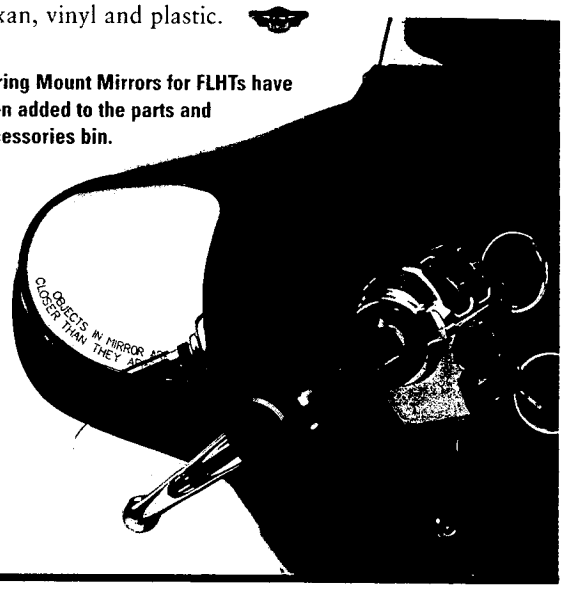
style to the front end of your Sportster, Dyna or Softail with a **Color-Matched Spoiler** made from injection-molded, high impact composite materials.

- The electrifying look of the new **Chrome-Plated Voltage Regulator Cover** is guaranteed to raise a few eyebrows. Available for Sportster, Dyna and Softail models, its open-center grille allows air to flow through for regulator cooling. Embossed with Harley's Bar & Shield, there's little to question about the heritage of your motorcycle.
- Check out the new **Wide Tire Kit** available for Softail models! It comes equipped with everything you'll need to properly install a wide 150-series tire (including the tire), and is fully compatible with your stock wheel and stock swingarm.
- Let your FL Softail shine by adding a distinctively-styled **Gear Shift Control Cover** and **Rear Master Cylinder Cover.**
- Dress up your FLSTS Softail even more with new **Rear Dresser Bars.** These classic-styled bars add to your Hog's nostalgic appearance. The bars require a saddlebag bracket relocation kit to install.
- No need for troublesome chrome exchange programs, with the Genuine Motor Accessories **Chrome Lower Front Fork Sliders.** They'll make the front end of your Softail sparkle.
- If touring is more your game, look into the new **Tall Pillow-Look Dresser Touring Seat.** Its extra 1.5 inches of rider area thickness give you extra comfort for those long rides. Taller riders will appreciate the extra legroom made possible by the increased seat height.



Airfoil Custom Footpegs and Shifter Peg.

- Whether you ride a Sportster, Dyna, or Softail, there's a little extra comfort available for your feet with the **Airfoil Custom Footpegs** and **Shifter Peg.** These adjustable pegs with their rubber treads give you the freedom you need to ride in style.
- Thinking about adding Harley-Davidson's **Chrome and Rubber Handgrips** and **Footboard Inserts**? The new Chrome and Rubber Custom Footpegs and Shifter Peg are a must to completing the look. These adjustable pegs come with durable rubber treads.
- If you favor the style of your **Billet Footpegs** and **Shifter Peg,** they're now available in a high-grade chrome version. They fit all Harley male-mounted style footpeg supports.
- After your Harley has seen a few highway miles, it's time to shine it up quick and easy with the new **Harley Gloss** detailer. This non abrasive finish can be applied to clear coat paint, chrome, powder-coats, Lexan, vinyl and plastic.



Fairing Mount Mirrors for FLHTs have been added to the parts and accessories bin.

All-Harley,® All-American Jeans

Harley-Davidson® and a great pair of jeans — all-American favorites that make you feel at home.

But it gets even better when you put them together.

That's what Harley-Davidson has done with the introduction of a new line of jeans proudly made in the good ol' U.S.A.

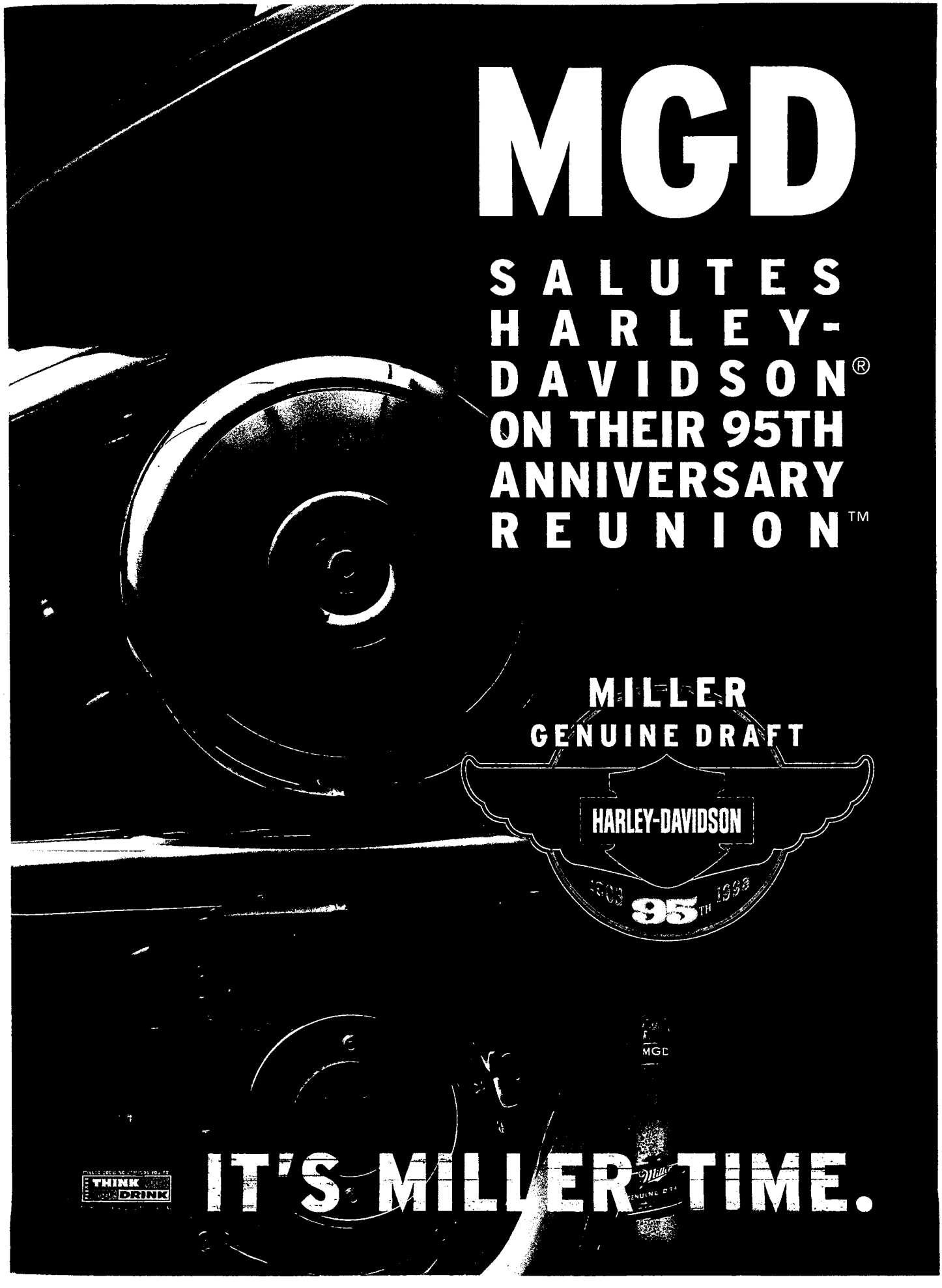
Harley-Davidson MotorClothes® Jeans bend where riders want them to with a great fit, durable material and a quality style ready for the road.

"It goes without saying that the people who design clothes for Harley-Davidson know a lot about riding," says Brian Lies, Vice President of General Merchandise for Harley-Davidson. "So we've made our jeans even more comfortable and durable for in and out of the saddle. This kind of quality gear is essential for motorcycle enthusiasts, whether riding cross-country or around the block."

In blue, black and bleached denim, the new jeans come in a variety of styles, including Traditional and Relaxed Fit for men, and Classic and Boot-Cut for women.

The new jeans are made of a durable denim material, 100-percent cotton and ready for cruising or between rides. Harley® style also comes through with a black leather label featuring the Bar & Shield® logo.

The Harley-Davidson Denims are available at authorized Harley-Davidson dealerships. Call 1-800-LUV2RIDE to find the dealership closest to you and to order the latest MotorClothes catalog.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Service Side

Lubrication Lowdown

A closer look at Harley-Davidson's® new '360' motor oil

by Liane Smyth

When it comes to your Harley®, anything less than the best just won't do, especially when it comes to filling your motorcycle's oil tank.

Harley-Davidson air-cooled engines run at higher operating temperatures than the water-cooled engines found in most trucks and passenger cars, and therefore require different oiling needs.

So it seems only natural that the same company that created your motorcycle also offers a top-quality motor oil to keep your Hog® running smoothly. Genuine Harley-Davidson Motorcycle Oil has been around since your grandfather swore allegiance to the Bar & Shield® decades ago.

Introduced to authorized dealerships last July, H-D 360® replaces H-D 240® Motor Oil. H-D 240 was introduced more than a decade ago, but as times have changed, so have the demands of motorcycle oil.

"Lubrication design and engineering is such a dynamic industry," says Mike Kull, Project Marketing Manager with Harley-Davidson's Parts and Accessories. "A lot has changed since we introduced H-D 240 in 1986. We wanted to make sure we are offering our customers the best motor oil possible."

By working closely with suppliers, Harley-Davidson took advantage of new chemistry to improve the lubrication of the oil. Comprised of 75 percent mineral oil and 25 percent of H-D's exclusive additive package, the new oil formula offers Harley owners a considerable measure of engine protection.

Blended specifically for Harley V-Twin engines, H-D 360's oil formulation is unique. So it does more than just keep your engine lubricated; its additive package actually helps engine performance in these ways:

- Improved film strength. H-D 360's oil additives act like "springs" between the moving metal surfaces of the engine. These "springs" keep metal surfaces apart during high-load conditions, reducing overall wear.
- Improved deposit control for cleaner engines. Throughout rigorous testing, engineers would tear down engines and check for wear and deposit protection with the new oil, H-D 360 reduces engine sludge, leaving a cleaner engine.
- Improved wear protection. Motor oils lose viscosity with normal use. When tested against H-D 240, H-D 360 oil showed 25 percent less viscosity loss under severe high temperatures and high-load conditions, providing better engine protection.
- Reduced oil consumption and improved high-temperature detergency are also benefits of H-D 360.

"The '360' actually refers to the overall testing criteria that were used," Kull says. "It included laboratory bench-testing, engine dynamometer testing, open-road testing, and used-oil analysis. We spent more than a year developing this oil."

If you're wondering whether you can simply use a less expensive, American Petroleum Institute (API) "SJ" designated motor oil for your Harley, the answer is no. Harley-Davidson doesn't recommend it. In 1996, oil companies began using a new service designation (rating) identified by API as service letter "SJ." API SJ motor oils are formulated and designed for water-cooled passenger cars, which normally operate with oil temperatures of less than 200 degrees Fahrenheit. This is important because Harley's air-cooled engines typically operate with temperatures that exceed 200 degrees Fahrenheit.

Prior to 1996, API Passenger Car Service Category oils included heavy-duty diesel engine performance additives in addition to the passenger car performance additives. These "heavy-duty" additives are important to your air-cooled engine. With the advent of API SJ, this dual-duty formulation approach was dropped.

There may be times when you need a quart of oil and can't get to the nearest Harley dealership. If this happens, Harley-Davidson recommends using a heavy-duty diesel motor oil, with an API "C" Performance Category such as "CF-2" and "CG-4." But, whatever you do, don't use a regular passenger car motor oil. ■

(In other words, whatever you need to move your business.)

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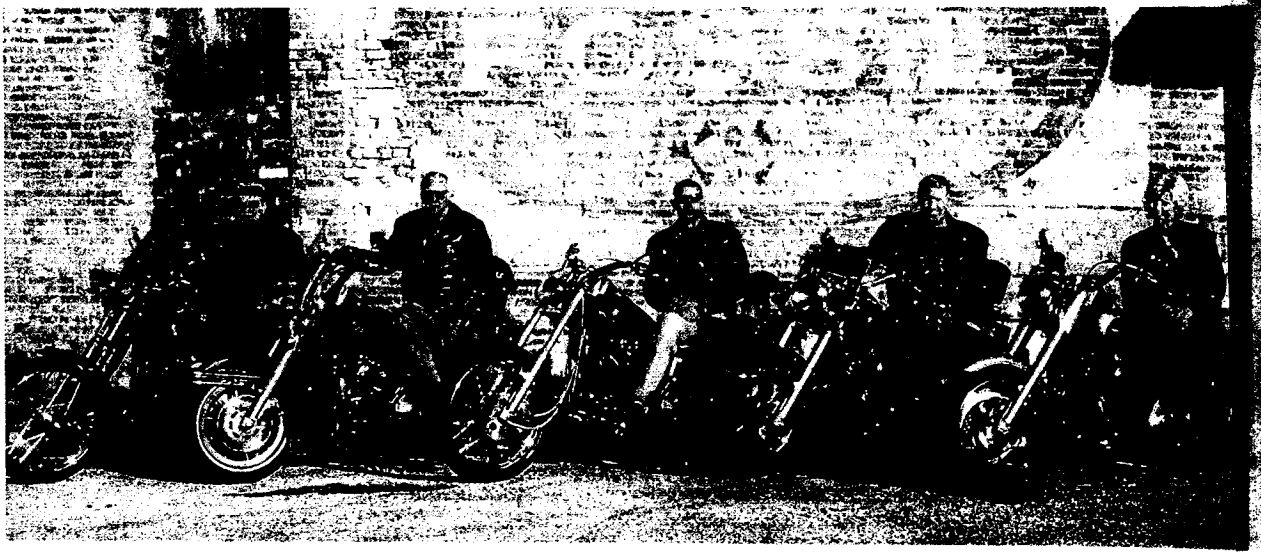
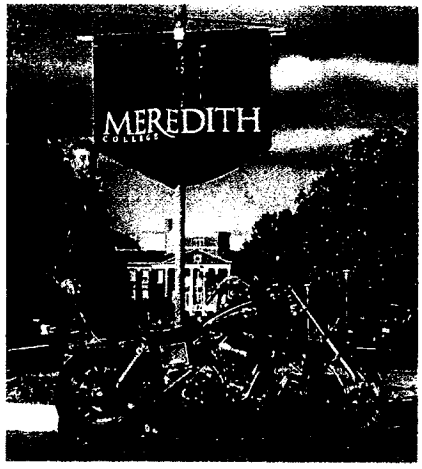


by Erin Peth

Passing Grade

Tom Zaleski, an adjunct professor at Meredith College in Raleigh, North Carolina, was seeking an opportunity for his marketing class to study the successful application of "Relationship Marketing." He decided to give a final exam analyzing and critiquing the "Welcome to the Family" video he received when he purchased a '97 Dyna Wide Glide®. Tom loves the relationship he has with his bike and is a member of the Raleigh H.O.G.® Chapter.

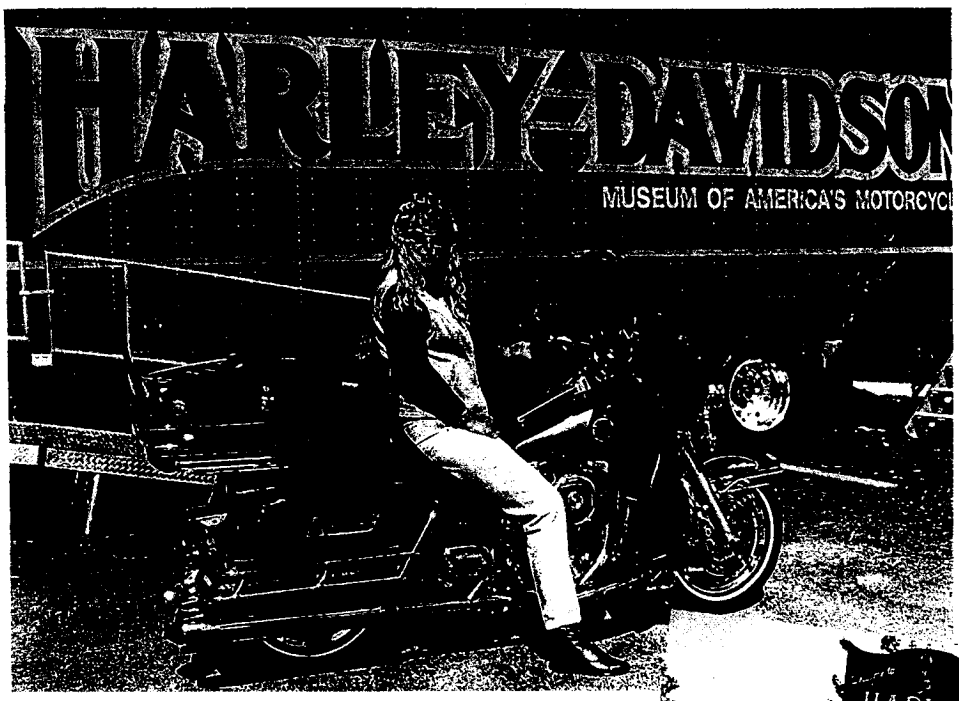


Harley® Family

With five riders in his family, Billy Williams of Mesquite, Texas, says that he can always find someone to ride with him. The Williams family is pictured here, from left to right: son-in-law Harry Lee Sewell on his '96 Fat Boy®, father Billy Williams on his '96 Road King®, son Donny Williams on his '96 Custom FXR, son David Williams on his '94 Heritage Classic and daughter Debbie Williams Sewell on her '97 Fat Boy®. The Williams family loves to ride together and says they're proud to be part of the larger Harley family.

Soaring Together

Whether cruising along the bayous or soaring above them, these two enthusiasts enjoy well-tuned machines on land and in the air. Flight nurse Gretchen Gipson and pilot Dennis Duffy are members of Ochsner Hospital's Flight Care team in New Orleans. Gretchen's '95 Hugger® and Dennis' '68 FLH provide relaxation after a hard day in their "office," a Sikorsky S-76 helicopter.

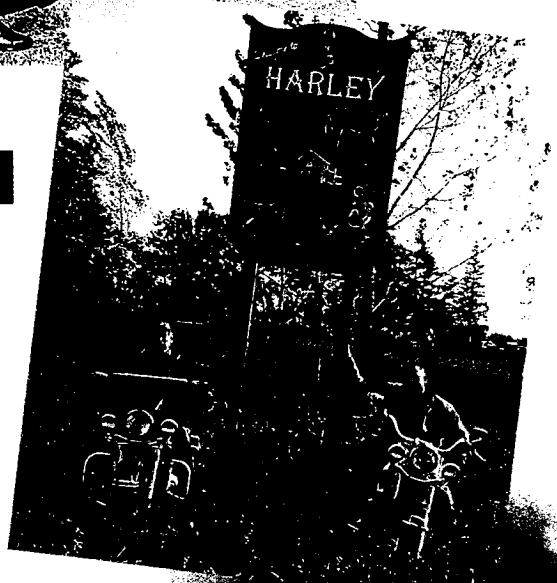


Lucky Lady

Jill Snelson, of Stuart, Florida, tells us she was excited to pose on her "new" bike, a 1988 FLHTCUI, in front of the Harley-Davidson® Traveling Museum. It is Jill's third bike, and she has been riding for about 10 years. She is a special education high school teacher in Palm Beach County and recently became the Assistant Director of the Treasure Coast H.O.G.® Chapter. She enjoys riding with her husband, Chuck, and they both plan to ride to Milwaukee for the 95th Anniversary Reunion.

Harley® Friends

Tim Reusch of Erie, Pennsylvania, and Dave Byrene of Brantford, Ontario, met while visiting St. John's, Newfoundland, in 1996. Although they were both thousands of miles away from home, they formed a friendship then and continue to ride their Harleys together. Dave surprised Tom on his last visit to Brantford by taking him through a small town named Harley. They rolled Tim's '96 Ultra Classic® and Dave's '96 Heritage Softail® Special into the brush to pose next to the town sign.



Share your 95th Anniversary memories with the *Enthusiast* and we'll publish a special Harley People in the Fall issue.

Enthusiast
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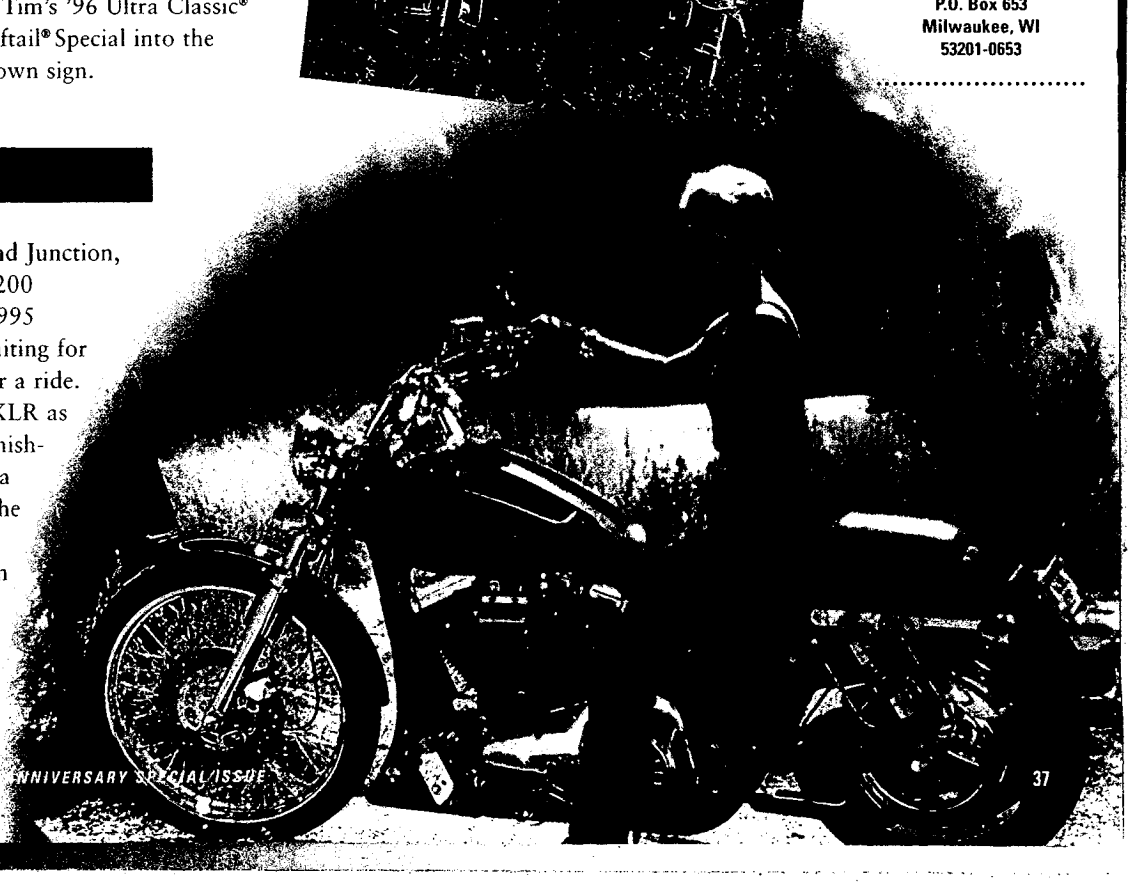
Canyon Rider

Sharon Patrick, of Grand Junction, Colorado, bought a 1200 Sportster® in August 1995 because she was tired of waiting for someone else to take her for a ride. In 1996, she bought this FXLR as a present to herself upon finishing her master's degree. As a schoolteacher, Sharon has the summers off to take advantage of the fabulous western Colorado scenery, and is on her bike every chance she gets to enjoy it.



At Home *With* Harley®

by Amy Bishop

Virda Sheppard was inspired by her first motorcycle ride

The first time Virda Sheppard felt the wind skim her face while sitting on the leather seat of a motorcycle, she was clinging to the back of her neighbor's bike on the backroads of Ohio in the '60s.

The feeling was infectious.

Years later, the six-year-old girl who once vied for rides with her younger sister, has turned up working in the Customer Service Department of none other than Harley-Davidson®.

Sheppard, 37, works as a Service Operations Area Representative, consulting with Harley-Davidson dealers about facility designs, service analysis, training programs, and a host of other service business concerns.

With an extensive background in the automotive industry, Sheppard, a New Jersey native and avid rider, switched to motorcycles and has been with the Motor Company ever since.

And she says she has already seen great improvements at the 49 dealerships she covers throughout seven states.

"The dealers have become much more progressive," Sheppard says from her office at Harley-Davidson headquarters in Milwaukee. "They've made a lot of strides toward improving the efficiency of their operations, and that benefits the customers who bring in their motorcycles."

Because she covers so many dealerships, Sheppard travels much of the time. Her territory includes Harley-Davidson dealerships in New York, Pennsylvania, Ohio, Virginia, West Virginia, Delaware and Maryland.

Sheppard enjoys the personal interaction with the dealerships and says it's rewarding to make suggestions and see the positive results when ideas are implemented.

But with her job responsibilities, there just isn't a typical day.

"I could be involved with evaluating the vehicles, talking with the technicians about product updates, going over service efficiency and that type of thing," Sheppard says. "We could be going over facility plans or sometimes I will speak to a customer if a dealer or product specialist has asked me to."

She says the best part of what she does is working with the dealers one-on-one.

"I really enjoy that because we're always looking for innovative ways to improve business," Sheppard adds.

Sheppard spends her free time on the open road.

She loves her new Sportster® 1200 Custom Anniversary model so much she jokes that she wants to register at a Harley-Davidson dealer for her upcoming wedding.

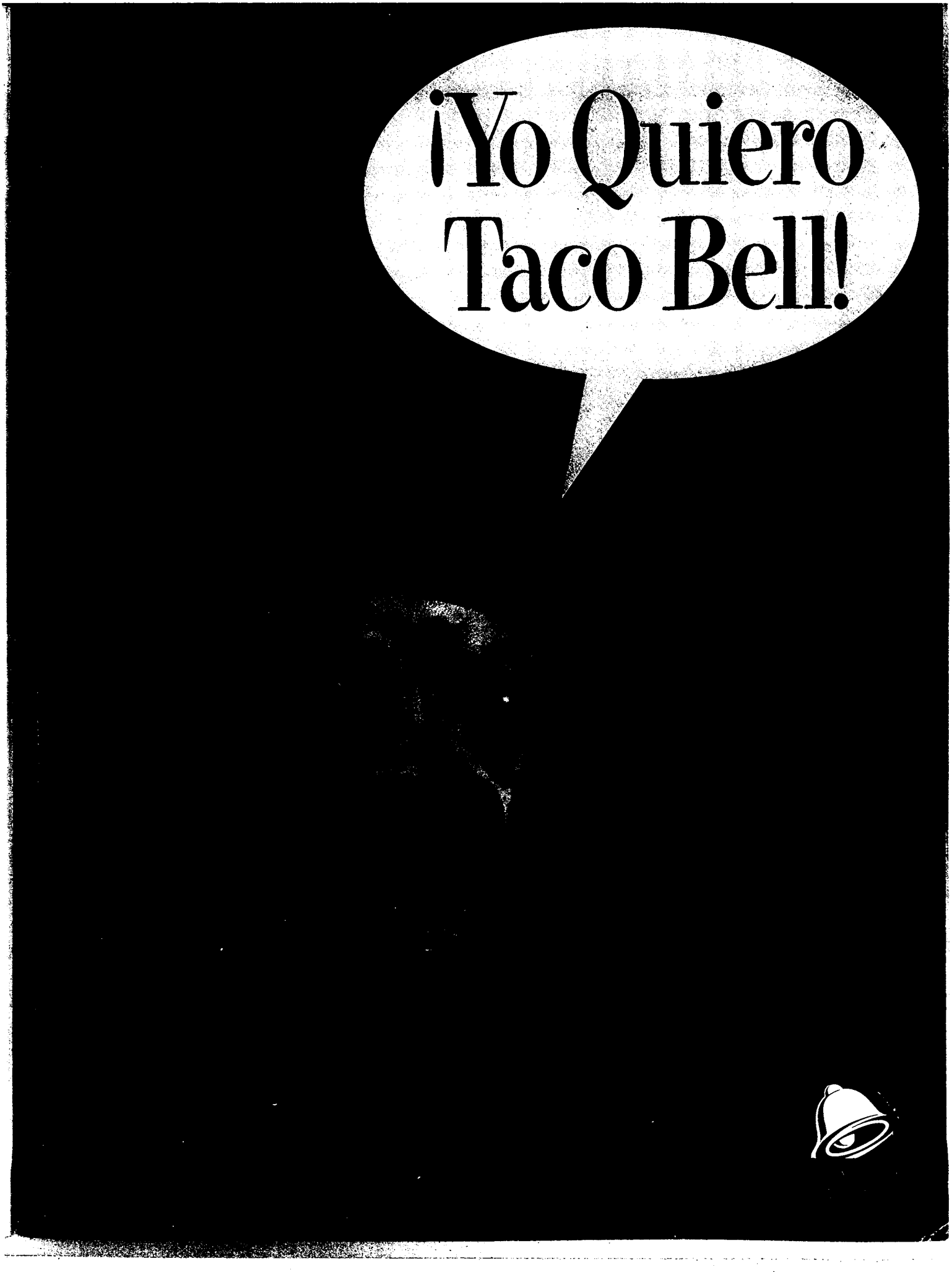
"My fiancé wasn't thrilled with that, but he'll get over it," she laughs.

This summer, Sheppard will have the opportunity to show off her new bike and to talk about Harley® with lots of dealers — and riders — at the 95th Anniversary Reunion in Milwaukee.

She'll be one of the lucky few sporting a midnight red- and champagne-colored 95th Harley emblem on her Sportster.

"I love to ride it," she says. "It's my baby."

And maybe someday, she'll let her sister hop on back for a ride.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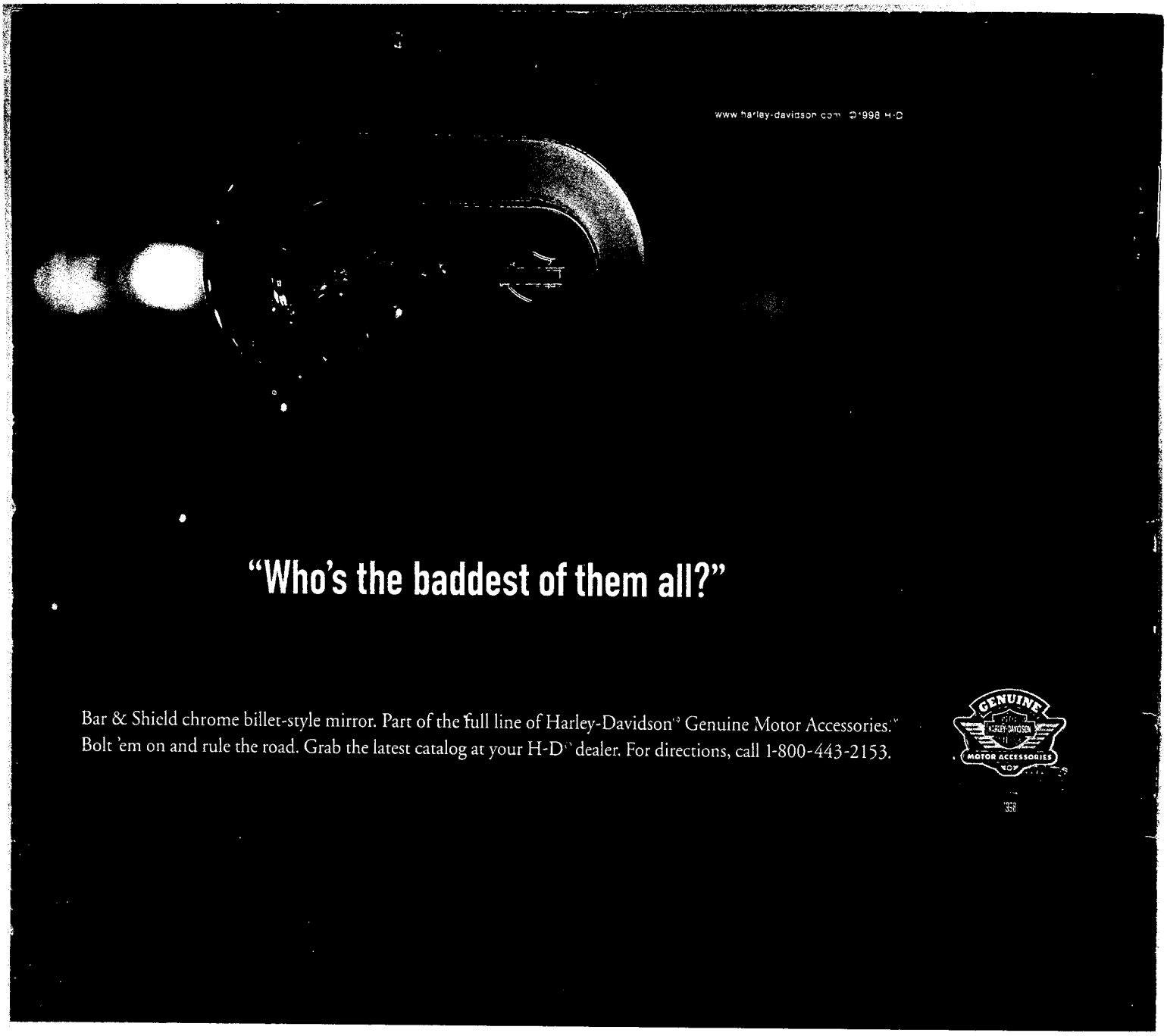

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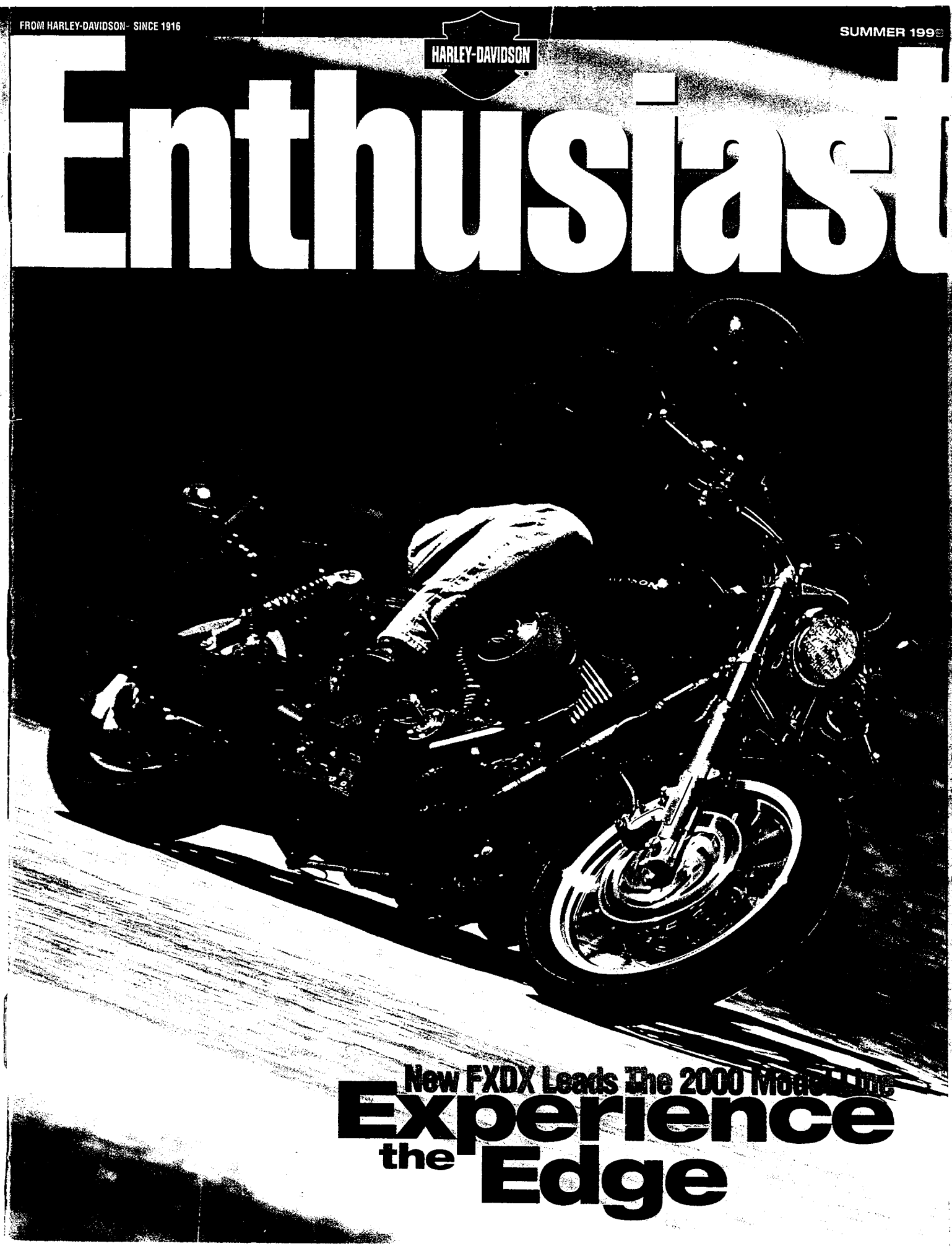

New FXDX Leads The 2000 Model Line

Experience the Edge

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THE TRUCK knows big. That's because The Truck has the biggest extended cab of any Chevy full-size pickup ever.

And when you start this big, you're bound to end up with a whole lot of comfort. The widest third-door opening in the industry* and an integrated safety belt design will have you in and out in no time. Your knees will appreciate having the most rear-seat legroom of any half-ton pickup. Settle into one of the available front bucket seats with articulating headrests and you're up to your neck in luxury. Optional heated leather six-way power buckets† have a driver's side extra: they can be programmed to remember exactly how you like your seat adjusted. There. That's much better.

*Measurement based on widest distance between doors for half-ton pickups. †Leather on seating surfaces only. **Versus 1998 Chevy C/K. ††Dependability based on longevity. ¹1981-1997 full-li

ER IS EVEN BETTER.

Now look over your shoulder. We added four more inches of legroom back there,* exclusive adjustable outboard headrests and an 18-degree rear seat-back angle to make backseat drivers happy on long trips. Proof positive that the new Silverado isn't just any truck. It's The Truck. From Chevy. The most dependable, longest-lasting trucks on the road.**

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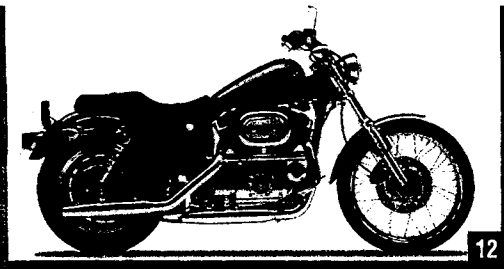
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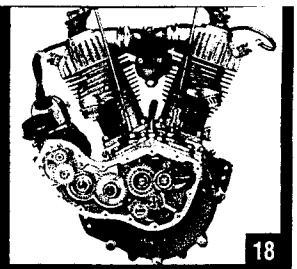
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Enthusiast

HARLEY-DAVIDSON

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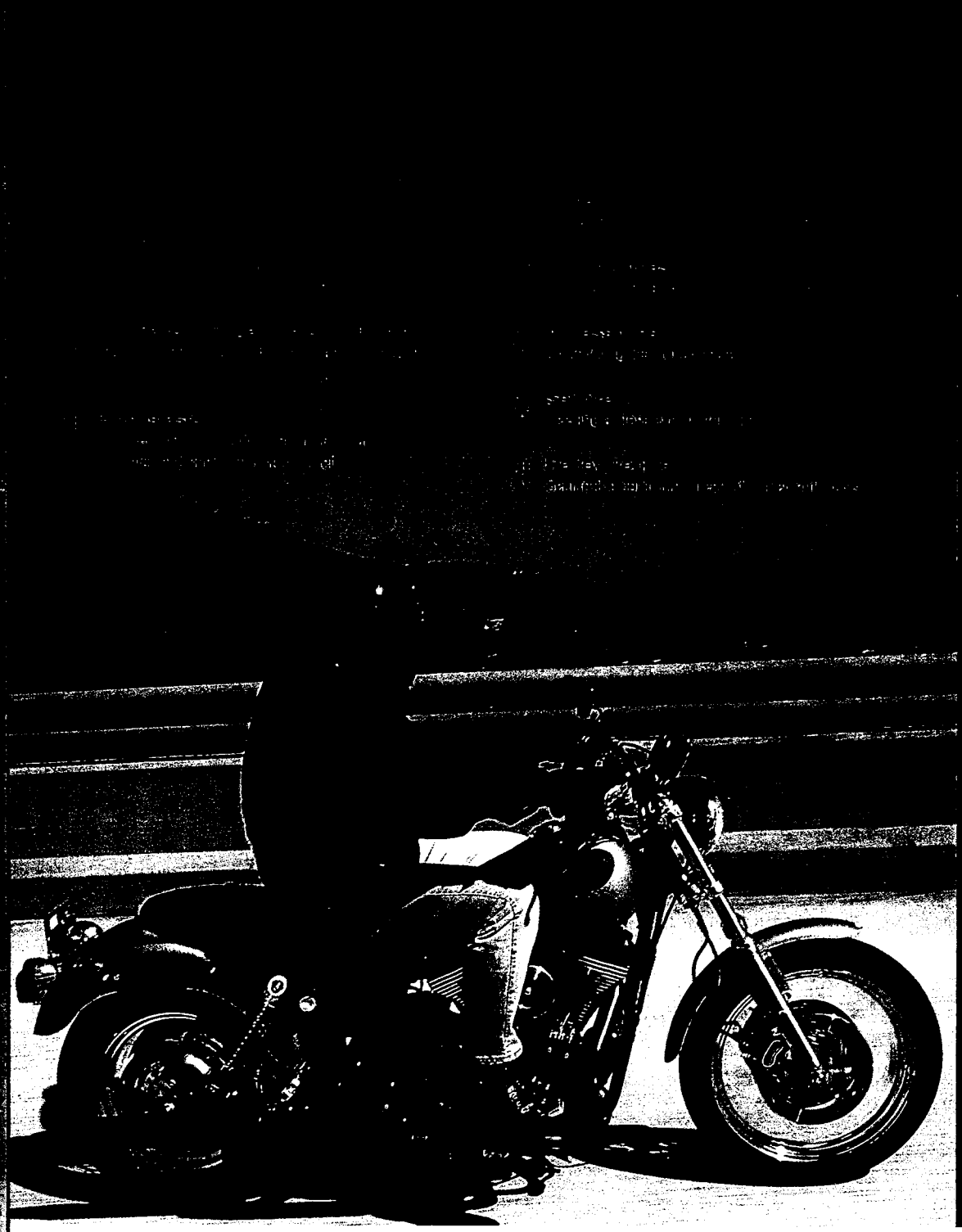

On the cover:
The 2000 model FXDX gets a host of sport-oriented updates, including new, four-piston caliper brakes and a fully-adjustable front and rear suspension package. Photo by Jason Critchell.

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The Billy Bike

HARLEY-DAVIDSON®

Shown smaller than actual size of 9⅜" (23.81 cm) in length. Scale 1:10.

The only authorized precision model of one of the most famous motorcycles of all time. Re-created in astonishing detail. Capturing every awesome feature of the original.

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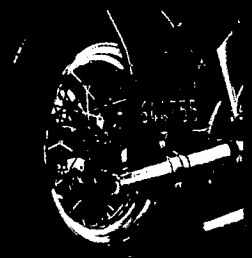
It is the symbol of the free-wheeling spirit of the Sixties. The customized Harley-Davidson® Panhead ridden by Billy in the classic motion picture *Easy Rider*.™ Here was the motorcycle that made freedom roar for an entire generation. And this precision-engineered 1:10 scale replica is the *only model authorized by Harley-Davidson® based directly on the one-of-a-kind replica of the original.* Assembled by hand to capture every astonishing feature. The fully detailed engine is accurate right down to each spark plug wire. The T-handle-bars and sissy bar put you right on the rider's seat.



And it's packed with true-to-life operating features, such as a functional front suspension, working kickstand, wheels that roll and brake pedal that actually pivots! Painted by hand in the authentic colors, and yours complete with a scale safari hat, just like the one worn by Billy in the movie.

Just $135, payable in convenient monthly installments. **SATISFACTION GUARANTEED.** If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

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I need SEND NO MONEY NOW. I will be billed for my model in 5 equal monthly installments of $27* each, with the first payment due prior to shipment.

*Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.

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Comments

Rush Hour Riding

By Paul James

It was daybreak on one of those beautiful late spring mornings that make you want to play hooky from the real world and go riding. I showered and got dressed. The road was calling, but the real world was desperately trying to drown it out. Deadlines were looming, and there was a long list of phone calls and e-mails to return.

Turn the toil of the daily commute into something that feels more like a twice-a-day 15-minute motorcycle vacation.

After breakfast, I walked outside and felt the sun shining on my face, warming the crisp morning air. The road was calling, louder this time. But the real world doggedly reminded me there was work to be done. And lots of it.

As the garage door opened, the sun sparkled off the shiny Dyna parked between the utilitarian pickup and family car. Useful vehicles each, but neither capable of truly answering the road (which was still calling, giving me one last chance). How could I answer? It was Monday morning and the real world demanded my attention.

After thinking for a few more moments, the road finally won me over. I grabbed my gear, fired up the Big Twin and rode to work.

It was a compromise. That short morning ride was enough to get me through the day and I took the long way home. Since then, my motorcycle commutes have become more frequent and even more enjoyable. I look forward to these short weekday tours almost as much as my weekend rides.

Since I've been navigating my way through a sea of sport utility vehicles and tan 4-door sedans, I wonder why I don't see more people riding their motorcycles to work instead of climbing into their cages every morning?

Like many things in life, commuting to work on a motorcycle is a compromise. Weather protection, carrying capacity and overall practicality are somewhat limited. Of course, you already know that. That's why you likely have some kind of four-wheeled vehicle parked in your garage serving as the daily driver and commuter of choice.

But Harleys work pretty well in the real world too. That's why police departments around the world choose Harley-Davidson motorcycles for their pursuit and patrol fleets. They have comfortable, upright riding positions that give you a superior view of the road. They have gobs of low-end torque to get you through traffic. Many models have standard windshields and saddlebags for increased utility. And available accessories allow even bare-bones models the same ability.

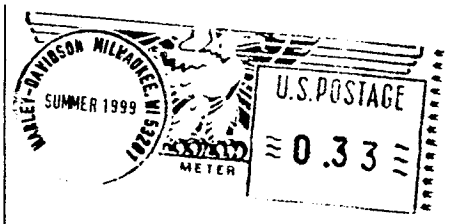
There are many additional rewards for riders commuting on a motorcycle. Motorcycles use less fuel. Most states allow motorcycles to use the rush hour high occupancy vehicle lanes. Motorcycles are easier to park and take up less space. In California, you can even lane-split through the inevitable log jammed traffic. Perhaps best of all, it's really fun to turn the toil of the daily commute into something that feels more like a twice-a-day 15-minute motorcycle vacation.

So, what will your co-workers say when you walk into work wearing your black leather jacket, and (gasp!) chaps? Probably nothing, but they will notice, so don't be surprised if some start asking for a ride during the lunch hour or after work.

One of the great things about working for Harley-Davidson Motor Company is being treated like a first-class citizen when you ride your motorcycle to work. The best parking spots are reserved for Harleys. And the dress code allows you to wear jeans every day of the week.

Yes, all is right with the world when I pull up to that old brick building on Juneau Avenue in Milwaukee and plant my sidestand alongside a brilliant row of bikes ridden in by fellow H-D employees. And I swear, when I walk by the big black and white photo of the four Harley and Davidson founding fathers, carrying my helmet and gear, they shoot me an approving nod.

The next time the road calls you, answer the road. Even on, maybe especially on, Monday mornings.



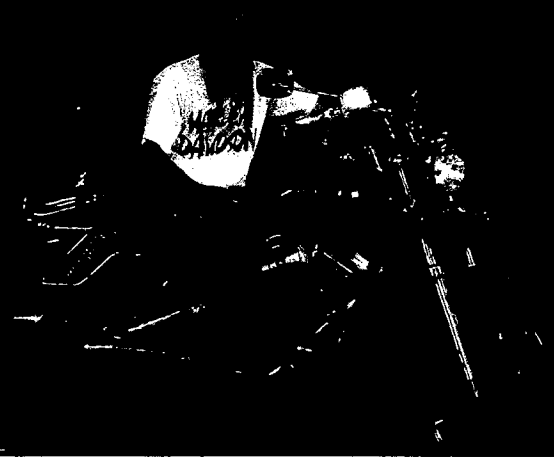
If you have a question, comment or photo that you'd like to share with other *Enthusiast* readers, send it to: Enthusiast - Letters, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653.

From Our Readers

Sharing The Vision

After six years of customizing my 1993 FXR, I was surprised to see the cover of the Spring issue of *Enthusiast*, which featured the new FXR2. As you can see from the photo of my FXR, we are in total agreement about what a sport bike should be.

John T. Snodgrass
Edmond, Okla.



Sharing The Passion

I just wanted to comment on how much I enjoyed the Comments column, "Shared Passion," by Paul James in the Fall 1998 issue of *Enthusiast*. I recently sold my 1994 Dyna Convertible so that I could purchase a new Dyna Super Glide with the Twin Cam 88 engine. Of all the Harley-Davidson motorcycles I've owned, the '91 Super Glide with Softail handlebar risers was my favorite.

Noel G. Panchy
via the Internet

Thanks for the note, Noel. The "Shared Passion" column resulted in an outpouring of similar stories from so many readers. Beginning with this issue of Enthusiast, *we've created a new section that features one of those stories (see Shared Passion, page 21). We encourage other readers to send us their story for future consideration. Stay tuned, and enjoy your new Super Glide.* -Paul James, Managing Editor.

Worry-Free Y2K

I own a 1999 Road Glide with electronic fuel injection, and I'm curious if it will be affected by the Millennium computer bug problem that I keep hearing about. As I understand it, my motorcycle has a computer and computers could be affected when the year changes to 2000.

Steve Segar
Bloomington, Minn.

Indeed, your Road Glide uses a computer processing unit that monitors factors such as air density, engine temperature, throttle position and rpm to constantly and automatically deliver the optimum fuel/air mixture to the motor. However, the so-called Y2K bug isn't going to affect any Harley-Davidson motorcycle equipped with fuel injection because none of these models use a Real Time Clock (RTC) in the computer. The concern is that computers equipped with such a clock will consider the year to be 1900 instead of 2000. Fortunately, this won't affect your motorcycle. -Ed.

Dream Comes True

For many years I rode Japanese-built motorcycles because those were all I could afford. Last October, my dream of owning a Harley-Davidson finally came true when, upon entering the showfloor of a local dealer, I became the owner of a '98 Dyna Low Rider. I've never had more pleasure riding a motorcycle than I do on this bike, and that sentiment is shared by my wife and two sons. In fact, we decided that we will purchase either a 883 Hugger or 1200 Sportster for my wife as a Christmas gift this year. We're really looking forward to long, family rides. My next dream is to experience Sturgis with other Harley owners. Please include my email address for anyone interested in corresponding.

Luciano Torannini
Johannesburg, South Africa
ltorannini@mail.sbic.co.za

Poem For The Road

I ride a 1991 FLSTC and call it Iron Steed, about which I've written a poem to share with other Harley riders.

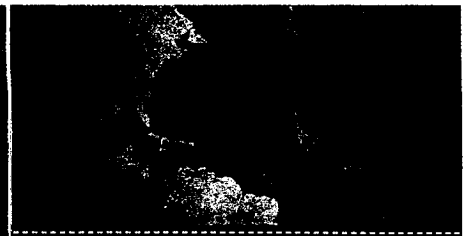
When once upon an autumn night,
Before the first rays of morning light,
I ride through the hills and valleys upon a
silky black ribbon highway.
I bid the moon "goodnight" and
put her to bed,
Watching the morning sun break across my
Iron Steed.

Yeah, as bright as the morning sun
This chrome Iron Steed does shine.
Beckoning a ride with the wind in my face
And the sun to my back.

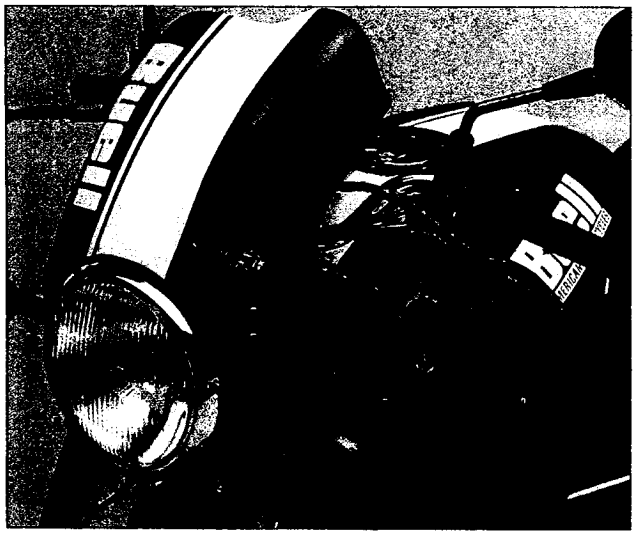
Soaring like an eagle in flight,
The Iron Steed comes to life.
With each throttle roar and shift of a gear,
This wild Iron emits a roar.
Like the pounding of so many hooves,
The pipes bellow the sound of her heart.

Shiny rims and black tires roll,
Down the silky black ribbon highway.
Onward with no place to go.
Onward to new places and people.

Mike Miller
via the Internet.



New Limited Production Buells



You can add two more temptations to your Most Wanted list. Buell Motorcycle Co. recently announced two new, innovative and eye-catching Buell Light-ning X1 options, the Carbon Fiber Extreme X1 and the Racing Stripe X1. Both are limited production models that will be available in Buell dealerships this summer and feature liberal use of carbon fiber components, the first time it has been offered on a production motorcycle. In addition, the Nuclear Blue frame will now be an option on all other Lightning X1 models.

The Carbon Fiber Extreme X1 incorporates the striking, aggressive styling, advanced DDFI fuel injection system and improved rider comfort of the Lightning X1. It then adds features like carbon fiber weaved with a blue-tinted Dupont Kevlar brand fiber on the front fairing, chin spoiler, tank cover and windscreen. A Buell Pegasus icon is "emblazoned" into the windscreen. It comes with a Nuclear Blue frame, Nuclear Blue wheels, billet aluminum foot pegs and a numbered gas cap. Only 250 Carbon Fiber Extreme Lightning X1 motorcycles will be produced for the North American market.

The other new model is the Racing Stripe X1, which sports one large white stripe running parallel to a small white stripe down the center of the Blue Streak painted bodywork. This model comes with a black frame, black wheels (PM wheels optional) and billet aluminum foot pegs. Production is limited to 400 units in the U.S. and 350 units in Europe.

Buell dealerships will receive a small number of each of these special Lightning X1 models. Interested buyers should contact their local Buell dealer for availability. The U.S. dealer locator hotline is (800) 490-9635. Dealers can also be located on the Internet at www.buell.com.

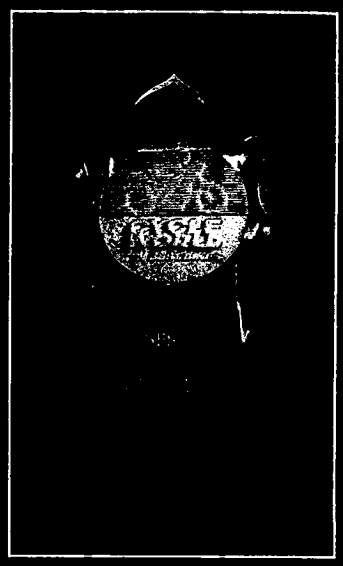
Miller Brewing and Harley-Davidson Team Up For Racing Promotion

Miller Brewing Company and Harley-Davidson are joining forces in a summer promotion that will offer consumers an opportunity to win Harley-Davidson motorcycles, and introduce a special limited-edition Miller Lite/Harley-Davidson design for three racing teams.

A national sweepstakes (where legal) during July will provide consumers with an opportunity to win one of 35 Harley-Davidson motorcycles in the Miller Lite and Miller Genuine Draft promotion. "Instant Summer. Just Add Beer."

As part of the promotion, the three Miller Lite-sponsored race teams of Rusty Wallace (NASCAR), Max Papis (CART) and Larry Dixon (NHRA) will feature the special navy blue and chrome Miller Lite/Harley-Davidson limited-edition design in races through Aug. 1.

Harley-Davidson Superbike riders Scott Russell and Pascal Picotte will participate in the Miller Lite/Harley-Davidson promotion. The limited edition joint logo will be featured on their apparel and in the pits during race weekends in July.



H-D Receives Best Cruiser Award

Cycle World magazine recently honored the 1999 FXDX motorcycle by giving it the Best Cruiser award at the magazine's Annual Best Awards Dinner. Recognizing the FXDX as "The original and once again the best," the editors had this to say: "After years of serving as everyone else's role model, Harley-Davidson has raised the bar. Thanks to the new Twin Cam 88 engine, and especially the available factory-warrantied 1550 Big Bore kit, 50 horsepower ain't gonna cut it anymore. Now it'll take 60 to 65 just to be in the ballpark. Really, any Harley-Davidson model with a new engine is worthy of this award. We picked the FXDX because it's the sportiest."

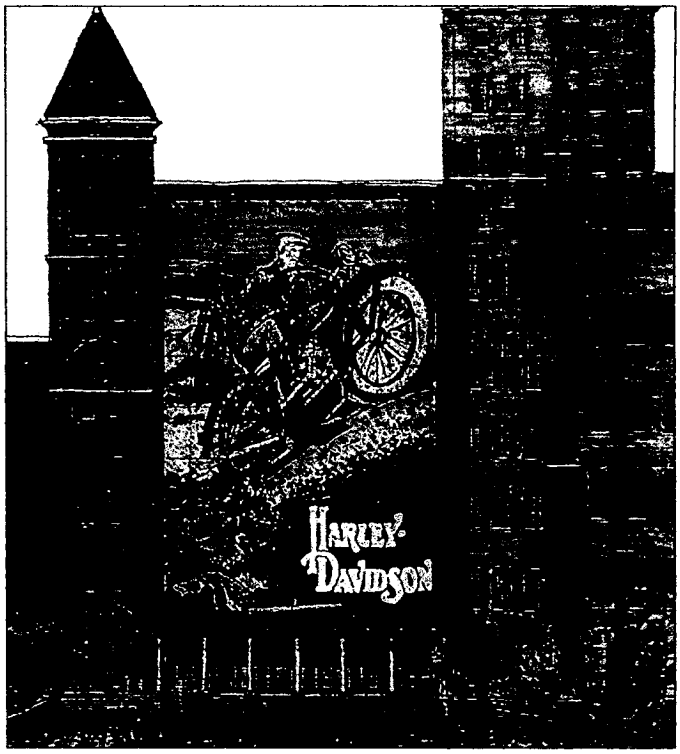
Harley-Davidson Experience Center Announced

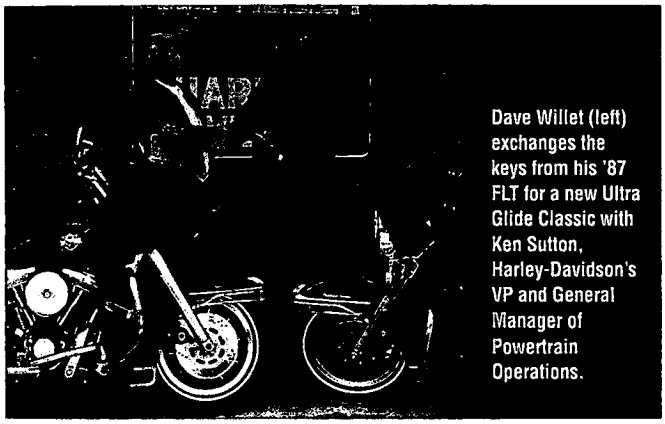
The long and rich history of Harley-Davidson's first 96 years will soon be an experience all motorcyclists can enjoy, thanks to a recently-announced eight-acre complex in Milwaukee, Wis., that will showcase the Harley-Davidson motorcycle heritage.

The Harley-Davidson Experience Center will feature exhibits from the company's collection of vintage vehicles, memorabilia and current products; a Harley-Davidson restaurant; banquet facilities; specialty retail shopping; and an outdoor special events area.

"The Harley-Davidson experience – its sense of adventure and personal freedom – will be shared with motorcycle enthusiasts and the public in an engaging and artful way," said Jeff Bleustein, Harley-Davidson chairman and chief executive officer. "We are excited to see this dream become a reality."

The development will feature a renovated five-story former brewery building, circa 1850, housing an interactive museum and engaging presentations on the Harley-Davidson culture and lifestyle. A 300-seat, Harley-Davidson restaurant will be constructed across the street from the main building along the Milwaukee River. Construction on the $30 million development will start this summer and be completed in the summer of 2002. It will be open year-round.





Dave Willet (left) exchanges the keys from his '87 FLT for a new Ultra Glide Classic with Ken Sutton, Harley-Davidson's VP and General Manager of Powertrain Operations.

EVO Motor Makes the Record Books

Adding a new perspective on "going the distance," David Willet of High Point, N.C., made the record books when he accumulated more than 416,000 miles on his 1987 FLT, nicknamed "Old Charly." It's the most mileage ever documented on a Harley-Davidson Evolution motor. The Motor Company exchanged Willet's record-breaking motorcycle with a new, Twin Cam 88-powered Electra Glide Ultra Classic so that engineers can study Old Charly's engine, after which the bike will go on display at the engine manufacturing facility on Capitol Drive in Wauwatosa, Wis. More than 1 million Evolution motors have powered Harley-Davidson motorcycles since their introduction in 1984 (see Evolution of the V-Twin, page18).

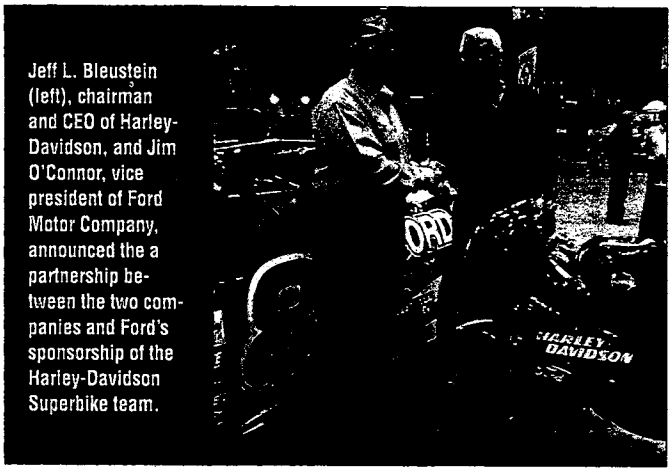
B.R.A.G. Homecoming a Success

More than 300 Buell motorcycle owners and enthusiasts came to Milwaukee for the B.R.A.G. (Buell Riders Adventure Group) Homecoming June 9-June 13. The event included several dealership parties, a Buell owners riding school, a Poker Run, Buell demos at several locations, BattleTrax, a B.R.A.G. dinner at the Sheraton Milwaukee Brookfield and a B.R.A.G. Hospitality Tent at Road America in Elkhart Lake for the AMA Road Races.

Governor Thompson had declared the weekend "Wisconsin Motorcycle Weekend" in celebration of the B.R.A.G. Homecoming, the AMA National Dirt Track Races in Plymouth on June 11 and the AMA Road Races in Elkhart Lake, June 11-13.

Credit Goes to ABATE

In the spring issue of *Enthusiast* we noted the important and successful resolution to the issue of lower motorcycle emissions standards in California over the next 10 years. However, we failed to acknowledge the key role that ABATE played in the situation. The California chapter of ABATE played prominently in the efforts to get more realistic emissions standards in California that Harley-Davidson will likely be able to meet with each of its families of motorcycles. Along with ABATE, both CMDA and the AMA helped with the resolution of this issue.



Jeff L. Bleustein (left), chairman and CEO of Harley-Davidson, and Jim O'Connor, vice president of Ford Motor Company, announced the a partnership between the two companies and Ford's sponsorship of the Harley-Davidson Superbike team.

Ford Sponsors Harley-Davidson Road Racing Effort

Proving the power of partnership, Ford Motor Company has joined forces with Harley-Davidson in a strategic alliance that has already resulted in Ford's sponsorship of the VR 1000 Superbike race effort. Team Harley-Davidson riders Scott Russell and Pascal Picotte have been flying the Ford decal on their race bikes since Daytona, where the five-year sponsorship program was first announced. Both Ford and Harley-Davidson will partner in other projects in the future, emphasizing the strong link between the two companies.

Baron's Club Honored

The Baron's Motorcycle Club of Gaines, Mich., received the "Keeper of the Flame" Award from the National Tuberous Sclerosis Association recently for raising more than $40,000 dollars for the organization during its Annual Poker Runs for NTSA. The award recognizes those who have made extraordinary contributions to NTSA's mission of finding a cure for tuberous sclerosis, a genetic disorder that causes tumors to form in any of the vital organs. Baron's began Poker Runs four years ago when they learned of Dave and Nancy Scott's need for funds to help their child, Cade (all pictured in the middle) who suffers from the disease.

Harley-Davidson's 1999 Sturgis Schedule

The following is just a sampling of the exciting events, entertainment and special attractions you can expect at Sturgis. Times and locations are subject to change, so check the Harley-Davidson Web site at www.harley-davidson.com and the on-site activities guide for exact details.

Monday, Aug. 9

9AM-3PM	H-D and Buell Demos	Super 8 Motel in Sturgis
6PM-8PM	H.O.G. Reception	Rushmore Plaza Civic Ctr.

Tuesday, Aug. 10

9AM- 3PM	H-D and Buell Demos	Super 8 Motel in Sturgis
10AM-5PM	Indoor Show	Rushmore Plaza Civic Ctr.
10:30-Noon	Meet Scott Parker	Rushmore Plaza Civic Ctr.

Wednesday, Aug. 11

9AM- 3PM	H-D and Buell Demos	Super 8 Motel in Sturgis
10AM-5PM	Indoor Show	Rushmore Plaza Civic Ctr.

Thursday, Aug. 12

9AM- 3PM	H-D and Buell Demos	Super 8 Motel in Sturgis
9AM-Noon	Ride-in show registration	Rushmore Plaza Civic Ctr. Parking Lot
10AM-5PM	Indoor Show	Rushmore Plaza Civic Ctr.
Noon-3:30 PM	Ride-In show judging	Rushmore Plaza Civic Ctr. Parking Lot
Noon- 4 PM	Tattoo Contest Registration	Sturgis Harley-Davidson (1040 Junction Ave)
4PM	Ride-In show awards	Rushmore Plaza Civic Ctr. Parking Lot

Friday, Aug.13

9AM- 3PM	H-D and Buell Demos	Super 8 Motel in Sturgis
9AM - 4 PM	Tattoo Contest Registration	Sturgis Harley-Davidson (1040 Junction Ave)
10AM-5PM	Indoor Show	Rushmore Plaza Civic Ctr.
5:30 PM	Tattoo Contest Judging	Sturgis Harley-Davidson (1040 Junction Ave)

Saturday, Aug. 14

9AM- 3PM	H-D and Buell Demos	Super 8 Motel in Sturgis
10AM-4PM	Indoor Show	Rushmore Plaza Civic Ctr.

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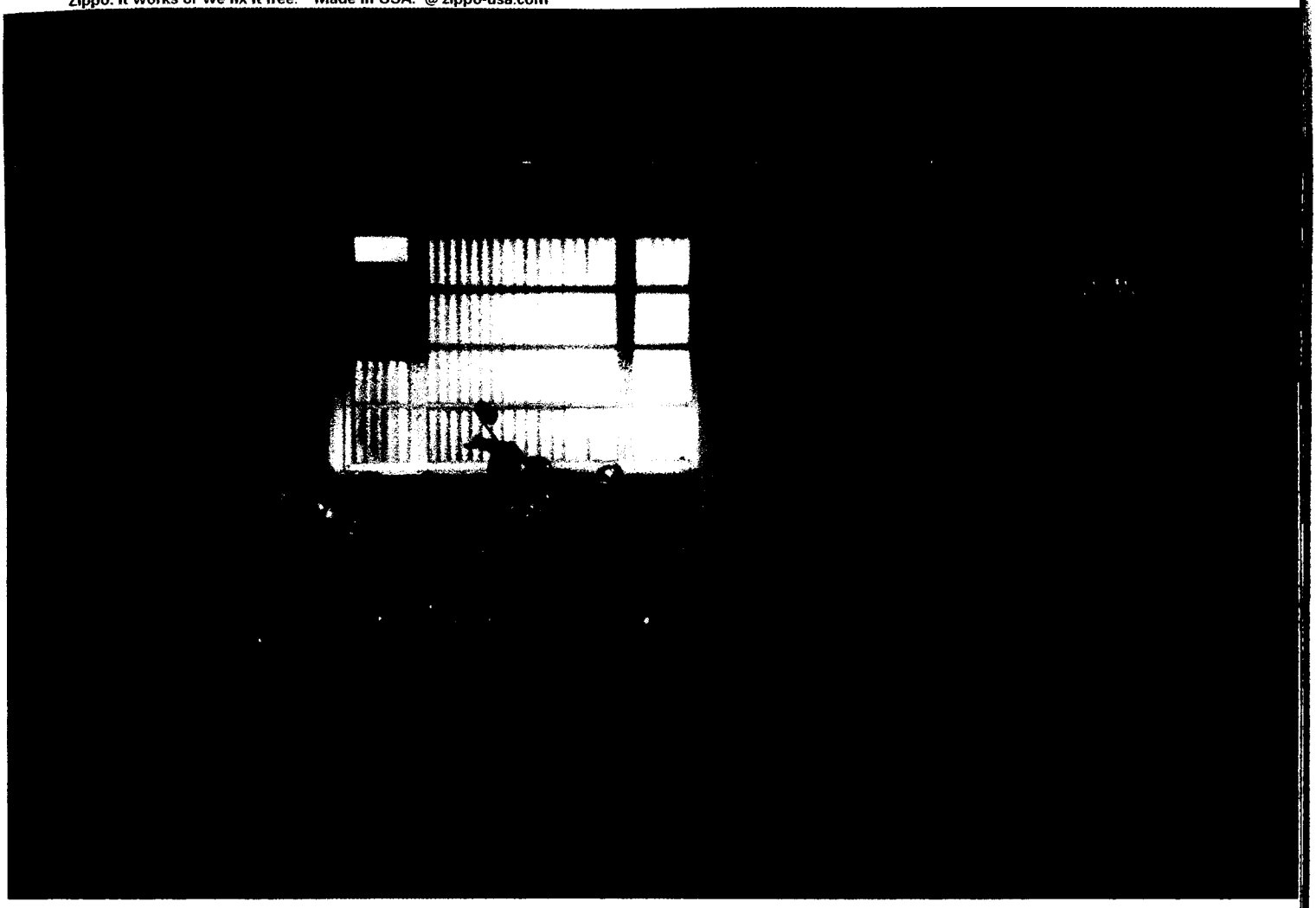

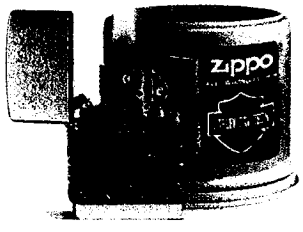

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✆ 800.727.4643, or at your Harley-Davidson® dealer.

The Road To 2000

[illegible] New Dyna, Sportster and Touchy Models

There's thunder rolling across the distant horizon, loud and clear. It's the unmistakable roar of a 45° V-Twin barrelling down the road that leads from here to there.

For nearly a century, that sound has been the call of the wild for the adventurous souls who take to the tarmac in search of something beyond the ordinary. There is nothing ordinary about the new 2000 model year Harley-Davidson motorcycles.

Like every Harley before it, each of the new 2000 models represents the culmination of the best engineering and styling dedicated to the open road. With 96 years of tradition planted firmly behind them, the new motorcycles greet the next century with a heavy dose of torque and plenty of attitude.

This is the first look at the next generation of three Harley-Davidson motorcycle families: the Dyna, Sportster and Touring models. A full report on the Softails will highlight the next issue of *Enthusiast*, which will be well worth the wait.

Dyna Glide: Custom Style With A Performance Pedigree

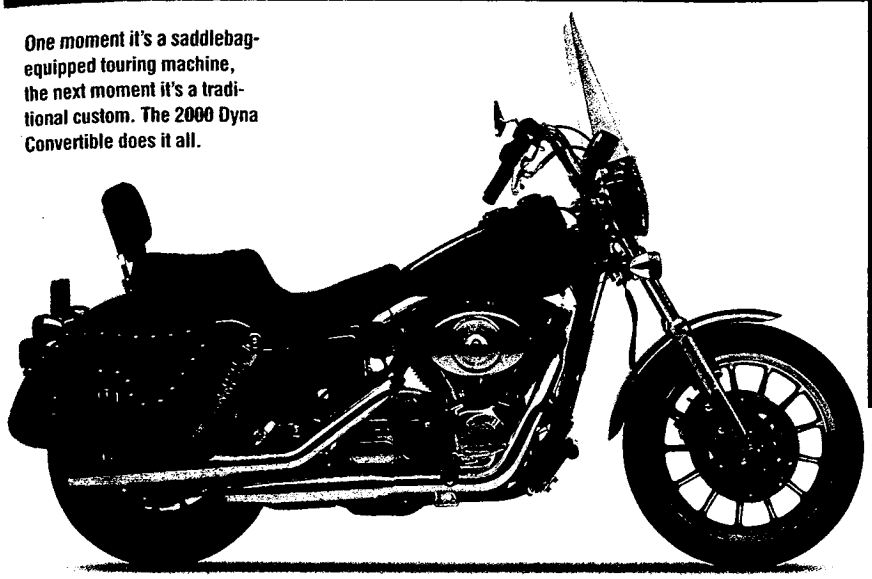
A statement of individual expression to one rider is a rolling work-of-art to another. Combine the best of traditional custom style with pavement-hunting performance, and you'll have a motorcycle worthy of being called Dyna.

The original Dyna Glide debuted in 1991, offering a blend of style and street performance. With a two-point rubber mounting system that dampened engine vibration, the Dyna Glide family developed a reputation as a rider's motorcycle. Last year, all Dyna models received the sensational new big twin engine, the Twin Cam 88. Staying true to that theme, the 2000 model Dyna family goes further into the performance realm with a host of features and refinements.

As with most Harley-Davidson models for 2000, the Dyna family gets new four-piston calipers and newly-designed rotors. Likewise, new sealed wheel bearings reduce maintenance, and a new sealed battery adds life and cranking power.

The biggest news in the Dyna line for 2000 is this issue's cover model, the FXDX Super Glide Sport. Introduced last season to overwhelming rider approval, the FXDX takes the next performance step thanks to a new cartridge-type front fork that offers externally adjustable preload and rebound/compression damping, and new gas-charged rear shocks that feature adjustable preload and rebound damping. Matched with a wider rear tire that, like the

The FXDX Dyna Super Glide Sport gets a boost in street performance for model-year 2000. The new, fully adjustable front and rear suspension, soft-compound sport tires, freer-flowing ceramic-coated exhaust and new standard cast aluminum alloy wheels are decidedly sport-oriented. At its heart is the Twin Cam 88 motor and traditional street styling.



One moment it's a saddlebag-equipped touring machine, the next moment it's a traditional custom. The 2000 Dyna Convertible does it all.

The 2000 model Dyna family goes further into the performance realm with a host of features and refinements.

front tire, is now made with softer sport compound rubber, the new FXDX hugs the pavement with a decidedly sport attitude.

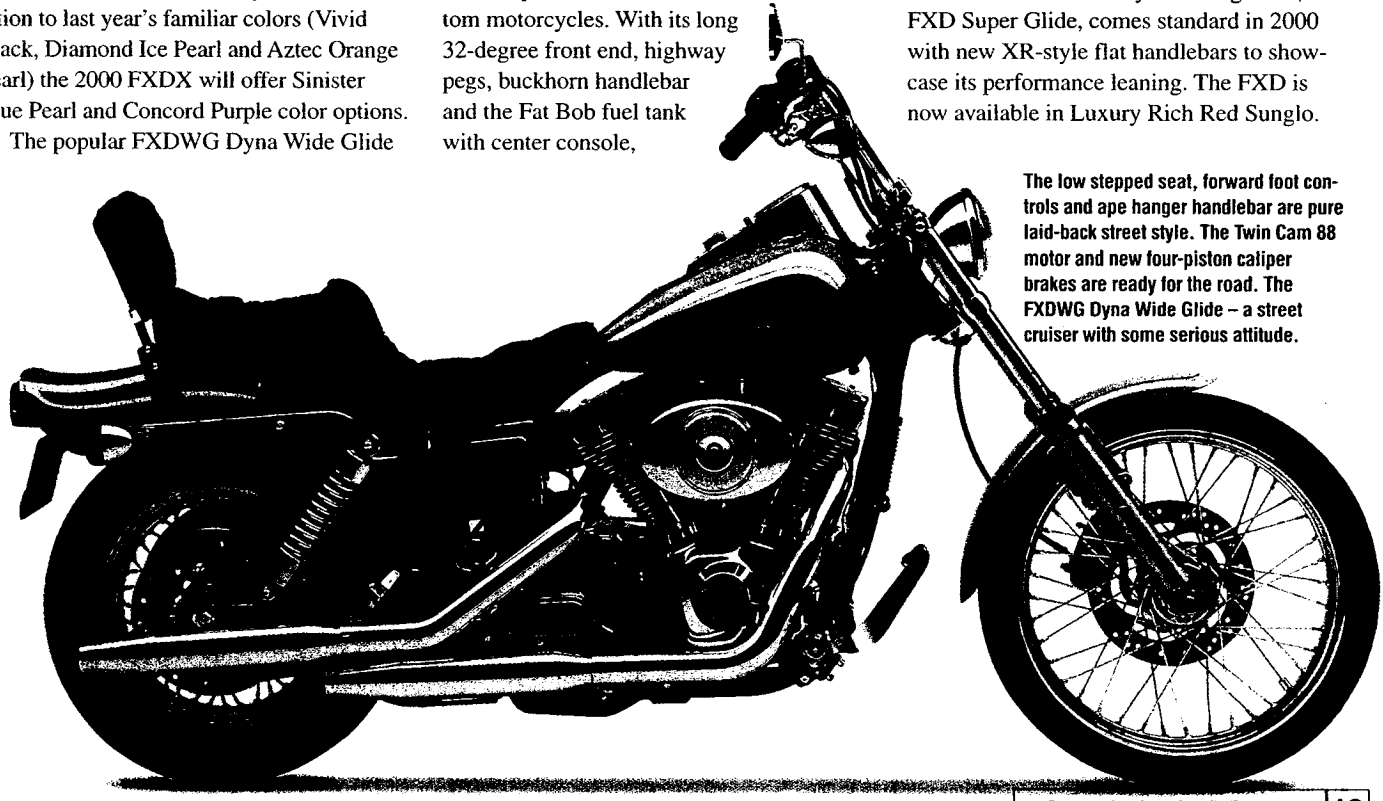
Combining both performance and style, a new black ceramic-coated exhaust system completes the black-on-black appearance of the drivetrain, while larger, 3 1/4-inch mufflers provide a 2-percent increase in horsepower. New standard black and silver, 13-spoke cast alloy wheels match the performance upgrades, although laced wheels remain a factory-installed option.

Of course, the FXDX gets its unmatched thunder from the 88 cubic inch, Twin Cam 88 motor – the heart of the Dyna line. In addition to last year's familiar colors (Vivid Black, Diamond Ice Pearl and Aztec Orange Pearl) the 2000 FXDX will offer Sinister Blue Pearl and Concord Purple color options.

The popular FXDWG Dyna Wide Glide matches solid street styling with a laid back attitude. Powered by the big, Twin Cam 88, and sporting a low stepped seat, forward foot controls and tall ape hanger handlebars, the FXDWG is unmistakable on the road. For 2000, the Dyna Wide Glide gets a new fork slider valve that reduces rebound noise and improves ride quality. Color options include: White Pearl, Luxury Rich Red Sunglo, Concord Purple, Chrome Yellow, Bronze Pearl, two-tone Luxury Rich Red and Black and two-tone Vivid Black and Chrome Yellow.

The clean, low lines of the FXDL Low Rider represent the best of traditional custom motorcycles. With its long 32-degree front end, highway pegs, buckhorn handlebar and the Fat Bob fuel tank with center console, there's no denying the effect of this original factory custom. It's now available in Luxury Rich Red Sunglo, Bronze Pearl, Suede Green Pearl, two-tone Luxury Rich Red and Black, and two-tone Vivid Black and Chrome Yellow.

Combining nimble touring with the option of solo hot-rodding, the FXDS Dyna Convertible returns in 2000 with an extended tab on the sidestand and improved restraining straps on the flaps of the detachable leather bags. In addition to standard colors, it's now available in Luxury Rich Red Sunglo or two-tone Luxury Rich Red and Black. And the entry-level Big Twin, FXD Super Glide, comes standard in 2000 with new XR-style flat handlebars to showcase its performance leaning. The FXD is now available in Luxury Rich Red Sunglo.



The low stepped seat, forward foot controls and ape hanger handlebar are pure laid-back street style. The Twin Cam 88 motor and new four-piston caliper brakes are ready for the road. The FXDWG Dyna Wide Glide – a street cruiser with some serious attitude.

Sportsters: The Essence of Motorcycling

There's no fluff or hype surrounding the original in-your-face Harley-Davidson motorcycle. The Sportster has remained the longest running Harley-Davidson model because of its timeless, raw-boned design. Remaining true to its racing roots with a narrow and nimble frame and quick, responsive handling, the Sportster defies categorization because of its broad appeal to many different riders.

For 2000, the Sportster family expands its performance image with the addition of a new brake system, incorporating new four-piston fixed calipers, new brake pad material and newly designed rotors. A new pressed-in crank pin, steel body lifters and redesigned tappet blocks improve the rigidity of the XL powertrain, and a modified second gear pair provides a smoother transition between first and third.

Staying with the improved-durability theme, new sealed wheel bearings stretch bearing life tenfold, and a new sealed battery provides longer life and eliminates a vent line on all models in the Sportster family.

For 2000, the Sportster family expands its performance image with the addition of a new brake system.

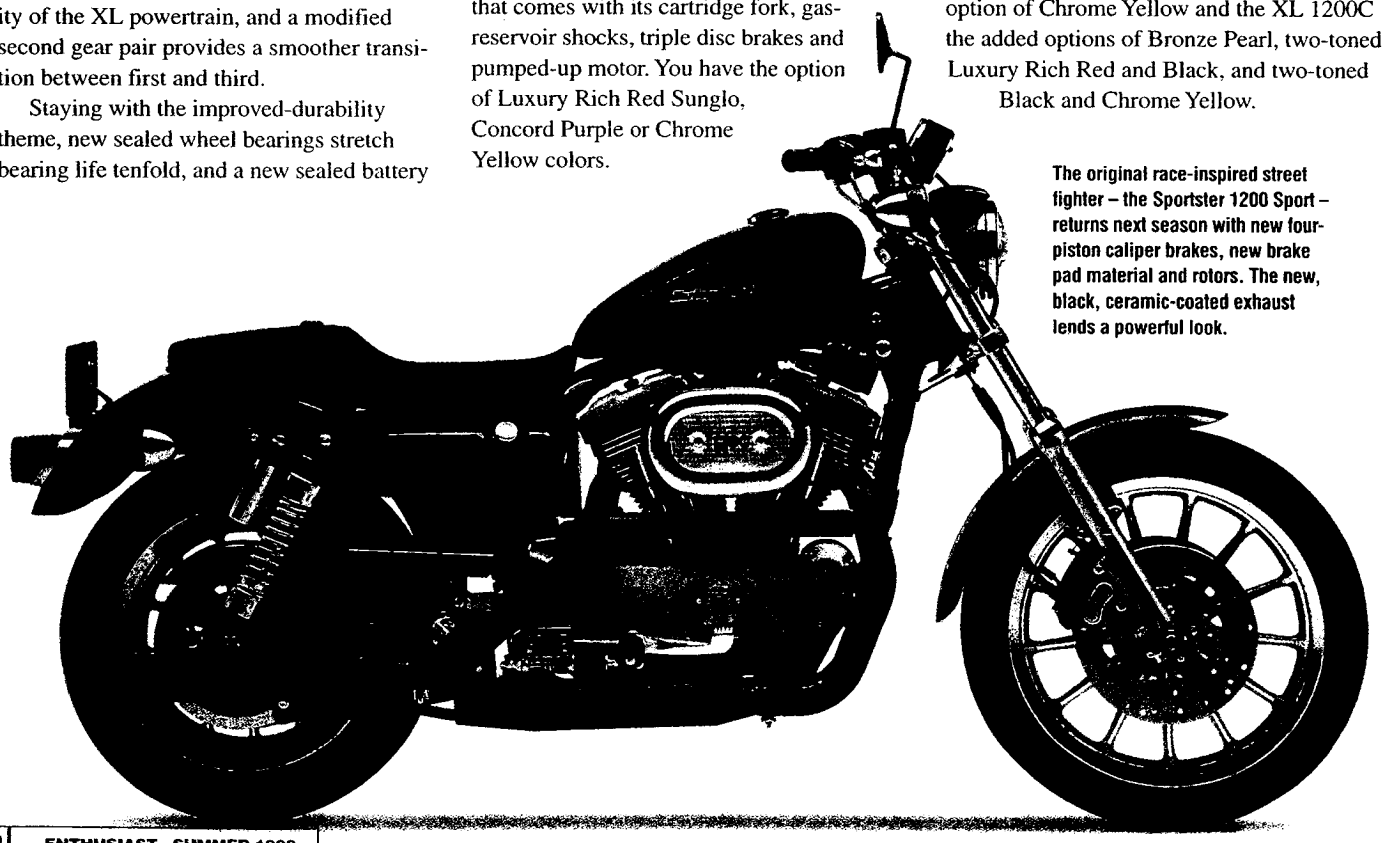
The Sportster 883 and 883 Hugger offer the classic Harley experience at a great value, and will be newly available in Luxury Rich Red Sunglo, Chrome Yellow and Bronze Pearl. The Sportster 1200 offers the same no-nonsense styling with an added dose of power and Luxury Rich Red Sunglo, Concord Purple, Chrome Yellow and two-toned Luxury Rich Red and Black color options.

A new, black ceramic-coated exhaust highlights the Sportster 1200 Sport for 2000, complementing with style the performance that comes with its cartridge fork, gas-reservoir shocks, triple disc brakes and pumped-up motor. You have the option of Luxury Rich Red Sunglo, Concord Purple or Chrome Yellow colors.

The Sportster 883 Custom returns for its second year with the XL 1200C Sportster 1200 Custom with a heavy dose of raw, street-style courtesy of drag bars, chrome-bullet headlight and forward foot controls.

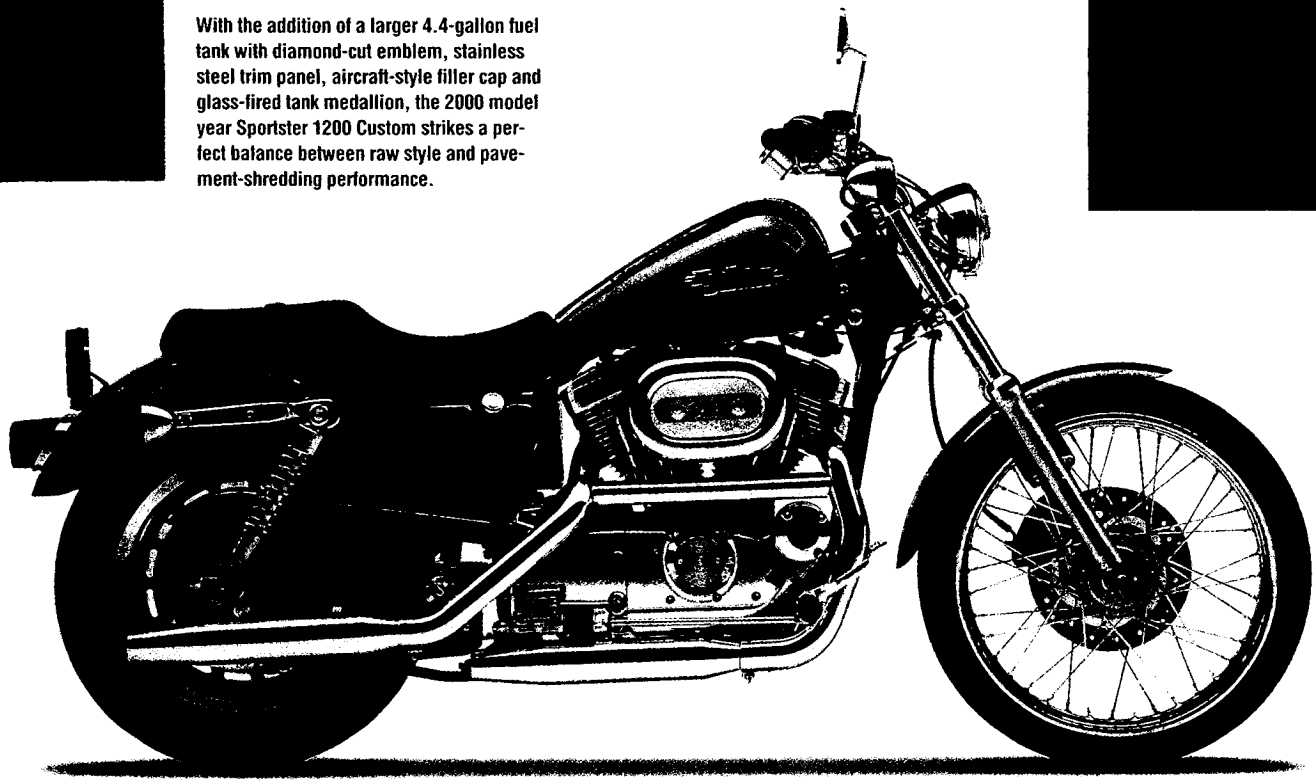
The XL 1200C features a new, larger 4.4-gallon fuel tank with a diamond-cut emblem, stainless steel trim panel, aircraft-style filler cap and glass-fired tank medallion. It's a dramatic look that adds 33-percent more fuel capacity, which you're guaranteed to enjoy thanks to an improved seat.

Both Customs are available in new Luxury Rich Red Sunglo and Concord Purple colors, while the XL 883C gets the option of Chrome Yellow and the XL 1200C the added options of Bronze Pearl, two-toned Luxury Rich Red and Black, and two-toned Black and Chrome Yellow.

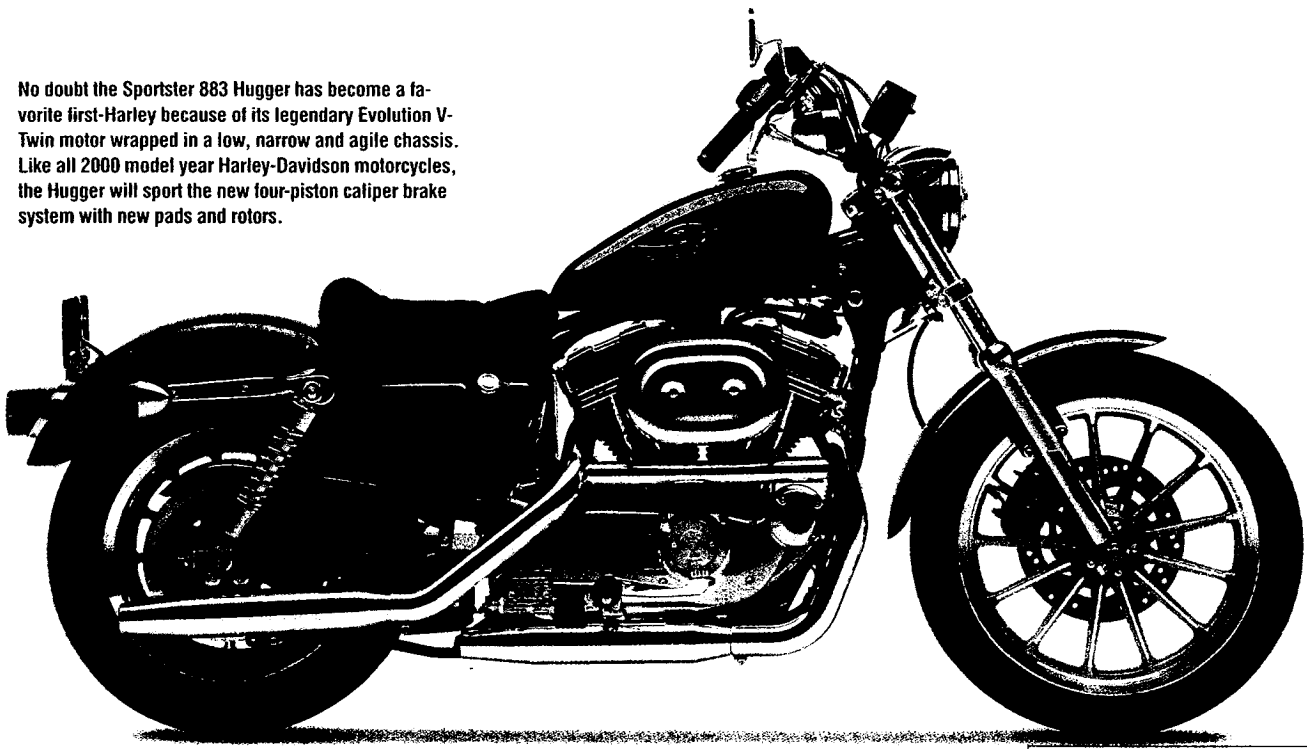


The original race-inspired street fighter – the Sportster 1200 Sport – returns next season with new four-piston caliper brakes, new brake pad material and rotors. The new, black, ceramic-coated exhaust lends a powerful look.

With the addition of a larger 4.4-gallon fuel tank with diamond-cut emblem, stainless steel trim panel, aircraft-style filler cap and glass-fired tank medallion, the 2000 model year Sportster 1200 Custom strikes a perfect balance between raw style and pavement-shredding performance.



No doubt the Sportster 883 Hugger has become a favorite first-Harley because of its legendary Evolution V-Twin motor wrapped in a low, narrow and agile chassis. Like all 2000 model year Harley-Davidson motorcycles, the Hugger will sport the new four-piston caliper brake system with new pads and rotors.



Touring: Cool and Comfortable For The Long Haul

The ingredients that make up the Touring line of Harley-Davidson motorcycles are why these models have the unshakable reputation for long-distance perfection: a smooth comfortable ride, balancing great roll-on power with smooth highway riding, excellent slow speed maneuverability and authentic Harley styling.

Last year, the addition of the Twin Cam 88 motor to the Touring family of motorcycles dramatically improved the power, reliability and ride-ability of these long distance bikes. For model-year 2000, more upgrades further enhance the Harley-Davidson touring experience, providing improved performance and extended service intervals.

A new brake system highlights all new FL models. Featuring four-piston fixed calipers, new pad material and newly designed, uniform-expanding rotors.

New hollow-spoke, cast-aluminum alloy wheels combine fresh styling while also reducing unsprung weight, providing increased stiffness and easier cleaning. What's more, new sealed wheel bearings increase service intervals to 100,000 miles, eliminate end-play adjustments and resist damage from power washing. In addition, a new maintenance-free sealed battery improves cranking power, increases life and eliminates the overflow tube.

New hollow-spoke, cast-aluminum alloy wheels combine fresh styling while also reducing unsprung weight.

Leading off the Touring family is the FLHR/I Road King and the FLHRCI Road King Classic. Both motorcycles sport classic distance styling and features, and get new, taller and narrow handlebars for improved ride comfort. The Road King Classic goes the extra distance with leather saddlebags and custom emblems, and comes in Luxury Rich Red Sunglo, Bronze Pearl, two-tone Luxury Rich Red and Black, and two-tone Suede Green Pearl and Black in addition to the standard color options.

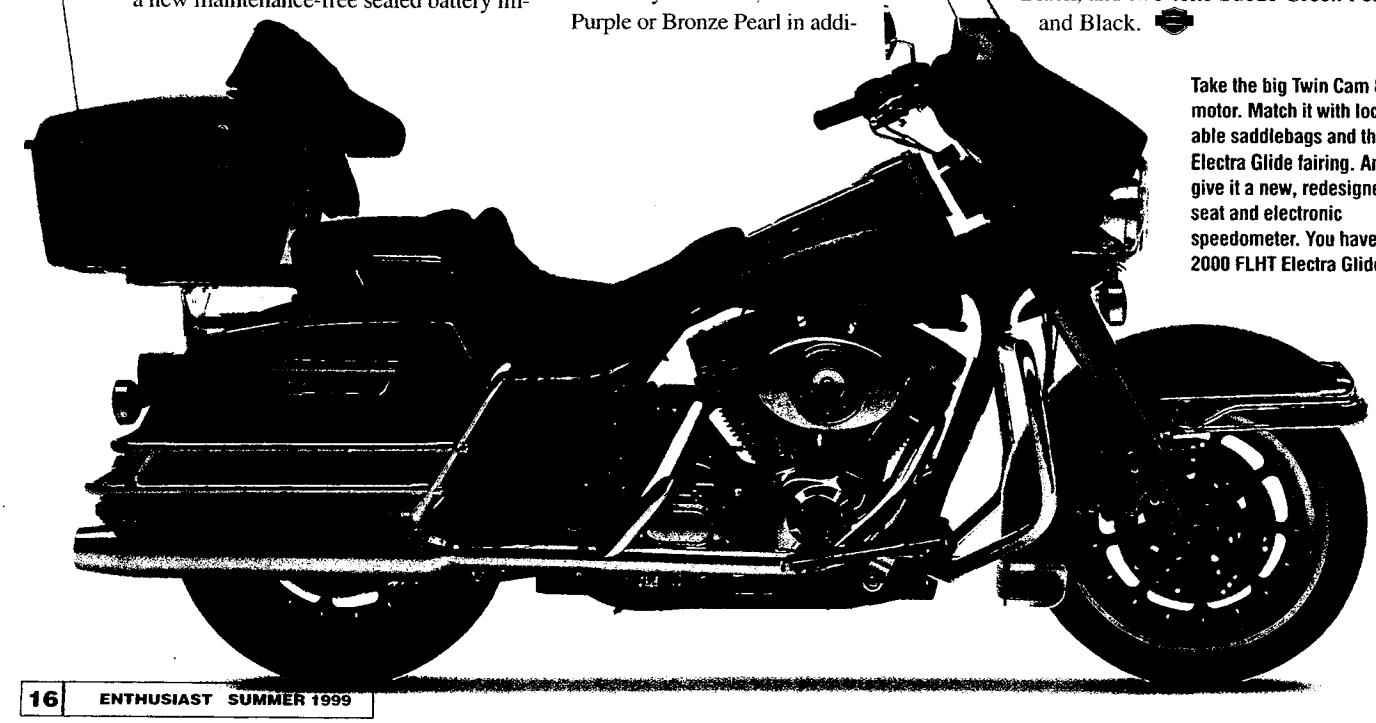
The standard Road King, which sports fiberglass, lockable saddlebags, is now available in either carbureted or electronic fuel injection versions, and is newly available in Luxury Rich Red, Concord Purple, two-tone Luxury Rich Red and Black, and two-tone Suede Green Pearl and Black.

The Road Glide returns with its frame-mounted fairing with dual oval headlamps, clean and uncluttered styling and a premium sound system. A new electronic speedometer reduces maintenance and offers a cleaner look on this long-distance touring bike, which for 2000 comes in Luxury Rich Red, Concord Purple or Bronze Pearl in addition to standard color options.

Three versions of the famed Electra Glide return for 2000, including the FLHT Electra Glide Standard, FLHTC/I Electra Glide Classic and FLHTCUI Ultra Classic Electra Glide. Each gets a redesigned seat for improved all-day riding comfort and an electronic speedometer.

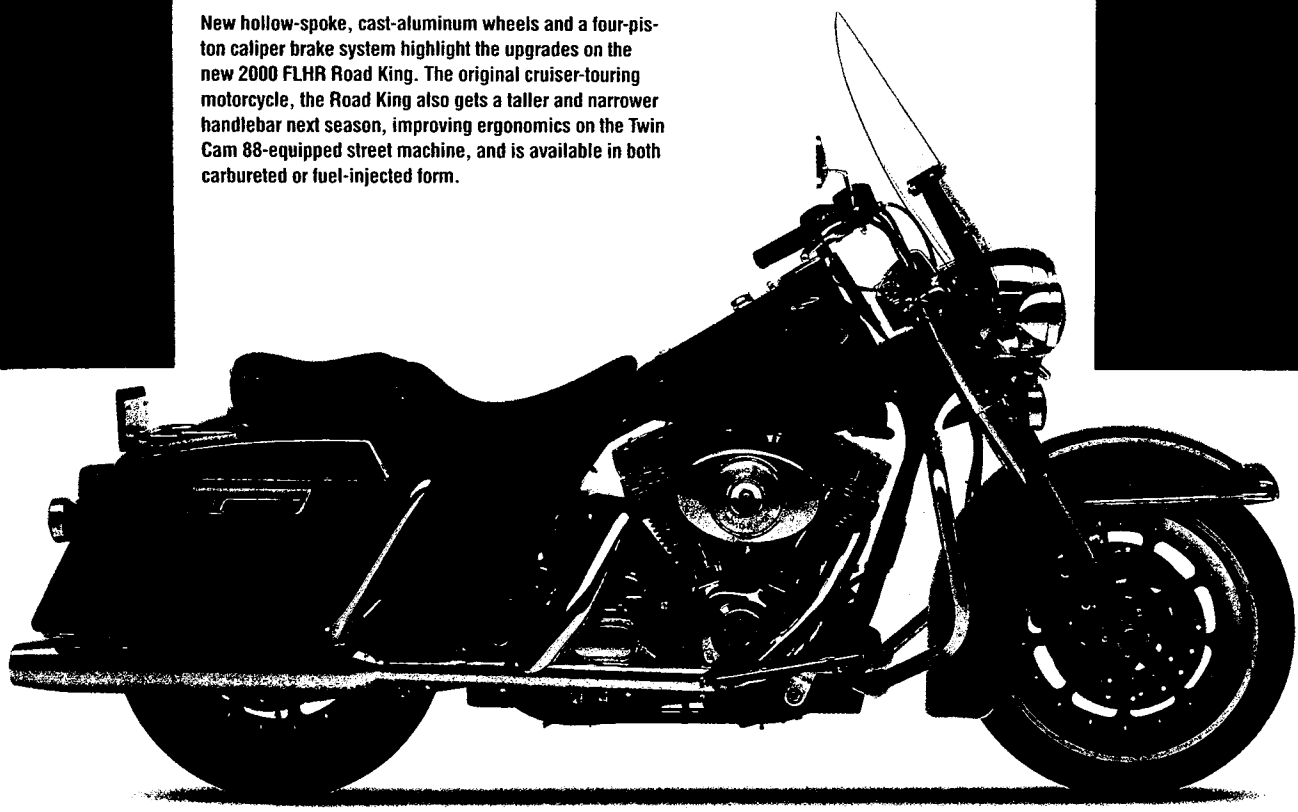
The Electra Glide Standard offers stripped-down comfort and maneuverability and allows for unlimited customization with Harley-Davidson Genuine Motor Accessories. Going the next step with added features like a sound system, digital clock and King Tour-Pak (with integral passenger backrest), the Electra Glide Classic adds new Luxury Rich Red, Luxury Rich Red Sunglo and black two-tone and Suede Green Pearl and black two-tone options to its list of standard colors.

The ultimate touring motorcycle – the Ultra Classic Electra Glide – with its handlebar-controlled and remote passenger-controlled sound system, C.B./voice-actuated intercom and cruise control returns with the new electronic speedometer for the 2000 model year. Added color options include Luxury Rich Red, Concord Purple, two-tone Luxury Rich Red and Black, and two-tone Suede Green Pearl and Black.



Take the big Twin Cam 88 motor. Match it with lockable saddlebags and the Electra Glide fairing. And give it a new, redesigned seat and electronic speedometer. You have the 2000 FLHT Electra Glide.

New hollow-spoke, cast-aluminum wheels and a four-piston caliper brake system highlight the upgrades on the new 2000 FLHR Road King. The original cruiser-touring motorcycle, the Road King also gets a taller and narrower handlebar next season, improving ergonomics on the Twin Cam 88-equipped street machine, and is available in both carbureted or fuel-injected form.



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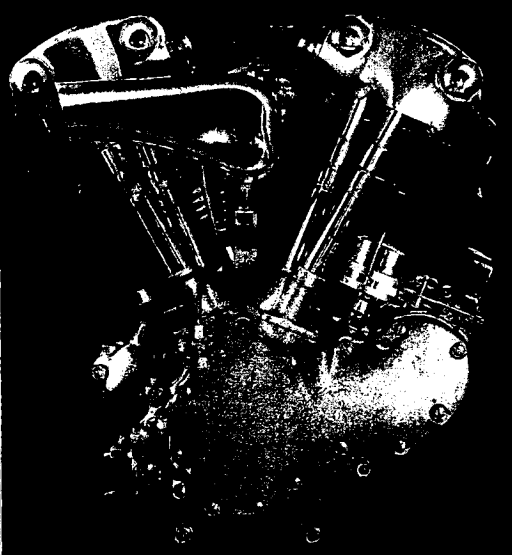
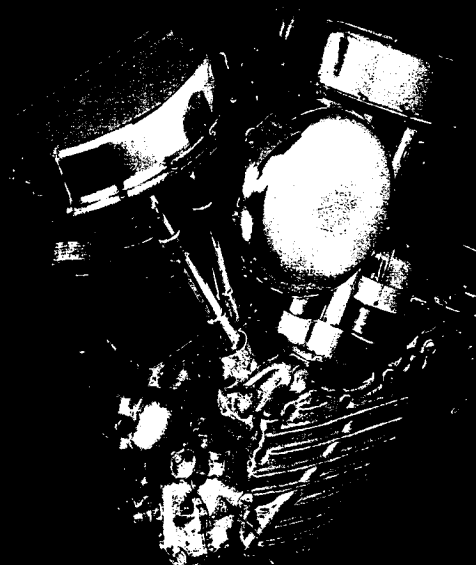
Motor REVOLUTION



Knucklehead: 1936-1947

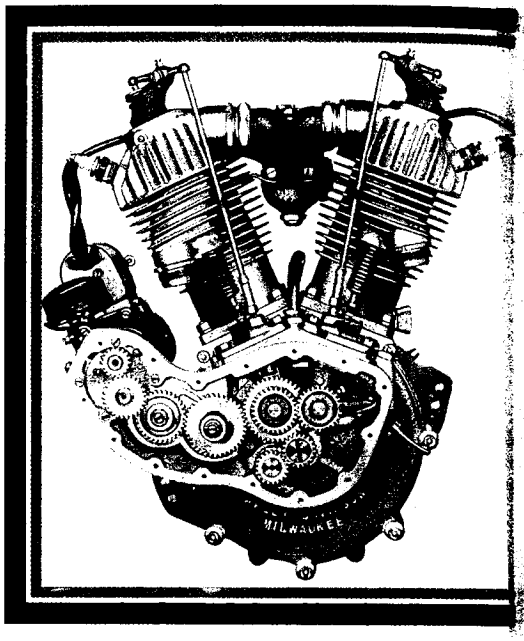


Panhead: 1948-1965

By Tom Bolfert

In the 96 years that Harley-Davidson has been building motorcycles, the motor has always come first. The heart-pumping roar that has come to symbolize the Motor Company has always been, and continues to be, the motor. And for the past 90 years, that heart has been a V-twin.

Now, four generations of Davidsons and several V-twins later, the Twin Cam 88 V-twin builds upon the Motor Company's tradition of powerful, durable performance with a style that is pure Harley-Davidson. The first completely new V-Twin from Harley-Davidson since the 1952 K model, the Twin Cam 88 V-Twin is the most technologically advanced ever, and will be the Motor Company's primary powerplant as it enters the new millennium. Yet, with the arrival of this new motor comes the natural tendency to look back upon the Motor Company's engine and motorcycle history.



Getting caught up in the excitement of the new motor, it's easy to forget that Harley-Davidson Motor Company was a pioneer in many areas of the sport and contributed to the continuous improvement of both its own products and to motorcycling in general. Looking back, it's interesting and enlightening to reflect on some of the many innovations wrought by the Motor Company in its 96-year history. Some became a permanent part of the product line. Others lasted a brief time. A few never made it into production, but contributed, nonetheless, to the history and mystique of the company.

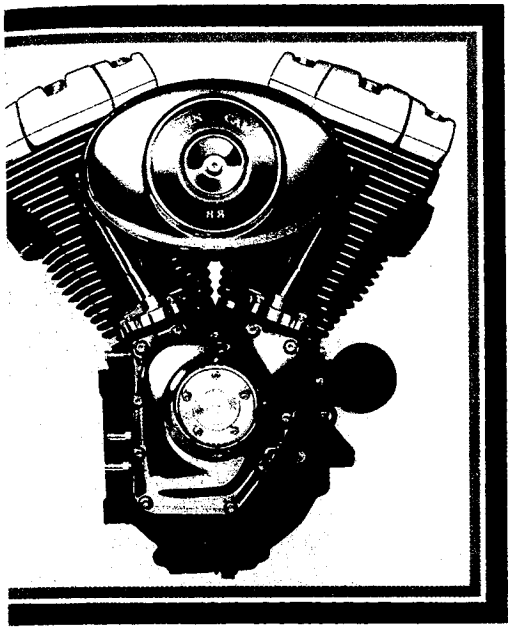
Innovative from the Start

The first production motorcycle that the Davidson brothers and Bill Harley put on the market was revolutionary. More rugged and powerful than its contemporaries, the 1903 Single featured a sturdy frame to withstand the crude roads of the day, and a bigger motor to eliminate the need to pedal up hills. Criticized as being overbuilt and too powerful, the early Harley-Davidson motorcycle quickly earned a reputation for reliability and performance, drawing the envy of its competitors and forcing them to copy its lead. Instead of bicycles with motors, the company founders began turning out true motorcycles for a growing and eager corps of enthusiasts. In an effort to increase horsepower, in 1909 Harley-Davidson first used a V-twin engine in a production motorcycle.

By 1915, Bill Harley, Harley-Davidson's first engineer, had introduced a number of improvements to the line, including the F-head, V-Twin motor with its inlet-over-exhaust valves and, most notably, the sliding gear three-speed transmission and the industry's first practical clutch. In 1916, the racing world was introduced to the potent 8-valve V-Twin H-D racer, a force to be reckoned with well into the '20s. A few years later, in 1919, the Motor Company rolled out the markedly different Sport model with two cylinders that were laid out horizontally in the frame in a fore and aft configuration. Incredibly smooth and reliable, the Sport Model stayed in the line through the 1923 model year.

Throughout the roaring '20s, Harley-Davidson was doing some roaring of its own. An overhead valve 21-cubic-inch Single appeared midway through the decade, eventually evolving into the 30.50-inch Peashooter, the bike that propelled the great Joe Petrali to an unprecedented sweep of every National Dirt Track race in 1935. Also, late in the decade, the Two Cam Sixty-One appeared, followed a year later by the Two-Cam Seventy-Four, both worthy predecessors to the Twin Cam 88, some 70 years later.

History & EVOLUTION



The 1928 Two Cam Sixty-One motor, left, was a precursor to the Twin Cam 88, right.

Entering the OHV Era

Big changes were brewing in the '30s when, during the height, or perhaps the depths, of the Great Depression, Harley-Davidson rolled out the visually stunning Model EL with its 61-cubic-inch overhead valve Knucklehead engine.

The EL was revolutionary for Harley-Davidson with its new double-loop, truss frame, rounded teardrop tanks, teardrop instrument cluster, four-speed handshift transmission and recirculating oil system. While expensive and risky in a depressed market, the development of the EL was a brilliant move as the Motor Company's remaining domestic competitor – Indian – opted to stay with Flathead V-Twin motors. This lack of modern engine development would contribute to the eventual demise of Indian.

During the World War II years, Harley-Davidson experimented with engine design for use by the military. The opposed flat twin XA actually saw production while numerous variants featuring its unique engine did not. By 1948, however, the Knuckle had evolved into the Panhead, an engine many revere as one of the most visually appealing of all the OHV twins. Offered in 61 and 74-cubic-inch versions, the Panhead boasted such revolutionary features as aluminum heads and hydraulic valve lifters that operated in an oil mist. Hydraulic lifters had previously been used only in airplanes and in the most exotic luxury cars.

The K Model and After

The 1952 K Model was the Motor Company's first radically new design since the EL. Featuring a new 45-cubic-inch Flathead motor mated with an integral four-speed, foot-shift transmission, the K was the most technologically advanced Harley-Davidson motorcycle to date. A racing hybrid, the KR and its variants dominated the American racing scene for most of the 1950s and 60s. The K eventually evolved into the long-lived and highly successful Sportster line.

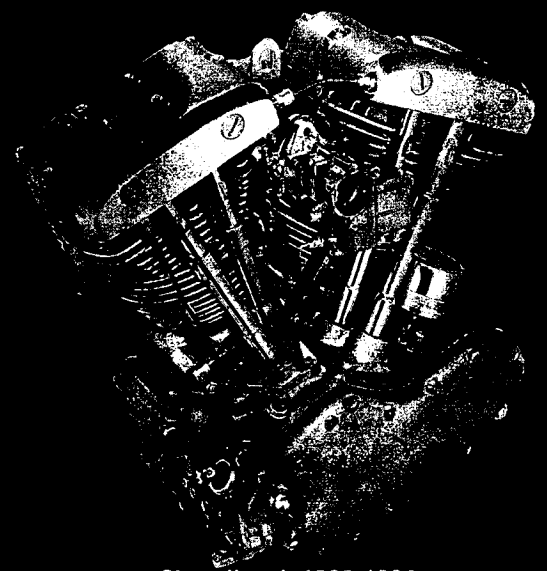
The 1980s introduced an era of high-tech product development with the FLT Tour Guide that boasted a redesigned frame with radically different steering geometry. With its rubber-isolated engine, FLT riders enjoyed a new era of vibration-free riding. The Evolution engine appeared as a Big Twin in 1984, and in the Sportster two years later and has since gone on to prove itself as the most reliable H-D engine ever.

In an effort to increase horsepower, in 1909 Harley-Davidson first used a V-twin engine in a production motorcycle.

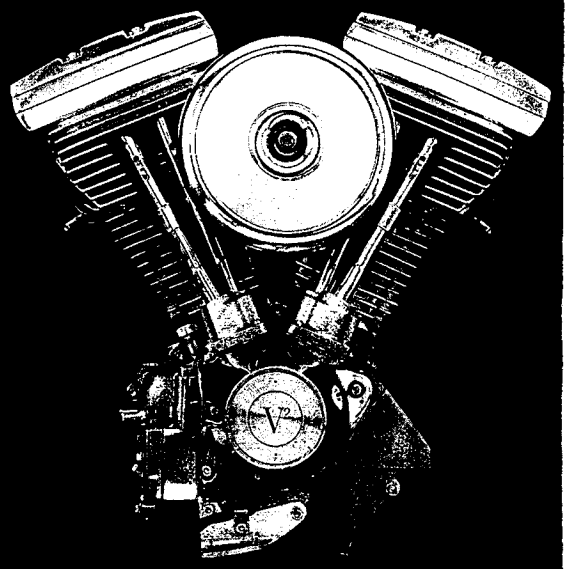
Harley-Davidson was a pioneer in many, many other ways. While all of these innovations propelled the Motor Company forward in its evolutionary (and sometimes revolutionary) progress, there were untold products that didn't make it past the mockup or prototype stages. Some of these, like the X-1000, mini-tank engines, and a utility motorcycle with retractable outriggers, are pictured in the Harley-Davidson Traveling Museum. Others, such as the V-1100 and the four-cylinder Nova, are a little more mysterious.

The Twin Cam 88 motor is just the latest, and maybe greatest, accomplishment in the Company's 96-year history of product development and manufacturing.

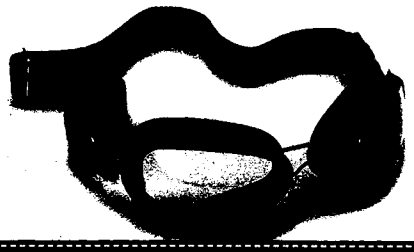
As director for the Harley-Davidson Archives, Tom Bolfert is the person responsible for the vast collection of motorcycles and related items that compose Archives and is, not surprisingly, one of the foremost Harley-Davidson historians.



Shovelhead: 1966-1984



Evolution: 1984-present



Summer Essentials

You're in the heart of the riding season, ticking the miles off on warm days and cool nights. This is when you make the most of your riding time, and your gear. This is the time to have the essential Harley-Davidson MotorClothes riding gear.

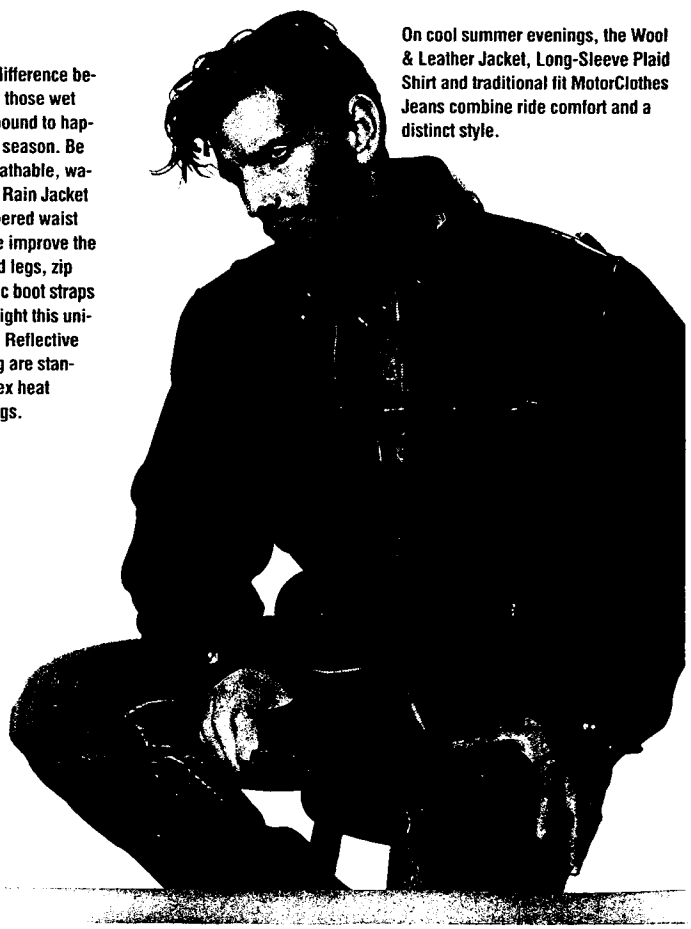
Adding the following summer essentials to your gear options will make each road trip more enjoyable, prolonging your ride time by keeping you comfortable in every riding condition. Harley-Davidson MotorClothes have been the first choice of serious riders for years because each item is designed by motorcyclists, for motorcyclists.

And, like the entire line of 1999 MotorClothes, the summer essentials blend riding function with classic street style for a look that is pure Harley-Davidson.

Rainwear can mean the difference between joy and misery on those wet weather rides that are bound to happen a few times each season. Be prepared with the breathable, waterproof Storm Cycle Rain Jacket and Bib Pants. A tapered waist and rain skirt on the improve the jacket and zippered legs, zip front bib and elastic boot straps on the pants highlight this unisex combination. Reflective panels and taping are standard, as is Nomex heat shields on the legs.

Quality leather gloves provide the first line of comfort and protection for every ride. The fully lined Full Throttle Gloves for women are pre-curved and feature die-cut and sewn thumbs for a natural fit and flexibility. Perfect for cool-weather rides.

The Torque Open-Tip Gel Gloves are gel padded in the palms to absorb road vibration, and the open-finger design allows you to feel the wind.

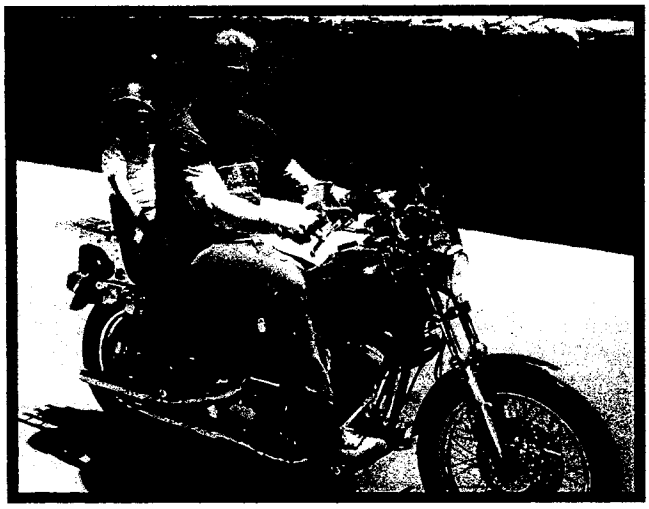


On cool summer evenings, the Wool & Leather Jacket, Long-Sleeve Plaid Shirt and traditional fit MotorClothes Jeans combine ride comfort and a distinct style.

Helmets not only protect, they also help fight riding fatigue by reducing wind noise. New this season is the Scott Parker Helmet, (above) which commemorates the nine-time Grand National champion and features lightweight composite construction with an adjustable (and washable) Cool Max inner liner and an anti-scratch, shatterproof face shield. The Bone Yard Helmet (below) makes a rough and tough statement with its bone-style lettering. The half-shell design features a rear lip, removable shortie visor and neck curtain, and a lightweight shell.

Riding the Thunder

By Nicole Briscoe
Albuquerque, N.M.



You can see from Nicole Briscoe's first ride on a Harley (with Uncle Buddy) that it wouldn't be her last. She has since gotten her license and endorsement, and now rides the 1985 Low Rider Custom herself, although she prefers riding with her dad.

I can recall the first time I saw that motorcycle. I was six-years old. I sat on the patch of grass in front of our apartment and listened. I heard thunder, but deeper, and rhythmic. I looked down the street towards the source of the sound to see my Uncle Buddy riding towards me on his 1985 Low Rider Custom.

The first thing I said to him was, "I want a ride."

That's how it got started.

My dad raised me to love motorcycles, Harleys in particular. I never fully understood what was so great about them until years later, when Buddy sold the Low Rider to my dad. I was 11 years old, and that bike became my ticket to freedom.

It was my dad and I who always went on rides. Some Saturday mornings he would come into the living room, recently showered and smelling of Brut aftershave, wearing his leather jacket and chaps. It was always a simple invitation.

"Hey Nicole. Let's go for a ride," he would say. Or maybe just, "Ready?"

It would take a few minutes for me to get ready, then we'd walk out to the driveway where the bike was sitting like a star in the night, sun playing off its chrome pipes, dancing its way across the handlebars and reflecting towards us, calling us. It wasn't until after we had climbed on that we'd decide where we were going. Each time we cruised out of Albuquerque, N.M., he would open up the throttle and we'd be gone.

We spent a lot of hours on that bike. We rode it all over the state, and then some. Taos, Madrid, Cloudcroft, Ruidoso and Jemez Springs are just a few of the places that held the pitstops and restaurants that we would frequent. The ride to Jemez Springs was always my favorite. We'd hit the other side of San Ysidro where the road started up the mountain, and I would sit back with my eyes closed. As we went through the turns and over the hills I would imagine myself flying, with the motorcycle holding me down to earth. I would listen to its rumble and get lost in its rhythms. As the wind blew past my face I felt freedom that I have never felt any other way. We went everywhere we could on that Harley.

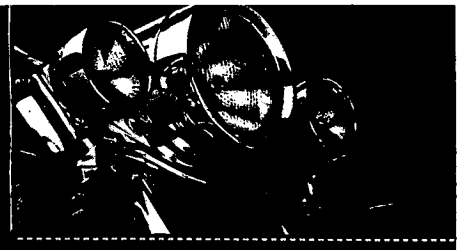
I fell in love with that bike in part because of the color. A couple of years ago, on a return trip from Taos, I turned to watch the sun sink below the horizon. The colors were splashed across the sky like a careless brush from a lazy artist. Red, orange, yellow and pink, blazing as though they'd been set aflame. I looked back toward the road and saw an orange so deep and bright that it could have been a corner of the sunset. It was the motorcycle.

As I rode astride the sunset, a feeling of utter peacefulness settled over me. My life hasn't been the same since. After that ride I had the need to be on that bike, to feel the wind blowing through my hair, and to get lost in every clap of its thunder. I was calm and relaxed.

It's been years since I've had to slip my fingers through dad's belt loops to hold on. But I still feel that support when I ride with him. And for the time when we're not on the motorcycle, he's given me something to hold onto so I'll never fall. It is him. With his support and love, I can do anything.

The bond between my dad and me runs much deeper than just a motorcycle. Nevertheless, every time I go home to visit my parents one of the first words I hear is, "Ready?"

Shared Passion is a new feature in *Enthusiast* for readers who have a story to share with other H-D riders. Please send us your type-written story (600-1,000 words) for possible publication. Include photography, your full name, address and phone number. Send submissions to: *Enthusiast* - Shared Passion, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwuakee, WI 53201-0653.



Back Saddle

Softail Seats With Rider Backrest

The reason behind adding a Softail Seat with Rider Backrest from Harley-Davidson Genuine Motor Accessories is simple: They're comfortable. A lot more comfortable. In fact, for long-distance rides when fatigue becomes a factor, sinking into a seat with a contoured backrest provides a reprieve for your posterior. And unlike aftermarket units, these seats offer no compromises in adjustability and ease of use.

Consider the Harley-exclusive, no-tools-required adjustment for the backrest angle. A small tab on the side of the seat activates an integrated gas spring, which allows an infinitely adjustable backrest angle within a 30-degree range. Simple, and high-tech! And the fold-down feature of this backrest means it's easy for a passenger to throw a leg over when boarding.

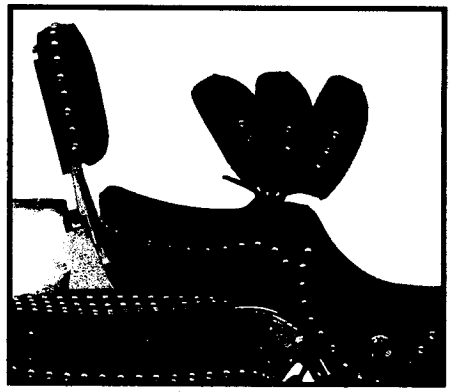
What's more, pressing a single button will adjust the height of the backrest to one of five different settings within a 1.5-inch range. Again, tools aren't necessary.

There are four versions of the seat for the Softail family: the Heritage Softail Classic with Rider Backrest, Fat Boy with Rider Backrest, Heritage Springer with Rider Backrest and FX Softail with Rider Backrest. Each seat matches the original style of each Softail model. Matching passenger backrests are available for each seat (sold separately). The Heritage Springer Seat comes in four different custom trim-color options for an exact match with that model.

Each Softail Backrest Seat is an original H-D accessory and uses original mounting locations. Installation is simple and straightforward, requiring no more than 30 minutes for a novice.

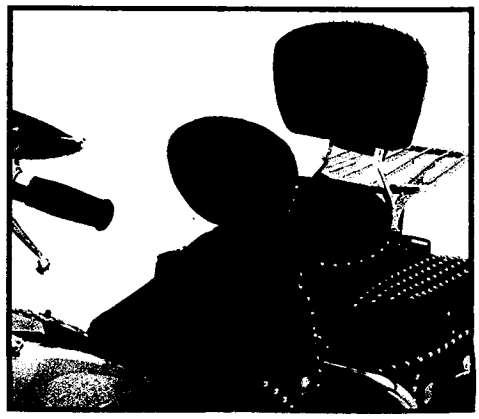
"These seats fit just like the original unit on the motorcycle," says Vince Orange, H-D product manager. "Someone who has taken a seat off once could install this seat in five minutes."

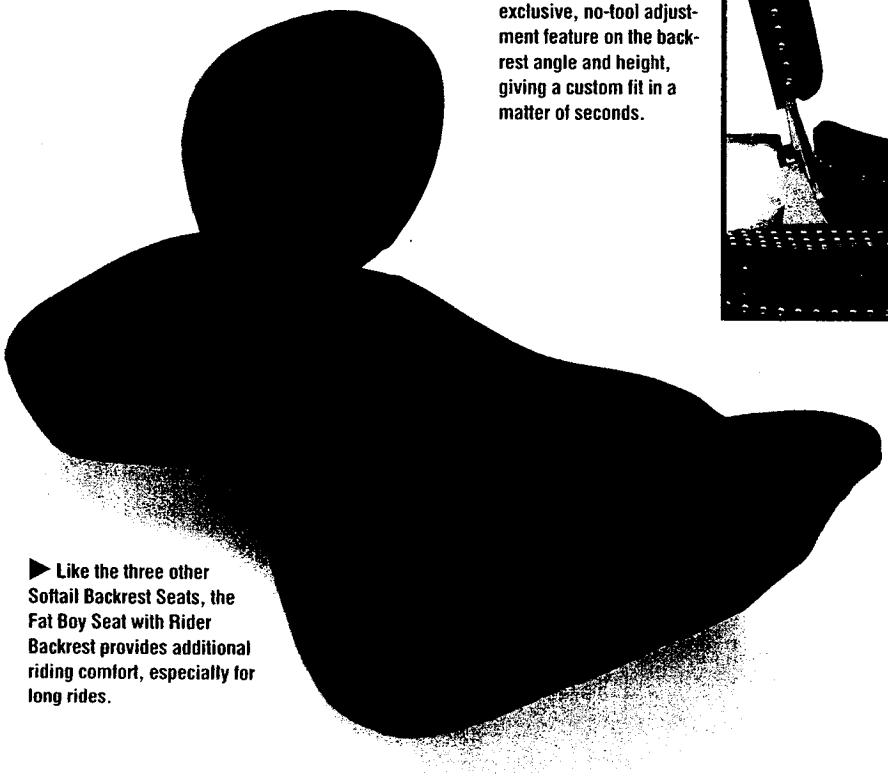
All four Softail Backrest Seats include the seat, rider backrest, passenger grab strap and mounting hardware, and fit Softail models 1986 and newer. For more information on the Softail Seats, see your local, authorized Harley-Davidson dealer.



▶ All Softail Backrest seats provide the Harley-exclusive, no-tool adjustment feature on the backrest angle and height, giving a custom fit in a matter of seconds.

▼ The Heritage Softail Classic Seat with Rider Backrest comes with chrome spots and leather valance to fully match the Heritage Softail Classic styling.





▶ Like the three other Softail Backrest Seats, the Fat Boy Seat with Rider Backrest provides additional riding comfort, especially for long rides.

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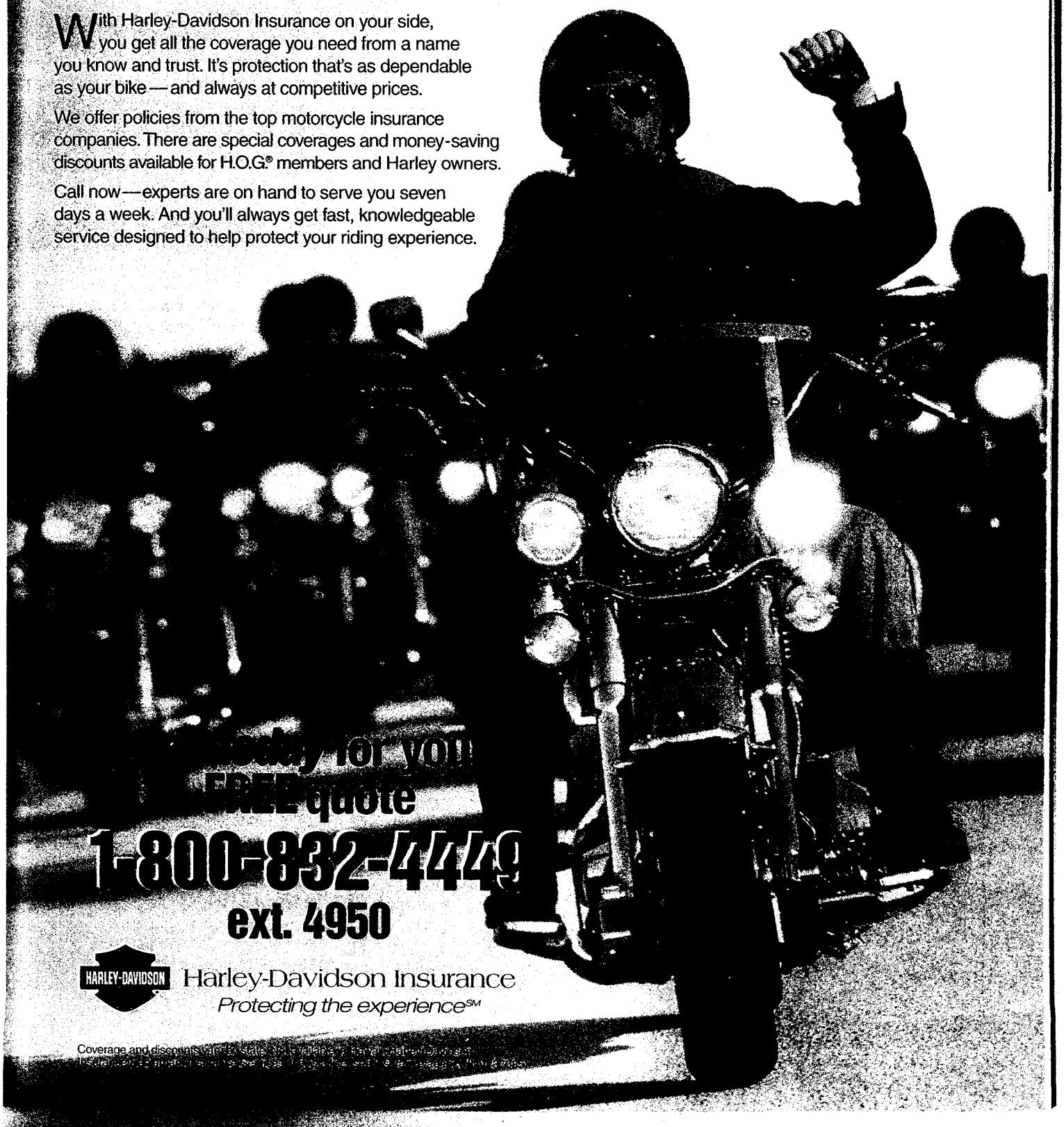

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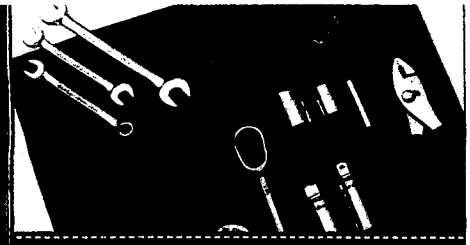
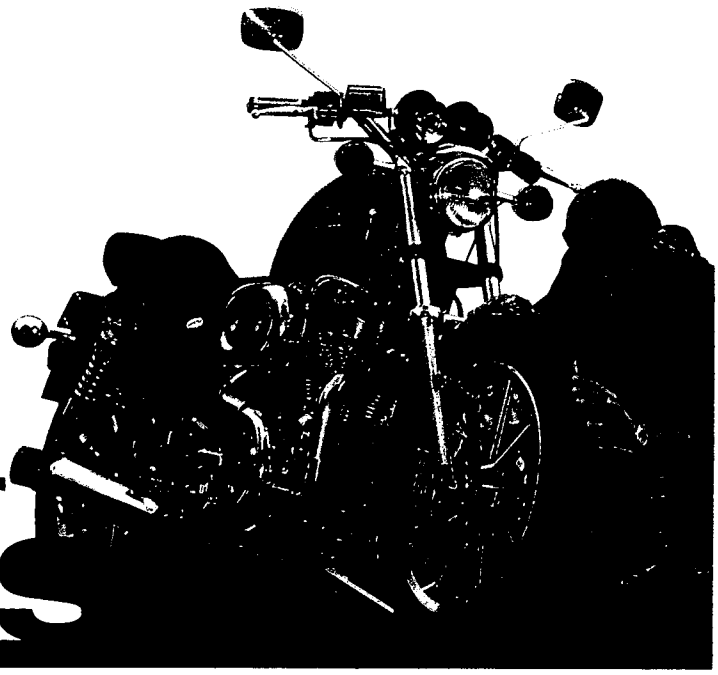


Service

Time for Tires



Tires are the point of contact between your motorcycle and the road, and they affect handling, performance and safety. Checking for proper inflation pressure is the most important weekly maintenance you can perform.

Maintaining the Perfect Patch

No matter how fast you're riding, how far you lean into a turn, or how quickly you must brake for an oncoming hazard, the only thing connecting your motorcycle to the pavement are two fist-size patches of spinning rubber. Every force that's generated by your motorcycle, your every movement and input are transferred to the road via your bike's tires. These two patches are your lifeline. They are the most critical components to the performance and safety of your motorcycle, which is why tire maintenance should be a pre-ride ritual during the riding season.

Visual Inspection

Years ago, tires were designed for general use in all conditions. Today, however, tires are more specialized and designed for specific riding styles, such as sport, sport touring, high-mileage touring and racing. While this has resulted in a more "tuned" ride for every purpose, it's also made proper tire maintenance even more important. Performed every time you ride, the basic steps for tire inspection will also prolong the life of the tires.

Begin the inspection of your tires by checking for stress cracks in the tread grooves and sidewalls. Stress cracks are usually due to tire age, excessive loading, or under- or over-inflation, and are often a symptom of more serious damage within the tire carcass. If you see signs of stress cracks, especially on the tire sidewall, replace the tire immediately.

Tire inflation pressure is probably the single most important maintenance procedure you will perform on your motorcycle.

Tires will indicate other motorcycle maintenance problems, often in the form of uneven wear patterns that can indicate a suspension shock or fork problem. A lack of suspension and wheel bearing maintenance can affect tire wear. If you notice unusual wear, or if the bike's handling has deteriorated (even though the tires are properly inflated), it's time to look at other components.

Wind In The Skins

Tire inflation pressure is probably the single most important maintenance procedure you will perform on your motorcycle. Don't be fooled by tires that "look" like they have enough air. Instead of the visual gauge, purchase a good pressure gauge and use it before each ride to monitor inflation pressure.

More often than not, tires that have been ignored are under-inflated. All tires lose air pressure over time, and an underinflated tire buckles inward at the tread surface, reducing contact patch area and thus limiting the bike's traction. Under-inflation also places additional stress on the tire carcass, increasing the sidewall flexing and internal heat buildup. This not only reduces tire life, it's also potentially dangerous.

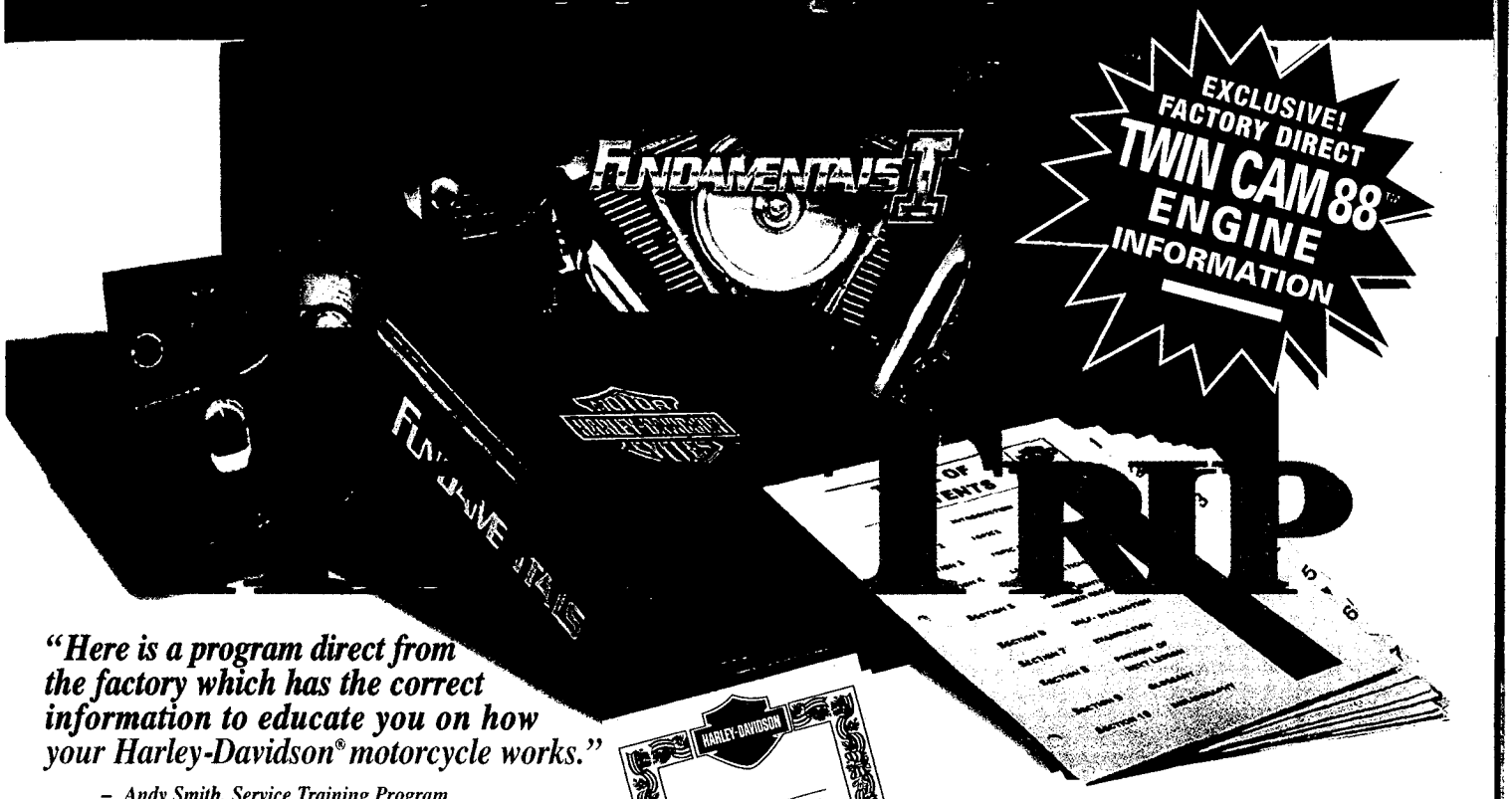
By frequently monitoring tire pressure, you'll know if a significant loss of air occurred sooner than expected, which points to tire cuts or puncture. A cut, worn or poorly-sealing valve stem is another possible source for air loss.

Every tire has a maximum load-carrying capability and a corresponding inflation pressure imprinted on its sidewall. Before inflating a tire, check the number to determine the correct air pressure. Remember, inflation pressure is the maximum air pressure for a cold tire that is appropriate for the maximum load. It isn't the pressure recommended for all conditions (check your owner's manual or the tire manufacturer's technical specification for sub-maximum loads).

Beyond inflation pressure, tires need periodic cleaning to remove dirt, debris and even chemicals. Use a mild soap/water solution to clean sidewalls, white striping and lettering. Rinse with plain water. Applying cleaners or dressings to tires isn't recommended, and may cause premature wear and reduced resistance to weather checking.

Extreme temperatures and sunlight age a tire more quickly, as does contact with oil and gasoline. Avoid such conditions when storing your motorcycle.

Following these basic steps of inspection, inflation and cleaning, will prolong the life of your tires and optimize the performance and handling of your motorcycle. For more information on this and other service procedures, see your local Harley-Davidson motorcycle dealer.



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– Andy Smith, Service Training Program Manager, Harley-Davidson Motor Company

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The Racer's Edge

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The lead XR 750 was pitched sideways, dirt roosting from the spinning rear tire as the racer "held it" tight on the last of 25 laps

Proving he's still one of the fastest dirt track racers around, Jay Springsteen won his 42nd career Grand National race at the tender young age of 42.

Photos by Andrew Rosental

at the Hagerstown Half Mile, the second AMA Grand National Dirt Track race of the 1999 season. The racer piloting the lead bike, right wrist fully curled to coax every last bit of power from the roaring V-twin, was Jay Springsteen, about to notch his 42nd National victory, at age 42 and in his 25th season as a professional dirt track racer. The crowd was every bit as loud as Springer's leaned-over XR as they cheered this historic moment in motorcycle racing.

That powerful mixture of speed, fear and cheer are the basic elements of why we race, and why Harley-Davidson began its first sponsored race effort in 1914.

How do these racers justify the countless late-nights of hard work and personal sacrifice endured by themselves and their crews, and the unyielding pressure that defines one side of the racing coin? It is the excitement and satisfaction that Springsteen and every other racer feels when they cross the finish line, satisfied with the result. That is the good side of the coin, experienced in roughly equal proportion to the other. Some struggles and some success - that has been the story for Harley-Davidson racers early in the 1999 season.

Lori Francis and the Screamin' Eagle NHRA Pro Stock Drag Racing team ran a 7.96-second quarter mile at 161 mph in Atlanta, making her the fastest and quickest female on a Harley-Davidson ever.

Road Racing

The AMA Superbike Series is the most competitive road racing series in the world, with the deepest field of racers and six full-factory efforts battling for supremacy in a 13-race series across the U.S. Harley-Davidson entered this form of competition in 1994 with its VR 1000 as a means to test, learn and prove itself against other manufacturers with larger budgets and established road racing programs. Daunting as it were, with many frustrations and disappointments along the way, the VR effort is already proving itself a worthy contender this season.

First came news at Daytona of a five-year sponsorship of the race effort by Ford Motor Company. This infusion of resources will enable the VR race team to reach the "next level" of competitiveness, and the results soon followed at Round 4 of the Superbike Series at Sears Point Raceway in Sonoma, Calif.

In his second season on the team, Pascal Picotte showed his and the team's tenacity by finishing third, the first podium finish for the VR effort since 1996 and a hint of what's to come later in the Series. In fact, if Picotte had been able to get into position a little earlier in the 25-lap race, he might have finished higher. And with Scott Russell fully recovered from his Daytona injuries and getting used to the VR 1000, another potent threat will be challenging podium regulars.

Perhaps most interesting about Sears Point was the crowd's reaction to Picotte's podium finish. Long after the

Pascal Picotte returned the VR 1000 to the podium with his third-place finish at the Sears Point AMA National Superbike race.

Photos by Brian Nelson

other racers obliged the last of the autograph seekers and returned to their pits, there stood Picotte, surrounded by a congratulatory crowd of fans looking to share in the day's "victory." It left little doubt which team is the emotional favorite.

Drag Racing

As the old adage goes, the first motorcycle race happened the day they built the second motorcycle. If that's true, there's no question that the first race was a drag race. Pitting one motorcycle against another in the most basic form of competition, drag racing rewards brute power and lightning-quick reflexes, two things the Screamin' Eagle Pro Stock drag team have plenty of.

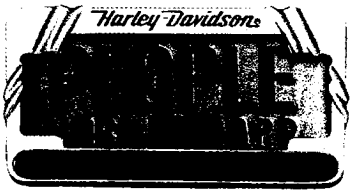
New to the team this season, Lori Francis sat out the first couple of rounds while Screamin' Eagle put the final touches on her Walters-Korn Racing Team/Pro Stock Harley. When the series came to Atlanta, Francis got her first shot to prove her power. When the last of the blue tire-smoke settled, Francis ran a 7.96-second quarter-mile at 161 mph, the fastest Harley-Davidson speed and Harley female time ever recorded by a woman.

As icing on the cake, Francis, teammate Rob Korn and the entire Screamin' Eagle team were given the Best Appearing Team award by the NHRA. Look for even faster speeds and lower ETs as Francis gets more quarter-mile experience aboard the Harley-Davidson Pro Stock motorcycle.

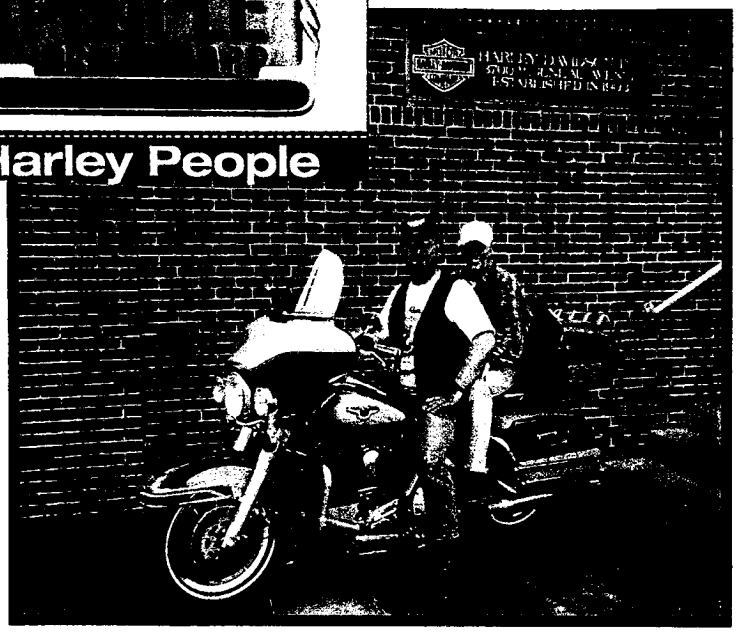
Back to the Dirt

A couple of weeks after dirt track legend Jay Springsteen notched his first win since 1995, another Harley-Davidson racing legend returned to the winner's circle. In his final season of Grand National racing, Scott Parker won the Harrington, Del., round with career victory number 92 (Springsteen is second in career wins with 42). If Parker should go on to win the Championship, it will be his 10th. Amazing!

Whether it's a Run What Ya Brung bracket race or a NHRA Pro Stock drag race, whether you ride your Harley-Davidson to the race or read about it in *Enthusiast*, the reason why we race is plain and simple. We race because it's fun, it's exciting and we learn from it. We've been racing at the front for 85 years due to racers like Francis, Picotte, Parker and Springsteen.



Harley People

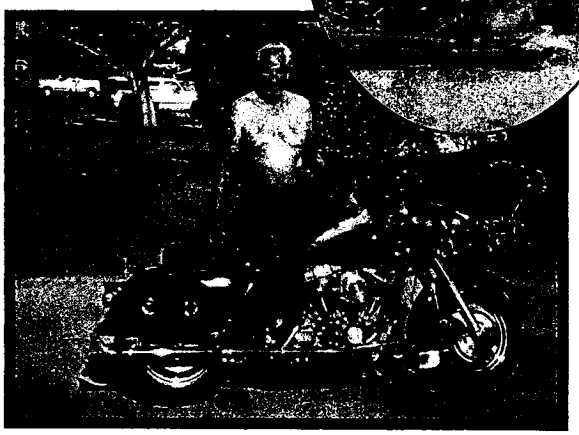


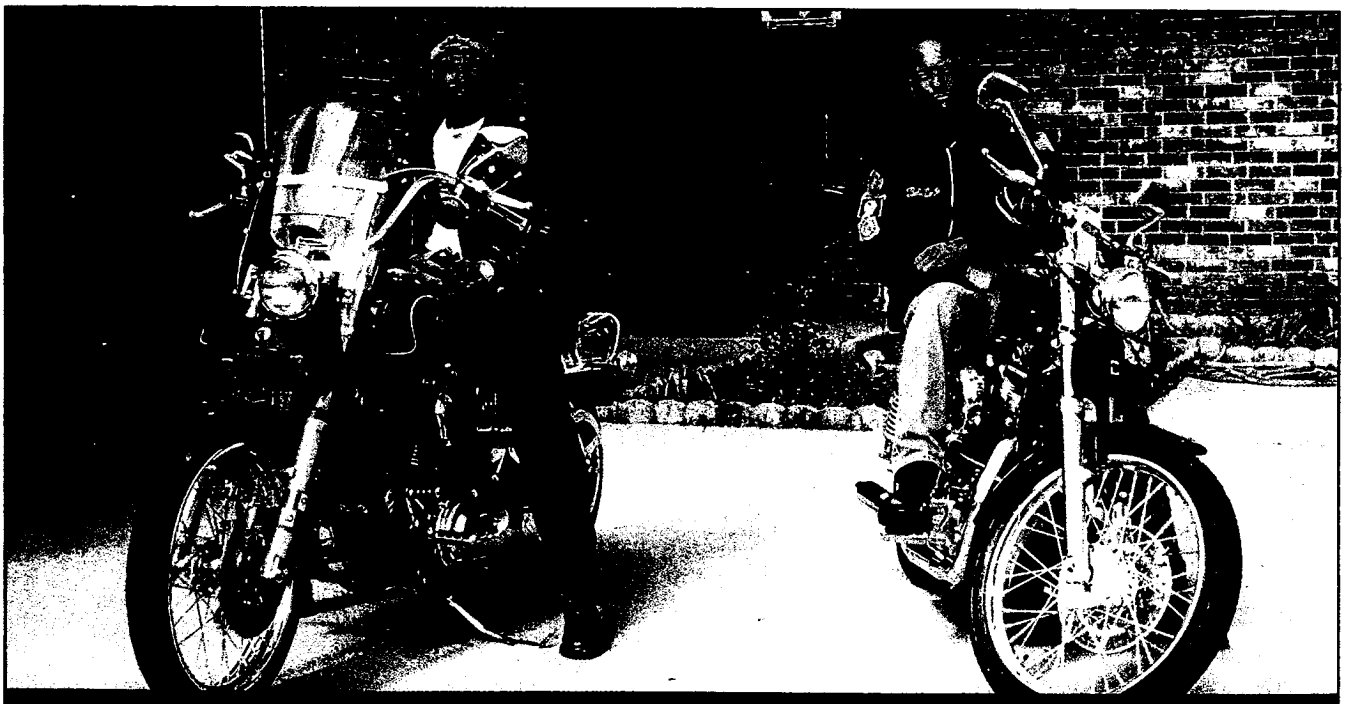
Dynamic Duo

While some Harley-Davidson owners went home after the 95th Anniversary Reunion, Winston Kindem and daughter Cathy had just begun to ride. The father-daughter team went on from the 95th celebration to a 10,000-mile trip west. The two took their 1998 Anniversary Ultra Glide to Yellowstone National Park, all five National Parks in Utah, and Pike's Peak in Colorado. They returned to Mankato, Minn., to catch their breath and then cruised one more time to the Sturgis Rally.

Giving Test Driving A New Meaning

More than 50 years ago Jim Devers of Bakersfield, Calif. got out of the Navy and bought his first Harley-Davidson, a 1930 74 "Flat Head." Since then he has owned four others – a 1949 Pan, Shovel, 41-61 Knucklehead and 1988 Evolution. This year, Jim bought a new 1999 Road King Classic, which he is certain is the best one so far. Once Jim takes his new bike to its extremes, he will be ready for his next Harley-Davidson. The only question is, will it be ready for him?





Father Knows Best

Oklahoma college student Ernest Botello, Jr. grew up with a hard-working father who spent much time trying to support his family. Ernest and his father didn't spend much time together, and the two rarely agree on much. That all changed with the purchase of a Harley. On his 47th birthday, Ernest Botello, Sr. bought a sinister blue FXDWG Dyna Wide Glide and opened his son's eyes to the rumble and roar of a Harley-Davidson. Ernest Sr. showed his son how to ride a Harley, and soon a XL 1200 Sportster Custom was added to the family. Father and son have been riding together ever since, making up for lost time and sharing their passion for the road. The only disagreement now is where to ride next.

Sturgis - In Pennsylvania

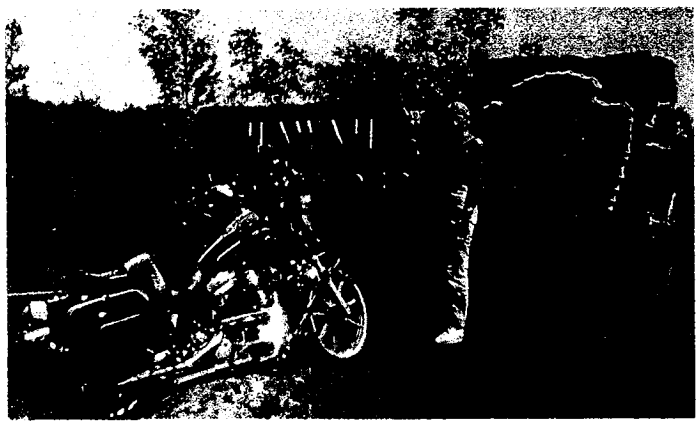
While most fanatics will be heading to South Dakota this summer to experience Sturgis, Ron Smith, Jr. of Carlisle, Pa., has Sturgis in his own backyard. Ron is the proud owner of a rare 1980 FXB "Sturgis" Harley-Davidson motorcycle. The motorcycle, 49th of 1,470, is so unique because only 3-percent of all Harleys built in 1980 were Sturgis models. Ron has added the motorcycle to his classic car and truck collection.

Ticket to Ride

On the morning of Oct. 12, 1998, Angelo Godino of Scranton, Pa., heard the news he had been waiting for. A new 1999 Softail Standard was ready and waiting for him at Vreelands Harley-Davidson in Pennsylvania. For months he had searched for a Softail that would be ready in time for Bike Week in Daytona Beach, Fla., so he couldn't pass up this chance. He was determined to get the bike, and find the money for it, somehow. Wondering how he would finance the $12,000 motorcycle, Angelo grabbed lunch and two Harley-Davidson scratch-off tickets. As he carefully scratched off the numbers, he realized he had a winner, but wasn't sure how much. Then it hit him. He had won the grand prize of $12,000! More than 1000 miles later, Angelo made it to Daytona, on his lucky lottery bike.

We'd love to see your Harley-Davidson motorcycle, and to learn more about your love of motorcycling. Please send us a photo and pertinent information, along with your full name, address and telephone number, to: *Enthusiast* - Harley People, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653. We'll print a sampling in each issue.

50 States and Counting



Maureen Clark of Cedar Rapids, Iowa, recently completed her goal of riding all 50 United States aboard her '85 FXRS Low Glide, amassing [illegible],000 miles in [illegible] years.

Maureen Clark didn't fully realize [illegible] the FXRS Low Glide would [illegible] when she bought it new back in 1985. But she knew her love of the road and passion for Harley-Davidson motorcycles [illegible] marriage. Now [illegible] sales and all 50 United States [illegible] knows that her Harley has taken her to one of the greatest places in the world, physical or otherwise.

"Riding is almost spiritual for me," she says with just a hint of self-consciousness. "That might sound kind of strange, but it's true. All the great places, people and experiences have been really spiritual."

It's no wonder the Cedar Rapids, Iowa, rider waxes soulful about her 50-state adventure, given the life-threatening accident that preceded the journey.

"Because of that, I realized that anything can happen. So, I decided to get out there and ride in all 50 states," she recalled.

In her quest to live life to its fullest, three months later Maureen completed a tour of the Southeastern states, followed soon after by a trip to Michigan. She had already toured the East coast before the accident, along with a trip to Colorado for a HOG Rally in '89. In '93 she added California to the "been there" list, followed by several Northeastern states the next summer. When she toured Washington State in 1995, Maureen had ridden all of the lower 48 states. The most ambitious of all her rides remained, starting with Alaska.

"I planned the Alaska adventure during the winter of 1997," says Maureen. "That summer, a friend and I rode straight through rain most of the way there. That was fun, but tough."

After seeing the sights of Fairbanks for a couple of days, the two headed back home. Again, in the rain. When they returned to Cedar Rapids, 19 days after embarking on the Alaskan adventure, the odometer read 7,800 miles.

"Our longest day of that trip was 650 miles," says Maureen. "Normally, I don't like to ride that long, because it's not as fun as a leisure pace. But sometimes you just have to put on miles."

Maureen placed the last piece of the 50-state puzzle this past March. After shipping her bike to the big island of Hawaii, Maureen and a friend rode 850 miles in five days in what she described as one of the most beautiful places of her long journey. It's only fitting that, after 14 years and 126,000 miles, Maureen's FXRS finally got her first name: Island Girl.

"She has been so wonderful to me," Maureen says of Island Girl. "Never once has she ever broken down or given me any problem. And except for piston rings at 79,000 miles and an oil change every 1,700 miles, no repair work has ever been needed."

So, having ridden in all 50 states, which is her favorite?

"Oh, probably Iowa. Colorado and Vermont are really great," she says, pausing for moment to add, "And Hawaii!"

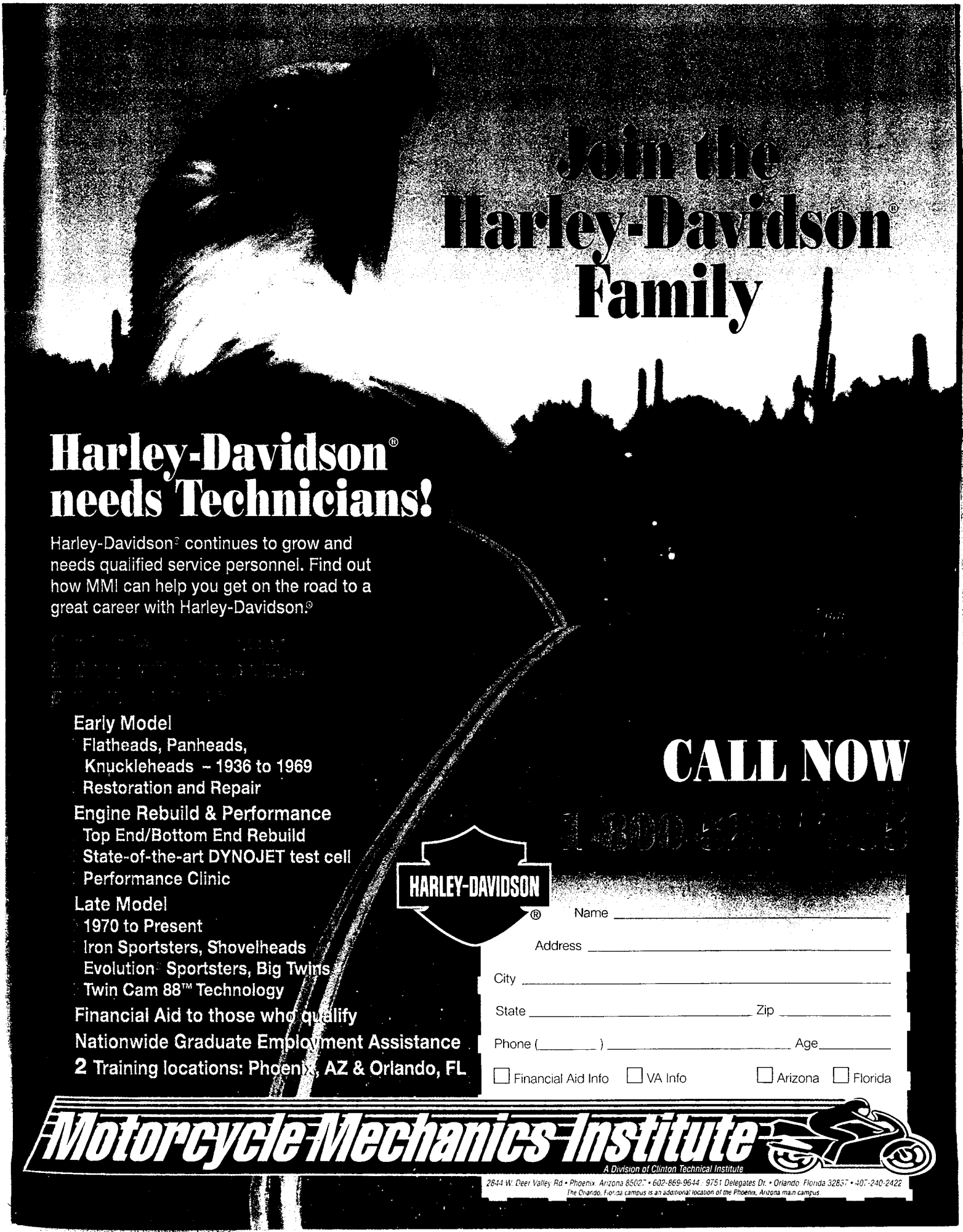
She recently received the new vanity plate for Island Girl, which reads: RODE 50. Although she recently celebrated 30 years working for Square D, a company that produces electrical circuit breakers, Maureen isn't close to "retiring." This summer, Maureen plans to ride a lot with her son, experiencing the rolling hills and farmland of her home state. But next year, she will begin Round Two.

That's right, she plans to ride all 50 states again.

"I'm going to do it all over again," the lifetime HOG and AMA member states with a laugh. "People ask me about shipping my bike to Europe to ride there. I say 'No way. I want to see this country again.'"

And on which bike?

"Island Girl, of course. It fits me perfectly, and I know her so well. Why wouldn't I take her again?"



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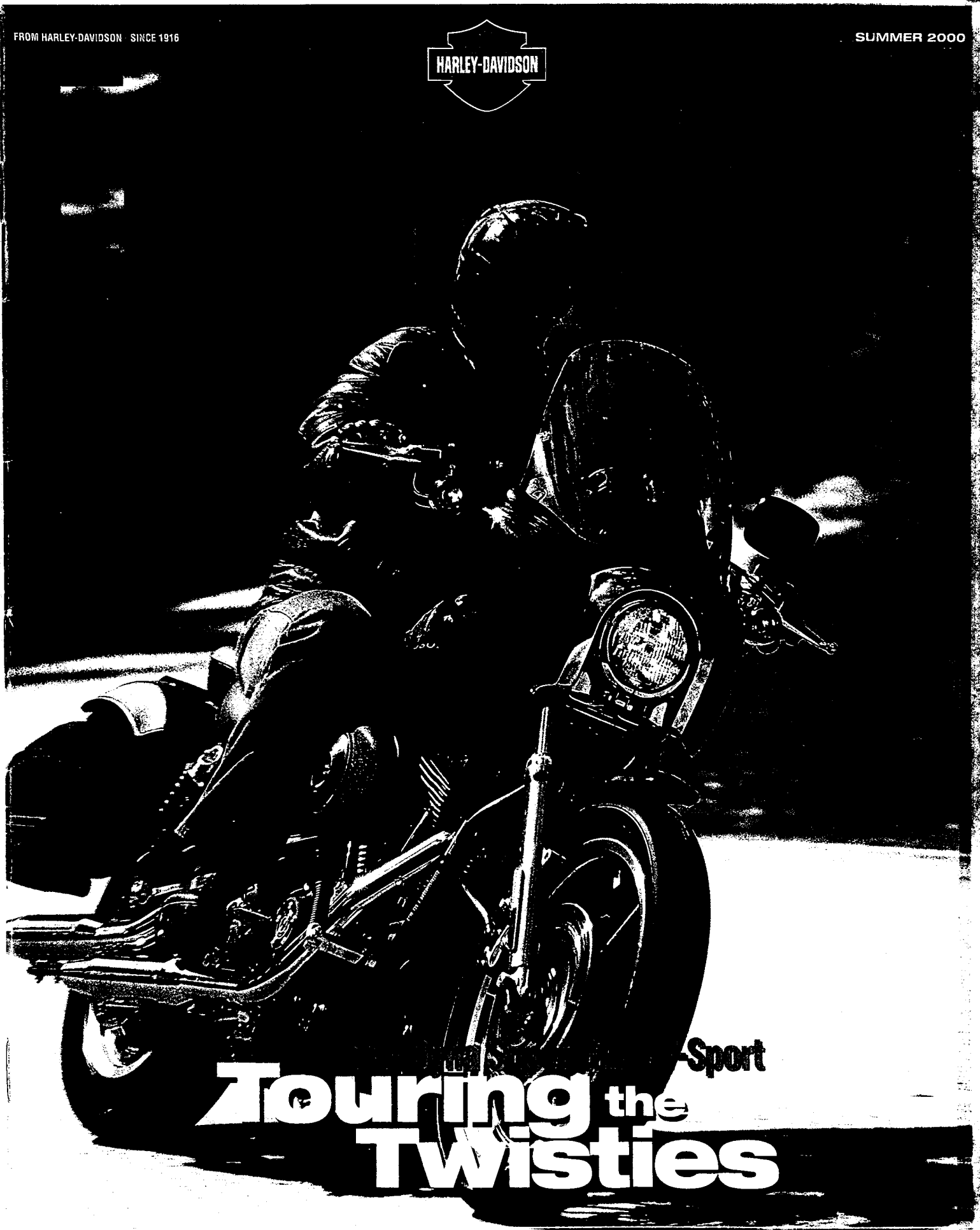
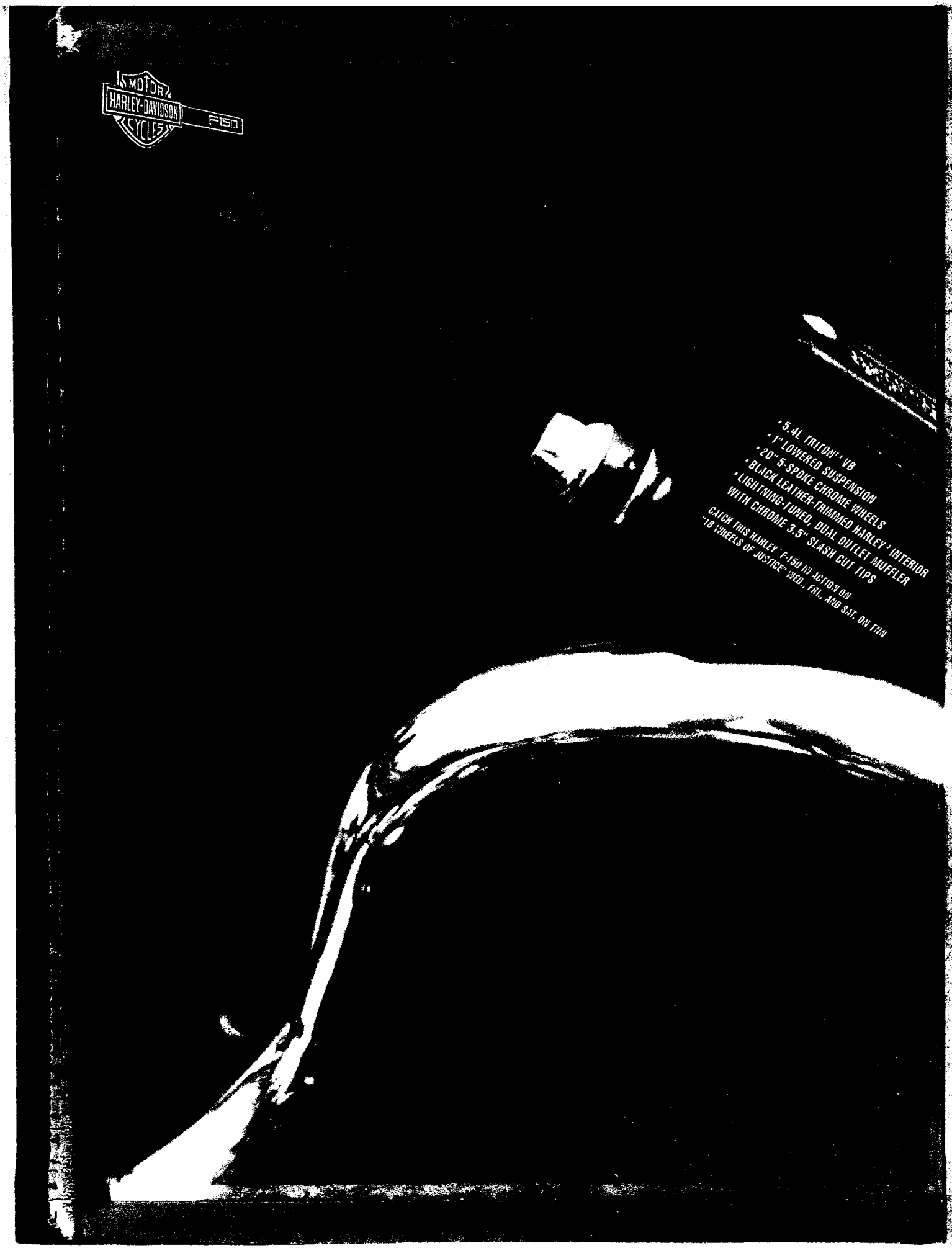


Sport Touring the Twisties

Lowdown on the 2001 Harley-Davidson Motorcycles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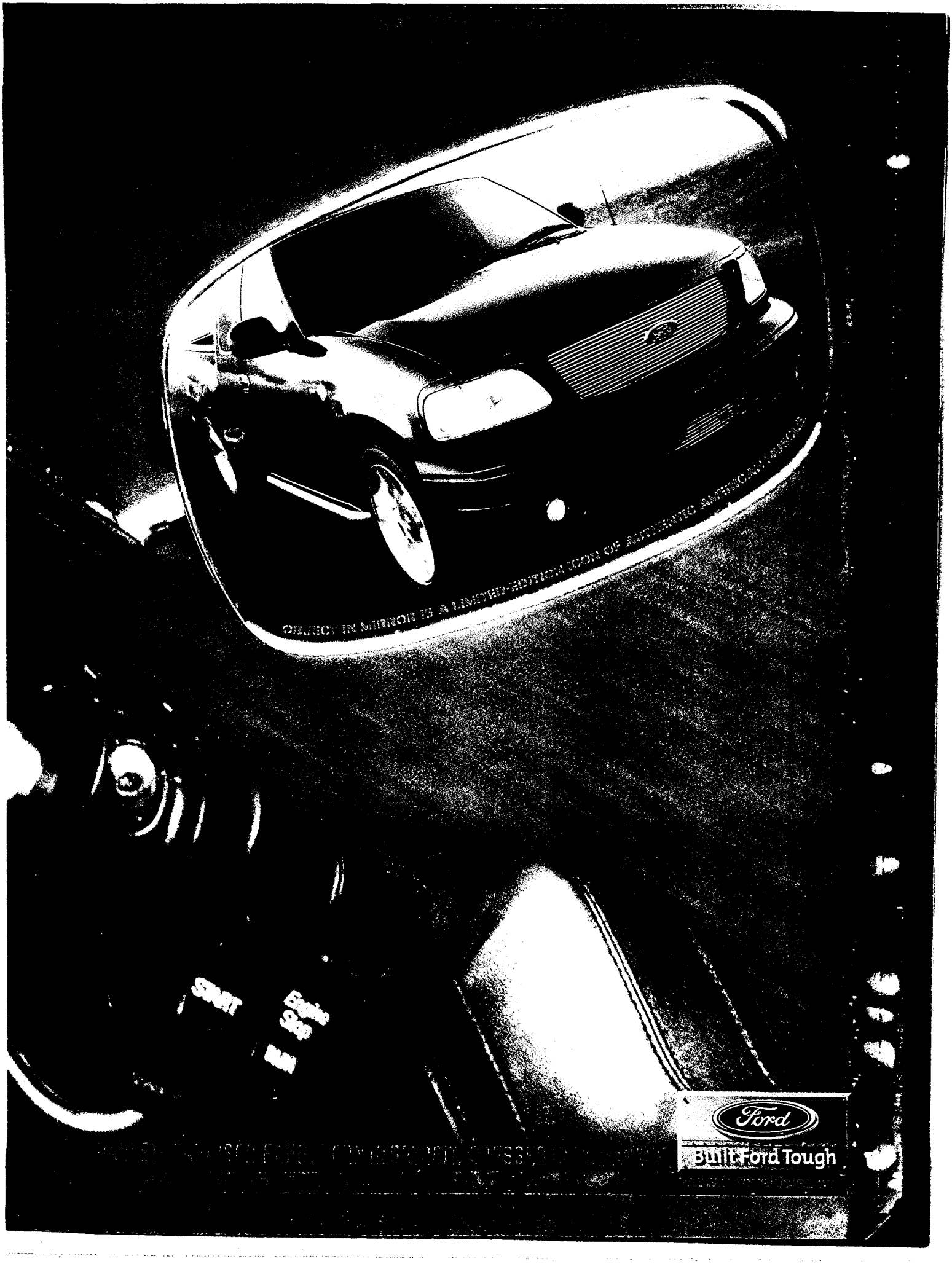
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Enthusiast

HARLEY-DAVIDSON

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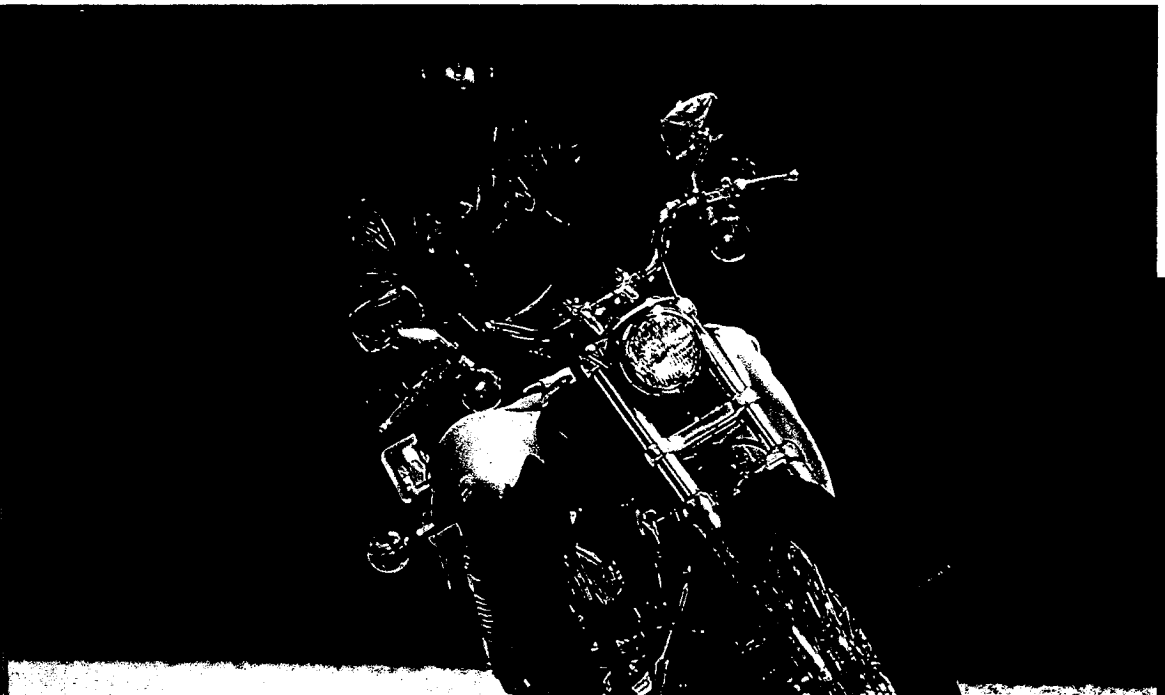

On the cover:
Combining the performance of a Twin Cam 88 motor and a fully-adjustable suspens on with comfortable touring features like saddlebags and a fairing, the all-new Dyna Super Glide T-Sport headlines the 2001 model line from Harley-Davidson. Photo by John Sandberg.

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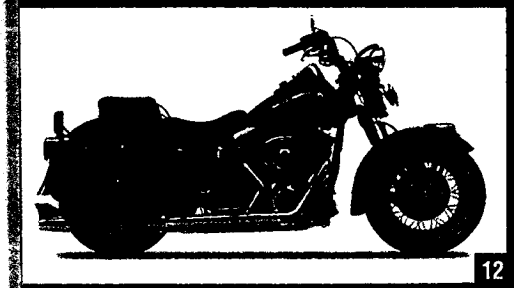

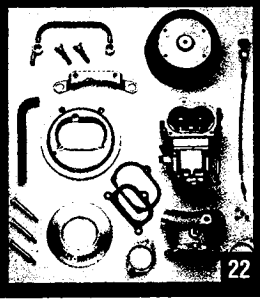

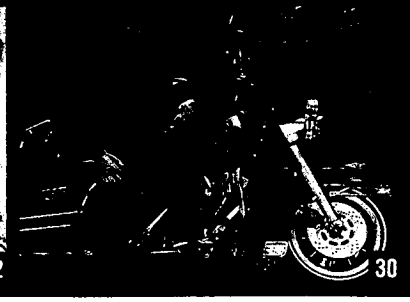

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FOR THOSE WHO NEVER NEEDED ONE, A REASON TO PARTY.

On Saturday, September 9th, we're celebrating the arrival of the new 2001 motorcycles, MotorClothes™ apparel and Genuine Motor Accessories. So stop by and see the latest, then register to win a new Softail Deuce. How much more excuse do you need?

HARLEY NEW YEAR HARLEY-DAVIDSON SEPTEMBER 9TH

Comments

Dream On

By Paul James

We all have dreams. And Harley-Davidson Motor Company wants to help make yours come true. Read on to dream on.

Harley-Davidson's self-stated goal is to fulfill dreams through the experiences of motorcycling. That's the beginning of our mission statement and the focus of every employee in the entire company.

Dreaming is the first step in doing. Doing takes courage and conviction. It is the fulfillment of dreams. Of course, the true beauty of chasing and fulfilling dreams is that once a dream is fully realized, the next one springs up shortly thereafter.

The new Buell Blast is all about achieving the dreams that only your first motorcycle can fulfill. Your first solo ride quickly becomes your first day trip. Your first overnight trip segues into your first motorcycle camping trip and then may turn into your first rally experience. Imagine all the first time experiences, once only dreamt, each Buell Blast owner might achieve.

The Blast doesn't have the market cornered on fulfilling dreams, though. Each and every Harley-Davidson and Buell motorcycle that rolls out of a dealer showroom and into an enthusiast's hands is truly a dream machine. There's no telling what dreams each owner and machine will chase together, or where those dreams might take them.

Each dream is as individual as the dreamers are themselves. For some enthusiasts, dreams are part of a life-long quest for adventure. Andrzej Sochacki (see *Harley World News,* pg. 9) rode his Harley-Davidson motorcycle around the world, and plans more globetrotting treks aboard the Sportster he calls Adam. For Congressional Medal of Honor recipient Gary Wetzel, who won't rest until the last of his comrades come home (see *Enthusiasts*, pg. 30), dreams are a means to an end. And tell me that the legendary Jay Springsteen (*Harley World News*, pg. 8) didn't dream he would win his 43rd Grand National dirt track race on his 43rd birthday, the night before the Springfield Mile. How is Springer going to top that one? I'll bet there's a bigger, better dream he's already chasing.

Since I started working at Harley-Davidson Motor Company two years ago, I've even had the chance to fulfill some of my own dreams. I rode to Sturgis for the first time, with a group of riders who quickly became good friends. I toured the Pacific Coast Highway in style aboard a Screamin' Eagle Road Glide. Never mind it rained half the time. I raced my Buell at Daytona International Speedway (well, I actually practiced at Daytona, and didn't make the race, but it was still a dream just to turn a wheel on the fabled high-bank track, and I'll be back next year).

Sometimes you fulfill a dream without really thinking about it beforehand. You just realize all of the sudden that you're having a dream experience, as if the stars came into alignment and you were at right place at the right time to enjoy it. That's the way I felt when I found myself aboard a Softail Deuce riding alongside its brilliant creators, Willie G. Davidson and Louie Netz, in the mountains outside Palm Springs. It was a wonderful ride and a dream experience I'll look back on and enjoy for the rest of my days.

What's your dream? Where will it take you? Chase it. Do it. Dream on. Ride on.

We fulfill dreams through the experiences of motorcycling...

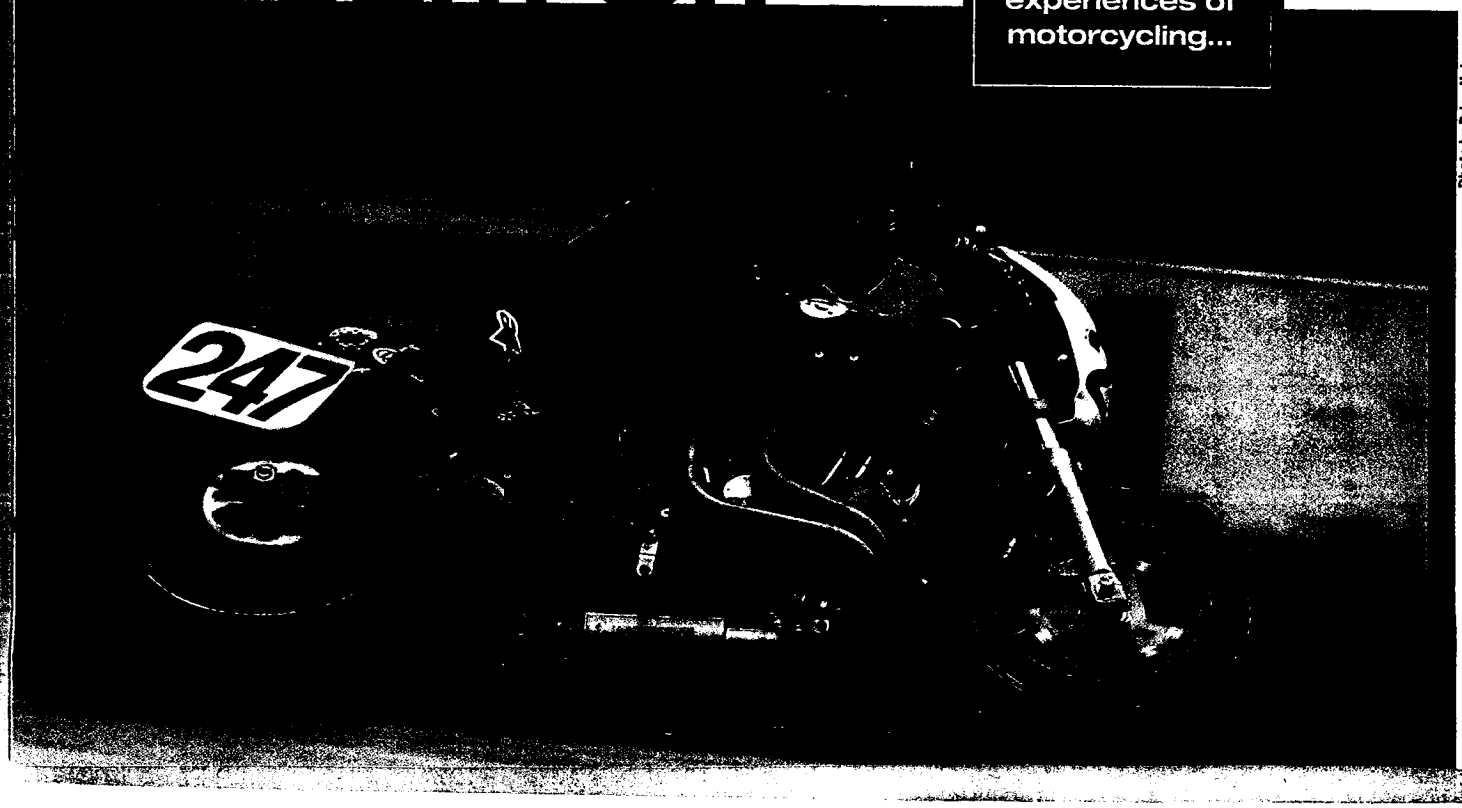
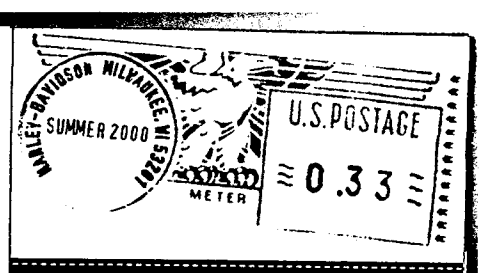


Photo by Brian Nelson



If you have a question, comment or photo that you'd like to share with other *Enthusiast* readers, send it to: Enthusiast - Letters, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653.

From Our Readers

Having a Blast

I've been riding for nearly five years, owning a Sportster 1200 then a Buell M2 Cyclone. However, I never felt that I could really control them, especially at slow speeds. The Sportster felt top-heavy and the Cyclone's seat height was too tall for me. Last summer I sold the Cyclone and quit riding. Then the Buell Blast appeared. While on my way to Daytona Bike Week, I purchased the new Blast from Gail and Ray Lytle in Gainesville, Fla.

I love this bike, which has rekindled the joy of riding for me because I'm comfortably on it! I rode 547 miles during the first week of ownership and I loved every mile. As a relatively new woman rider, this bike fits me perfectly and, consequently, my riding confidence has soared. I can truly handle this bike at speed. I ride it to work, to run errands and on trips with my husband. I'm obsessed with riding again! Thank you.

Jeanne Stoughton
Morganstown, W.Va.

History Lesson

This past January, I was a contestant on the FOX game show, "Greed." For my $100,000 question, I was asked which company had been around the longest, with the choices being Greyhound, Harley-Davidson, Hertz, United Airlines or Amtrak. I answered Greyhound. Wrong!

What made that wrong answer especially embarrassing was the fact that when show host Chuck Woolery asked me earlier what I would do if I won the game's $2 million top prize, I told him that I would buy a Harley-Davidson motorcycle.

I would like to apologize for not knowing that Harley-Davidson has been around for nearly 100 years. I guess the lesson here is that it pays to know Harley history, or that it would have paid.

James Dawson
Tarzana, Calif.

Ouch! That one hurts, James. Our condolences... and an invitation to our 100th Anniversary celebration in summer 2003. –Ed.

Institutional Love

The roaring, thunderous echo of a Harley-Davidson recently sounded the beginning of a holy matrimony for Harley-Davidson student Miles Brown and his lovely bride, Lorrie. It was the first wedding to take place at Fairview College, the only Harley-Davidson training facility in Canada. They exchanged their vows atop their favorite machinery — Miles on a 1988 Heritage Softail and Lorrie on a 2000 FXR4. Together they make a lovely couple.

Sent by Kenda Lubeck
Fairview, Alberta

Iron(est) Butt

I read about the Buell 24-Hour Race team in the Winter 2000 issue of *Enthusiast*, and thought I would share with you my endurance run. I rode more than 1,600 miles over public highways in 24 hours on my stock 1993 FLHS. The ride was witnessed by a third party (start and finish) and route documentation was submitted for third party verification. The Iron Butt Association verified the ride, which is the most miles ridden on a Harley-Davidson in one day. One rider, one stock bike, one day and more than 1,600 miles. There were no changes of tires, brakes or pads, no pit crew or outside help of any kind.

Daniel Stephans
Madison, Wis.

The Foot Clutch Returns?

John Sandberg must be given to flights of fancy when, in his opening paragraph on the Screamin' Eagle Road Glide (*Enthusiast*, Spring 2000 issue), he writes: "A slight twist of the throttle nudges the 95-cubic-inch V-Twin toward launch mode while the other hand firmly grasps the brake lever." I read with great anticipation to find out where the clutch lever was located, hoping for the days of yesteryear when there was a foot clutch and hand shifter. Alas, the article did not reveal this retro engineering feature. Damn!

Does anyone proof-read this stuff. Has John got three hands or what? Great mag, great bike!

J.R. Hanson
Sedona, Ariz.

John Sandberg replies: Thanx four the letter, J.R. Glad to sea that our faithful reeders do pay attenshun. It's true I have a rather unorthadocks riding style, but thats another storie. Fact is, I have to hands, both of wich have been covering my ears from the constant jokes regarding that article. Wee used to have sevral proof reeders to catch such misteaks but they been fired. Doesn't seam to have made a differince.

Buell Flat-tracker Makes History

Riding a Buell in a series that has, until now, been dominated by Suzuki, Mike Hacker served notice that the reign is over. Sponsored by Lancaster Buell, Hacker won the May 19 round of the AMA SuperTrapp SuperTracker race in Harrington, Del., becoming the first rider to win in that series riding something besides a Suzuki. Hacker's Buell was finely tuned by Randy Texter, experienced racer and owner of Lancaster Buell. The win puts the team on top of the point standings in the first year of the new series.

"We are quite happy with this outcome and thank everybody at Buell and Harley-Davidson for all their help and support to get this motor together in a short period of time," said Texter.

Photo: Flat Trak Photos

Springer Claims 43rd Grand National Victory in Springfield

The story couldn't have been scripted any better when, on his 43rd birthday, dirt track legend Jay Springsteen scored his 43rd AMA Grand National victory by winning the legendary Springfield Mile. It was the first win in Springfield, Ill., for the three-time Grand National Champion, who muscled his way into the lead on the last lap and held off the finishing charge of defending Grand National Champion Chris Carr and Harley-Davidson factory pilot Rich King.

The Bartels' Harley-Davidson/Corbin Racing/Real McCoy's-backed Springsteen proved the value of experience by riding conservatively and keeping his tires fresh until the last lap, when he pulled away from the 12-racer pack to win. Both Carr and King made a last-ditch attempt to catch Springsteen, but came up short in what was a photo finish for second place.

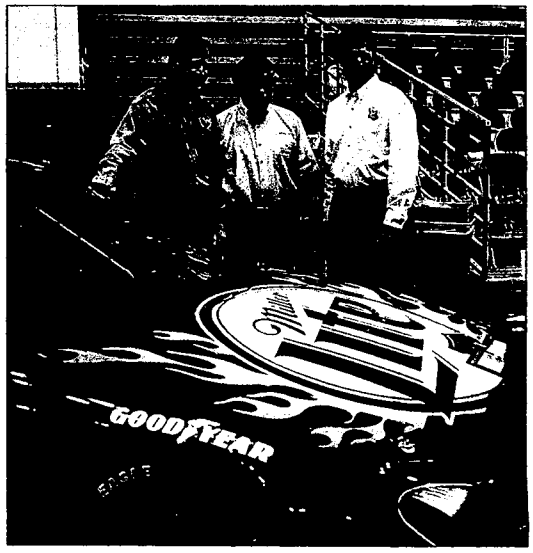
Hall of Fame Inducts Three Distinguished H-D Motorcyclists

Three distinguished men closely tied to Harley-Davidson were among the 45 people recently inducted into the Motorcycle Hall of Fame. Dave Barr, a double amputee who rode his Harley-Davidson motorcycle around the world; Dick O'Brien, Harley-Davidson Race Team Manager during the 1960s; and Bill Werner, the legendary H-D dirt track tuner whose racers have amassed 129 wins and 13 Grand National Championships, joined the elite list of previous inductees at the Hall of Fame in Pickerington, Ohio.

Miller Lite and Rusty Wallace to Team with Harley-Davidson

NASCAR racer Rusty Wallace and his sponsor Miller Lite have teamed with Harley-Davidson to promote responsible motorcycle riding. Wallace drove a Miller Lite/Harley-Davidson Ford Taurus, featuring a special paint scheme and joint logo at the Pepsi 400 in Daytona, Fla., and will drive the same car at the GoRacing.Com 500 in Bristol, Tenn., Aug. 26, and at the Chevrolet Monte Carlo 400 in Richmond, Va., Sept. 9.

Wallace's show car, a Harley-Davidson Sportster motorcycle featuring the same special paint scheme and a Wallace-signed tank will be displayed at several motorcycle rallies. Miller Brewing will conduct sweepstakes promotions to give away a few of the commemorative motorcycles. To promote safe riding, Miller will make a donation to the National Motorcycle Safety Fund based on Wallace's performance at the three races.



Rusty Wallace (left), Willie G. Davidson and baseball Hall of Famer Robin Yount unveil the Miller Lite/Harley-Davidson Ford Taurus.

Experience Thunder Over Dixie Ride

Harley riders from around America are invited to join country music stars, professional wrestlers and NASCAR racers on a ride from Nashville, Tenn., to Biketoberfest in Daytona Beach, Fla., as part of Thunder Over Dixie. Presented by Daytona Harley-Davidson, Thunder Over Dixie takes place Oct. 15-21, and will benefit Boggy Creek Charity, a camp for terminally ill children.

On Oct. 15, Country Music's Harley riding stars, celebrities and motorcycle customizing legends Arlen Ness, Dave Perewitz and Donnie Smith will gather at Harley-Davidson of Cool Springs, in Franklin, Tenn., for a pre-ride celebration.

The next day, riders will ramble at their own pace through the lush and verdant state of Tennessee to Steel Harley-Davidson in the historic city of Chattanooga Tenn., for another blowout, and to gather more riders. Tuesday morning riders aim for the landmark Killer Creek Harley-Davidson in Roswell, Ga., for another celebration. On Wednesday riders will head to Savannah, Ga., and the big bash at C & R Harley-Davidson of Savannah before the final push into Daytona Beach.

Florida Highway Patrol and local law enforcement agencies will greet the riders as they cross the state line and stream into Daytona Beach, where Daytona Harley-Davidson will throw a party for all Thunder Over Dixie participants. October 21, is concert night at Biketoberfest, with Montgomery Gentry and Danni Leigh jamming onstage at Daytona Harley-Davidson. For more information on Thunder Over Dixie, call: 949/645-8036.

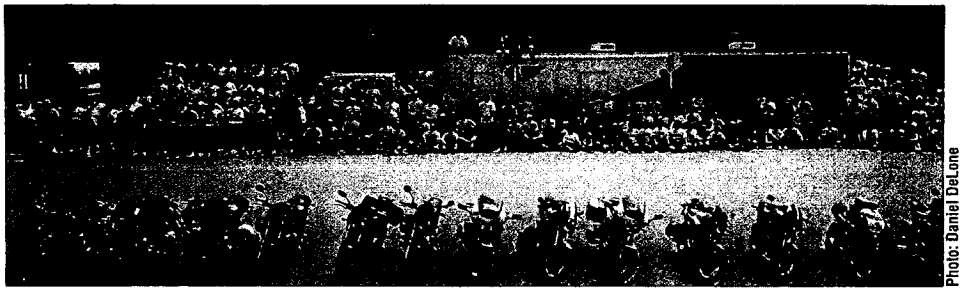


Photo: Daniel DeLone

Hundreds of Buell Riders Come Home

It was a bigger-than-expected B.R.A.G. homecoming as more than 400 Buell riders from every corner of the U.S. came to East Troy, Wis., to celebrate their passion for riding Buell motorcycles. The exclusive homecoming celebration included food, music and entertainment, a ride-in show, tours of the Buell Motorcycle Co. facility, a dyno shoot-out party and, of course, BattleTrax. More than 100 riders took the opportunity to follow Erik Buell around the Road America racetrack for the lunchtime parade lap during the AMA Superbike races. Buell motorcycle demo rides and a B.R.A.G. hospitality tent were popular attractions to an event that's grown larger than expected.

"This year's B.R.A.G. Homecoming brought more Buell enthusiasts together than ever before," said Leslie Prevish, B.R.A.G. Coordinator. "It was exciting to watch the sea of Buell motorcycles move from one activity to another."

Around the World in 466 Days

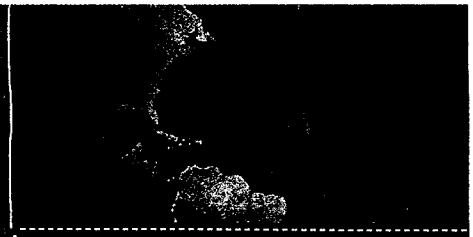
Andrzej Sochacki of Phoenix, Ariz., recently completed his fifth journey around the world, this time on his 1996 XL 883 Sportster. Sochacki completed his 34,800-mile journey covering four continents and 35 countries in one year, three months and eight days. The 52-year-old had previously completed the journey aboard an automobile, airplane, sailboat and train.

Harley-Davidson Premieres RoadStore on Virtual Highway

Harley-Davidson enthusiasts rumbling along the information superhighway can now ride into The Genuine Harley-Davidson RoadStore, a new section of the www.harley-davidson.com Web site.

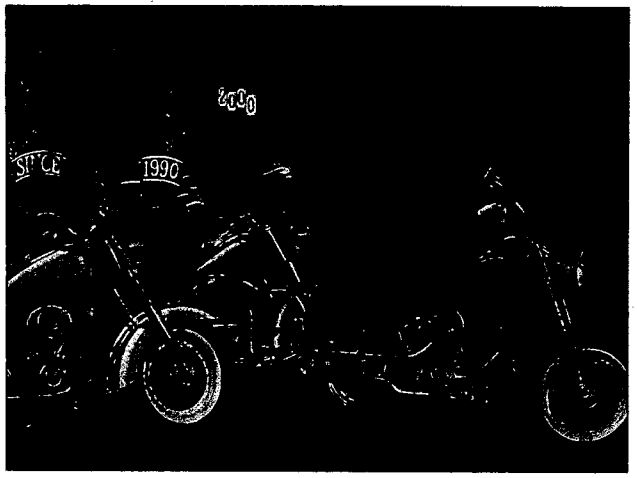
Across the continental U.S., riders can browse through H-D MotorClothes and Genuine Motor Accessories. More than 2,600 products are available for viewing, and more than 1,000 products can be purchased online. Harley-Davidson dealers provide the products and expertise to riders on the RoadStore.

RoadStore customers have the option of purchasing products, which can be shipped directly or held for pick-up from their selected Harley-Davidson dealer. A convenient Sign In/Sign On registration process helps enhance the experience for repeat browsers. Registered visitors can save products on a special Wish List for viewing or purchasing at a later date. The RoadStore is integrated with Harley-Davidson's convenient dealer locator, where riders can search for their closest dealer, learn about the products and services they offer, and get a map with driving directions. Participating dealers are able to link directly to the RoadStore, allowing their customers to shop online at their dealership during the pilot. For more information, visit www.harley-davidson.com.



Shoot to Win

Segal Fine Art/Enthusiast Photo Contest



Capture the visual essence of what the Harley-Davidson motorcycle experience means to you, and you could win money and the chance for your photograph to be painted by world-renowned artist Scott Jacobs. Segal Fine Art is sponsoring the contest in which all photographic entries will be judged first by a panel of artists and motorcycle enthusiasts (from which the five finalists will be placed on the Segal Web site), then by the readers of *Enthusiast* magazine.

The winning photo will be determined exclusively by *Enthusiast* readers and will then be rendered into a classic work of art by Jacobs. The winning photographer will win $500 in cash, a $500 gift certificate from Segal Fine Art and a print of Jacobs' creation. Four runners-up will receive $250 gift certificates from Segal Fine Art. All photos must be of Harley-Davidson motorcycles that have no aftermarket components, and entries must be submitted by Aug. 25, 2000. For more information on the Photo Contest, and to view the five finalists online and place your vote, visit the Web site www.segalfineart.com. Mail all entries to: Segal Fine Art, c/o Photo Jury, 594 South Arthur Ave., Louisville, CO 80027.

Participate in World Record Artwork Collaboration

H-D motorcycle enthusiasts can participate in what will likely be a world record for the greatest number of people producing a single work of art. Best yet, the work of art is a rendering of the original 1903 Harley-Davidson motorcycle.

Artist Dennis "The Dot Man" Jackson has produced a pencil sketch of the 1903 Harley. All interested contributors (fans) can pay a $2 fee to place six of their own dots (in a process called pointillism) on the original artwork, which allows them to purchase a limited edition print of the final work and sign their name on the print as a contributing artist. After each fan has signed the logbook, Jackson will take the logbook to the Guiness Book of World Records for award consideration. Each contributor who purchases a print will receive a certificate from Guiness World Records for their participation in FANart. Contact Dennis Jackson at Dicards, LLC, 1719 Watterson Trail, Louisville, KY, 40299, or at (502) 267-6717 for more information.

H-D Rentals Program Expands

Imagine feeling the wind on your face, the rumble of the engine and the excitement around every bend as you cruise America's scenic roadways in the saddle of the current Harley-Davidson of your choice. As new Harley-Davidson Authorized Rental operations are opening across the U.S., bringing H-D rental opportunities to more than 40 locations and 10 states, imagination has become a reality. The expanded program allows qualified riders to test ride the latest H-D motorcycles before deciding to purchase, or add an afternoon of riding to a business trip or planning a multi-day riding adventure away from home. Utilizing only late-model, low-mileage H-D motorcycles that have been serviced and maintained to The Motor Company's standards, the Harley-Davidson Authorized Rentals program ensures a quality experience for every participant. Each rental includes the use of a H-D DOT-approved helmet, a rainsuit, 24-hour roadside assistance and ample short-term luggage storage at authorized operator locations. For more information on locations and renting, simply log onto www.hdrentals.com or call toll-free 1-877-HDRENTALS.

Correction: Credit Goes to Rocky Mount H-D

In the last issue of *Enthusiast,* we misnamed the H-D dealership that helped organize a disaster relief poker run to benefit victims of Hurricane Floyd. Rocky Mount Harley-Davidson in Rocky Mount, N.C., should be given the credit for doing their part (along with the Rocky Mount H.O.G. chapter in North Carolina) to raise more than $21,000 for the victims. We apologize for the confusion.

THE 1942 HARLEY-DAVIDSON WLA MILITARY MOTORCYCLE

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The definitive die-cast model of the most reliable motorcycle of World War II. Hand-Assembled. Precision engineered with a complete array of true-to-life operating features.

grandfathers and uncles on countless missions in war-torn Europe. Now, the legend returns, in a precision-engineered model so precise you can almost hear the roar of that powerful 45 cubic inch V-Twin detailed engine to such customized features as protective leg shields, foot boards, saddlebags and solo windshield. Operating features include brake and shift pedals that actually pivot, operable steering and ings. And, it's equipped with scale-sized military gear that includes submachine gun with removable ammo clip, holster, ammo box, and cap and goggles. Just $135, payable in convenient monthly installments.

If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Fully detailed engine.

Each gauge precisely re-created.

True-to-life detail.

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Please enter my order for *The 1942 Harley-Davidson® WLA Military Motorcycle*.

I need SEND NO MONEY NOW. I will be billed for my model in 5 equal monthly installments of $27.* each, with the first payment due prior to shipment.

** Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.*

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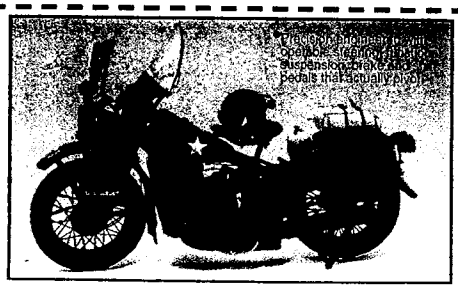

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and a fork-mounted fairing
that features an adjustable windscreen.

The destination doesn't really matter. It could be the next town down the road from yours, or 2,000 miles away. Destination doesn't matter because motorcycling is about getting there, and the state you're looking for is a state of mind.

Harley-Davidson motorcycles have taken riders like you "there" for nearly a century. Every year along the way, the motorcycles that wore the Bar & Shield used the best technology of the time to improve the experience without straying from the essence of what defines a Harley.

The model year 2001 H-D motorcycles are the latest example of what's great about technology in the pursuit of forward progress. Expanded use of electronic fuel injection, a new turn signal cancellation system, and a new optional factory security system highlight the changes for next season. A host of additional improvements to the Dyna, Softail, Touring and Sportster model lines enhances their classic style and exemplifies progress without stealing the soul. Here's the sweet and lowdown on the 2001 models.

Bagged, Slammed and Ready to Customize

It's been nine years since the first Dyna Glide series of Harley motorcycles hit the open road, but they'd been decades in the making. Dynas represent original factory customs like the Super Glide and the Low Rider with an engine and suspension package that matches performance with style. Blending performance and style, the latest line of Dyna bikes is the most complete yet.

Front and center for 2001 is the all-new FXDXT Dyna Super Glide T-Sport. Built for riders with a strong desire to tour the open road and push it hard through the turns, the FXDXT blends all-day riding comfort with a sporty attitude.

Up front, a fork-mounted sport fairing knocks the wind away and sports an adjustable, tinted windscreen. New, ballistic nylon saddlebags feature dual storage compartments, a water-tight inner pouch and zipper-cinch expandability to handle a wide variety of loads. A simple mounting system makes disconnecting the bags quick and easy, and a hidden carry handle makes hand-hauling a snap. There are even slip-on rain covers for optimum water protection.

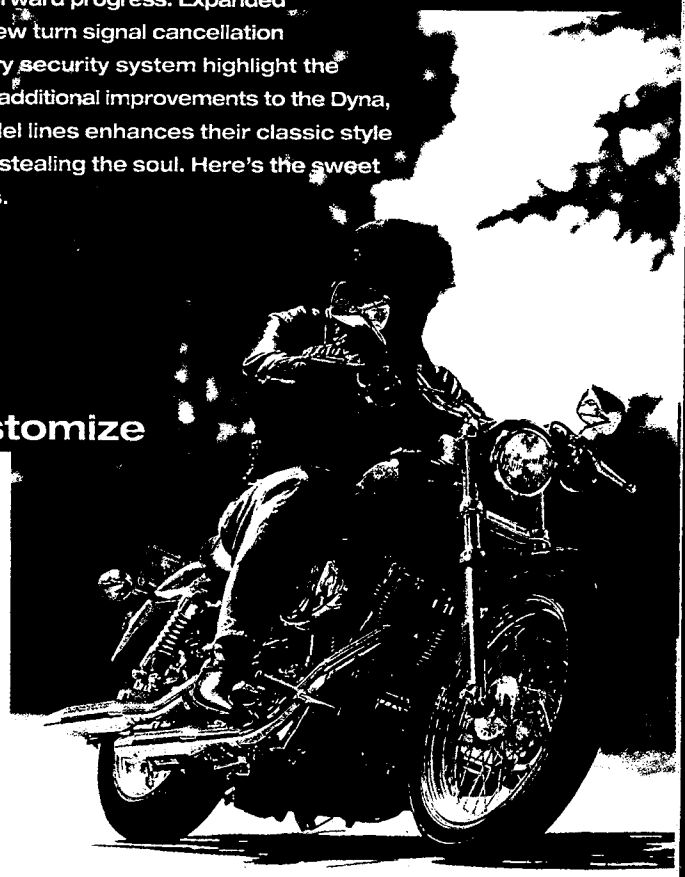
Like other Dyna models, the FXDXT uses a two-point, vibration-isolated mounting system for its Twin Cam 88 motor. What's more, the transmission is mounted solidly to the motor, adding rigidity to the chassis and enhancing its solid handling. Likewise for the premium front suspension, which is fully adjustable for preload and compression/rebound damping, and the gas-charged rear shocks with adjustable preload and rebound damping to suit each rider's style.

Slowing the T-Sport down are four-piston calipers with dual front discs and a single rear. A new, larger seat and standard highway pegs are built for hours of riding comfort. Dunlop Harley-Davidson Series tires feature a touring compound.

Lowdown and stylish are the keywords for the redesigned FXDL Dyna Low Rider. For starters, both suspensions have been slammed to lower the bike 1.3 inches, creating a road-skimming 25-inch seat height. New spring rates and valving on the shorter rear shocks and redesigned front suspension keep the FXDL riding smooth, and a shorter side stand with a longer side tab is easier to use.

The 32-degree raked front end, standard foot controls and highway pegs exude the custom look that has defined the Low Rider's image for decades. New pull-back risers and low-rise handlebars complement the low-slung, narrow seat with sleek passenger pillion and, together with the slammed suspensions, create the ideal long, low motorcycle for riders of varying height. Powered by the mighty Twin Cam 88 that was new two years ago, the Low Rider maintains its edge even on the flat surface of the open boulevard.

Laid-back looks and attitude are the



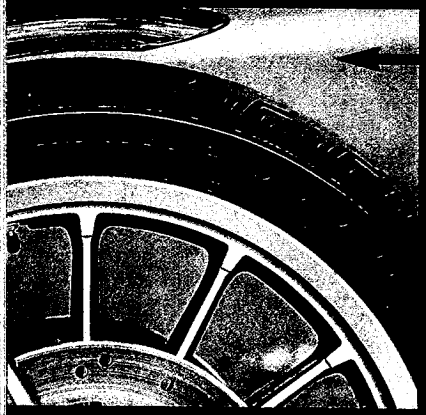
With a new, slammed suspension that creates a way-low, 25-inch seat height, pull back risers and low-rise handlebars, the new FXDL Dyna Low Rider becomes the ideal long, low boulevard bike.

2001 Updates

An ignition- disabling security module features rolling codes and two hand-held key fobs for remote activation/deactivation. It can be upgraded with optional devices such as a siren.

Using the variables of bike speed, deceleration, acceleration and lean angle, new computer hardware and logic create a superior and accurate turn signal cancellation system.

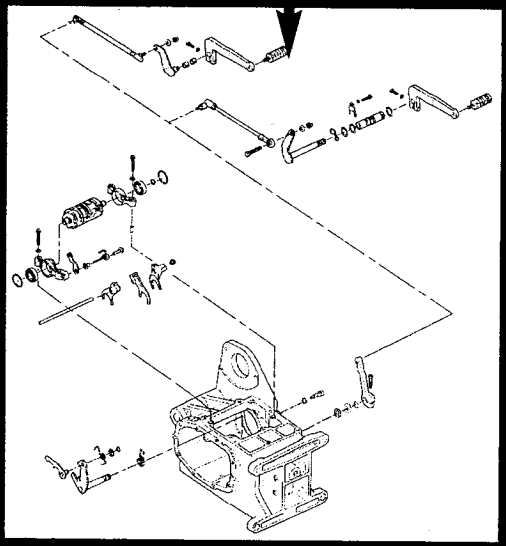
is more resistant to fogging and features improved sending units for more linear and accurate fuel level indication.



are designed specifically for Harley-Davidson motorcycles.

Improvements to the shift drum, detent mechanism, pawl and pillow blocks/ bearings produce a transmission with 30-percent less shifting effort, smoother gear engagement with less audible feedback and an easier-to-locate neutral from first or second gear.

By moving the fuse panel outward in the electrical panel rather than rearward, access to the fuses is easier and quicker.



Gone is the need to lean the bike past vertical (to the right) to deploy the sidestand, thanks to changes made to the pivot bolt.

surrounding the fuel tank extend across the back of the console and prevent the trim from peeling away.

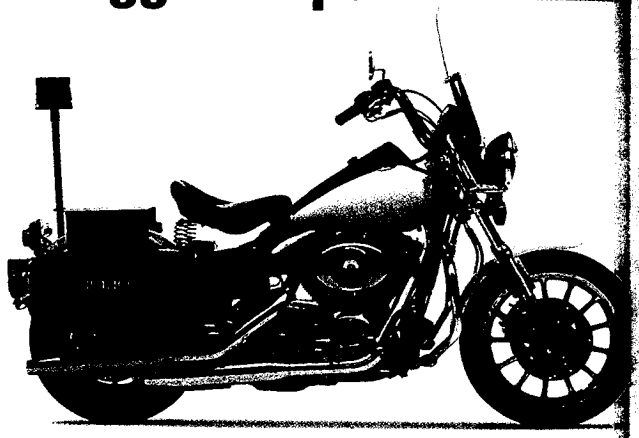
Accurate repair and reduced service time are possible with the Used with a Scanalyzer diagnostic tool, service technicians can download information that is accurately analyzed, then hot-link to the correct service procedure. All the data can be downloaded onto a shared computer system maintained by Harley-Davidson, and in the future H-D dealers will be able to access each motorcycle's maintenance history.

heart and soul of the FXDWG Dyna Wide Glide. The chopped factory custom returns for '01 with a redesigned seat and backrest pad that add comfort and move the rider slightly forward, making the forward foot controls and ape-hanger handlebars a more comfortable reach. Also new is a longer sidestand tab that's easier to locate and use for the rare occasions when this bike gets parked.

For the rider who demands purposeful, custom style and an exhilarating ride when the road goes from straight to curvy, the FXDX Dyna Super Glide Sport is able and thrilling. After gathering rave reviews from riders and media for its rare combination of style and performance, the FXDX ushers in the new year with bullet-style turn signals that accent style.

Great value and traditional custom styling are benchmarks of the FXD Super Glide. For 2001, the Super Glide gets new tank graphics and a longer side stand tab that's easier to use.

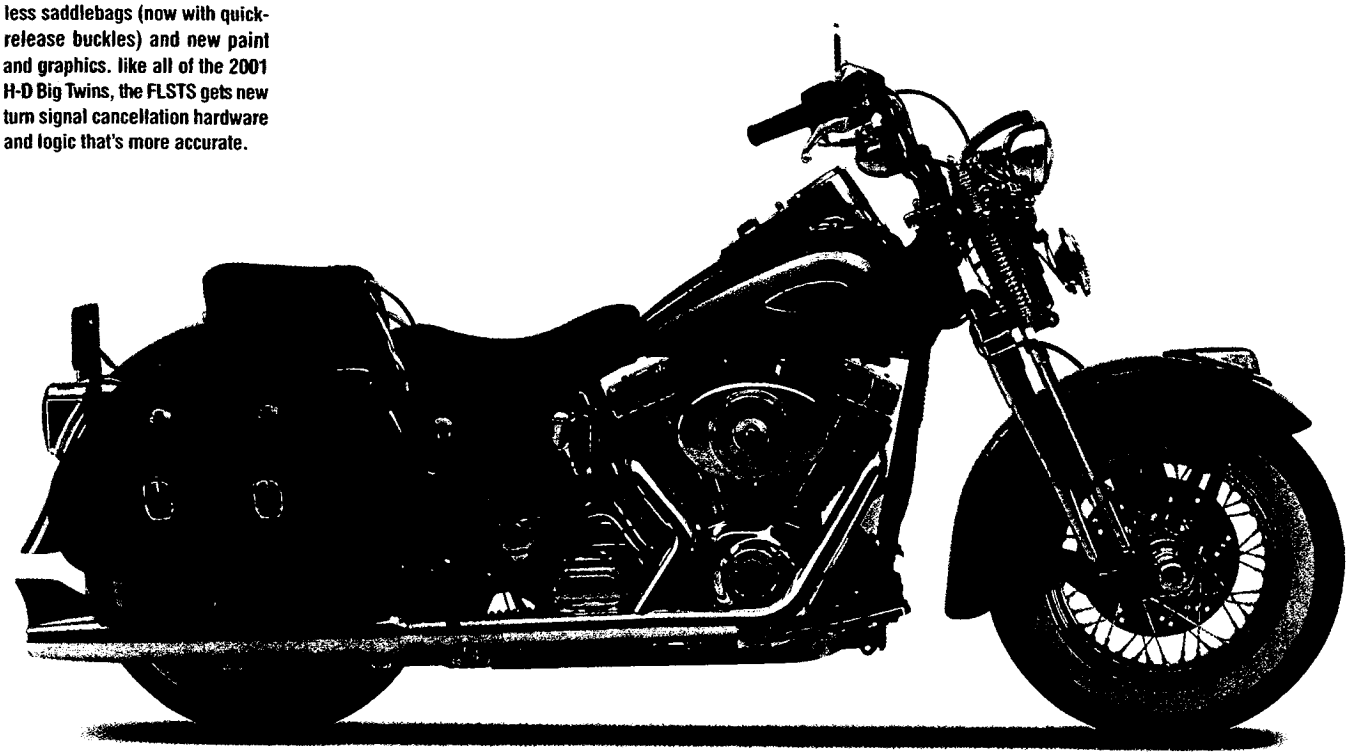
Hoggin' Cops



Maybe it's the powerful, attention-grabbing image, or perhaps it's the perfect name association with Hogs, but H-D motorcycles and policemen go good together. Harley-Davidson has a long and storied history of building police motorcycles, and now an all-new bike will hit the streets, the FXDP Dyna Defender. Too bad for anyone with the temptation to make like a robber and run.

The new Defender boasts the same great power and agility that defines the Dyna Glide line, thanks to its Twin Cam 88 powertrain performance-oriented chassis. What sets the Defender apart from a traditional H-D Dyna are the multitude of patrol goodies. Immediately noticable is the rear-mounted pole light and metal-guarded saddlebags. Adding more cush for donut-designed derriers is a spring-mounted, single seat. Fork-mounted pursuit lamps, full footboards, bead-retention tires and radio carrier give the Defender an added cop-quality, and higher-performance shorty chrome dual pipes announce its presence.

Sporting a new look for 2001, the FLSTS gets streamlined, fringeless saddlebags (now with quick-release buckles) and new paint and graphics. like all of the 2001 H-D Big Twins, the FLSTS gets new turn signal cancellation hardware and logic that's more accurate.



Moving Forward by Looking Back

It happens on long, aimless rides that take you in directions you didn't know you were headed: Sometimes you have to look where you've been to see where you're going. Such is the case with the Softail family of motorcycles.

No other model line evokes the image and look of past, classic H-D motorcycles like the Softails. Their hardtail style, rigid-mount motor and smooth, flowing lines are reminiscent of the Harley that grandpa rode after the war, or of the bike an adventurous uncle used to experience America when you were just a kid. Interesting, then, that the Softail line offers some of the latest engineering advances available.

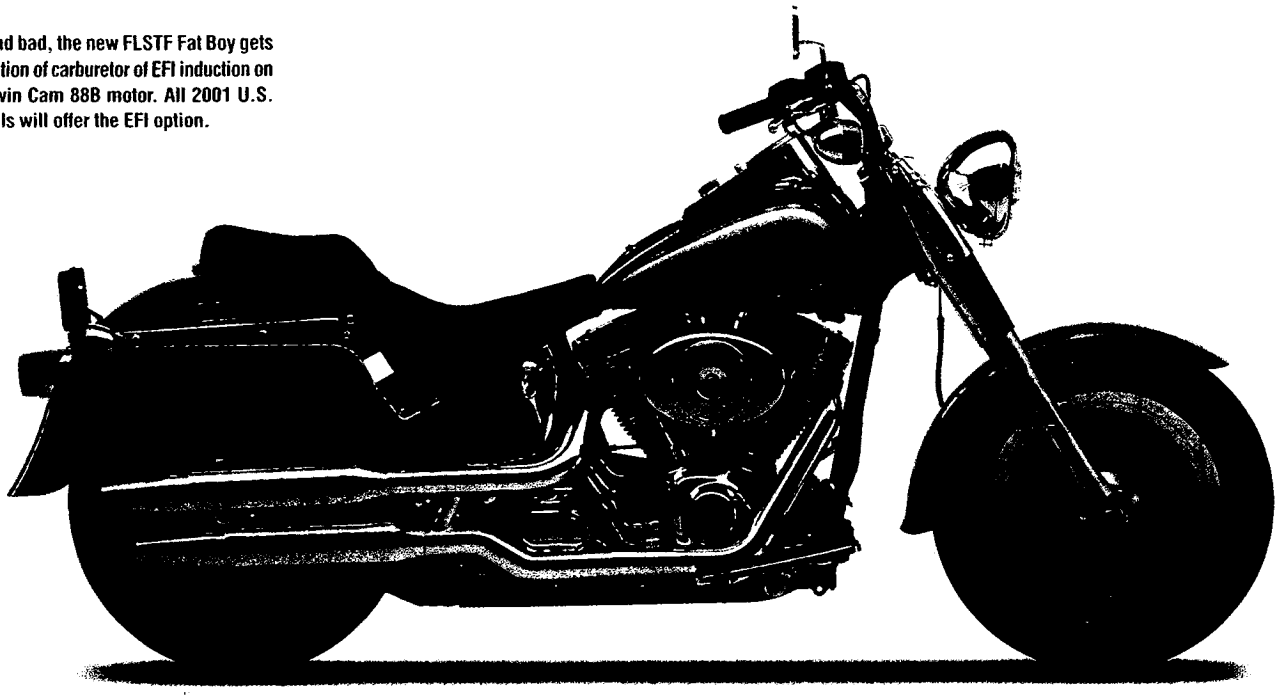
Last year the Softail line featured the debut of the most innovative H-D motor ever, the Twin Cam 88B. Like the Twin Cam 88 that preceded it by one year, the air-cooled, 88 cu.-in. "B" displaces 1450cc of exquisite roll-on power. But thanks to the classic solid-mounting required of the Softail line, the TC 88B needed a means to cancel the inherent vibration of its large-bore, V-Twin design. Hence, the addition of counter-rotating balancers inside an expanded crankcase.

Driven in opposite rotation to the crankshaft by a small chain, the balance shafts in the TC 88B register a 90-percent reduction on primary imbalances in the 45-degree V-Twin. The Twin Cam 88B produces 16-percent more horsepower and 19-percent more torque than the Evolution 1340 engine previously used in 1999 and older Softails. What's more, it's smoother, 30-percent easier to shift and features a newly designed gearbox and engine mount system that makes new Softails 34-percent stiffer than Evo-equipped models. And, somehow H-D engineers found a way to improve on the TC 88B for 2001: the addition of optional electronic fuel injection.

While a 40mm CV carburetor comes standard, all 2001 Softails feature the option of a new EFI engine management system that controls fuel/air delivery. The new system utilizes "ion-sense" technology that employs the sparkplug gap to detect engine knock, and ceramic hybrid technology to more adequately seal the electronic components. Speed-density fuel control senses manifold pressure to monitor engine load, and is more tolerant of future motor modifications that an owner might make.

What does all of this mean when you hop on a 2001 Softail equipped with the optional EFI system? It means instant starting and ideal engine management at any

Big and bad, the new FLSTF Fat Boy gets the option of carburetor of EFI induction on the Twin Cam 88B motor. All 2001 U.S. Softails will offer the EFI option.



temperature and altitude, no hassling with choke and idle controls, and improved efficiency without altering the pure sound of the Twin Cam's exhaust note.

Entering its second year of production, the FXSTD Softail Deuce has already earned legendary status thanks to its classic design and style. To quote Willie G. Davidson, "The Deuce is, in my opinion, the coolest Softail Custom we've ever produced."

The Deuce returns with all the updates (see Softail sidebar) given to the Softail line. Its pullback risers, stretched fuel tank, bullet turn signals and shapely rear fender flow together with a visual rhythm. This bike is like no other, and that's what is so right about it.

By removing the fringe on the saddlebags (with quick-release buckles) and seat and adding new paint and graphics, an all-new look showcases the FLSTS Heritage Springer. With its custom-styled, visually mechanical springer front suspension, the FLSTS harkens back to Harleys of old. With its whitewall tires, cross-over dual exhaust with fish-tail mufflers, the essence of this motorcycle is 50 years old.

Don't kid yourself, size really does matter. Which is why the FLSTF Fat Boy lives larger than life. Its solid disc wheels, meaty FL forks, hidden rear suspension and massive fenders speak volumes about style, while the Twin Cam 88B motor speaks with simple authority. Like all Softails for '01, the Fat Boy is available with carb or EFI.

The black-on-black style of the FXSTB Night Train has given a new meaning to the name nightstalker. For 2001, the Night Train will be available in a second color, Jade Sunglo, which naturally complements the bike's black theme.

The FLSTC Heritage Softail Classic, FXTS Softail Standard and FXSTS Springer Softail return for 2001 with the upgrades listed in the Softail sidebar.

2001 Updates

. An ignition-disabling security module features rolling codes and two hand-held key fobs for remote activation/deactivation. It can be upgraded with optional devices such as a siren.

. Using the variables of bike speed, deceleration, acceleration and lean angle, new computer hardware and logic create a superior and accurate turn signal cancellation system.

is more resistant to fogging and features improved sending units for more linear and accurate fuel level indication.

are designed specifically for Harley-Davidson motorcycles.

for accessories is possible with the new 38-amp charging system.

Accurate repair and reduced service time are possible with the .
Used with a Scanalyzer diagnostic tool, service technicians can download information that is accurately analyzed, then hot-link to the correct service procedure. All the data can be downloaded onto a shared computer system maintained by Harley-Davidson, and in the future H-D dealers will be able to access each motorcycle's maintenance history.

2001 Updates

The Mileage Makers

An ignition- disabling security module features rolling codes and two hand-held key fobs for remote activation/deactivation. It can be upgraded with optional devices such as a siren.

Using the variables of bike speed, deceleration, acceleration and lean angle, new computer hardware and logic create a superior and accurate turn signal cancellation system.

on Road Kings is more resistant to fogging and features improved sending units for more linear and accurate fuel level indication.

are designed specifically for Harley-Davidson motorcycles. Not available on the FLHRCI.

Improvements to the shift drum, detent mechanism, pawl and pillow blocks/bearings produce a transmission with 30-percent less shifting effort, smoother gear engagement with less audible feedback and an easier-to-locate neutral from first or second gear.

thanks to a rubber stopper that is now mounted on the stand rather than the frame.

from the front forks, riding in hot weather just got cooler.

Accurate repair and reduced service time are possible with the . Used with a Scanalyzer diagnostic tool, service technicians can download information that is accurately analyzed, then hot-link to the correct service procedure. All the data can be downloaded onto a shared computer system maintained by Harley-Davidson, and in the future H-D dealers will be able to access each motorcycle's maintenance history.

Millions of miles and endless hours of riding in every possible weather condition might seem like a prescription for pain to someone who doesn't understand the pursuit of riding perfection. But to the Harley-Davidson engineers, that's the price of admission for designing, testing and building the best touring motorcycles on the road.

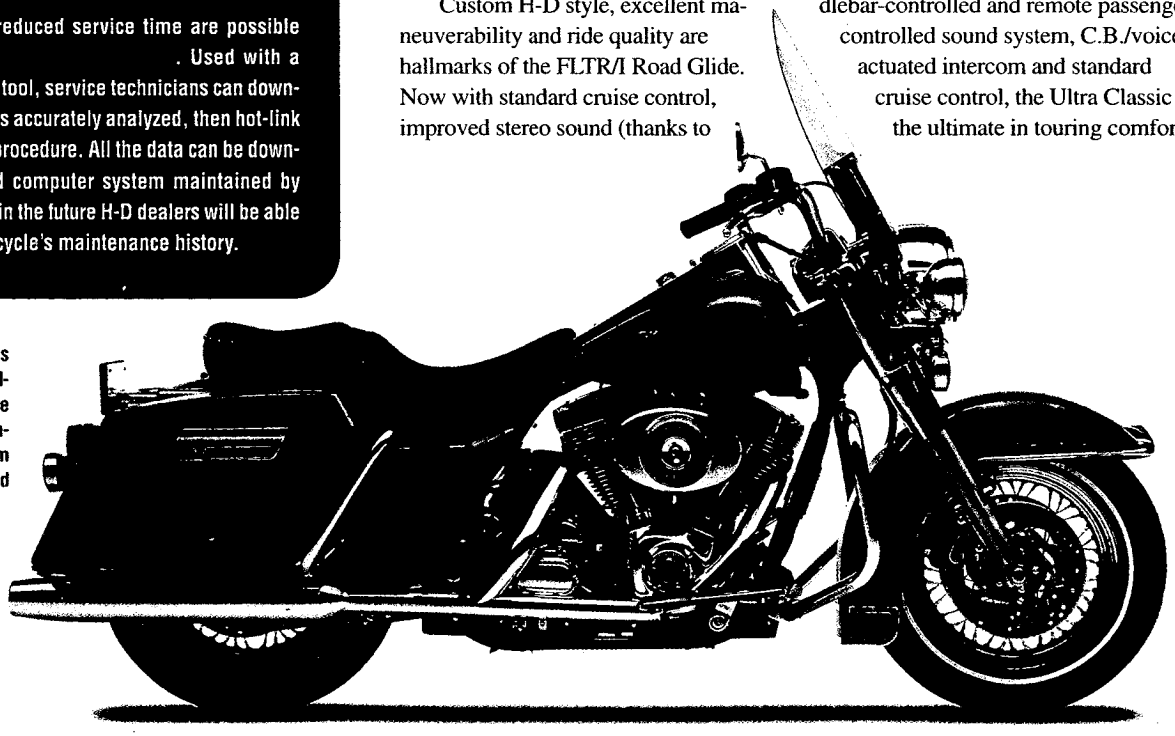
Smooth and comfortable for back-to-back-to-back, all-day rides, plenty of roll-on power and comfort features that make time roll by like the road behind you define the Harley-Davidson Touring motorcycles. Two years ago these models were given the Twin Cam 88 motor, adding a powerful dose of zoom for the open road. Heavy on style and built for the long haul, the 2001 models are poised for an epic journey to wherever the road might take you.

The FLHR/I Road King and FLHRCI Road King Classic are the first steps in the custom Touring ladder. Fiberglass, lockable saddlebags complement well-cushioned seats for long-distance versatility and rideability on the FLHR. The Classic offers the next level of style, with leather-wrapped, hard saddlebags, metal brim emblems, wire-laced wheels and wide whitewalls.

Custom H-D style, excellent maneuverability and ride quality are hallmarks of the FLTR/I Road Glide. Now with standard cruise control, improved stereo sound (thanks to new front speakers) and a blacked-out headlight bezel, the Road Glide improves the ride experience while maintaining its long and low styling.

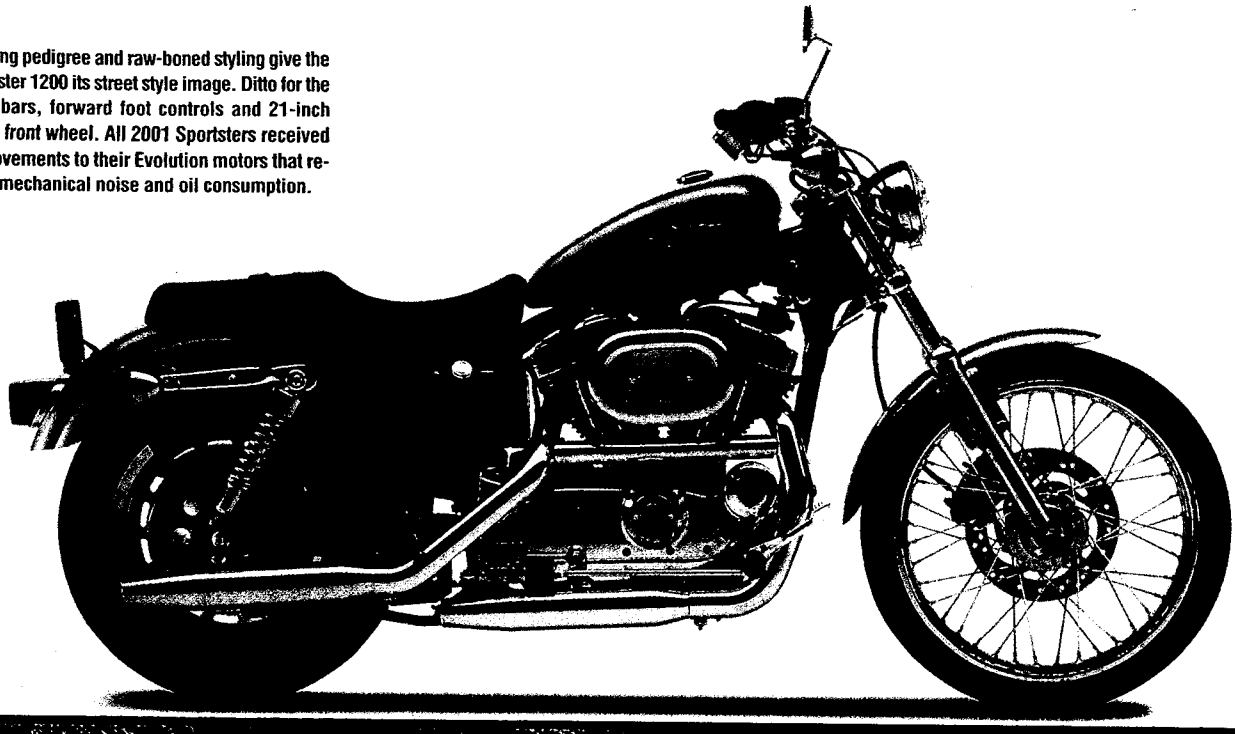
Riders who want an ideal platform on which to customize the ultimate touring motorcycle are naturally drawn to the FLHT Electra Glide Standard. Taking that same package one step further, the FLHTC Electra Glide Classic offers up a sound system, digital clock and new-for-2001 speakers that improve sound quality. What's more, the Tour Pak carrier has been improved to include five fasteners (up from three) to improve durability.

The FLHTCUI Ultra Classic Electra Glide gets the same new speakers and improved Tour Pak, plus it features an improved lower fairing that flows more air over the rocker boxes. With its handlebar-controlled and remote passenger-controlled sound system, C.B./voice-actuated intercom and standard cruise control, the Ultra Classic is the ultimate in touring comfort.



Big, cushy seats, bags and a fork-mounted windshield make long-distance touring smooth and comfortable on the Twin Cam 88-equipped FLHR/I Road King.

A racing pedigree and raw-boned styling give the Sportster 1200 its street style image. Ditto for the drag bars, forward foot controls and 21-inch laced front wheel. All 2001 Sportsters received improvements to their Evolution motors that reduce mechanical noise and oil consumption.



Evolution of a Hot Rod

Conceived of the need to win races, designed for quick handling, powered by a strong, torquey engine that begs flogging and styled with a raw, to-the-point attitude – the Sportster line of H-D motorcycles are the true two-wheeled hot rods. Not surprisingly, Sportsters are a natural place to begin a lifetime of riding Harley-Davidson.

Last year the Sportster family received four-piston caliper brakes and newly designed rotors. This year, all Sportsters get some massaging to their Evolution engines in the form of new, high-contact ratio cam gears that reduce mechanical noise in the engine. A new oil pump reduces oil carryover. And Spinylock cylinder liners have been borrowed from the Twin Cam 88 engine, reducing oil consumption and improving heat transfer and bore straightness on the XL powertrain.

The XLH Sportster 883, Sportster 883 Hugger and Sportster 1200 continue their tradition as motorcycles with great value and ideal features for new riders, with the Hugger providing the perfect platform for smaller riders. The XL883C Sportster 883 Custom retains its boulevard styling with custom handlebar riser, chrome-bullet headlight and forward foot controls.

Fully adjustable suspension, dual front discs and the high-torque Evo motor add up to the XL1200S Sportster Sport – a motorcycle that's earned a reputation as the "evil stepson" of the FXDX. And with its raw street-style, the XL1200C Sportster 1200 features classic drag bars, forward foot controls, a 21-inch laced front wheel and slotted rear disc wheel.

2001 Updates

reduce mechanical engine sound.

improves oil management, especially on long, high-speed rides.

improve heat transfer and bore straightness and roundness, reducing oil consumption.

are designed specifically for Harley-Davidson motorcycles.

Accurate repair and reduced service time are possible with the . Used with a Scanalyzer diagnostic tool, service technicians can download information that is accurately analyzed, then hot-link to the correct service procedure. All the data can be downloaded onto a shared computer system maintained by Harley-Davidson, and in the future H-D dealers will be able to access each motorcycle's maintenance history.

All-New CVO Factory Customs

Teams of men and women at the Custom Vehicles Operations (CVO) facility in York, Pa., meticulously assemble each Harley-Davidson CVO motorcycle. These craftsmen have earned their distinction as some of the best bike builders in the world. The motorcycles they build on the converted military motorcycle assembly line are some of the most sought-after customs ever built. Loaded with H-D Parts and Accessories, these special, limited-production CVO motorcycles represent the ultimate factory-custom bikes built exclusively by Harley-Davidson.

Fresh from the wildly successful launch of the Screamin' Eagle Road Glide and FXR^2, FXR^3 and FXR^4 projects, the Harley-Davidson CVO program just unleashed two all-new factory customs: the FXDWG^2 and FLTRSEI^2 Screamin' Eagle Road Glide. Both are full-on, fully customized no-need-to-change-a-thing motorcycles worthy of lusty worship.

The FXDWG^2 is based on the Dyna Wide Glide. Slammed front and rear suspensions lower the bike for a road-hugging look and feel. A full-length fuel tank console (designed by Willie G. Davidson) with silver-faced speedometer looks dramatic from behind the bars, while LightningStar wheels, slash cut exhaust and bullet-style turn signals add a powerful statement, as do the dozens of chrome accessories.

Visually, the FXDWG^2 is stunning, due in large part to the Scarlet Red paint with Gold Leaf Flame graphics on the fuel tank, fenders and headlight fairing, and the color-matched, powder-coated frame, chin fairing, battery box, coil cover and electrical enclosure.

Powered by the mighty Twin Cam 88 motor and featuring improvements to the transmission shifter (resulting in smoother gear engagement, greater ease in locating neutral and 30-percent less shifting effort), the FXDWG^2 is capable of devouring the boulevard. Priced at $21,995 and featuring $6,000 worth of custom parts and accessories, the 1,465 production units won't be around long.

The Screamin' Eagle Road Glide is the second draggin' bagger from the CVO group this year. It's a long-distance touring bagger with the manners of a quarter-mile dragger, yet it defies categorization. Like the first Screamin' Eagle Road Glide, number two is fully charged with its 1550cc Twin Cam motor with Electronic Sequential Port Fuel Injection (ESPFI).

Utilizing Screamin' Eagle big-bore cylinders, flat-top pistons, cams, intake calibration cartridge and air cleaner, this motor gets a 10-percent increase in horsepower and 14-percent gain in torque compared with a stock motor. Never before have traffic lights been so much fun. But don't forget, this bike is a bagger.

Comfort features like the H-D premium sound system (now with a Tour Pak-mounted, 12-disc CD changer with integrated hand control functions and new, low-distortion speakers), cruise control, frame-mounted fairing and dual saddlebags produce comfort formerly reserved for the living room. Chrome ThunderStar wheels with matching sprocket and brake rotors are new, as is the all-new Harley-Davidson Security System with accessory alarm siren.

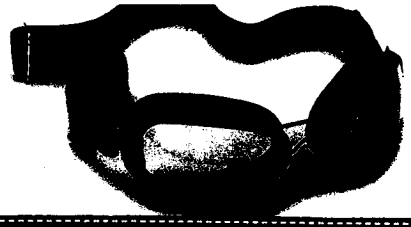
Like all CVO-produced motorcycles, the new Screamin' Eagle Road Glide is a limited-production model. Only 1,695 units will be produced for the 2001 model year, with an MSRP of $23,995. Total accessory value is $9,000.

Both the FXDWG^2 and Screamin' Eagle Road Glide are available only in North America, and carry the standard H-D warranty. For more information on these full-on factory customs, see your local Harley-Davidson dealer.

The FLTRSEI^2 Screamin' Eagle Road Glide is the second generation draggin' bagger. A monster 1550cc Twin Cam motor makes short work of traffic light accelerations, yet it also offers a complete package of comfort features, including a new 12 disc CD changer with premium sound system. Shown in 3-tone Blue, also available in Black/Charcoal/ Silver.

Screamin' E

FXDWG^2



MotorClothes

Braze[illegible] Black and [illegible]ra

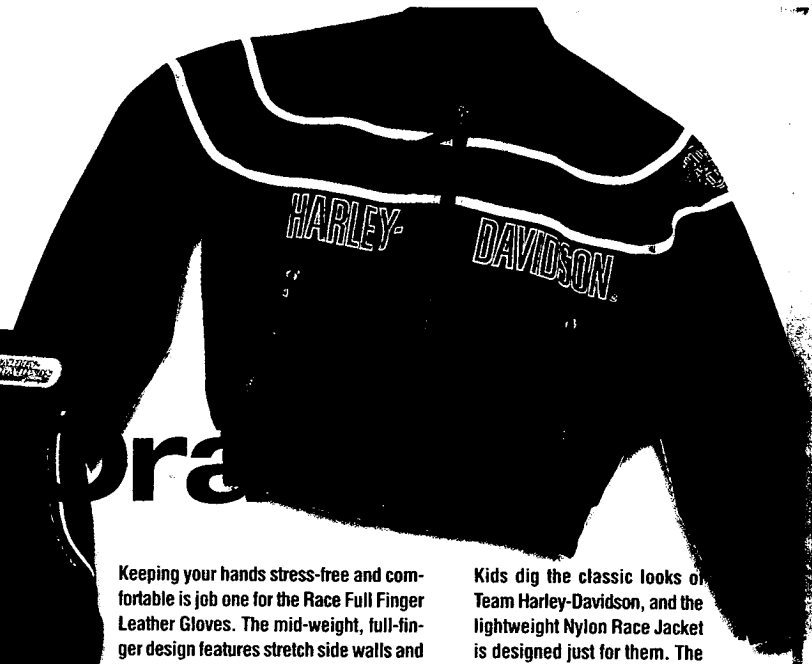
H-D Race Team Clothing

Wearing the black and orange team colors and chasing the checkered flag for nearly a century, Harley-Davidson racers have become legendary icons in the sport of motorcycle competition. The legend and style continues with Race Team riding and casual apparel from Genuine Harley-Davidson MotorClothes.

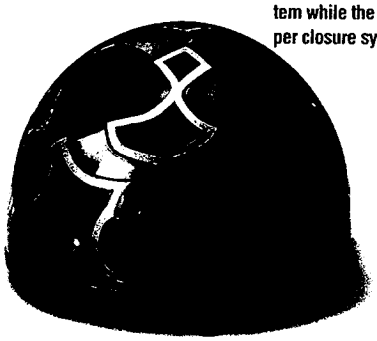
Jackets, gloves, helmets and shirts sporting the classic Team Harley-Davidson colors and style offer great comfort and style, and capture the spirit of racers and race teams.

Whether you plan to chase the checkered flag or just look the part, the complete line of H-D Race Team MotorClothes is available now at your Harley-Davidson dealer. (Trophies not included.)

Keeping your hands stress-free and comfortable is job one for the Race Full Finger Leather Gloves. The mid-weight, full-finger design features stretch side walls and keystone thumb for improved dexterity and fit, and a padded palm patch for anti-vibration and durability. The men's gloves feature a wrap-around Velcro closure system while the women's gets a center zipper closure system.



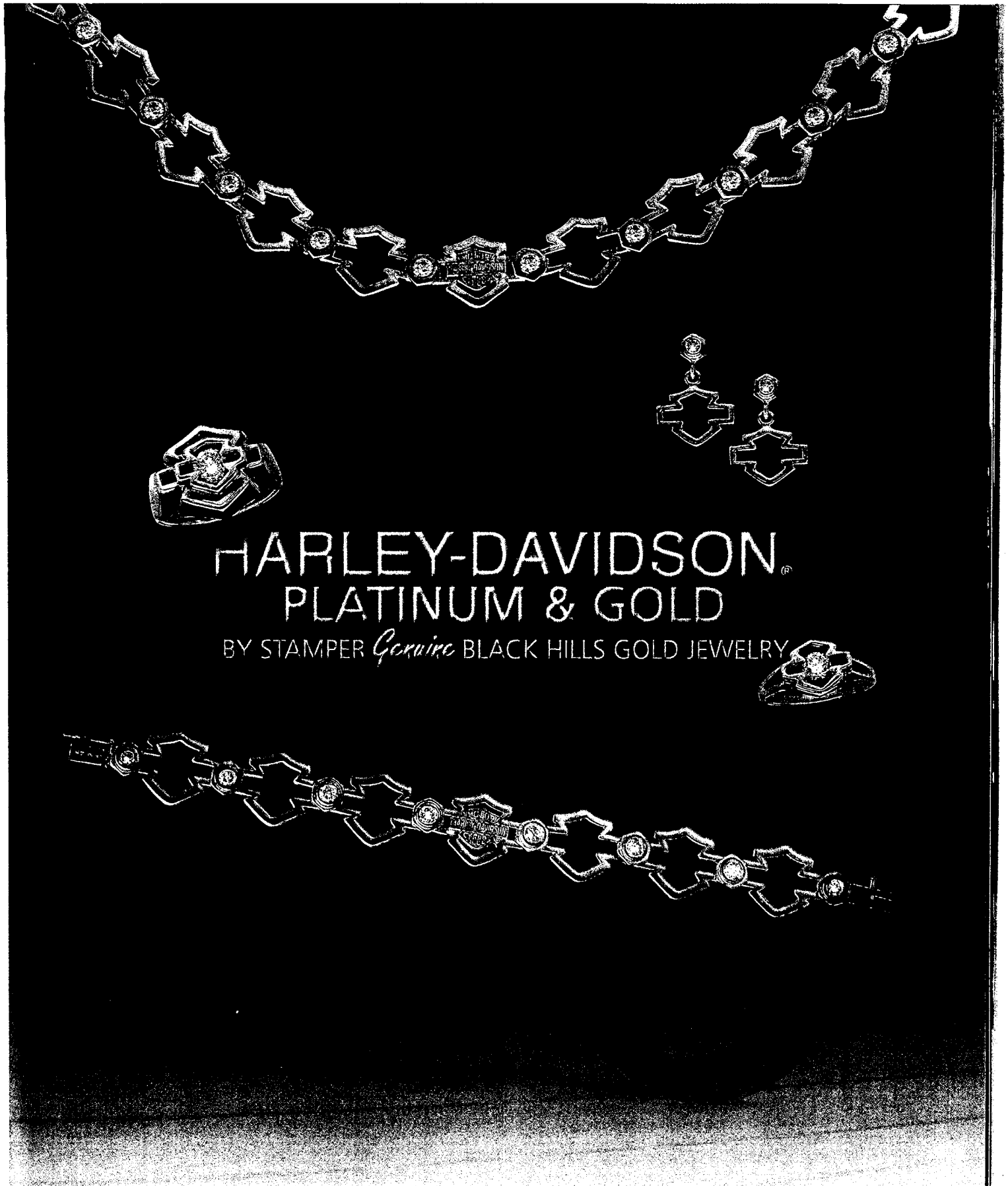
Kids dig the classic looks of Team Harley-Davidson, and the lightweight Nylon Race Jacket is designed just for them. The large orange race stripe is outlined in cream across the chest and back, with Harley-Davidson lettered on the front. Two front zippered pockets keep personal stuff out of harm's way.



VR1000 Team racer Pascal Picotte has one of the most recognizable styles in the AMA Superbike series: most evident by the jester graphic on his helmet. You can tap into the stylish joker inside yourself with the new Pascal Picotte Replica Helmet. Available in gloss black or orange, this half-helmet gets a replica of Pascal's jester emblazoned across both sides. A removable, three-snap visor, zip-off neck curtain and double D-ring chin strap add versatility and comfort to this DOT-approved helmet.

Team H-D casual shirts show the racing heritage when the jacket's off and your just lounging. The orange-on-black men's Classic Race Shirt has a button-front with two zippered front pockets and a large Harley-Davidson graphic on the back. Also available is an orange-on-white, 100-percent woven cotton women's Classic Race Shirt which features a zippered front.

The black leather Race Jacket features a Mandarin collar, H-D embroidery and leather applique on the back and left chest, plus two front pockets and one inside pocket. Both the women's and men's jackets have a leather stretch panel on the side for form-fitting comfort, and zippered cuffs for a secure fit.



See our full line of Harley-Davidson® Stamper Black Hills Gold & Silver Jewelry at your local Harley-Davidson dealer.

FOR YOUR NEAREST PARTICIPATING U.S. DEALER CALL 1-800-LUV-2RIDE.

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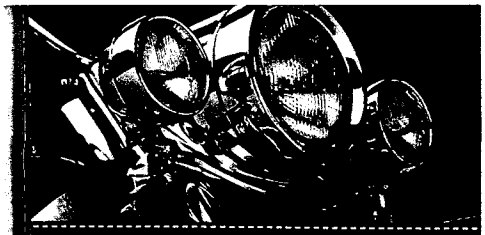
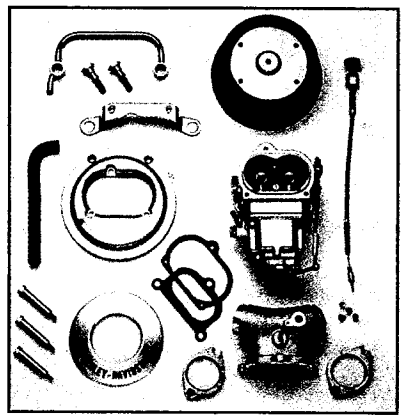
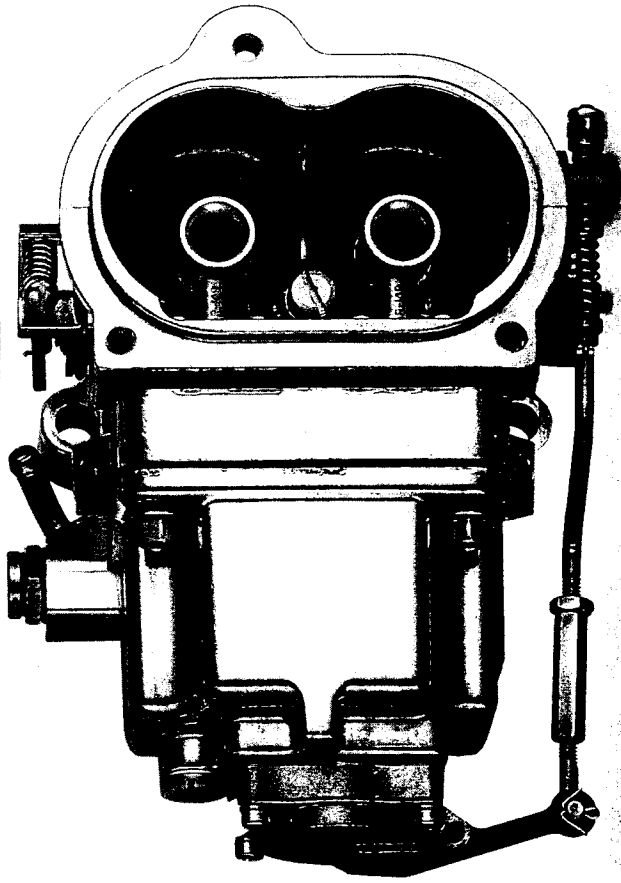


Double Barrel Delivery

Screamin' Eagle/Holley Performance Induction System





The new Screamin' Eagle/Holley Performance Induction System features an American-made, two-barrel carburetor matched with an open-plenum intake manifold and an air cleaner and breather manifold package. Bolted to a 1340 Evo or Twin Cam 88 motor, this system adds serious horsepower and torque gains, and maintains excellent driveability and throttle response.

Crack open the throttle and you'll immediately notice that something's different. Pull onto the dragstrip and run through the gears. It's then you notice the extra horsepower and arm-tugging torque. A double-whammy from a double barrel. Introducing the all-new Screamin' Eagle/ Holley Performance Induction System. A carburetor, if you will, and a whole lot more.

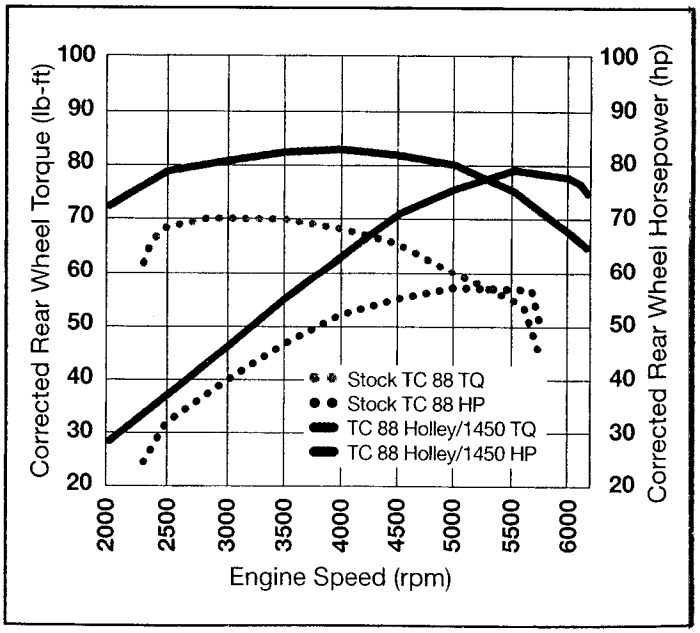
Performance carburetors for Harley-Davidson motorcycles are common. What's uncommon, until now, is an American-made carburetor/induction system that's been designed exclusively for H-D Big Twins, looks bad and produces the power and torque to back it up.

The heart of the Screamin' Eagle/Holley Performance Induction System is the all-new, two-barrel carburetor. With two intake tracts instead of one, the Holley-built carb flows more air than a stock carb. More air and more fuel flow means higher horsepower and increased torque. You know what that means: big smiles.

Three fuel circuits and two air circuits deliver consistent performance in the three key throttle zones: idle, off-idle mid-range and wide-open. An accelerator pump and fuel-enrichment/choke circuits produce excellent cold starts and smooth acceleration without a burp or hiccup. The deep fuel bowl all but eliminates fuel foaming.

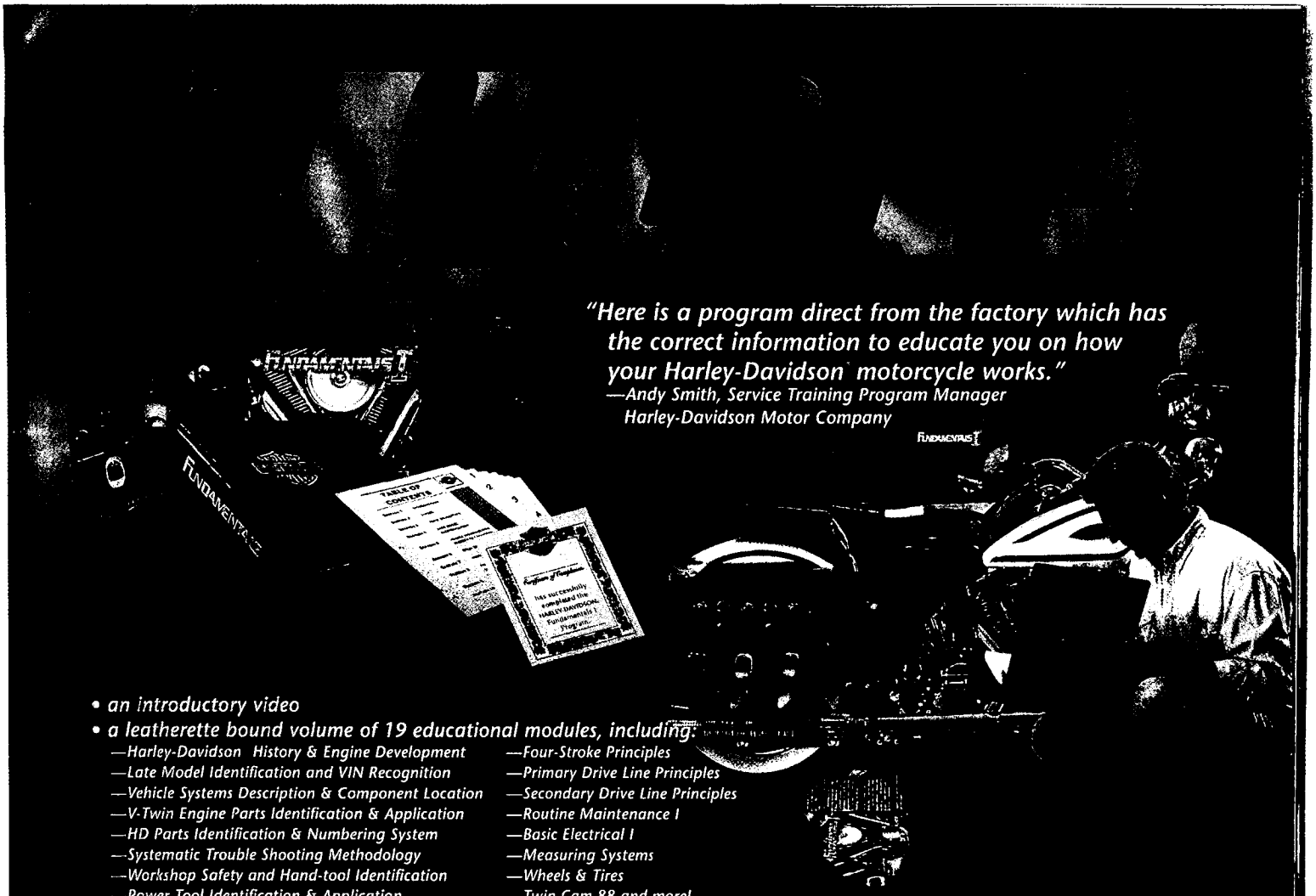
More than just a beautifully performing double-barrel carburetor, this product is an induction system. A unique open-plenum intake manifold and complete air cleaner are integral components to the system, providing excellent filtration without unnecessary restriction. All together, this system lets Evolution 1340 and Twin Cam 88 engines breathe easy. The proof is in the numbers.

The Screamin' Eagle/ Holley Performance Induction System is available for 1990-'99 Evo 1340-equipped carbureted models and '99 and newer carbureted Twin Cam 88 models. The carb uses stock throttle and idle cables, but is not compatible with cruise-control. To ensure optimum quality, each carburetor is flow-tested at all throttle positions at the manufacturer. It comes in either satin or polished finish, and it's intended only for race applications. A Tuner's Kit and Rebuild Kit are also available.



Stock Twin Cam 88 vs. 1450 Stage I Holley carb, (SE/Holley Performance Induction, SE-II Slip-Fit Baloney-cut mufflers, SE 6200 rpm ignition system).

Corrected torque and horsepower measured at rear wheel on a Dynojet® Chassis Dynamometer. Your results may vary.



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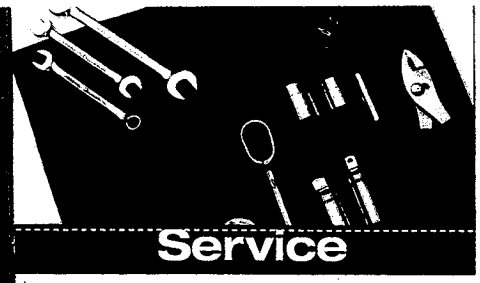
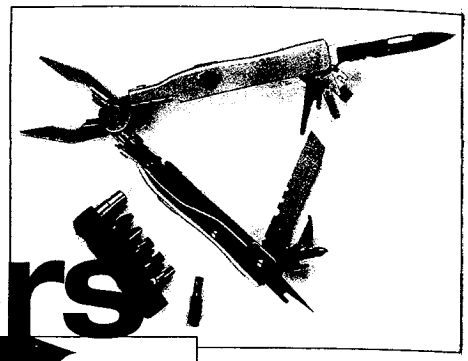
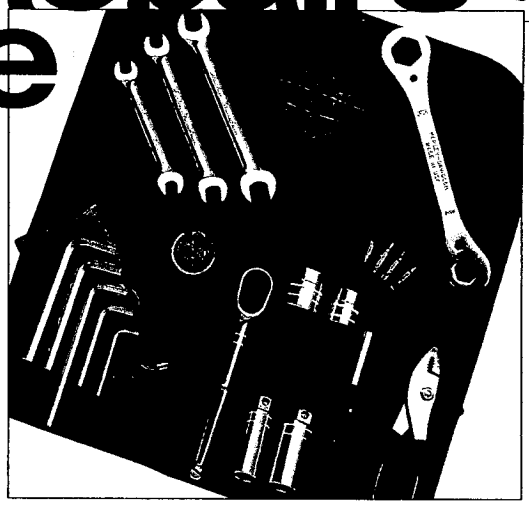


Roadside Repairs





The new stainless steel Roadtool (above) is a compact, useful multi-tool that has become a permanent fixture on the belts of nearly everyone who's tried it. It's ideal for miscellaneous motorcycle adjustments and for everyday use.

The Compact Tool Kit (left) is manufactured exclusively for Harley-Davidson by Snap-On Tools and features a lifetime warranty. The tool kit is designed to provide the most utility for the least amount of tool weight.

Sooner or later it's going to happen. Eventually you or a riding partner will find yourselves roadside with a motorcycle requiring adjustment or repair. When it happens, you can wait helplessly for a white knight, or you can make the adjustment and be on your merry way. The difference is preparation, and a Genuine Harley-Davidson Tool or Tool Kit.

The most complete and highest-quality kits are the Compact Tool Kit and the Softail Tool Kit, both of which are available for either 1999 and older models, or 2000 and newer. Engineered by Snap-On Tools with extensive input from Harley-Davidson mechanics and engineers, these kits perform the most functions with the fewest number of tools and least amount of weight. Another option is the new Roadtool, a compact multi-tool that can be carried on a belt or in a pocket for use on simple tasks.

What are common roadside repairs? Replacing blown electrical fuses, a clutch cable adjustment, changing a sparkplug, tightening battery terminal connections or adjusting mirrors are common adjustments, although more extensive repairs can also be made in a pinch.

Softail and Compact Tool Kits

The Softail and Compact Tool Kits provide the most commonly used wrenches and drivers, utilizing the most common sizes found on Harley-Davidson motorcycles. Chief among these tools are the 13/16 and 5/8 plug sockets. Their flare-cut design applies pressure on the flats of the sparkplug and other nuts/bolts, not the corners. Both plug sockets can be used in three ways: with the 3/8 ratchet (provided with the kit); using a 7/32 hex key that fits through the socket; or using a wrench/socket on the top of the plug socket. A plug gap coin featuring English and metric sizing is also included.

Open-end wrenches are a necessity for many adjustments. Both Tool Kits feature three such wrenches in 9/16 x 5/8, 7/16 x 1/2 and 3/8 x 10mm configurations.

Components like the chain inspection cover, hand controls, fuel tank and battery fasteners require Torx head drivers for tightening or adjustment. Both Tool Kits feature 25, 27, 30 and 40 Torx heads as part of the 8-in-1 driver combination, in addition to #1 and #2 phillips heads and two slotted driver heads. Each head is designed to positively lock inside the collar. The 8-in-1 driver comes standard in both the Compact and Softail Kits, and is also sold separately.

A combination wrench (also known as the axle wrench) now features 3/4 x 15/16 box ends and a hexagonal hole for use with the driver on stubborn Torx and driver heads.

Removing the air cleaner cover, checking the bolts around the primary cover and working on brakes on 1999 and older Harleys requires any one of the six different hex key wrenches provided in the kits. Likewise, the slip-joint plier is required for a multitude of adjustments.

Which tool kit is right for you? The Compact Tool Kit comes standard with a field ratchet while the Softail Tool Kit comes with a sliding T-bar for the sockets. The shape of the pouch is the only other difference between the kits. The 1999 and older Softail Kit gets a 13/16 plug socket instead of the 5/8 socket offered in the 2000 and newer Kit. And the 2000 and newer Compact Kit offers sockets and wrenches sized for the brakes on newer models and gets a snap-top plastic container (for fuses, a spare plug, etc...) instead of the 13/16 socket that comes in the 1999 and older Kit.

All tools feature beautiful, corrosion-resistant plating and polishing and a lifetime warranty. The quality and finish that Snap-On Tools are renowned for is evident in every component of these kits. Wrapped in a tough and compact pouch, these tool kits are easily carried on all rides.

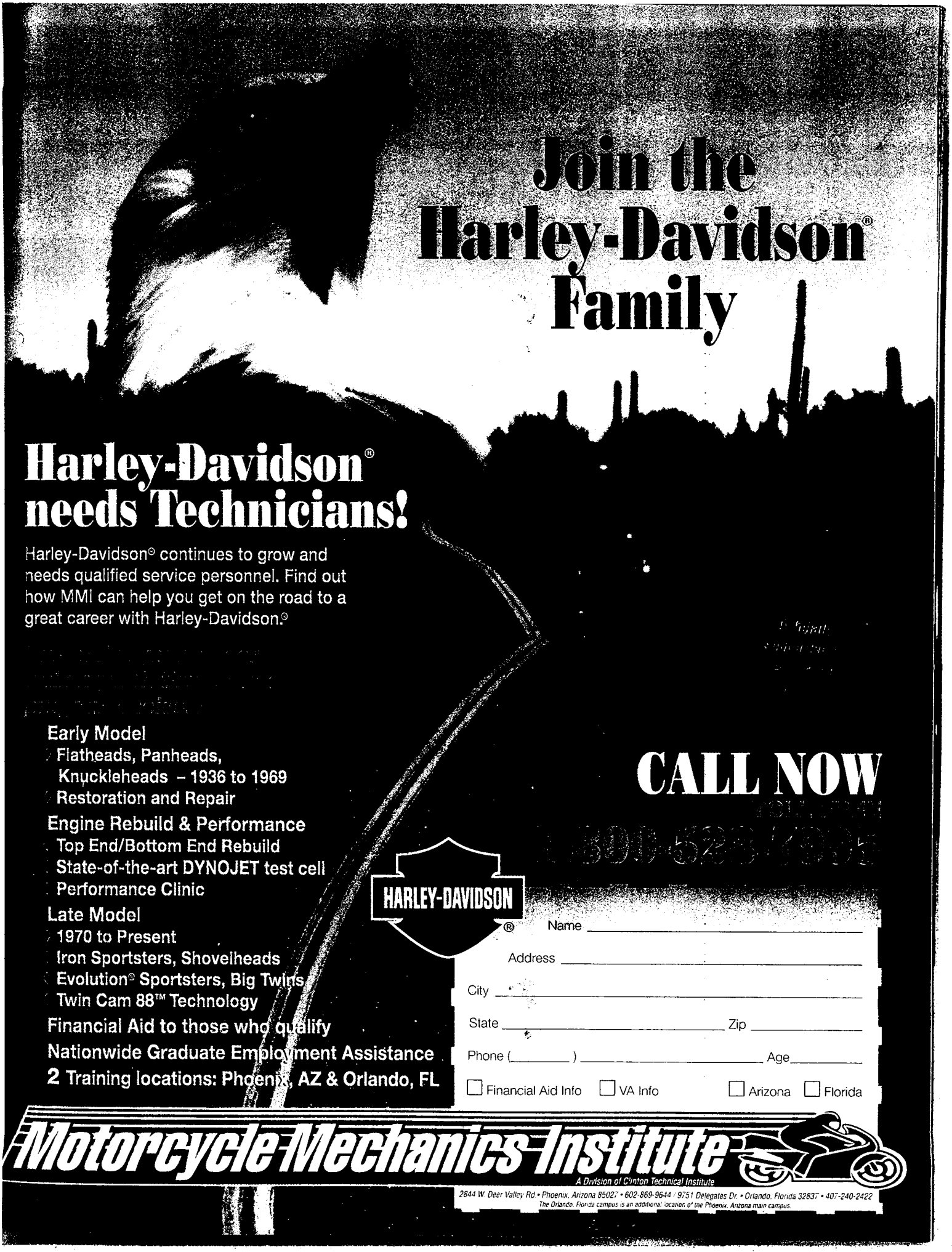
With the addition of a couple spare sparkplugs, some electrical fuses, cable ties, tape, flashlight and a tire-pressure gauge, you'll be set for almost any roadside adjustment as well as most minor repairs.

Roadtool

Joining the Compact and Softail Tool Kits this season is the all-new H-D Roadtool. Engineered by Buck Knife, the Roadtool is a compact, useful multi-tool constructed of stainless steel. It provides the basics for roadside adjustments and is easily carried on a belt or in a pocket.

A needle-nose pliers with wire cutter is perfect for many small repairs, as is the half-serrated knife blade. Three slotted driver heads, a #2 phillips head, awl, file (with both fine and coarse surfaces and half-cut edges for wire stripping) and a can opener offer great versatility, and are all lockable for positive grip. A 6-bit holder features a magnetic adapter and includes 40, 30, 27 and 25 Torx bit sizes, plus phillips sizes #2 and #3.

The Roadtool comes standard with a tough, breathable Cordura case and features a lifetime warranty. See your local Harley-Davidson dealer for more information.



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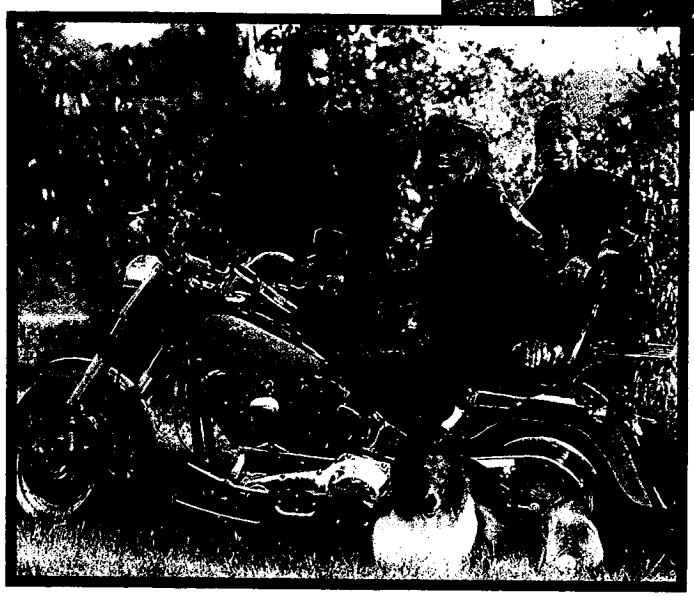
Harley-Davidson's PEOPLE

Harley People

By Anne Olson

A Year of "Firsts"

In May of 1999, Richard Burt of St. Paul Park, Minn., purchased his first Harley-Davidson, a 1994 FLHTC, and planned his first trip to Sturgis. One month later he met Mary Warner for the first time and, after introducing himself, he asked her to join him to Sturgis. She agreed, saying it would be her first time on a motorcycle. After the trip, Richard said, "The ride was wonderful, the bike was great and the companionship was fantastic. Thanks Harley-Davidson, for so many 'firsts'."



Welcome to the Family

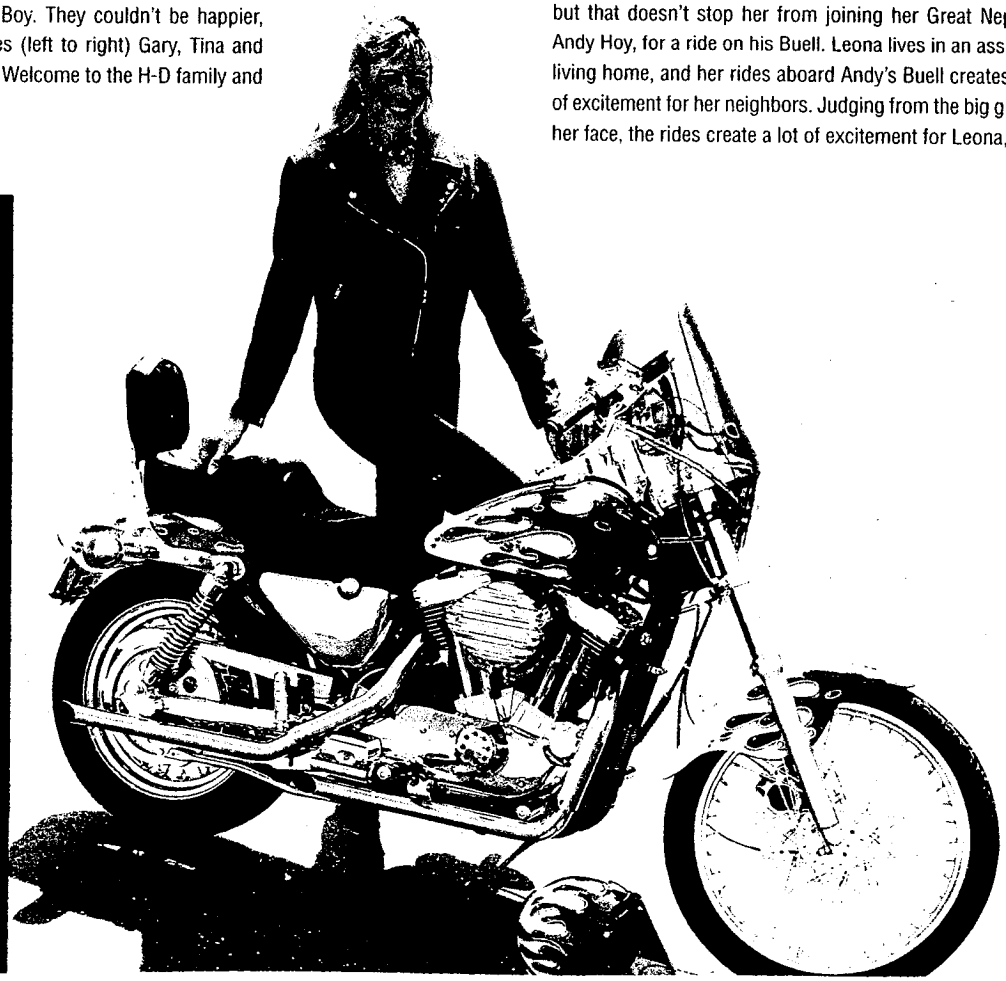
As longtime motorcyclists who had never owned a Harley-Davidson, the Honkus family of Hooversville, Pa., recently joined the H-D family with the purchase of their 2000 Fat Boy. They couldn't be happier, hence the family portrait that includes (left to right) Gary, Tina and Kristine, along with family dog, Vette. Welcome to the H-D family and enjoy the ride.

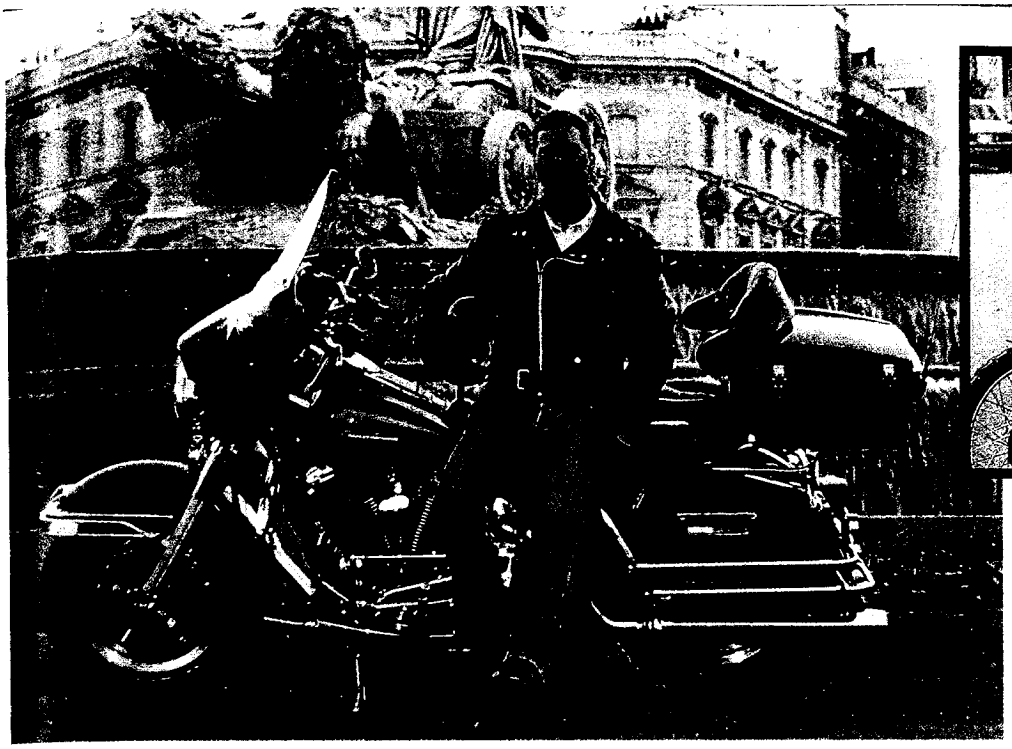
Never Too Young

Leona Wenander of Grafton, Wis., may be 91 years young, but that doesn't stop her from joining her Great Nephew, Andy Hoy, for a ride on his Buell. Leona lives in an assisted-living home, and her rides aboard Andy's Buell creates a lot of excitement for her neighbors. Judging from the big grin on her face, the rides create a lot of excitement for Leona, too.

Filling the Empty Nest

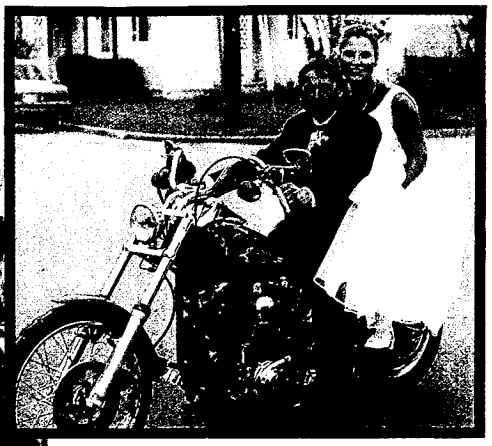
When their daughter left home for college a few years ago, Anita and Mat Shaver of Altamonte Springs, Fla., decided it was time to get a Harley-Davidson motorcycle. This 1200 Sportster soon caught their eye and, after taking safety riding classes, they began their motorcycle adventures. Less than a year went by before Mat bought a bigger Harley and Anita repainted and customized "her" Sportster. She's been to several motorcycle events where she says: "I'm sure the Sporty would be a winner, but I can't stay off of it long enough to enter any contests."





Travelling the World...

Upon learning he could spend a year studying in Madrid, Spain, Marc Stratton had one difficult choice to make. It was not whether to go, rather, it was which of his Harley-Davidson motorcycles would make the trip. With two H-D motorcycles to choose from (a 1992 Heritage Classic Softail and a 1998 Electra Glide Classic), Marc opted for touring comfort with the Electra Glide. Marc looks forward to his weekends, when he travels to the many historical sites Spain has to offer, like the photo here at the Plaza de Cibeles, in Madrid.



Get me to the church on time

After couples say "I do" at the altar, it's time to celebrate. Some leave the church in a limo, others prefer a horse drawn carriage. Last summer, Robert and Emily Garton of Jane Lew, W.Va., chose to ride into their new life together aboard their Harley-Davidson Softail Custom. It was an appropriate celebration to a courtship that began with a ride on the same motorcycle! Congratulations and best wishes to the newlyweds.

Harley People continued on page 28

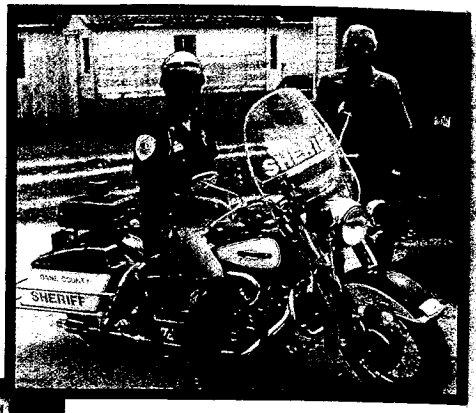
Harley-Davidson

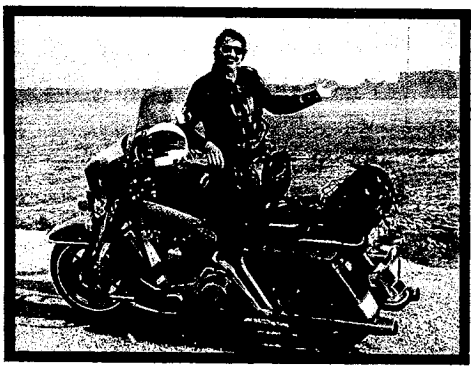
PEOPLE

Harley People

From Police Work to Parades

Harley-Davidson works with many local and regional police forces through H-D's Police Sales department. One of those forces is the Dane County Wisconsin Sheriff's Office. Pictured here is Deputy Sheriff Kevin O'Brien on his department's beautiful 1970 FLH Electra Glide. According to Kevin, his department purchased the two new Electra Glides in 1970. Although the bikes have been retired from active duty since 1987, they're still used for ceremonial and parade use. Also pictured is Kevin's father, Ralph O'Brien.





Freedom Rider

Mike Broadstreet, shown here with his 1989 FLHS, is no stranger to the open road. He and his wife, Linda, run a touring business in Colorado with the help of his touring FLHS. Since the purchase in 1989, Mike has logged more than 106,000 miles carrying passengers and cargo through the Southwestern U.S. This photo was taken at a trading post just north of Monument Valley, Utah.

Love and Marriage

Nino and Joan Peterson, of Port St. Lucie, Fla., began their courtship in 1951 with a ride on a 1950 Hydra Glide. After 45 years of marriage and many, many miles, their love for riding has grown with the love they share for each other. Pictured here are Nino and Joan aboard their 1999 Road King Classic.

We'd love to see you and your Harley-Davidson motorcycle, and to learn more about your love of motorcycling. Please send us a photo and pertinent information, along with your full name, address and telephone number, to: *Enthusiast* - Harley People, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653. We'll print a sampling in each issue.

Leta Fulmer Harvey (left), shown here in 1932 with her friend Lloyd Nealeigh aboard the Harley-Davidson that brought them freedom and joy. Sixty-six years later, Leta rode passenger on a friend's Harley.

Bridge to the Past

By Leta Fulmer Harvey
Savannah, Missouri

My arms encircled his waist as we bounced across Nebraska sand hills. Laughing delightedly, I tightened my grip when the motorcycle angled toward the ground. We skidded to a stop, and the startled cows lifted their heads, then high-tailed it over a ridge. Lloyd tossed familiar words over his shoulder.

"They're headed home, Leta," he said. "C'mon, we can take a ride."

Uncanny, how clearly that scene rushed back when I slanted the snapshot toward the light. Two 16-year-old kids on a Harley-Davidson in 1932, dressed in Sunday go-to-meeting clothes. . . a lifetime ago, a world away. I remembered running back for a quick pose on the bike when someone held up the Brownie Kodak camera. Memories moved like the wind across the sand dunes.

Papa was a pioneer evangelist, serving rural congregations without organized churches. During summer vacations, Mom and I traveled with him. This particular revival was out in the boondocks near Trenton, Neb. Welcomed with open arms into this home, we soon felt almost like family. The one-room schoolhouse made do as our church, the rippling stream serving as a baptismal font. Although we had church services, prayer groups, Bible study and such, there was plenty of time left for fun.

In the glory of a teenage summer we used that old Harley for everything imaginable. Wind whipping my gingham skirts, flying sand peppering my bare legs, I felt an exhilaration hard to explain. In addition to herding cows, there were trips to the garden, the barn, the chicken house and the like. Almost every errand was a viable reason to "just take the Harley."

But revivals end and school days draw near. Time to head home. Letters criss-crossed the states for a while, dwindled down and finally stopped. We lost touch.

Nearly a lifetime later and my mind a vacuum, I sat at my computer. An editor needed a short article about a young romance. My memory hit-and-missed, then ran smack into an old motorcycle with two happy kids aboard. I wrote the article. The editor rejected it. But the story wedged in my mind like a prickly tumbleweed. Why not? After all, time and place are minor obstacles in these days of the internet.

Why was I surprised to find the familiar name listed at the same address? After all, I had stayed in my home place, too. I mailed a brief note with a tinge of embarrassment and misgivings. Was it the same Lloyd Nealeigh? Perhaps it was a son or maybe a grandson? Two nights later my phone brought me the sound of a soft voice I'd nearly forgotten. It was Lloyd!

We talked on and on, tripping over each other's words in the enthusiasm of rediscovery. Before we said goodnight, he promised to send me the photo of us on the Harley-Davidson. When the enlarged photo arrived, I laughed like a kid again.

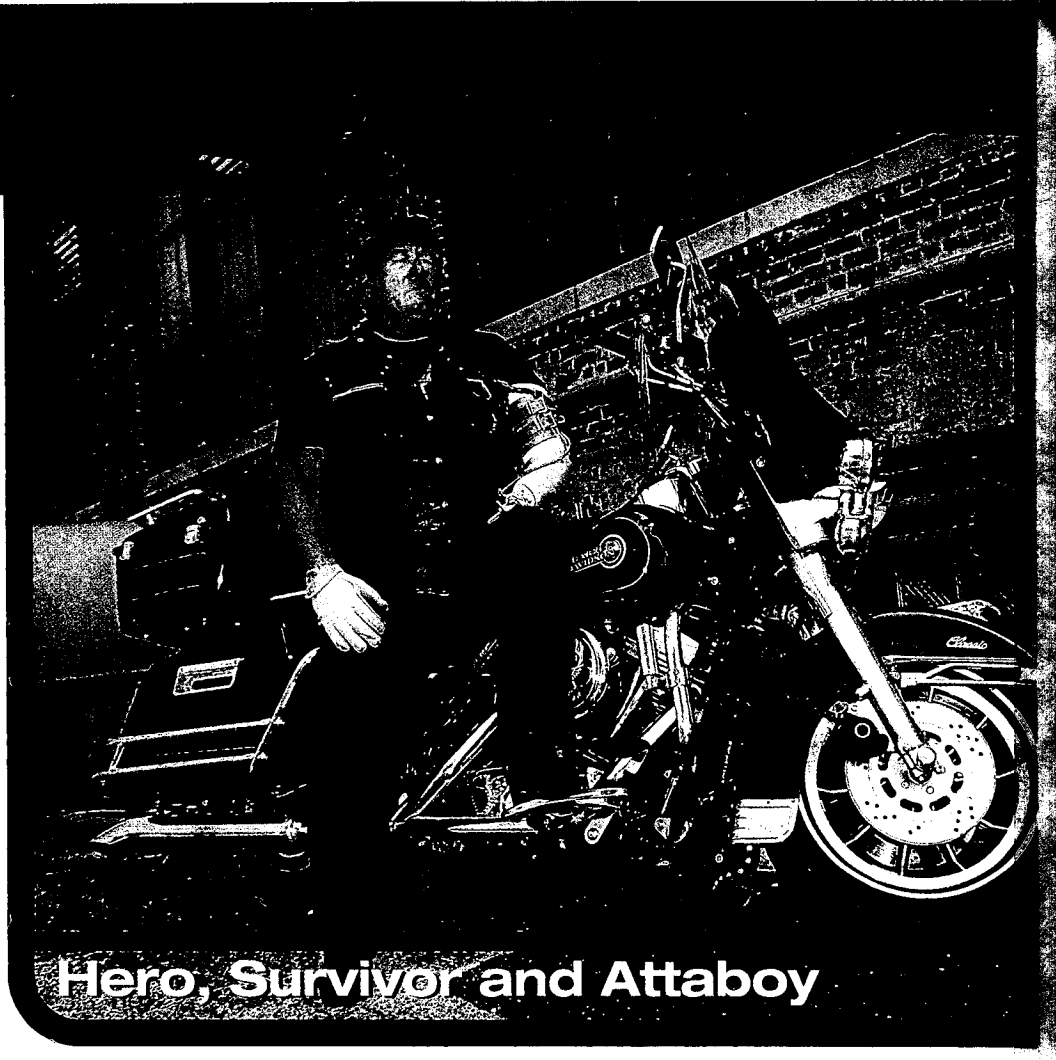
After 66 years, our paths crossed again. I stared into a strange but familiar face, topped by snowy hair. And when he smiled the years rolled back. My eyes filled with tears and I reached out to touch my friend. Hours flew by while we compared notes, filling in the blanks of our respective lives.

These days, Lloyd and I continue to live in adjoining states and agree to keep in touch.

Last July fourth, a youngster rode up to our cookout on a new Harley-Davidson, a far cry from the one Lloyd and I rode. I couldn't resist the invitation. The ride was smooth as silk. I relaxed in a seat that cradled me like my favorite recliner. Now, I lay the color print of that ride alongside my picture from 1932.

Yes indeed, a lifetime ago. A different world.

Shared Passion is a new feature in *Enthusiast* for readers who have a story to share with other H-D riders. Please send us your type-written story (500-750 words) for possible publication. Include photography, your full name, address and phone number. Send submissions to: *Enthusiast - Shared Passion,* Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653.



Hero, Survivor and Attaboy

By John Sandberg

"I didn't lose my arm. It was blown off," said Gary Wetzel, correcting a question by the interviewer. He says it matter-of-factly, with no trace of bitterness or anger.

Of the chain of events that have defined his life, 52-year-old Wetzel is less concerned about his personal loss than that of his fellow countrymen who have not yet come home from war. This explains why Wetzel helped create Rolling Thunder: to recognize the nearly 90,000 men and women who are still missing in action from World War II and the wars in Korea and Vietnam.

During Memorial Day weekend, roughly 500,000 motorcyclists gathered for the 13th Annual Rolling Thunder parade in Washington D.C. Riding the lead motorcycle was Wetzel, a Vietnam veteran, Harley-Davidson enthusiast and recipient of the highest U.S. military honor, the Congressional Medal of Honor. Currently, there are only 148 Medal of Honor recipients who are still alive, and Wetzel is the only one who rides a motorcycle.

Asked what his official role or title is with the Rolling Thunder Rally, Wetzel simply replied, "Attaboy."

Wetzel is far from being just an attaboy. On January 8, 1968, while flying door gunner on a helicopter crew during his second tour of Vietnam, Private First Class Wetzel and crew were shot down. Moments after crash-landing, while trying to get his injured commander out of the cockpit, an enemy grenade exploded four feet away from Wetzel, shredding his left arm just below the elbow. What happened during the next 10-12 hours defies logic and defines heroism.

Seconds after the explosion ripped off his arm, Wetzel grabbed a machine gun and cleared the area of enemy soldiers and then returned to help the pilot. A second wave of enemy soldiers announced their presence with gunfire that tore into Wetzel's left leg. With the remains of his left arm tucked into his pants, Wetzel used his machine gun to repel them. Hours later and barely conscious from the massive blood loss, Wetzel was jolted back to full consciousness when a bayonet was thrust into his right leg. Incredibly, Wetzel fought back a third wave of enemy soldiers.

At dusk, 10-12 hours after getting shot down, Wetzel was rescued by U.S. soldiers who were astonished that he had survived the night.

"When the medics got to me, they couldn't believe I was still alive," said Wetzel. "My veins had collapsed from the blood loss, and I was so torn up that they put me aside and worked on other soldiers who were more likely to survive."

But survive he did. Upon his return home, Wetzel was called to Washington D.C. by President Lyndon Johnson to receive the Congressional Medal of Honor.

"I received it for saving lives, not for taking lives," said Wetzel. "I feel privileged that I'm alive, and I wear it for myself and everyone who has served for their country. I'm just the caretaker of it."

Fiercely patriotic and proud to be an American, Wetzel harbors no grudges about the past, despite the fact that he puts on the war each morning and takes it off each night in the form of his prosthesis. Wetzel recently married and is the father of a daughter, 30, and a son, 25. Wetzel resides in South Milwaukee, Wis., and is a heavy-equipment operator by trade. He speaks at high schools and colleges to help kids understand the experiences and sacrifices made by men and women of the military. His messages are simple and pure.

"It's positive things we need to get across to people – the good, human things," he said. "I believe in what our flag stands for. We can vote with ballots, not bullets, but we have to honor the sacrifices people have made to achieve this freedom."

It's freedom that Wetzel mentions when asked why he rides motorcycles.

"I'd been a rider before the war," recalled Wetzel, naming a half-dozen motorcycles he'd owned. "I got back on a bike in 1976. I missed it and the freedom of riding."

These days Wetzel experiences freedom on his '93 FLHTC, which turned 70,000 miles on his return trip home from Rolling Thunder. He rides to work and for pleasure.

"I'm a biker, not a sunshine rider," said Wetzel.

Despite having only one arm, Wetzel rides a bike with stock controls. Instead of modifying his motorcycle for his prosthesis, he modified his prosthesis to operate the motorcycle. It's a subtle point, perhaps, but one that speaks volumes about his basic beliefs towards responsibility. Those same values motivate his involvement with Rolling Thunder and the POW-MIA issue.

"This was our 13th year (of Rolling Thunder)," said Wetzel. "Since we began more than 400 missing soldiers have come home."

After a long pause, Wetzel shared a story that presses him on.

"A few years back I met the mother and sister of a returned soldier, he said. "They were so grateful and relieved. That's why we won't let this issue die."

Attaboy, Gary Wetzel!

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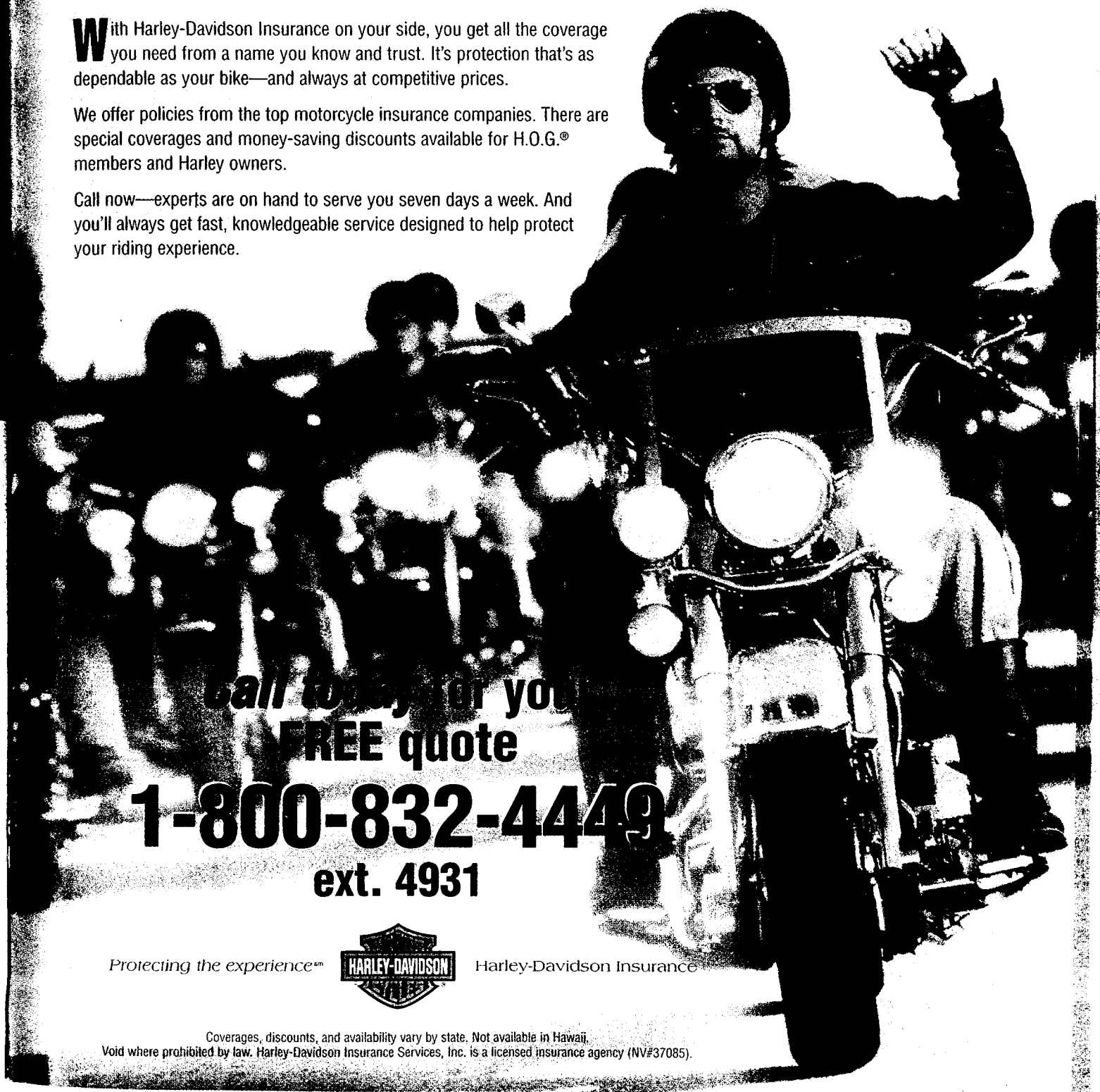

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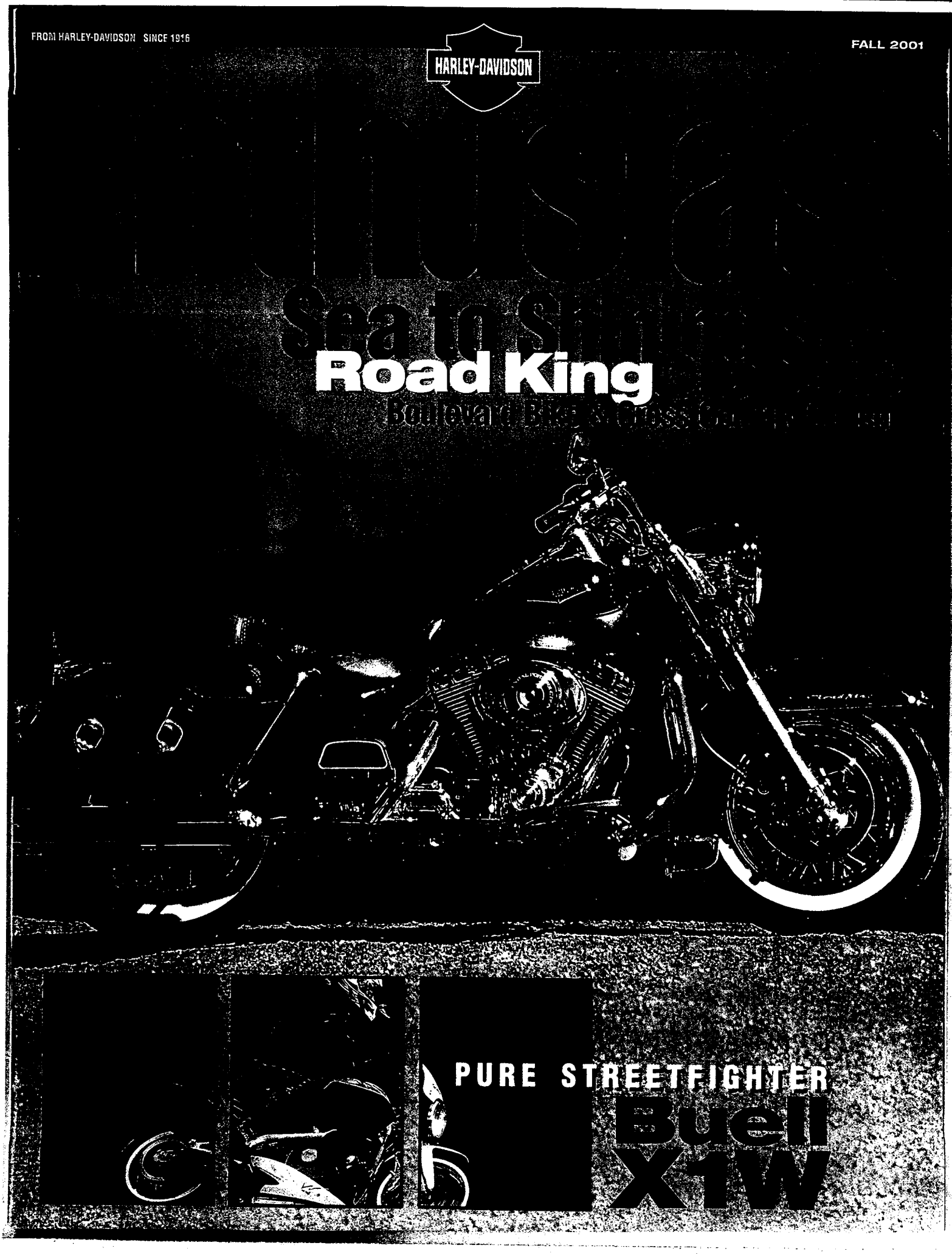
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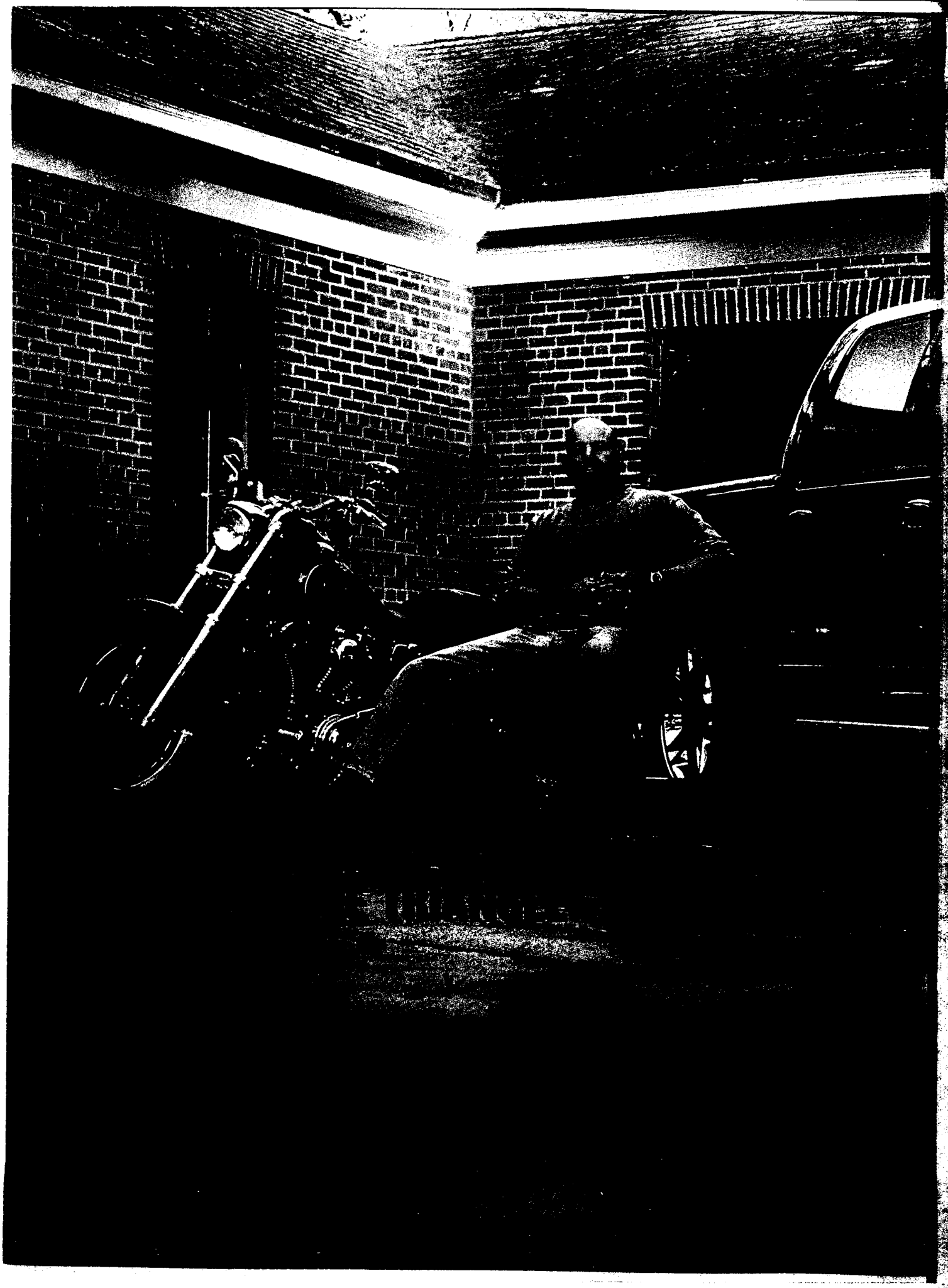

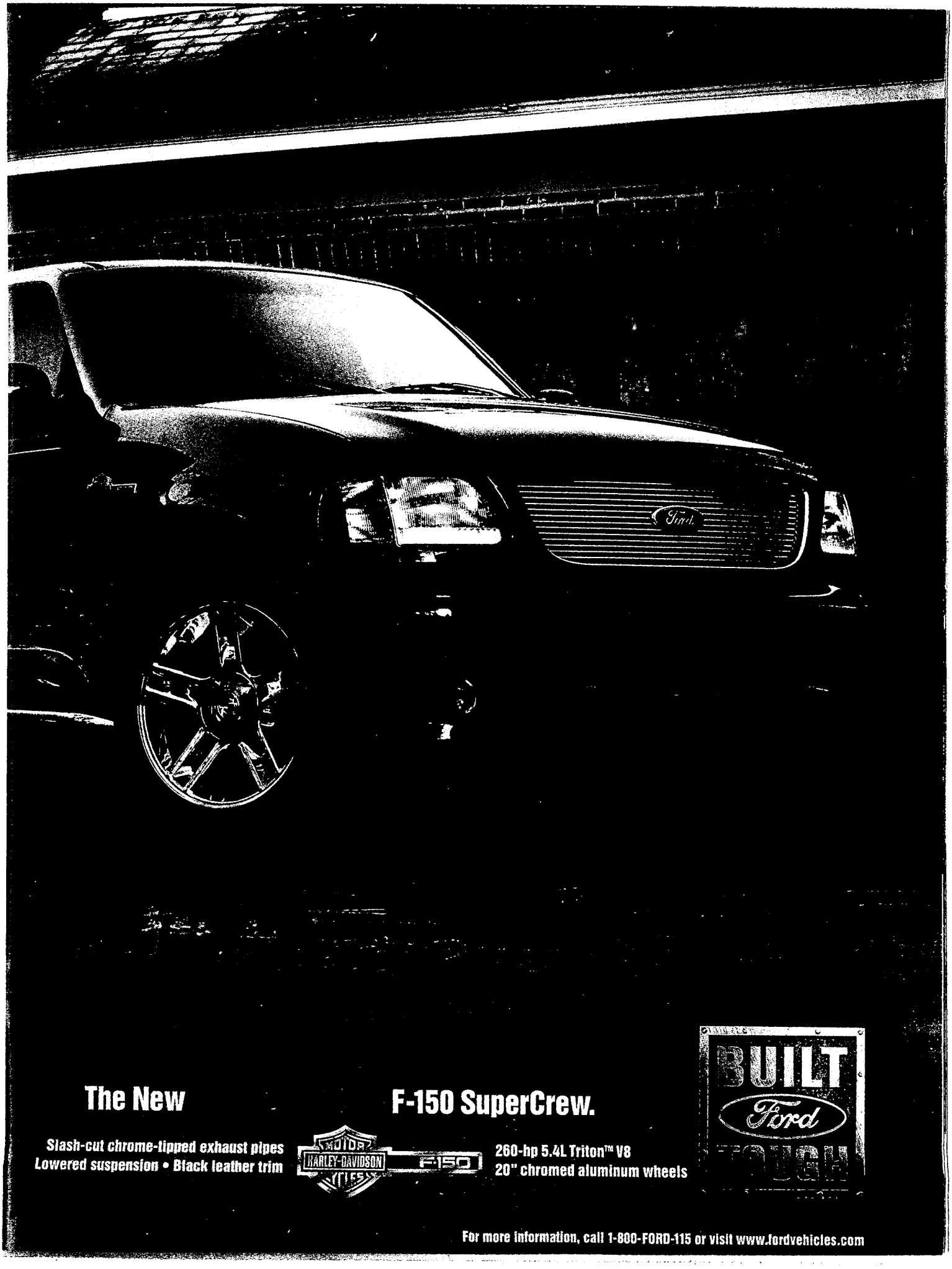
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Hail to the King
Both sides of the FLHRCI.

Bare Naked Buell
The original Streetfighter X1W.

Shared Passion
Parky returns, 20 years later.

Dateline
Things to do, places to go.

Comments
Harvest or hibernate?

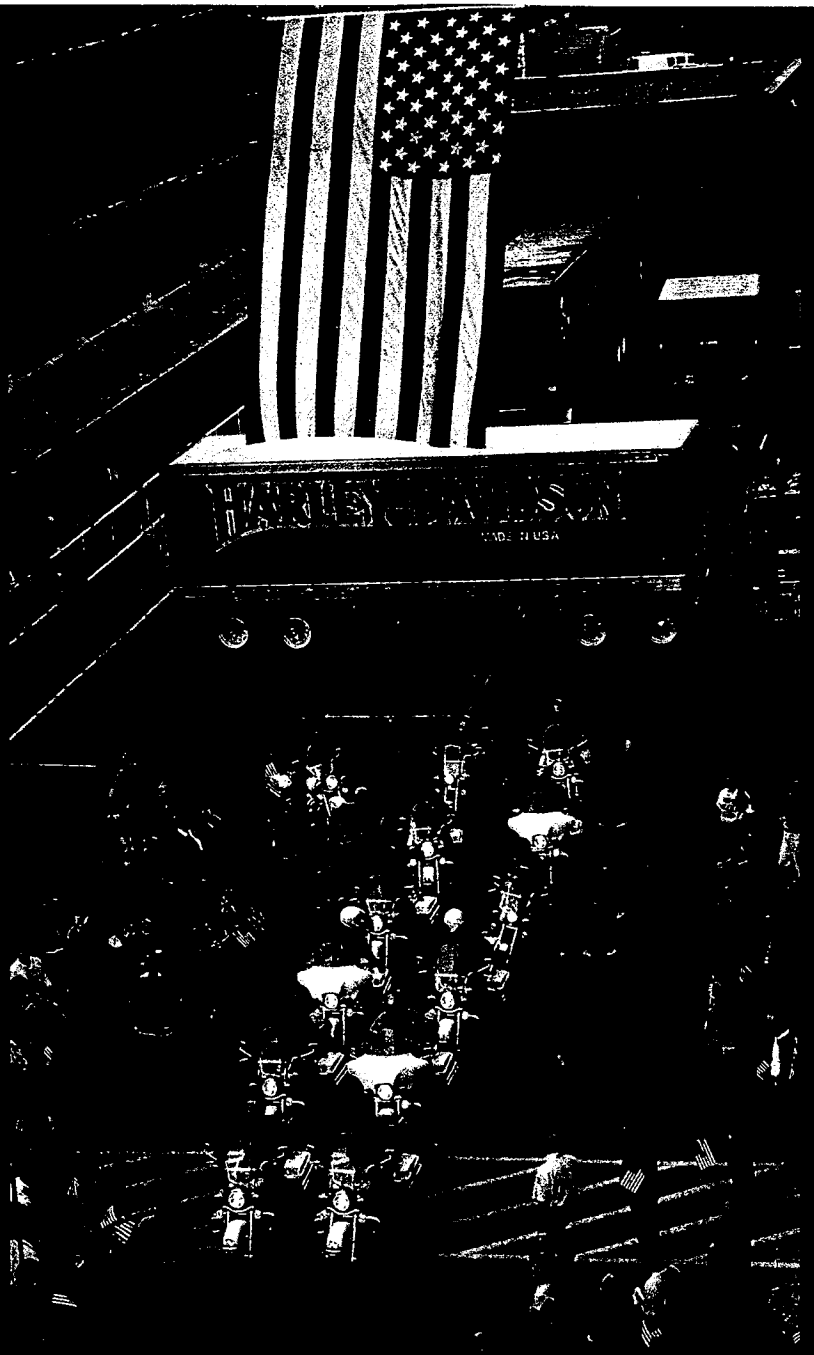
From Our Readers
A time to give back.

Harley World News
President Bush visits, Harley's birthday, and race recap.

MotorClothes
Genuine gift ideas and lounge wear.

Parts & Accessories
The latest custom creations from Harley-Davidson.

Harley People
Destination: HD Summit.



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Enthusias

HARLEY-DAVIDSON

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Contents photo:
The journey to bring Harley-Davids motorcycles to New York City for t relief effort began in Milwaukee wit small ceremony to honor the victim and their families. Photo by Pat Bourgeois.

On the cover:
Traveling the coast or cruising the boulevard – you can do it all aboar the 2002 Road King Classic, a bike with a split personality. Location: Alongside the Pacific Coast Highwa between Santa Monica and Oxnard Calif. Photo by John Sandberg.

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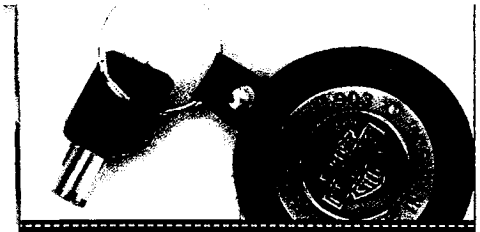
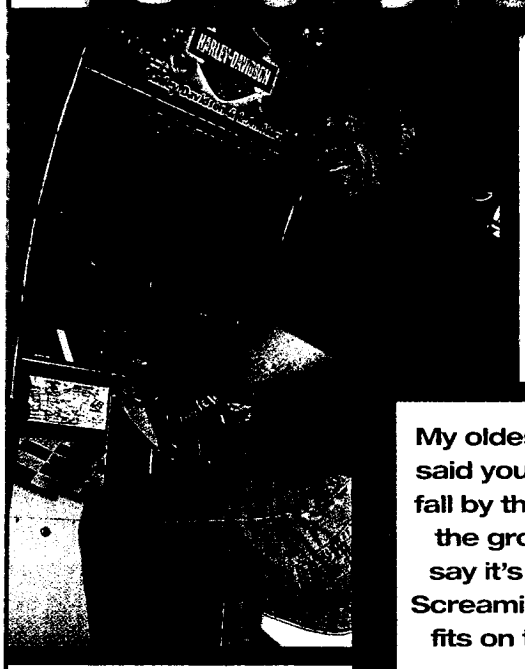


Comments

Seasonal Truths



My oldest daughter said you can tell it's fall by the leaves on the ground. But I say it's the box of Screamin' Eagle slip fits on the bench.

By Pat Bourgeois

Fall is in the air. It was an obvious proclamation I made to myself, supported by the abundance of leaves which had accumulated along the road shoulder, and were now being whisked into a plume of road dust as we returned from our last off-road motorcycle ride of the season.

The bikes jostled inside the 15-passenger van as it careened down the twisting gravel roads of the Mississippi River bluffs. I hung my head out the window like a black lab, soaking in the sights and smells of the season as the dust seeped in through the cracks of the rear wheel wells. The leaves on the damp forest floor produced a smell practically euphoric.

"Fall is great," I exclaimed, as our van crested another hill, and an ocean of hardwood color stretched out to the horizon. Others in the van nodded in agreement as I offered the laundry list of my favorite fall activities.

For outdoor enthusiasts, fall brings hunting of all sorts. There is the candy harvest of Halloween, the food harvest of Thanksgiving and the comfort of knowing the lawn has been cut for the last time until spring. Fall also means family gatherings, football games and the smell of fresh canned fruits and vegetables.

From the van's window I could see the foreshadowing of winter. Most crops had been harvested. Pumpkins and cornstalks decorated doorsteps and a chill in the air was closing the door on another riding season. For those of us who live in the northern climes, it was perhaps the last "good" day of the season. Already, I had winterized two of my four motorcycles– draining the fuel, removing the battery and giving them one last wash and wax before stowing them until spring. It's a bittersweet chore, knowing the open road was now six months away, save a few trips to the warmer climates.

But despite these seasonal truths, fall remains my favorite season. The way I look at it, you can either hibernate or harvest...and I'm clearly the harvesting type.

The new bike harvest is always high on my list of fall activities. Now is the time when new bikes hit dealer showrooms, riders take delivery of their long awaited Hog and future enthusiasts can window shop the cream of the crop. By the time you read this, the entire 2002 new model line will be at your local Harley-Davidson dealership – including the stunning VRSCA V-Rod and the racer replica styled XL 883R – amid a shimmering collection of Dyna, Softail, Sportster and Touring models.

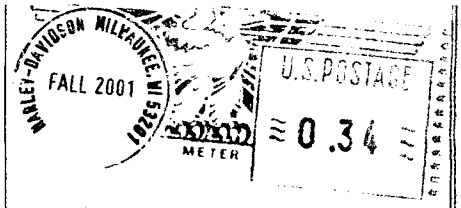
Fall is also my favorite time to plot, plan and dream about future customization and performance projects. Aftermarket catalogs gather in my mailbox, new products are displayed at the local speed shop and the International Motorcycle Show circuit will soon roll through town. Like a kid with a Sears and Roebuck Christmas catalog, the monstrous 2002 Harley-Davidson Genuine Motor Accessories and Genuine Motor Parts catalog is where you'll find my nose buried on a cold fall day. Post-it notes, highlighter marks and folded page corners mark my favorites for which I hope to harvest during the "off-season." Chrome collection, Screamin' Eagle performance goods or a new vibrant paint scheme from the Color Shop Paint collection, I've got it marked, and they're as good as installed on my hibernating bikes.

And amid the multitudes of fall aromas comes the smell of fresh leather. Be it a new riding jacket, boots, gloves or simply a sweatshirt to wear in the garage on chilly Saturday mornings, fall is also harvest time for new riding gear and Harley-Davidson apparel and accessories. The new 2001-2002 Genuine MotorClothes catalog is at your local dealership, and is the perfect way to shop for great gift giving ideas. I've put some of my favorite ideas in this issue, and there's way more at your local Harley-Davidson dealer.

If you're not into paperbacks, then a bowl of fresh stew and your computer will conduct the chore of the fall harvest just as well. There's a plethora of motorcycle web sites to surf, from the popular to the obscure, racing to rumors; you can immerse yourself for hours from the comfort of your keyboard. Amid the links of Harley-Davidson's award winning web site, www.harley-davidson.com, you'll find a burgeoning crop of motorcycles, accessories and merchandise. New to the site is a Wish List feature to keep tabs of your favorites, which you can e-mail to your friends as a subtle hint.

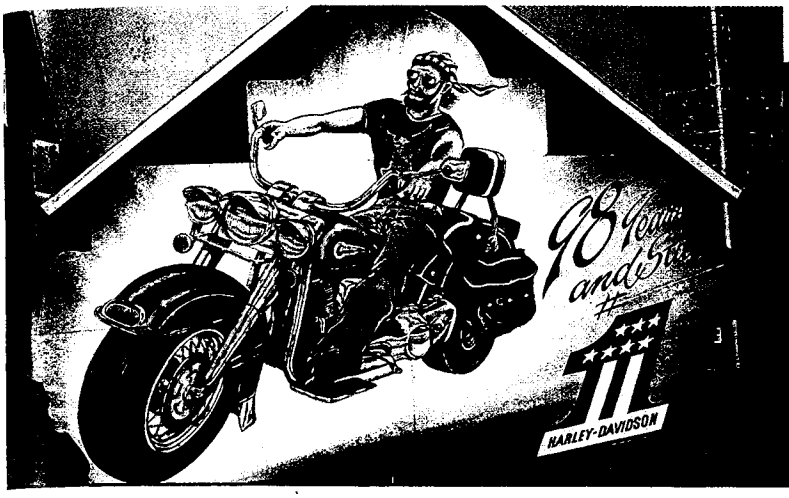
Finally, fall is also a great time to plan your next rally or road trip. Be it on your own, with the help of your local H.O.G. chapter, via Harley Owner's Group Fly and Ride program or through a Harley-Davidson Authorized Rental and Tours operation, there's an open road waiting for you.

Yup, fall is definitely in the air. My oldest daughter said you can tell by the leaves on the ground. But I say it's the box of Screamin' Eagle slip fits on the bench and my new Buell riding leathers making my closet smell good. Happy harvesting.



If you have a question, comment or photo that you'd like to share with other *Enthusiast* readers, send it to: *Enthusiast* - Letters, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653.

From Our Readers



Barnyard Birthday

I thought you'd like to see this painting I did on my farm near Coon Valley, Wis., to help celebrate the approaching 100th anniversary of Harley-Davidson.

Since I've never owned a motorcycle of any kind in my life, this may seem a little strange. However, when I was in high school I rode behind my friend who had a 1952 Harley-Davidson and I was very impressed. Today, I still love to see them go by and the sound is music to my ears.

The painting is roughly 20-feet long by 12-feet high and is mounted on one of my buildings which faces State Highway 162 between the towns of Coon Valley and St. Joseph.

William von Seht
Coon Valley, Wis.

Grassroots Involvement

It seems like Harley-Davidson doesn't do anything on the local level for motorcyclists' rights. As a coordinator of a United ABATE chapter, I rarely see H.O.G. club members join, attend or participate in our meetings. If this perception is false, please enlighten me.

Joseph A. Grimaldi
Kenilworth, NJ

Motorcycle rights are very important to the Motor Company and it's been in the thick of things for a long time, not just in the U.S., but in Europe, Asia and other parts of the world. Here are just a few of the ways H-D has participated recently to promote motorcycle rights, nationally and internationally:

- *Motorcycle Riders Foundation (MRF) Meeting of the Minds.*
- *Federation Internationale de Motocyclisme (FIM) Public Policy Conference (H-D was the only manufacturer to attend each conference).*
- *Federation of European Motorcyclists' Association (FEMA), in which H-D has been the only manufacturer to provide support for the past five years.*
- *Use of Harley Owners Group (H.O.G.) lists and individual groups to support the AMA.*
- *The only manufacturer to provide written comments to combat health insurance rules discriminating against riders as part of the Health Insurance Portability and Accountability Act of 1996.*
- *Tim Hoelter, H-D Vice President of Government Affairs, was recently elected to the Board of Directors of the National Commission Against Drunk Driving (NCADD), with the goal of decreasing the incidence of impaired driving to make our roads safer for drivers of all vehicles.*

We also believe H.O.G. members are some of the most involved motorcyclists anywhere. It's unfortunate that your ABATE chapter doesn't see greater participation, however, you must consider the many chapters in every state. Plus, people are often involved with local issues in less visible ways. –Ed.

Family Support

I'm sure I speak for all Harley riders when I say I am in a state of shock due to the tragedies that took place Sept. 11. The terrorist attacks have engulfed me with feelings of horror, sadness and anger, and in some ways were an attack on the very freedoms that are part of the Harley-Davidson experience and motorcycling in general. They may have destroyed our buildings, but they failed to defeat our spirit. In the past, Harley-Davidson owners have continually shown their ability to help those in need. Now our compassionate spirit is needed more than ever. What can we do to help?

Robert Phillips
Kansas City, Mo.

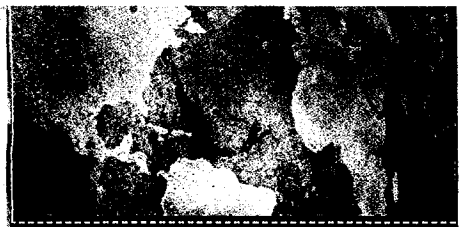
Like you, Robert, everyone within the Harley-Davidson family was deeply shocked, saddened and moved by the tragic events of the morning of Sept. 11. Harley-Davidson has focused its relief efforts on a national scale by donating the use of 30 police motorcycles and $1 million to assist in the relief efforts in New York City and Washington, D.C. The motorcycles will be used to replace police units that were destroyed following the terrorist attacks on the World Trade Center. The Company's $1 million donation was made directly to the American Red Cross for use in the relief effort. In addition, Harley-Davidson is encouraging its employees, dealers, owners and H.O.G. members to raise funds for those affected by the disaster. –Ed.

Wrong Bike ... Right Direction

I was looking through the 2001 Summer *Enthusiast* and noticed an error on page 29 item titled "Biker Babes." You said the women in the photo had been touring the country on their Harleys. Well if you take notice, the bike in the front is not a Harley-Davidson. She looks very happy with her friends though, and I have to believe this is a stepping stone pointed in the right direction. Hope to see her on a Harley in a future *Enthusiast* magazine.

Mark Bowles
Chesterfield, Va.

Good eye, Mark. Imitation is the sincerest form of flattery, plus we've got word a Harley-Davidson is in her future plans. –Ed.



President Bush Visits Harley-Davidson

Nina Trapp, a Powertrain Tech II at Harley-Davidson's Powertrain Operations in Menomonee Falls, Wis., demonstrates an engine testing phase to President Bush, during his recent visit to the Twin Cam 88 production facility.

Harley-Davidson was honored to have President George W. Bush visit its Pilgrim Road Powertrain Operations facility in Menomonee Falls, Wis., recently, where he toured the plant, talked with several H-D employees and summed up his impression of the company.

"First of all, I'm really impressed by the quality of the workers who are here," President Bush said. "It's obviously reflected in the quality of the product. Harley-Davidson is uniquely American and is a great example of the American entrepreneurial spirit."

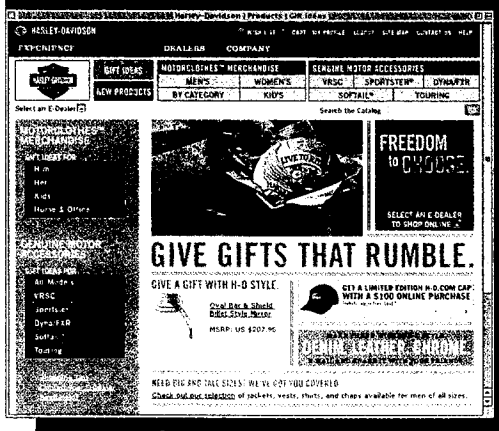
Harley-Davidson CEO Jeff Bleustein has worked with the President and the Department of Labor on the President's Workforce of the 21st Century Initiative. Following a recent presentation during a Summit on the 21st Century Workforce, Bleustein met privately with Bush to discuss labor-related issues. During that meeting, Bleustein invited the President to visit Harley-Davidson the next time he was in Milwaukee. Bush made good on the offer while he was in town speaking at a VFW convention.

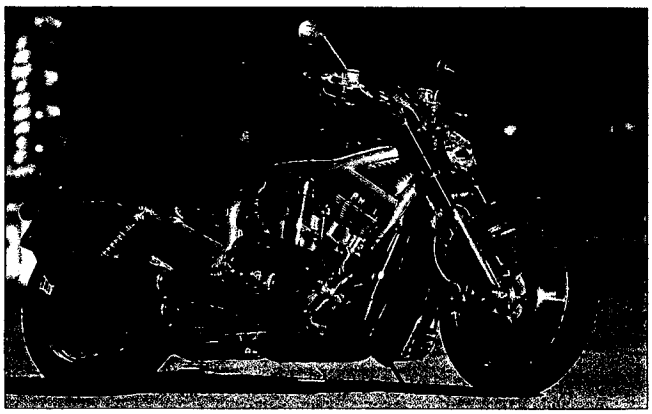
Pilgrim Road manufactures Twin Cam 88 engines and transmissions for The Motor Company's York, Pa., Assembly Plant and Milwaukee Parts and Accessories Division.

Holiday Shopping on Harley-Davidson.com

Forget the long lines and endless hassles of traditional holiday shopping and get a gift while you're at it. With the expanded shopping features at Harley-Davidson.com, you're sure to give and receive the right gear without fighting for a parking space. And, while supplies last, get a limited edition harley-davidson.com cap with a $100 online purchase.

New features allow you to e-mail friends exactly which H-D gear you're hoping for, or they can view your Wish List online at Harley-Davidson.com and purchase items from a local Harley-Davidson dealer. Likewise, you can view the Wish List of friends and family who have registered online at the H-D Web site. Gift giving has never been so easy, or so sure. Harley-Davidson apparel, accessories, gear... it's all available in the updated Products section of www.harley-davidson.com.

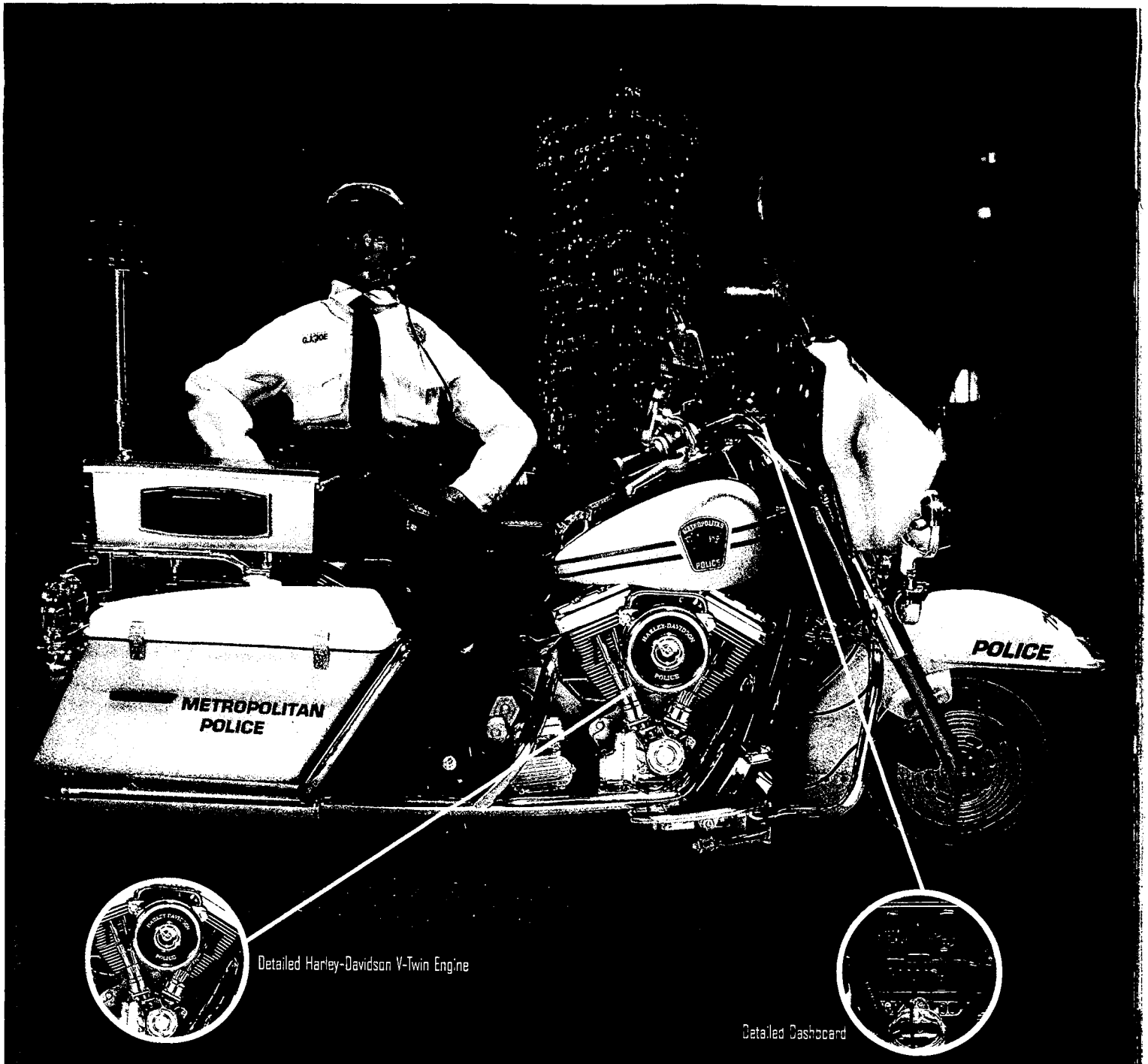




V-Rod Decorates the Mantel

The Harley-Davidson V-Rod has already been recognized for its breakthrough design only months after its worldwide introduction. The first came during the Paris Motorcycle show in September, where a jury consisting of designers, factory and press representatives awarded the VRSCA V-Rod first place in the Open category. According to the Motorcycle Design Association event organizer, "This machine uses new shapes, new materials and technical concepts from nose to tail, but keeps alive the famous name's image."

Separately, *Popular Mechanics* magazine honored the V-Rod with its 2002 "Design & Engineering Award" in the Dec. 2001 issue, and *Popular Science* magazine gave it a "Best of What's New" award.



Detailed Harley-Davidson V-Twin Engine

Detailed Dashboard

Authority Figures.

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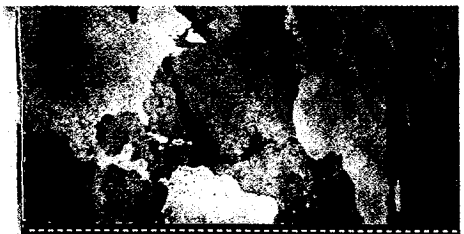

Celebrate 100 Years of Harley-Davidson

Harley-Davidson began in a shed, went to war, became the symbol of American freedom and individualism, teetered on the brink of bankruptcy, then ended up "king of the road," all in a short 100 years. To celebrate its first century, Harley-Davidson is throwing a year-long, worldwide party that begins in July 2002 and culminates with the party of the century in Milwaukee on Sunday, Aug. 31, 2003.

The "Open Road Tour" begins in July 2002. A rolling birthday party with stops in the U.S., Mexico, Australia, Europe and Japan, the Tour will bring the H-D celebration to the people. In the summer of 2003, the party returns to the U.S., with riders from around the world saddling up to make the trek to Wisconsin called The Ride Home.

Four days of celebration– Aug. 28-31, 2003– in and around the Milwaukee area will cap one of the largest birthday celebrations the world has ever seen. Entertainment, displays, food and Harley-Davidson motorcycles and the people who appreciate them will dominate the celebration.

We'll keep you posted of new developments in *Enthusiast* magazine, and for more information go to the special 100th section at www.harley-davidson.com or call the 100th Anniversary Hot Line at (800) 431-0084.

$3.3 Million for MDA

Credit the generosity of Harley-Davidson enthusiasts, the support of the dealers and the hard work of H-D employees for raising a record $3.3 million for the Muscular Dystrophy Association this past year. It raised the 21-year total contribution to nearly $40 million to combat MD – a group of 40 muscle-destroying disorders.

Clyde Fessler, Vice President of Business Development (left), presented actor and MDA's national chairman Jerry Lewis with a check during the September telethon. Also presenting checks were representatives of H-D dealerships who were awarded trips for raising more than $100,000 for MDA during the past year. They included: Eastern Dealers Association ($655,000); H-D of Glendale, Calif. ($200,000); Mitchell's Modesto H-D of Modesto, Calif. ($130,540); Cycle Connection H-D of Joplin, Mo. ($107,470) and Sauk Prairie H-D of Sauk City, Wis. ($105,633).

Thanks go to everyone in the Harley-Davidson family who supports the MDA.

Harley-Davidson Authorized Rentals ...and Tours

Looking for the ultimate road trip on the likes of an Alpine adventure, or a trek along the Spanish coast? Unsure which new Harley-Davidson is best for you? The experience can be yours, because Harley-Davidson Authorized Rentals has grown to nearly 100 locations and it's added a new service – Harley-Davidson Authorized Tours.

The only motorcycle rental (and now tour) program endorsed by the Motor Company, Harley-Davidson Authorized Rentals and Tours provides enthusiasts with a superior riding experience on a recent model H-D motorcycle serviced and maintained according to Company standards. Nearly 100 Authorized Rentals operators and several tours are offered in the U.S., and new rental and tour programs are now available in Canada, Costa Rica, France, Germany and England.

A Harley-Davidson Authorized Tours experience includes the use of a H-D Authorized Rentals motorcycle, guide service, some meals, lodging and a support vehicle. All you need to bring is a sense of adventure. For more information on Authorized Tours and Rentals, ride into www.hdrentals.com.

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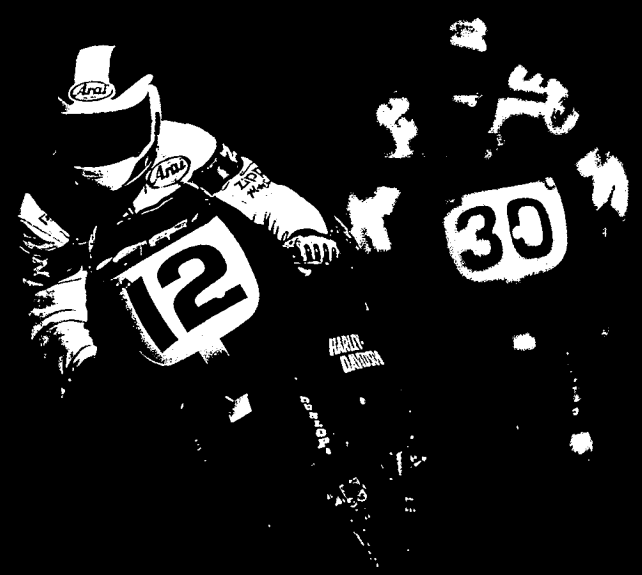
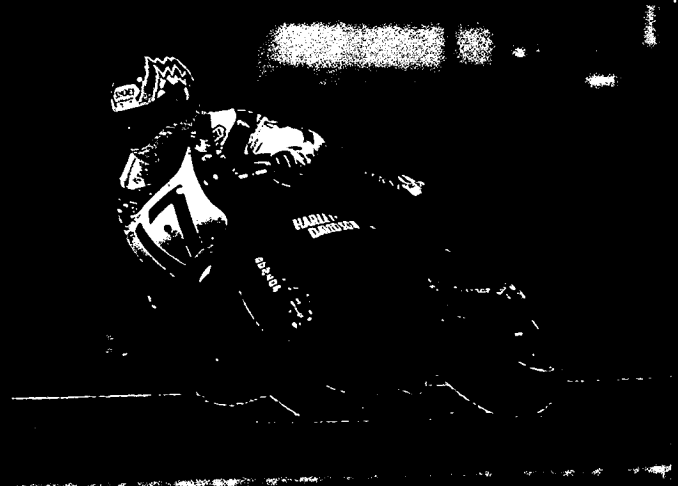
*Offer is valid on motorcycles financed through Harley-Davidson Financial Services, Inc. (HDFS) and is subject to credit approval by HDFS. Valid on new previously untitled 2001 or earlier Buell® motorcycles. Purchaser is responsible for paying taxes, licensing and other applicable fees at the time of purchase. The average purchase price of $4,395 with a down payment of $439.50, 72 month repayment term, and a 12.75% Annual Percentage Rate (APR) requires monthly payments of $78.88. MSRP in California is $4,495. APR may vary based on credit rating. Dealer participation may affect the terms of this offer. ©2001 Buell Motorcycle Company, a Harley-Davidson Company



Final Lap for H-D Factory Superbike Racing

At left, Chris Carr leads Tom Wilson in 1996. Pascal Picotte, above, piloted the VR 1000 to a second place at Pikes Peak in 1999. Miguel DuHamel, below, in the inaugural 1994 season.



After eight seasons, many memorable finishes and the development of the company's first liquid-cooled engine, the Harley-Davidson Factory VR 1000 race team retired from AMA Superbike racing following the final round of the 2001 season.

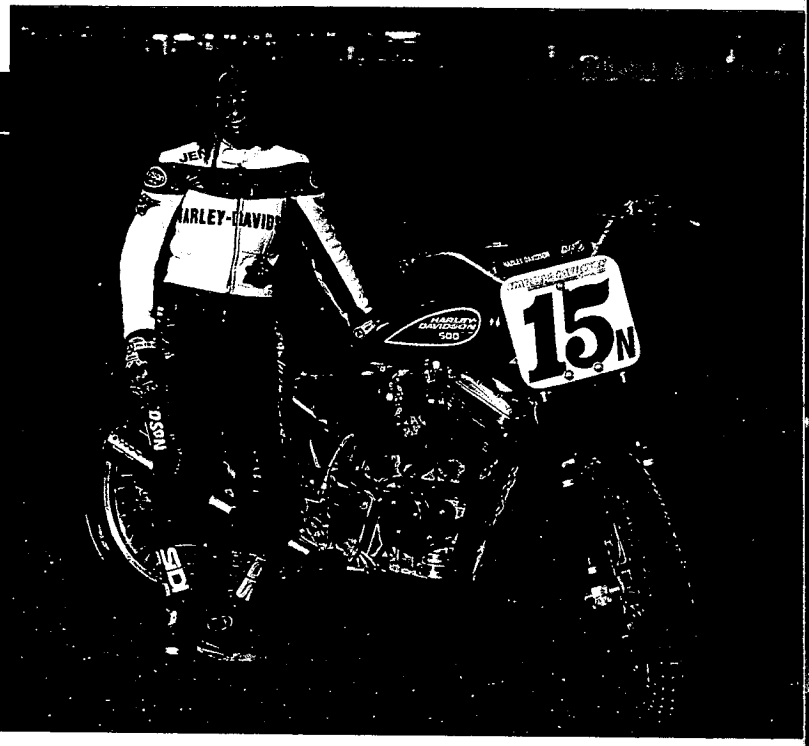
"Our development team took a hard look at rebuilding the program this year, and what it would take to bring the VR 1000 to a competitive level and replace it with a new design," said Director of Racing John Baker. "Harley-Davidson has determined the resources required to do that are simply too costly to pursue given our other business priorities."

Many memorable moments underscored the program that began in 1994. In 1996, Chris Carr earned the VR 1000's first pole at Pomona, then went on to five top-10 finishes during the season. That same year, Tom Wilson gave the VR its first podium finish with a second at Mid-Ohio. And in 1999 Pascal Picotte piloted the bike to its best season ever with two podium finishes and four top-5 placings.

The VR 1000 racing program helped Harley-Davidson develop and refine technologies like liquid-cooling and electronic fuel injection, and it led to the development of the first production liquid-cooled H-D motorcycle, the VRSCA V-Rod.

"I'm thankful and proud of the dedicated efforts of our racers, Gemini Racing Technologies, the H-D development team and external partners," said Baker. "Hundreds of talented people worked on the VR 1000 program from its inception. They gave thousands of Harley fans a thrill at racetracks around the country, while teaching the Company a great deal about high performance technology."

H-D Factory Racer Jen Snyder Injured



Factory Harley-Davidson dirt track racer Jennifer Snyder was injured in a racing accident while competing in the Formula USA Pro Singles class on Sept. 22 at Emerald Downs in Seattle, Washington. Snyder was battling for the lead when she drifted wide on the exit of turn four and hit an unprotected barrier. She was airlifted to Harborview Medical Center where she underwent surgery for multiple bone fractures and other injuries. She is currently undergoing physical therapy in her home state of Texas, and hopes to make a full recovery. "I'm going to get my body in as good a shape as I can for next year," she said a couple weeks after the accident in a *Cycle News* interview. Cards and letters of encouragement can be sent to Snyder at the following address: Jennifer Snyder c/o Harley-Davidson Communications Department 532, 3700 West Juneau Ave., Milwaukee, WI 53208.

Racing News continued on page 27

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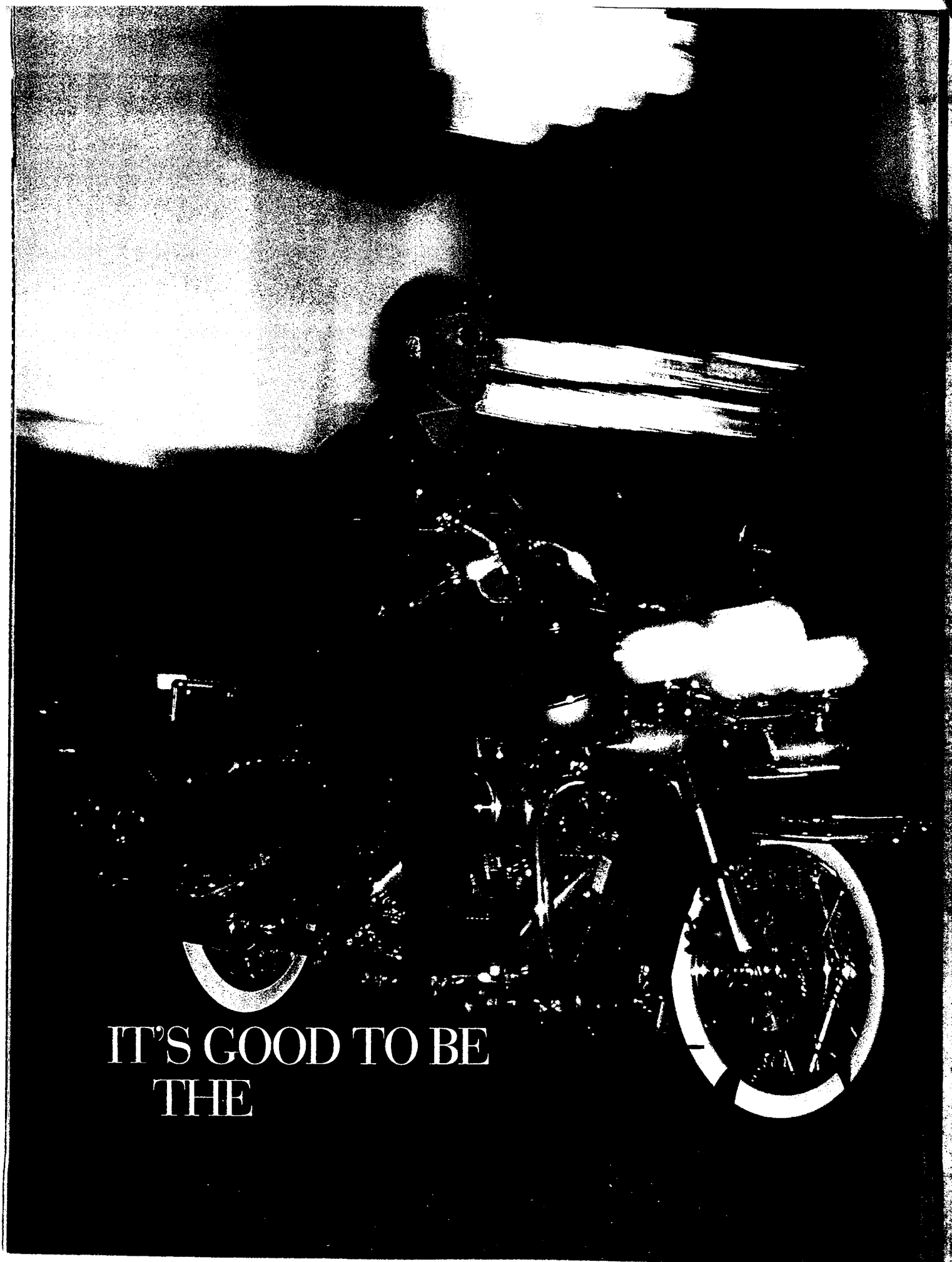

IT'S GOOD TO BE
THE

Road King Classic

Enduring Style Meets New Technology

With its detachable windshield removed, the Road King Classic instantly becomes a custom boulevard cruiser. Whitewall tires, full-wrap fenders, a huge chrome headlight and the timeless style underline the fact.

By John Sandberg

Like several of the passersby caught by timeless, classic lines of the 2002 Road King Classic, the guy outside the fried chicken shack had words for me.

"Looks just like the bike my uncle had," were his exact words.

After a day spent riding the latest rendition of Touring meat around West Hollywood and along the Pacific Coast Highway, I was no longer surprised when people turned their heads and, when we were within earshot, comment on the pearl-dipped Road King. Nor was it a surprise to learn this guy's uncle had a '40s vintage Harley. After all, the Classic retains a look and style forged by nearly a century of Harley-Davidson motorcycles.

There's the stout chrome headlight, framed prominently by the girder-like forks and bolstered by twin passing lamps. Pure vintage Harley. Same goes for the whitewall tires and wire-laced wheels wrapped by full fenders and accented with glimmering chrome, and the naked muscle of the air-cooled V-Twin engine. But the latest version of classic iron is defined just as much by what you don't see.

New technology, in the form of a sophisticated electronic fuel injection system and heat management system isn't visible to the naked eye. But you feel the benefits every time you hit the road. Just like the retuned shocks, stiffer engine mounts and swingarm, and the new-for-2002 cruise control. Clearly, the new FLHRCI Road King Classic is a motorcycle with a hidden agenda and a split personality. It's also a pioneering Touring motorcycle.

Ride for an Hour or a Month

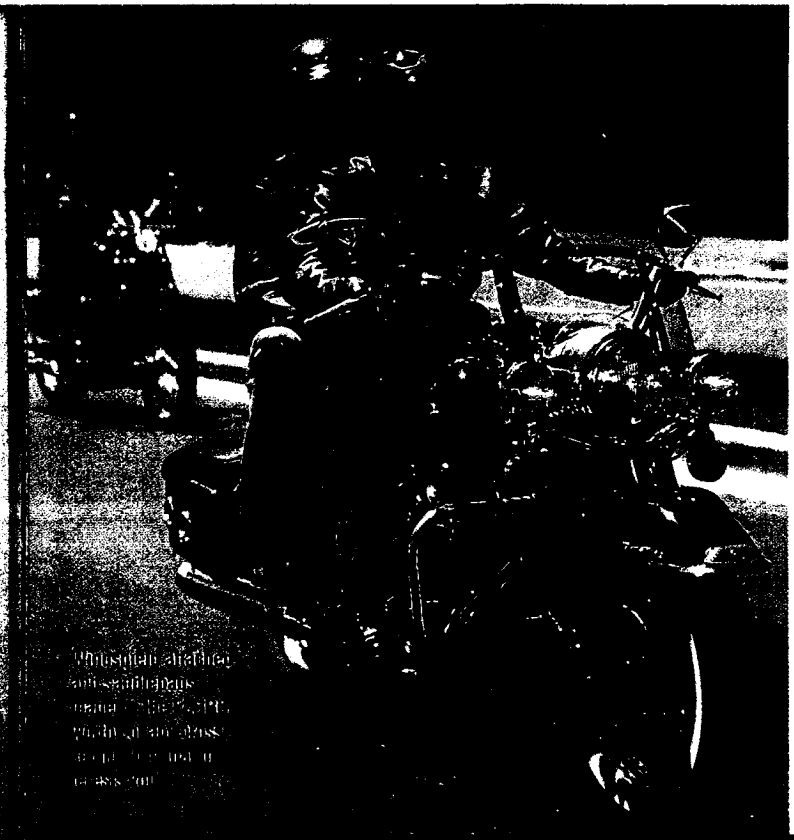
It's true that the Road King Classic's quintessential style is what attracts many riders, but it's the other personality – the technology-derived versatility – that defines the motorcycle. One minute it's a custom cruiser rumbling down a busy stretch of boulevard, the next minute it's settling in comfortably for a cross-country tour.

Harley-Davidson was the first motorcycle company to recognize that riders wanted to ride further and longer, and its line of Touring motorcycles (see sidebar) have been pioneers along the way.

The Motor Company first offered a windshield as an accessory as far back as circa 1918, and the years following saw the influx of touring associated gear become more and more prevalent as either an option or standard fare. Harley-Davidson was also the first to offer electronic fuel injection, debuting on the FLs in 1995 (one year after being used on the first-year VR 1000 superbike). In fact, Harley-Davidson first developed the very concept of a Touring motorcycle. Yet, while a pure long-distance cruiser is great, it doesn't offer the versatility some riders want. Enter the Road King Classic.

Born somewhere between the boulevard and the back road, the Road King Classic hits the road with great looks and purpose. It's powered by the mighty Twin Cam 88 with Electronic Sequential Port Fuel Injection (see sidebar), displacing 88 cubic inches of roll-on rumble and rubber isolation-mounted in the chassis – ideal for long, steady pulls down ribbons of horizon-bound highway.

Its long-distance personality is highlighted by a detachable windshield (on or off in about 15 seconds) and dual leather saddlebags. The combination affords ample storage for multi-day tours and a mostly wind-free riding position to combat distance-induced fatigue. A further nod toward all-day comfort is the now-standard cruise control. And riders who want more storage room and greater two-passenger touring comfort have multiple Genuine Motor Accessory seats and packs to choose from.



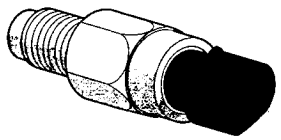
When it's time to cruise the town, the Road King Classic is all custom, all cruiser. The wire-laced wheels and whitewall tires see to that, as do the stunningly accented full fenders, chrome engine and saddlebag guards, and paint that's applied so richly it adds visual depth. With a chrome-accented, tooled-leather pattern that blends with the seat, even the saddlebags contribute to the Classic's boulevard style.

The low 26.9-inch seat height makes handling the big hog worry-free in stop-and-gawk traffic, as do the four-piston caliper dual disc front brakes and single disc rear. The chassis has been stepped up for 2002 courtesy of a stiffer swingarm, retuned and stiffer engine mounts and a larger, one-inch rear axle. Like the improved EFI and heat management system (sidebar), the changes may be hidden, but they're noticeable.

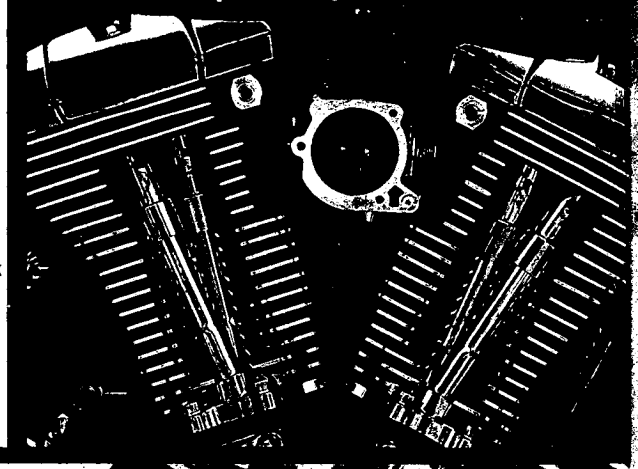
Also new on the latest FLHRCI are Dunlop Harley-Davidson tires (which were developed specifically for H-D motorcycles) and a lifetime-lubricated rear brake pedal that's been relocated further forward to allow more room on the floorboards.

The '02 Road King Classic is available in real teal pearl; vivid black; white pearl; luxury rich red pearl; 2-tone luxury blue & diamond ice; 2-tone luxury rich red & black; and 2-tone suede green & black. For more information on the Road King Classic and the rest of the Harley-Davidson Touring line, see your local H-D dealer and visit www.harley-davidson.com.

New EFI and Heat Management System



A new EFI system graces all 2002 Harley-Davidson Touring models equipped with EFI. It uses speed density as the primary factor in fuel control and ion-sensing knock detection (via the two terminal sensor illustrated by the drawing) to monitor engine performance. A new three-phase heat management system is also employed to help keep the rider cool.



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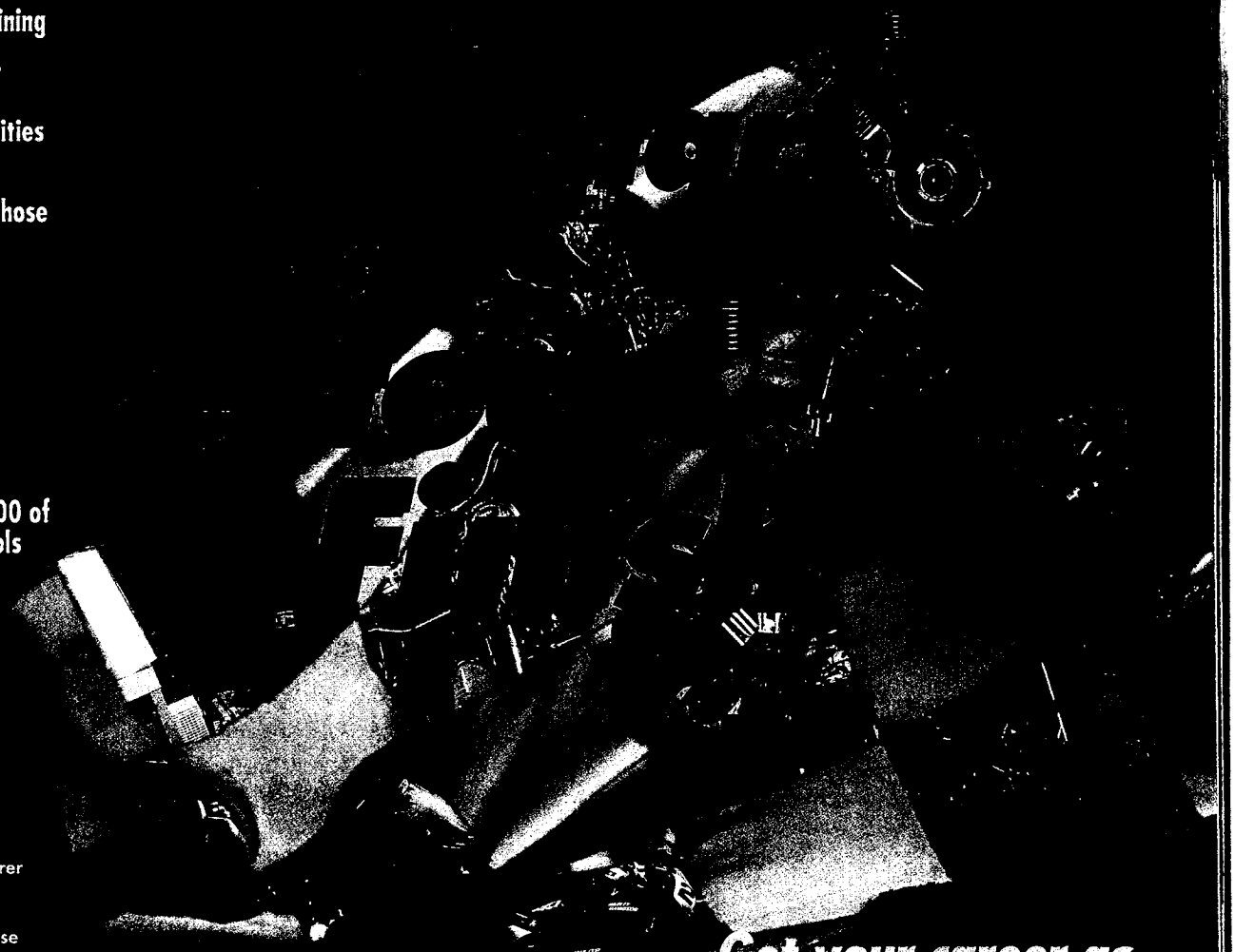

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Everything bu

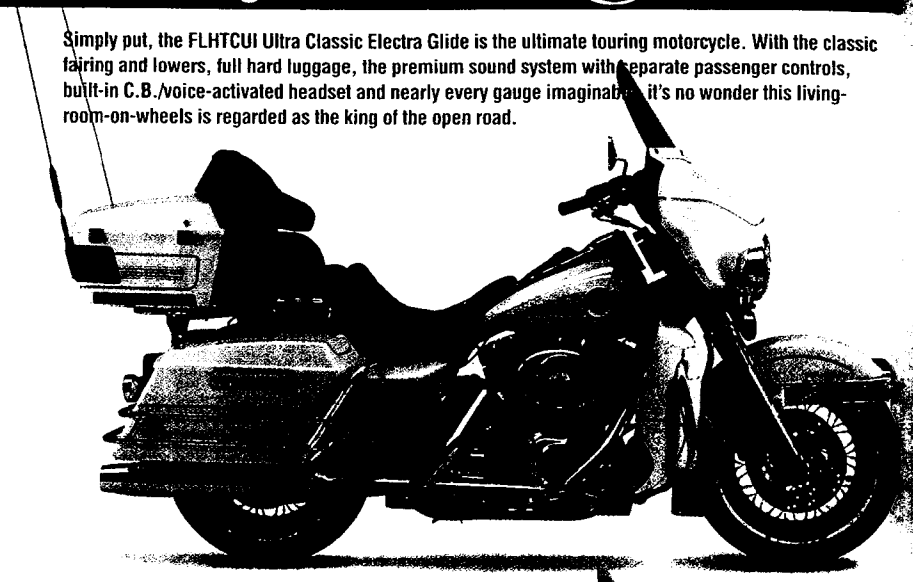
2002 Touring Bikes

Been thinking about exploring the furthest reaches of your state, country or continent? You should know there are six Harley-Davidson motorcycles designed and built to take you there, wherever "there" is. Like the Road King Classic, the other 2002 model year Touring bikes received significant upgrades for the coming season.

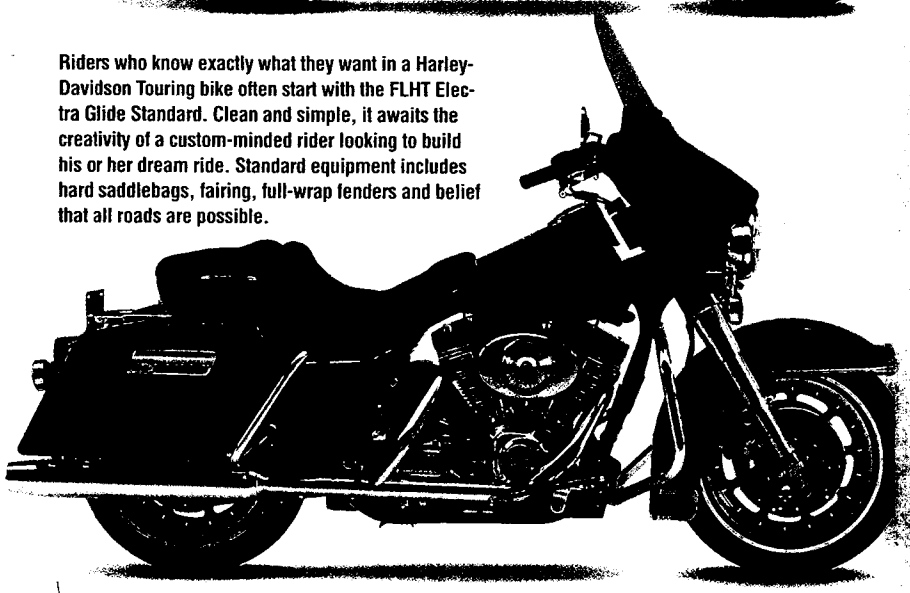
In addition to the new ESPFI and three-phase heat management systems (see sidebar) on all models equipped with EFI, the new Touring bikes offer a more refined ride thanks to several chassis improvements. An enlarged, stiffer swingarm, retuned and stiffer engine mounts, larger rear axle and recalibrated suspensions improve chassis stiffness while retaining the plush, comfortable ride quality. And all models receive a new front suspension requiring no air adjustments, and those with a frame-mounted fairing get new cartridge-type forks.

Roomier floorboards—the result of having moved the rear brake pedal further forward—are standard on all new Touring models. A new fuel shut off valve on carbureted models ensures confirmation over fuel flow, and cruise control is now standard on the FLHTCUI, FLTR/I and FLHRCI, with the remaining touring models equipped with the required wiring and cable to simplify installation of a Genuine Motor Accessories cruise control kit.

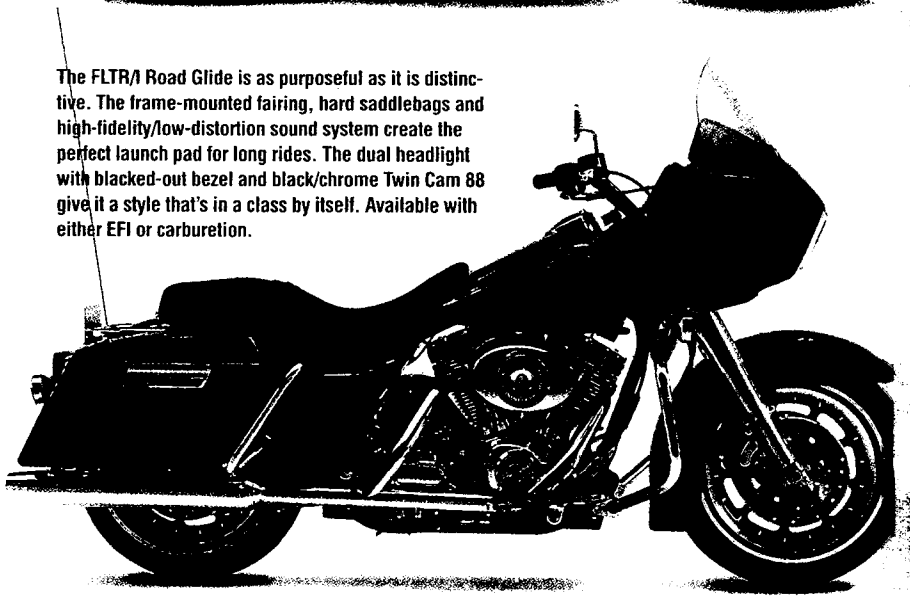
All Touring models are powered by 88 cubic inches of rubber isolation-mounted Twin Cam engine—the ultimate expression of power for the open road. To book your cross-country touring plans, see your local Harley-Davidson dealer and visit www.harley-davidson.com.



Simply put, the FLHTCUI Ultra Classic Electra Glide is the ultimate touring motorcycle. With the classic fairing and lowers, full hard luggage, the premium sound system with separate passenger controls, built-in C.B./voice-activated headset and nearly every gauge imaginable, it's no wonder this living-room-on-wheels is regarded as the king of the open road.



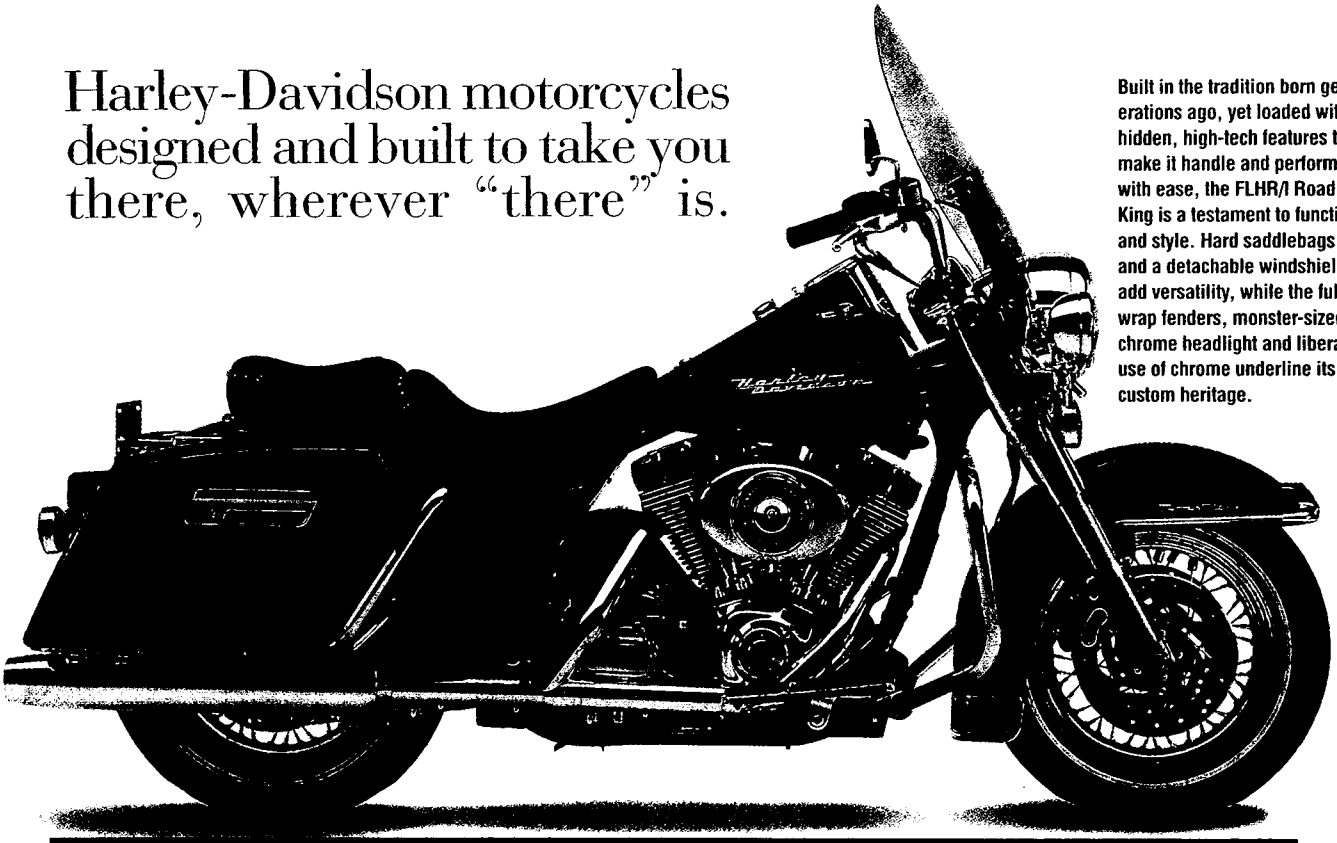
Riders who know exactly what they want in a Harley-Davidson Touring bike often start with the FLHT Electra Glide Standard. Clean and simple, it awaits the creativity of a custom-minded rider looking to build his or her dream ride. Standard equipment includes hard saddlebags, fairing, full-wrap fenders and belief that all roads are possible.



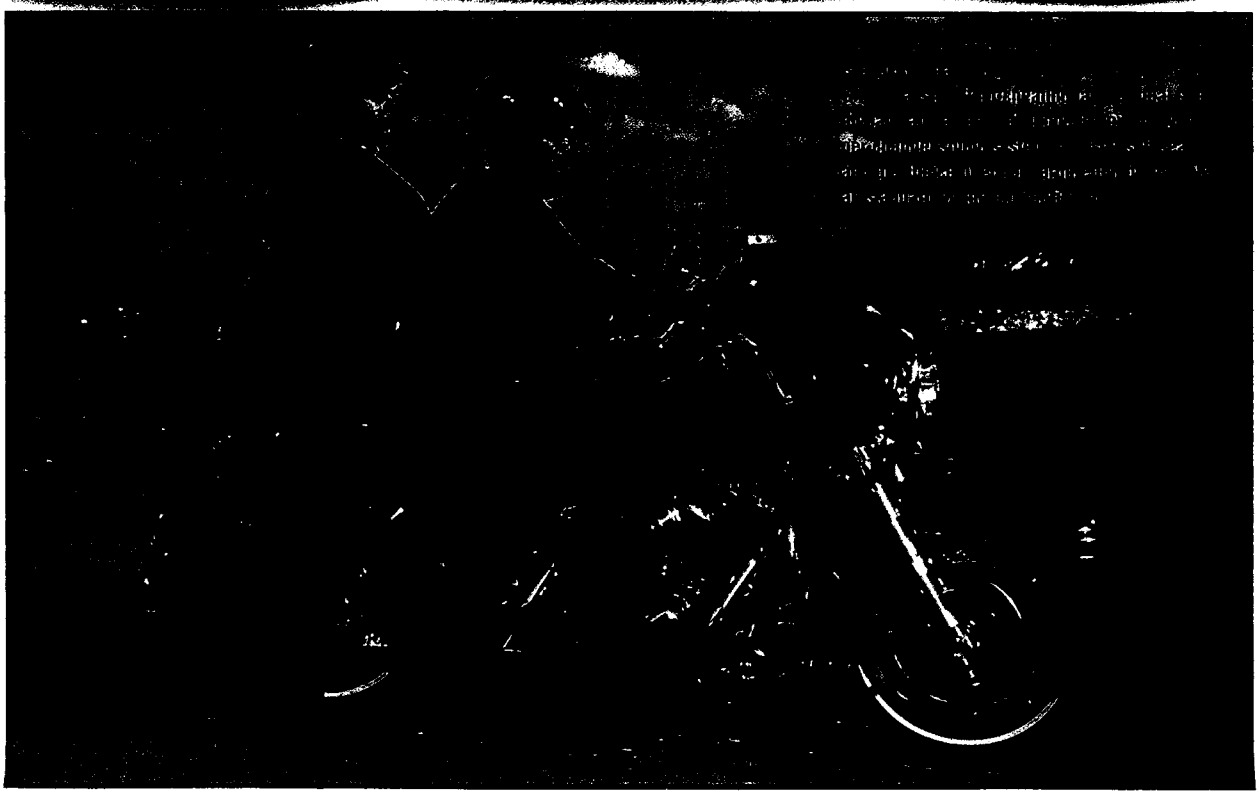
The FLTR/I Road Glide is as purposeful as it is distinctive. The frame-mounted fairing, hard saddlebags and high-fidelity/low-distortion sound system create the perfect launch pad for long rides. The dual headlight with blacked-out bezel and black/chrome Twin Cam 88 give it a style that's in a class by itself. Available with either EFI or carburetion.

the Roadmap

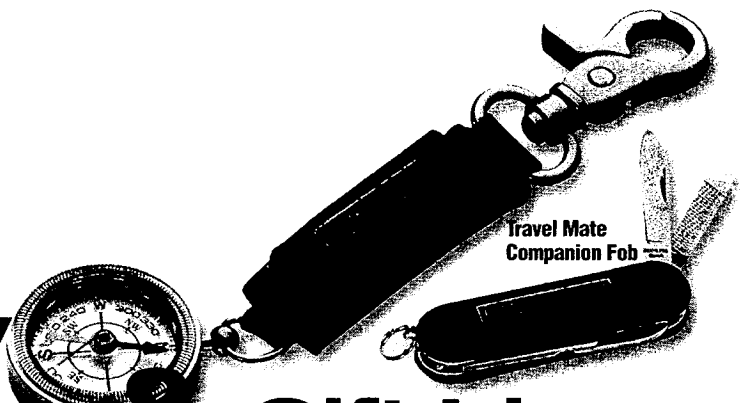
Harley-Davidson motorcycles designed and built to take you there, wherever "there" is.



Built in the tradition born generations ago, yet loaded with hidden, high-tech features that make it handle and perform with ease, the FLHR/I Road King is a testament to function and style. Hard saddlebags and a detachable windshield add versatility, while the full-wrap fenders, monster-sized chrome headlight and liberal use of chrome underline its custom heritage.

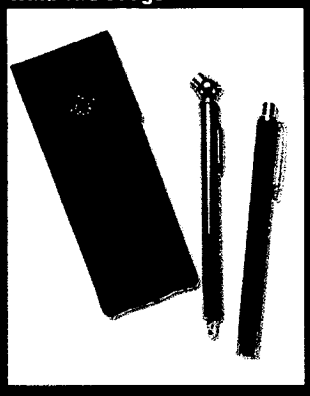


2002 Touring Bikes



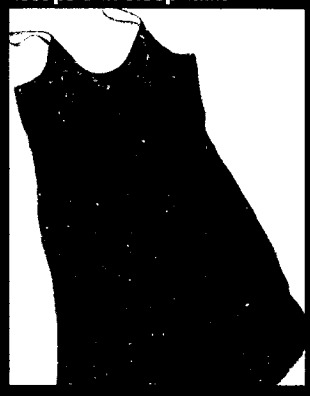
Holiday Lounge Wear & Gift Ideas

Bar & Shield Whipstitch Photo Frame



Wind Tire Gauge

Escape Silk Shirt/Pant



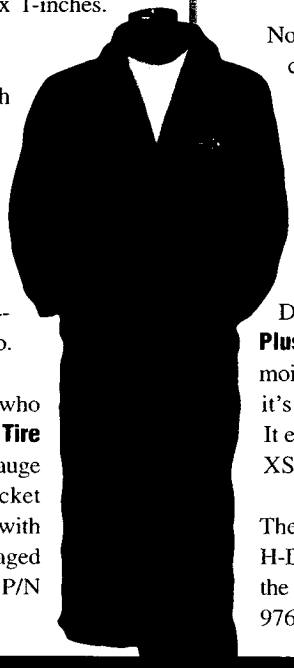
Escape Silk Sleep Tank

Multifunctional Tool Fob

Useful, stylish and simple, the **Travel Mate Companion Fob** (photo at top) with pocketknife and compass does it all. Easily attaches to a belt, and comes prepackaged in a corrugated box for holiday gift giving. 7 1/8- x 4- x 1-inches. (P/N 97641-02V)

Frame your favorite face with the **Bar & Shield Whipstitch Photo Frame**. Black leatherette with whipstitch construction, and custom hardware is pure Harley. Medium (P/N 97957-02V) holds a 3 1/3- x 5-inch print, and the Large (P/N 97754-02V) holds a 5- x 7-inch photo.

There isn't a rider anywhere who wouldn't appreciate the **Wind Tire Gauge**. It comes with a metal gauge and flashlight, and two-pocket nylon (with leather trim) case with a metal snap closure. Prepackaged in a collectible black tin. (P/N 97632-02V)

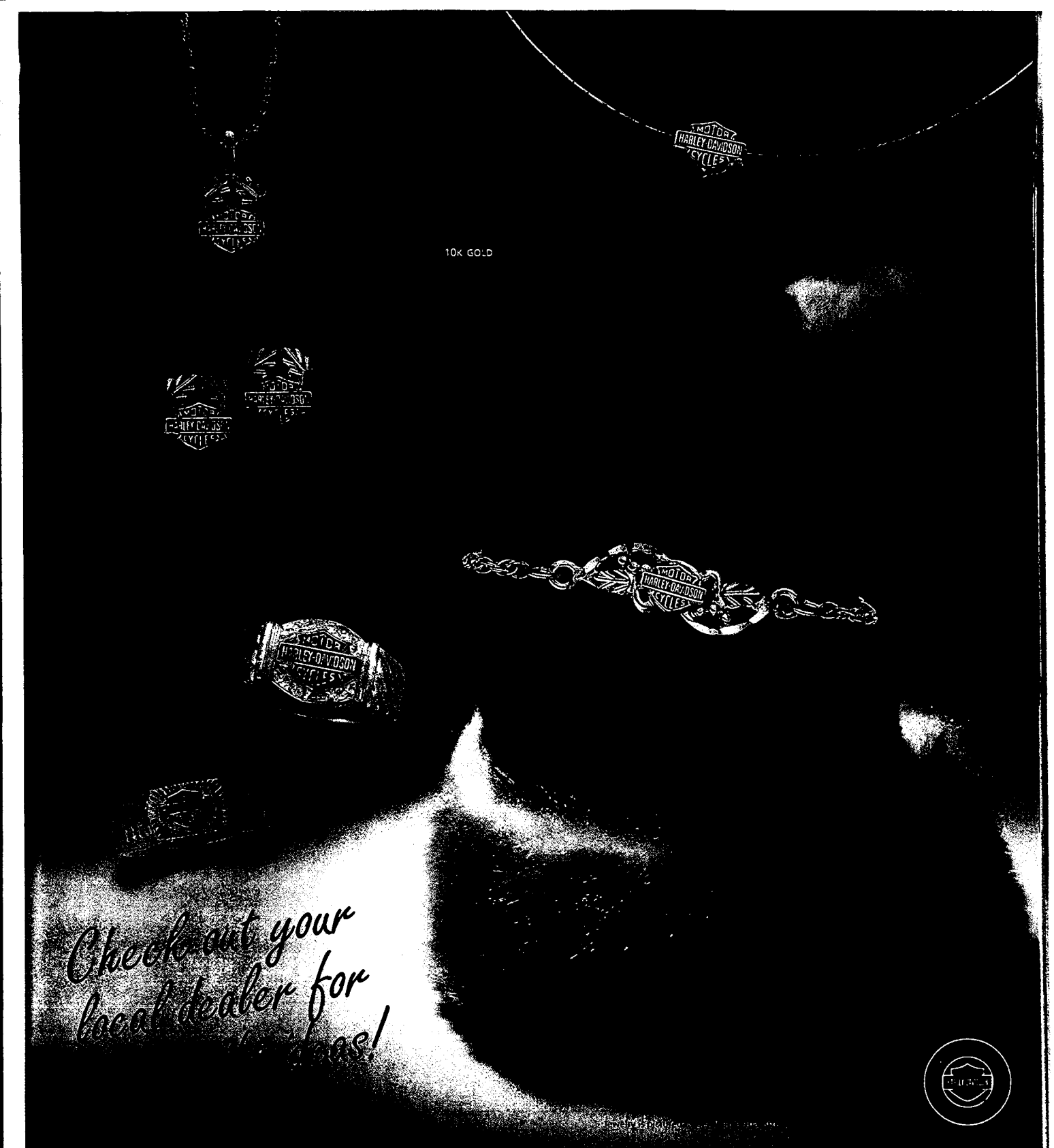


Think of the **Multifunctional Tool Fob** as a toolbox for the pant pocket. The mini tool case with key ring is finished in antique nickel with a black H-D logo. (P/N 97670-02V)

Nothing says relax like the swanky style and comfort of the **Escape Silk Shirt and Pant**. Made of 100-percent smooth silk and featuring button closure top and elastic waist pant, this top/bottom combo is perfect for lounging. Sizes XS–2XL. (Shirt P/N 97599-02VX, Pant P/N 97597-02VX)

Dry yourself in absolute comfort with the **Plush Robe in a Bag.** One-hundred-percent moisture-wicking fleece construction means it's ultra-cozy, washable and quick drying. It even comes in a custom backpack. Sizes XS–2XL. (P/N 97610-02VX)

The **Escape Silk Sleep Tank** matches the H-D style and 100-percent silk comfort of the Shirt and Pant. Available in XS–XL. (P/N 97600-02VW)



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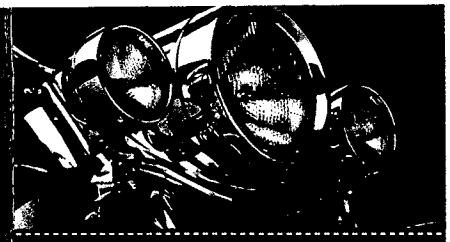
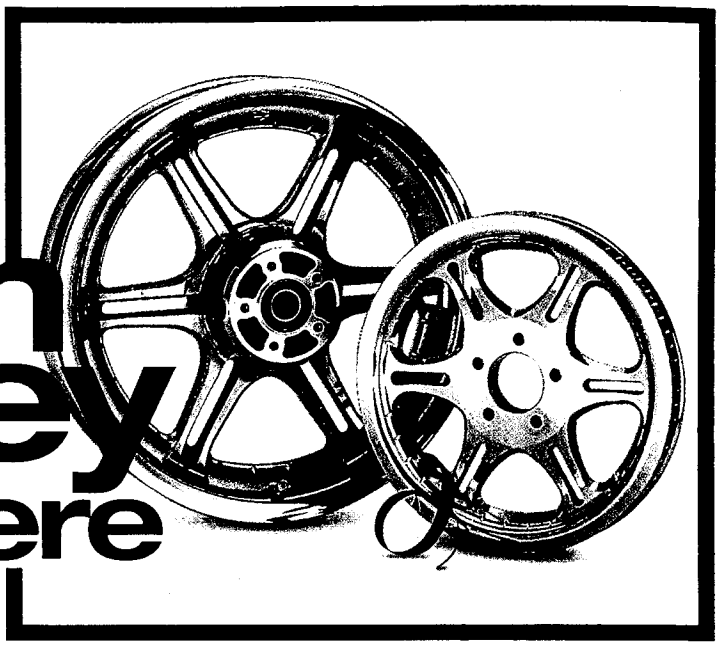


The Custom Journey Starts Here



Looking to customize your Harley-Davidson? Start here with just a few of the newest Genuine Motor Accessories and Genuine Motor Parts.

The same creative minds that produced parts and accessories for the stunning VRSCA V-Rod, the dirt-track-inspired Sportster 883R and the classic beauty of the Road King Classic, also create a nearly-endless array of items for Harley-Davidson motorcycles. They're built from the same high-quality materials and styled to match whatever Harley you ride, so you know they'll go the distance.

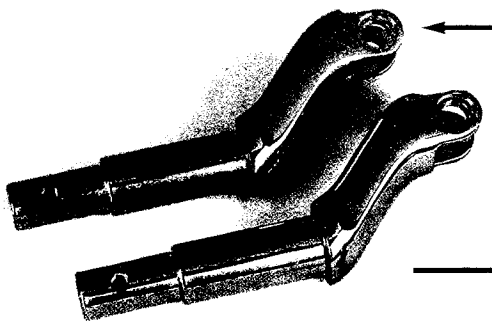
With the holidays fast approaching and the "extra" time that winter affords, this is the time to customize. Go to www.harley-davidson.com and click on the Products section for more information on these and other great products, and visit your local Harley-Davidson dealer.

Slotted Six Spoke Wheels

These dramatically styled, 16-inch front/rear hoops (above left) incorporate polished and textured finishes on the spokes, rim and hub to create a six-spoke look, but with the strength of 12 spokes. Premium cast-aluminum construction reduces weight without compromising strength, while finger-like slots and raised "nubs" ooze custom. They're available in either chrome or black for all '00 and newer bikes.

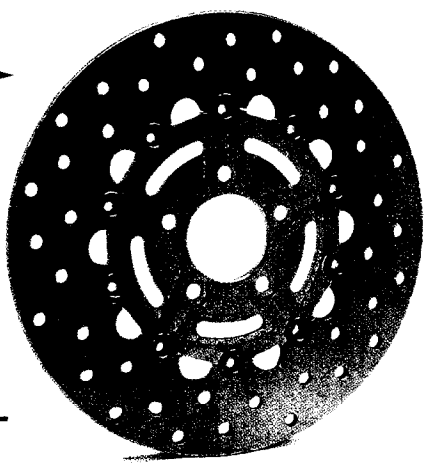
Slotted Billet Sprocket

Match the six-spoke design and style of the Six Spoke Wheels with a Chrome Slotted Six Spoke Billet Sprocket (above right). They're precision-machined from 6061-T6 forged billet aluminum to exact Original Equipment standards and, like other H-D sprockets, features a wear-resistant surface applied to the hexavalent chrome. (P/Ns: 40451-01, 40443-01, 40447-01)



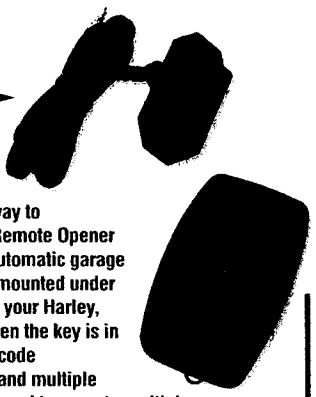
V-Rod Reduced Reach Kit

The laid-back ride comes easy on the V-Rod with a Reduced Reach Control kit. Used alone, it moves the foot pegs back and up one inch. In conjunction with the Forward Position Seat, your reach is reduced by two inches. (V-Rod Reduced Reach P/N 50270-02, Forward Position Seat P/N 52024-01)



Chrome Slotted Brake Rotors

Complete the custom look with the front and rear Chrome Slotted Rotors. Improved machining of the rotors ensures a brilliant chrome look that customizers demand. The front rotor is available for all '00 and newer models except the VRSCA, and the rear rotor fits all '00 and newer bikes except the VRSCA and FXSTD. (P/N 44844-00 front, P/N 44845-00 rear)



Remote Control Garage Door Opener

Press a button for the fastest, most convenient way to enter your Bat Cave. The Remote Opener works with your existing automatic garage door, with the transmitter mounted under the seat or in the fairing of your Harley, and is operational only when the key is in the Run position. Rolling code technology adds security, and multiple transmitters can be sequenced to operate multiple receivers. Fits all '94 and newer XL and Touring models, '96 and newer Softail and Dyna models and the new VRSCA. This one's guaranteed to impress your neighbors. (P/N 91558-01 To purchase additional transmitter order P/N 91561-01, or receiver P/N 91562-01)

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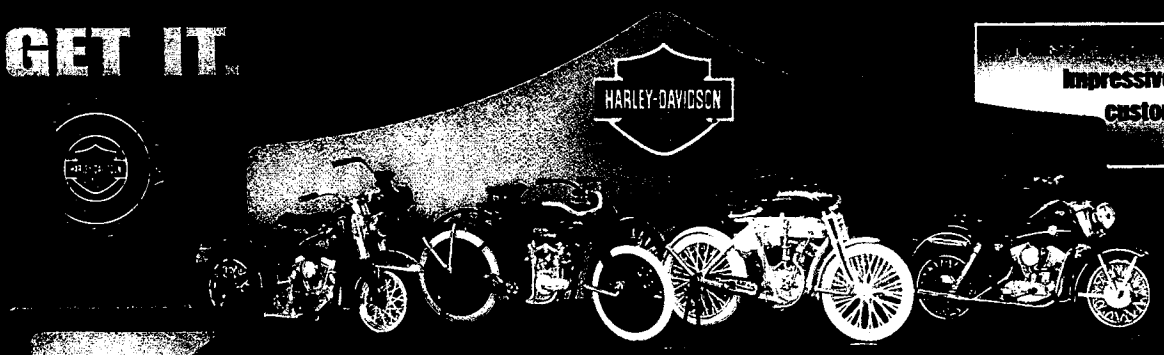
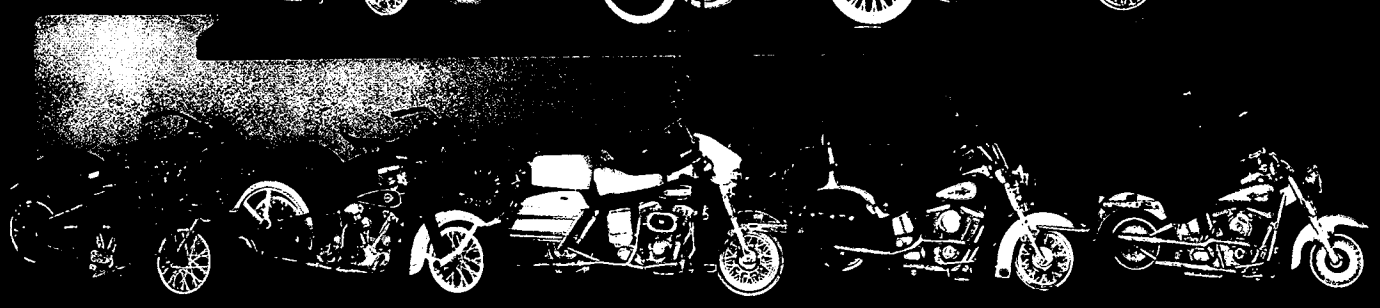
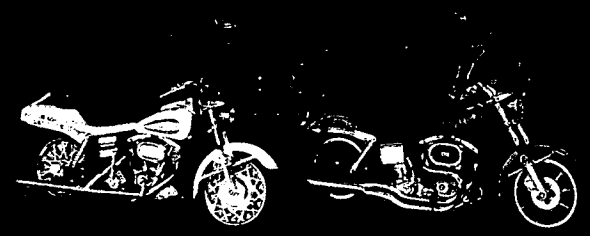


Impressive wood display custom designed for





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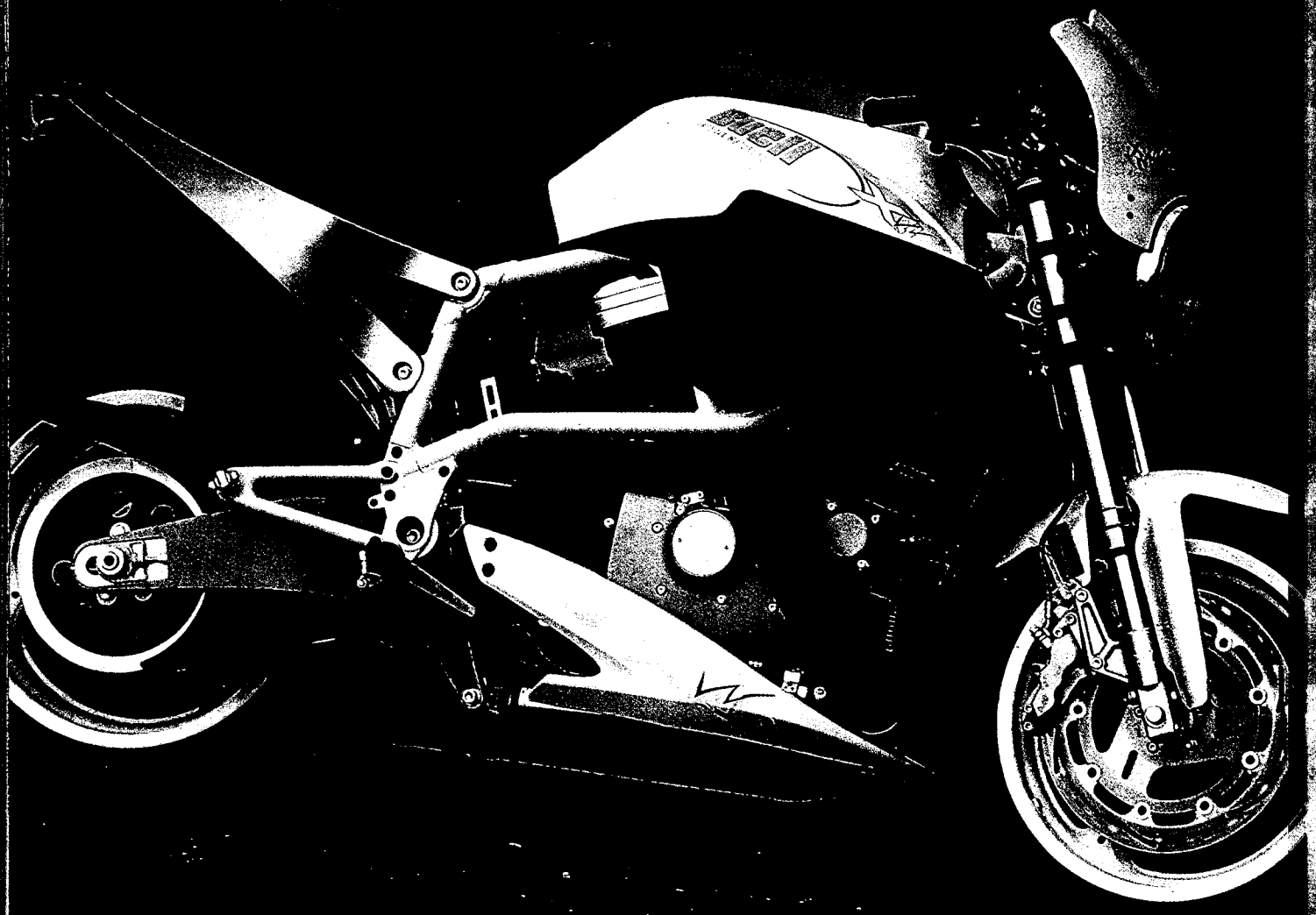
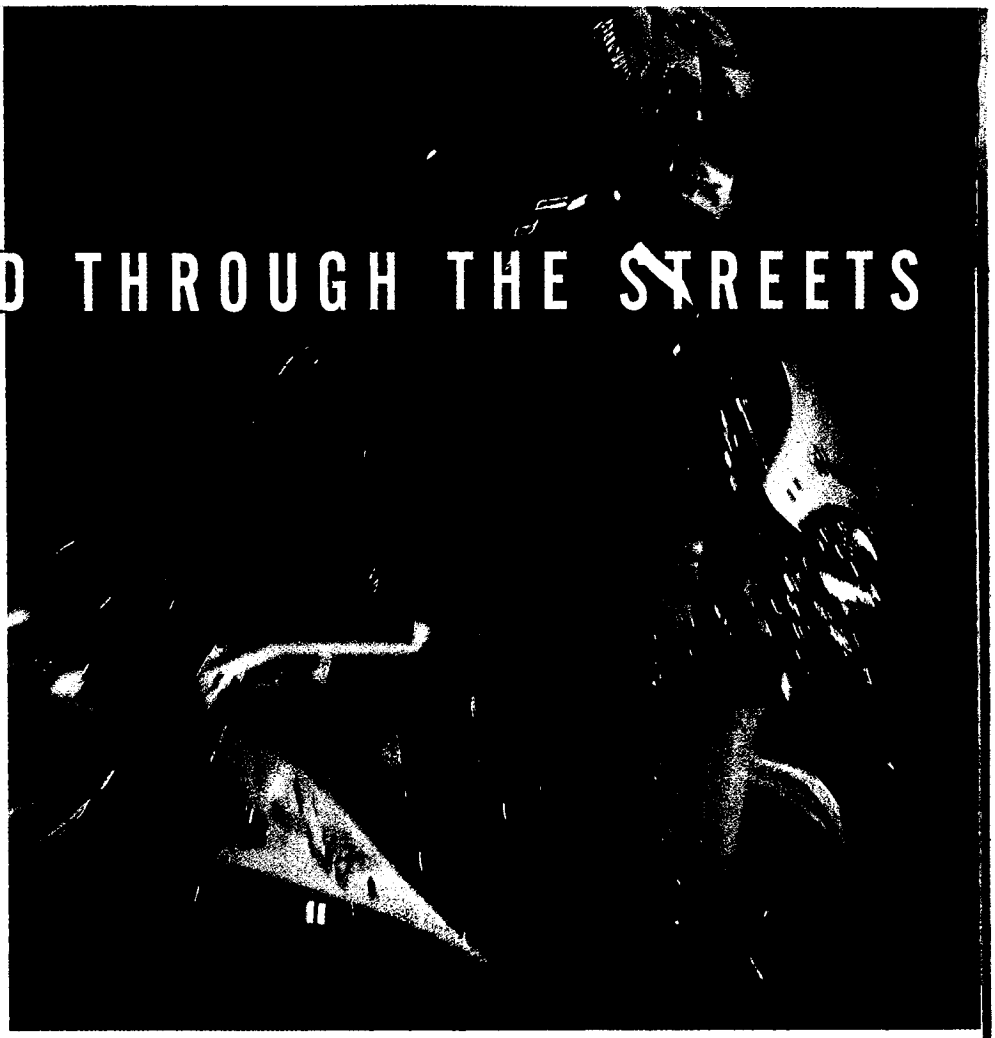
WHITE LIGHTNING



In its element: With its low, centralized mass, rigid frame and V-Twin power, it's no wonder the Buell X1W is a kick in the apex. Ceramic coated, blue exhaust headers and white frame/wheels differ from the standard X1.

RIDING NAKED THROUGH THE STREETS



Never mind the kid wearing sandals and a turned-around baseball cap screaming through rush-hour traffic aboard another ubiquitous 600 sportbike. Ignore the guy boasting of his liter bike and its 160 mph top speed. They don't get it.

Those who do, understand the true essence of sport motorcycles: hard acceleration, easy-to-flick handling and a lust for S-curves. As for the 2002 Buell X1W– guilty as charged.

The X1 is the bad-ass in a model line (see sidebar) famed for its balanced blend of real-world performance and thoughtful design. The X1W pushes that reputation even further with its white frame and wheels, unique graphic package and ceramic coated, blue exhaust headers.

Naked, raw and built to shred twisty stretches of pavement, the X1W is vastly different from the cookie-cutter sportbikes favored by the fashion set. Consider the engine.

The air-cooled 1203cc 45-degree V-Twin is raw muscle, making its 101 hp and 90-ft.-lbs. of torque down low, right where you want it when accelerating out of corners. Dynamic Digital Fuel Injection (DDFI) means throttle response is instant, no matter if it's hot or cold, at sea level or mountain-high. Whip through the 5-speed transmission and you'll instantly understand the meaning of torque, and belt final drive means smooth delivery.

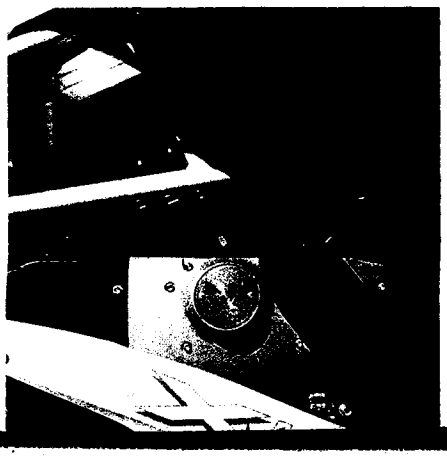
Framing the throaty motor is a tube frame chassis that's defined the X1 since day one. Beautifully exposed, the ultra-rigid frame does more than play a supporting role to the motor. Thanks to the patented Uniplaner engine mounting system – which employs the engine as a structural component of the chassis – the chrome-moly frame helps dampen engine vibration at riding speed/RPM, contributing to the X1W's buttery-smooth ride quality. The exposed frame is part of the bike's hide-nothing style, further distinguishing it from the throngs of plastic shrink-wrapped models.

Centralizing and lowering the bike's mass is part of the Buell design philosophy, and accounts for X1W's outstanding flickability. That's why the exhaust system is mounted low, underneath the engine. Ditto for the compression/rebound-adjustable rear shock. The muscular frame and stout, aluminum swingarm are extremely rigid, complementing the compression- and rebound-adjustable inverted fork to deliver a sure-yet-supple ride.

The X1W's riding position is best described as comfortably aggressive. If you're looking for a cross-country Buell, pick the Thunderbolt S3T. For dominating the S-curves you'll appreciate the X1W's attack position. Same for the powerful six-piston caliper front brake with its 340mm stainless steel rotor. In fact, you'll appreciate every design decision and detail every time you flick it into a corner. Mass centralization, rigid frame, low center of gravity…it's all designed to deliver a telepathic ride that's as much an extension of your mind as it is your body.

And, much like the creative design, the style is decidedly unique – from the shapely chin fairing to the aluminum tail section. Little wonder the X1W is renowned as a true streetfighter.

Learn more about the 2002 Buell X1W on www.buell.com, and experience one for yourself at your local Buell dealer.



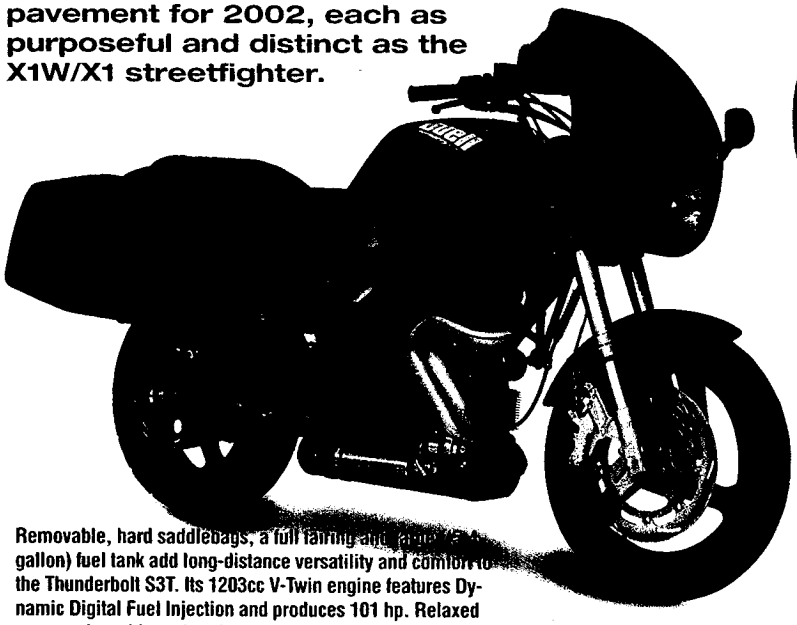
Powering the X1W is a 1203cc air-cooled 45-degree V-Twin with Dynamic Digital Fuel Injection, otherwise known as the torque monster.

Inverted Showa fork with adjustable compression/rebound dampening and a six-piston caliper brake with 340mm stainless rotor handle front-end chores with absolute precision.

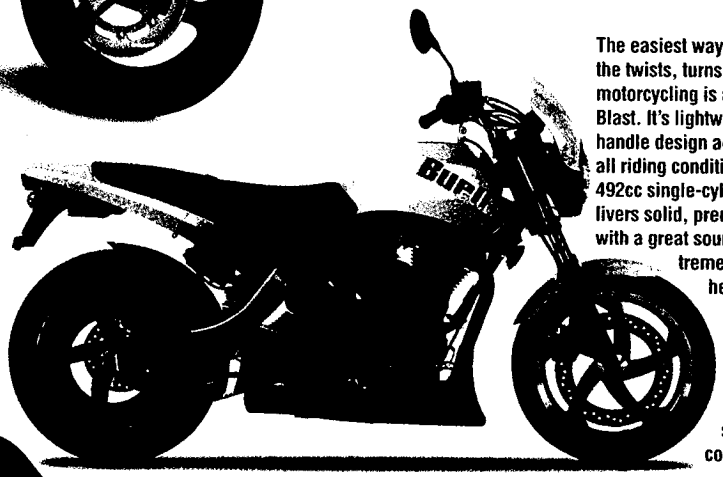
More Buell for 2002

Four additional Buell American Motorcycles will lean into the pavement for 2002, each as purposeful and distinct as the X1W/X1 streetfighter.

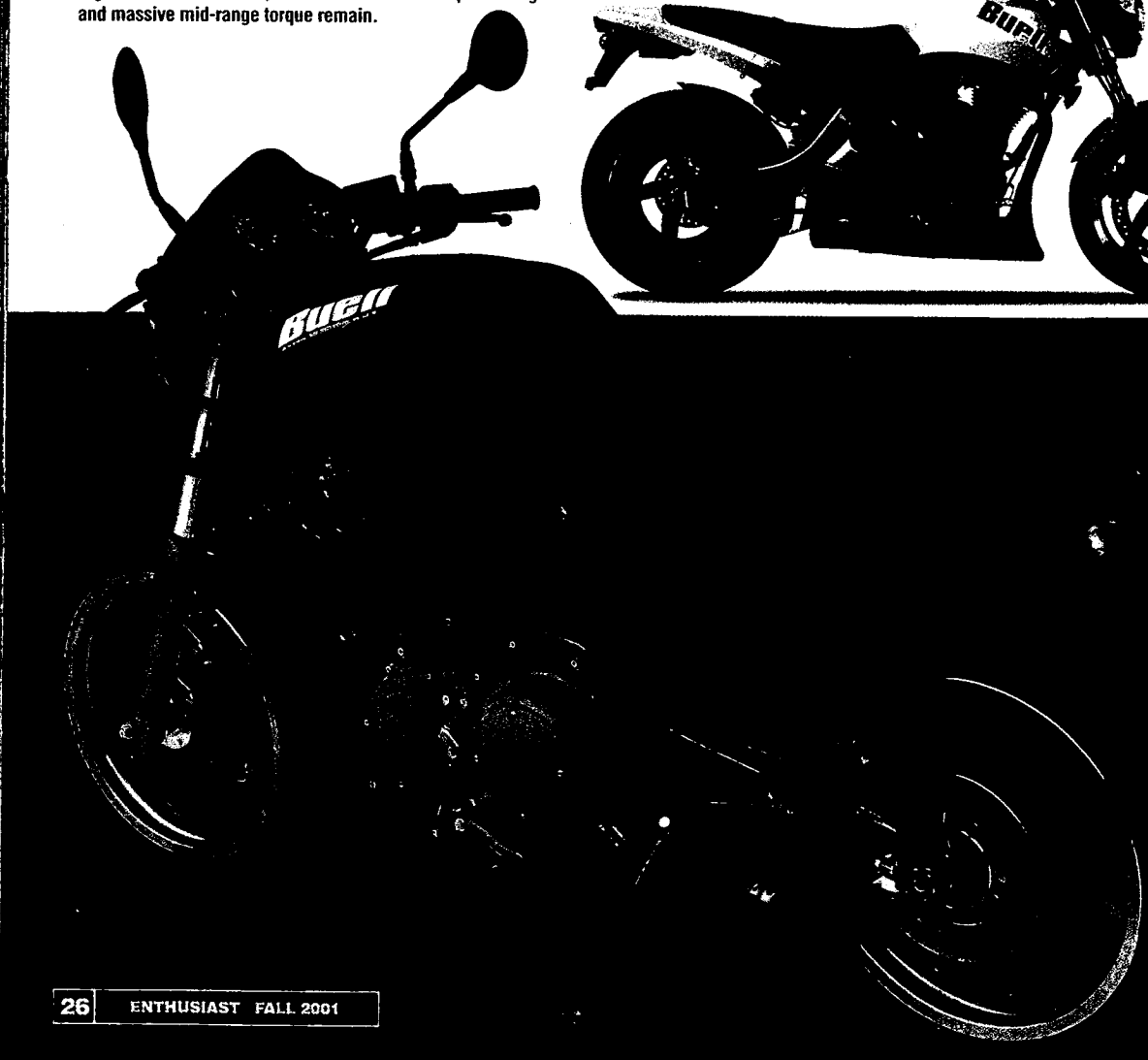
The revolutionary new Firebolt XB9R sportfighter is an engineering masterpiece. Fuel is held in its stout aluminum frame, and the rear swingarm is also an oil reservoir. The giant 375mm front brake rotor is mounted on the outer portion of the wheel. A new 984cc air-cooled V-Twin motor produces 92 hp at 7200 rpm, and its 52-inch wheelbase carves corners.



Removable, hard saddlebags, a full fairing and large (5.4 gallon) fuel tank add long-distance versatility and comfort to the Thunderbolt S3T. Its 1203cc V-Twin engine features Dynamic Digital Fuel Injection and produces 101 hp. Relaxed ergonomics add comfort, but the same razor-sharp handling and massive mid-range torque remain.



The easiest way to experience the twists, turns and freedom of motorcycling is aboard the Buell Blast. It's lightweight, easy-to-handle design adds comfort to all riding conditions, and its 492cc single-cylinder engine delivers solid, predictable power with a great sound. The extremely low seat height (27.5 inches or 25.5 inches with the low profile seat option) and upright riding position inspire confidence.



A control-inspired riding position and minimalist design define the Cyclone M2 and M2 Low. They're powered by a 1203cc air-cooled twin fed via a single 40mm carb, producing 85-ft. lbs. of arm-stretching torque. The M2 Low features a different seat and suspension that results in a lower seat height (29.5 inches compared to 31 inches). They are the lowest-priced entries into the Buell Twin family.

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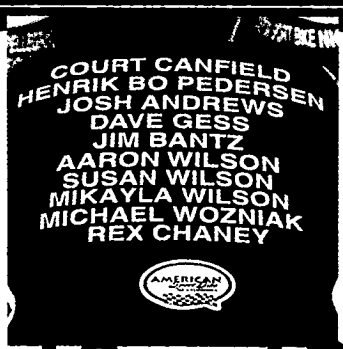


Buells Smash Land Speed Records

Three miles of salt flat and two Buell teams combined to smash several land speed records at the USFRA World of Speed at Bonneville Salt Flats in Utah.

On the big end, Team Elves of Berthoud, Colo., claimed four class records aboard a rare 1987 Buell RR1000 that owner Aaron Wilson had purchased last spring via the Internet auction site eBay. The records included 156.489 in APS-PF, 158.553 mph in MPS-PF, 161.052 mph in APS-PG and 161.207 in MPS-PG.

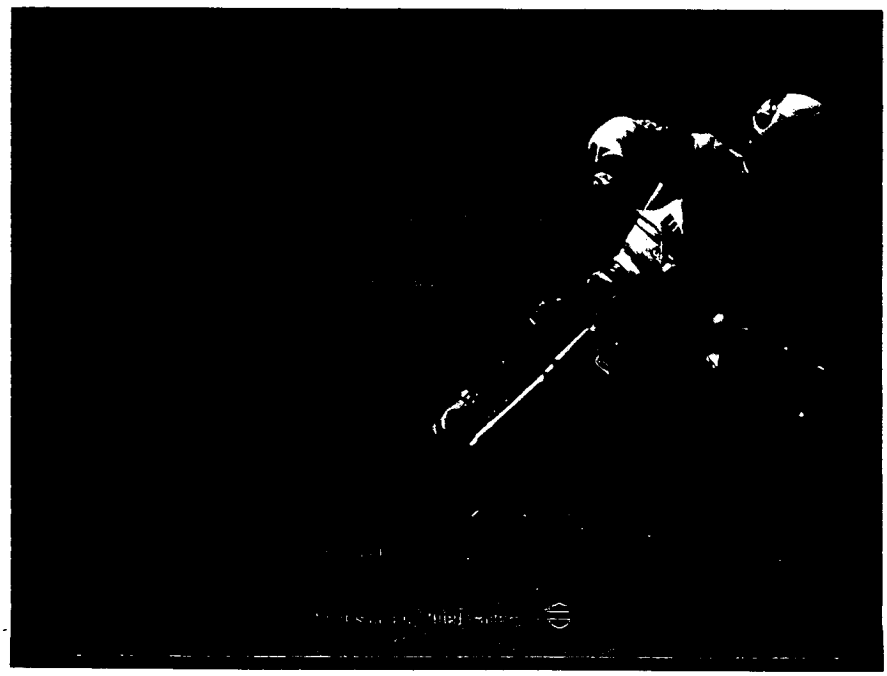
On the smaller end, four employees from the Harley-Davidson Product Development Center in Milwaukee used a pair of Buell Blast motorcycles to prove they weren't just engineers sitting behind desks, and that the Blast has tons of potential. Their records were outstanding: 113.654 mph in the 500cc Production Pushrod Class (P-PP) and 115.695 mph in the 500cc Modified Pushrod Partially Streamlined Class (MPS-PG). In classes where most teams win by one tenth or hundredth of one mph, the Blasts shattered the previous records by more than 13 mph in each class.

The P-PP class mandates that a motorcycle must look exactly like the manufacturer's brochure and sport no modifications. For the MPS-PG class, the team changed the air cleaner and muffler, lowered the handlebars and motorcycle itself, and added a steering damper.

"I am very proud of every member of both teams and all who supported their outstanding achievements at the Bonneville Salt Flats," said Earl Werner, Harley-Davidson Vice President, Engineering. "To come back with six records adds tremendous value to the Buell brand. Congratulations guys, you've made us all proud."

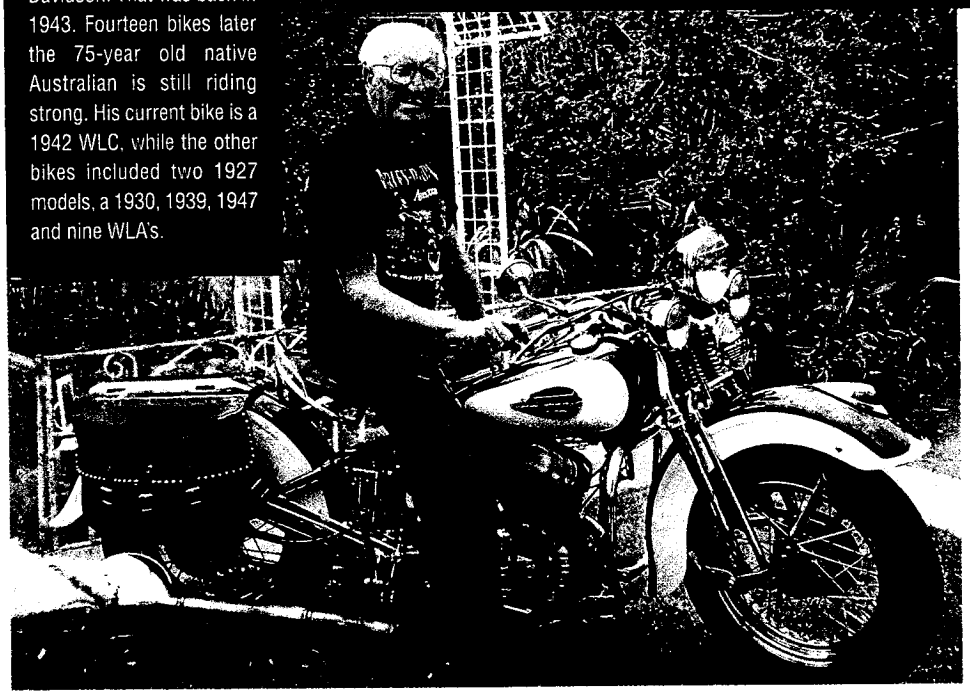
Godspeed, Will Davis

On Aug. 25, the sport of motorcycling lost one of its favorite sons. Will Davis – perennial flat track championship contender, beloved racer, husband and father – died following a multi-racer accident at the AMA Grand National Championship race in Sedalia, Mo. The 36-year-old Davis had been a professional flat tracker for 15 years, during which time he claimed 32 career victories (seventh on the all-time wins list) and two runner-up finishes in the Grand National Championships. One of the best-loved and most respected racers on the dirt track circuit, Davis was awarded the AMA Professional Sportsman of the Year Award last year. He leaves behind his wife, Rhoda, and son, Cole. Those interested can send contributions to the Will Davis Family Trust Fund, c/o AMA Pro Racing, 13515 Yarmouth Drive, Pickerington, OH, 43147-8273.



A Long History

A 1923 J Model, acquired when he was 17, began Don Townsend's enthusiasm for Harley-Davidson. That was back in 1943. Fourteen bikes later the 75-year old native Australian is still riding strong. His current bike is a 1942 WLC, while the other bikes included two 1927 models, a 1930, 1939, 1947 and nine WLA's.

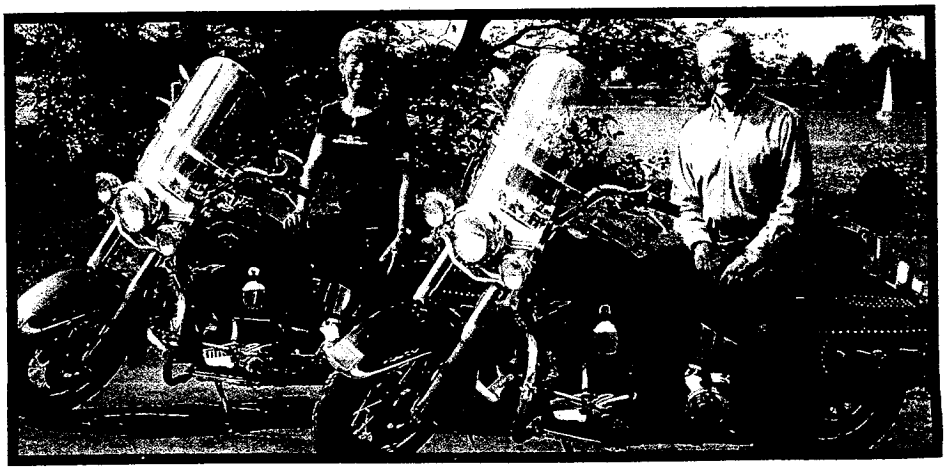


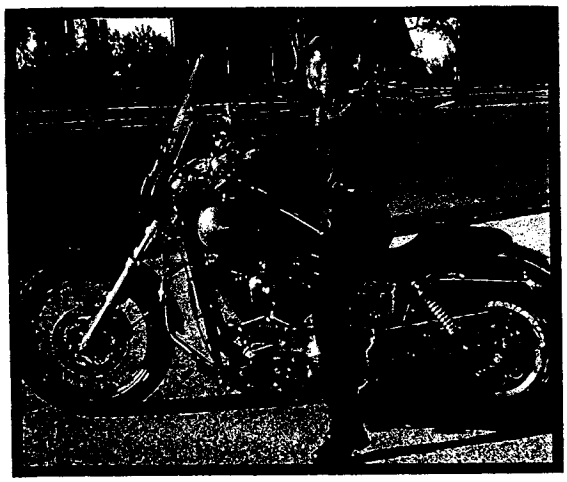
To the Point

Jerry Wade, of Niles, Ohio, was to the point after his demo riding experience with the new V-Rod: Fast, Fast, Fast, and Fun, Fun, Fun. We hear you loud and clear, Jerry.

The Good Life

Niels and Dixie Baird, of Louisville, Ky., sold their business and retired a few years ago to travel around the U.S. And with two new Harley-Davidsons, we can't think of any better way to see the country. Since retirement, they have ridden through Colorado, Wyoming, Idaho, Montana, and Washington, attended Sturgis and visited four United States National Parks and one in Canada.





Better than a Massage

Linda Helfer of Georgetown, Texas, started her riding adventure on a Buell Blast, then decided to take advantage of the Buell Blast Purchase Guarantee Program and moved into a Dyna Low Rider. For Linda, her Dyna is a true relaxation tool. After a long day in corporate America, Linda likes to slip on her boots and take a ride through the Texas hill country.

The Legacy Continues

Harley-Davidson owner Mike Richard makes the four-hour ride from Many, La., to visit his grandson, Willie Briggs in Lafayette, La., several times a month. From the looks on his face, Willie already shares his grandpa's love for Harley-Davidson.

Go Simple, Light and Far. Go Now!

A lesson Lew Disbrow's, of Martinez, Cal., learned while traveling over 13,000 miles the first six months after purchasing his 2001 Road Glide. Those 13,000 miles included a trip across the U.S., with stops in Memphis, New York and the Badlands of North Dakota. Pictured here is his support team; fellow biker and friend Mary Murphy on the left and Lew's daughter, Anya, on the right.

We'd love to see you and your Harley-Davidson motorcycle, and to learn more about your love of motorcycling. Please send us a photo and pertinent information, along with your full name, address and telephone number, to:
***Enthusiast* - Harley People**
Harley-Davidson, Inc.,
3700 West Juneau Ave., P.O. Box 653,
Milwaukee, WI 53201-0653.
We'll print a sampling in each issue.

Joy Riding

Tammy Conner of Pennsylvania truly rides for enjoyment. She has had both a 1989 and 1993 Sportster, and has ridden 26,000 miles on them. Her current bike is a 1999 Fatboy Custom, which has been to Sturgis, Montana and New Mexico, logging 13,000 miles along the way. Tammy's husband, Dan, says the best rides of the past nine years are those they've had together.

By Catt Perkins-Palmer

When Bob Parkinson sold his last Harley-Davidson back in 1983, he remembers shaking his head during the transaction. Though he knew the bike would have a good home with its new owner, the crème and tan Classic had been his favorite motorcycle since he began riding as a teenager.

A former Stock car racer, Bob never got over the joy his Harley gave him whenever the two partnered up. Selling it was harder than he imagined.

Bob's career changed, he became a top salesman, and the jobs stole him away from the riding lifestyle for 20-some years. He finally settled down in Stuart, Fla., to make a life for himself and his talents.

"Parky," as his numerous friends and associates call him, always found time to check out the local Harley-Davidson dealership, even though he didn't have a bike. I got to know him because I worked behind the parts counter for several years. Year after year he would walk around admiring the new models, the chrome and iron horses that wait patiently for new homes.

One day an opportunity presented itself that even Bob knew was too good to pass up – a Sinister Blue and Silver Ultra Classic. As most Harley riders know, when the winds are calling the price is right, nothing can hold you back.

On a bright and blue Sunday morning, he took his first ride in 20-years to a duplex owned by a friend. I was in the back, washing and polishing my faithful Shovelhead, getting ready for a ride of my own. I heard the rumble and looked up to see the big, shiny full dresser riding up the street. I didn't recognize the bike, and I couldn't see who was riding it.

As it came to a stop at my fence, a huge smile beamed through the shield of the matching painted helmet. I recognized Parky in an instant.

As if the calling to ride was in the air, Chopper Ric stopped by on his '84 Softail. Marc, who owns a beautiful Dyna Low Rider, was the next to show, followed a few minutes later by Kerry. None of this was planned. It just happened.

Tammy and Karen came out of the house to see what all the fuss was about. The laughter was non-stop. We are all in the same circle of friends, and we've known and cared about each other for many years. We all somehow knew when a big event rolls up on us. Filled with pride and joy, Parky and his new ride were the stars of this Sunday morning ceremony.

Parky has taken several motorcycle safety courses since returning to the road. His rather rusty riding skills were polished, and he credits good instructors for the confidence he's gained. He and his new wife, Rita, are often seen riding throughout the Treasure Coast. And he still spends time browsing the dealership, but now he's shopping for Rita.

It still makes me feel great – that Parky had come to share with us. Not only his new Harley-Davidson, but also the joys of sharing his first ride in 20 years. It's an honor we all share, this passion we have as friends and riders.

Sharing the passion with friends is the guy front and center, Bob "Parky" Parkinson. From left to right: Chris Gearing, Chopper Ric, Tammy, Cadillac Marc, Parky, Karen Steele and Kerry Jacob.

Shared Passion is a feature for readers who have a story to share with other H-D riders. Please send us your type-written story (500-750 words) for possible publication. Include photography, your full name, address and phone number. Send submissions to: *Enthusiast* – Shared Passion, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653.

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Nov. 30–Dec. 2	Seattle International Motorcycle Show (IMS)	Seattle, Wash.
Dec. 7–9	Long Beach International Motorcycle Show (IMS)	Long Beach, Calif.
Dec.14–16	Dallas International Motorcycle Show (IMS)	Dallas, Texas
Dec. 28–30	New York International Motorcycle Show (IMS)	New York, N.Y.
Jan. 11–13	Minneapolis International Motorcycle Show (IMS)	Minneapolis, Minn.
Jan. 18–20	Philadelphia International Motorcycle Show (IMS)	Philadelphia, Pa.
Jan. 25–27	Atlanta International Motorcycle Show (IMS	Atlanta, Ga.
Feb. 1–3	Cleveland International Motorcycle Show (IMS)	Cleveland, Ohio
Feb. 8–10	Rosemont International Motorcycle Show (IMS)	Rosemont, Ill.
Feb. 22–24	St. Louis International Motorcycle Show (IMS)	St. Louis, Mo.
March 1–3	Costa Rica National H.O.G. Rally	San Jose, Costa Rica
March 1–10	Daytona Bike Week	Daytona, Fla.
April 4–6	Louisiana State H.O.G. Rally	Westwego, La.
April 25–27	Texas State H.O.G. Rally	Beaumont, Texas

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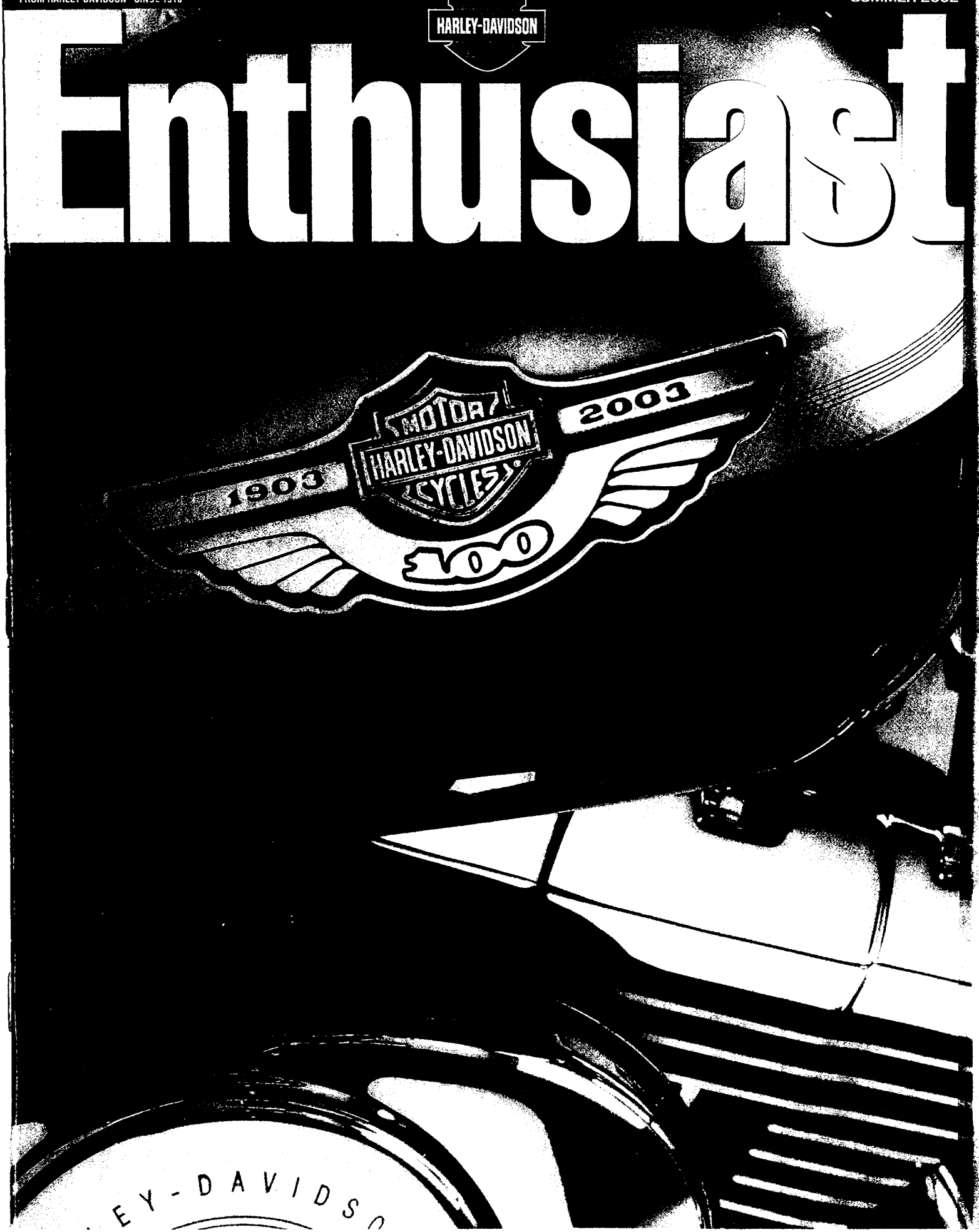

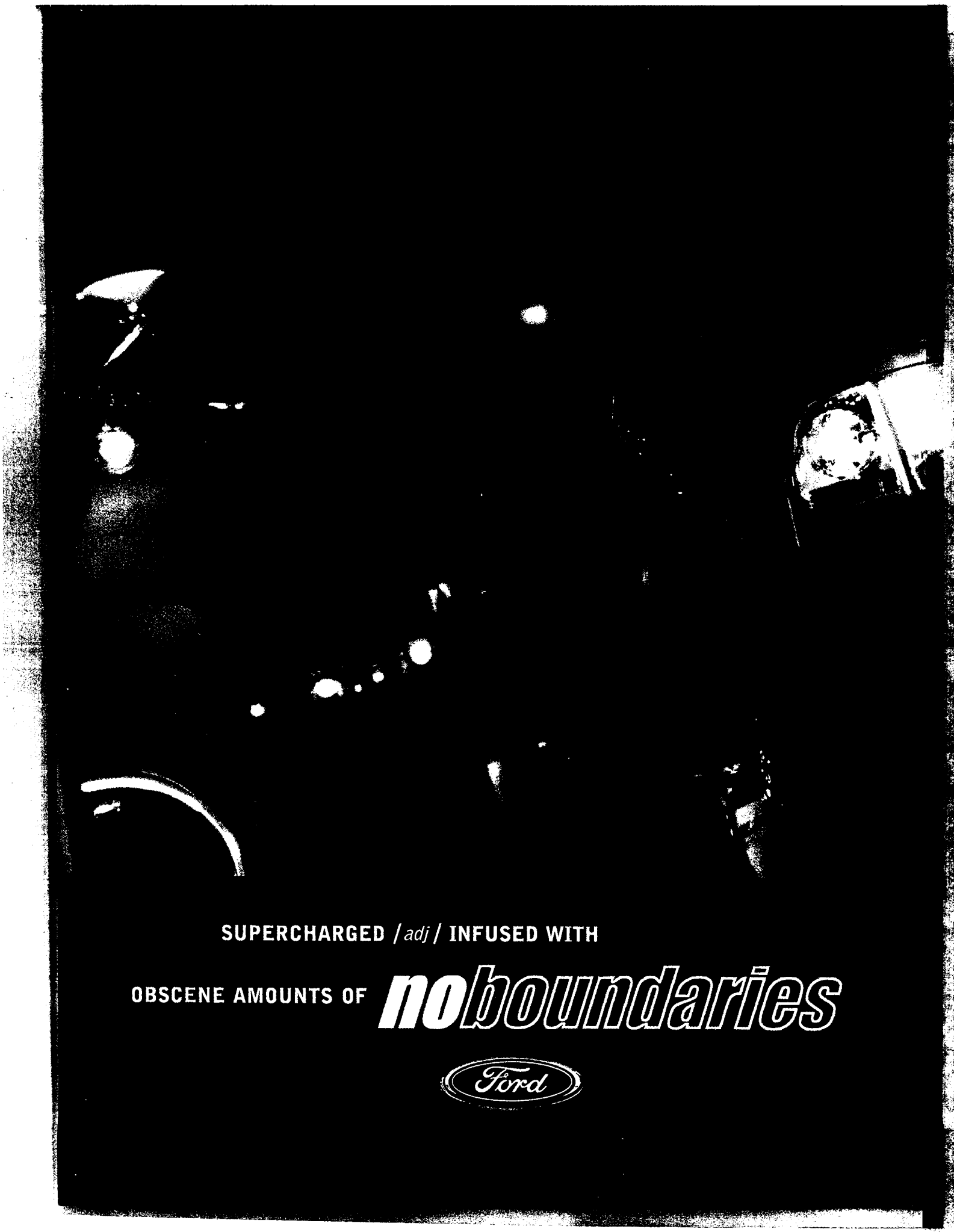
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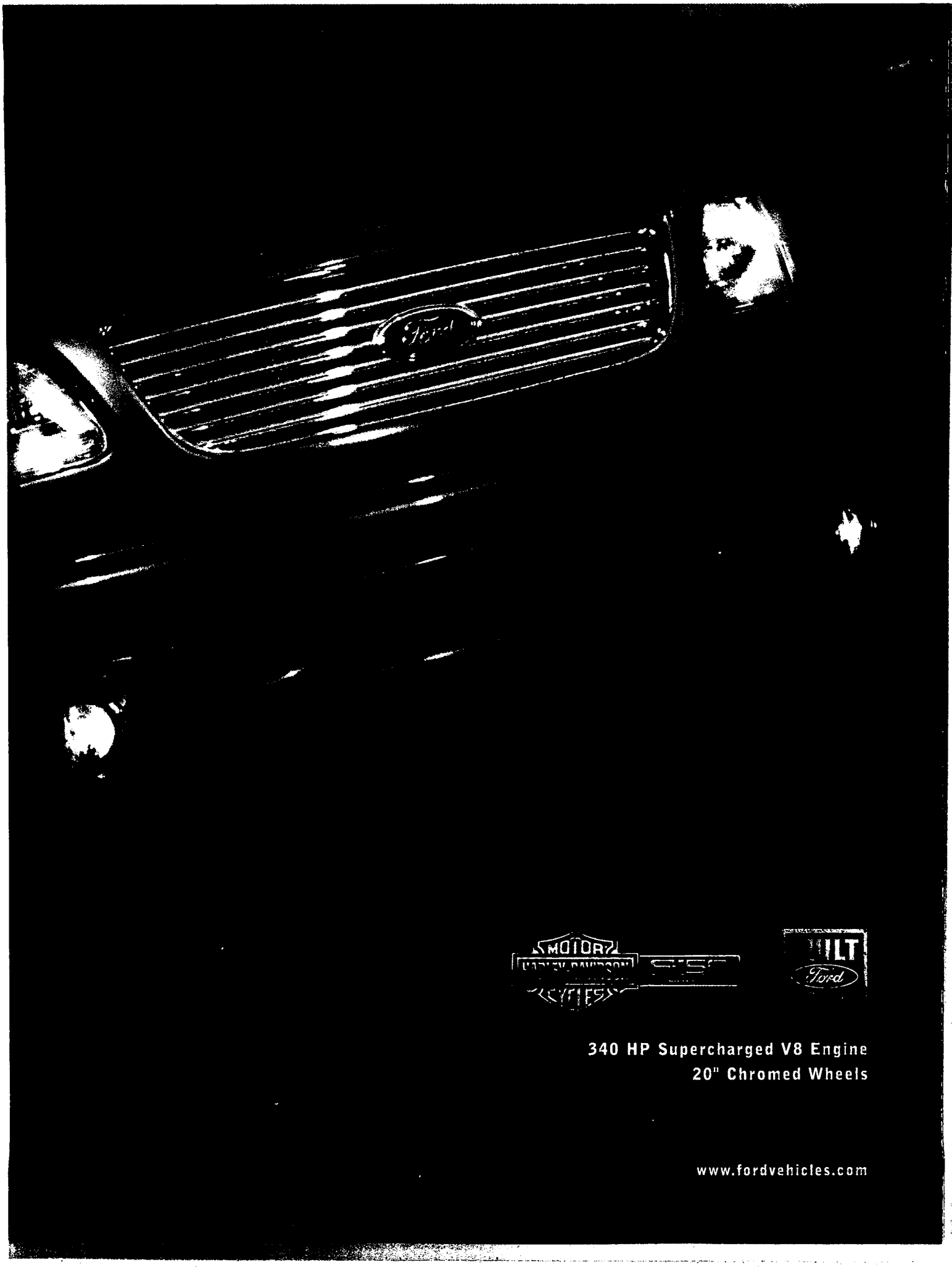
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TURN YOUR BUDDIES INTO RIDING BUDDIES.

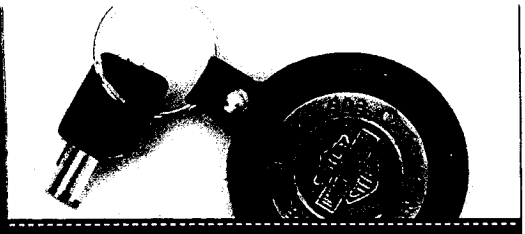
Two wheels, an engine and plenty of forward motion. It's what got you into riding and there's a good chance it'll do the same for someone you know. And at less than $100 a month,* the 2003 Buell Blast is the easiest way for that someone to jump right into the sport of motorcycling. No license? No problem. We'll help them get started with Rider's Edge rider training. After all, friends are nice, but they're not riding buddies. Call 1-800-223-8203 for the nearest Buell/Harley-Davidson dealer. Or pull into www.buellblast.com.

THE 2003 BUELL BLAST. FOR LESS THAN $100/MONTH.*

* 2002 Buell Motorcycle Company, a Harley-Davidson Company. [illegible] 2003 Buell Blast motorcycles. Not all applicants will qualify. Purchaser is responsible for paying [illegible] range between 8.99% and 18.50% based on [illegible] and 2% maximum state finance charges. Certain state requirements and restrictions may apply. [illegible] $4,595 [illegible] down payment of $459.50, a 72-month [illegible] $82.99 MSRP in California is $4,695. Dealer participation and markup may affect [illegible] See your participating retailer for details.

Buell

Different in every sense.



Comments

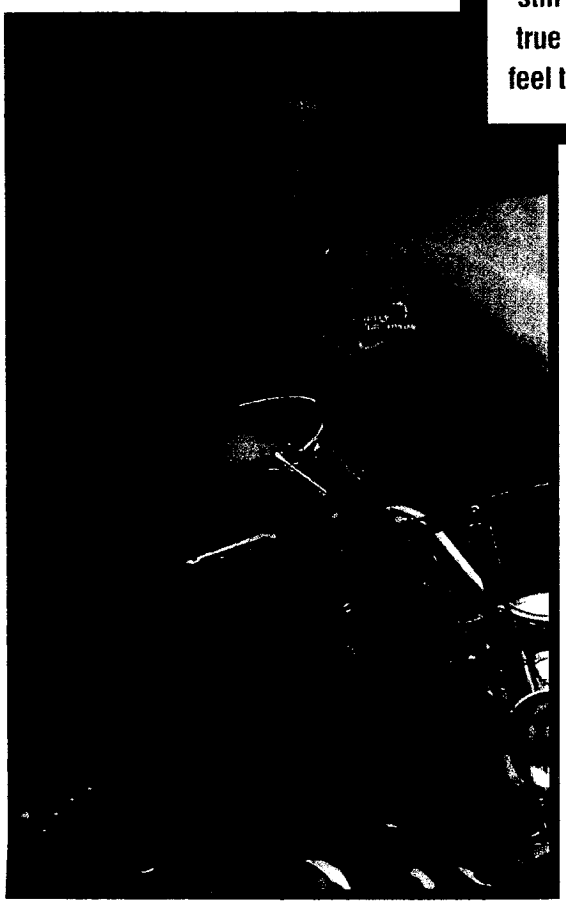
Rest Assured, We're Doing Our Part

By Jim McCaslin
President, Harley-Davidson Motor Company

The U.S. Environmental Protection Agency (EPA) has proposed new emissions standards for highway motorcycles for the first time in more than 24 years. Is this news? Yes. Is this news that should keep you awake at night? The short answer is, no. But let me explain why, and at the same time assure you that the future of the Harley-Davidson air-cooled V-Twin is secure.

First, some background. Because today's motorcycle emissions standards were adopted back in the 1970s, we weren't surprised at all when the EPA announced in November 2000 that it wanted to revisit its highway motorcycle emissions standards. We considered this a logical step in light of industry advances over the last several decades and the public's ongoing concern for cleaner air, a concern shared by us at Harley-Davidson.

Harley-Davidson plans to meet the requirements of the proposed EPA standards and still make the motorcycles true to the look, sound and feel that you know and love.



As the EPA's review process unfolded, the agency sought input from members of the motorcycle industry, including Harley-Davidson, and other interested parties. EPA representatives visited our ultra-modern Product Development Center in Milwaukee to learn more about how we design and manufacture our V-Twin engines. During the EPA's inspection, we had a chance to show off our engineering facilities, talk about our concerns and explain to the EPA the importance – to us, our dealers, and most importantly, to our customers – of maintaining the look, sound and feel of Harley-Davidson motorcycles.

Having now had a chance to study the EPA's proposed emissions standards for highway motorcycles, we believe the EPA listened. Although we certainly don't agree that motorcycles are significant contributors to air pollution, the EPA's proposal promotes better air quality while balancing the interests of riders, the industry and society at large. We are prepared to meet the new standards through technologies that don't sacrifice the things you love most about your motorcycle.

In many ways, the new standards are similar to the California motorcycle emissions standards previously adopted by the California Air Resources Board. California's standards become effective in two stages, in 2004 and in 2008, and Harley-Davidson has already committed to meeting them. The EPA's proposed standards are similar to California's, but they allow manufacturers two additional years to comply with each stage. They also don't include California's additional requirement that highway motorcycles be equipped with extra hardware to control evaporative emissions.

The bottom line is that Harley-Davidson plans to meet the requirements of the proposed EPA standards and still make the motorcycles true to the look, sound and feel that you know and love. So you can sleep well, knowing that we will continue doing our fair share to protect our environment, and that the air-cooled V-Twin will continue to be the core of the Harley-Davidson motorcycle lineup for many years to come.

TIME YOU HEARD THE TRUTH

Your Harley-Davidson® motorcycle is unique among bikes. As such, it requires careful attention regarding insurance. That's why Harley-Davidson Insurance Advisor has been created as a free service exclusively for Harley-Davidson motorcycle owners. We're your support team, here to help you get top value for your insurance dollars—free of charge, of course.

CALL 1-800-832-4449 EXT. 4940 AND TALK TO A COVERAGE EXPERT AT HARLEY-DAVIDSON INSURANCE ADVISOR.

THE TRUTH: All motorcycle insurance is not the same. Some insurance companies do a good job covering motorcycles. And then there are those that just take your money, giving you very little real protection in return. For instance, it's very easy to end up with motorcycle insurance that:

- DOES NOT COVER any losses your guest passenger may suffer.
- DOES NOT COVER replacement of genuine Harley-Davidson parts.
- DOES NOT COVER motorcycle accessories, including helmet.
- DOES NOT COVER any custom chrome or paintwork.
- DOES NOT COVER the owner's Harley-Davidson MotorClothes™ apparel.

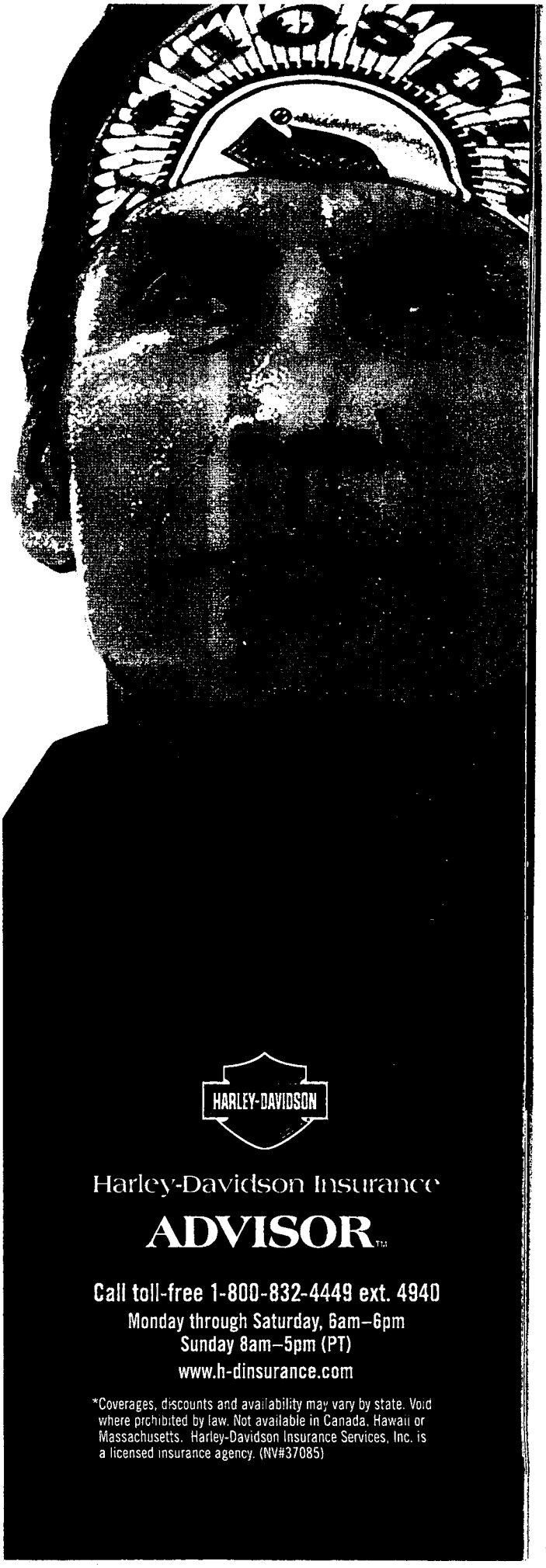
YOUR CORRECT COVERAGE IS OUR FIRST CONCERN. When you call us, you'll talk to a Harley-Davidson motorcycle Coverage Expert, (very likely a Harley® owner as well). Your Coverage Expert may well discuss issues an average agent might not think to bring up. But only after exploring all the pertinent details of your Harley-Davidson ownership can we objectively help you determine the correct coverage for you.*

YOUR BEST DEAL, LIGHTNING QUICK. Once your correct coverage is determined, the Coverage Expert gets on our super-fast *EasyRater™* rate-shopping system—looking only at insurance companies we know to be properly set up to insure you and your Harley-Davidson motorcycle.

In seconds, your Coverage Expert can locate the company with the best price for your coverage—including all discounts you qualify for: *H.O.G.® Membership; Motorcycle Safety Certificate; Multi-Bike Coverage; Security System In Place;* and *Safe Driver.*

YOU NEED COVERAGE FAST? YOU GOT IT! Your Coverage Expert is also fully licensed to act in your behalf—and can secure your new insurance for you, even before you hang up the phone.

YOU NEVER PAY ANYTHING FOR INSURANCE ADVISOR HELP. You're never obligated in any way to buy insurance. Call us toll-free whenever you like and we will tell you objectively if your current insurance is correct for you and your Harley-Davidson motorcycle...if the price you're paying for it is really the best rate you qualify for. We're waiting to hear from you.



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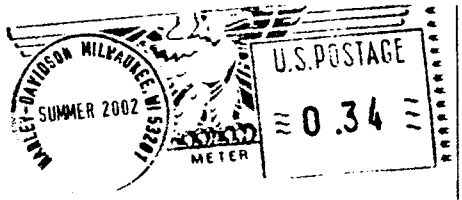
*Coverages, discounts and availability may vary by state. Void where prohibited by law. Not available in Canada, Hawaii or Massachusetts. Harley-Davidson Insurance Services, Inc. is a licensed insurance agency. (NV#37085)



From Our Readers

If you have a question, comment or photo that you'd like to share with other *Enthusiast* readers, send it to: *Enthusiast* - Letters, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653.

Ride to Live

My wife Judy has always been a Harley-Davidson enthusiast. In June of 2000, at 55, she purchased a new pearl white XL 1200. She had never ridden by herself before. She got a personalized license plate, "ANT2L8" (ain't too late). She enrolled in state rider safety class, got additional training from a private instructor, and passed the riding test to receive her license.

Shortly afterward, Judy was diagnosed with bone cancer. She never gave up hope of riding her Harley. She went through two sessions of 14 radiation treatments and chemotherapy, and spent 29 days in the hospital after a vertebrae in her back collapsed. She got a hospital pass and went to the motorcycle show in Seattle. She sat in a wheelchair and wore a wig that several biker friends sent her.

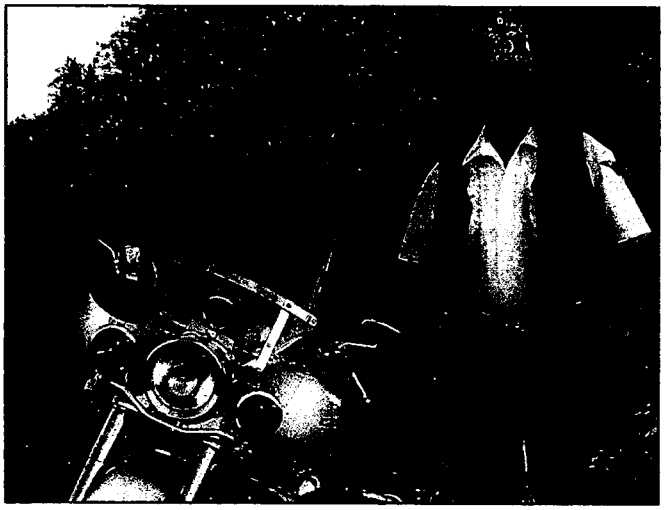
Judy's system could not tolerate the chemotherapy, and the cancer finally took her away peacefully on March 27, 2002. She really did "Ride to live and live to ride," at least for a very short time.

Ormam Claxton
Renton, Wash.

Kudos to Iron Butts

I disagree with the readers who claim mileage records and Iron Butt endurance rides are dangerous. Are some of these riders pushing themselves beyond the limits of safety? Probably. But they are not nearly as dangerous the automobile driver yapping on a cell phone while his kids fight each other in the back seat of the minivan as he drives within two car-lengths of other vehicles at 65 mph. I could list a dozen more examples of dangerous driving that happen all day long on every freeway across the country. High-mileage motorcyclists are focused on their goal, typically pick routes with the least amount of traffic, are prepared for the potential pitfalls, ride defensively and rely on of years of motorcycling experience.

Chuck Larson
Minneapolis, Minn.



High Mileage Shriner

I'm a member of El Riad Motor Corps Precision Shriners unit of Sioux Falls, S.D. A few members of the unit and I purchased a 1998 FLHPI from J&L H-D of Sioux Falls. In the past four years, my bike and I have participated in many Shrine parades and precision riding events in 17 states, and I've ridden to all of them.

This bike is remarkably dependable! On April 29, 2002, a group of fellow riders stopped somewhere in the Arizona desert near Fountain Hills to have what we call "a toast to the Harley" as the odometer turned to an even 100,000 miles. Other than routine maintenance, I have never touched engine, transmission or clutch. I have never needed to add oil, and the bike has 104,000 miles on it. Thank you for the excellent product, and I am looking forward to the 2003 Harleys.

Jerry Van Woudenberg
Canton, S.D.

Live to Ride

I've been riding Harleys for the better part of my life, the most recent of which is a 1999 Electra-Glide Classic. My wife, Danusia, has a 2002 883 Custom Sportster. Several other family members own a Harley, with a total of 11 Hogs in our "Cole" family.

Danusia and I enjoy a tremendous social life here in Arizona thanks to our motorcycles, and nearly everything we do involves our bike. Dinner rides, overnight road trips and ride through the mountains in the summer and low deserts in the winter are part of our routine. Without our Harleys we probably would have a social life, but it wouldn't be nearly as exciting and interesting.

Ev Cole
Phoenix, Ariz.

We Will Succeed

I want to thank you for the "Firefighter's Edition" Harley-Davidson motorcycles. The Motor Company can be viewed as an example of how to overcome adversity. Much like the tragedy that struck our nation on Sept. 11th, your company has overcome hardships. With an incredible desire to succeed and innovative leadership, Harley-Davidson became the excellent, prosperous company it is. This example offers hope to individuals and companies to overcome adversity and eventually prosper. I can assure you that many firefighters – including myself – will ride our "Firefighters Editions" motorcycles with pride.

Gary Moore
Badge 297
Palo Alto Fire Department, Calif.

Can't be Tamed

The ultimate symbol of freedom, strength and raw power... you deserve to wear this striking new man's ring!

HARLEY-DAVIDSON®

Ring shown larger to enhance detail.

HARLEY-DAVIDSON®

Sculpted of sterling silver selectively coated with 24 karat gold. The famed "Harley-Davidson®" emblem crafted of solid stainless steel and hand-set on a background of rich black onyx.

You go confidently through life as a leader. You don't have to flaunt your strength and convictions. It's just there. Like the mighty eagle and the majestic wolf, your spirit refuses to be tamed. Here's a ring that is the very definition of the true spirit you possess. At once bold and striking, it is sculpted in amazing detail with the perfect symbols of strength and power. Surrounding the solid stainless steel "Harley-Davidson" emblem in the center of the ring, a powerful wolf's head symbolizing the "leader of the pack," and a majestic eagle's head portraying your free and bold spirit are meticulously sculptured. The famous steel emblem is set against a rich background of black onyx, and the ring itself is crafted in solid sterling silver selectively coated with gleaming 24 karat gold. This handsome work of wearable art will complement your unique personality. So, whenever you feel like looking for a new adventure – you'll be ready!

The Franklin Mint. Sharing Your Passion For Collecting.

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Franklin Center, PA 19091-0001

Please mail by October 31, 2002.

Please enter my order for the Harley-Davidson® *Bold Spirit* Ring, fully authorized by Harley-Davidson.

I need SEND NO MONEY NOW. I will be billed in 3 equal monthly installments of $65.* each, with the first payment due prior to shipment.

**Plus my state sales tax and a one-time charge of $5.95 for shipping and handling.*

SIGNATURE _____
ALL ORDERS ARE SUBJECT TO ACCEPTANCE

MR/MRS/MISS _____
PLEASE PRINT CLEARLY

ADDRESS _____ APT. # _____

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TELEPHONE # (_____) _____

To assure a proper fit, a ring sizer will be sent prior to shipment. ***Quick Order #*** 23283-39-001

PERFECT FIT IS GUARANTEED. If the ring does not fit when you receive it, you may return it for replacement. © 2002 H-D, All Rights Reserved. Manufactured by The Franklin Mint under license from Harley-Davidson Motor Company.

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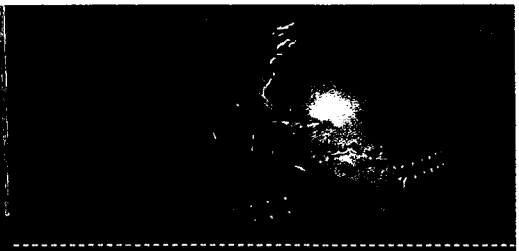


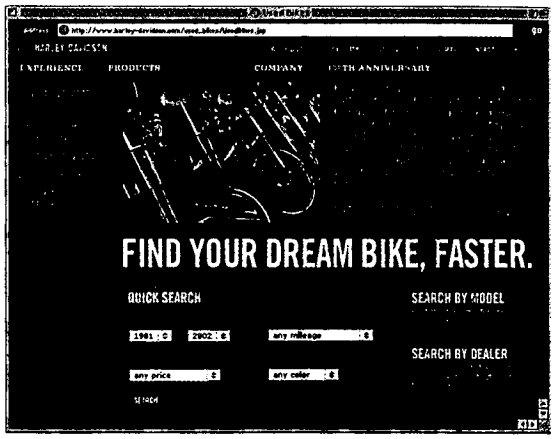
AHDRA Screamin' Eagle High Stakes Shootout

A $12,000 check will be on the line when Screamin' Eagle Performance Parts and All Harley Drag Racing Association (AHDRA) host the 2nd Annual Screamin' Eagle Performance Parts Las Vegas High Stakes Shootout, Oct. 19, 2002, at The Strip at Las Vegas Motor Speedway. The Shootout will be held during the AHDRA JIMS Las Vegas Nationals, the largest and last event of the AHDRA 2002 National Points Series.

The event has a total purse of $15,000, with $12,000 going to the winner and $3,000 to the runner up, making it the biggest pay-out in event history going completely to Harley-Davidson sportsman racers.

Participants will receive one gate entry ticket, one commemorative competitors plate, a Screamin' Eagle Performance Parts T-shirt and an entry to win membership and entry fees for the 2003 AHDRA season. A portion of the proceeds will benefit the Muscular Dystrophy Association (MDA). For more information contact 336-924-2095 or visit www.ahdra.com.

More Powerful Features at h-d.com



A Used Motorcycle section, Harley-Davidson Photo Center, 2003 Motorcycle Section and 100th Anniversary section are among the new features and updates recently added to harley-davidson.com.

Dealer Used Motorcycle Section

Fulfill your dream of owning a quality pre-owned Harley-Davidson or Buell motorcycle by utilizing the new Used Motorcycle section on harley-davidson.com. Search dealer used motorcycle inventory for a H-D or Buell motorcycle by year, price, mileage, model, color or dealer. Then e-mail or contact the dealer for further details.

H-D Photo Center

Create your personal photo albums to share online with family and friends, and take advantage of film processing at the H-D Photo Center (powered by Snapfish.com), another new feature at harley-davidson.com. Fast turnaround times, great value and special features for Harley-Davidson customers are just some of the reasons to sample this new section. As a bonus, you'll receive free processing (excluding shipping/handling) on your first roll of film.

2003 Motorcycle Section

If you've been drooling over the 100th Anniversary Harley-Davidson motorcycles in this issue of *Enthusiast*, but want to view all the features, specifications and pricing, click on the 2003 Motorcycle Section. There's a photo gallery, model comparison, color options and payment calculator, plus a 100th Anniversary Motorcycles Story that showcases all the models with close-up detail shots of their 100th Anniversary identification elements.

100th Anniversary

The best way to stay informed about the Harley-Davidson 100th Anniversary, including the Open Road Tour, the Ride Home, the Celebration and the Party, is on harley-davidson.com. Updates on each Open Road Tour stop, fundraising efforts for the Muscular Dystrophy Association, links to 100th Anniversary MotorClothes and Genuine Motor Accessories and ticket information will keep you in-the-know about the biggest celebration in Motor Company history.

International Sites

Seven translated versions of harley-davidson.com recently launched for our international enthusiasts. The sites include similar content, but the text appears in local languages for Germany, France, Luxembourg, Netherlands, Belgium, Italy and French Canada, and may also provide local information.

Visit harley-davidson.com often to see what's new.

Ride for Life Raises $600,000 for MDA

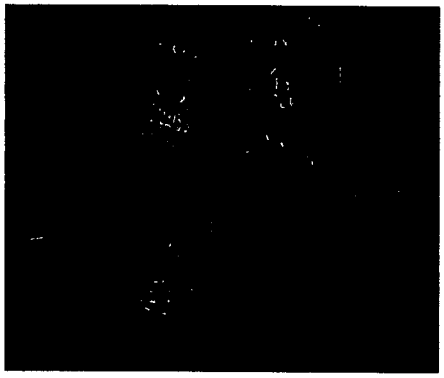
They came. They rode. They raised big money – a full $600,000 – to benefit the Muscular Dystrophy Association (MDA). They are the 2,800 riders who participated in the 15th Annual Ride For Life, a two-day event organized by the Eastern Harley-Davidson Dealers Association with the goal of helping those afflicted with MD.

David Ederati, who raised $24,152, was the highest individual fundraiser. The top fundraising dealer was Schaeffer's H-D in Orwigsburg, Pa., which collected $119,000 for the event. Funds raised are used to support continued research and comprehensive medical care, and MDA Summer Camp for children and adults coping with the challenges caused by MD. Since 1988, the Ride for Life has raised nearly $5 million for MDA.

100th Anniversary Art Collection Reproductions

EST. 1903 – Willie G. Davidson

As part of the celebration of the Harley-Davidson 100th Anniversary, the Motor Company will make available reproductions of several pieces of limited edition fine art, which reflect the company's history and provide lasting memories of Harley-Davidson's first 100 years.



Great Doings – Tom Fritz

Willie G. Davidson, Vice President of Styling, directed the fine art program for the 100th Anniversary. As a rider, designer and artist, Willie G. has always viewed motorcycles as "rolling sculptures."

"I'm excited to participate in this commemorative program," said Willie G. "It visually celebrates the artistic form of the Harley-Davidson motorcycle as it has evolved throughout history."

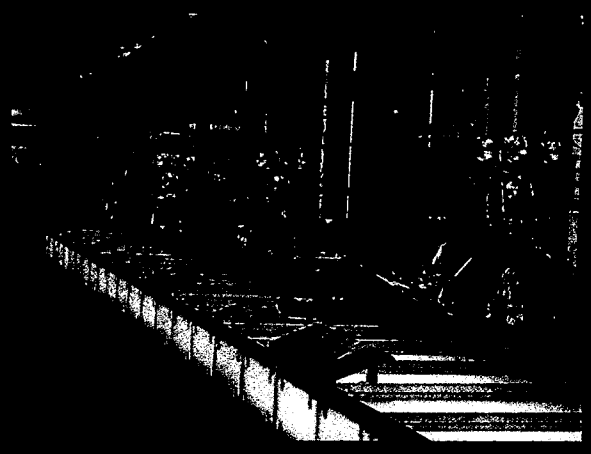
This is the first time the Motor Company has commissioned original artwork by well-known artists for an anniversary. Those artists include David Uhl, Dennis "Dot Man" Jackson, Tom Fritz, Scott Jacobs, Jerry Stanton and Willie G. The Company will own the originals and release a limited number of licensed print and sculpture reproductions to authorized H-D dealerships.

15th Annual Rolling Thunder Rally

Over Memorial Day weekend more than 350,000 riders descended on Washington, D.C., to take part in the 15th Annual Rolling Thunder motorcycle rally and Run for the Wall, an event to honor former POWs, and to raise awareness of those who are still missing in action. The event included a demonstration ride through downtown and past the White House before arriving at the Vietnam War Memorial.

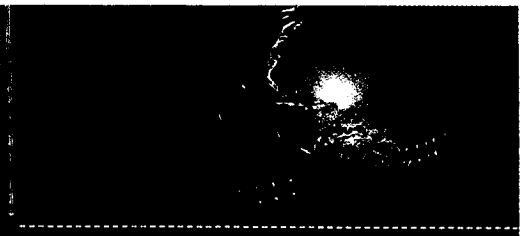
Money raised during Rolling Thunder helps fund MIA/POW search teams in Vietnam, Cambodia, Laos, and North Korea. Additional funds help pay for family members to return to Southeast Asia in search of their loved ones, and to help veterans in need. For information on the 16th Annual Rolling Thunder, log on to www.hdwash.com and click on the Rolling Thunder icon.

Vaughn L. Beals Tour Center Opens in York



Visitors to the Harley-Davidson Vehicle Operations in York, Pa. can see the inner workings of the plant that produces Softail and Touring models at the site's renovated and expanded Tour Center, dedicated to honor Harley-Davidson Chairman Emeritus Vaughn L. Beals.

The facility has been a motorcycle assembly plant since 1973. The Tour Center emphasizes the craftsmanship of the more than 3,000 employees at the plant and describes the manufacturing and assembly operations specific to York. Exhibits also include an overview of the plant's history and custom vehicle operations, as well as a display of current model year motorcycles that provides guests an opportunity to sit on a variety of Harley-Davidson bikes. An expanded souvenir shop features Harley-Davidson apparel and specialty items. Each year the Tour Center hosts thousands of visitors from around the world. For more information on the York Tour Center, call toll-free 877-746-7937.



King Sails in TT Win

Harley-Davidson factory dirt track racer Rich King flew to his first National win of the year at the Oklahoma City Moto TT at State Fair Speedway in Oklahoma City. On a restart of the final following a massive pile-up in the first turn, King nailed the holeshot and sprang to a comfortable lead aboard his Bill Werner-tuned factory machine. Team WE/West Bend H-D/Fieldsheer Leathers' J.R. Schnabel chased King down and made a pass for the lead on lap 17, only to be re-passed by the cagey veteran, who remained in control for the rest of the 25-lap main event. The two finished well ahead of Gardner Racing/Walters Brothers H-D rider Bryan Bigelow, who was third.

Photo courtesy of Gary Kidd

Hall of Fame for Springsteen

Add another chapter to the illustrious career of Harley-Davidson racer Jay Springsteen. The veteran rider was recently selected for induction by the Dirt Track Hall of Fame. And typical for a man whose career included many "firsts," Springsteen is the first active racer to be inducted into the HOF.

"Springer," as he is affectionately known by his fans, began his remarkable AMA Grand National career in 1975, scoring a win in only his fifth Grand National race. He joined the H-D factory team the following year and went on to win the first of three consecutive Grand National Championships. He held the all-time GNC win record with 40 for many years. At 45, Springsteen remains one of the most competitive and respected racers on the dirt track circuit.

Buell Firebolt Scores First National Win

On June 16, Eric Wood proved to the racing world what Buell Firebolt owners already know. On a tight, technical course that rewards handling and torque, it's tough to beat the XB9R. In just his first race aboard the Kosco Buell/Innovative Motorcycle Research Firebolt, Wood won the Formula USA/Honda Pro Oils Sportbike final at New Hampshire International Speedway, defeating a 45-bike field dominated by Suzuki and Honda entries.

"The Buell's tractability and drive off the corners really worked for me at Loudon [New Hampshire]," said Wood, of Mansfield, Mass. "In some turns I was able to put the Buell in places where the four-cylinder bikes couldn't go. The Firebolt has the chassis dynamics of a Grand Prix bike, and the smooth power delivery of the V-Twin engine was really easy on the back tire."

Erik Buell, Chairman and Chief Technical Officer of Buell Motor Company, echoed Wood's sentiments regarding the national win. "The Firebolt was designed to be the best back-road bike ever," Buell said. "Loudon is a technically challenging track that's similar to the roads the Firebolt was designed to dominate."

Snyder Returns to Competition

Factory H-D dirt track racer Jennifer Snyder proved she's as speedy in recovery as she is on a dirt track. Just eight months after suffering multiple bone fractures and other serious injuries in a crash at Emerald Downs in Seattle, the 18-year old dirt-tracker returned to pitch-it-sideways competition in Plymouth, Wis., and Loudon, N.H., aboard her Bill Werner-tuned bikes. Snyder missed qualifying for the Loudon final by just one point.

H-D Thanks Jay Leno

Jay Leno has a big collection of motorcycles, and an even bigger heart. The host of NBC's The Tonight Show and long-time Harley enthusiast auctioned off his Harley-Davidson FXDL Dyna Low Rider on the eBay Web site to help raise money for victims of the Sept. 11 terrorist attacks. Leno had celebrity guests sign the motorcycle, which was a regular feature on The Tonight Show for weeks. The auction raised $360,200 for the Twin Towers Fund. To thank Leno, H-D employees Jenna Smith (left, 100th Anniversary Consultant), Kathleen Lawler (second from right, Vice President, Communications) and Steve Piehl (right, Director, Communications) presented Leno with a signed gas tank mounted on a plaque on behalf of the Motor Company.

Sculpture Honors Petrali

A life-sized bronze sculpture of late H-D racing pioneer Joe Petrali, portrayed aboard his 1936 Daytona Trials V-Twin Streamliner, was unveiled recently by Bob and Tracey Dye of the H-D Historic Trails Fleet. Dave McDonald [illegible]

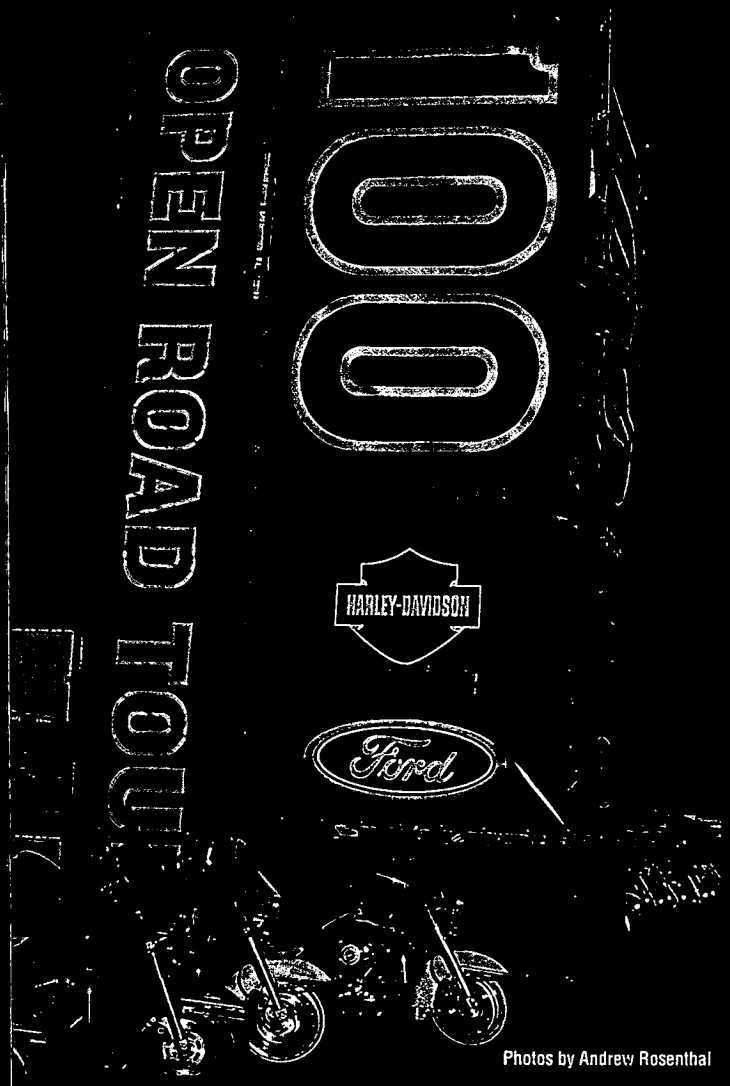
"Perfect Chrome, Great Wax Job and an Ugly, Dull Engine. I Tell You It's Been Driving Me Nuts for Years!..."

...I guess the heat and sunlight dull up the wrinkle or something. Guess what? I've solved the problem big time. The guys from S100® gave me a can of their new S100 Engine Brightener to try. You won't believe it, but in only a few minutes I got my engine looking like it just rolled out of the factory. This was a bunch of weeks ago and since then I've washed it three or four times and ridden a lot of miles. Still looks great! — If you want your engine to look factory new, ***this is the stuff to use!"*** — Pat Berling - Naples, FL

For free catalog: S100®

Available at: Your Harley-Davidson® Dealer

100TH ANNIVERSARY OPEN ROAD TOUR



Photos by Andrew Rosenthal

Like a wave of thunder rolling over the horizon, thousands of Harley-Davidson riders rumbled into Atlanta Motor Speedway July 19-21 for three days of music, fun and celebration at the first stop on the Harley-Davidson 100th Anniversary Open Road Tour. Held on the speedway infield, the event immersed attendees in Harley-Davidson culture and history and raised nearly $60,000 for the Muscular Dystrophy Association. Here are a few of our favorite snapshots from the first of 10 Open Road Tour events. Each Open Road Tour event will have its own unique local flavor, so be sure to check them out. For more information and tickets for upcoming Open Road Tour events, go to harley-davidson.com or ticketmaster.com, or call 1-800-HD100TH. Dates and venues are subject to change.

FIRST LEG

Baltimore, Md.
Pimlico Race Course
Aug. 16-18, 2002

Los Angeles
California Speedway
Sept. 6-8, 2002

Toronto, Canada
Molson Park
Sept. 27-29, 2002

Dallas/Fort Worth, Texas
Texas Motor Speedway
Oct. 25-27, 2002

Mexico City, Mexico
TBA
Nov. 22-24, 2002

SECOND LEG

Tokyo, Japan
April 25-27, 2003

Sydney, Australia
March 14-16, 2003

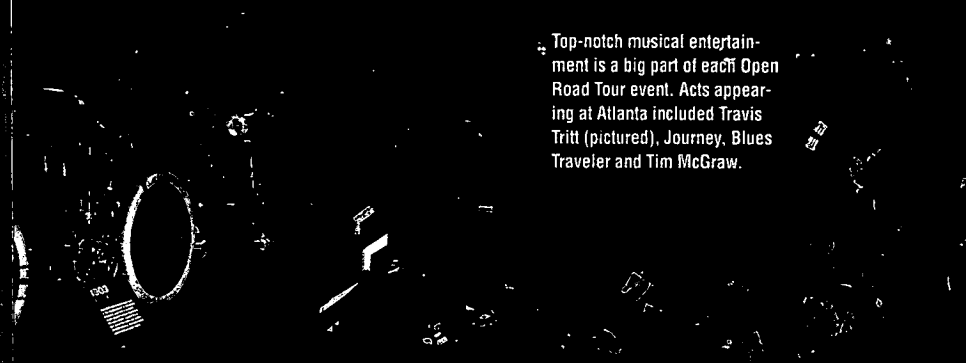
Barcelona, Spain
June 27-29, 2003

Hamburg, Germany
July 25-27, 2003

Aug. 13-27, 2003

Milwaukee
Aug. 28-30, 2003

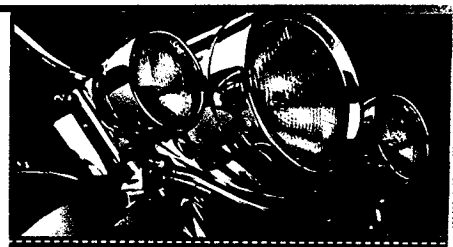
Milwaukee
Aug. 31, 2003



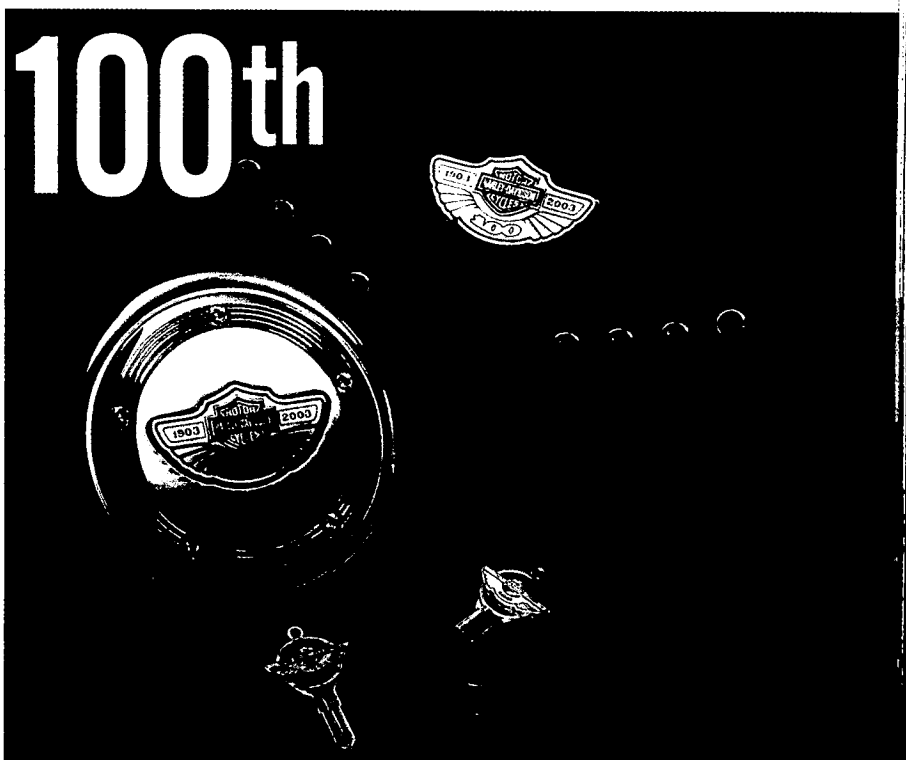
Top-notch musical entertainment is a big part of each Open Road Tour event. Acts appearing at Atlanta included Travis Tritt (pictured), Journey, Blues Traveler and Tim McGraw.

Harley-Davidson's rich history was on display in three giant theme tents: The Journey, The Machine and The Culture. The museum-quality exhibits included artifacts like the original 1903 "Model One" Harley-Davidson motorcycle, Willie G.'s 100 all-time favorite gas tank graphics and paint schemes, a selection of historic motorcycle toys and much more.

Harley Owners Group (H.O.G.) members turned out in force at the Open Road Tour in Atlanta, which doubled as National H.O.G. Rally on Friday, July 19.



Custom for the 100th

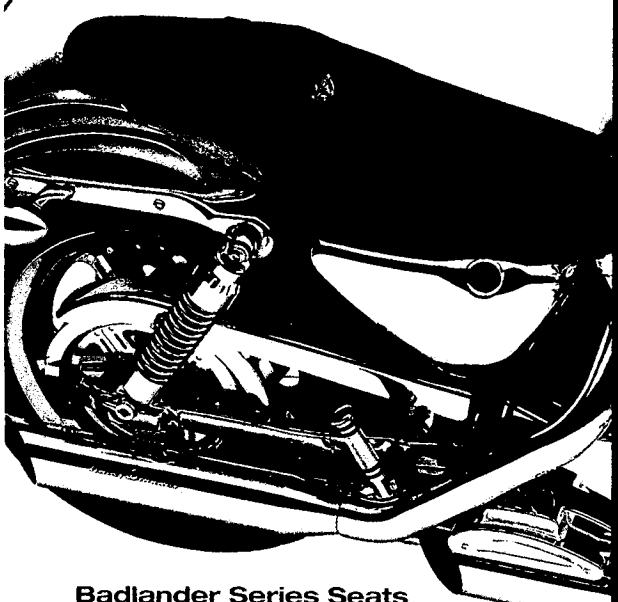


100th Anniversary Gold Key Accessory Packages

Owners of 100th Anniversary Harley-Davidson motorcycles can customize their piece of history with a commemorative Accessory Package, featuring a 100th Anniversary Medallion created from a proprietary, multi-stage manufacturing process that layers holographic prisms of light on the Bar & Shield logo.

Each package is specifically designed to complement a particular 100th Anniversary V-Rod, Sportster, Dyna, Softail or Touring motorcycle in both solid and two-tone color configurations, and contains some of the following items (depending on model and package, see your dealer for details): windshield kit, grips, timer and derby covers, air cleaner trim, fender medallions, tank panel, Badlander seat, backrest pad, saddlebags, 100th Anniversary flag and a silk-screened protective cover.

Gold Key Accessory Packages also contain a hand-polished, solid-brass 100th Anniversary ignition key with a sterling silver 100th Anniversary logo. These rare keys are available only in the limited-production Gold Key Accessory Package. Once they're gone, the keys will never again be produced.

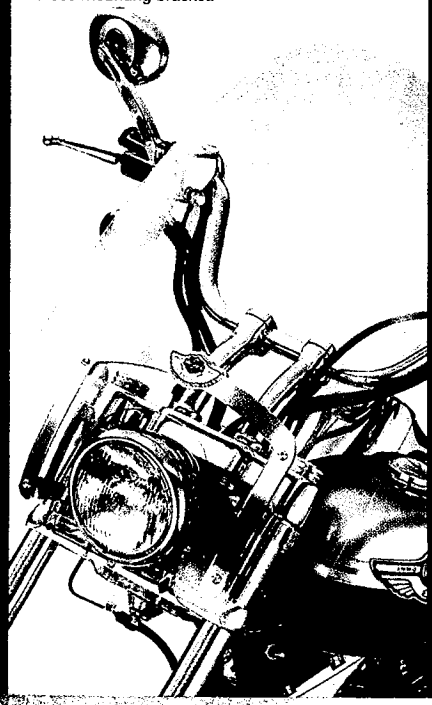


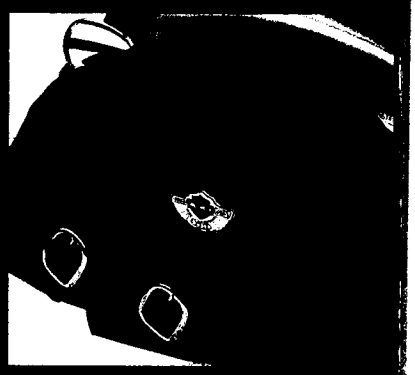
Badlander Series Seats

Saddle up for the Centennial with a 100th Anniversary Badlander Seat and Backrest Pad. Both are designed specifically for most Harley-Davidson motorcycles, with widths and pillion size that match the look and ride of a Sportster, Dyna, Softail, Touring or V-Rod. The Badlander Seat has a passenger grab strap and, like the Backrest pad, is accented with a recessed, prismatic Harley-Davidson 100th Anniversary Logo.

100th Anniversary Windshield Collection

No matter what your bike or style, there's a 100th Anniversary Windshield to match. Clear or smoked, sporty or traditional, detachable or permanent – the choice is yours. And each option features a cast version of the 100th Anniversary logo either set onto the windshield or placed on the cross mounting bracket.



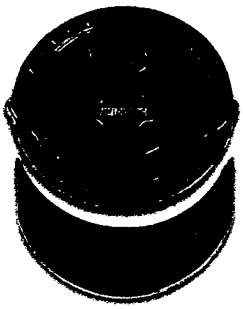


100th Anniversary Saddlebag Collection

Premium leather, generous capacity and a century of design experience make a 100th Anniversary Saddlebag the perfect long-haul companion for 100th Anniversary Dyna and Softail models. The Softail bags feature push-button locking latches (P/N 92015-03 Softail, 92018-03 Deuce), a blow-molded plastic core that prevents sagging, and a mounting system that eliminates visible hardware when the bags are removed. The Dyna bags (P/N 91617-03 Dyna, 91622-03 Wide Glide) complement the street attitude of the model line and add functionality. All bags are jeweled with a 100th Anniversary logo.

to find

MDA AT THE HARLEY-DAVIDSON 100TH ANNIVERSARY



Look into the eye of a person affected by muscular dystrophy. You'll likely see a fiery passion to overcome a disorder that produces anything from physical pain to complete debilitation and, in some cases, death. It's a passion to live free from constraints, to experience the world and all its wonders. Look into the eyes of a child with muscular dystrophy and you'll see the most glorious of all human emotions: hope.

During its 23-year affiliation with the Muscular Dystrophy Association (MDA), Harley-Davidson Motor Company has helped fuel the hope to find a cure for the more than 40 neuromuscular disorders covered by the Association. Through motorcycle rallies, rides, runs and other fund-raising events, the Harley-Davidson family of dealers, riders and employees has raised nearly $40 million to aid children and adults with neuromuscular disease.

These funds support continued research, comprehensive medical care and the very special MDA Summer Camp, which puts smiles on the faces of children coping with these challenges. Forty million dollars is a good start, but it's only the beginning. During the 14-month 100th Anniversary celebration, Harley-Davidson plans to raise a minimum of $5 million for MDA.

Everyday Heroes

No history of Harley-Davidson would be complete without a chapter on the company's official charity, MDA. To celebrate the long-term partnership between Harley-Davidson and MDA, the Open Road Tour will host an area dedicated to MDA. It features the "Everyday Heroes" exhibit, which showcases the important role members of the Harley-Davidson family play in MDA's life-saving mission.

In addition, a 100th Anniversary commemorative MDA pin will be available in the MDA area for a donation to the Association. And through a special MDA raffle, one lucky Open Road Tour attendee at each location will ride home in style as the winner of a Harley-Davidson 100th Anniversary-model motorcycle.

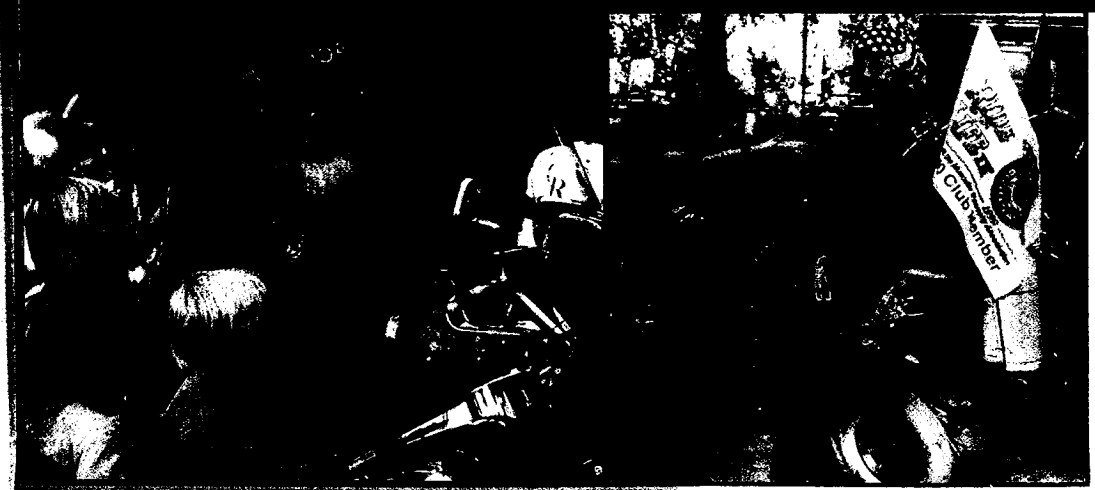
Parade of MDA Heroes

There will be only one formally organized parade during the Harley-Davidson 100th Anniversary Celebration: The Parade of MDA Heroes. The name is fitting given that the participants will have collectively raised more than $1 million for MDA. The parade, which takes place in August of 2003, is Harley-Davidson's way of recognizing the generosity and hard work of the people striving to make a difference.

Two hundred riders will have the unique opportunity to participate in the special parade by raising a minimum of $5,300 (equivalent to 100 minutes of MDA-funded research) in up-front, paid donations on behalf of their local Harley-Davidson dealership. The 100 riders who raise the highest amounts will be invited to ride in the parade, while the remaining 100 riders will be selected through a random drawing.

The 100th Anniversary events will likely raise millions of dollars for MDA, and the parade itself will represent at least $1 million in donations – and will truly be a Parade of Heroes.

For more information about the parade and how you can join Harley-Davidson's efforts to find a cure, visit harley-davidson.com or call 1-866-IMAHERO.



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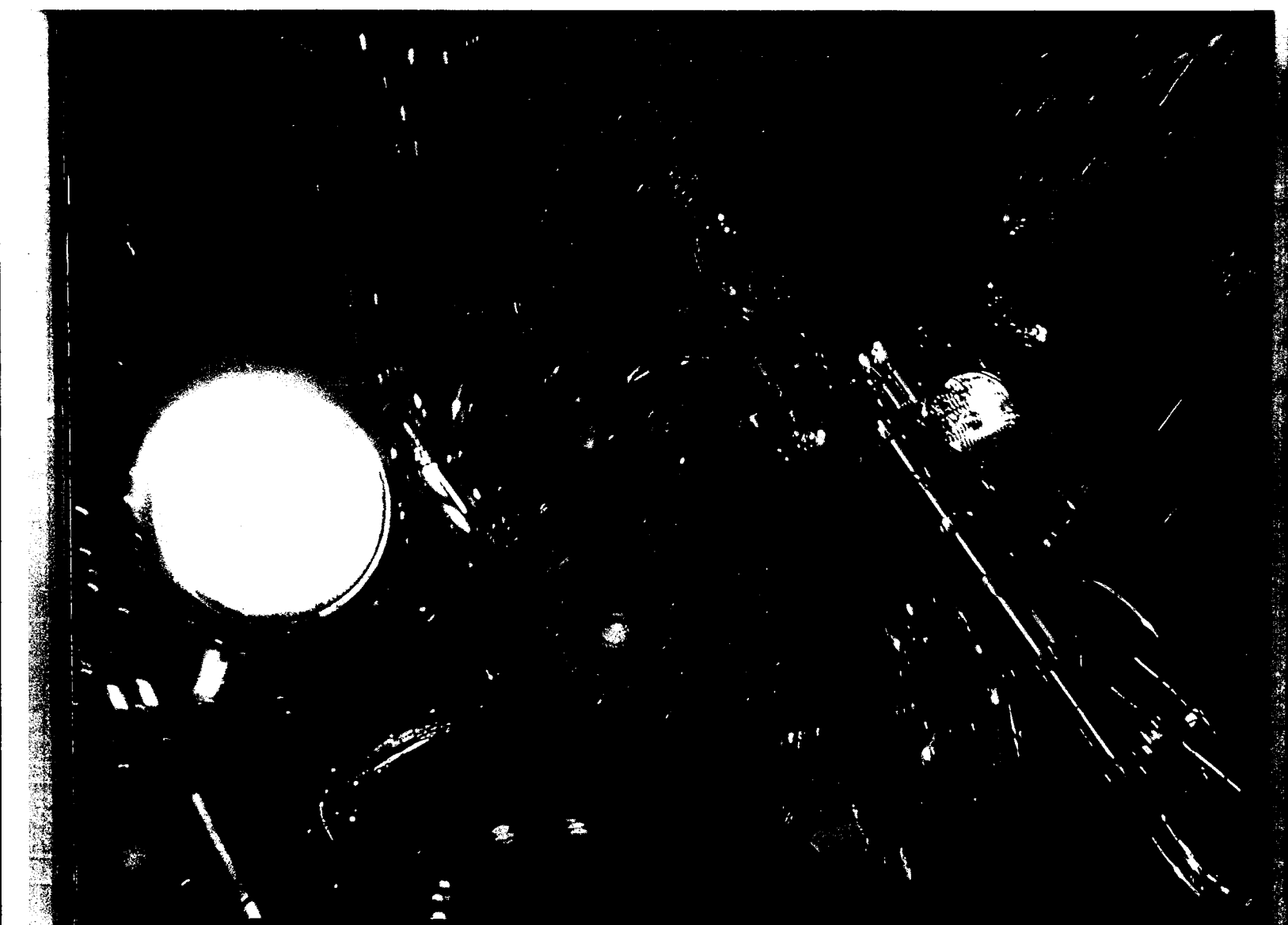


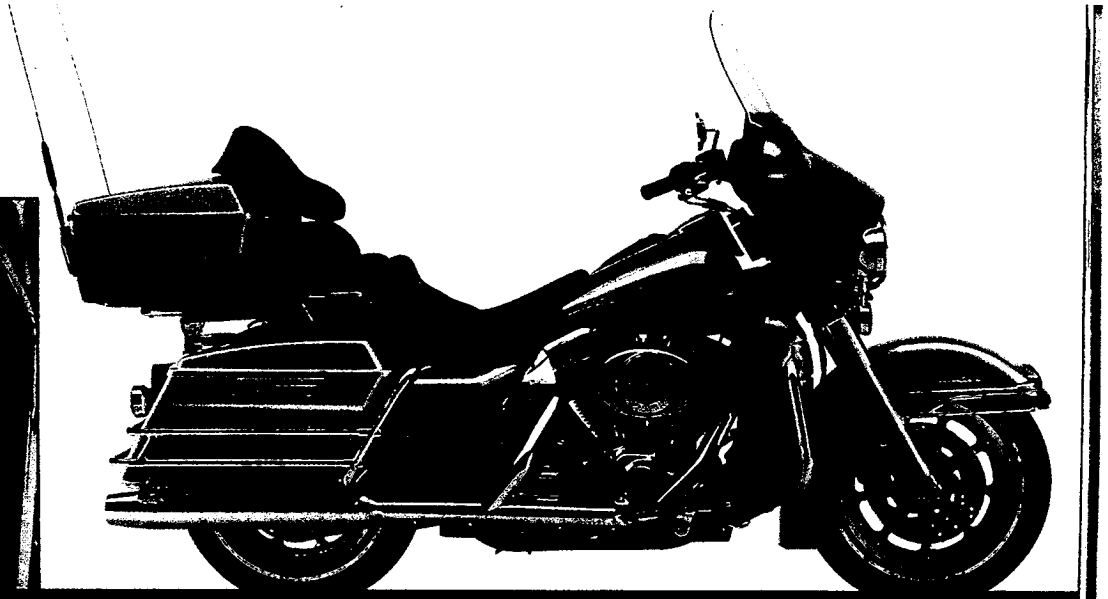
To mark its centennial year in 2003, Harley-Davidson has conceived a line of 100th Anniversary motorcycles that feature special colors and anniversary identification, items that will make the 2003 bikes among the most special models ever offered by Harley-Davidson. No other model year in the history of Harley-Davidson has been more anticipated. To try to meet demand, Harley-Davidson will extend production of 2003 motorcycles by two months, resulting in a 14-month production schedule that will end in September 2003.

"We wanted to deliver something really special to our customers in 2003," said Willie G. Davidson, Vice President, Styling, and grandson of Walter Davidson, one of the Motor Company's original founders. "With their stunning colors and unique styling elements, the 100th Anniversary models illustrate why Harley-Davidson motorcycles are permanent fixtures on highways everywhere."

FOR 100 YEARS HARLEY-DAVIDSON MOTORCYCLES HAVE REWARDED THEIR OWNERS WITH FREEDOM, ADVENTURE AND TIMELESS STYLING.

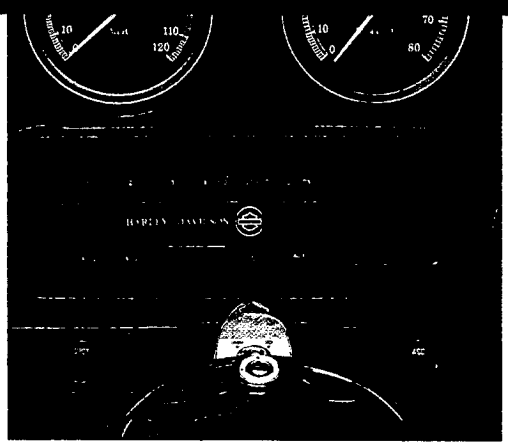
Each 2003 Harley-Davidson motorcycle will feature unmistakable 100th Anniversary identification, some of which required full-scale changes to the company's manufacturing systems (see sidebar). Plus, enhancements to several models underscore an ongoing commitment to excellence that's been the hallmark of Harley-Davidson for the past century and will continue in the future.

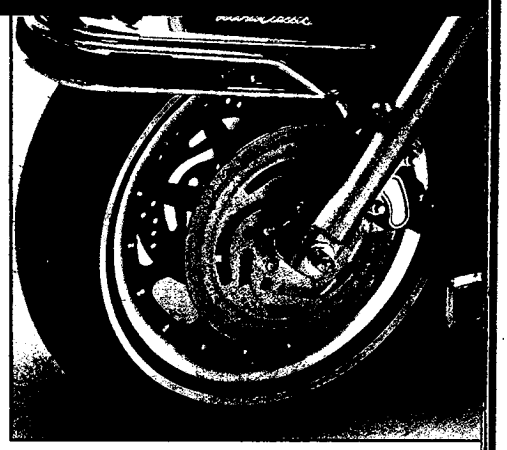
Pictures and the following descriptions will give you a taste of the 100th Anniversary models, but to fully appreciate the special detail of these bikes, you need to see them in person at your local Harley-Davidson dealer, where the 2003 models will be arriving soon.



TOURING

COOL AND COMFORTABLE

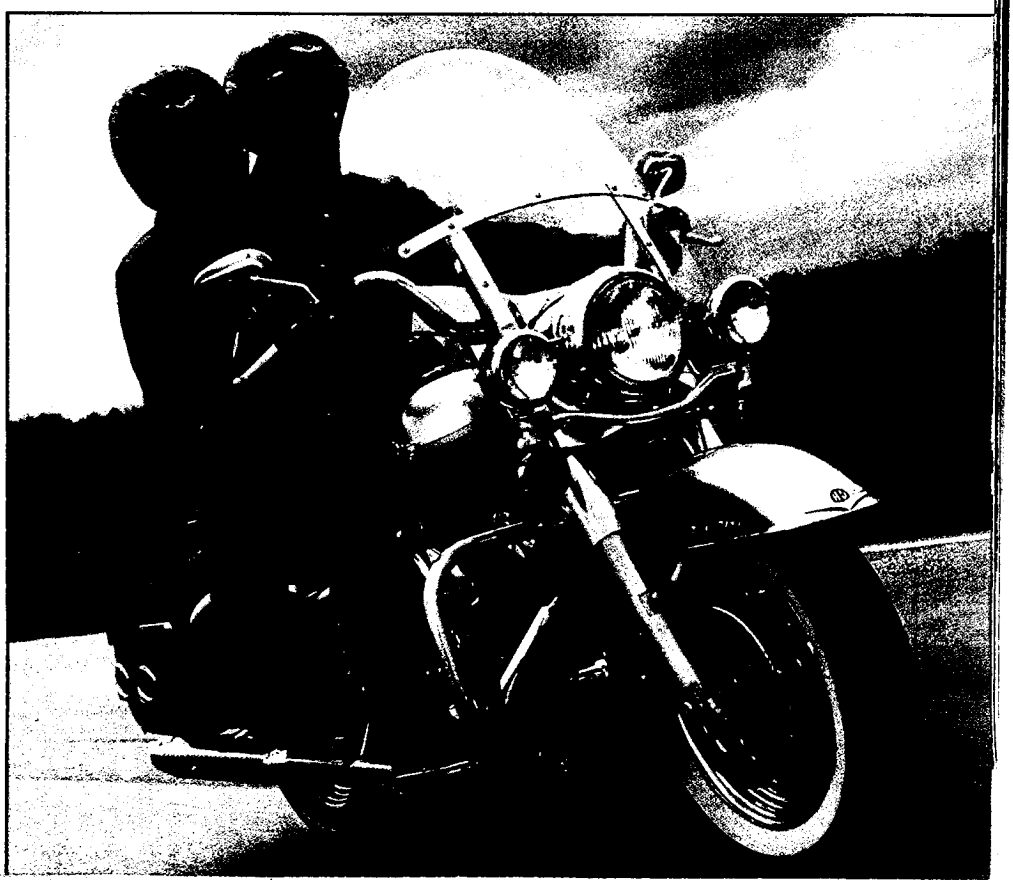




Only Harley-Davidson can combine custom style and long-distance touring comfort in the same motorcycle. Packing the refined power of the Twin Cam 88 engine with features that have evolved over millions of miles, Harley-Davidson Touring motorcycles are the eternal traveling machines. Perhaps the first production motorcycles built to tour, these Harley Touring models were also the first with electronic fuel injection and unrivaled passenger comfort. And with features like roomy saddlebags and packs, a variety of fixed and detachable windscreens, a rubber-isolation mounted motor, optional security systems and adjustable air suspension, these bikes continue to lead the way.

Last season, the Touring family received major chassis enhancements that improved stiffness and overall ride quality, as well as a new heat management system for ESPFI equipped motors. For 2003, a new in-dash CD player replaces the cassette deck as standard equipment on all models with the Harley-Davidson premium sound system.

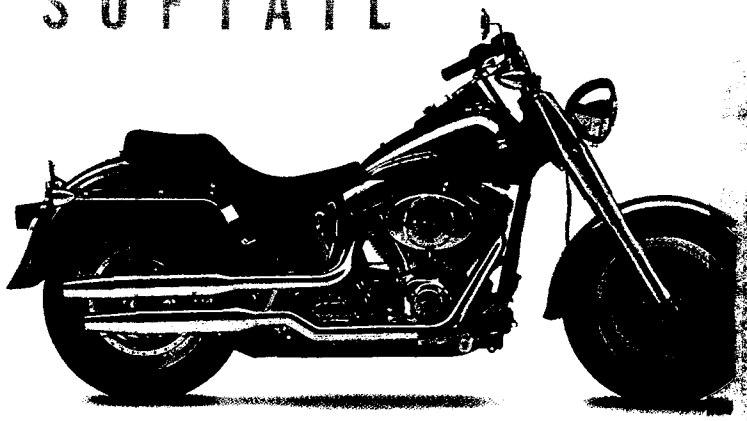
Anniversary gold cast wheels grace the FLHTC/I Electra Glide Classic, FLHTCU/I Ultra Classic Electra Glide (which also gets integrated CB and intercom controls and CD storage capabilities) and FLTR/I Road Glide when each is outfitted in Two-Tone Sterling Silver and Vivid Black paint. Electronic fuel injection is now an option on the FLHT/I Electra Glide Standard. Joining these models are the FLHR/I Road King and FLHRCI Road King Classic.



SOFTAIL

OLD SCHOOL STYLE, NEW SCHOOL ENGINEERING

SOFTAIL



The Harley-Davidson Softail series offers classic motorcycle styling and the latest in modern engineering. The Softails get their name from a concealed dual-shock rear suspension that gives the appearance of a vintage Harley Hardtail frame but delivers a smooth, supple ride on the road. Softail models are powered by the Twin Cam 88B V-Twin, rigid-mounted in the frame for a visually tight package but also equipped with balance shafts that cancel vibration. That engine may be equipped with the optional Electronic Sequential Port Fuel Injection (ESPFI) system that self-adjusts for precise fuel delivery regardless of temperature and elevation.

The Softail series for 2003 features 100th Anniversary styling elements, new mirrors and the introduction of meaty a 150mm-wide rear tire on all models except the FXSTD Deuce, which already rolls on a 160mm hoop, and the FLSTS Heritage Springer, which features a new 140mm whitewall tire.

Four models – the Deuce, FLSTF/I Fat Boy, FLSTC/I Heritage Classic and the Heritage Springer – are available in the 100th Anniversary Two-Tone Sterling Silver and Vivid Black paint combination, and will also be available in Vivid Black or Gunmetal Pearl. They are joined by the FXST/I Standard, FXSTB/I Night Train and FXSTS/I Springer, which feature 100th Anniversary styling identification elements.

100th ANNIVERSARY

[illegible] DEPARTMENTS [illegible] YEARS [illegible] THE 100TH ANNIVERSARY MODELS, BOTH HAD ONE CLEAR GOAL.

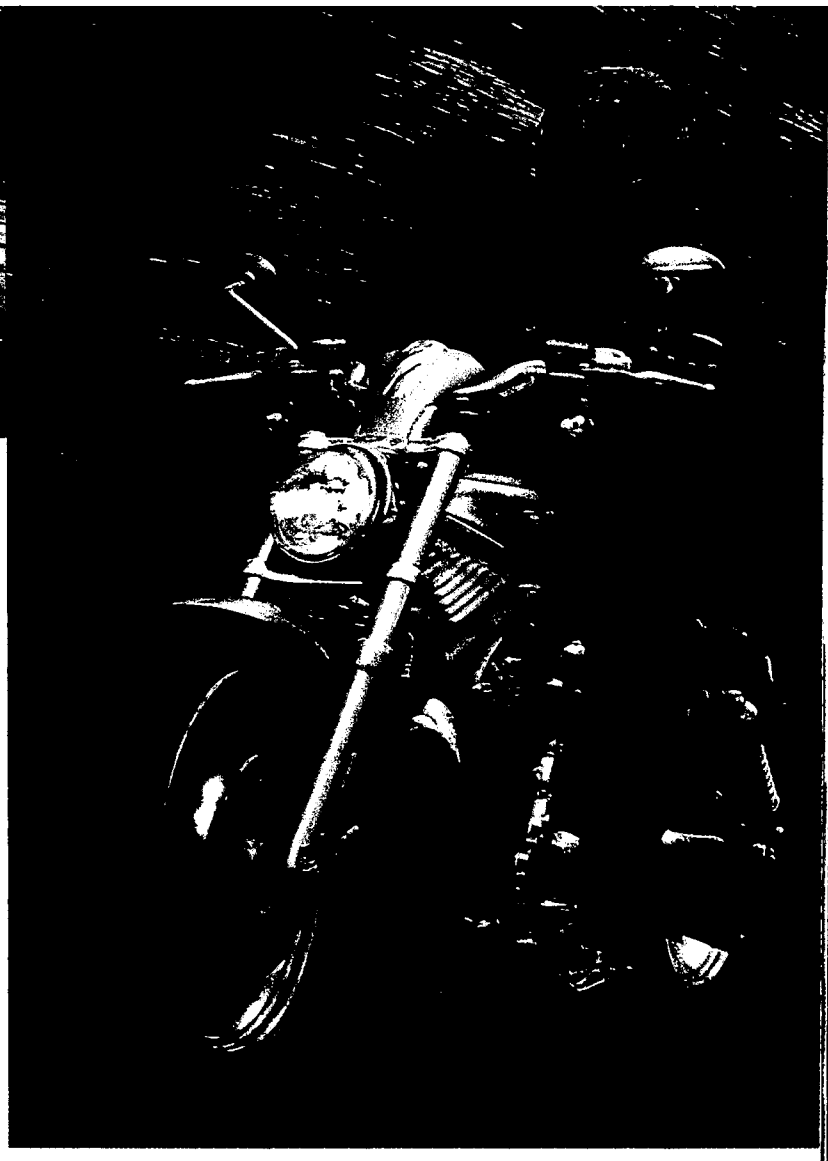
"We wanted every 2003 bike to be a 100th Anniversary model," says Louie Netz, Director of Styling. "The Company is known for its paint and finish, so these became the obvious ways to identify the 100th Anniversary bikes."

One look the styling department hoped to achieve was based on a new, specialized paint that would produce a color that looked like liquid metal. The paint finish, which came to be called Sterling Silver, presented a number of challenges to production engineers.

"Sterling Silver is something we've been working on for six years," says Netz. "It's required new processes, great experimentation and a finer degree of metal finishing."

Because the paint that creates Sterling Silver applies very thin (0.2mm compared to 1.2mm for other H-D paints), previously invisible imperfections in metal finishing were apparent when the new color was applied. Experiments with more than 40 different finishing processes resulted in a new system that not only made the use of Sterling Silver possible. but will also be useful for future

MASTER MUSCLE CRUISER VRSC



With the introduction last season of the stunning VRSCA V-Rod, Harley-Davidson shocked the motoworld. From the groundbreaking style of its anodized-aluminum faux tank and fenders, hydro-formed chassis and limo-long wheelbase to its pavement-peeling, 60-degree, liquid-cooled 115-hp V-Twin engine, the V-Rod redefined what a power cruiser could be. Everyone else is playing catch-up again.

Almost as quickly as it was introduced, the V-Rod was heralded as one of the most significant new motorcycles in Harley-Davidson history. Painted with praise and rave reviews, the V-Rod received the Popular Mechanics Design and Engineering Award; Cruiser of the Year from Cruising Rider magazine; Best Cruiser from Cycle World magazine; and Bike of the Year from England's Motor Cycle News.

The 2003 V-Rod celebrates the Motor Company centennial with two color choices: the original anodized aluminum and the new Two-Tone Sterling Silver and Vivid Black paint combination. And to help guard your V-Rod, a new security system is standard equipment (North America models only).

V R S C

ANNIVERSARY

[illegible] 100th Anniversary [illegible] in [illegible] eight [illegible]lors: Two-Tone Sterling Silver and Vivid Black, Gunmetal Pearl, Vivid Black, Luxury Rich Red Pearl, Luxury Blue Pearl, White Pearl, Anodized Aluminum and Racing Orange (not every color is available to every model).

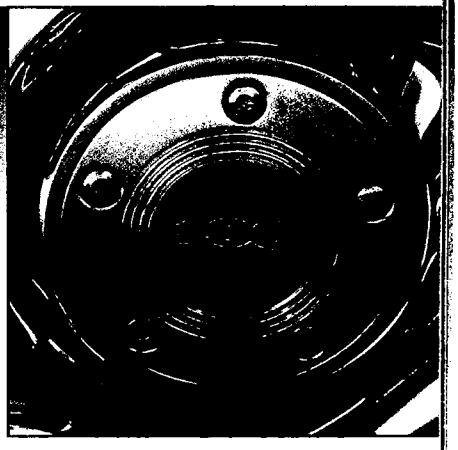
All Two-Tone 2003 models are adorned with a 100th Anniversary Tank Medallion with a gold Bar & Shield cloisonné insert. They also receive a 100th Anniversary Derby Cover, Air Cleaner Cover and Timing Cover (air cooled) or 100th Anniversary Derby Cover and Clutch Cover (V-Rod); and a 100th Anniversary Color Emblem embossed on the seat. Additionally, all Two-Tone [illegible] the anniversary striping and an anniversary nameplate. Select Two-Tone models [illegible] receive Anniversary Gold Cast Wheels, and the Two-Tone V-Rod is adorned with Anniversary Gold Pinstriping.

Vivid Black and Gunmetal Pearl models receive the 100th Anniversary Tank Medallion with a chrome Bar & Shield cloisonné insert and, like the Two-Tone models, they also receive the anniversary striping. Vivid Black and Gunmetal Pearl models also receive a 100th Anniversary nameplate, identifying each model as a genuine 2003 Anniversary Harley-Davidson and adorning each bike in a unique location (depending on the family and model).

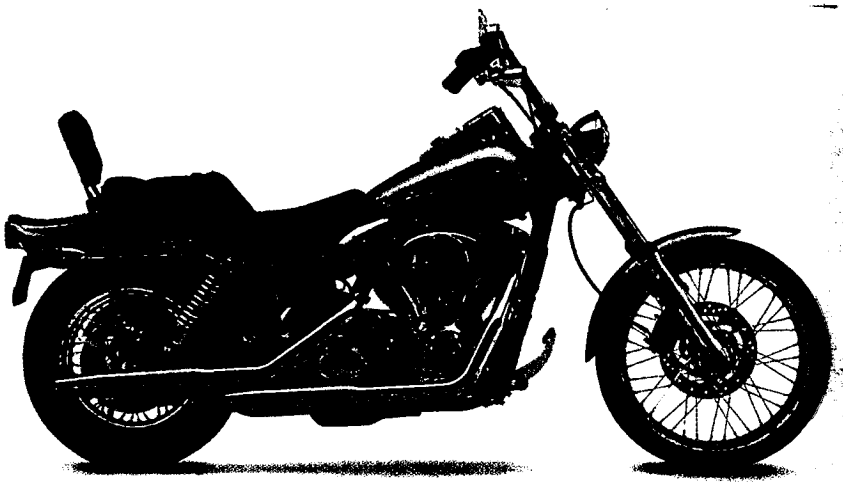
[illegible] Tank Graphics [illegible] on all Luxury Blue, Luxury [illegible] and White Pearl models. These models also receive the 100th anniversary nameplate.

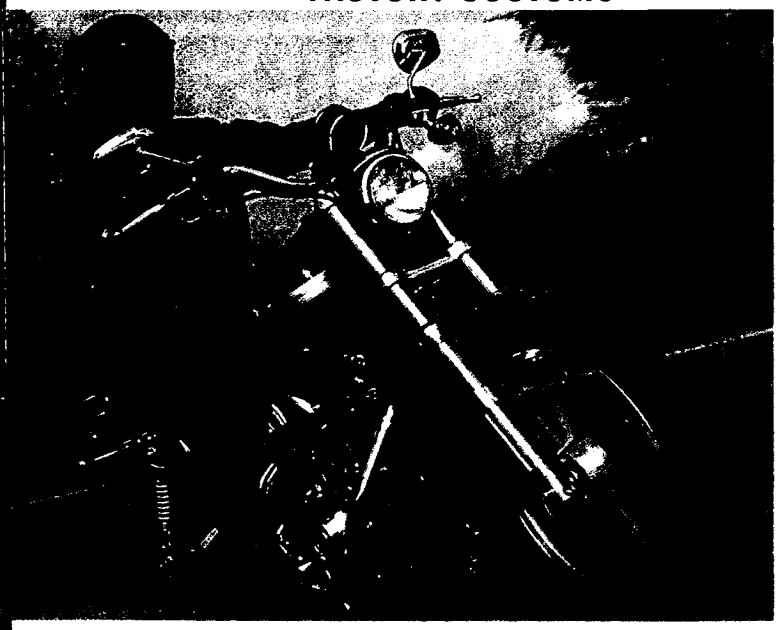
In addition to the styling described above, every 2003 model is also accented with a 100th Anniversary Medallion affixed to the cranckcase. The 100th Anniversary Medallion required a modification to the actual engine tooling to create a support for the medallion, and ensures that the powertrain is 100-percent 100th Anniversary.

For information on which colors are available for each model, see your local Harley-Davidson dealer or ride into www.harley-davidson.com.



DYNA GLIDE
FACTORY CUSTOMS





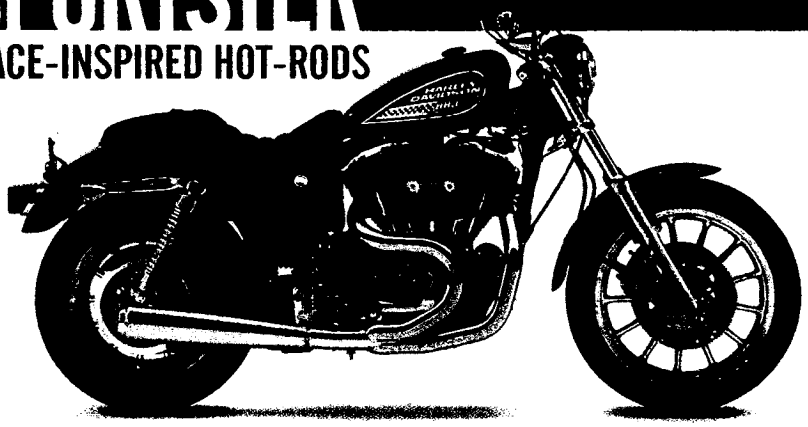
DYNA

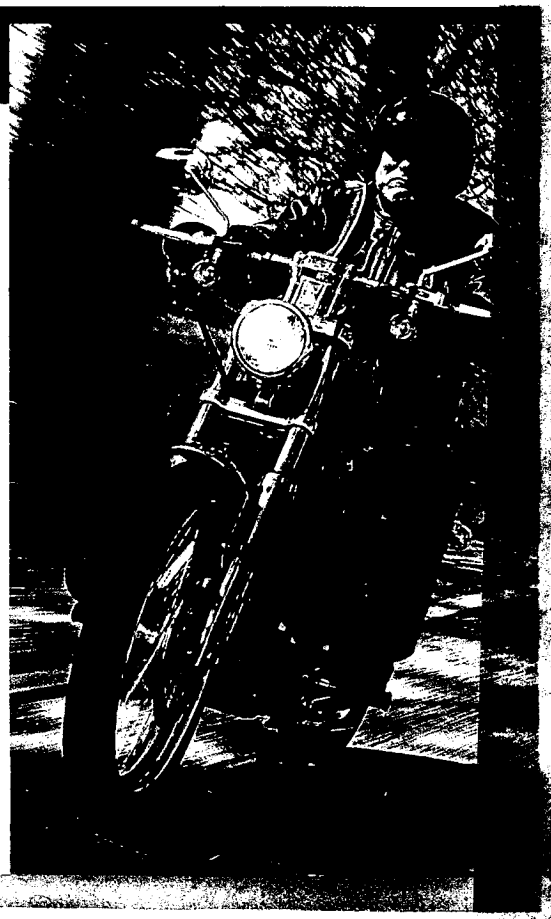
With stretched, low lines and sparkling chrome components, Harley-Davidson crafts each Dyna Glide model as an original factory custom. With a famously rigid frame and rubber-isolated Twin Cam 88, these bikes beg to be leaned into every corner and ridden hard. The result is the perfect blend of head-turning style and dynamic performance.

Each 100th Anniversary Dyna model receives special identification and new mirrors. Leading the line for 2003 is the FXDWG Dyna Wide Glide, available in Two-Tone Sterling Silver and Vivid Black paint and featuring repositioned foot pegs that are more comfortable for taller riders and a repositioned brake pedal. The FXDL Dyna Low Rider also comes dipped in the two-tone Anniversary paint scheme and features Anniversary gold cast wheels.

The FXDX Dyna Super Glide Sport gets a new chrome exhaust package, and the FXDXT Dyna Super Glide T-Sport receives a black-and-chrome engine and a heavy dose of chrome components, including primary covers, battery covers and belt guard. They're joined by the FXD Super Glide for a total of five Dyna models.

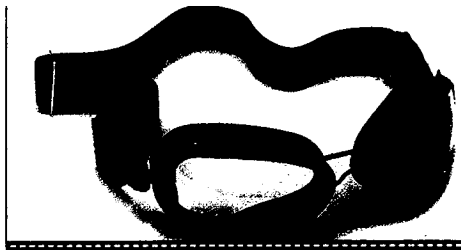
SPORTSTER
RACE-INSPIRED HOT-RODS

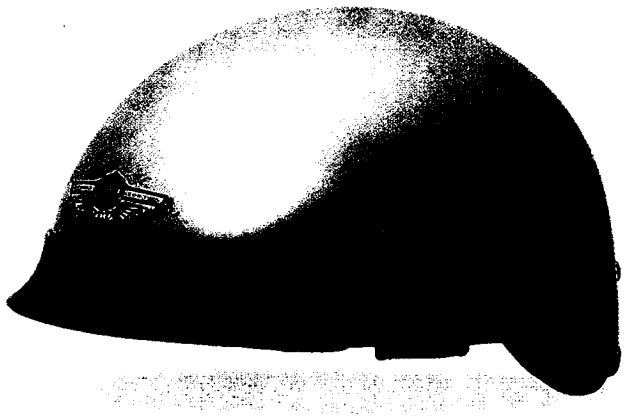




The Harley-Davidson Sportster has been an All-American hot-rod since it roared onto the road in 1957. Today, its racing heritage and raw-boned styling reinforce its personality: responsive handling, no-compromise character, and a value that's undeniable. Four-and-a-half decades have seasoned the Sportster, yet it stays true to its all-purpose roots.

Powered by either the 883 or 1200 Evolution V-Twin, seven 100th Anniversary Sportster models are available for 2003: the XLH 883, XLH 883 Hugger, XL 883C, XL 883R, XLH 1200, XL 1200C and XL 1200S Sport. Each features 100th Anniversary identification and new mirrors. The XL 1200S Sportster Sport gets a new chrome exhaust.





100th ANNIVERSARY
GENUINE MOTORCLOTHES

Half and Full-Face Helmets

These 100th Anniversary Half and Full-Face Helmets complete the look for any rider celebrating 100 years of Harley-Davidson. The Full-Face version (P/N 97109-03V) features forehead and chin venting and a removable Coolmax liner, while the Half Helmet (P/N 9104-03V) offers forehead venting and a soft, tricot liner. Both are DOT-approved and adorned with a 100th Anniversary Medallion.

Leather Jackets

Wrap yourself in a century of authentic style with a collectible 100th Anniversary Leather Jacket. Like the 2003 model line of Harley-Davidson motorcycles, these men's and women's leather jackets (P/N 97400-02VM or 97400-02VW) feature 100th Anniversary graphics and appliqués to commemorate the historic year. The men's jackets feature an action back and power stretch leather at the sides for comfort and are available in sizes S – 5XL. Women's jackets (XS – 3W) sport an adjustable waist, snap-down collar and action back for a comfortable, custom fit.

Full-Finger Gloves

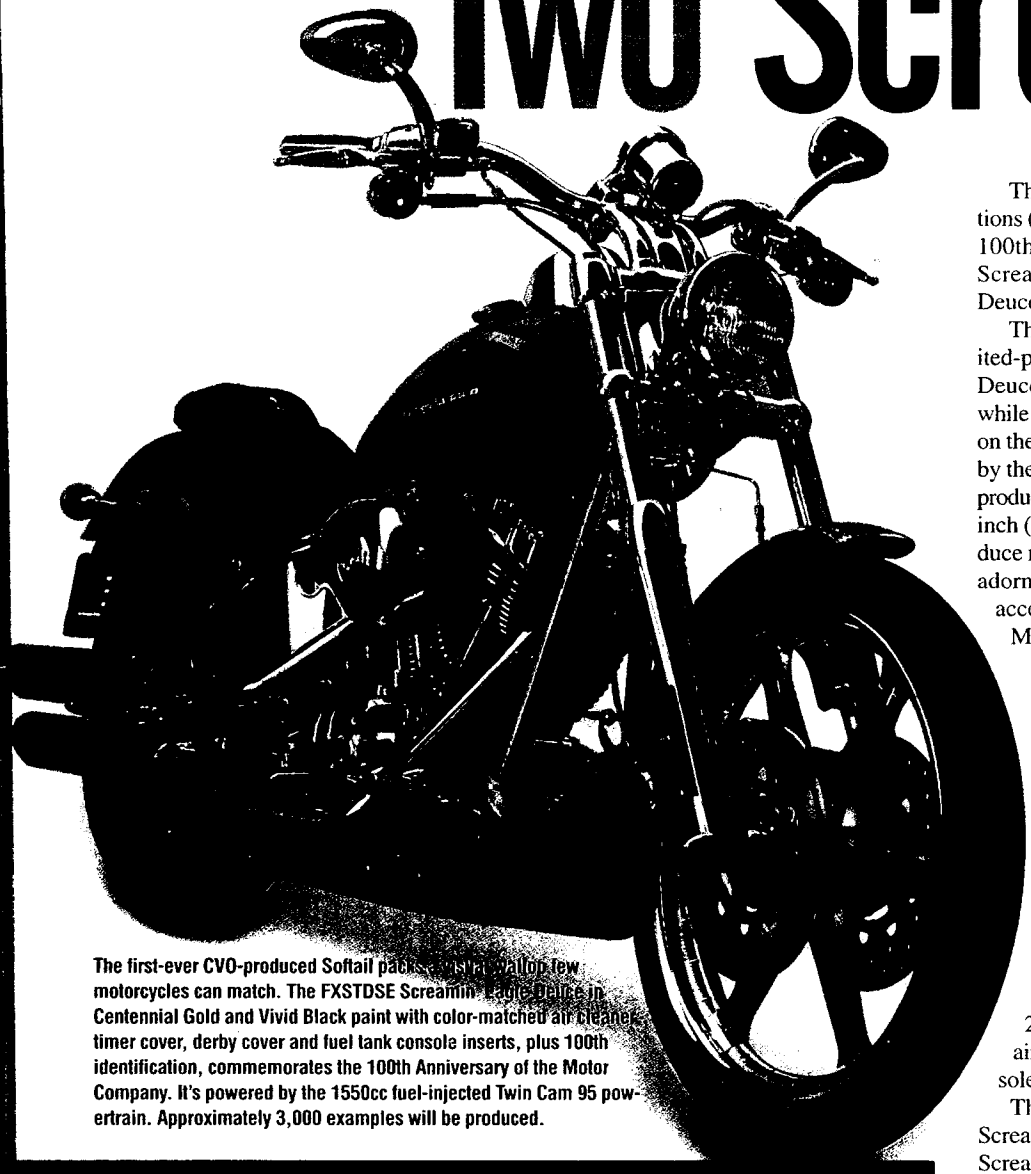
With a classic wrist, articulated thumb and pre-curved fingers, the fully-lined 100th Anniversary Full-Finger Gloves are perfect for grabbing the handlebars of any Harley-Davidson motorcycle and hitting the road. Plus, they're adorned with the Anniversary medallion to commemorate the 100th. P/N 97102-03VM and P/N 97102-03VW.

Leather Skull Cap

Made from 100-percent lambskin, the 100th Anniversary Leather Skull Cap (P/N 9768-03V) is adjustable to four sizes and features a special Anniversary Medallion.

NEW TEMPTATIONS FROM THE CVO WORKSHOP

Two Screamin'



The first-ever CVO-produced Softail packs [illegible] few motorcycles can match. The FXSTDSE Screamin' Eagle Deuce in Centennial Gold and Vivid Black paint with color-matched air cleaner, timer cover, derby cover and fuel tank console inserts, plus 100th identification, commemorates the 100th Anniversary of the Motor Company. It's powered by the 1550cc fuel-injected Twin Cam 95 powertrain. Approximately 3,000 examples will be produced.

The Harley-Davidson Custom Vehicle Operations (CVO) team makes a special contribution to the 100th Anniversary celebration with its 2003 Screamin' Eagle creations: the Screamin' Eagle Deuce and the Screamin' Eagle Road King.

The decked-out Screamin' Eagle Deuce is a limited-production interpretation of the FXSTD Softail Deuce featuring a Twin Cam 95 V-Twin engine, while the raging Screamin' Eagle Road King is based on the popular FLHRI Road King model, motivated by the biggest displacement engine ever offered in a production Harley-Davidson motorcycle: a 103 cubic-inch (1690cc) Twin Cam V-Twin engineered to produce more than 100 ft. lbs. of torque. Both bikes are adorned with a host of special custom parts and accessories from the Harley-Davidson Genuine Motor Accessories catalog.

Deuce Is Wild

When designing the 2003 Screamin' Eagle Deuce, Harley-Davidson CVO sought to accentuate the long, low custom style of the Softail Deuce. The suspension is slammed, and a front spoiler and a custom low-profile seat and pillion with chrome inserts are added for good measure. Chrome slotted six-spoke wheels – a 21-inch front and a 17-inch rear – added a custom touch and complement the slotted rear brake rotor. Special Centennial Gold and Vivid Black paint is detailed with 23K gold leaf graphics, and the frame, swingarm, air cleaner, timer, derby cover and fuel tank console inserts are color-matched.

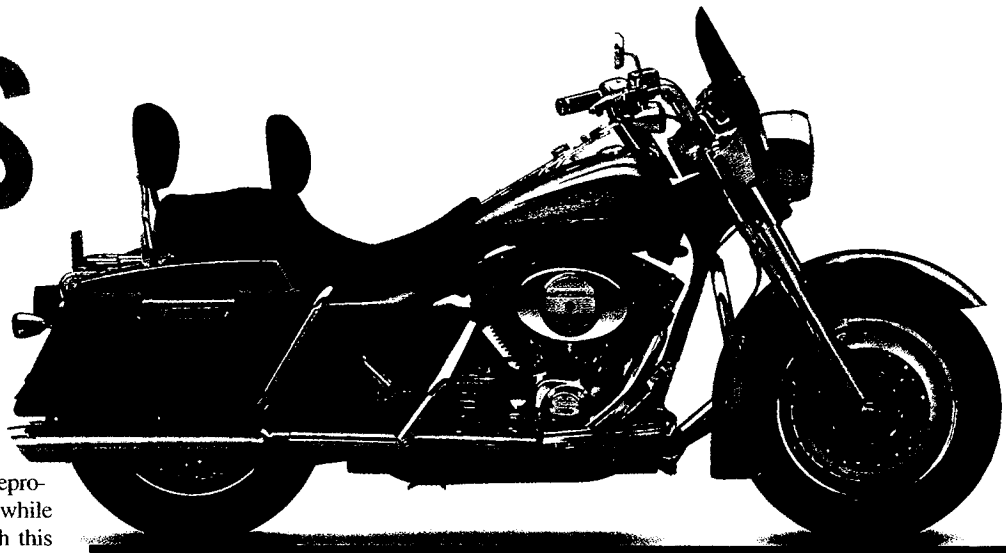
The Screamin' Eagle Deuce is powered by a Screamin' Eagle Twin Cam 95 engine, the result of Screamin' Eagle Big Bore cylinders and flat top pistons on the counterbalanced Twin Cam 88B EFI engine. Displacement is bumped from 88 cubic inches (1450cc) to 95 cubic inches (1550cc), with a corresponding increase in torque, from 85 ft. lbs. to 91 ft. lbs. at 3500 rpm.

Other mechanical upgrades include dual front disc brakes, slash down mufflers with full chrome heat shields, chrome 1.25-inch diameter handlebars, braided stainless steel cables and brake lines, and a mini-tach integrated into the handlebar clamp. Custom touches include Aileron handgrips, foot pegs, brake pedal pad and shifter pegs, and Buckshot custom chrome brake and clutch hand levers. Harley-Davidson 100th Anniversary badges are located on the fuel tank console insert and the engine crankcase, and a Harley-Davidson factory security system with siren and 100th anniversary custom indoor storage cover are also included.

Highlights of the FXSTDSE Screamin' Eagle Deuce

- 1550cc Fuel Injected Twin Cam 95 Powertrain finished in Silver and Chrome
- Centennial Gold and Vivid Black paint with Gold Leaf Graphics
- Color-matched Centennial Gold Frame, Swingarm and Front Spoiler
- Color-matched Air Cleaner, Timer, Derby Cover and Fuel Tank Console Inserts
- 100th Anniversary Badging on Fuel Tank Console Insert and Engine Crankcase
- Chrome Slotted Six Spoke Wheels, Rear Sprocket and Floating Brake Rotors
- Lowered Front and Rear Suspension
- Dual Front Disc Brakes
- Silver Brake Calipers with Billet-style Chrome Inserts
- Slash Down Mufflers with Chrome Heat Shields
- Teardrop-shaped Chrome Air Cleaner Assembly
- Low-Profile Seat and Pillion with Chrome Inserts
- Chrome, 1.25-inch diameter Handlebars with Internal Wiring
- Clear Coated, Braided Stainless Steel Control Cables and Brake Lines
- Chrome Brake Master Cylinder, Clutch Lever Bracket and Switch Housings
- H-D Factory Security System with Alarm Siren
- 100th Anniversary Indoor Storage Cover

Eagles



103 Cubic Inch King

The 2003 CVO Screamin' Eagle Road King is a long-haul rider's dream, thanks to a bored and stroked Twin Cam engine – from 3.75 x 4.00 inches bore/stroke to 3.87 x 4.37 inches – that boosts displacement from 88 ci (1450cc) to 103 ci (1690cc). Compression is also bumped, from 8.9:1 to 9.0:1. The standard EFI system is reprogrammed to match the increased displacement while retaining the crisp throttle response. To match this increased output the drivetrain is reinforced with a high-performance hydraulically actuated clutch, custom oil cooler and a high-strength final drive belt.

The result: a whopping 100 ft. lbs. of arm-stretching V-Twin torque at 3500 rpm (a 20 percent increase over the stock Twin Cam 88 engine) and a huge smile every time you twist the right grip. For visual enhancement, the Big Twin is finished in silver with chrome trim and fitted with chrome Touring Mufflers with chrome billet end caps.

But the Road King is more than just muscle. The hand-painted Centennial Gold finish with Vivid Black and Burgundy accents and a gold leaf fuel tank emblem are delicious eye candy, as are the powder coated frame, swingarm and footboard supports in matching Centennial Gold. Wheels are solid, bright-polished spun aluminum.

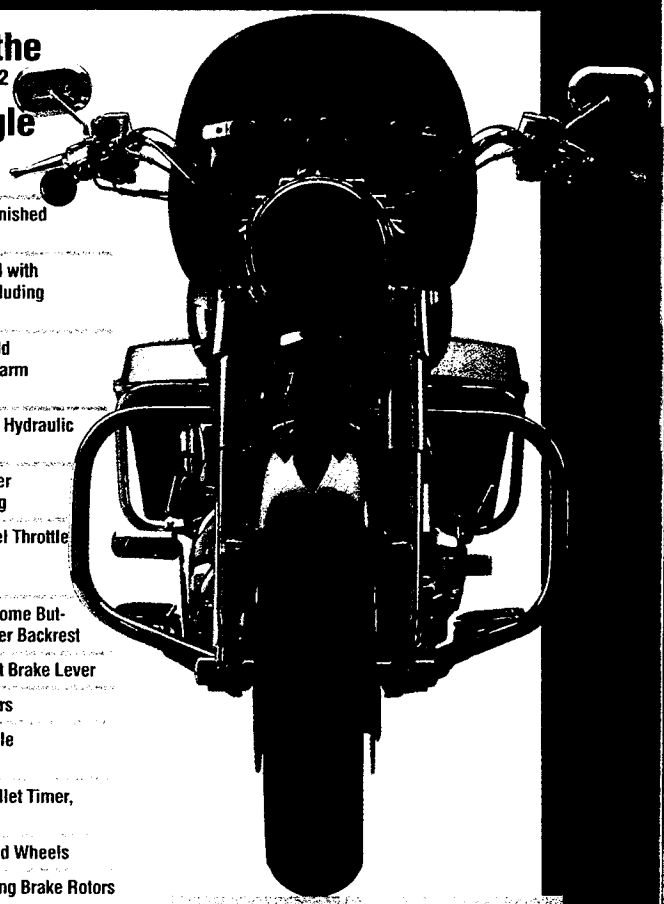
The bike is loaded with chrome and billet accessories: chrome 1.25-inch diameter handlebars; custom billet-style chrome fuel tank console; chrome billet heel/toe shifter; and Stratum Collection chrome billet timer, derby and air cleaner covers with color-filled script.

Both the rider and passenger will enjoy a custom leather seat with chrome buttons, adjustable rider backrest and detachable passenger backrest. A dark Lexan custom mini wind deflector is detachable. Other features include cruise control, a H-D factory security system with siren and a custom indoor storage cover.

Established in 1999, Harley-Davidson's CVO program produces low-volume, custom motorcycles built by skilled technicians on a special assembly line at the Harley-Davidson plant in York, Pa. The 2003 Screamin' Eagle Deuce is the first CVO-built Softail model, of which approximately 3,000 examples will be manufactured with a suggested U.S. retail price of $25,995 ($26,095 in California). Approximately 3,200 examples of the 2003 Screamin' Eagle Road King will be manufactured with a suggested U.S. retail price of $27,995 ($28,095 in California). For a complete list of all the custom goodies on these latest CVO beauties, see your local Harley-Davidson dealer.

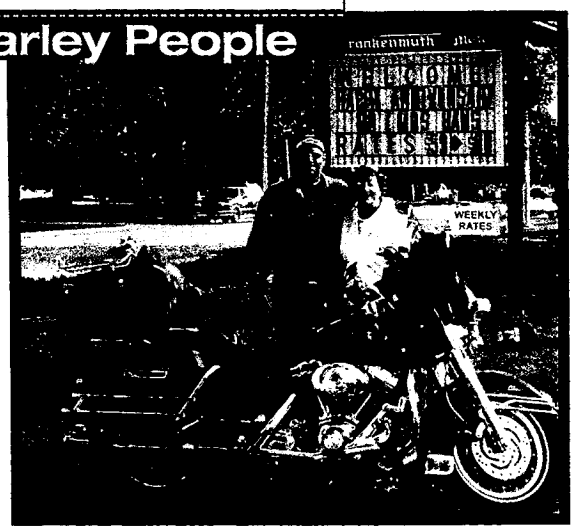
Highlights of the 2003 FLHRSEI² Screamin' Eagle Road King

- Twin Cam 103™ Powertrain finished in Silver and Chrome
- Hand-Painted Centennial Gold with Black & Burgundy Accents including Gold Leaf Fuel Tank Emblem
- Color-matched Centennial Gold Powder Coated Frame, Swingarm and Footboard Supports
- High Performance Clutch with Hydraulic Actuation
- Chrome Fat 1.25-inch Diameter Handlebar with Internal Wiring
- Coated Braided Stainless Steel Throttle Control, Front Brake and Clutch Lines
- Custom Leather Seat with Chrome Buttons and Detachable Passenger Backrest
- Chrome Extended Reach Billet Brake Lever
- Chrome Billet Heel/Toe Shifters
- Custom Full-Length, Billet-style Fuel Tank Console
- Stratum Collection Chrome Billet Timer, Derby and Air Cleaner Cover
- Polished Spun Aluminum Solid Wheels
- Chrome Front and Rear Floating Brake Rotors
- Profile™ Low Rear Suspension
- Chrome Touring Mufflers with Chrome Billet End Caps
- Chrome Fork Sliders and Upper Fork Covers
- Polished Stainless Steel Shift Rod
- Silver Brake Calipers with Billet-style Inserts
- H-D® Factory Security System with Siren
- Cruise Control
- Custom Indoor Storage Cover



The FLHRSEI² Screamin' Eagle Road King flexes monster muscle with its Twin Cam 103 powertrain, hydraulic clutch, fat 1.25-inch diameter handlebar (with internal wiring) and a color-matched Centennial Gold frame, swingarm and footboard supports and a Gold Leaf Emblem on the fuel tank. Approximately 3,200 of these motorcycles will be produced.

Harley People

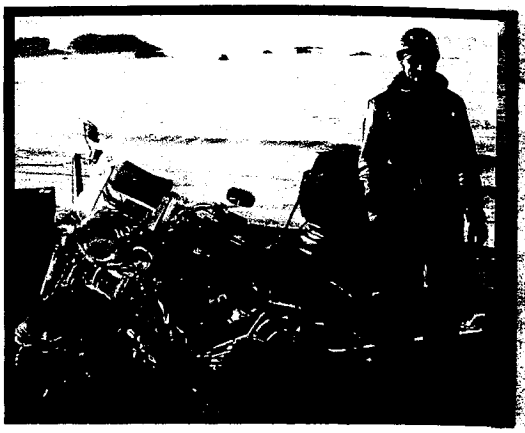


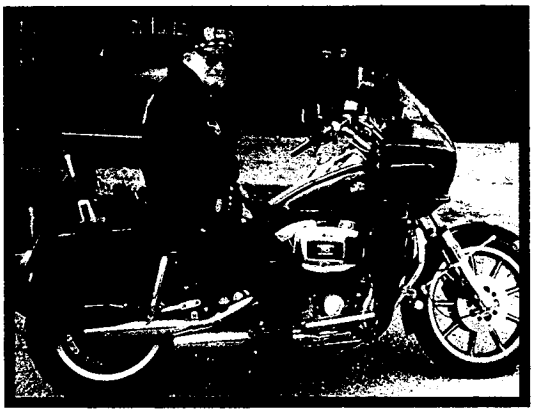
Happy Anniversary

Each year in September, Ed and Jessie Hans ride their Electra Glide Classic from their home in Ft. Wayne, Ind., to Frankenmuth, Mich., to celebrate their wedding anniversary. It always proves to be a weekend of fun and a great way to celebrate their anniversary vows of love, friendship and Harley-Davidson dreams.

Love Affair

Lori Jo Gressley of Roanoke, Ind., loves to ride. She started out on a 1995 Sportster and put 30,000 miles on it in two years, followed by a 1991 Heritage on which she logged 20,000 miles. Having now clicked 50,000 miles on her current love affair – the Road King – Lori has totalled more than 100,000 miles of safe Harley riding.





No Stopping

When Milford Ost of Mankato, Kan., retired in 1993, his wife Anne told him he needed a hobby. Now 72, Milford has ridden his 1983 FXRT Shovelhead more than 50,000 miles. He's attended the Laughlin, Nev., rally in 1998 and has been to Sturgis every year since buying his bike.

It Must Be in the Genes

While helping his mother move, Craig Davies of New Smyrna Beach, Fla., discovered a photograph of his grandfather standing beside his 1913 single-cylinder Harley-Davidson motorcycle. Looking at the picture, his grandmother said, "Your grandfather loved his motorcycles too...it's probably in the genes." Davies owns three Harley-Davidson Dyna Wide Glide motorcycles. He is pictured here with his most recent purchase, the FXDWG2 Dyna Wide Glide model.

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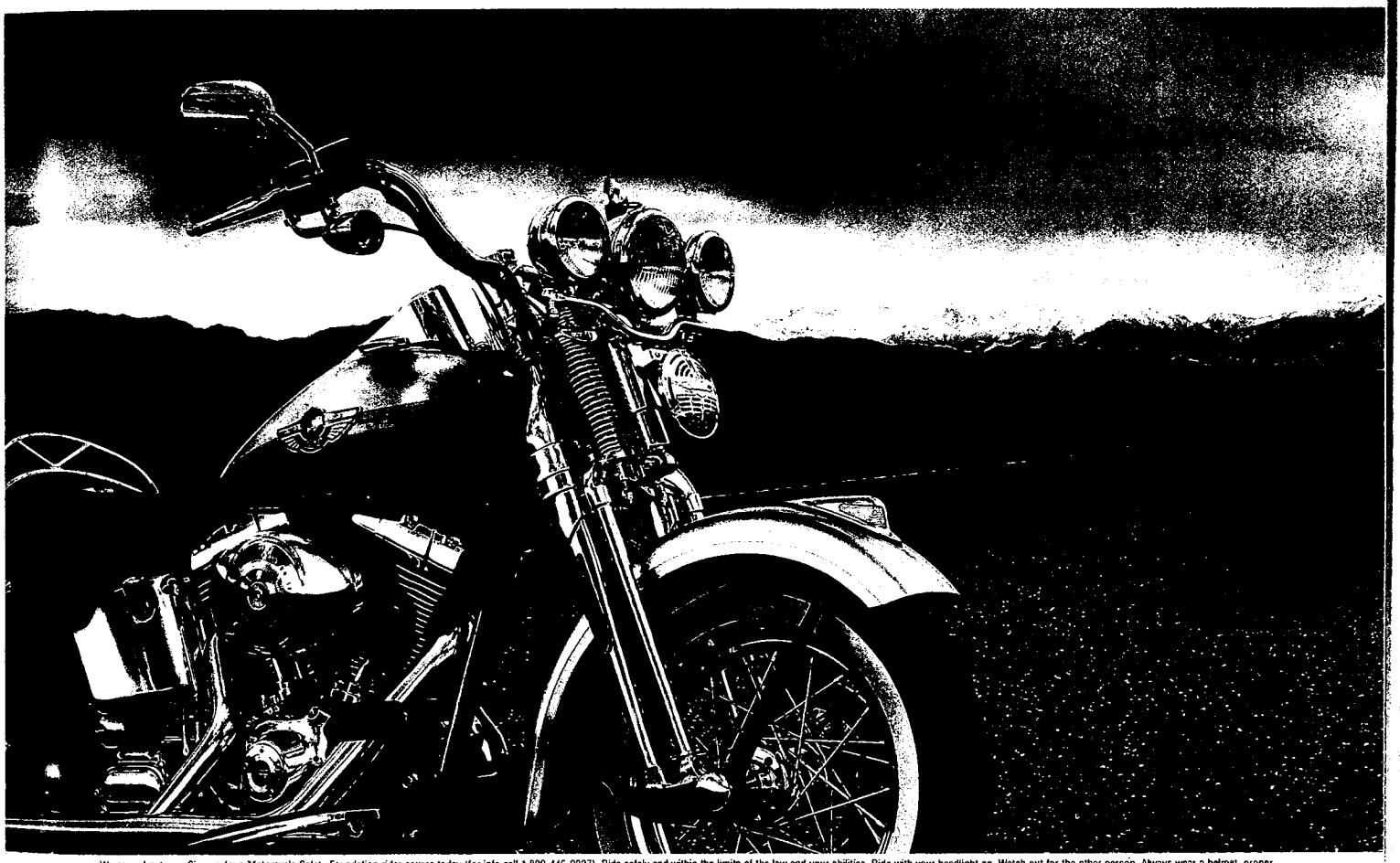

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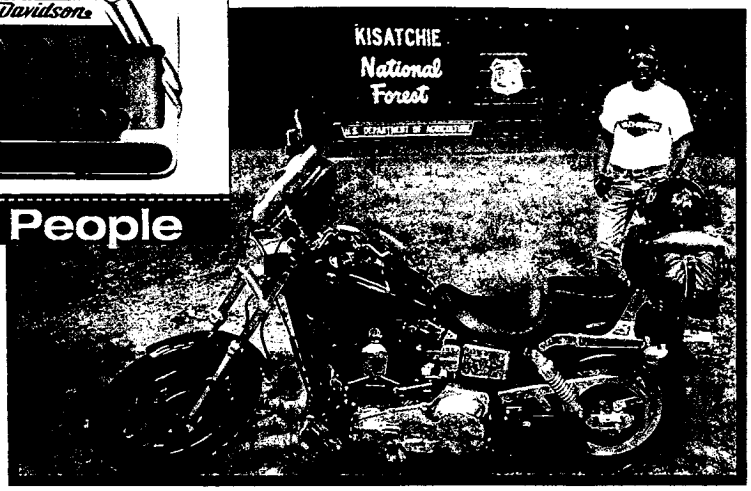
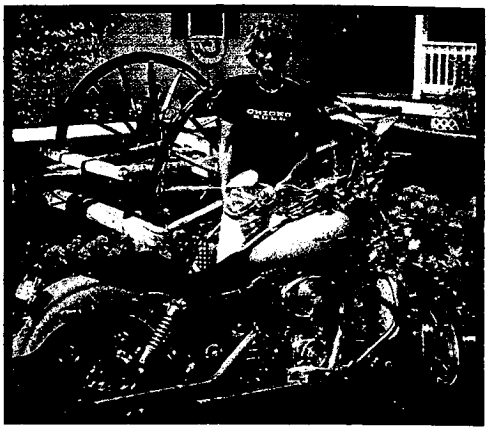
Harley People



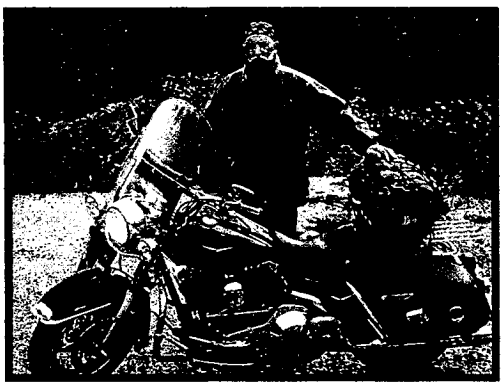
Start of a Long Journey

Chad Pierce of Lockport, La., began his Harley-Davidson journey with the 1977 Low Rider that he rode for two years before purchasing this 1999 Dyna Low Rider. Three years and 22,500 miles later, Chad has experienced 13 states with hundreds of great memories. Best of all, Chad assures us his adventures have only just begun.



Chasing the Kids

When Eberhard Krey's family went on a weekend trip to Denmark, Eberhard decided to stay home. But what had been lousy weather quickly turned nice, and soon Eberhard was "chasing" his family aboard his Road King Classic. Needless to say, his wife and daughter were pleasantly surprised to "hear" dad was following close behind.



Ridin' on the Range

Helena, Mont., is where Lynnae Bright parks her 2001 FXDL. She fell in love with the chrome yellow pearl color. Friends say that she's seen a lot more of the Montana countryside since she bought her Harley-Davidson motorcycle.

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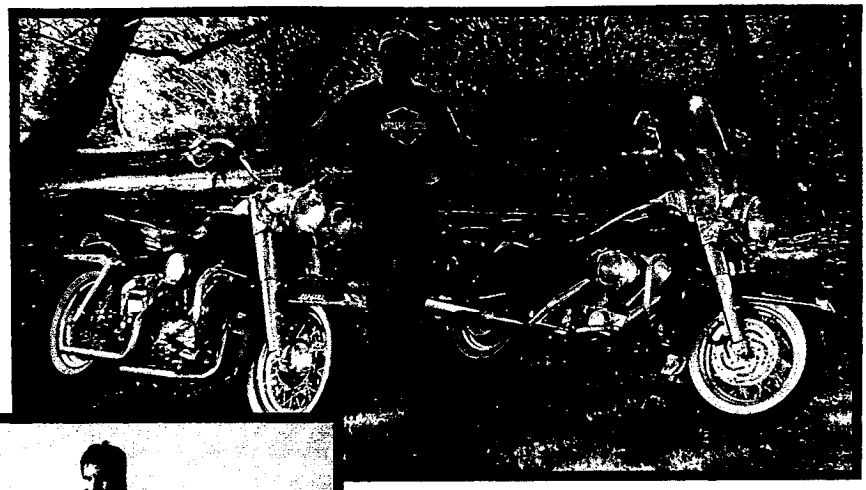
Double or Nothing

Steven Velozo of Somerset, Mass., bought his 1964 Duo-Glide 16 years ago as a chopper. One complete restoration later, Steve and bike were ready for the open road. After owning only Sportsters before, he thought this Pan was a treat to ride. When he saw the 2001 FLHRCI, Steve decided it, too, was the bike for him and gave into modern technology. He hated putting the old horse in the barn, but after riding the 2001 he was in love. Steve explains: "Both these horses have a distinct character of their own, and I love to ride them both."



Camped Out

Mark Romero of Germantown, Md., was determined to get the Harley of his dreams no matter the circumstances. When he learned that a nearby Harley-Davidson dealership would receive a Heritage Softail in a few days, Mark camped out in the dealership's parking lot for five days and nights waiting for his dream to arrive. By the smile on Mark's face, we'd say it was worth the wait.

We'd love to see you and your Harley-Davidson or Buell motorcycle, and to learn more about your love of motorcycling. Please send a photo, pertinent information, your full name, address and telephone number, to:

Enthusiast - Harley People
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We'll print a sampling in each issue.

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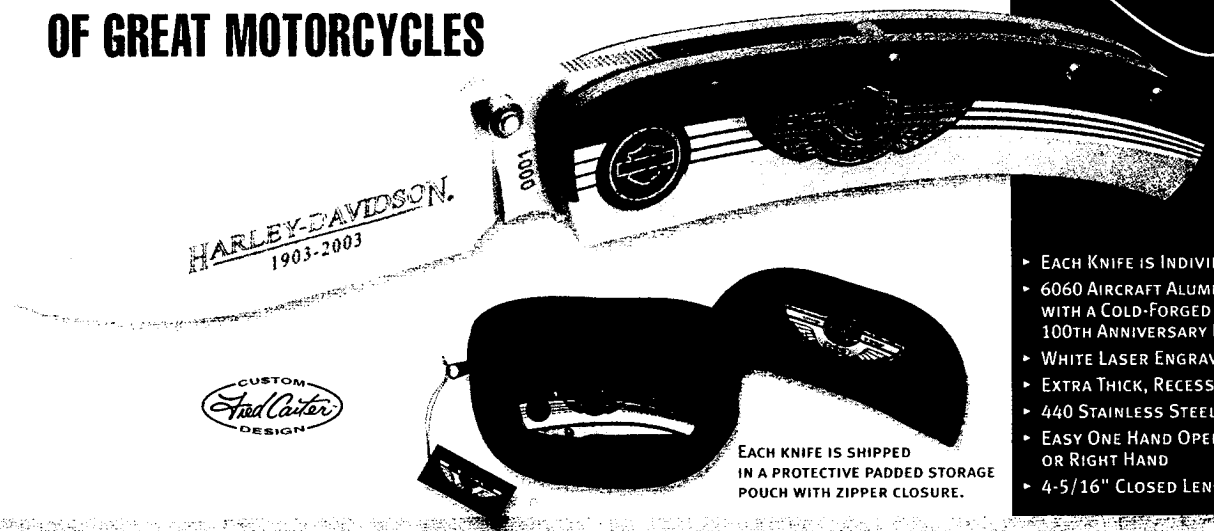

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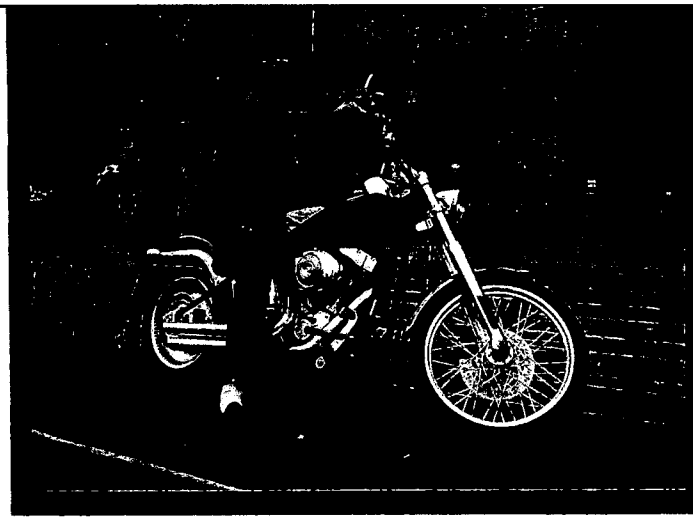

Bill Dorsey, is the Managing Principal of the Kansas City, Mo., office of Colliers Turley Martin Tucke. He has been married to Teresa for 24 years. They have three children: Ali, 21, Jennifer, 19, and Michael, 16.

Surviving with the Harley Attitude

By Bill Dorsey

Harley riders understand that a Harley-Davidson is more than a motorcycle, it's a state of mind I like to call the Harley Attitude: Harleys Roar Under Pressure, Other Bikes Whine. Here's how the Harley Attitude is helping me through a crisis in my life.

I work as manager in a commercial real estate firm in Kansas City, Mo. During a business trip last January, I experienced some annoying headaches, not precipitated by any particular activity. When I returned home, the headache was continual. A week later my wife, Teresa, and I met with a neurosurgeon who explained that I had tumors in my head that were causing pressure and the headaches.

Medication was prescribed to control the swelling of the tumors, and a biopsy was scheduled. My first major setback came when a neurologist gave me a hair cut that made me look like the clown from Steven King's It. When I came home, my two daughters and son convinced me to let them shave off the rest of my hair. Then they went to Worth Harley-Davidson and purchased an assortment of Harley-Davidson "do-rags" and hats. They even brought me some temporary tattoos for my temples.

That's when I decided that the whole "tough guy" mystique of the Harley rider was a great attitude to adopt in my battle against cancer. I've always loved the distinctive rumble of the Harley engine, and I decided I was going to leave a tire track up the back of this disease called cancer. Encouraged by my newfound mental posture, my wife patiently listened to my ramblings.

"Bill, that's a great theme and attitude," she said, "but don't think you're going to get a motorcycle now." But that didn't stop me from dreaming.

The biopsy found two malignant brain tumors. I was told that they were Grade 4, the most aggressive tumor growth rate. Both were isolated in the right hemisphere. The largest is in my right temporal. It's highly probable that surgery on this tumor would cause paralysis on the left side of my body, with a low probability of removing all of the growth. The second tumor is located in the right frontal lobe. Shortly after the initial diagnosis, Teresa and I decided to make my condition known to our community. We realized that we would have to surrender our privacy but we'd also benefit from additional information and the prayers and loving support of our friends.

I am hanging on to the Harley Attitude. I began wearing my Harley bandanas and other Harley gear to work. I even wore my Harley "do-rag" to a recent business association breakfast, which got me some strange looks from a few of the conservative businessmen in attendance. Others have joined me in adopting the Harley Attitude. For example, co-workers have started to wear Harley-Davidson bandanas on their heads to show their support for my fight.

Recently, and in front of witnesses, Teresa announced, "Bill, if you lick this thing you can get your Harley."

I've already picked out a Dyna Wide Glide, which I'll order through Worth Harley. It will be made right here in the Kansas City Harley-Davidson Manufacturing plant, with a special paint finish to make it the perfect Cancer Survivor's bike. So if you happen to hear that distinctive V-Twin rumble headed east on I-70, I hope it's me on the saddle of my new Harley-Davidson, a survivor savoring his freedom.

Shared Passion is a feature for readers who have a story to share with other H-D riders. Please send us your type-written story (500-750 words) for possible publication. Include photography, your full name, address and phone number. Send submissions to: *Enthusiast*- Shared Passion, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653 Milwaukee, WI 53201-0653.

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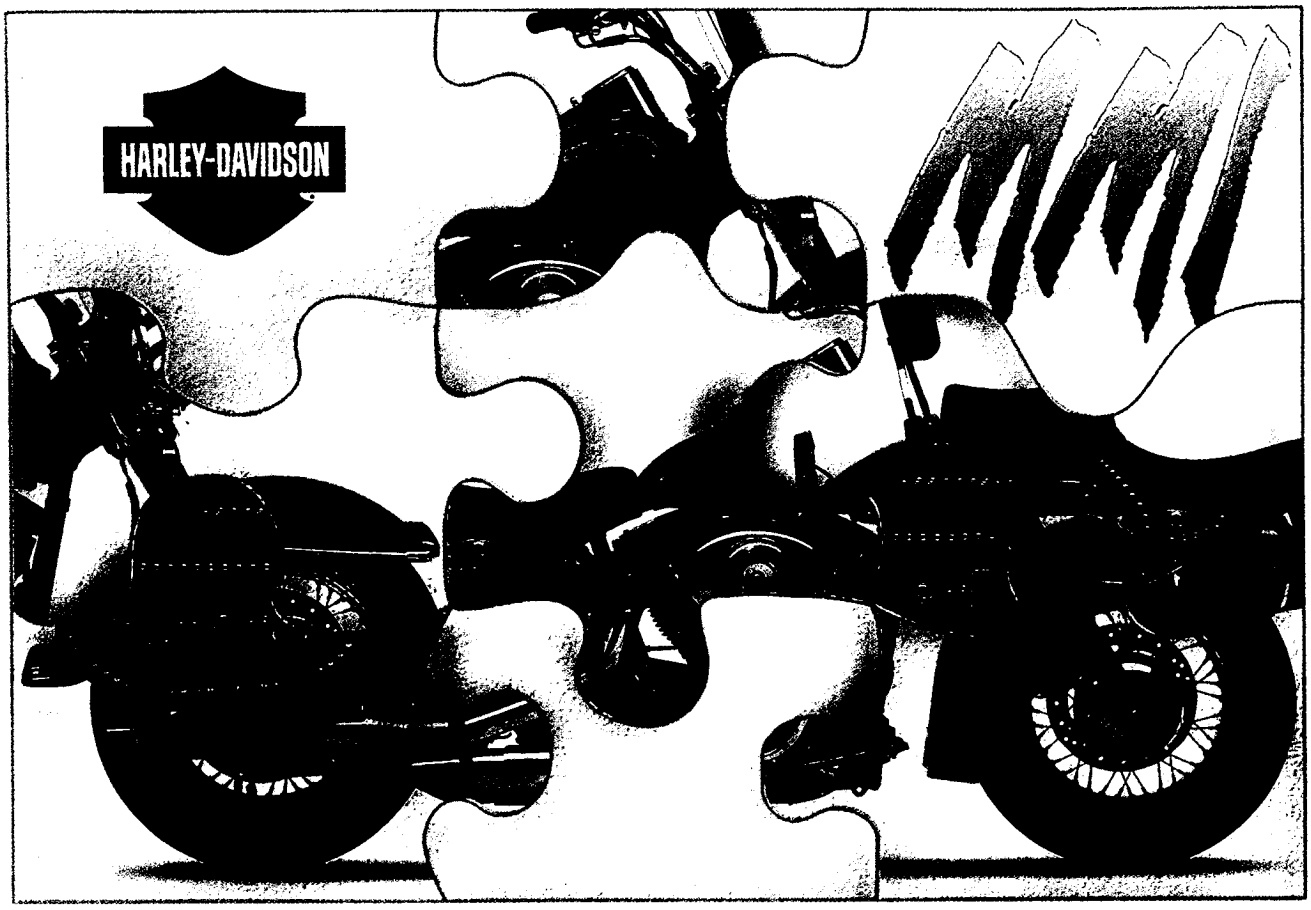

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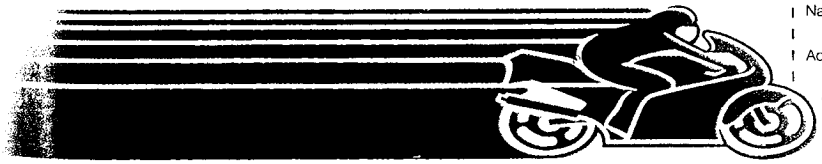

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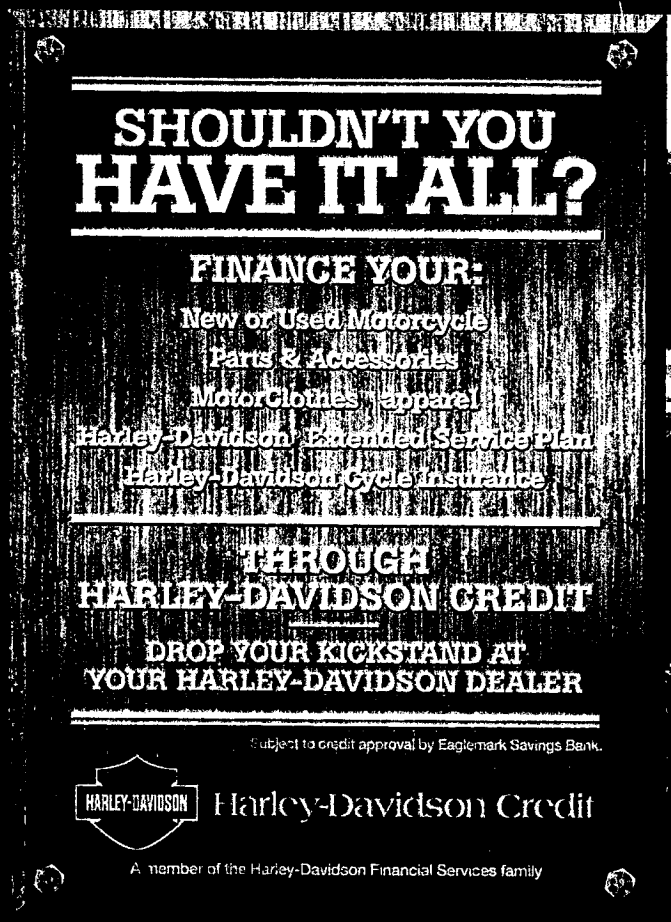

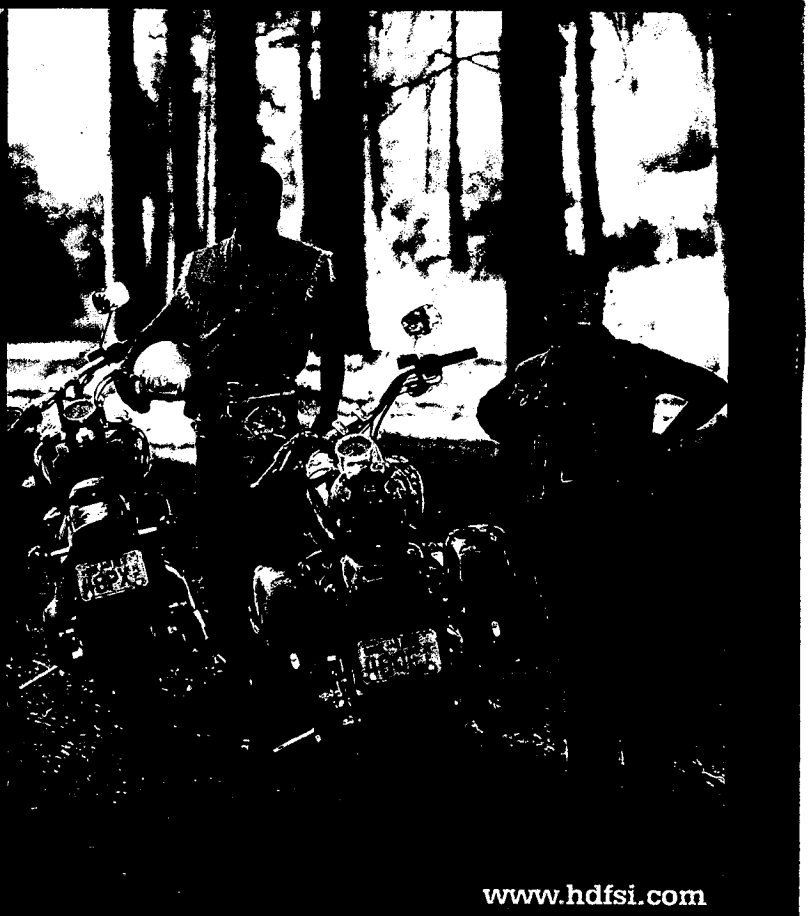

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3700 West Juneau Ave., Dept. 532
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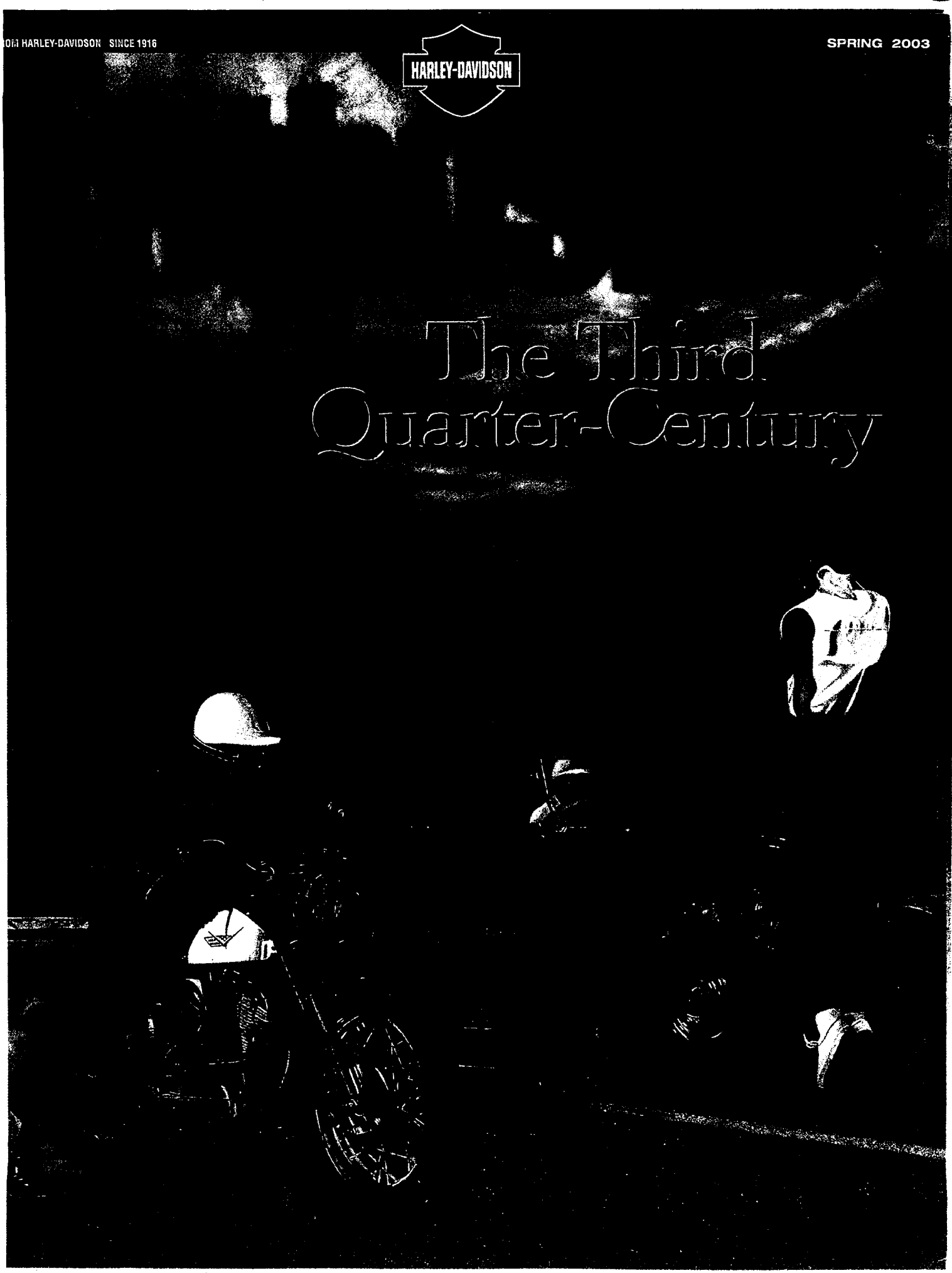

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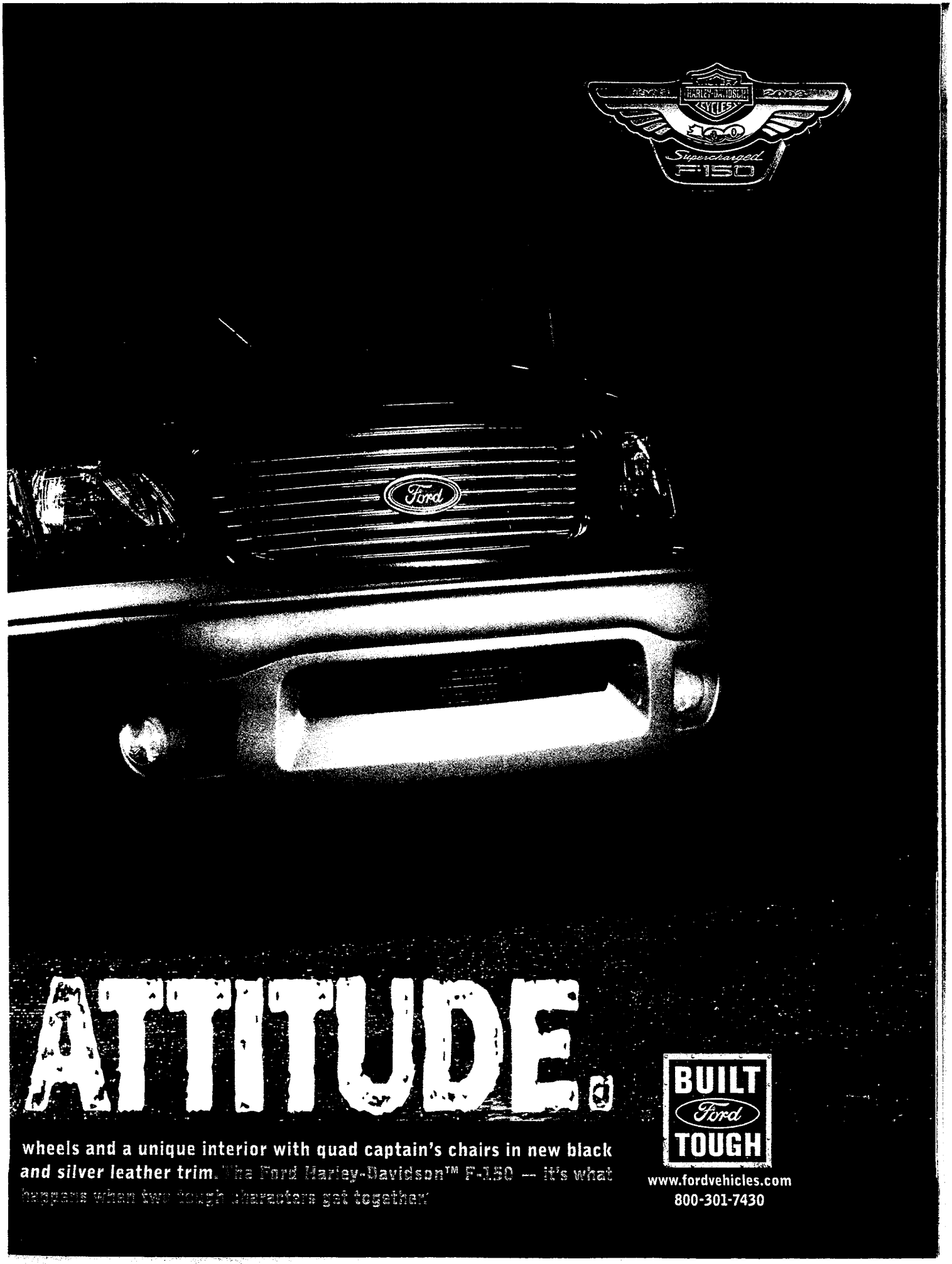
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28 **Harley People**
Carrying on the enthusiast legacy.

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Enthusiast®

HARLEY-DAVIDSON

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On this page: Multi-media and multi-national at the Open Road Tour event in Sydney, Australia. Photo by Ken Ostermann.

On the cover: Commissioned for this cover of *Enthusiast*, Scott Jacob's oil painting "Competition Hot" captures a run-what-ya-brung drag race of the late 1950s, in which this '59 XLCH Sportster squares off against a '32 Ford Roadster. Reproductions are available through Harley-Davidson dealers (P/N: SFACH) or Segal Fine Art (800-999-1297; www.motorcycleart.com).

Correction: The "A Harley Held Hostage" story (Winter 2003) stated that Ted Knuth rode a H-D model XA, instead of a WLA (the latter is correct). As Harley-Davidson Archives Director Tom Bolfert notes, "The XA was built for the North African desert campaign. Harley delivered 1,000 to the Army in California for training and had a pending order for 15,000 more. Before they could be built and deployed, the Allies invaded Sicily and the Army cancelled the order."

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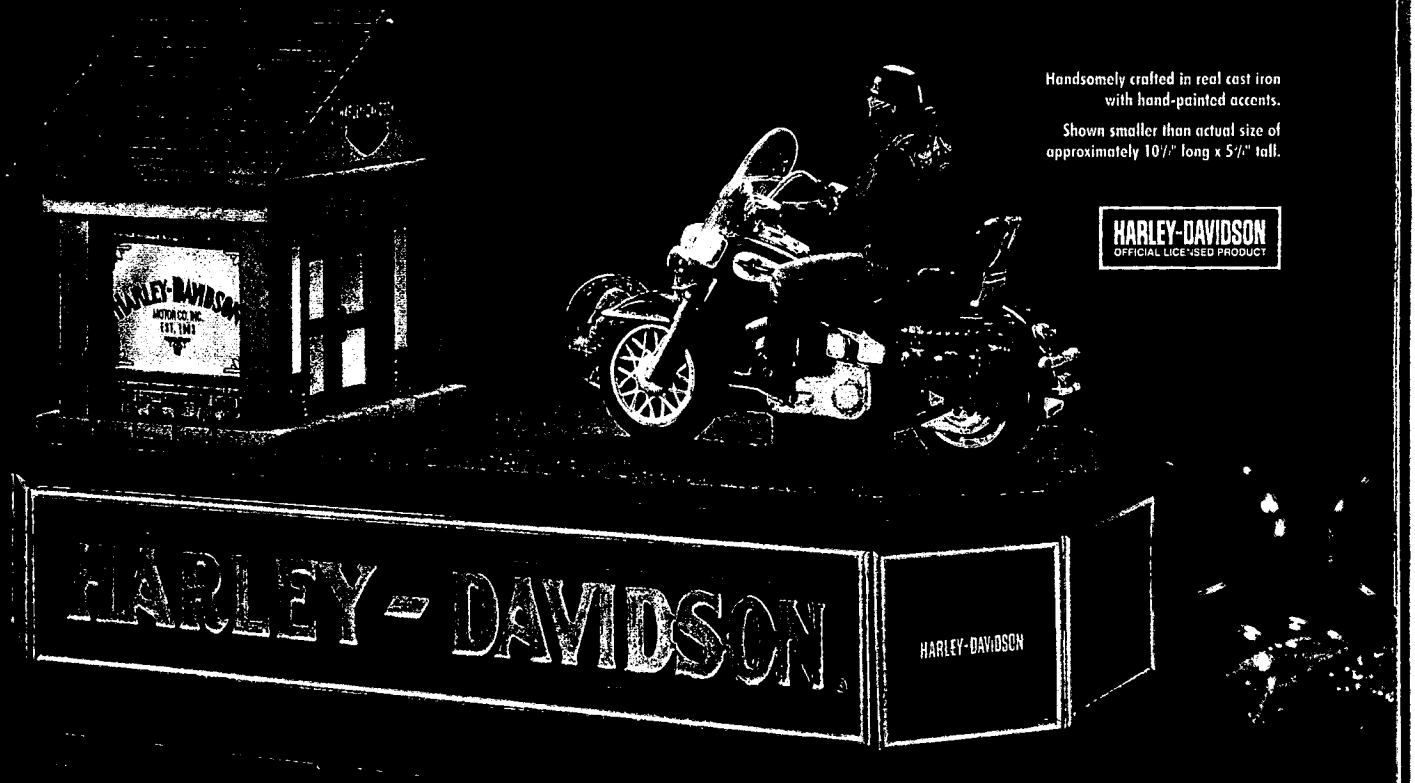

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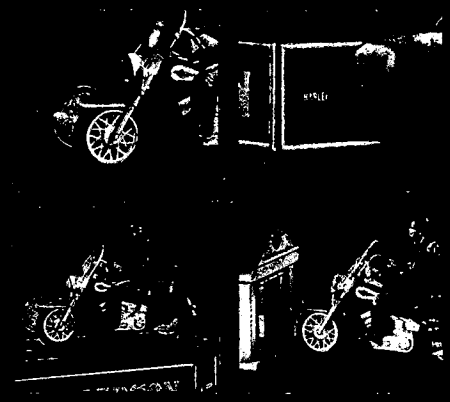

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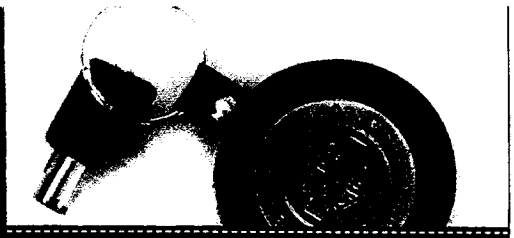

Comments

SEEDS OF Interest

By Leslie Hudson

With spring here and summer on its way, I've been thinking about sowing "seeds" of interest in motorcycling among people who aren't yet involved in the sport. Just one percent of the U.S. population owns a motorcycle, but there are potential riders everywhere. This likely includes some of your friends and family, or perhaps a stranger you meet on the road. By increasing our numbers, we will be more visible not only on the roads, but also in our communities. You could be the person who plants the seeds of interest in someone's mind, or cultivates them into a passion.

I remember being on the back of my dad's motorcycle when I was around seven. Dad was a big guy, so I had to stretch my short arms around his ample waist and hold on tight. I'll never forget the slight sting of his blue vinyl windbreaker flapping against my face, and the smell of the fresh summer air. We probably rode just a few miles at a pokey pace, but the ride seemed to last forever. We were speeding along, much faster than I'd ever gone on my Big Wheel.

Sometimes people already have the desire to ride... they just need a little push to bring it to the surface.

Unfortunately, that's the only time I remember riding with him, as he passed away soon afterward. My mom sold the bike, as she had her hands full with four young kids. But the motorcycle "seed" of interest had been planted inside me after that brief experience. It lay dormant for a while, waiting for a bit of encouragement, which happened a little over a decade later.

In 1989, I was living with my oldest brother, Tom, who owned an older motorcycle while in college. After a few weeks of having me bug him for rides, he suggested I take the local Motorcycle Safety Course, hinting that he'd let me take the bike whenever I wanted to...if I passed the class, that is.

Determination is a personality trait common in my family. I accepted the challenge, completed the course and began my solo-riding career soon afterward. I'll never forget my first unaccompanied ride. I was scared to death, but I felt incredible afterward, like I had accomplished something truly amazing. I'm sure you remember that feeling. The "seed," buried long ago after that first ride with my father, had come to the surface and sprouted. I was hooked.

After a few years I bought my own bike. As I became more comfortable, I offered rides to friends and relatives, passing along my zeal for riding. I taught the basics to my other brother Dave, who later bought his own bike. My sister Kate still enjoys riding as a passenger with me and plans to learn to ride on her own someday, but right now her love for four-legged steeds comes first.

Passing along my enthusiasm for riding is easy. If someone is interested in taking a spin, I'll ask when I can pick him or her up. Or, if the person expresses an interest in learning to ride, I tell them about the Harley-Davidson Rider's Edge Program and Motorcycle Safety Foundation. I emphasize that getting into the sport of motorcycling is one of the best things I have ever done in my life. Even if the person doesn't become a rider, I feel my enthusiasm promotes a positive image for motorcyclists as helpful and polite folks.

Sometimes people already have the desire to ride, but it's kept deep down inside. They just need a little push to bring it to the surface. Maybe there isn't a supportive family member or friend around to provide the additional confidence they need. For some reason, the "seed" is dormant.

So when you encounter potential riders, sprinkle a few seeds of encouragement their way and see if they grow. Your influence may transform a person from an observer to an active rider. He or she will be thankful, especially after discovering how much fun riding is. Just as I'm grateful to my father and brother for cultivating my interest in motorcycling.

I'm excited and proud to be the new editor of Enthusiast, *which Harley-Davidson Motor Company has produced since 1916. In my new role, I plan to focus on three goals: to inform, entertain and inspire. I welcome feedback, so let me know how I'm doing. And if you have an interesting story about your first exposure to motorcycling and why you learned to ride, send it to us at the address on the back cover.*

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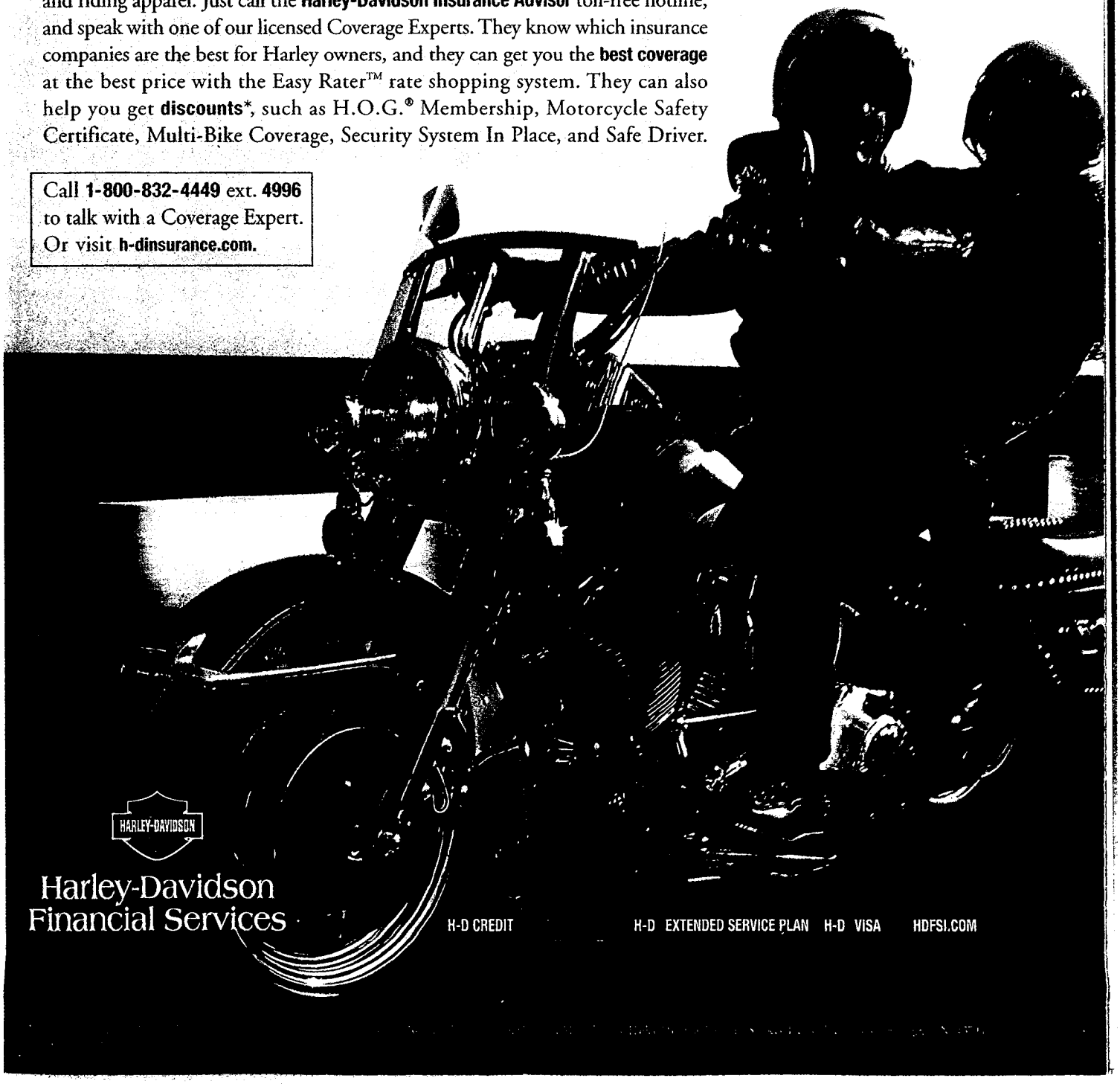

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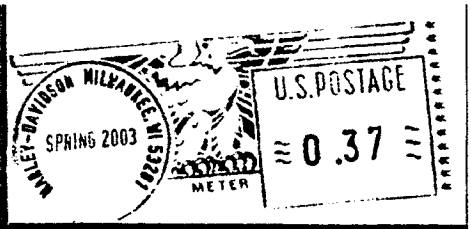
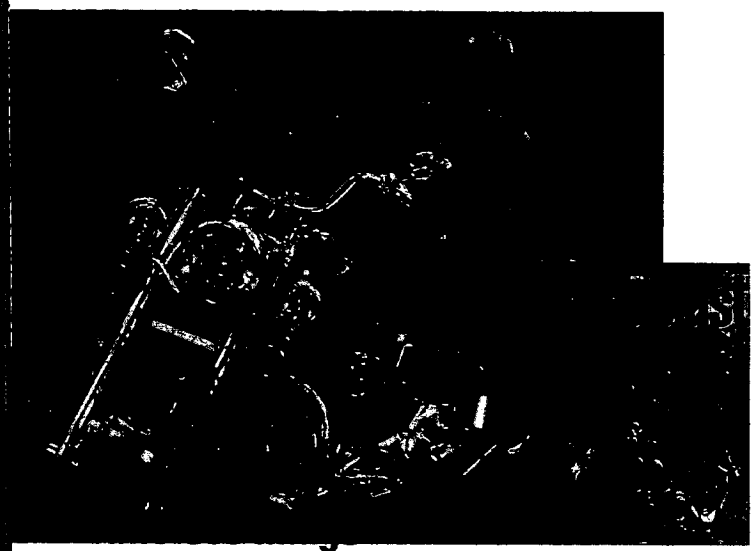


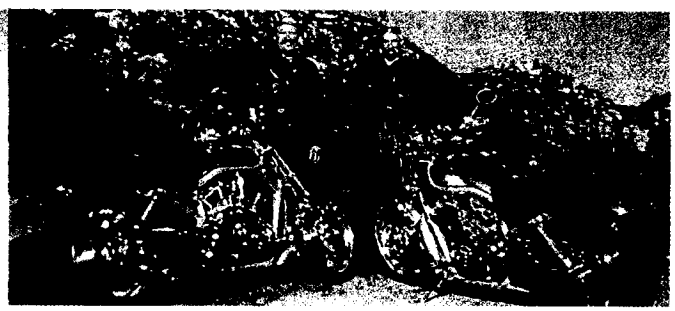
From Our Readers



Our dealer is H-D of Ocala, Fla., and at their 100th Anniversary VIP kickoff party last year I saw for the first time David Uhl's oil painting of "The Enthusiast" [which this magazine featured on its cover for the Winter 2003 issue]. The painting now graces the wall of our family room because in my heart, the woman in that painting was me. For my 56th birthday last October, I duplicated the painting with a photo of myself so our children and grandchildren would always know the passion their Papa and I share. Age makes no difference: I was 51 when I learned to ride a motorcycle and feel as though I'll live to 101 because of the pure pleasure I get when riding! I just ordered my newest bike, a 100th Anniversary Road King Classic, which I'll ride to Milwaukee this August.

Bonnie Cameron
Gainesville, Fla.

Birth of a V-Rod Rider



My brother Chane and I share professions (engineering) and a passion for motorcycles. Before seeing the V-Rod, Chane didn't have an interest in buying a Harley. But that changed when he saw the Discovery Channel documentary, "Birth of the V-Rod." He was impressed with the way that the cooling system was heat-tested at your Arizona Proving Ground, where temperatures easily hit 120 degrees. After running the bike in that climate, the engine was left to idle for hours in "heat sheds" and never overheated! When the show finished Chane said, "That's it—I have to have one." I knew when Chane found a Harley so compelling that he had to buy one, I'd have to have one too. Thanks for creating a motorcycle that two engineers can appreciate.

Clint Balog
Bartonville, Texas

Thank you, Clint. We appreciate the reasons your brother had for purchasing the V-Rod and your enthusiasm for Harley-Davidson motorcycles. The documentary "Birth of the V-Rod," which takes viewers behind-the-scenes to witness the design process of the V-Rod, is available for sale on the Discovery Channel web site (www.shopping.discovery.com). –Ed.

God Bless You

After reading an article about Harley-Davidson's 100th Anniversary Celebration in his local Dutch newspaper, a dear friend of mine, 80-year-old Harm Steenhuis, remembered his personal experiences with your motorcycles. He submitted this moving story to a Dutch newspaper, which I translated so you can understand how Harley-Davidson motorcycles touched his life.

— Sjoukje van Lottum

When I was a young boy in Gronignen, I was fascinated by the power and beauty of Harley-Davidson motorcycles. In the 1930s, several young men in my hometown rode them and would sometimes give me rides, including my uncle. It seemed that whomever took the handlebars came under the spell of this great motorcycle, and an endless new world opened up to the person riding it.

My dad had a painting shop and sometimes people brought in Harley-Davidson parts. After a job was done, the owner would pick up his motorcycle and usually gave me a ride. We would drive around the village and I felt like the King of Nepal, waving to all my friends.

The next time I became acquainted with a Harley-Davidson was in 1945 when I was 23, just after the liberation of the concentration camp Buchenwald, in which I was a prisoner. An American soldier riding by on his Harley-Davidson WLA scooped me up and put me in front of him on the fuel tank. This was no problem for the powerful Yankee, as my weight was barely 85 pounds.

I became very emotional, as I remembered how proud I had been riding through my village as a young boy on Harley-Davidson motorcycles, waving to my friends. Now, I was very proud of that American soldier. With tears in his eyes, he said goodbye. Overwhelmed, he gave me a pack of Camel cigarettes and a new pair of underwear.

"God bless you," he said, and went on his way. He looked back once more, lifted up his hand and waved, before disappearing out of my sight.

Harm Steenhuis
B.V. Zutphen
The Netherlands

If you have a question, comment or photo

that you'd like to share with other *Enthusiast* readers, send it to: *Enthusiast*– Letters, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653.

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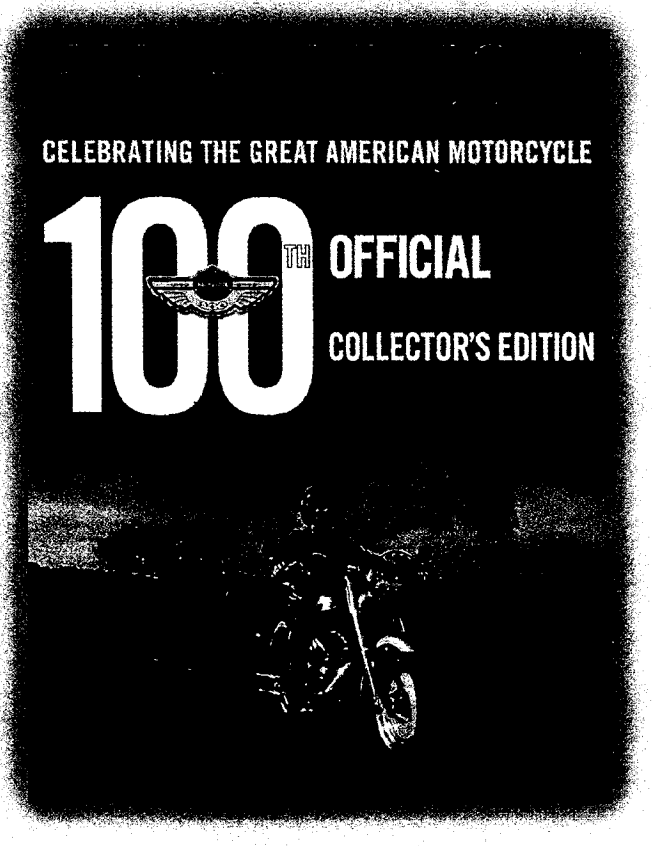

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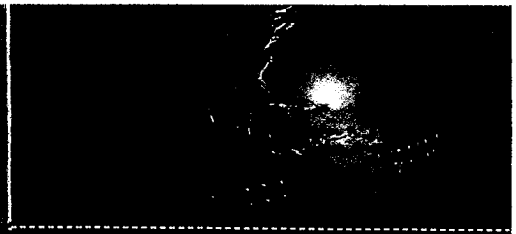
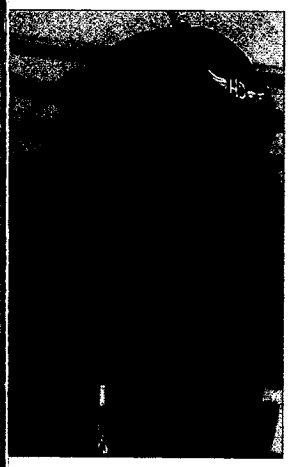


Harley World News

York Open House

Enthusiasts planning to attend the Open House in York, Pa., should mark their calendars for Sept. 18-20, 2003. This year, five south central Pennsylvania Harley-Davidson dealers are planning the event. During the three days, Harley-Davidson Motor Company will offer tours of its Vehicle Operations. For more information, please call the Open House Hotline at (717) 852-1852. The hotline will be updated as details are confirmed.

Motorcycle Design Award to Willie G. Davidson



The Motorcycle Design Association recently recognized Willie G. Davidson, Harley-Davidson Vice President of Styling, with its 2002 Honorary Membership award. The association is an 80-member group of motorcycle designers, consultants, in-house studios and corporate members. Regarding the presentation, Davidson says, "I accept this award on behalf of the Motor Company, but also on behalf of the Styling team. This is the best team in the industry – my hat's off to you."

'Heroes of Harley-Davidson'

The American Motorcyclist Association is commemorating the Motor Company's 100th birthday with the exhibition "Heroes of Harley-Davidson" at its Hall of Fame Museum in Pickerington, Ohio. Displays include milestone machines and pioneering people from the past century, with a full array of bikes, photos and unique information. Check out www.ama-cycle.org/museum or call (614) 856-2222 for more information.

Photo: Randy Anderson

Screamin' Eagle Makes NHRA History

A full off-season of development and the addition of a second rider to its program produced impressive results for the Screamin' Eagle/Vance & Hines National Hot Rod Association (NHRA) Pro Stock Bike drag racing team at the first race in Gainesville, Fla. Andrew Hines (19), who joined G. T. Tonglet (19) aboard a second Pro Stock V-Rod motorcycle for the 2003 season, pulled the trigger on the best performance of a V-Twin-powered motorcycle in the history of NHRA Pro Stock motorcycle racing by reaching the semifinal round. A mechanical problem halfway down the track appeared to prevent Hines from reaching the final.

"We achieved the first of our goals, to qualify for the show and advance in the rounds. There's a lot of work ahead to get to where we want to be. But today we made NHRA history," says Mike Kennedy, director of marketing Parts and Accessories.

See Select 2004 Models in Sturgis

Headed to the Sturgis Rally & Races in South Dakota? If so, stop by the Harley-Davidson and Buell indoor display at the Rapid City Convention Center Aug. 3-9, or take a Harley-Davidson or Buell factory demo ride in Sturgis Aug. 2-9. Since the 2003 Harley-Davidson model year was extended two months for the 100th Anniversary, only select 2004 Harley-Davidson models will be on display at Sturgis. Stay tuned for the public display of all the new 2004 H-D motorcycles during the 100th Anniversary Celebration and Party, Aug. 28-31. All 2004 Buell models will be on display in Sturgis, and Harley-Davidson and Buell demos on select 2003 models will be available. For detailed hours and information regarding the Sturgis events, log onto harley-davidson.com.

100 Years of H-D Advertising

The new book "100 Years Of Harley-Davidson Advertising" offers a century of witty, provocative ads that capture the spirit and culture of the Motor Company. Reproductions of ads as creative and original as the motorcycles themselves fill the 120-page book, already available at H-D dealers and at harley-davidson.com (P/N: 97995-03V).

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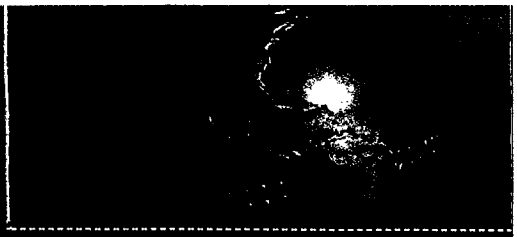


Harley World News

V-ROD Most Awarded Harley Ever

Eighteen months after it was unleashed from a cloud of tire-spinning smoke, the Harley-Davidson VRSCA V-Rod has already received 13 awards internationally–making it the most applauded motorcycle in the 100-year history of the Motor Company.

To date, the V-Rod has been named Best Cruiser by *Cycle World*; Cruiser of the Year by *Cruising Rider;* Bike of the Year by Germany's *MOTORRAD;* and Cruiser of the Year by England's *MCN* magazine.

Easy Adventures with H-D Authorized Tours

Want to explore the greatest regions of the world on motorcycles without the hassle of carrying luggage or planning itineraries? Harley-Davidson Authorized Tour operators can make it happen. Authorized Tour Operators provide the use of a recent-model Harley-Davidson motorcycle, accommodations, most meals, spectacular ride routes, experienced guide service and a support vehicle to carry your luggage. Twenty-eight packages to destinations around the world – including Route 66, the Canadian Rockies, Central Europe, Australia and New Zealand – are designed to fit any rider's style. Tours range from three to 16 days and start at $870 per person. Ride into www.hdrentals.com for more information.

Dick O'Brien 1921-2003

Richard H. "Dick" O'Brien, former Harley-Davidson Director of Racing, passed away on March 17. He was 81. In his 26 years (1957-1983) at the helm of the H-D racing program, O'Brien helped develop the XR 750 and worked with legendary riders Bart Markel, Cal Rayborn, Carroll Resweber, Jay Springsteen, Randy Goss and Scott Parker. O'Brien is survived by his wife, Pat, daughters Peggy Berose (Frank) and Patricia Frank (Peter), a stepson, Gregory O'Neil, and a brother, Jesse.

100th Trivia Game

The first H-D motorcycles sold outside of North America were sold in what country?

The electric starter first appeared on which H-D model?

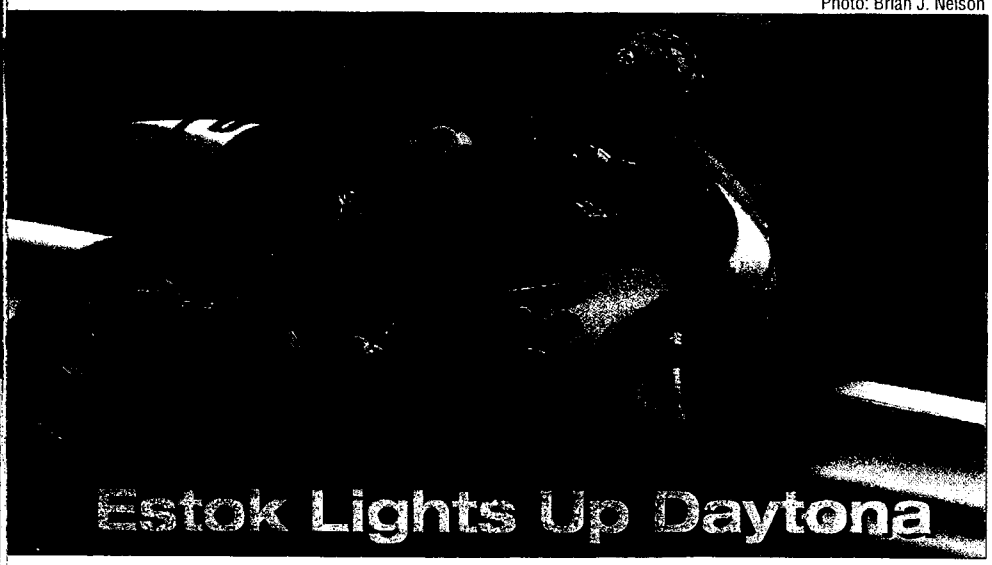
What was the color of the first production motorcycle built by Harley-Davidson?

The H-D KRTT's last famous victory was at Daytona Beach in 1969 by what rider?

Answers at bottom right side.

These are just some of the 1,200 questions you'll find in the 100th Anniversary Trivia Game. The fun game is perfect for home and on-the-road travels and comes packaged in a genuine leather saddlebag holder. This official licensed product is available at your local H-D dealer.

Photo: Brian J. Nelson



Kosco Harley-Davidson/Buell-Innovative Motorcycle Research rider Dave Estok of New Smyrna Beach, Fla., rode a Buell Lightning X1 to victory at the season opening Formula USA Thunderbike race in Daytona Beach, Fla. Following Estok across the finish line were Kosco Buell riders Joseph Rozynski and Richie Morris.

Buell Lightning Low XB9S: Streetfighter For Shorter Riders

With a seat height of just 28.6 inches, the new 2003 Buell Lightning Low XB9S delivers the same razor-sharp handling and torquey performance as the standard Lightning XB9S, but with a 1.5-inch lower seat height. The newest Lightning achieves its "Low" designation via altered front and rear suspensions and a reshaped seat pad. Like all Buell XB-series bikes, the Lightning Low boasts signature features like fuel-in-the-frame, oil-in-the-swingarm, Zero Torsional Load™ front brake and the muscular torque of a 92-hp, 984cc air-cooled, 45-degree V-Twin engine with DDFI. See one now at your local Buell dealer.

Trivia Answers: 1. Japan. 2. 1964 Servi-Car. 3. Black. 4. Cal Rayborn.

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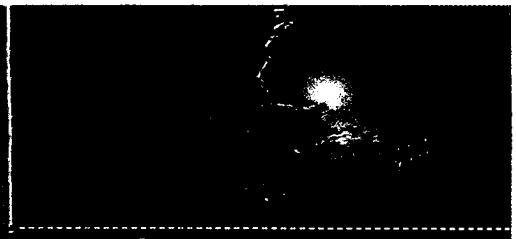
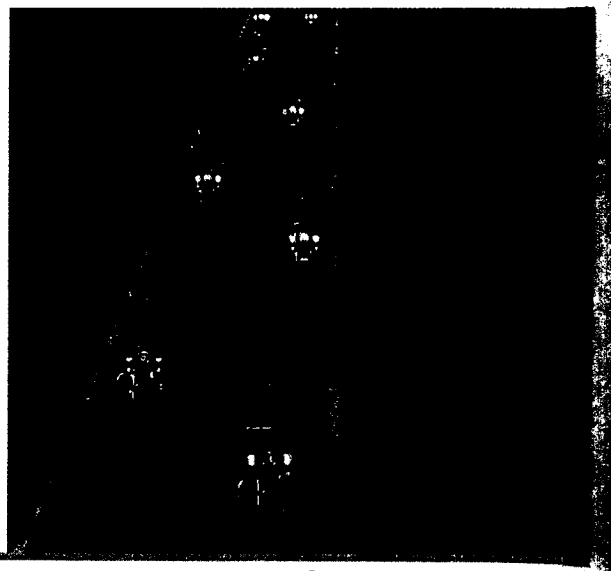




The Harley-Davidson 100th Anniversary Celebration events in Milwaukee are just a few months away. The Open Road Tour stops in Barcelona, Spain (June 27-29), and Hamburg, Germany (July 25-27) before arriving in Milwaukee for the Celebration (Aug. 28-30). With more than 100,000 people expected to attend the ticketed events and tens of thousands more joining other activities in the Milwaukee area that weekend, you won't want to miss this once-in-a-lifetime experience. It is possible that tickets for the Celebration will sell out in advance, so get yours early.

HARLEY-DAVIDSON 100th Anniversary CELEBRATION

THE RIDE HOME

With exciting events and gathering points along each route, the Ride Home gives Harley-Davidson enthusiasts all around the country a chance to celebrate even if they can't make it to Milwaukee. Join the Ride Home on one of four routes which rumble into Milwaukee on Wednesday, August 27. The Ride Home is free and open to everyone – no registration is necessary. These rides are unguided, so participants may go at their own pace, ride the entire route or join in for any part of it.

ROUTE	START LOCATION	KICK-OFF DATE
Northwest	Portland, Ore.	Aug. 17
Southwest	Las Vegas, Nev.	Aug. 17
Northeast	Washington D.C.	Aug. 21
South Central	Baton Rouge, La.	Aug. 21

More information and details about the Ride Home events are at harley-davidson.com. Be sure to check out the Ride Planner which gives you the opportunity to personalize your route and stop at events and Harley-Davidson dealerships along the way. You can also save routes online and share them with fellow riders.

THE CELEBRATION

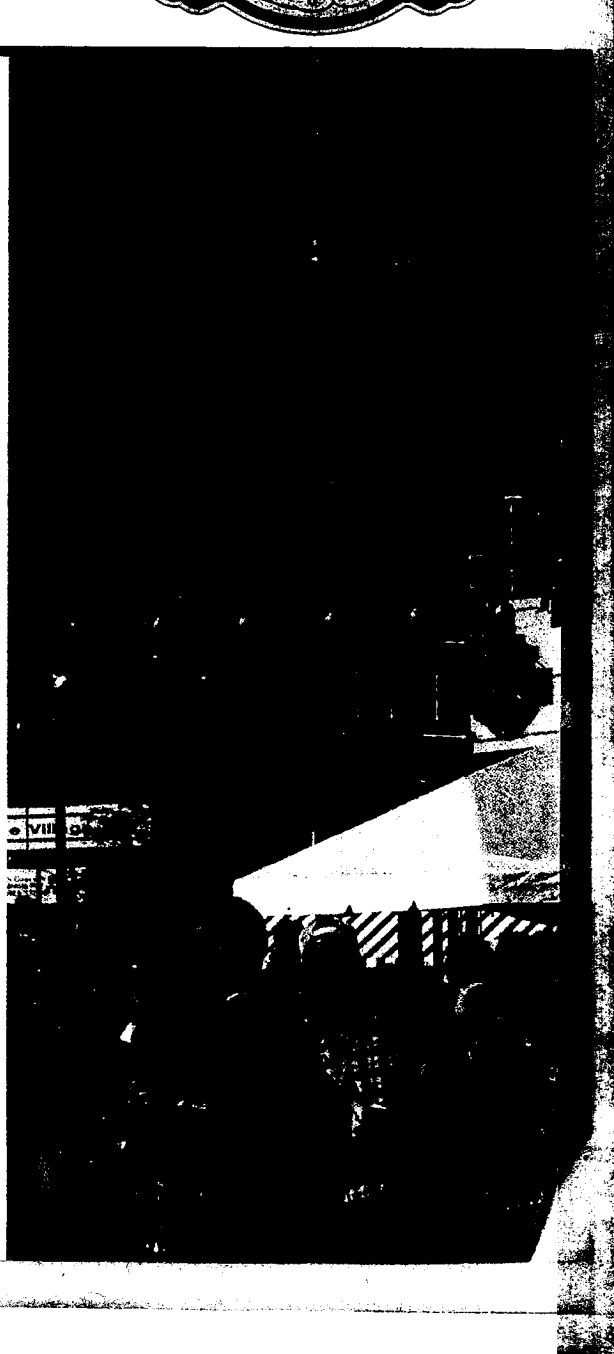
Aug. 28-30 (Thursday, Friday and Saturday)

Ticketed activities in downtown Milwaukee

Summerfest Grounds – Watch stunt and drill team shows, see entertainment on 10 different stages, and enjoy plenty of food and beverages.

The Harley-Davidson Experience – This Lakefront area will host the exhibits from the Harley-Davidson 100th Anniversary Open Road Tour and feature four tents with museum quality exhibits and the first chance to see the new 2004 Harley-Davidson and Buell motorcycles. Additional exhibits, just outside this ticketed area, are free displays that are open to the general public. This free offering includes an MDA exhibit, children's area, Miller Roadside Café, and Ford displays.

Milwaukee Art Museum Harley-Davidson Display – Check out exhibits of Harley-Davidson motorcycle design and development, complete with clay models and some original sketches.



Free activities

Open Houses and Plant Tours at Company Sites – Tour many of the Milwaukee-area Harley-Davidson facilities, as well as the Buell Motorcycle Company in East Troy.

Demo Rides – Be one of the first to ride the newest Harley-Davidson and Buell motorcycles at the Powertrain Operations–Pilgrim Road facility.

THE PARTY

Sunday, Aug. 31, Veteran's Park on Lake Michigan. The culmination of a yearlong celebration, the Party will be one of the largest gatherings of Harley-Davidson enthusiasts ever—featuring entertainment, fireworks and birthday ceremonies destined to go down in history. Best of all, it's free and open to the public!

Parade of MDA Heroes

The Parade of MDA Heroes will lead a motorcade of 10,000 motorcycles through the streets of Milwaukee on Saturday, Aug. 30. Led by enthusiasts who have raised more than $5,300 each for the Muscular Dystrophy Association (representing 100 minutes of MDA research), the parade will include representatives from Harley-Davidson dealerships, a H.O.G. chapter parade of flags, Harley-Davidson employees and thousands of participating riders. Our goal is to raise $5 million for MDA during the 100th Anniversary events.

Ticket Info

Your ticket gives you unlimited access to Summerfest and the Experience at the Lakefront, as well as a one-time admission to the Milwaukee Art Museum during Aug. 28-30. Each ticket costs $50, plus $5 tax and handling (shipping is paid by Harley-Davidson), and includes: laminated ticket with lanyard; commemorative 100th Anniversary event patch, 100th Anniversary and U.S. flags, and a coupon for a complimentary souvenir brochure. Children age 13 and under are free with a ticketed adult. Tickets are available for purchase by calling (800) HD100TH 24-hours a day, or at harley-davidson.com.

Lodging

Mega Housing Management (www.megahousing.com/100 or 800-773-5069) is the official housing bureau for the 100th Anniversary events. They have secured a great deal of accommodations and are continually adding hotel rooms, apartments and camping areas, as they become available.

Riders Ranch (www.riders-ranch.com or 800-773-5069) is a campground and entertainment venue at the Waukesha Co. Expo Center, 20 miles west of Milwaukee. It features live music daily, stunt shows, helicopter rides, nightly entertainment and other special activities.

Rent and Ride In

Riders interested in renting a Harley-Davidson motorcycle for the 100th Anniversary events will find a list of North American rental operators at www.hdrentals.com. Link to the Ride Planner from the Experience section of the site to plan a route to Milwaukee from an Authorized Rental location.

This is just a brief description of some of the Harley-Davidson 100th Anniversary Celebration events. For all the latest information, including a detailed schedule, ride into harley-davidson.com and click on the 100th Anniversary section.

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Kids under 12 free with paid adult

August 25 - September 1, 2003

Waukesha County Exposition Center

Directions (from Milwaukee): 94 W to Highway J (exit No. 294) Travel south on Highway J to Northview Road. Travel west on Northview Road to Expo Center

LIMIT ONE COUPON PER PERSON

The Enthusiast

RIDERS RR RANCH®

100 ACRES OF PARTY

$5.00 OFF

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Kids under 12 free with paid adult

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LIMIT ONE COUPON PER PERSON

The Enthusiast

FOR THE RIDE HOME

1

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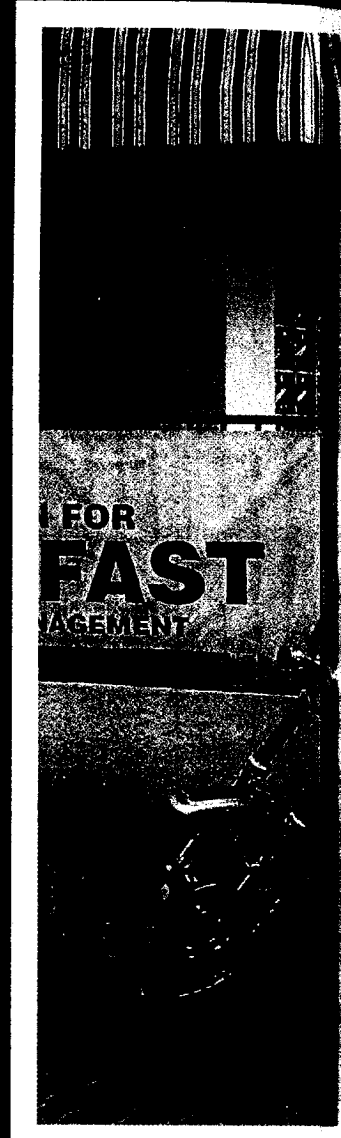
3

4



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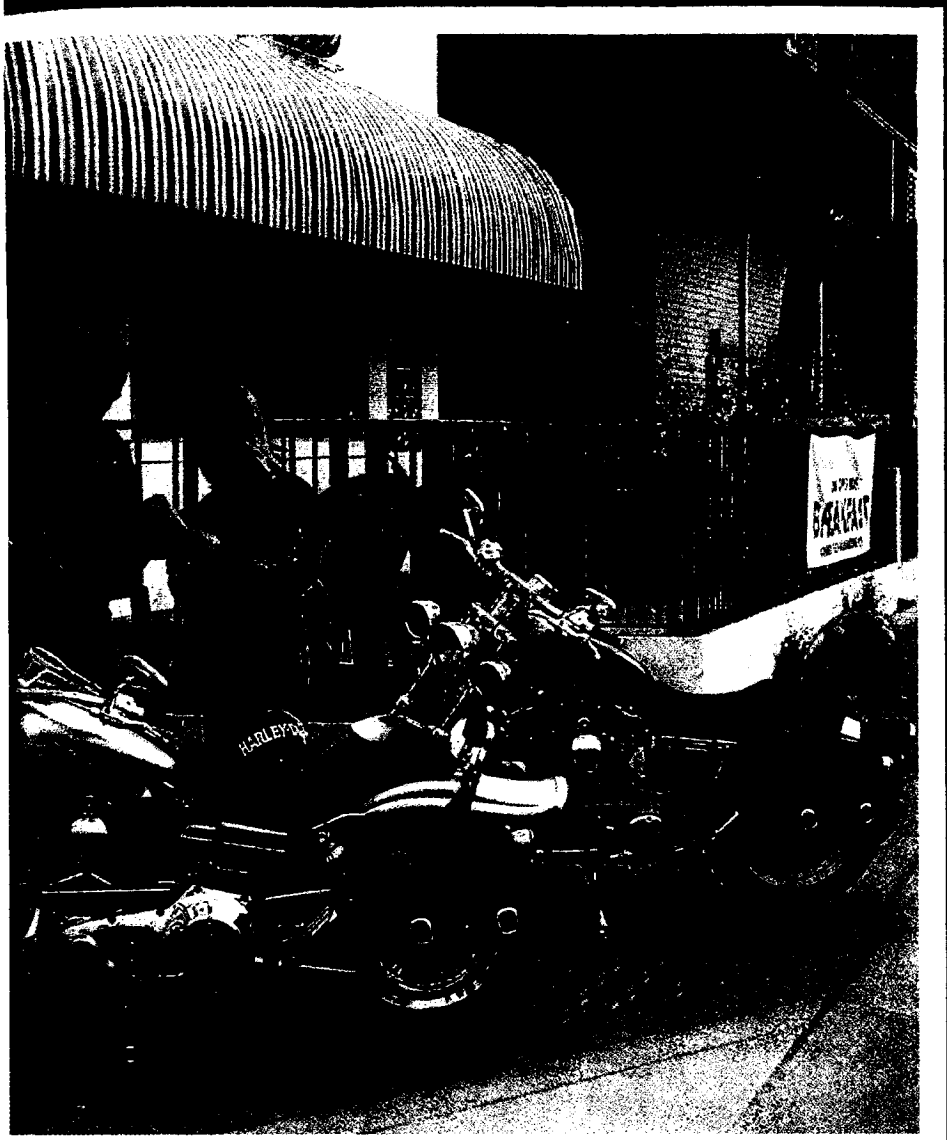
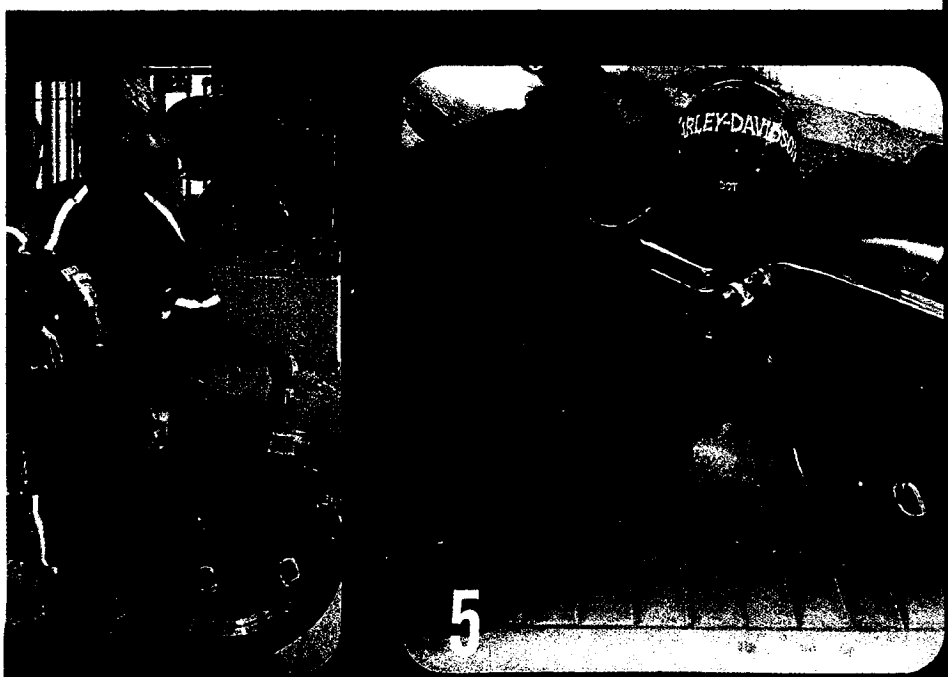




Photos: Pam Proctor

1 The FXRG Midweight Jacket (P/N 98508-99VM), FXRG Midweight Pant (P/N 98505-99VM) and FXRG Leather Riding Gloves (P/N 97124-02V) offer wind and water repellency, removable liners, zippered ventilation, impact resistant padding and a "riding position" cut. The Detachable Super Sport Windshield is comfortable for riding and removes easily for cruising. All-new Beach Bar Handlebars hide control wires for a clean appearance*.

2 New Profile Goggles (P/N 98173-02V) feature interchangeable lenses for day/night riding and a patent-pending detachable foam seal that converts the sunglasses into goggles. They're versatile riding goggles and stylish after-ride eyewear.

3 The Flame Leather Jacket (P/N 98134-03VW) and Durham Chaps (P/N 97160-99VW) are midweight leather cut for riding comfort. The Live to Ride Bandana (P/N 97710-01V) is an all-in-one nub cover and fashion accessory, and could even serve as a cold compress on a hot day.

4 Rain gear is essential for riders who prefer traditional H-D leather jackets/pants. The two-piece Deflector Rainsuit (P/N 98358-98V) and Rain Gaiter II (P/N 98348-99V) pack tightly in the Sportster Premium Harness Leather Saddlebags (P/N 90342-98B) and beat riding wet. The System Full Face Helmet (P/N 97212-02V) has a flip-up shield and removable/washable liner.

This Sportster will be hard to miss in the 100th Anniversary Parade thanks to its Radical Paint Set – Hot Rod Flames (P/N 95737-03BHN) and Smoked Passing Lamp Kit*. The Detachable Sissy Bar* adds passenger comfort and is quickly removed for solo style.

5 Get extra storage for The Ride Home to Milwaukee with the 100th Anniversary Saddlebags*. Boneyard Half Helmet (P/N 98003-00V) has a zip on/off neck curtain.

* Please contact your local H-D dealer or harley-davidson.com for specific model fitment.

HISTORY & HARLEY-DAVIDSON PART III

Changing

1954-1979

During its first half-century Harley-Davidson survived two World Wars and the Great Depression by producing dependable motorcycles that appealed to America's fascination with adventure. The next 25 years would be marked by the incredible growth of the post-war boomers, political and civil turmoil and a culture that seemed to change with break-neck speed. Harley-Davidson confronted this period with an evolving product line that allowed the Motor Company to remain a force on the changing American motorcycle scene.

She BROKE al

By Barbara Joans

It's 1961 and Jayne Kelly De Lopez has the odds stacked against her. She is 15 and pregnant when her outlaw boyfriend dies in an auto-racing accident. A high-mileage, chopped Knucklehead and the baby in her womb are all he leaves her. She holds on tight to both.

After the baby is born, she gets her motorcycle license and starts riding, her child perched in a front-pack.

She rides the chopper with members of an outlaw motorcycle club. They permit her to ride with them because the father of her child had been an important member. To ride with them as an equal is important to Jayne.

Jayne keeps riding. She criss-crosses the country, bouncing from husband to husband, state to state. She lands in San Francisco with four kids, $25 in her pocket, a cat and that Harley. Again she rides with the big boys. They think she's "cool." She is also living with seven members of the club. She graduates to a Panhead: a big, sexy bike that drops oil everywhere, as if to mark its territory.

But Jayne is a biker with an astute combination of smarts and ambition. Despite being a high school drop out, she talks her way into Berkeley and in 1974 earns a degree in political science. Two more kids follow. Her next step is University of San Francisco Law School. She supports her family, pays tuition and keeps her bike by fixing up old Bay-area houses and reselling them for profit.

Decades roll by. Each year she finds herself more content and further from a troubled past.

Today Jayne is well into middle age, with a happy marriage and financial security. She's a big-shot San Francisco lawyer specializing in family law

HISTORICAL TIMELINE

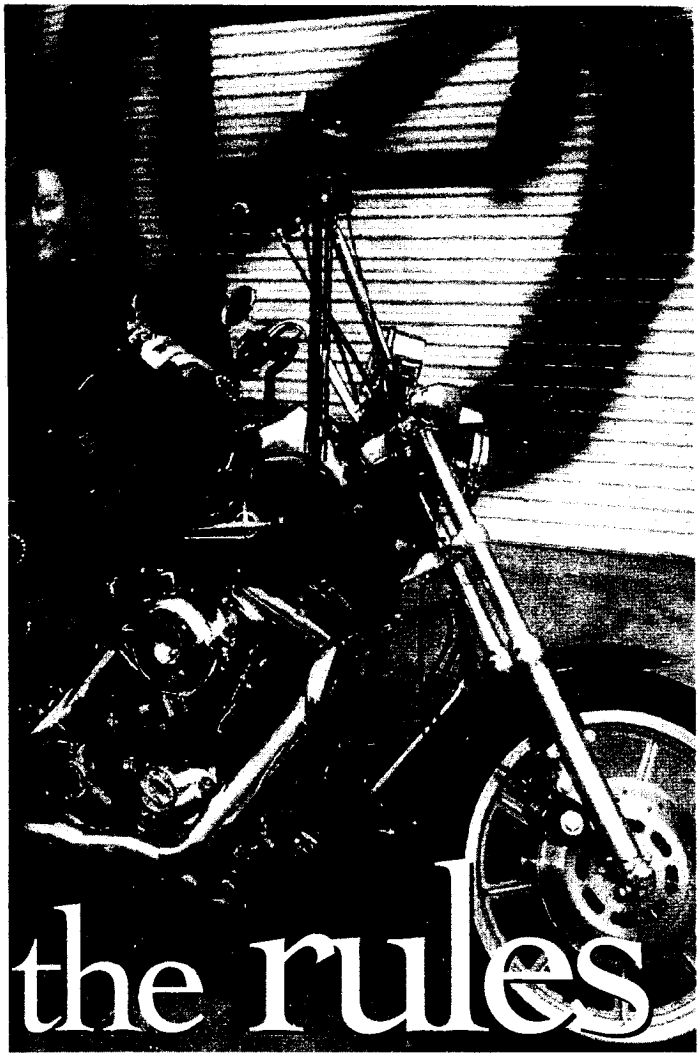
1954

Dirt track racer Joe Leonard wins the AMA Grand National Championship, beginning a string of nine consecutive championships for Harley-Davidson racers.

1955

1956

Rising rock 'n' roll star Elvis Presley poses for the cover of *Enthusiast* magazine sitting on a 1956 model KH.



the rules

and motorcycle accident cases. She's also a Judge Pro-Tem, a past board member of the San Francisco Trial Lawyers and a frequent keynote speaker at events hosted by women's groups.

Some women are exceptional. They flaunt the rules and get away with it. Jayne rode as an equal through an era when most male bikers considered a woman to be little more than a backrest.

"It was the 1960s, the boy-toy era," she reflects. "Women were supposed to walk two feet behind the guys and keep their mouths shut. Standing my ground was no picnic. I did it with fierce independence. I always took care of my kids and myself. I gained their respect because of my independence, my riding ability and my spirit."

Jayne's rebel years are history, but her past isn't far behind.

"I still ride with the boys," she admits. "It's a lot easier to earn their respect now. I do it with my education and my riding skills."

Barbara Joans is the author of "Bike Lust: Harleys, Women and American Society."

Like many soldiers of the Vietnam War, PFC Gary Wetzel returned home a changed man. As a helicopter door gunner, Wetzel and crew were shot down in 1968. Moments after crash-landing, a grenade explosion shredded his left arm just below the elbow. For 12 hours Wetzel fought back three waves of enemy soldiers to protect himself and his injured crew before being rescued. For his bravery, Wetzel was awarded the Congressional Medal of Honor, the highest military honor.

When he came back to Oak Creek, Wis., Wetzel (then 20) faced a life drastically different than what he'd known. He now refers to the ensuing seven years as his "restless years," but at the time it felt like hell.

In 1976, Wetzel found some salvation on a borrowed 1965 Panhead chopper.

"It became my goal," says Wetzel, "Teaching myself to ride, feeling a motorcycle again and finding the freedom that seemed lost."

With patience, a little help and a can-do attitude, Wetzel relearned to ride on a stock motorcycle, with no modifications to accommodate his prosthesis. Each mile brought confidence in his skills and himself. He began riding with other veterans, often to Vietnam veteran reunions.

"I loved the freedom I felt while riding," he says. "And I loved sharing that feeling with other vets."

In 1987, Wetzel combined his passion for riding with his concern for POW/MIA by helping create the Rolling Thunder Parade in Washington, D.C. Now in its 16th year, more than 500,000 motorcyclists are expected to gather over Memorial Day weekend to call attention to all POW/MIA. Once again, Wetzel will lead the parade aboard his 1993 FLHTC.

"More than 400 missing soldiers have returned home since we started Rolling Thunder," says Wetzel, who is now 55 and working in construction. "Their families are now free from the uncertainty."

And Gary Wetzel is free to ride wherever the road takes him, proud of his country and certain that his sacrifice made this world a better place.

Returning home, finding freedom

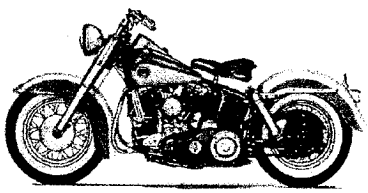
1957

The space race begins when Sputnik, the first artificial satellite, is launched by the Soviet Union.

1958

The first hydraulic rear brake and rear suspension on an FL appear on the Duo-Glide.

1959



1960

John F. Kennedy defeats Richard Nixon in the first televised presidential debate. Kennedy is elected in November.

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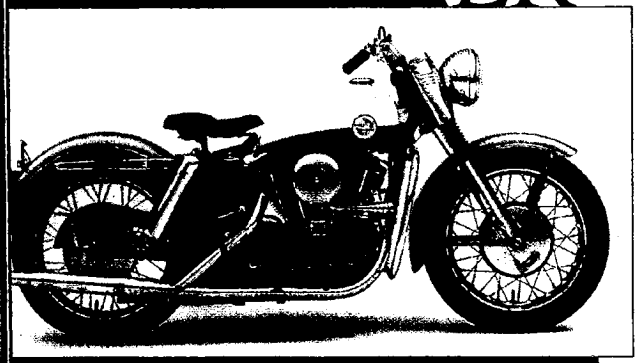


THE FIRST SUPERBIKE

If you wanted to win impromptu street drags in the late 1950s and early 1960s, the bike to ride was a Harley-Davidson Sportster. Descended from the side-valve Flathead K-Models, the 1957 XL Sportster was presented as a no-compromise, bare-bones sportbike meant to battle the British bikes of the era.

Unencumbered with saddlebags, luggage racks or extra lights, the Sportster offered an athletic profile previously seen only on Harley-Davidson racing motorcycles. Overhead valves on the 55-cubic-inch V-Twin delivered more horsepower than the sidevalve Flathead, and a rigid, one-piece crankcase/transmission made it the most technically advanced Harley-Davidson to date. Compared to many other motorcycles of its day, the Sportster was light and nimble, further bolstering its performance image.

Much of what is true about the current Sportsters was already evident in the original: Its pared-down design made it affordable, while its high-performance personality made it thrilling to ride. An instant success. The Sportster predicted and fueled America's fascination with street performance.

You see the silhouette of a rider on the horizon, his arms raised slightly to reach the handlebars. His feet are forward, his torso sunk low into the midsection of the motorcycle. You recognize the telltale rider position and distinct lines of this motorcycle as an iteration of the factory custom: It has the "look." Likely it's a Low Rider or a Deuce. A V-Rod maybe.

Today we recognize this look as a factory custom. It's a style that had its genesis in one of the seminal motorcycles in the Motor Company history, the 1971 FX Super Glide.

One of the first complete motorcycles styled by Willie G. Davidson, the 1971 Super Glide was a landmark design that created a new category of motorcycles. As he would throughout his motorcycle design career, Willie G. found inspiration for the Super Glide on the street. Beginning in the 1960s, one-off custom bikes mating a narrow front fork and wheel to the FL chassis began popping up in hotbeds like Los Angeles. These home-built customs sparked the imagination of the young Davidson, who joined the company as a designer in 1963 and recognized a gap in the H-D product line.

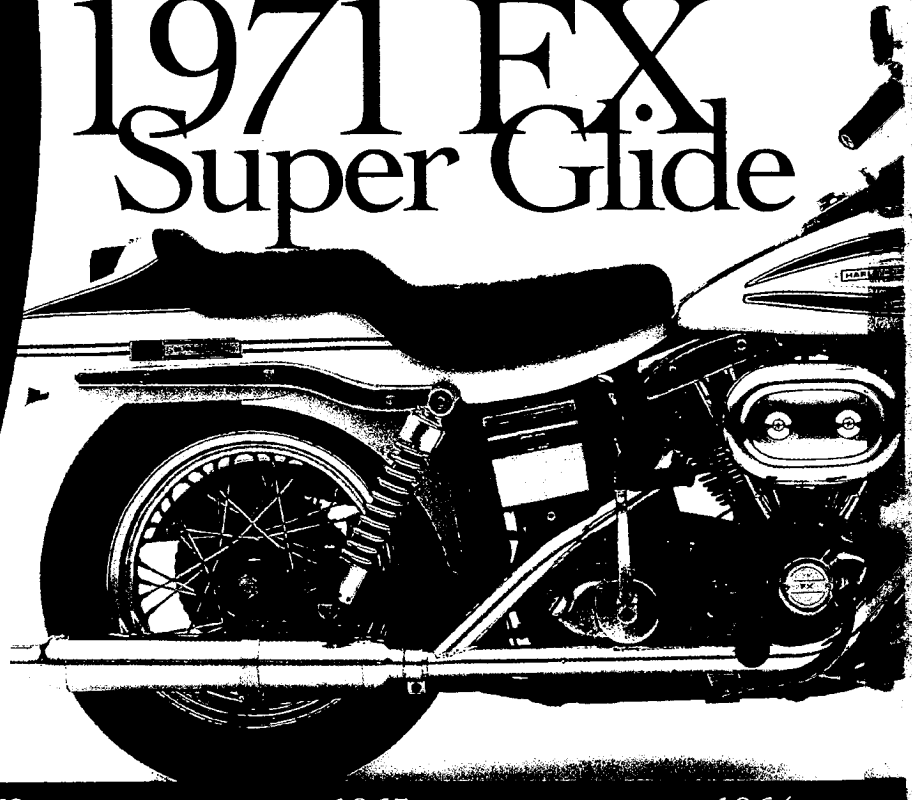
"There were dressed-out baggers, which had their own beauty. And there was the Sportster. Though these were significant models, there was a missing piece," Davidson writes in his book, "100 Years of Harley-Davidson." "I realized riders had a growing desire for a factory custom."

Assembled mostly from existing components, the Super Glide combined the Big Twin chassis (with its 74-cubic-inch Shovelhead motor and wide 16-inch rear wheel) with a narrow Sportster fork, a taller 19-inch front wheel and small headlight. This creation was capped with a wild fiberglass "boat tail" rear fender holding a recessed Chevrolet taillight. The factory custom was born.

"It's extreme, and it was meant to be,"

THE FACTORY CUSTOM IS BORN

1971 FX Super Glide



1961

Soviet cosmonaut Yuri Gagarin becomes the first man in space.

1962

Recognizing the rising relevance of fiberglass in motorcycle production, H-D purchases 60 percent of the Tomahawk Boat Manufacturing Company and begins manufacturing its own components.

1963

President John F. Kennedy is assassinated in Dallas, Texas.

1964

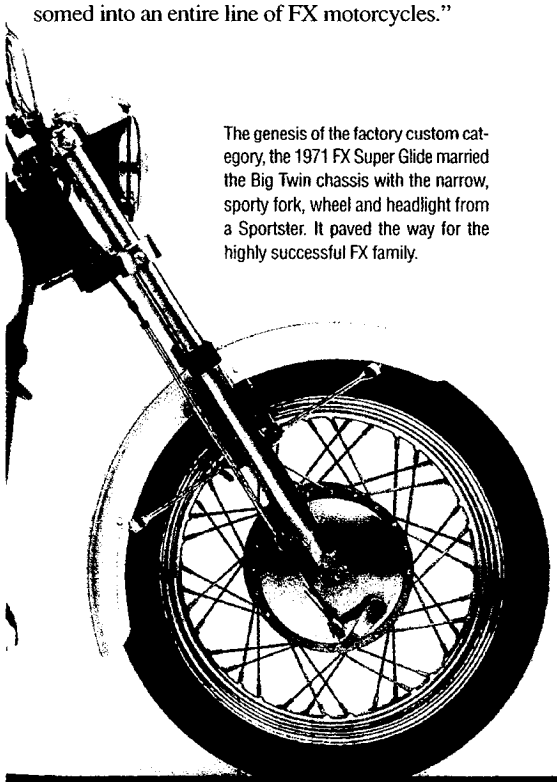
The Beatles perform on the "Ed Sullivan Show" for the first time on February 9.

says Davidson. "The goal was to achieve a dragster look: big rear tire and big engine with a lighter, smaller-looking front fork/wheel assembly."

Additional flair came from the tank graphic– an extended version of the Bar & Shield. Affixed to the top of the tank is the red, white and blue "Number 1" logo, originally designed by Davidson for a poster celebrating an AMA championship, which would symbolize the company during this period. Although it had been two years since AMF purchased Harley-Davidson, 1971 was the first year Harley-Davidson motorcycles displayed the AMF logo, so the Super Glide carried it on each side of the tank. The name "Super Glide FX" stood for "factory experimental," although it was intended to remain in the model line for a long time.

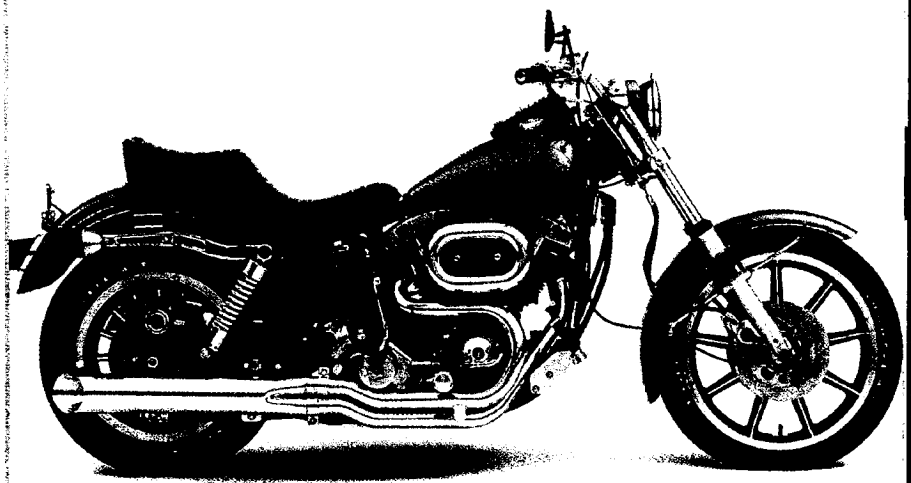
According to Motor Company Archives Director Tom Bolfert, the Super Glide showed mixed commercial success. "Some authors claim it wasn't an overnight success," he says. "In the early '70s we were selling everything we could make, so it's difficult to gauge the appeal of the FX."

Addressing the hesitation of some riders to accept the radical styling of the Super Glide, Willie G. points to the tail section. "I believe the tail section was probably too extreme," he says. "But this model was important, because it established us as a custom manufacturer. It was a seed that eventually blossomed into an entire line of FX motorcycles."



The genesis of the factory custom category, the 1971 FX Super Glide married the Big Twin chassis with the narrow, sporty fork, wheel and headlight from a Sportster. It paved the way for the highly successful FX family.

'77 FXS Low RIDER



FULL-ON FACTORY CUSTOM

With the 1977 FXS Low Rider, Harley-Davidson perfected the factory custom concept introduced by the 1971 FX Super Glide. Like the Super Glide, the Low Rider married the Big Twin engine and wide rear tire with a narrow, sporty front end. With a ground-hugging 27-inch seat height, the Low Rider was an extension of the Super Glide style.

The Low Rider was no "parts bin" custom, though. The collector exhaust (which wrapped around the timing cover) was a component designed specifically for the FXS. Mag wheels, white letter tires, drag handlebars, a scooped-out seat and the charcoal silver-metallic color also debuted on this new model. As a nod to the long history of motorcycles that preceded it, the tank graphics were inspired by 1917 race bikes. It was the first time the company borrowed graphics from its early models.

Other original Low Rider design elements are still in use even today. The engine and transmission were painted in a polychromatic paint scheme to accent the color of the bike. The cylinder heads were blacked out and cooling fin edges were polished for contrast. The rocker boxes, timer cover and outer primary were painted silver.

Though more customized than the Super Glide, the Low Rider appealed to a wider range of riders, and the sales reflected it.

"The Low Rider was a home run," says Tom Bolfert, Motor Company Archives Director "Everything about it worked: the lines, the geometry and proportions. To this day, the '77 Low Rider stops people in their tracks. It looks right, and it really launched the style that was carried on in the Dyna family."

1965

The Electra Glide replaces the Duo-Glide and features an electric starter.

1966

The first of the "Shovelhead" engines is introduced on the Electra Glide models, replacing the Panhead.

1967

South African surgeon Christian Barnard performs the first heart transplant.

1968

On April 4th, the Reverend Martin Luther King, Jr. is assassinated. Robert Kennedy is assassinated on June 4th.

SNOWMOBILES

By Charles Plueddeman

A BRIEF VENTURE INTO SNOW CRUISING

In the mid-1960s, snowmobiling seemed like the perfect new activity for housebound motorcyclists living in the snowbelt. The sport was booming, with more than 100 manufacturers selling "sleds." The Motor Company had considered getting into the snowmobile market as early as 1964. In 1969, Harley-Davidson was merged with AMF, Inc., which was building the Ski-Daddler snowmobile. Harley-Davidson had its own snowmobile design ready to go, and AMF stopped Ski-Daddler production after the 1970 season and let Harley carry the snowmobile banner for the corporation.

In 1970, Harley-Davidson produced 80 examples of a '71-model snowmobile that were used for field-testing and to stoke demand for full production the following season. These models had a steel chassis and belly pan and were powered by a 30-hp, 398cc twin-cylinder, two-stroke engine designed by Harley-Davidson and built in Italy by Aermacchi. The sled was styled by Willie G. Davidson.

The Motor Company signed up 200 dealers in 1971 and built 2,000 of the '72-model sleds, which had a list price of $1,105. Its 18-inch-wide track and 30-inch ski stance made the Harley-Davidson a very stable machine, but it was also heavy, weighing 465 pounds with the five-gallon fuel tank filled.

The snowmobile received a makeover for 1974, though its basic styling was not changed. A new aluminum chassis and plastic belly pan trimmed 50 pounds, while a console enclosed the engine and reduced the sound level. The 34-hp Y-398 model had a white hood, while the 37-hp Y-440 was black. Chrome accessories were also available, for those who wanted to add a bit of flair. Harley continued to refine the sled, adding a tuned muffler to make more power, but 1975 would be the last season for snowmobiles from the Motor Company. High fuel prices and two consecutive snowless winters depressed the snowmobile market, and Harley-Davidson joined many other manufacturers in pulling out of the business.

THE HARLEY SCOOTER

Buoyed by post-war wealth and yearning for inexpensive transportation, American youth fueled a boom in motor scooter sales during the late 1950s and early '60s. Recognizing the sales potential already being realized by brand names like Vespa and Allstate, Harley-Davidson joined the fray in 1960 with a lightweight, easy-to-ride scooter called the Topper.

The step-through Topper was powered by a rubber-mounted, 10-cubic-inch two-stroke engine with a "Scootaway" automatic transmission. Leading link front suspension provided a bit of cushion above the otherwise firm 12-inch wheels, and two-wheel brakes gave it better stopping power than some of its competitors. The Topper was constructed of stainless steel and aluminum covered with fiberglass bodywork.

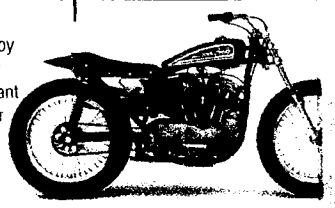
Despite a clever and persistent advertising campaign boasting "Tops in Beauty, Tops in Performance," Harley-Davidson's manufacturing experience and an established dealer network, the innovative Topper arrived just as the U.S. scooter market began a decline. It was not a sales success, and production ended after the 1965 model year.

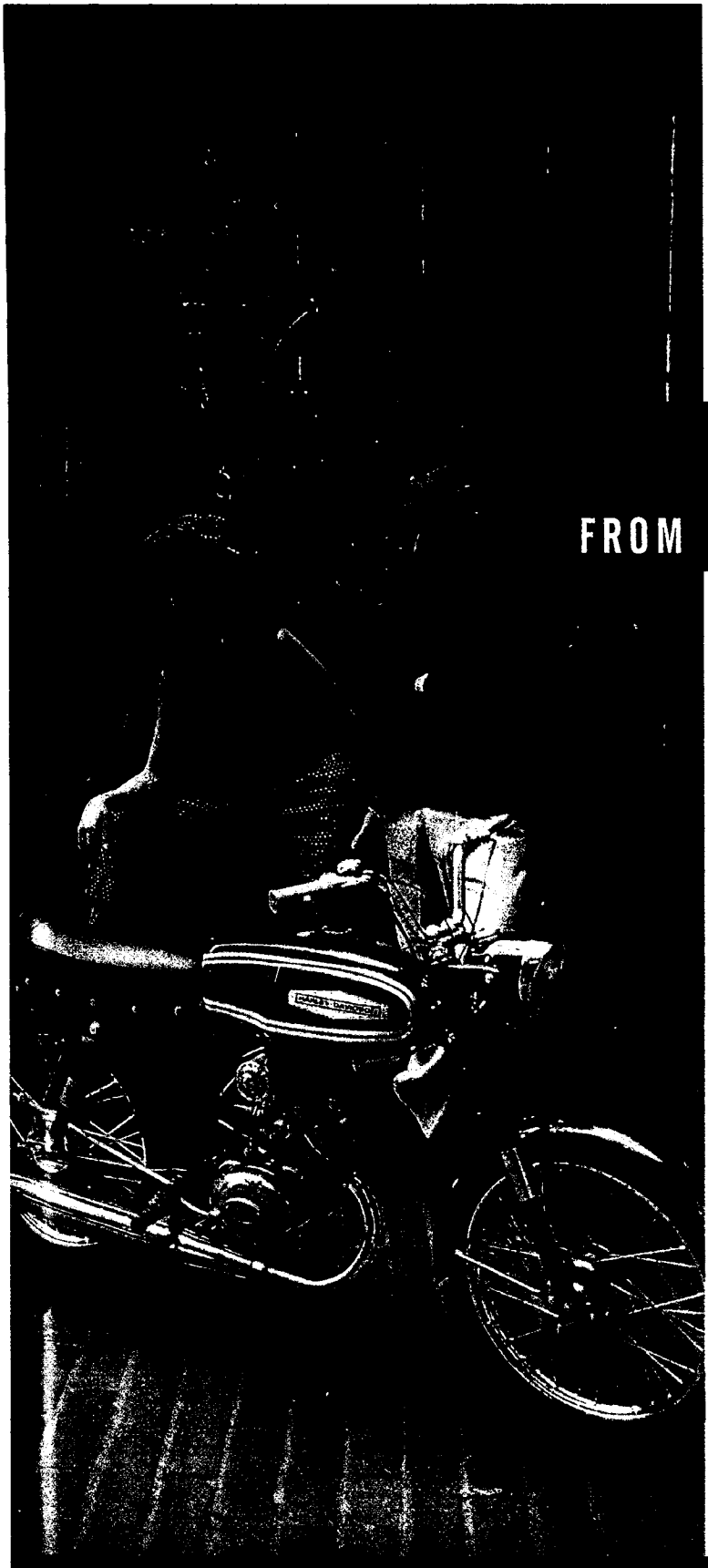
1969 — **AMF** — Harley-Davidson merges with the American Machine and Foundry Company (AMF), a producer of leisure products.

1970 — Already at war in Vietnam, U.S. forces invade Cambodia.

1971 — The 26th Amendment is passed, lowering the voting age to 18.

1972 — The aluminum alloy XR-750 debuts. It will be the dominant dirt track racer for the next three decades.





The 1970 Aermacchi Harley-Davidson Baja 100 was the bike to race in Southern California desert races of the period.

FROM BIG TWINS TO SMALL SINGLES

In an attempt to tap into the booming lightweight motorcycle market created by the Japanese manufacturers in the late 1950s, Harley-Davidson purchased a half interest in Aeronautica Macchi in 1960. An established Italian motorcycle company known for having produced fighter planes in World War II, Aermacchi would manufacture the Harley-Davidson-badged bikes for sale in North America.

The first Aermacchi-produced Harley-Davidson was the 1961 250 Sprint, followed in subsequent years by several 50cc-350cc bikes in both off-road and road versions. Except for some of the 250cc and all of the 350cc machines, Aermacchi-built Harley-Davidson motorcycles were powered by two-stroke engines. All were single-cylinder designs.

Aermacchi-produced motorcycles and engines proved more than capable in competition. In 1965, a Harley-Davidson streamliner powered by a 250cc Sprint engine, and ridden by George Roeder, set a world speed record of 176.817 mph on the salt flats at Bonneville, Utah. Walter Villa rode a RR-250 to three consecutive 250 World Road Championship titles from 1974-'76. Gary Scott won the 250cc road race at Loudon, N.H., in 1974 on a similar machine. And the 1970 100cc Baja was an acclaimed motocross, enduro and desert race bike.

Racing victories didn't translate into commercial success, however, and the lightweight Aermacchi Harley-Davidson bikes never gained a toe-hold in a market dominated by ever-evolving Japanese brands. Harley-Davidson sold its shares of Aermacchi to Cagiva in 1978, and refocused the business on its strength: Big Twins. As an interesting side note, Aermacchi is still manufacturing fighter planes today.

1973

Harley-Davidson motorcycle production is expanded when all assembly operations are moved to a modern 400,000-sq.-ft. plant in York, Pa.

1974

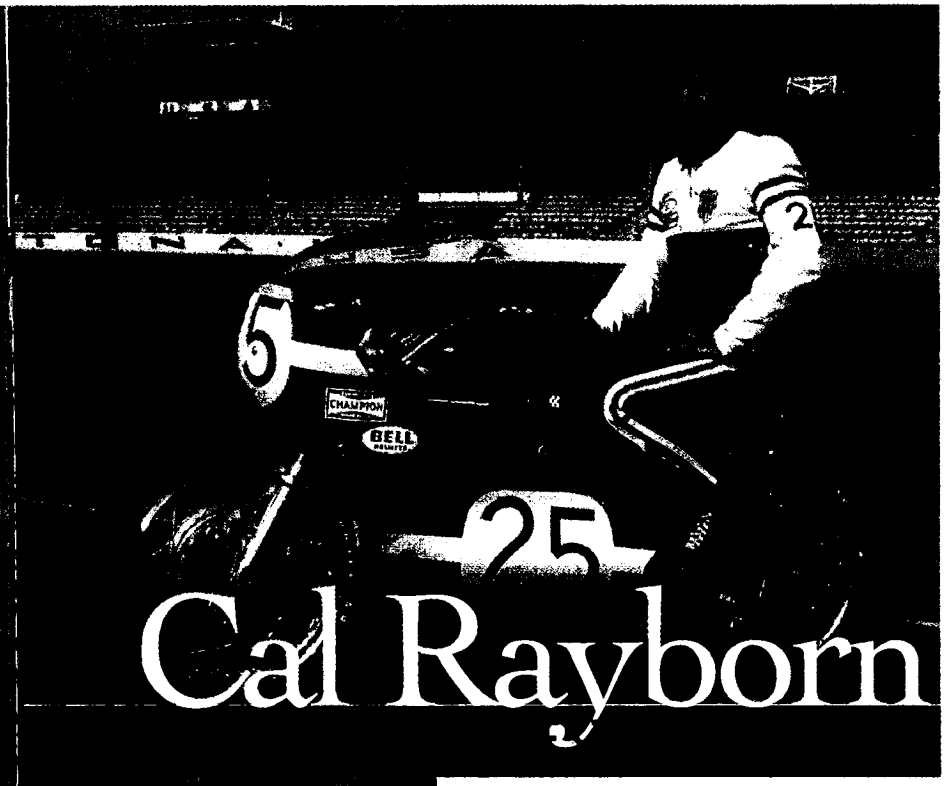
President Nixon resigns, Vice President Gerald Ford sworn in as President.

1975

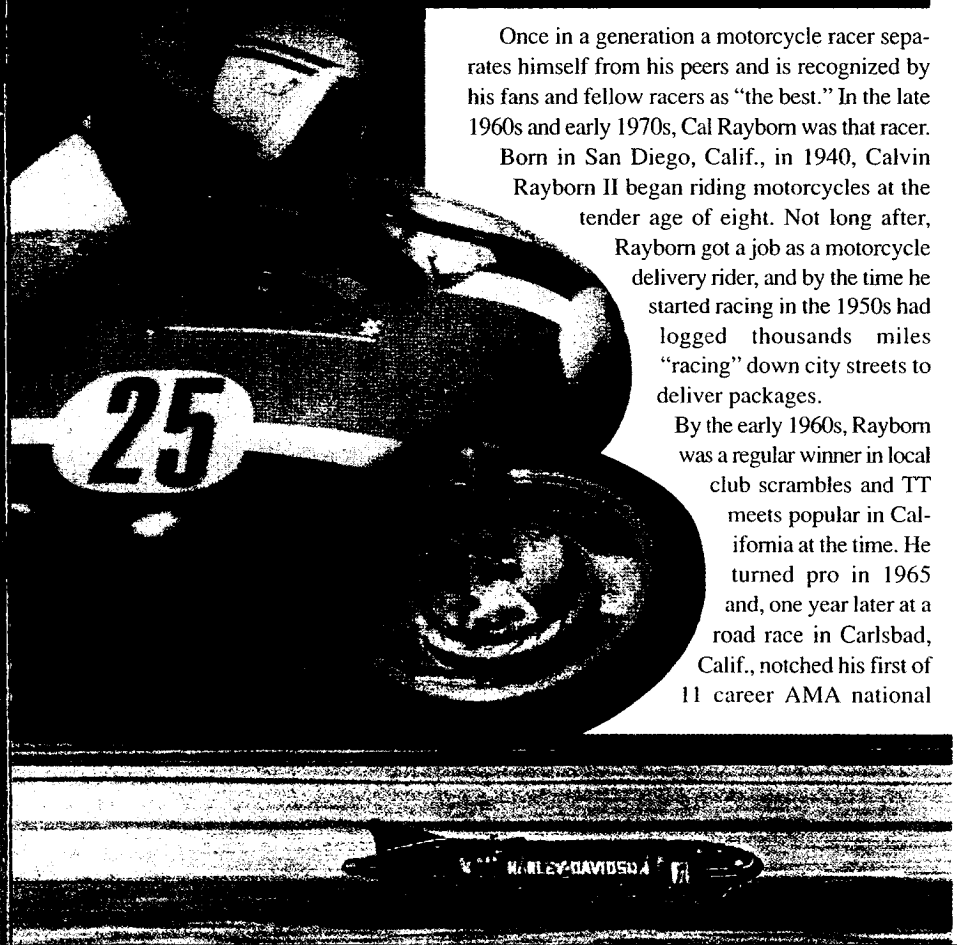
U.S. spacecraft Apollo 18 and Soviet spacecraft Soyuz 19 link up, fostering a new cooperation between the Soviet and U.S. space programs.

INTERESTED IN A MORE COMPLETE HISTORY OF Harley-Davidson?

The book "100 Years of Harley-Davidson" by Willie G. Davidson (P/N 97997-03V) and the newly revised and updated "The Big Book of Harley-Davidson" by Tom Bolfert (P/N 97964-03V) are packed with in-depth details and outstanding photography.



Cal Rayborn



Once in a generation a motorcycle racer separates himself from his peers and is recognized by his fans and fellow racers as "the best." In the late 1960s and early 1970s, Cal Rayborn was that racer.

Born in San Diego, Calif., in 1940, Calvin Rayborn II began riding motorcycles at the tender age of eight. Not long after, Rayborn got a job as a motorcycle delivery rider, and by the time he started racing in the 1950s had logged thousands miles "racing" down city streets to deliver packages.

By the early 1960s, Rayborn was a regular winner in local club scrambles and TT meets popular in California at the time. He turned pro in 1965 and, one year later at a road race in Carlsbad, Calif., notched his first of 11 career AMA national wins. Former H-D team manager Dick O'Brien immediately recognized Rayborn's rare talent, and would later say that Rayborn, along with the legendary British rider Mike Hailwood, was the best road racer he'd ever seen.

Rayborn hit his stride in the late 1960s as a member of the factory Harley-Davidson team known as "The Wrecking Crew." His most famous victories were back-to-back Daytona 200 wins in 1968 and 1969. Against the first field of truly international racers at Daytona, Rayborn and his KR TT lapped the entire field to become the first rider ever to average more than 100 mph for the 200-mile event.

His win in 1969 was just as impressive. The Japanese manufacturers owned a technical edge with their light and agile two-strokes. Rayborn qualified eighth and was the only four-stroke rider among the top qualifiers. Using sheer riding talent and determination he stayed with the faster two-stroke leaders, who one-by-one experienced mechanical problems or falls, to score his second straight Daytona 200 win.

The competitive rider didn't confine himself to road races. In 1970, Rayborn squeezed himself into a Harley-Davidson streamliner and set a 265.492-mph world speed record on the salt flats of Bonneville, Utah. And in 1971, he scored his first and only national win on a flat track at Livonia, Mich.

Rayborn delivered perhaps his most famous performance in 1972 at the Transatlantic Match Races in England. On an outdated iron-cylinder XR and with no experience on the unfamiliar tracks, Rayborn won three of the six rounds and tied Brit Ray Pickrell as the top scorer. Rayborn became an instant hero in Britain, and proved that American riders could be top contenders in international road racing. Later that year Rayborn won two U.S. nationals and gave H-D its last AMA Grand National Road Race victory.

"Calvin looked smooth and fluid, but he was always racing harder and more aggressive than anyone else," says H-D racing manager Bill Werner. "He was comfortable sideways, loose or standing his bike on the front wheel. Nobody else at the time raced like that."

Unfortunately, Rayborn's life was tragically cut short. In December of 1973, he was killed in a racing accident at a club event in New Zealand. At 33, one of America's greatest talents was gone, leaving a wife and two sons.

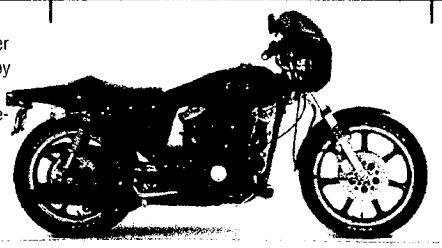
Cal Rayborn was likely the greatest American road racer in the late 1960s and early '70s. He won 11 AMA National events and two consecutive Daytona 200 races. Rayborn set a world motorcycle speed record of 265.492-mph on the Harley-Davidson streamliner in 1970.

1976

U.S. celebrates the 200th anniversary of its independence.

1977

The XLCR Cafe Racer debuts with cast alloy wheels, quarter-fairing and road race-style fuel tank.



1978

Harley-Davidson factory dirt track racer Jay Springsteen wins his third consecutive AMA Grand National Championship.

1979

Iranians seize the American Embassy in Tehran, taking 63 Americans hostage.

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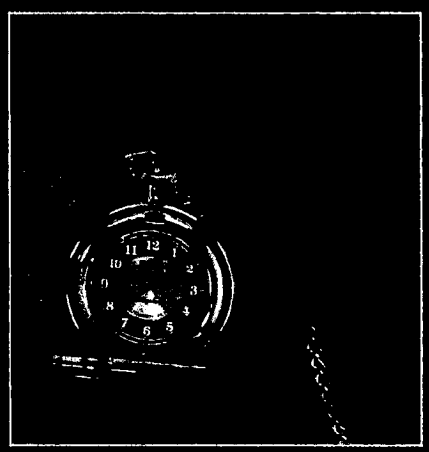

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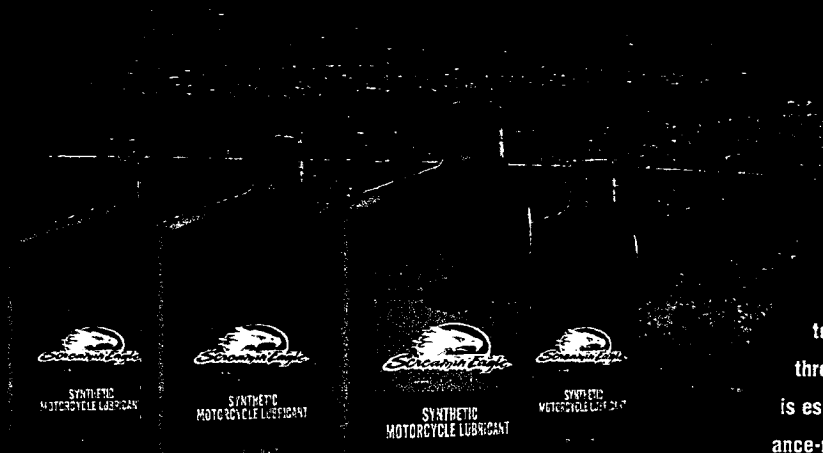


For starters, SYN3 is the first and only synthetic lubricant tested and approved for Harley-Davidson and Buell V-Twin engines, transmissions and primary chaincases. More than three years of fluid engineering and 500,000 miles of testing were required to develop the proprietary, custom-blended formula of three synthetic base stocks with unique additives. SYN3 is especially appealing to two groups of riders: performance-minded riders whose motorcycles run at higher temperatures when pushed to the limit and those who ride in areas with warmer weather.

We sat down with Harley-Davidson engineers to get the facts on SYN3. This is what they had to say:

Q Is SYN3 a full or semi synthetic?

A It's a full synthetic, however, there is no official Petroleum Industry Standard for the definition "synthetic." General industry practice is that a "true" or full synthetic is formulated with Group IV Polyalphaolefin (PAO) base stocks, as is the case with SYN3.

Q What are the key benefits to using SYN3?

A Improved film strength for better wear protection at high temperatures, improved deposit control for a cleaner engine, transmission and primary chaincase. In each cavity SYN3 improves wear protection, high temperature detergency and overall field performance. What's more, using one lubricant reduces the chance of mixing incompatible lubricants or filling a cavity with the wrong product.

Q Will the use of SYN3 lengthen my service intervals?

A No, we recommend that you still follow your owner's manual for the proper service schedule for your vehicle. While SYN3 can reduce the amount of impurities in your engine, no lubricant reduces fuel dilution, which happens every time you start your engine, or removes combustion by-products.

Q Do I need to completely drain the cavities that will be filled with SYN3?

A Yes. We don't recommend mixing SYN3 with other lubricants, however, flushing isn't required. The small amount of fluid that remains after a drain is not significant.

Q What kind of testing was done on SYN3?

A To develop the proprietary blend that is SYN3, Harley-Davidson completed more than three years of laboratory bench testing, dynamometer testing under accelerated conditions, open road vehicle durability testing, closed course durability testing, and wear and deposit rating analysis.

Q Will H-D360 be replaced by SYN3?

A SYN3 isn't intended to replace H-D360. It's an option for customers with high performance engines, those in hot climates who want extra protection and those who want the convenience of one fluid for all drivetrain reservoirs.

Q Should I add a can of additive with each oil change?

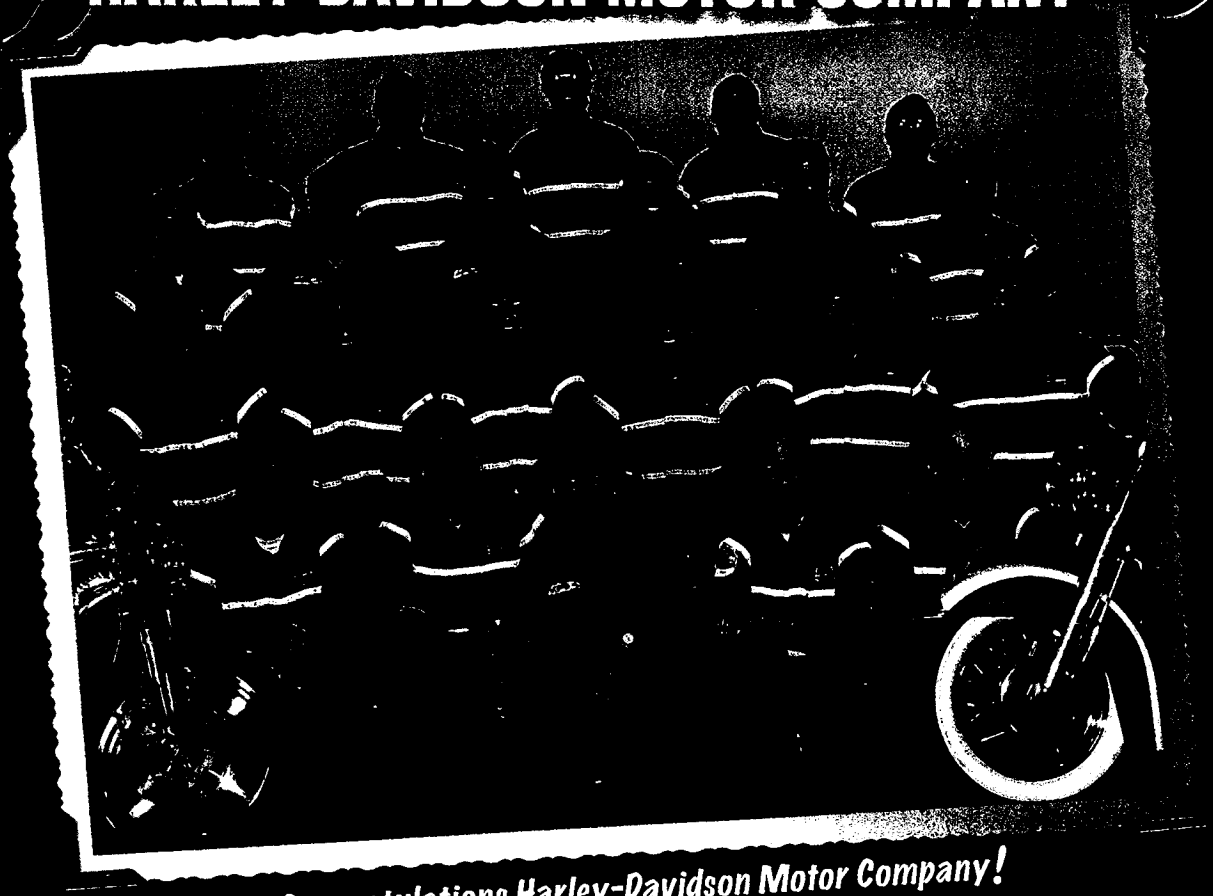
A No, SYN3 is blended with an additive package already included, and other additives are unnecessary and incompatible with SYN3. In fact, oil additives may actually dilute the SYN3 formulation.

Q In what powertrains can this product be used?

A SYN3 was tested and approved for use in Evolution XL, Evolution 1340, Twin Cam 88 and 88B, Revolution and all Buell models.

Happy 100th Anniversary

HARLEY-DAVIDSON MOTOR COMPANY



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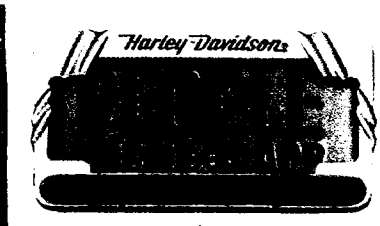
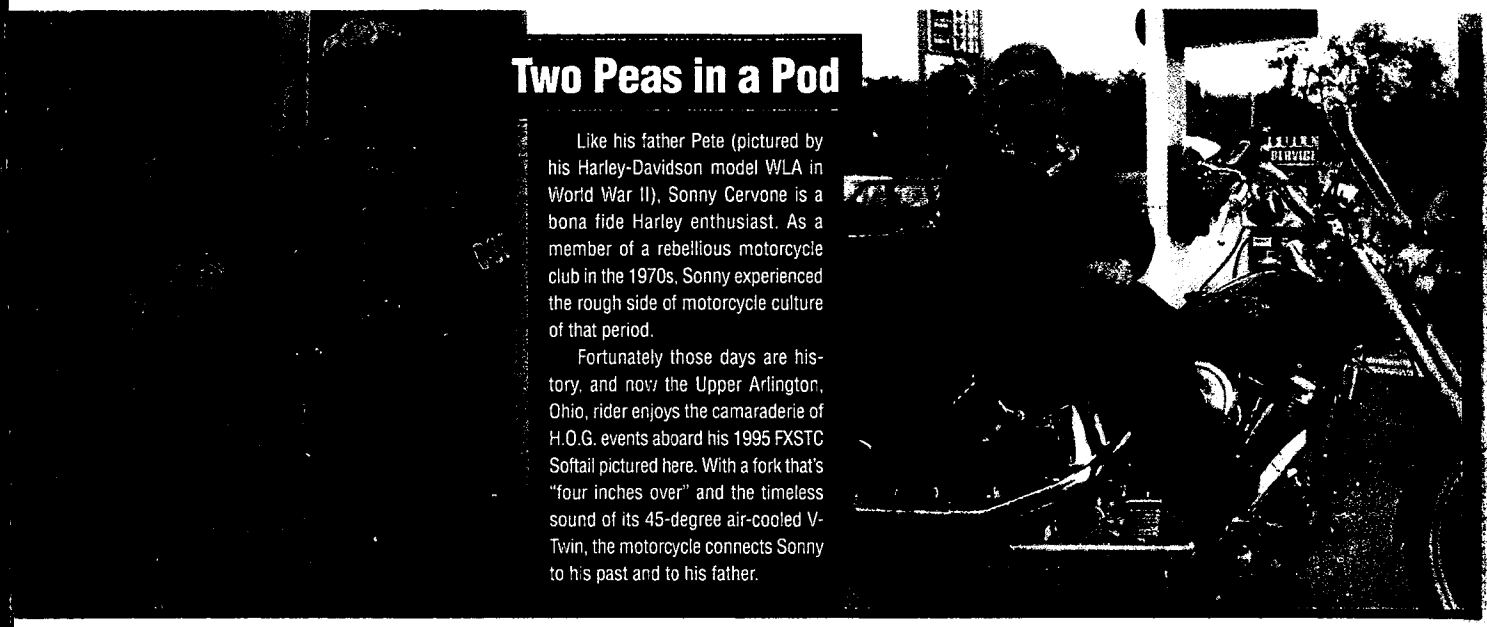


Harley People

Father and Daughter Duo

With Alaska as their destination, Winston and Cathy Kindem of Mankato, Minn., hit the road last summer for a three-week adventure aboard their 2003 FLHTC Electra Glide Classic. The father/daughter duo took a ferry through the Inside Passage to Haines, Alaska, and then experienced the outstanding scenery of Fairbanks, Denali, Anchorage, followed by the Kenai Peninsula and Homer.



Two Peas in a Pod

Like his father Pete (pictured by his Harley-Davidson model WLA in World War II), Sonny Cervone is a bona fide Harley enthusiast. As a member of a rebellious motorcycle club in the 1970s, Sonny experienced the rough side of motorcycle culture of that period.

Fortunately those days are history, and now the Upper Arlington, Ohio, rider enjoys the camaraderie of H.O.G. events aboard his 1995 FXSTC Softail pictured here. With a fork that's "four inches over" and the timeless sound of its 45-degree air-cooled V-Twin, the motorcycle connects Sonny to his past and to his father.

"I just don't get it. There goes my neighbor and he started cleaning his bike after I did. He's got a clean bike and I'm not even half finished. What gives?"

Poor Larry. Trying to clean his bike the clumsy, old fashion way. Too bad he hasn't found out about S100® Total Cycle Cleaner, the product Rider Magazine called *"the revolution for the Saturday morning wash"*. Spray it on, touch the heavy dirt with a sponge, hose if off and you're done in about 15 minutes. Factory approved and supplied to leading motorcycle manufacturers for over a decade. Ask a friend. He'll tell you that S100 is the secret to getting in more riding time this year! Available from your Harley-Davidson® Dealer.

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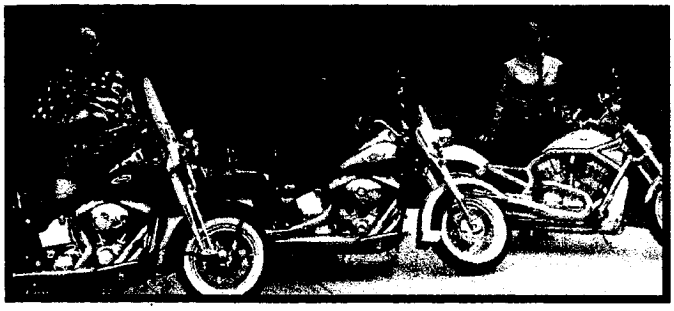
Her Own Harley

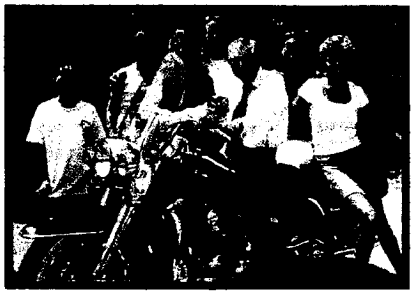
For 10 years Darla Morgan of Menomonie, Wis., was a passenger on her husband's motorcycle, and she always imagined cruising down the street on her own motorcycle. So when Darla received a small inheritance from her family, she turned her dream into a 2002 XLH 883 Sportster Hugger. "I can't wait for spring to come, so I can get on my beautiful Harley again," she says.



Families that Ride Together

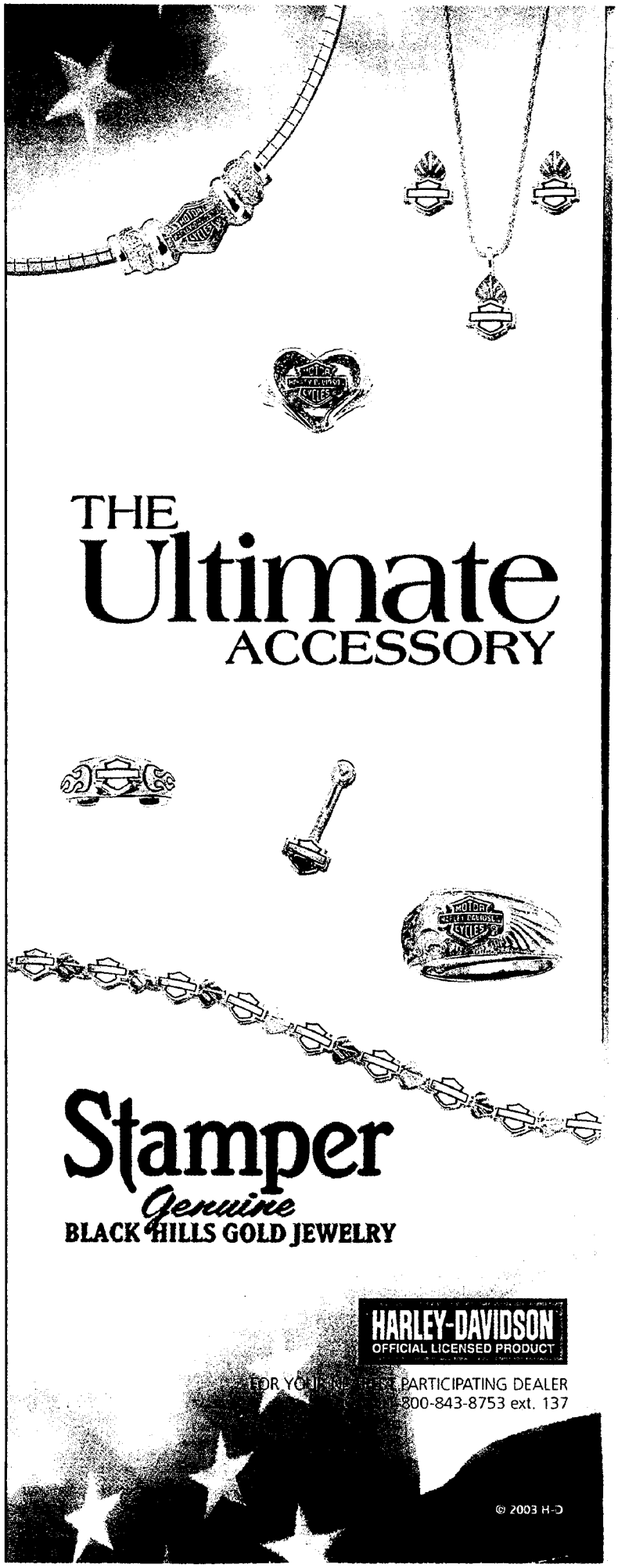
For years Craig Miller of Hoschton, Ga., ferried his wife Joanne and daughter Amy on the back of his motorcycles. Then Amy ordered her own Harley: a 2003 FLSTC Heritage Softail Classic. When they were at the dealership picking up Amy's bike, Joanne test rode a V-Rod, and quickly made it her first Harley-Davidson, explaining, "The V-Rod is so well-balanced that it makes turning effortless. It's the smoothest ride I've ever had." Pictured from left to right: Craig and his 2002 FLSTS Heritage Springer; Amy and her 2003 FLSTC Heritage Softail Classic; and Joanne with her 2003 VRSCA V-Rod.

Head of Class



When students at the University of Richmond (Virginia) hear the rumble of a Harley, they know that Chancellor Heilman is on campus. "I love to see the look on their faces when I zoom past," says Heilman, who rode his first Harley-Davidson motorcycle as a Marine in 1946. He currently rides a 1999 FLHRCI Road King Classic – a 50th wedding anniversary gift from his wife, Betty. Pictured from left to right: grandson Nick; granddaughter Carly; daughter Sandy; granddaughter Hillary; Dr. Bruce Heilman; granddaughter Natalie; and daughter Terry.

motorcycle, and to learn more about your love of motorcycling. We'd prefer an original photo, with pertinent information, your full name, address, telephone number and e-mail address. If sending digital photos, mail us a disk with your highest resolution image (file size at least 400K). Mail to: *Enthusiast* - Harley People, Harley-Davidson, Inc., 3700 W. Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653. All photos become property of Harley-Davidson Motor Company. We'll print a sampling in each issue.



Shared Passion

RUN HEALING WALL

While often highly emotional for those who participate, the Run For The Wall and subsequent Rolling Thunder ride are also full of smiles and joy. Sharing such a moment at last year's event are (left to right) Myke Shelby, Jim McCaslin (President, Harley-Davidson Motor Company), Adrian Cronauer, Gary Wetzel (Congressional Medal of Honor recipient) and the author, Gary Thompson.

By Gary Thompson

I served in the Vietnam War from 1967-68 as an Air Force medic. While I was in Vietnam, my escape from the daily cost of the war in lost lives and human suffering was to look at motorcycle magazines and plan a motorcycle trip across the U.S. that would clear my head. When I returned home from the war, that trip took a back seat to college, an MBA and a family that needed to be raised. But the dream of that trip never left me. It was always in the back of my mind.

In 1992, I made my first visit to the Vietnam Veteran's Memorial, or what is commonly referred to as "The Wall." During the highly emotional visit, I became aware of a cross-country motorcycle trip called Run For The Wall (RFTW).

Two years later I bought a Harley and joined my first RFTW. I knew then it wouldn't be my last healing trip. Every trip since has resulted in a personal coming-to-terms with some of my "issues" borne from my time in the war. Countless other vets have had a similar experience on their RFTW.

Run For The Wall began 14 years ago when two men rode across the U.S. to honor those who didn't come back and raise awareness for the POW/MIA issue. It has now expanded to a 10-day, 3,800-mile trip that begins in California and ends at the Vietnam Veterans Memorial in Washington, D.C., on the Friday of Memorial Day Weekend. Hundreds of riders participate each year, some from the start of the ride and others who join along the route. The following Sunday the cross-country riders are joined by tens of thousands of other motorcyclists in the Rolling Thunder parade through the streets of Washington, D.C.

There is no charge to any of the RFTW participants and stops are made along the way at veteran's memorials and VA hospitals to honor veterans and let them know they are not forgotten.

There are sponsored lunches and dinners where veterans of all wars are honored with speeches and music. Most importantly, there are many simple welcome-home hugs and, more often than not, these are the very first hugs of that kind for many of the new Vietnam veteran riders. Tears flow freely and without shame.

And there is laughter. Last year at the stop in Rainelle, W.Va., we were honored by school kids who asked, "What do you do when it rains?"

"We get wet," we replied, which brought great laughter for all.

Participants in the run share a sense of family as riders help each other to accomplish the journey. There is healing on the ride, like that experienced by one veteran who for years told people he lost his arm in an automobile accident instead of in Vietnam. He made the ride to come to terms with the men he served with and whose names are etched on the Wall.

At its core, RFTW is a journey of healing and a "Welcome Home" for all who participate, whether they're veterans, non-veterans or their supporters. It's a public journey of personal sacrifice that continues to remind the nation of the need for full accountability of all POW/MIAs. And it's both a physical and emotional journey that cleanses the souls of nearly all who participate.

As a committed journeyman, I welcome anyone to learn more about the Run For The Wall at www.rftw.org. Information on Rolling Thunder can be found at www.rollingthunder1.com.

Shared Passion is a feature for readers who have a story to share with other H-D riders. Please send us your type-written story (500-750 words) for possible publication. Include photography, your full name, address and phone number. Send submissions to: *Enthusiast* – Shared Passion, Harley-Davidson, Inc., 3700 West Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653

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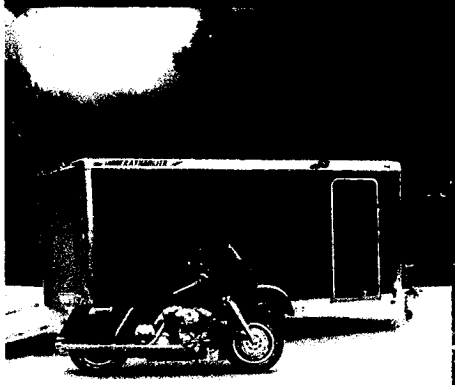

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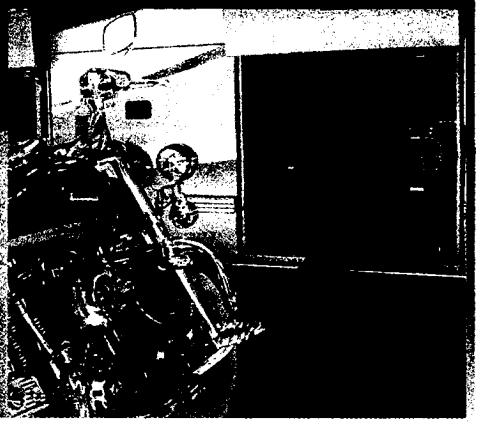

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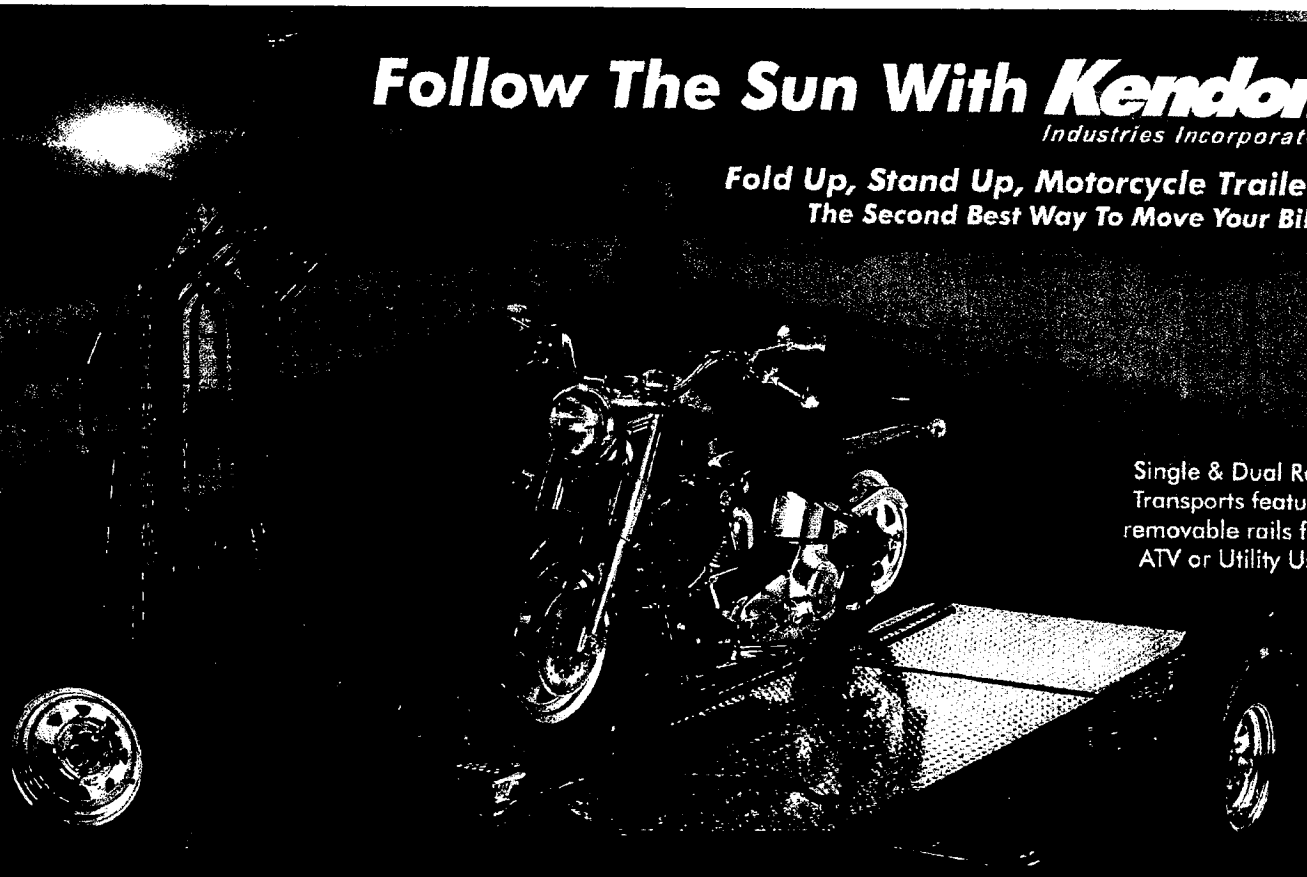

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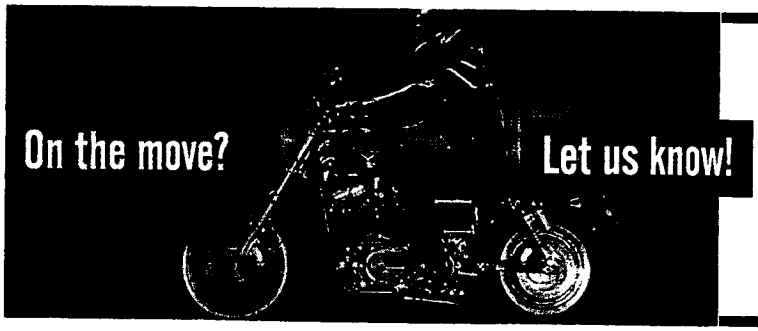

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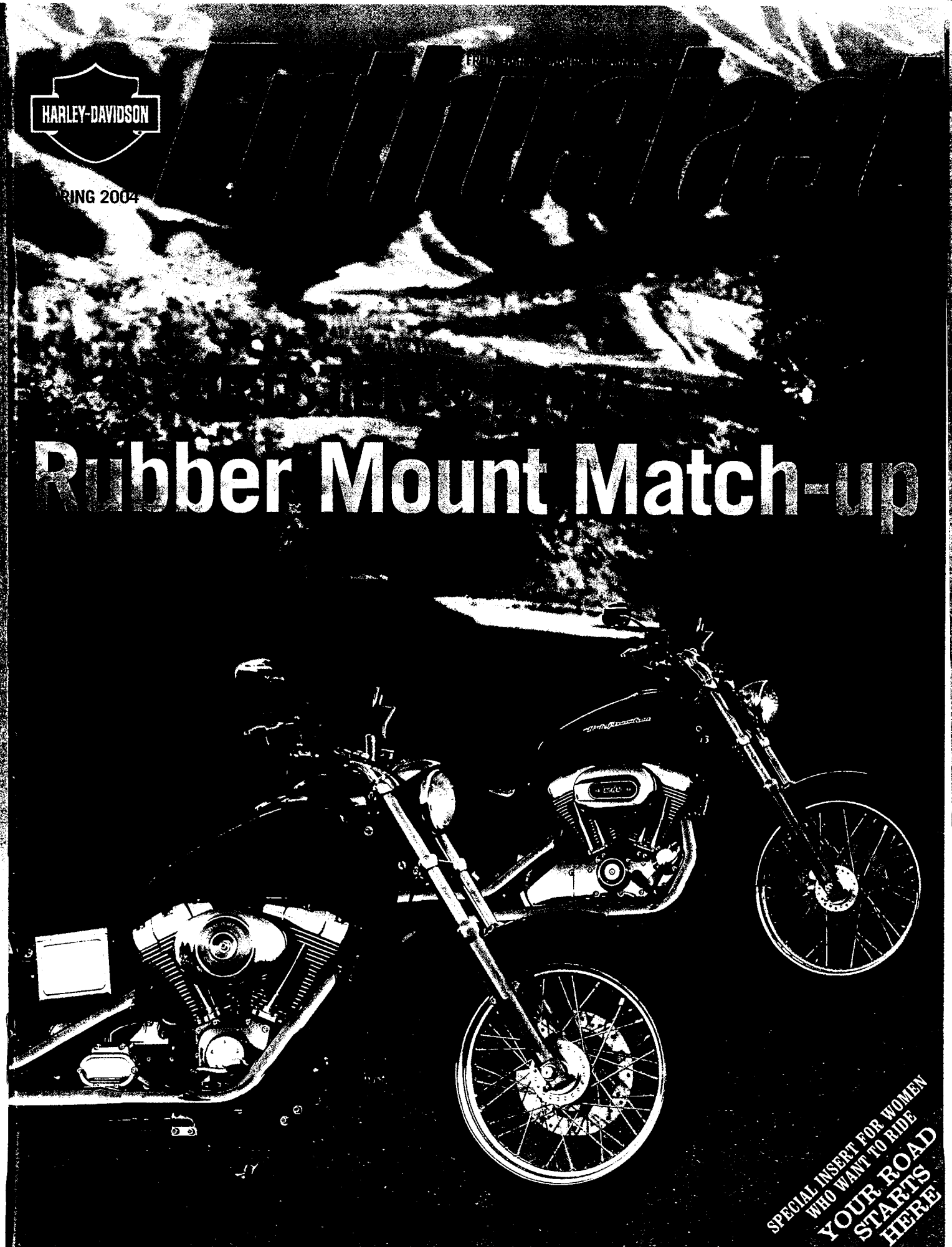
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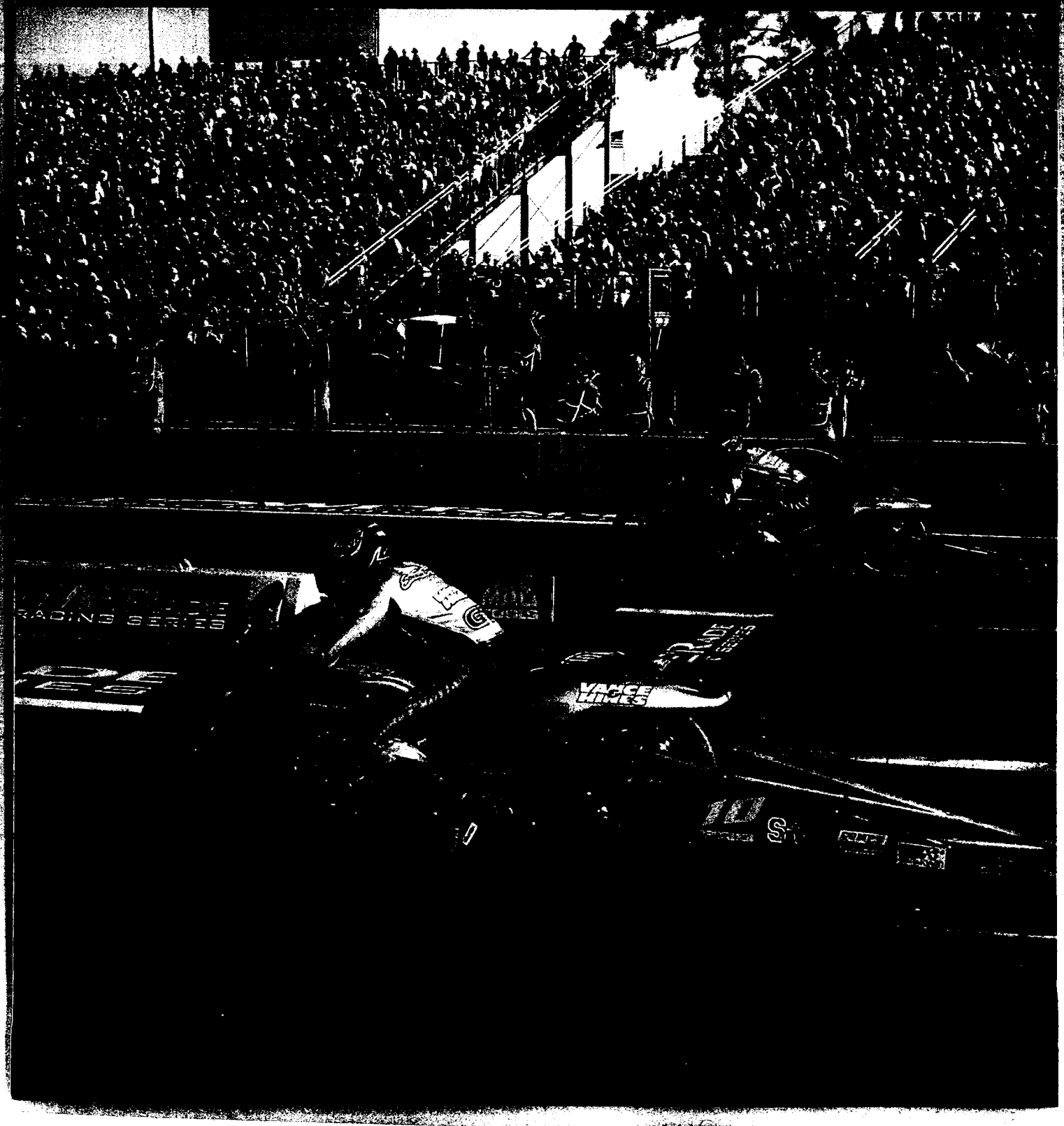

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Enthusiast
HARLEY-DAVIDSON

Life is Precious

“Whatever path is chosen, try to avoid having to say, ‘shoulda, woulda coulda... but didn’t’ — a phrase of opportunities lost.”

"Life is precious." We often hear that phrase when tragedy strikes. Life-altering events make us think a bit harder about what really is important in life. During these times, friends and family members of those affected pass along the message, somewhat urgently, that "life is precious."

So what does it mean? For some, it means avoiding any risk. For others, it means carpe diem or "seize the day" — live life to the fullest, with no regrets. We all know people at both extremes, but there's a balance that we each find, depending on where we are in life. Whatever path is chosen, try to avoid having to say, "shoulda, woulda, coulda...but didn't" — a phrase of opportunities lost.

As a rider for nearly 15 years, I've met hundreds of men and women who tell me they would love to ride, "but..." Many have valid reasons and situations that prevent them from learning to ride at the present time. Some just say that they're not sure they could do it; it looks too scary, too difficult.

I tell them to at least try it out by riding with someone as a passenger. Or, take a rider education course if they think they might like to learn to ride. If they never take the course and feel the empowerment of piloting a motorcycle, it could be a lifelong regret.

Riding has changed my life. It's added many days of happiness and hours of pleasure. I'm sure there are many of you out there who feel the same way and pass your interest in motorcycling along to others. We've included a special insert, "Your Road Starts Here," geared toward women who think they might want to learn to ride. We address some of the key concerns, such as safety and what characteristics to look for when buying a motorcycle and protective gear.

Tear out the insert and pass it along to a woman you've heard say, "I've always wanted to ride, but..." It might be a family member you'd like to ride beside someday, or a co-worker who ogles your bike when you ride to work. Maybe your encouragement will keep her from having regrets someday, and she'll thank you for giving her a nudge and the confidence to try it. I'll always be indebted to my oldest brother for convincing me to learn to ride.

— **Leslie Hudson**, Editor

SURVEY RESULTS We want to thank each of you who took the *Enthusiast* survey and provided us with valuable feedback that will help us with the editorial and layout of the magazine. Among the numerous pages of feedback, many liked the motorcycle comparison articles and several asked for more detailed technical articles. We'll try to keep these in each issue, along with new features and our regular departments, like Harley People (the favorite section of most survey respondents).

MAILING CHANGES With this issue, we have streamlined our mailing list process to improve efficiencies. Unfortunately, no system is perfect, so if you received more than one issue, or maybe didn't receive your own copy in the mail (and have borrowed a friend's), please notify us by e-mail at Enthusiastmail@harley-davidson.com. Or, send a letter to the address on the back cover.

FOR THESE FEW SECONDS YOU'RE NOT THINKING ABOUT SEX, MONEY OR DOWN-SHIFTING.

You scream into the turn. Lean down hard. And time just stops, even as you're carving it up at speeds you never thought possible. The bike becomes a part of you, and you, a part of the road. At Buell, every engineering principle, design element and component choice is focused on delivering this moment. Now, with 1203cc on the all-new 2004 Firebolt XB12R, the moment has never been more powerful. And all you'll be thinking about is taking that turn again.

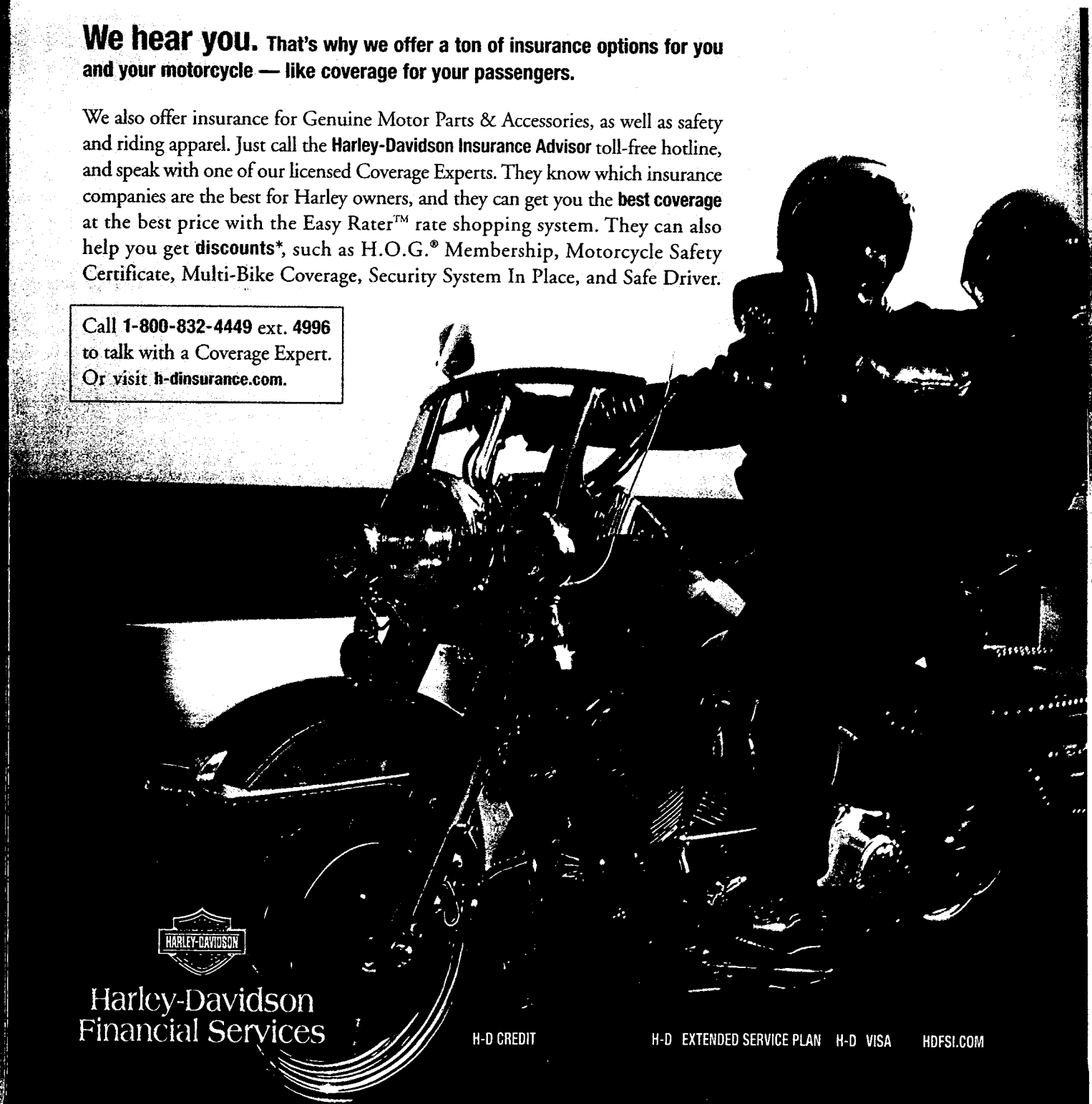
Own the corners.

"protect my back warmer. she's my best friend."

We hear you. **That's why we offer a ton of insurance options for you and your motorcycle — like coverage for your passengers.**

We also offer insurance for Genuine Motor Parts & Accessories, as well as safety and riding apparel. Just call the **Harley-Davidson Insurance Advisor** toll-free hotline, and speak with one of our licensed Coverage Experts. They know which insurance companies are the best for Harley owners, and they can get you the **best coverage** at the best price with the Easy Rater™ rate shopping system. They can also help you get **discounts***, such as H.O.G.® Membership, Motorcycle Safety Certificate, Multi-Bike Coverage, Security System In Place, and Safe Driver.

Call **1-800-832-4449** ext. **4996** to talk with a Coverage Expert. Or visit **h-dinsurance.com.**



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Enthusiast

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YOUR ROAD STARTS HERE

Many female motorcyclists say they thought about riding for years before encouragement from a friend or family member finally helped them get started. Do you know a woman who's been thinking about riding — your favorite passenger, a friend, family member or co-worker? Share this insert with her along with your encouragement. **Help her ignite the spark for motorcycling, because now is the time to ride.**

INSIDE:

- RIDER TRAINING
- MOTORCYCLES
- GEAR CHOICES
- LEARN TO RIDE CONTEST WIN A TRIP TO LAS VEGAS

DETAILS ON BACK

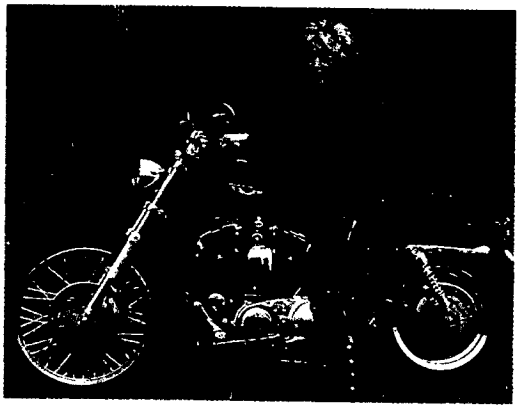
I rode on the back of my dad's motorcycles when I was young.

Unfortunately, he sold all his bikes when I was 16, and then I had to ask for rides from family and friends.

About a year ago I met Terry, a man with a Harley-Davidson® who got me interested in riding again. He gave me rides on the back and took me to the local Harley® shop to look at all the bikes. He knew I was interested in riding, and he encouraged me to someday check out their new rider course. I loved hearing about his road trips, but that just was not enough; I wanted this adventure for me.

I took the Rider's Edge® New Rider Course, passed and got my license. I had been saving money for something I really wanted, so I purchased a 2003 Softail® Standard. I will never forget that first ride home. There is such an adventure and feeling of freedom each time I get on my bike.

— **MARIA WATTS**, MONROE, MICH.



I rode on the back with my husband Ray for a couple of years.

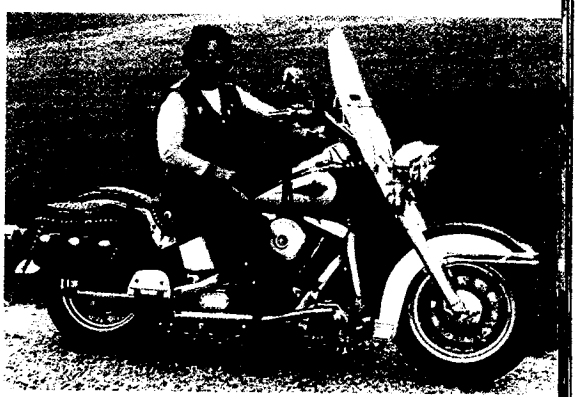
It was tough seeing the other women riding their own bikes, and I kept bugging him for my own. My youngest kids were in their senior year of high school, and I wanted a motorcycle as a gift to myself.

He surprised me with a 2003 Sportster® 1200 Custom last fall. Soon afterward, I took the motorcycle safety course and passed. I love sharing the passion of riding free with him.

— **AMBER TAULLI**, DURANGO, COLO.

My grandpa planted the "seeds of interest" in motorcycling for me.

He said it was impossible to describe the freedom that you feel when you're riding a motorcycle. I remember seeing the excitement in his eyes and I thought, "one day..."



Through the years I became a full-time wife, mother and worker. As circumstances would have it, I became divorced and was ready to start again. One day I heard the roar of a bike above all of the commotion in the restaurant where I worked. Looking out the front window, I saw a silver-haired man on a magnificent bike. All I could say was, "one day..."

As fate would have it, my day finally arrived when that man took me for a ride on his 1999 Heritage Softail®. Oliver and I were never apart after that and eventually married. I learned to ride that bike and now ride alongside him and his 2002 Heritage Softail.

My hope is to pass on my love of riding to my children and grandchildren as my grandpa did for me.

— **VICKI FARROW**, MOUNT STERLING, KY.

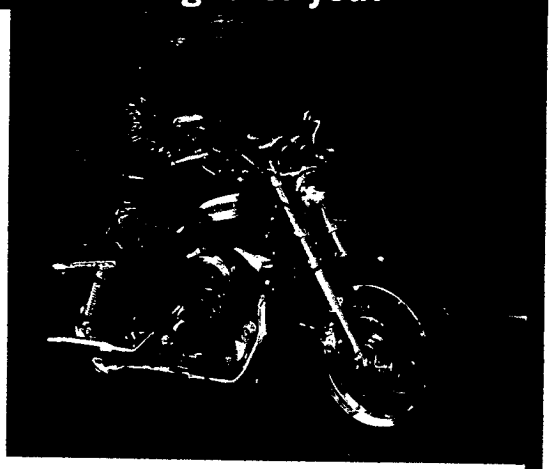
Choose Your Bike

You're ready to ride, but what bike is right for you?

When deciding which motorcycle to buy, make sure it is comfortable when you are sitting on and riding it. Everyone's confidence level and stature is different, so go to a dealer and try out a few different models before making your final decision. A variety of Harley-Davidson Genuine Motor Parts and Accessories® are available to help the bike fit you better, such as lowering kits, different handlebars or footpegs.

Many riders buy Harley-Davidson motorcycles because they love the classic style and comfortable riding position. With 25 Harley-Davidson models to choose from, it's easy to find one that suits your riding style and needs.

There's more to learn and chances are you have many questions. You'll find the answers at your local Harley-Davidson dealer and at harley-davidson.com.



>SPORTSTER®: Sportster models, part of the Harley-Davidson family since 1957, have a narrow profile and two engine options (883cc and 1200cc).

>DYNA GLIDE™: With a low, laid-back look, Dyna Glide models are often called "factory customs."

>SOFTAIL®: Softail models look like the classic hardtail Harley-Davidson motorcycles of the 1930s, but with modern comfort and control.

>TOURING: With ample storage space, the Touring models are built for comfort on the long haul.

>VRSC™: The V-Rod® models are the "muscle bikes" in the Harley-Davidson family — power cruisers with hot rod styling.

Easy to Own

The Sportster 883 starts at just $6,495 (U.S. Manufacturer's Suggested Retail Price), and the Buell® Blast® retails for $4,595 (U.S. MSRP). Harley-Davidson Financial Services makes purchasing a new or used Harley-Davidson or Buell easy. With a variety of options, it's simple to arrange financing with low monthly payments at your local dealer.

Financing options can include Harley-Davidson parts, clothing and accessories, as well as Harley-Davidson Insurance and an extended service option.

Quality Used Motorcycles

Many quality, pre-owned motorcycles are available for purchase as well. To find one that's right for you, stop by your dealer or search through the list at www.harley-davidson.com/usedbikes.

What to Look For When Buying a Bike:

- Make sure you're comfortable with the weight and size of the bike.
- A low seat height instills confidence, especially during stops and starts.
- Motorcycles with a low center-of-gravity are easier to maneuver.

Buell motorcycles have excellent handling and incredible torque.

Five models are available, including the Lightning® Low XB9S option, which has a 28.6-in. seat height versus the standard 30.1-in. on other Lightning models. Learn more about Buell motorcycles at your Buell dealer and at buell.com.

>BLAST®: The Blast is easy to handle and has an upright riding position. It also has two seat height options (25.5-in. or 27.5-in.) and smooth power delivery from its 492cc engine.

>LIGHTNING®: The Lightning has superb handling, lots of torque and a comfortable, upright riding position.

>FIREBOLT®: The Firebolt is the best choice for riders who want racetrack-like handling and performance in a street bike.

My friend Jody convin me to sign up to take the r cycle safety course with he summer. I've always dream owning a Harley-Davidso never thought I could affo one. That changed when I to the local auto show and learned that a Sportster 88 costs less than $6,500.

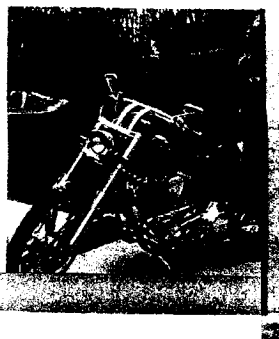
Just a few days later, I v to a dealership and bought 2004 Sportster 883C Custo My payments are only $16 month, even with the acce and the extended service pl added to the loan. My nine old son Dallas and custom the flower shop I own thin so cool that I ride.

—TRACY KINSKI, SULLIV

I rode with my husband but was afraid of riding on own. He kept encouraging learn to ride, so I took the s course, which eliminated m my fears. Riding has given more confidence in other ne experiences, such as riding

I own a 2002 Softail Sta that I had lowered because only 5'1". I feel more comfo able having both feet on the ground, so I wear higher bo when I ride.

—LINDA WEESE, WHEELIN



Learn the Skills

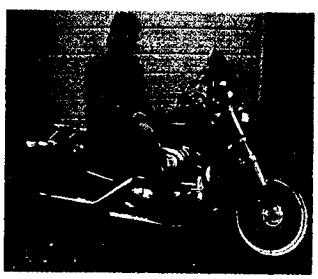
After 25 years of raising children and 21 years of owning a business with my husband Jerry, I decided it was time to do something for myself and buy a motorcycle. I love the freedom of riding and being in control. I like my 2003 Sportster 883 Hugger® because of its riding position, especially the seat height and how the handlebars come back to me.

— **PAM WILSON,** MT. VIEW, ARK.

I bought a 2003 Fat Boy® last summer, but didn't ride it until I took the motorcycle safety course in the fall. Just a month after I got my license, my husband Lee and I took a 2,250-mile trip. I was scared at first but it was good experience, since I had to deal with all the "elements." My seven grandkids think I'm the coolest grandmother. Taking them on rides has made my dream come true.

— **DONNA AYERS,** ANTLERS, OKLA.

When I told my husband Dick that I wanted to ride my own motorcycle, he insisted I take the MSF course, but I had already signed up for it. I passed the course and purchased an 883 XLH Sportster. By taking the course, I gained a lot of knowledge and confidence in my abilities as a new rider. If anyone says to me that they think they would like to ride but don't think they can, I tell them to get their permit, take the course and then decide.

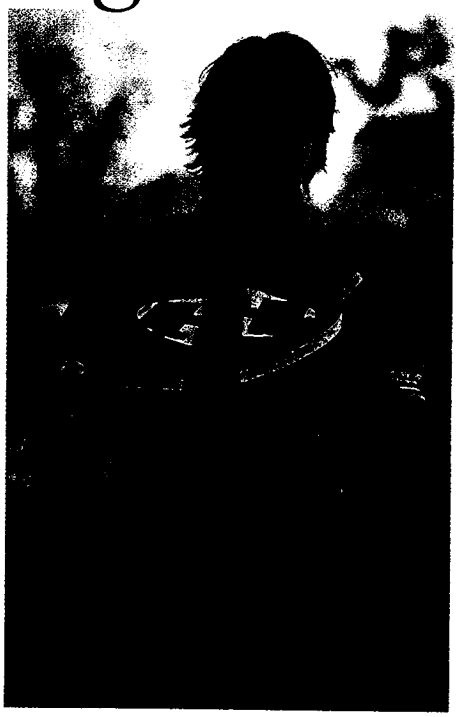


— **KIM BUDESHEIM,** COLUMBIA, PA.

Get in the *Right* Gear

Many veteran riders stress how important it is for new riders to buy the right protective gear to wear. Every motorcyclist should at least wear the basics:

- ✔ **Long pants** help to provide protection from the elements, road debris and motorcycle exhaust pipes that might be hot.
- ✔ **Boots** that cover the ankles and have a quality, non-slip sole are important protection and provide secure footing during stops and starts.
- ✔ Many people consider a **helmet** to be important not only for safety, but also to help shield your face from the elements.
- ✔ A **jacket** made for riding is important for protection and comfort in all types of weather.
- ✔ **Gloves** give you a better grip on the handlebars and help protect your hands as well.
- ✔ **Goggles** are the best defense to keep wind and rain out of your eyes.



Women's Speed Leather Jacket, P/N: 98144-04VW

Look for These Key Features When Buying Riding Gear

>COMFORT: The item should fit properly and feel comfortable in a riding position. Sit on a bike and reach for the handlebars when trying on a jacket. Some jackets have pre-curved arms for more comfort while riding.

>FUNCTIONALITY: The quality, weight and fabric of the apparel are important to consider. Think about where, and for how long, you'll be riding.

>VERSATILITY: Jackets with zip-out liners and venting help keep you warm, or cool, depending on the weather.

>VISIBILITY: Riding gear is available in a variety of colors, so make sure you're visible to other riders and drivers on the road.

>PREPARATION: Don't forget to buy a good rain suit. You may say you'll never ride in the rain, but you'll realize the value of a quality rain suit after that first unexpected shower.

Discuss your personal riding needs and style with employees in the clothing department at your local Harley-Davidson dealership. They can help you select gear that fits properly and comfortably.

Harley-Davidson offers a variety of MotorClothes® riding gear, from the Basic Skins line with unbeatable value and excellent quality, to the FXRG® line of performance riding gear. Many styles have extended sizes (big and small) to fit most riders.

Get Your Motor Runnin'

If you're interested in finding out more about becoming a new rider, visit **www.harley-davidson.com/enthusiast.** There's nothing holding you back. Enroll in a rider education course, learn the skills, find a bike at your local Harley-Davidson and Buell dealer and have no regrets.

Learn to Ride CONTEST

Do you want to learn to ride a motorcycle, or do you know someone who does? *Enthusiast* is sponsoring a writing contest that will send four winners to Las Vegas, October 22-24, 2004, to participate in a Rider's Edge New Rider Course.

Each winner will also receive basic riding gear to use during the three-day course (and take home), transportation to and from Las Vegas and four nights lodging at Hard Rock Hotel & Casino.

Two Ways to Enter

1) Send us a short letter (150 words or less) explaining why you want to learn to ride, and why you feel you deserve to win this opportunity of a lifetime.

2) Nominate someone else to win who has always wanted to learn to ride. In 150 words or less, tell us who the person is, your relationship to him or her and why that person deserves the trip.

Submissions must be postmarked by June 15, 2004 to the address below.

CONTEST DETAILS

NO PURCHASE NECESSARY. To enter: send an essay in 150 words or less stating why you would like to learn to ride a motorcycle and why you deserve to win. Or, if you are nominating someone else, send an essay in 150 words or less stating who the person is, your relationship to him or her and why that person deserves the trip. Include your name, address, telephone number and date of birth (if you nominate someone else, include his or her name and contact information). You or your nominee must be a U.S. resident, 21 or older, available to take the course Oct. 22-24, 2004 and must NOT already have a motorcycle endorsement on his/her driver's license. Send essay to: Learn To Ride, *Enthusiast* Magazine, Harley-Davidson Motor Co., 3700 Juneau Ave., Milwaukee, WI 53208, to be postmarked by 6/15/2004 and received by 6/22/2004. Essays will be judged on Creativity/Originality (40%), Appropriateness to theme (30%) and Sincerity (30%). Void where prohibited. Contest subject to complete rules available at www.harley-davidson.com/enthusiast or by sending a self-addressed, stamped envelope to: Enter To Ride Rules Request, *Enthusiast* Magazine, Harley-Davidson Motor Co., 3700 Juneau Ave., Milwaukee, WI 53208.

Loud Pipes, Lost Rights

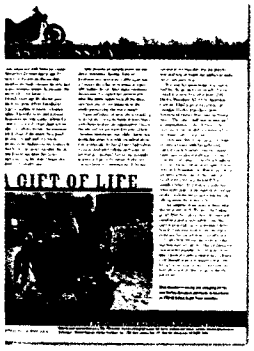
I read the letter you published from B. Ramirez (Fall 2003), in which he states you should get rid of losers who do not like loud pipes. I consider statements like this absolutely stupid. When are guys like that going to get the word? All loud pipes do is reduce our rights to ride. How many subdivisions do you know that do not allow motorcycles simply because of the obnoxious noise?

I liken it to this: Silence is the sound of quality. A stock Harley sounds just fine. In more than 40 years of riding, I still avoid following any biker that is so ignorant as to treat my ears to nonsense. I know this will come as a huge shock to this guy, but loud pipes do not make you cool.

— **J. Gardner,** Marietta, Ga.

Sharing Your Passion

My husband and I are always excited to get our copy of *Enthusiast* in the mail, but we were thrilled to see our story, "A Gift of Life," in print in the Winter edition. The story of Mike's kidney transplant is so special to us, but we were surprised to find out how our story has affected other people. We have gotten calls and letters from Harley owners from all across the United States. People have called to see how we are doing, to ask and give medical advice, to offer encouragement, to ask us to join them on rides and to let us know how they were touched by our story. Thanks to everyone for their support and kindness. Harley owners truly do share a bond and we feel blessed to be a part of such a wonderful and caring extended family.



— **Cathy Knudsen,** Glendale, Ariz.

Send your question, comment or photo to:

Enthusiast – Letters,
Harley-Davidson, Inc.
3700 West Juneau Ave., P.O.Box 653
Milwaukee, WI 53201-0653

COMMENTS on Comments

My Comments column in the Winter 2004 issue ("Spreading Goodwill") generated a lot of feedback. Here are some excerpts from a few of the letters I received.

— **Leslie Hudson,** Editor

Alternate view...

I take pride in the fact that I ride a Harley (2004 FLHTCSE) that is American-made and a high quality product, and that in so doing I support my fellow Americans by helping to keep manufacturing jobs within the U.S. In Mr. Davidson's day, cheap foreign labor competing with American jobs was not an issue. It is an issue today. I suggest to you that it does make a difference what make of machine he/she rides.

I firmly believe in the brotherhood of man. I recognize every rider that I encounter, regardless of the machine they are on, with a hand wave. However, my earnest hope is that one day we'll all be on American-made Harleys or Buells.

— **Ronald J. Rundt,** Houston, Texas

Agree...

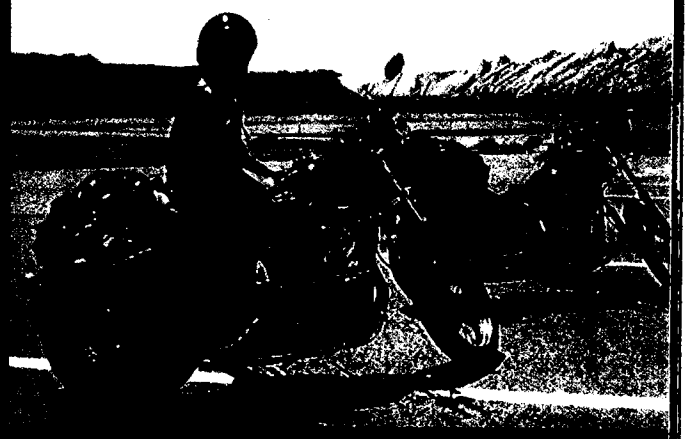
Your article was right on the money. It's this kind of mentality [negative remarks or actions between motorcyclists of different brands] that creates the actions of a few that could hurt us all. My example is the visit we made to Myrtle Beach (S.C.) Bike Week last year. Two bikes were Harley-Davidsons, two were metrics. [Someone] thought it was not nice for metric bikes to park in the same lot as Harley-Davidsons, so the gas petcocks were turned off on both metrics. The result: One guy nearly got killed pulling onto Highway 17 traffic and having his engine stop.

— **Jim Murray,** Lakeview, N.C.

I just finished reading your very inspiring and honest expression of motorcycling. It is not about what kind of horse you ride as much as it is taking in all that God has given us. Your thoughts are always up front and very inspiring for this H-D rider. May the wind always be in our faces and an angel at our sides.

— **Larry Carroll,** Dunedin, Fla.

Passenger No More



I'm 43 years old and have been a passenger ever since I can remember. I finally decided it was time to get off the back of the bike and start riding my own, so I went to the Harley-Davidson dealer and found an 883 Sportster. I then got my permit, bought my bike, and took the motorcycle safety class. My husband helped to teach me the basics before class, so by the time I got there it was much easier and I passed. Immediately after, I put on about 1,000 miles. Then my husband and I took off from San Diego and headed to Sturgis, S.D., after only having my license for three months (and on a Sportster!). Words could never do the trip justice. If you've ever thought about getting off the back of the bike, stop thinking about it and do it! You'll never regret it.

— **Jerrymae Heiter,** San Diego, Calif.

Refine Your Riding Skills

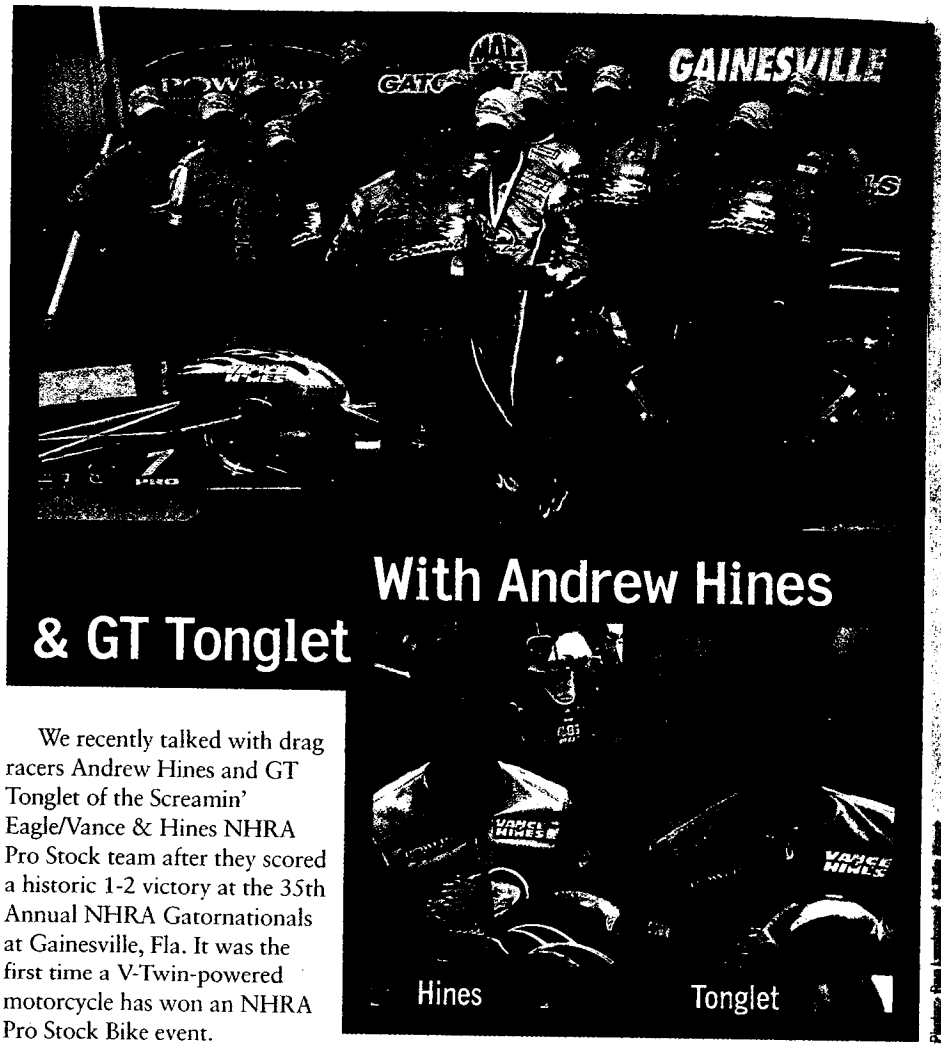
Improved riding skills and confidence are the goals of the new Skilled Rider Course offered through Rider's Edge, the Harley-Davidson Academy of Motorcycling. The Skilled Rider Course offers current motorcyclists additional training and practice using the proven curriculum of the Motorcycle Safety Foundation's (MSF) Experienced Rider Course. Class sizes range from six to 12 and last approximately seven hours. The course includes interactive exercises and plenty of riding practice, all taught by H-D and MSF-certified instructors.

Students who complete the course will be issued MSF completion cards and may be eligible for a discount on motorcycle insurance coverage. Rider's Edge currently offers three training courses: the New Rider Course, the Skilled Rider Course and the Group Riding Course. Visit www.ridersedge.com for more information.

Harley-Davidson received the prestigious Catalyst Award for 2004 in recognition of initiatives that focus specifically on women.

Join thousands of motorcyclists from across the nation as they commute to work on July 21, 2004, to celebrate the 12th Annual Nationwide Ride to Work Day.

In April, Harley-Davidson Vehicle Operations in York, Pa., dedicated its new Softail facility, where all Softail motorcycles are manufactured.



With Andrew Hines & GT Tonglet

We recently talked with drag racers Andrew Hines and GT Tonglet of the Screamin' Eagle/Vance & Hines NHRA Pro Stock team after they scored a historic 1-2 victory at the 35th Annual NHRA Gatornationals at Gainesville, Fla. It was the first time a V-Twin-powered motorcycle has won an NHRA Pro Stock Bike event.

ENTHUSIAST: *That was an incredible achievement. Describe what it was like.*

TONGLET: We were #1 and #3 after qualifying, so we knew we could win the race. We kept winning rounds and met in the final. When that happened, it was an honor and dream come true. We accomplished something that certain people said couldn't be done.

HINES: We had our own team celebration after the semi-final rounds, because no matter what, Harley-Davidson was going to win. Our sponsors were there and I was proud to make those people and our fans proud. It was incredible to win my first National event like this.

ENTHUSIAST: *Tell us about your V-Rod-inspired Pro Stock race bikes.*

HINES: It has a pushrod V-Twin engine that produces more than 300 hp. The wheelbase is 70 inches, and the entire bike weighs more than 575 lbs.

TONGLET: It's the only Pro Stock motorcycle in NHRA with a V-Twin engine and fuel injection.

ENTHUSIAST: *Is it possible to describe a 7.1-second/190-mph, 1/4-mile run?*

HINES: We experience more than 3 Gs (gravitational force) off the line, and it's still pulling 1 G at the finish.

TONGLET: There's so much torque that the front wheel is off the ground for the first 1/8-mile.

ENTHUSIAST: *What are your expectations for the 2004 season?*

HINES: We're going after the championship and would like to win several more races. It's going to be tough to beat us.

TONGLET: We have a legitimate shot at winning the championship. I want to win at least a couple of races myself. We have a great crew, great motorcycles and the best fans to help us do it.

The Champion's Choice

Michael Schumacher is arguably the greatest race car driver of his generation, and perhaps of all time.

Schumacher, the only six-time Formula 1 World Champion in history, is also a huge fan of Harley-Davidson and particularly the VRSCA V-Rod.

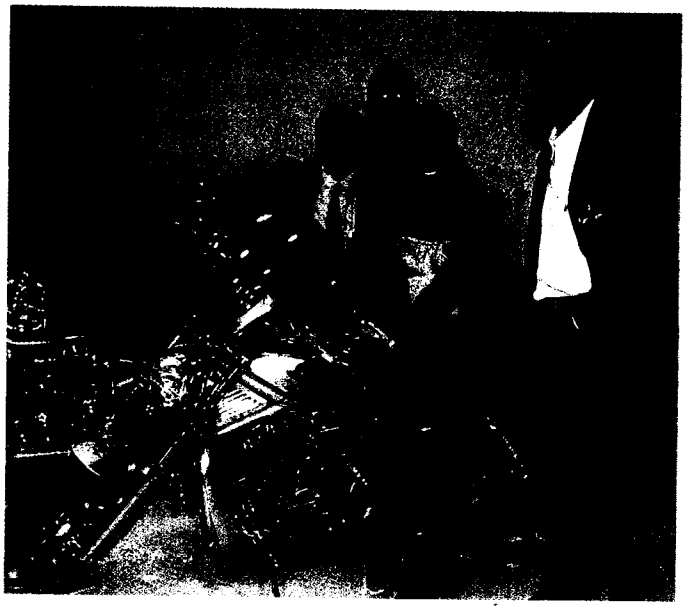
"I like the V-Rod's innovative design, its beauty, and performance. It has the perfect combination of torque and comfort. It really is the best motorcycle I know," he said.

Harley-Davidson recently recognized Schumacher and his Ferrari team boss Jean Todt for their achievements with two custom V-Rods designed specially for them. The stunning bikes were designed in Milwaukee and delivered to Italy by Bill Davidson, director of motorcycle product development, and Louis Netz, vice president of styling.

Schumacher's custom V-Rod featured an understated, two-tone 100th Anniversary V-Rod paint scheme and enhanced performance. Todt's bike was also massaged for increased performance and was given brushed and burnished translucent blue paint.

Schumacher currently owns seven V-Rod motorcycles, among other Harley-Davidson models. "Harley-Davidson is about passion and emotion," he said. "It's about freedom, entertainment and complete relaxation. There is no other motorcycle that inspires me as much as Harley-Davidson. It's my understanding of what motorcycling should be about."

Schumacher began his quest for a seventh World Championship in fine form by winning the first two Grand Prix races of the 2004 F1 season in Australia and Malaysia. Congratulations from your fellow Harley riders, Michael!



Shown left to right, Jean Todt, Ferrari team boss; Bill Davidson, H-D director of motorcycle product development; Michael Schumacher and Louis Netz, H-D vice president of styling.

RIDE SAFE

TIPS FOR RIDING TWO-UP

Earl Savar shared the experience of riding with his nine-year-old granddaughter, Jessica Fendrick of Voorhees, N.J., when she visited his home in Ft. Lauderdale, Fla., last year.

Before you embark on the new adventure of riding with a passenger, make sure you are experienced enough to carry one, and consider these other important guidelines:

- Make sure your motorcycle is equipped to carry a passenger, including minimum load capacity, passenger pillion and grab strap and passenger footpegs.
- With the additional weight of a passenger, proper tire pressure is critical for safe riding. See your Owner's Manual for your motorcycle's recommended tire pressures and always check both tires before each ride.
- Optimize your bike's ride quality by adjusting your suspension for two riders (see page 24 for more information).
- Every motorcycle handles differently with two riders rather than with one. The added weight means braking distances increase while acceleration capabilities decrease. If you're uncertain about riding with a passenger, spend some time developing a feel for riding two-up in an empty parking lot or other open area before heading out onto secondary streets or the highway.
- Comfort is important for both riders. Make sure your passenger has the same articles of properly fitting protective gear that you do (helmet, jacket, boots, rainwear, etc.).
- Many automobile drivers who are involved in accidents with motorcycles say they just never saw them. Improve your visibility to other road users by wearing bright colors and retro-reflective materials.
- Some states have minimum age requirements for passengers, as well as requirements that a passenger must be able to touch both footpegs at once. Know the laws of your state before carrying children on a motorcycle. Never position a passenger on the fuel tank or in front of the rider.
- Determine a basic system to communicate needs such as pit stops and directions. Discuss in advance where the passenger should hold on, when/how to lean and what to avoid touching on the motorcycle. Looking over the front rider's shoulder in the direction of a turn is one simple way to achieve "correct" leaning.

These are great tips to keep in mind if you're carrying your first or 400th passenger. Have a safe and enjoyable summer!

News

Kenseth Scores a Deuce

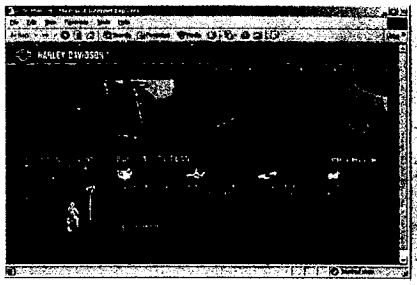
Matt Kenseth, 2003 NASCAR champion driver and Wisconsin native, was recognized with a 2004 Screamin' Eagle Softail Deuce at the AHDRA Screamin' Eagle Performance Parts Nationals in March. Pictured, from left: Anne Paluso, Screamin' Eagle racing marketing manager; Kenseth; Ron Hutchinson, vice president Parts and Accessories and Kevin Hintz, project marketing manager, Parts and Accessories.

Harley-Davidson Recognized By *Easyriders* Magazine

Easyriders magazine recognized Harley-Davidson with two awards at the V-Twin Industry Awards Banquet in January. Willie G. Davidson, vice president and chief styling officer, was presented with a Lifetime Achievement Award, while Bill Davidson, director of motorcycle product development, accepted the "Touring Bike of the Year" award for the Road King Custom.

Custom Ride Planner

Tracing your adventure anywhere in the U.S. has never been so easy thanks to the new Harley-Davidson Ride Planner on harley-davidson.com. This powerful tool allows you to choose starting and ending points and quickly gives you a complete route plan. With just a few clicks, you can add dealerships, events, addresses and even point and click to change roads to customize your route. Once you're satisfied with a route, you can e-mail it to a friend and print out an itinerary. Plus, you can save your plan and add new events or make route changes.



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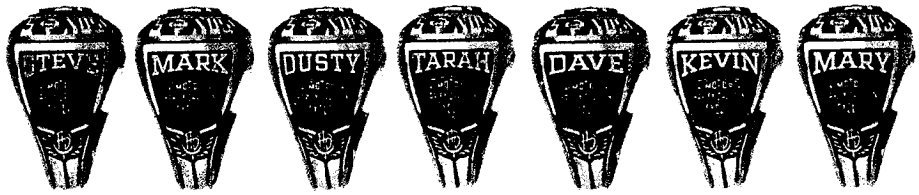
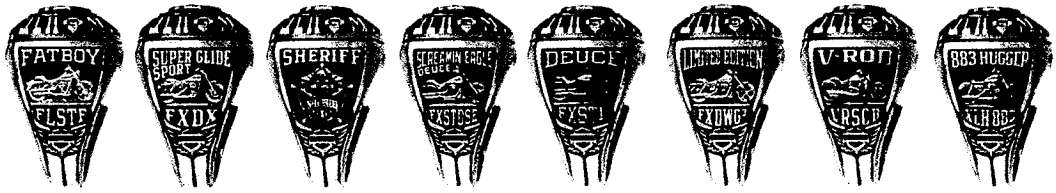


your name...



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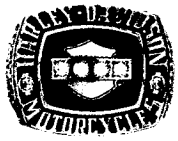

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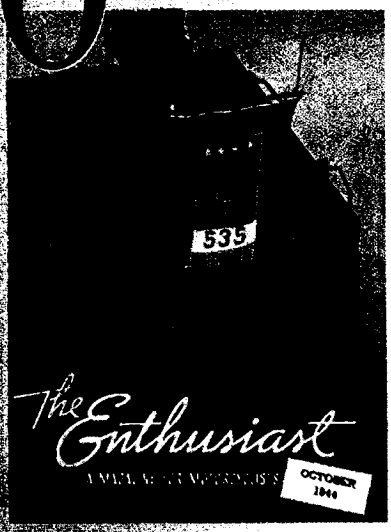
60 YEARS AGO IN *ENTHUSIAST*



This *Enthusiast* cover honored the 535 Harley-Davidson employees who took leave from work to serve in the U.S. military during World War II. The four gold stars on the flag at the Juneau Avenue building represented four employees who lost their lives during battle.

NEWS FROM 1944:

A Letter: Good Little G.I. 45s

"Received the *Enthusiast* today and also have been getting them regularly all the time I've been here. I sure do miss my Harley-Davidson back home in good old 'Jersey. You just keep right on making those good little G.I. 45s for the Army. We have a lot of them in my outfit in the 5th Army, and they sure catch hell in all this mud, rain and snow."

–Pfc. Felix Soltes

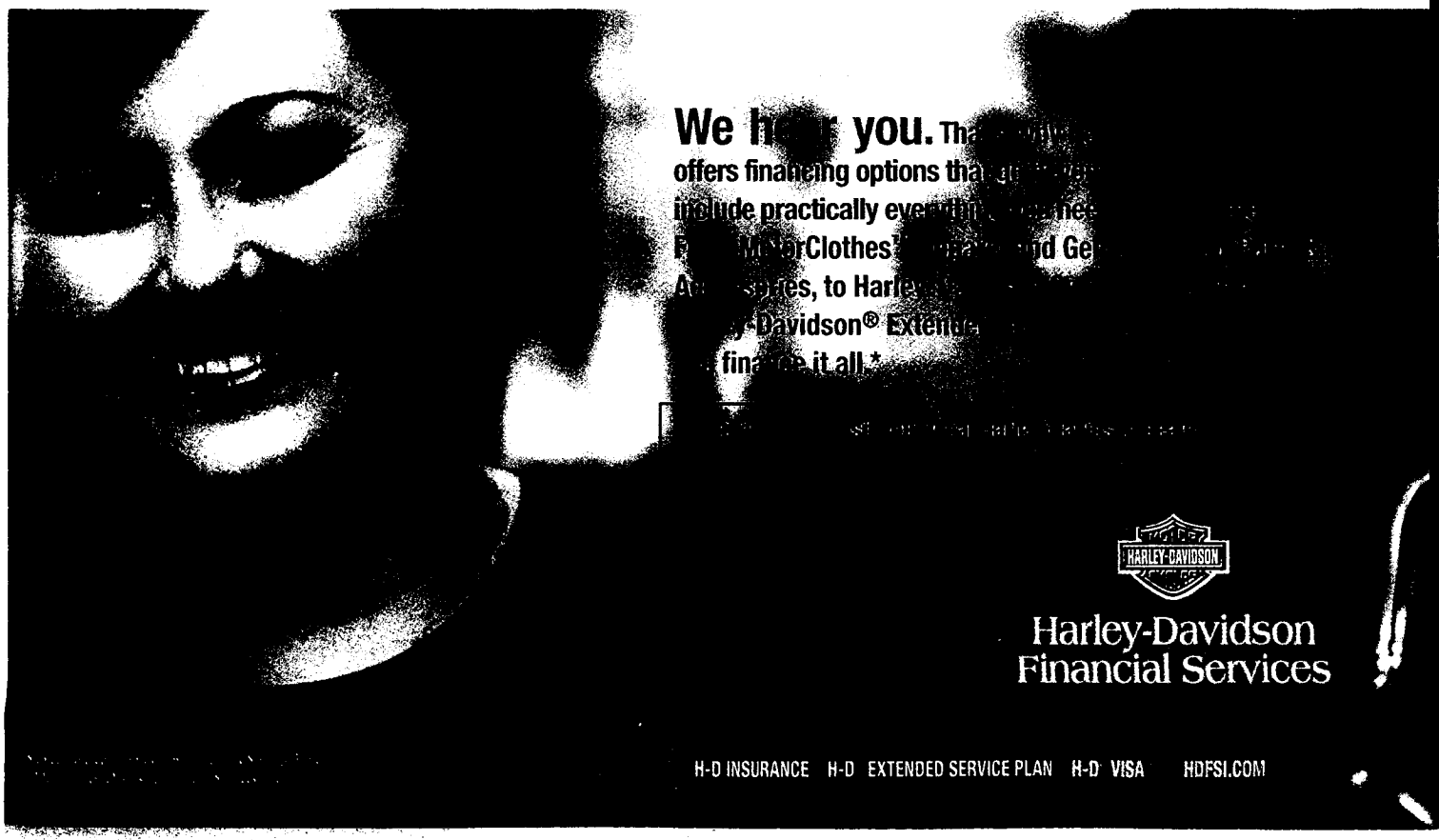
Iowa Old-timers Rally

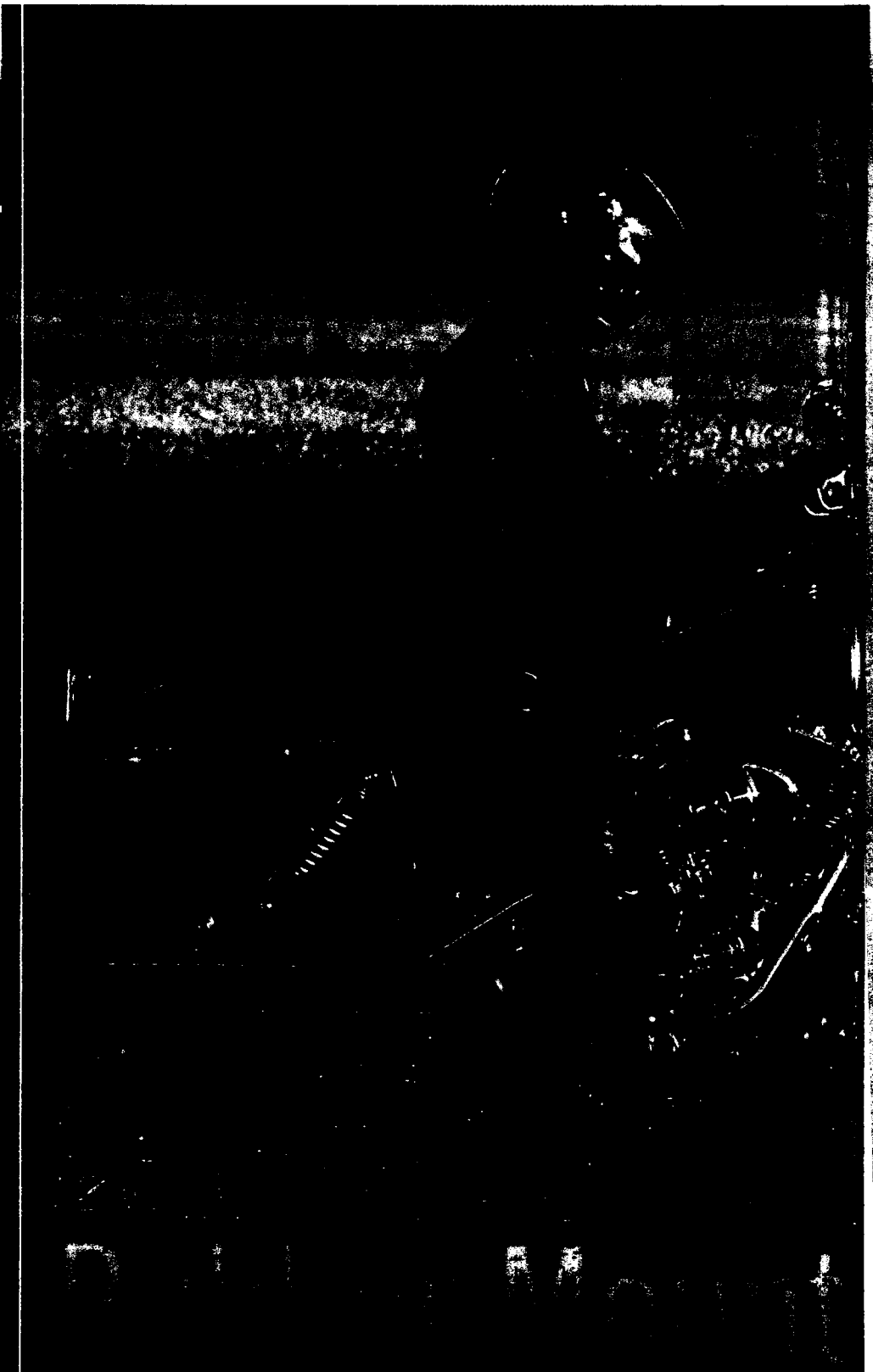
Approximately 50 old-timers who rode motorcycles over a quarter-century earlier convened in Cedar Rapids, Iowa, on Jan. 22 [1944]. One of the prime movers in the organization asked: "What other type of fellows could one call together after 34 years and get such an enthusiastic response as former motorcycle riders?"

Bowling for Hollywood

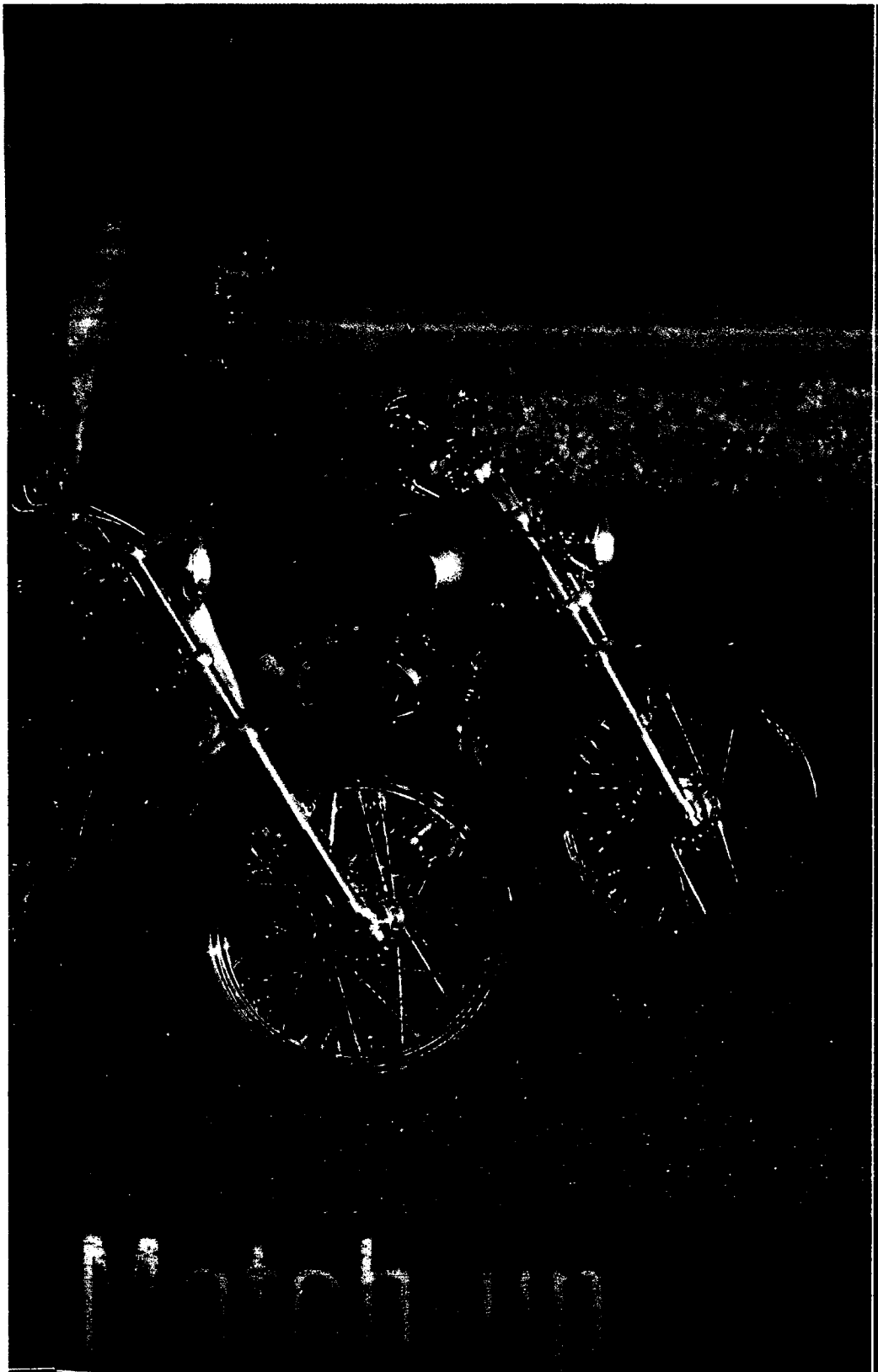
"Now there was a trip that had all the thrills and adventure one could ask for," said Nelle Jo Gill when recalling the road trip that she and friend Eleanor Stanton took from Columbus, Ohio, to Hollywood, Calif., to attend the Women's National Bowling Tournament. The pair made the journey aboard "Lotus Blossom," Nelle's red and chrome Harley-Davidson 45.

"I want a **loan** that covers leather, rubber and chrome."





Two Moto-journalists Compare
& Sportster



rethe
1200 Custom

The Sportster 1200 Custom (left) and Dyna Low Rider (right) are capable of all types of riding, but each has its strong points. For the Sportster, they are riding ease and spirited cornering, while cruising and comfort for the long haul are the dominant domain of the Dyna.

Photos by David Dewhurst

My Epiphany

By Reg Kittrelle

I'd like to think that the ties that bind me to my routines are only loosely knotted, and that if I wanted, really wanted, I could head out for the horizon... and just keep going. And that's one of the many reasons I love motorcycles. They've always fostered that fantasy and supported the many long-distance, round-trips I've made to those horizons over the years. Which is why I've never wanted a Harley-Davidson Sportster.

The big booming FLs and lithe Dynas have always been more to my taste. With their smooth rides and willing motors, the gallops to those horizons were always made in comfort. As legendary and iconic as it is, the XL lineup has always fallen a bit short in the comfort category. Great for short hops, they just weren't on my list of long-haul ponies.

So when the opportunity arose to ride a 2004 version of the XL 1200C Sportster 1200 Custom and an FXDLI Dyna Low Rider on the same day, I figured I'd spend half the time on the Low Rider, and the other half working. That is, riding the Sportster 1200 Custom enough to get a good impression. And I got one. In fact, the very strong impression I got was that I no longer knew what I was talking about. Put another way, I had to rethink this Sportster thing.

With its redesigned, vibration-isolated motor, 16 percent increase in torque and overall sharpening of its look, the 2004 Sportster has moved into Dyna territory with regard to chasing highways across the country. Where there was once that very distinctive (he euphemistically writes) vibration that never really left, there now resides smoothness rivaling that of the Dyna. As with all Harley-Davidson motorcycles you're still very aware that there's a motor doing all the work, but with this new Sportster that vibe is working with — rather than against — you.

So what's going on here? Little brother muscling in on big bro's territory? Well, yes... and no. The Sportster 1200 Custom was a revelation, and a ball

My Epiphany continues on pg. 18

You can still feel

Putting the Sportster 1200 Custom through its paces, Genevieve Schmitt found that the new level of comfort didn't compromise its sporty ride.

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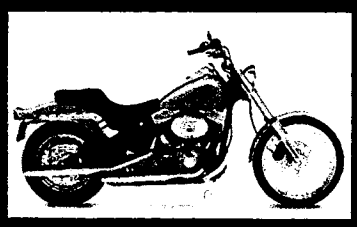

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My Epiphany continued from pg. 15

to ride, but once I slipped onto the Low Rider's saddle the metaphor "fits like a glove" came to mind. Its long, low style, the torquey 88 cubes of its 1450cc Twin Cam 88 motor with optional fuel injection, and the 65.5-inch wheelbase brought that old horizon fantasy to mind again. And that's where, for me, the Dyna excels; out on a highway with long sweepers and enticing straights. Tighten that road up a bit... or a lot... and the Sportster (five inches shorter between the axles) starts to shine. In addition to the new motor, there's a stronger, stiffer frame and swingarm (26 percent stiffer than previous Sportster models) wrapped around it, and power is sent to the ground via a larger 150mm rear tire.

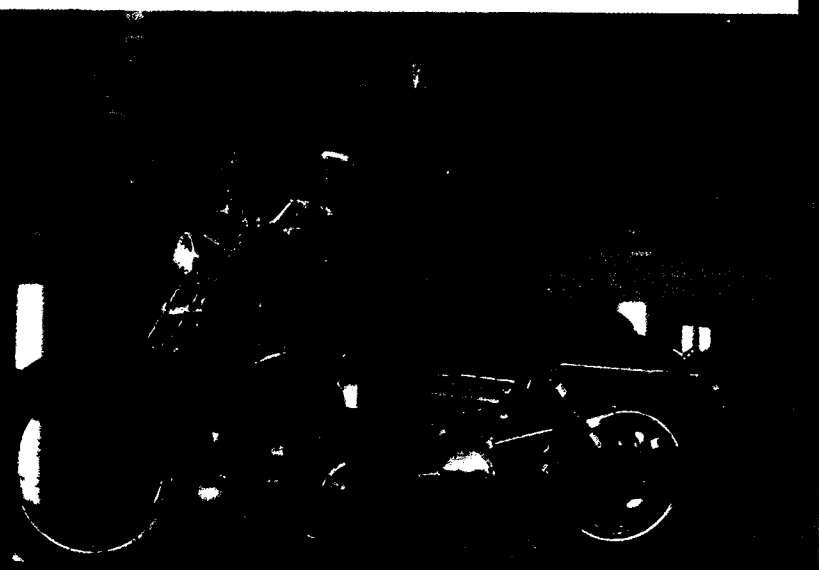
The result is a Sportster that really lives up to its name. Despite their respective strengths both motorcycles perform quite well whether on superslab or country roads. It's just that each has a favored route for stretching its legs.

For this ride, the *ne plus ultra* (ultimate) editions, the Sportster 1200 Custom and the Dyna Low Rider, were on hand, all decked out in chrome and goodies with an emphasis on style. They also both featured pull-back risers on the handlebars, delivering an upright riding position that is very comfortable around town. Once out on the highway, though, I found I was holding myself up against the wind, particularly so on the Sportster. For those times I'd prefer the forward-leaning positions offered by the XL 1200R Sportster 1200 Roadster, and the FXDX/I Dyna Super Glide Sport versions. But hey, that's why Harley has its incredible 2004 Genuine Motor Accessories and Genuine Motor Parts catalog — just so you can tailor the bikes to your specific needs.

The day's ride covered freeways, city streets and winding backcountry roads, all of which were handled with great fun by both motorcycles. In particular, I was struck by how maneuverable each was, despite their weight (about 623 lbs. for the Low Rider, 554 lbs. for the Sportster 1200 Custom). Crowded city streets are a cinch, and freeway speeds show both bikes to be very stable platforms. There is never a top-heavy, ponderous feeling, and with a seat height of 25.2 inches on the Low Rider and 26.3 inches on the Sportster 1200 Custom, most riders can easily plant their boots on the pavement.

My day aboard these two motorcycles was enlightening in that the Sportster was unlike any I've previously ridden, affirming in that the Dyna just keeps getting better and better and...confusing. Now I don't know which one to take on that horizon trip.

Reg Kittrelle is the founder of Thunder Press *and a man whose mind can be changed.*



The consummate cruiser, the FXDLI Dyna Low Rider impressed Reg Kittrelle with its long, low-profile styling and all-day riding comfort.

AUTHORIZED HARLEY-DAVIDSON RENTALS & TOURS℠

Take a test ride or tour

Comparing Harley-Davidson motorcycles doesn't have to be the domain of a few lucky journalists. You can ride the newest bikes, including the exciting 2004 Sportsters, and travel distant roads with Harley-Davidson Authorized Rentals and Harley-Davidson Authorized Tours.

H-D Authorized Rental operators are the only rental services authorized by the Motor Company, ensuring the rentals are recent-model Harley-Davidson motorcycles that have been serviced and maintained to company standards. Each Harley-Davidson Authorized Rentals experience includes the use of a Harley-Davidson DOT-approved helmet, raingear, short-term luggage storage and 24-hour emergency roadside assistance.

To rent a Harley-Davidson motorcycle from an authorized operator, you must be 21 or older, have a valid motorcycle operator's license, possess the skills, knowledge and ability to operate a heavyweight motorcycle and have a major credit card. Authorized rental locations are available in most states, making them perfect for test riding different models, complementing a vacation or adding some adventure to a business trip.

If great roads, destinations and adventures are on your riding vacation checklist, Harley-Davidson Authorized Tours are an excellent place to start. The tour program offers several multi-day tours throughout North America, following a predetermined route with many other riders. Most Authorized Tours include rental of a recent model Harley-Davidson, guide service, some meals, lodging and a support vehicle to transport your luggage.

For complete information on H-D Authorized Tours, ride into www.hdrentals.com ("Take A Tour" link in the "Experience" section) or call EagleRider (888-900-9901) or West Forever (French-speaking tours, 33-3-88-68-89-00).

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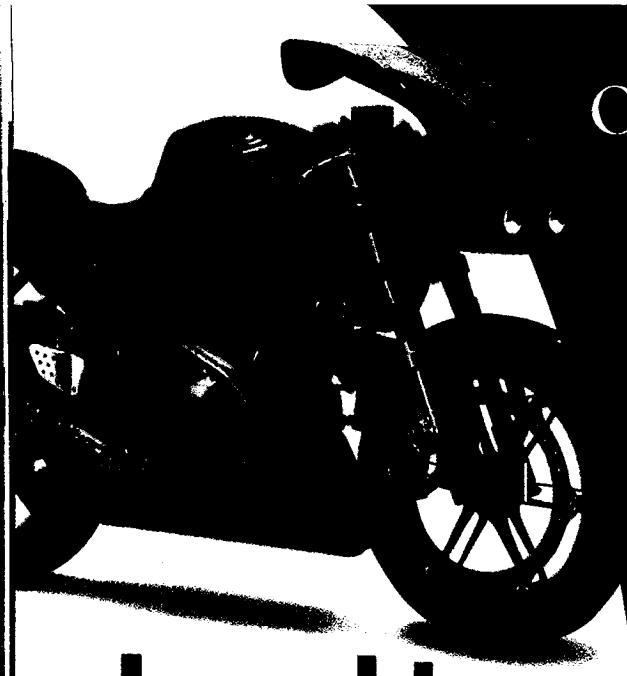
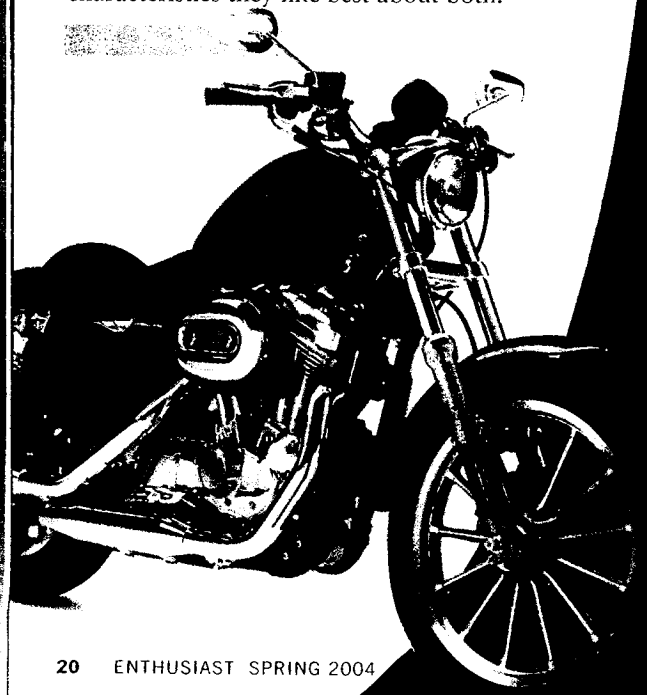


Owners of Harley-Davidson and Buell motorcycles tell us why they love both.

Loyal to Two Brands

Motorcycling is a choice. It's a choice that reflects who we are and how we like to experience a journey. Ask a group of riders what they like best about motorcycling and you'll likely hear words like "freedom, experience, excitement and exhilaration."

Motorcycling gives us the choice of what brand and type to ride. We asked riders who own both Harley-Davidson and Buell motorcycles what characteristics they like best about both.



Jeff Erslan

Evansdale, Iowa

Years Riding: 32

Motorcycles: 1999 Harley-Davidson Road King and 2000 Buell X12 Cyclone

"The Buell is similar to a Harley-Davidson in that it has the sound and torque just like a Harley, and it's American made. When I was in high school I wanted a Harley Davidson XR-750 dirt track racer. My X12 is as close as it gets to owning an XR."

Michael Wozniak

Oakland, Calif.

Years Riding: 35

Motorcycles: 2003 Harley-Davidson FLHTCUI w/sidecar, 1994 Harley-Davidson FLHR Road King, 1992 Harley-Davidson XL Sportster, 1997 Buell S1W White Lightning, 1996 Buell S1 Lightning and 1995 Buell S2 Thunderbolt

"Because of its aura and mystique, riding a Harley is an experience unlike riding any other motorcycle. It demonstrates the tradition of American riding. I also love my Buell. It's a fun and exciting hooligan bike. Buells encompass the broadest spectrum of riders. I can ride it with both Harley and sport bike guys. Owning both brands gives me more choices and more opportunities."

Jay Leno

Los Angeles, Calif.

Years Riding: 36

Motorcycles: Jay owns more than 80 motorcycles, 10 of which are Harley-Davidson models (including the FLHTCUI Ultra Classic Electra Glide he mentions below). He also owns a 2004 Buell Firebolt XB12R.

"I use the Ultra to go to work because I need to carry stuff like tape recorders and scripts, or to pick up something later on at the store. The Ultra is the Lincoln family car. The Buell is the Corvette. I zip around on it during the weekends. Personality stands out as a key characteristic, along with the build quality, acceleration, braking and torque. The riding position is more comfortable than I thought it would be. The Buell is one of the most fun bikes to ride."

Alex and Matt Chamberlin

(father and son)
Garfield Heights, Ohio

Years Riding: Alex – 32, Matt – 4

Motorcycles: 1973 Harley-Davidson FX Super Glide and 2000 Buell M2 Cyclone (Alex's); 2002 Harley-Davidson XL 883R Sportster and 2003 Buell Lightning XB9S (Matt's)

"Whether it's through the many tight turns at Deal's Gap or through the wide open corners like Spearfish Canyon near Sturgis, my Buell is the most fun to ride." – *Alex*

"I really prefer the classic look of my Sportster 883R. It has a vintage appeal and yet doesn't feel dated in any way. The Buell has the sound and torque I desire, with the look of a sleek, modern sportbike. – *Matt*

Jim Holman

Middleton, Wis.

Years Riding: 30+

Motorcycles: 2001 Harley-Davidson FLHT Electra Glide Standard, 1997 Buell M2 Cyclone and 1998 Buell S1W White Lightning

"Buells are hot rods. Like the American muscle cars. I love my Buells because of the sound and feel of the motor. The torque and performance is incredible. If the Buell had an inline four-cylinder engine, it wouldn't be the same. If I have one day to ride, I pick the Buell. If I have more than one day, the bagger."

Ralph & Janet Longus

Waterloo, Iowa

Years Riding: Ralph – 25, Janet – 4

Motorcycles: 2001 Harley-Davidson XLH Sportster 883 (Janet's); 2004 Buell Firebolt XB12R (Ralph's)

"I wanted a motorcycle that handled well and that I could find in a parking lot; one that sticks out in a crowd. My first test ride on the Buell sold me. Every time I ride, I'm grinning from ear to ear." – *Ralph*

"I jokingly listed an 883 Sportster on the top of my Christmas list in 2000. Ralph went to the dealership to get me a jacket, but returned with the motorcycle. I took the MSF (Motorcycle Safety Foundation) course that spring and have been riding since. I like cruising and the friendships I've made riding my Harley." – *Janet*

Don & Athena Gomo

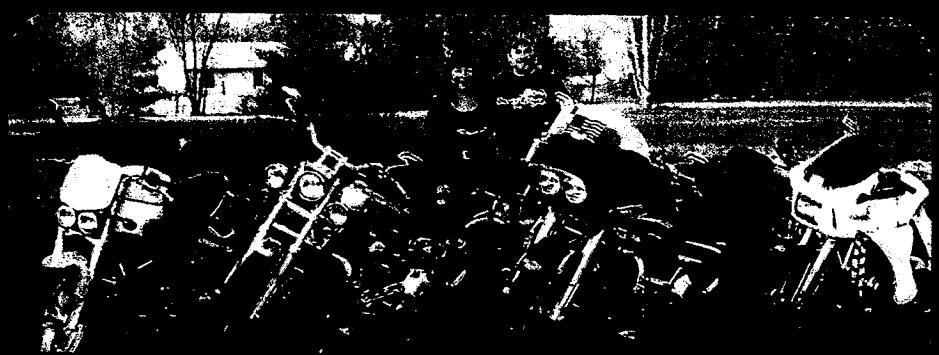
Hyde Park, N.Y.

Years Riding:
Don – 30, Athena – 4

Motorcycles: 1999 Harley-Davidson FLSTC Heritage Softail and 1999 Buell S3T Thunderbolt (Don's); 1986 Harley-Davidson XL Sportster 1100 and 2000 Buell Blast (Athena's)

"My Buell Blast was my first motorcycle. You never forget your first! The bike fits me great and it has a style like no other. People shouldn't be fooled by its size. It handles great on the twisties, and it has more than enough power to follow those so-called 'big boys' on the back roads." – *Athena*

"When I feel like cruising it's going to be on my Harley. When I want to explore my wild side, I choose the Buell. I can ride the same roads, but more aggressively. The Buell is a whole different approach to the same road." – *Don*



Barbie Routhier-Quinlan & Robert Quinlan

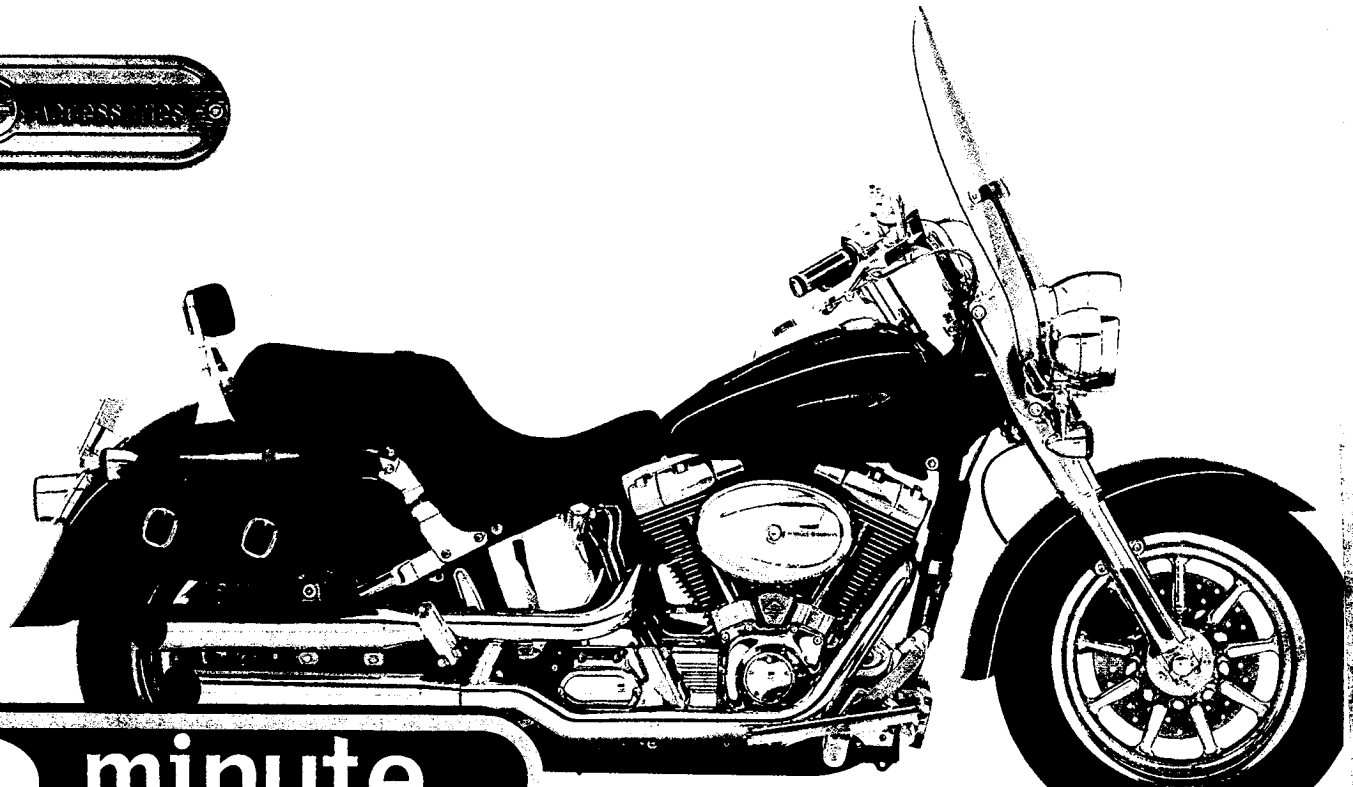
Gainesville, Va.

Years Riding: Barbie – 15, Robert – 25

Motorcycles: 2003 Harley-Davidson FXDL Low Rider and 2003 Buell Lightning Low XB9S (Barbie's); 2000 Harley-Davidson FLTRSEI Screamin' Eagle Road Glide, 1996 Buell S2 Thunderbolt and 1996 Buell S1 Lightning (Robert's)

"For long rides, when I'm carrying a passenger or when I need saddlebags, I ride the Low Rider. But if it's a quick ride or on fun and curvy roads, I choose the Lightning. I can flick it and lay it over so easily." – *Barbie*

"People stop me all the time and ask about my Buells. I love the handling. They just glide through anything you ask of them. And there seems to be a strong bond between sport bike riders that I hadn't anticipated. I still have friends knocking on my door at 6:30 a.m. on Saturday mornings asking if I want to 'come out and play.' Chalk that up to the thrill and excitement of riding sport bikes." – *Robert*



2 minute transformation

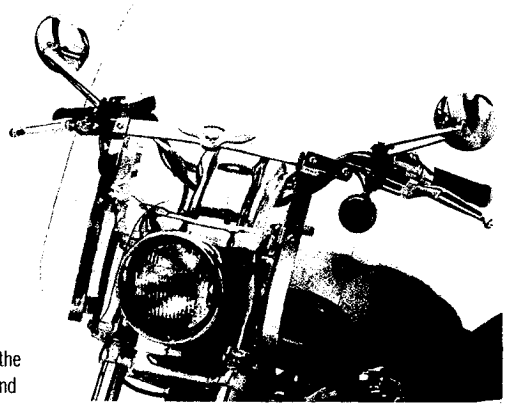
It used to be that custom parts and accessories fell into the either/or category. Either the options added style or they added function/comfort. The choice reflected your view of the motorcycle. It was either meant to look good (at the expense of comfort), or it was meant to deliver comfort (at the expense of style). Not anymore.

Thanks to a vast array of detachable Genuine Motor Accessories and Genuine Motor Parts, your motorcycle can go from touring to style mode with an easy two-minute transformation. Best of all, these accessories are designed and styled to maintain the motorcycle's classic lines and appearance when they're attached, with minimal apparent hardware when they're detached.

Ride into your local Harley-Davidson dealer or log onto the Products section at harley-davidson.com to learn more.

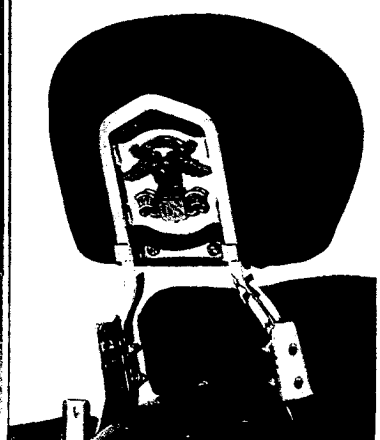
Detachable Leather Saddlebags

Spacious enough to haul the essentials, these harness leather bags detach with a simple twist of two quarter-turn fasteners, leaving just a chrome ball-milled billet mount that's a stylish addition to the fender strut. The complete Detachable Leather Saddlebag kit includes all mounting hardware. P/N: 90384-04 for all '00-later Softail models (except FLSTF and FXSTD and models with shotgun-style exhaust). P/N: 90388-04 for all '00-later Softail models and models (except FXSTD) equipped with shotgun-style exhaust systems. '00-'01 models require the Bullet-Style Turn Signal Kit, P/N: 68005-99.



Quick Release Compact Windshield

A revolutionary new attachment system utilizing die-cast lever-release clamps means no leave-behind docking hardware for the Quick Release Detachable Compact Windshield (P/N: 58667-04). Chrome horizontal and vertical brackets accented with a cast "Skull With Wings" logo highlight the standard height, clear polycarbonate windshield. No tools are required for quick and easy removal. Fits '88-later XL and Dyna (except FXDWG and FXDXT) and FXR models.

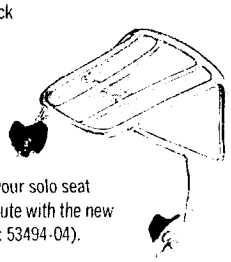


Raising the Bar

Add visibility to your motorcycle with the new Sissy Bar Auxiliary Brake Light and Tail Lamp (P/N: 59429-04). This high-mounted, one-piece LED lamp functions as a supplemental rear running light/brake light, featuring an upper and lower arc-shaped lens that surrounds the sissy bar medallion plate. The kit includes an adapter harness that connects to the motorcycle's wiring harness, with a quick disconnect feature that allows easy on/off of a detachable sissy bar. Fits '99-later XL, '96-later Dyna and '96-later Softail models equipped with a medallion plate-style sissy bar upright.

MORE DETACHABLES

The ultimate in touring flexibility, the Detachable Tour-Pak Rack (P/N: 53107-96) makes the convenience and protection of fiberglass a 60-second on/off option.

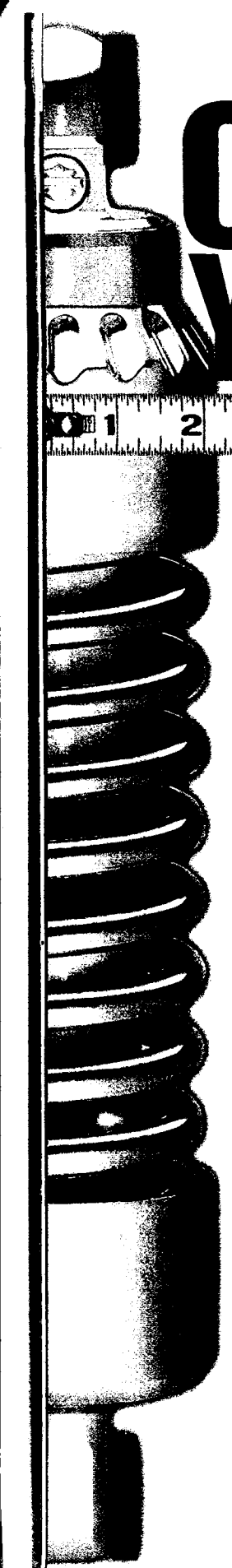


Add touring capabilities to your solo seat Sportster in less than a minute with the new Detachable Solo Rack (P/N: 53494-04).

See our website for your local dealer • **WWW.HAIRGLOVECYCLE.COM** • Phone: 877-685-0630

Optimize Your Ride

ADJUSTING REAR PRELOAD

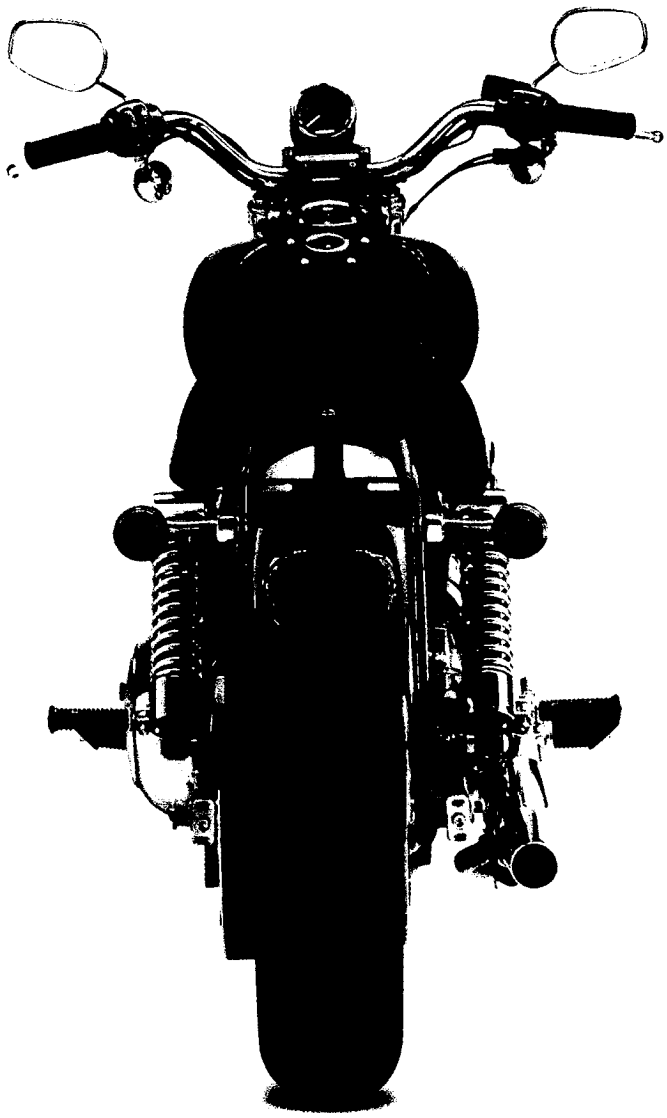


Are you interested in improving the comfort and handling of your motorcycle, optimizing performance and maximizing tire life? What if you could achieve all of the above without spending a dime?

Comfort, handling and braking performance are components of ride quality, and a motorcycle's suspension and tires largely affect each. All recent Harley-Davidson motorcycles feature adjustable preload on the rear shocks, whether it's on the air shocks (Touring models) or shock springs (all other models). Harley-Davidson motorcycles have a rear weight bias and are most affected by adjustments to the rear shocks, which is the nature of this story.

Riders come in all shapes and sizes, yet Harley-Davidson motorcycles come from the factory with their suspension calibrated for a theoretical "average" rider. While the stock calibration might feel fine for some riders, it's less than ideal for those who aren't 5'10" and 175 pounds.

Symptoms of poor ride quality might include excessive bottoming of the suspension, sluggish or heavy steering manners, wallowing through corners, an overly-harsh ride, undue tire wear and more. Fortunately, optimizing your motorcycle's basic ride quality is a simple procedure requiring only a few tools and five spare minutes. If you're uncertain about any of the steps outlined here, see your local dealer.



TOOLS NEEDED:

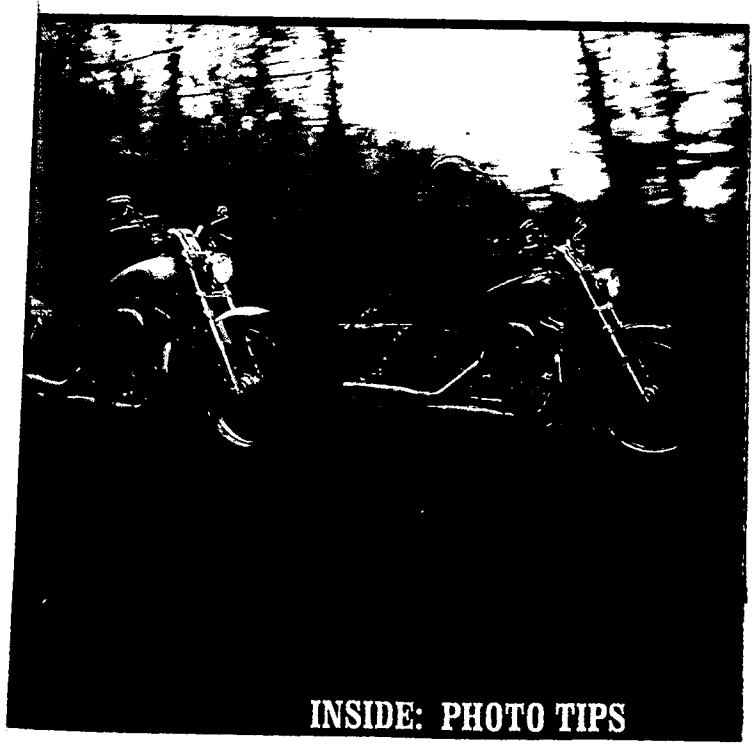
Tape measure, shock spanner wrench (P/N: 94700-52C), high-quality air pressure gauge, air pump (for Touring models, P/N: 54630-03A), your Owner's Manual and the assistance of another person.

Since we have to include these flaps of paper to anchor the insert ween pages 8-9, we thought we'd use the space wisely instead of ving them blank. Below is the 2004 Demo Schedule, and inside ı'll find some Photography Tips (for the hundreds who send us otos every year). On the back are the 2004 NHRA POWERade ag Racing Series and AMA Progressive Insurance Flat Track ampionship Series schedules.

2004 U.S. H-D® /Buell® Demo Fleet

Full details on the Event Calendar in the Experience section of harley-davidson.com.

DATES	EVENT	LOCATION
ıne 7-12	Americade	Lake George, N.Y.
ıne 17-19	Laconia Motorcycle Rally and Races	Loudon, N.H.
ıly 15-18	Milwaukee Rally	Milwaukee, Wis.
ıly 16-18	AMA Vintage Days	Mansfield, Ohio
ıug. 4-7	National Roundup	West Bend, Wis.
ıug. 7-14	Sturgis Rally and Races	Sturgis, S.D.
ıug. 27-28	CLUB H.O.G.® RICHMOND	Richmond, Va.
Sept. 3-5	Four Corners Rally	Ignacio, Colo.
Sept. 10-11	Vehicle and Powertrain Operations Open House	Kansas City, Mo.
Sept. 17-19	Tomahawk Operations Open House	Tomahawk, Wis.
Sept. 23-24	Vehicle Operations Open House	York, Pa.
Oct. 21-23	Biketoberfest	Daytona Beach, Fla.



INSIDE: PHOTO TIPS

ENTHUSIAST PHOTOGRAPHY TIPS

We receive hundreds of submissions for Harley People, Letters and Shared Passion every year, and unfortunately, many aren't usable because of problems with the photos. Keep these tips in mind when you're taking photos that you plan to send in to *Enthusiast*.

Harley People

Please remember that you are the second half of the Harley People equation. Double check to make sure both you and your bike are pictured clearly and entirely. Try to fit all parts of yourself, other people, and your bike in the picture without cutting any corners.

Creeping Shadows

Try to take your photographs in a well-lit area; watch out for shadows creeping in. When snapping the shot, keep the sun either over your right or left shoulder. If you are facing the sun, you risk lens glare, and if the sun is directly at your back, shadows could make their way into the photo. The best quality sunlight for photography is in the early morning or just before sunset.

Simple Shots

Choose a clean, uncluttered and simple background for your photo. Natural settings are great if you have any scenic areas near your home — trees, water, fields, etc. Your bike and you are the centers of attention, so give the photo a good backdrop.

The Zoom Factor

Instead of zooming in on your bike from a distance, stand close to your bike, put your camera on its highest/strongest zoom setting and slowly walk backwards away from the bike until it fits into the viewfinder entirely. Make sure to hold the camera level with the horizon, and keep the bike centered between the top and bottom of the viewfinder.

Angle It

Park your bike at an angle so that the right side of the bike and the front end are facing you at an angle. The right side is the most appealing side of a motorcycle, so this position is considered the best shot.

Try a broadside photo. Park your bike in a straight line, come around to the right side, and snap a photo of the side of your bike.

Feel free to submit a few different poses and angles if possible. The more pictures we have to consider, the more flexibility we have with our magazine format.

Technical Tips

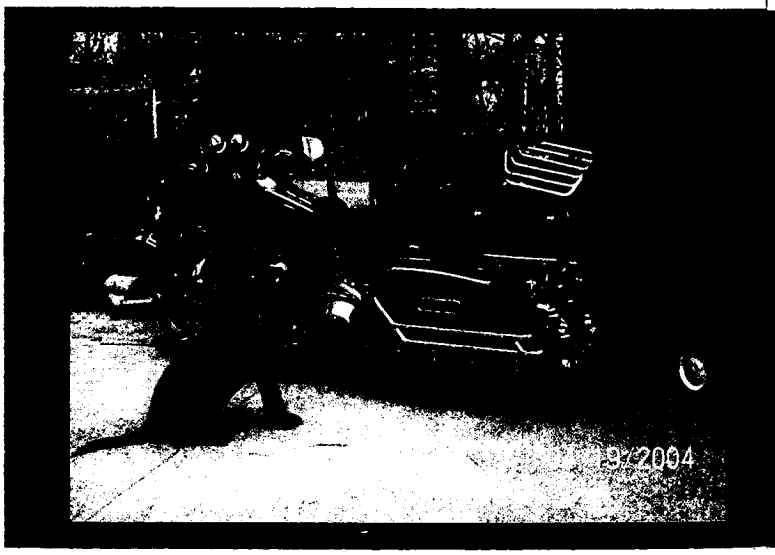
We accept only original, hard copy photographs or high-resolution digital images. If you choose to take digital pictures, please either e-mail them to us, or burn the pictures to a CD and mail them in.

When adjusting the settings on your digital camera, please remember that the images need to be at least 300 dpi resolution, 1200 x 1800 or 1600 x 2400 pixels (which is at least 4" x 6" in size), and have a digital file size of at least 500K (kilobytes).

Also please remember to turn off the "date" setting on your camera so that the date is not displayed on the front of the picture you'd like to submit.

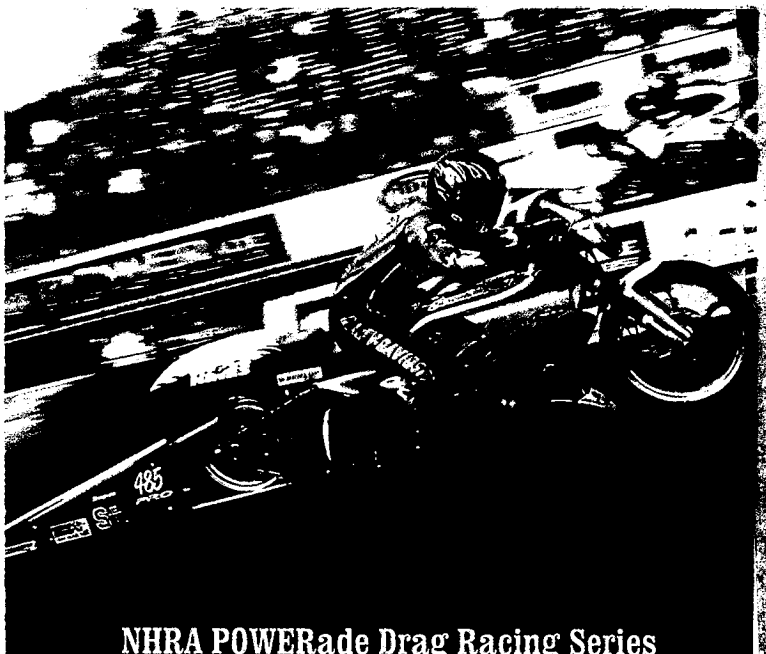
We are not able to publish computer-printed photographs made at home or at a store.

Mail photo submissions to: *Enthusiast*, Harley-Davidson, Inc., 3700 W. Juneau Ave., Milwaukee, WI 53201. If you'd like your photo returned, include a self-addressed, stamped envelope. All photos become property of Harley-Davidson Motor Co.



Here's an example of a poorly shot photo, with a cluttered background, date left on the photo and no rider in the picture. We don't think the dog has a license to ride.

This photo is an example of an excellent shot with all the right ingredients. Tom and Gail Bell of Big Bend, Wis., have been riding together for more than 32 years. They're pictured here aboard their 2001 FLHTCI Electra Glide Classic.



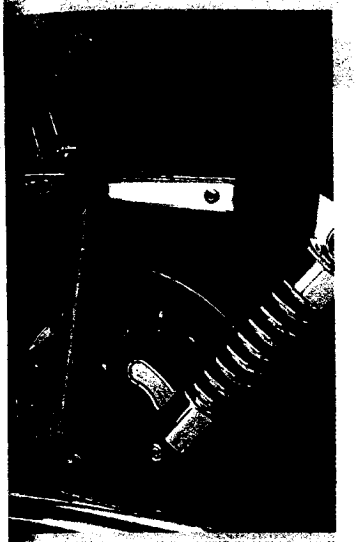
NHRA POWERade Drag Racing Series
2004 Schedule Pro Stock Bike Events

June 17-20	Englishtown, N.J.
June 25-27	Madison, Ill. (St. Louis)
July 16-18	Denver, Colo.
July 30-Aug. 1	Sonoma, Calif.
Aug. 12-15	Brainerd, Minn.
Aug. 20-22	Memphis, Tenn.
Sept. 1-6	Indianapolis, Ind.
Sept. 16-19	Reading, Pa.
Oct. 28-31	Las Vegas, Nev.
Nov. 11-14	Pomona, Calif.

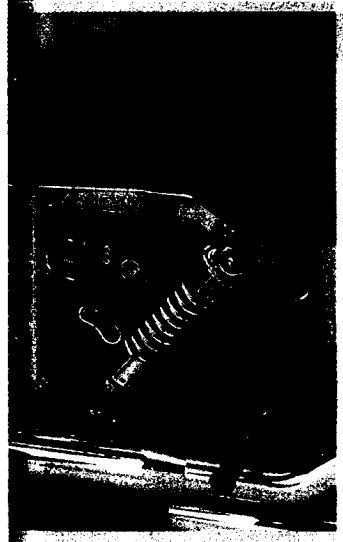
June 25	Oak Ridge, Tenn.
June 26	Lima, Ohio
July 9	Joliet, Ill.
July 17	East Moline, Ill.
July 31	Hagerstown, Md.
August 7	Farley, Iowa
August 10	Rapid City, S.D.
August 22	Peoria, Ill.
August 28	Sedalia, Mo.
September 4-5	Springfield, Ill.
September 11	Vernon, N.Y.
September 19	Columbus, Ohio
September 24-25	Du Quoin, Ill.

Full details on the Event Calendar in the Experience section of harley-davidson.com.

ADJUSTING REAR PRELOAD
A Five-Step Plan



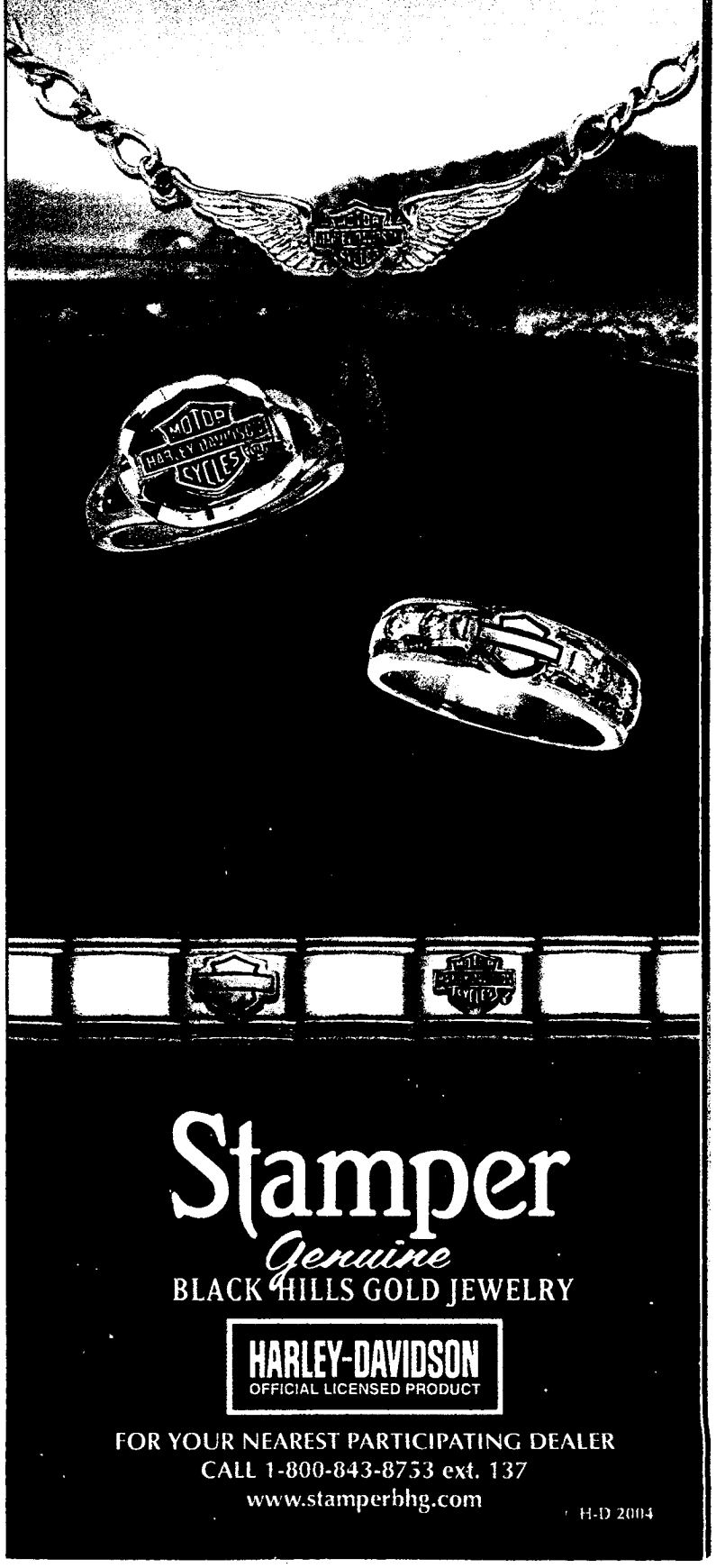
Step 1: Properly calibrated, the rear suspension of your Harley-Davidson will compress 25 to 33 percent of its entire range of travel when you sit on the bike. The first step to determine that distance is to measure the fully extended suspension. Do this by measuring from the rear axle to a fixed point on the fender while another person lifts the rear of the motorcycle (to ensure it's extended). Write the number down.



Step 2: Wearing your normal riding gear, sit down on the motorcycle while an assistant measures the distance from the axle to the same fixed point. If you typically ride with a passenger or carry luggage, include the rider/gear at this time. Subtract this number from the fully extended number in Step 1 to determine your current static sag. Consult your Owner's Manual, which lists your bike's total rear wheel travel. Divide your current static sag number by the total rear wheel travel, which will yield a percentage.

Step 3: You're aiming for static sag that is 25 to 33 percent of your total wheel travel. If your bike is lowered (slammed), focus on the lower end of this range (25 percent). On motorcycles with coil-over shocks, use a spanner wrench to turn the spring collar to achieve more or less load on the spring, depending on your initial sag percentage. On Touring motorcycles equipped with air shocks, use a low-volume pump with a pressure gauge. Adding more preload to the spring (or air to the shocks) will reduce the amount of static sag, while reducing preload will add sag.

There's no such thing as a secondary road.



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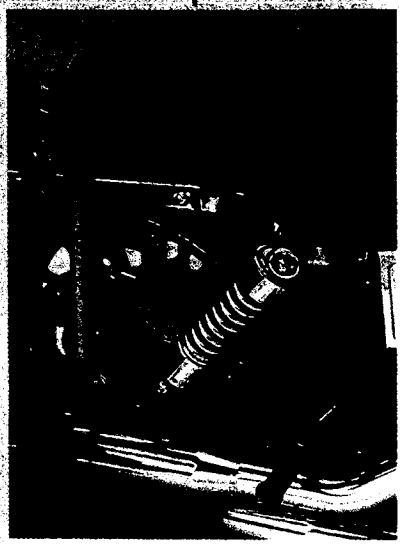
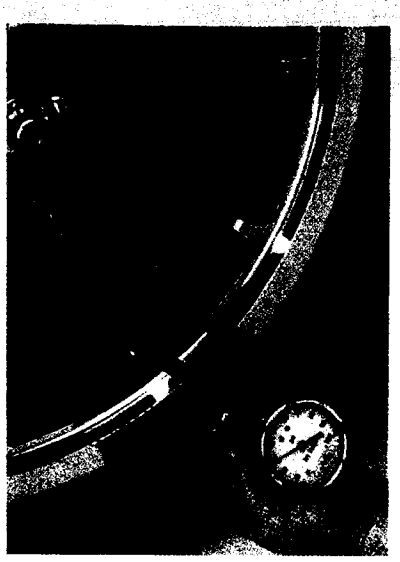
H-D 2004

ADJUSTING REAR PRELOAD

A Five-Step Plan

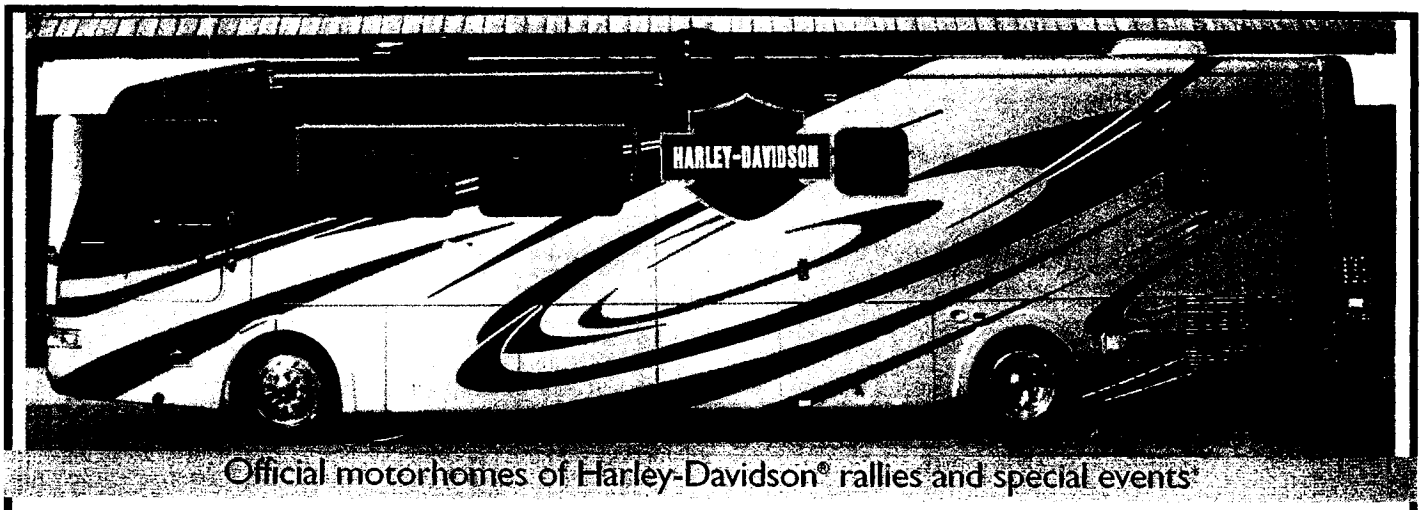




Step 5: Tires are an active component in a motorcycle's suspension and ride quality, not to mention the only sources of contact between the motorcycle and the pavement. Over-inflated tires produce a harsh ride that transmits small bumps and pavement chatter directly to the rider, whereas under-inflated tires produce sluggish handling and reduced traction in certain conditions. Always measure tire pressure with a high-quality gauge before each ride, adjusting as necessary to achieve the recommended pressure as indicated in the Owner's Manual.

Step 4: After adjusting the spring preload, measure the amount of sag with the rider on the bike. Do the math to determine the percentage and adjust/measure accordingly until you hit the desired amount of sit-in sag.

Shocks and springs will eventually wear out over time and repetitive use. Rear shocks in recent model year Harley-Davidson motorcycles should reach 50,000 miles before needing replacement. Fork oil, bushings and seals should last between 20,000 and 50,000 miles depending on the model. If your motorcycle doesn't handle as well as it used to, and it's nearing such mileage, take it to your Harley-Davidson dealer for further inspection.



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*Motorhome pictured was painted for the Harley-Davidson factory demo team. The Harley-Davidson logo cannot be placed on motorhomes sold to the public.

The Legend Lives On

One of the most famous graphics in Motor Company history returns in the Summer 2004 Genuine Motorclothes line.

The #1 graphic was created more than three decades ago by Willie G. Davidson to commemorate a momentous win by a Harley-Davidson dirt-tracker in 1969. The #1 logo remained an official H-D logo through the 1970s and today is a tribute to Harley-Davidson's racing heritage.

"A great racer, Mert Lawwill, won the AMA #1 plate for Harley-Davidson dirt track racing, and I wanted to mark the occasion with something extra special. I designed a logo that incorporated a large, angled number one. I also wanted a sense of Americana, so I included a hint of the flag and our name across the bottom. It quickly became a well-known logo for us, and I'm very proud of it. A new motorcycle of the era, the '71 FX Super Glide, wore that logo and is a design milestone."

–Willie G. Davidson

1. Hold On To History

Loaded with features, the genuine leather #1 Full-Finger Gloves are built with tricot lining and Velcro wrist closures for comfort and security. Their ergonomic thumb construction and gel-padded palm reduce fatigue, especially on long rides, while the rubber-embossed, #1 Harley-Davidson graphics reflect a long tradition of style. Available in Men's (P/N: 97373-04VM) and Women's (P/N: 97373-04VW).

2. Back on Black

The symbol of Harley-Davidson heritage and American pride returns on the midweight #1 Leather Jacket, featuring a large applique of the logo on the back and a custom Harley-Davidson leather applique on the left front chest. Built-in details of the black jacket include an action back for ease of movement, zippered hand-warmer pockets for ample storage and a mandarin collar. Available in Men's (P/N: 97103-04VM) and Women's (P/N: 97103-04VW).

3. One on Top

Style, comfort and protection converge in the #1 Half Helmet (P/N: 97382-04V). The DOT-approved helmet incorporates a black fiberglass shell highlighted by Harley-Davidson #1 graphics, a short visor and a removable CoolMax anti-sweat liner. A helmet bag is also included.

4. Engineered Just Right

The famed logo becomes a modern classic on the #1 Engineered Stripe Shirt (Men's P/N: 96256-04VM). Constructed of 100 percent ripstop and sporting a snap-down collar, the shirt gets its classic style from the engineered stripe on the right side and the #1 logo on the chest.

By Amy Bell

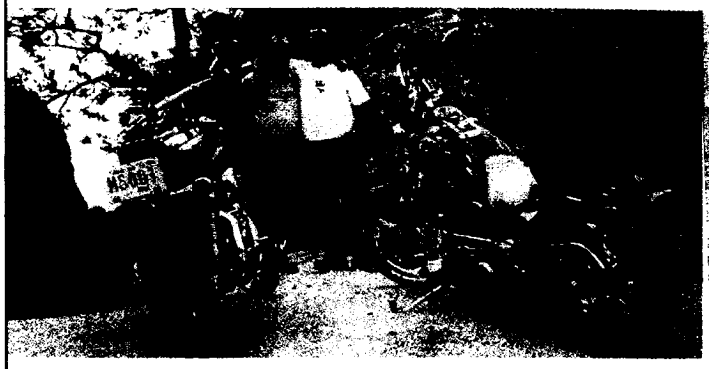
We'd love to see you and your Harley-Davidson or Buell motorcycle, and to learn more about your love of motorcycling. We'd prefer an original photo, with pertinent information, your full name, address, telephone number and e-mail address. If you'd like your photo back, include a self-addressed, stamped evelope. If sending digital photos, mail us a disk with your highest resolution image (file size at least 400K). Mail to: *Enthusiast* - Harley People, Harley-Davidson, Inc., 3700 W. Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653. All photos become property of Harley-Davidson Motor Company. We'll print a sampling in each issue.

Fortunate Family

Stanley Forman was the first in his family to become a Harley-Davidson owner when he purchased his 1937 Model EL Knucklehead for a slim $250. His many stories of motorcycling adventures inspired his son Alan to become an H-D rider as well, and Alan is now on his third Harley-Davidson, a 1999 FXDWG Dyna Wide Glide. Stanley remains influential to the family despite the stroke he endured four years ago. While Stanley no longer can ride, Alan recently asked his cousin Tommy, owner of Forman H-D in Stillwater, Okla., to help him find a bike with a sidecar. One of Tommy's customers, Renee Burns, generously offered her FLHTCUI Ultra Classic Electra Glide with a sidecar for Alan and his dad to ride together again. Alan recalls that the most memorable part of the ride was giving his dad the thumbs up and seeing his dad return the gesture — an indescribable bond between bikers.

Geared Up Together

Atop beautiful Mount Rushmore, Gene and Mike Weber of Medicine Hat, Alberta (Canada) captured the beauty of South Dakota during their 2003 trip to the Sturgis Rally. Gene has been riding motorcycles since his youth, but didn't get his hands on a Harley-Davidson until three years ago. Last Father's Day, Gene became the new owner of a 1997 FXSTC Heritage Softail Classic. His son Mike quickly noticed that the gift was consuming much o his dad's time. Determined to keep up with him, Mike purchased a 1994 XL 1200 Sportster. When they aren't riding, the duo enjoys time together in the garage, working on their bikes.

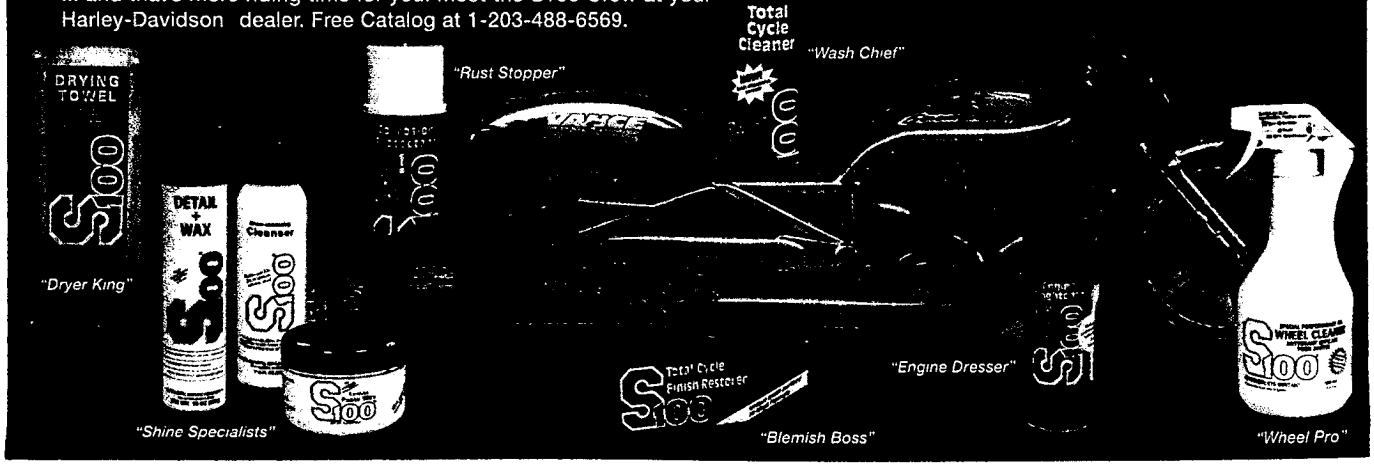


Want to be fast this riding season?

You better have the right crew!

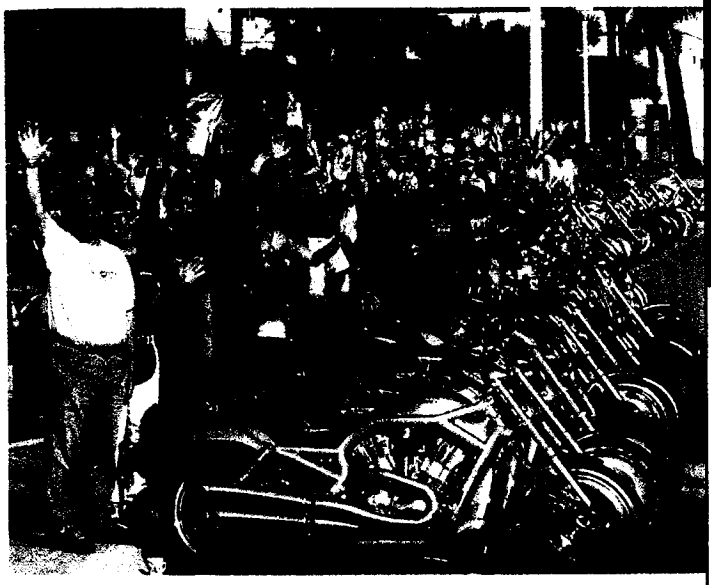
The *Screamin' Eagle* / Vance & Hines NHRA Pro Stock Team is screamin' down the track with riders GT Tonglet and Andrew Hines aboard V-Rod inspired drag bikes. And in the pits there's no room for slowpoke cleaners and polishes. That's why the team relies on this "Crew" of S100 Cycle Care Products. The drag bikes can stay looking great without wasting valuable time in the pits. (For a schedule and team updates, check out www.harley-davidson.com)

How about your riding season? Spending lots of time cleaning and polishing? You'll be faster if you get to know the S100 Crew. You'll be amazed how little time it will take to make your bike look great ... and that's more riding time for you! Meet the S100 Crew at your Harley-Davidson dealer. Free Catalog at 1-203-488-6569.



V-Rod Owners Meet Offline

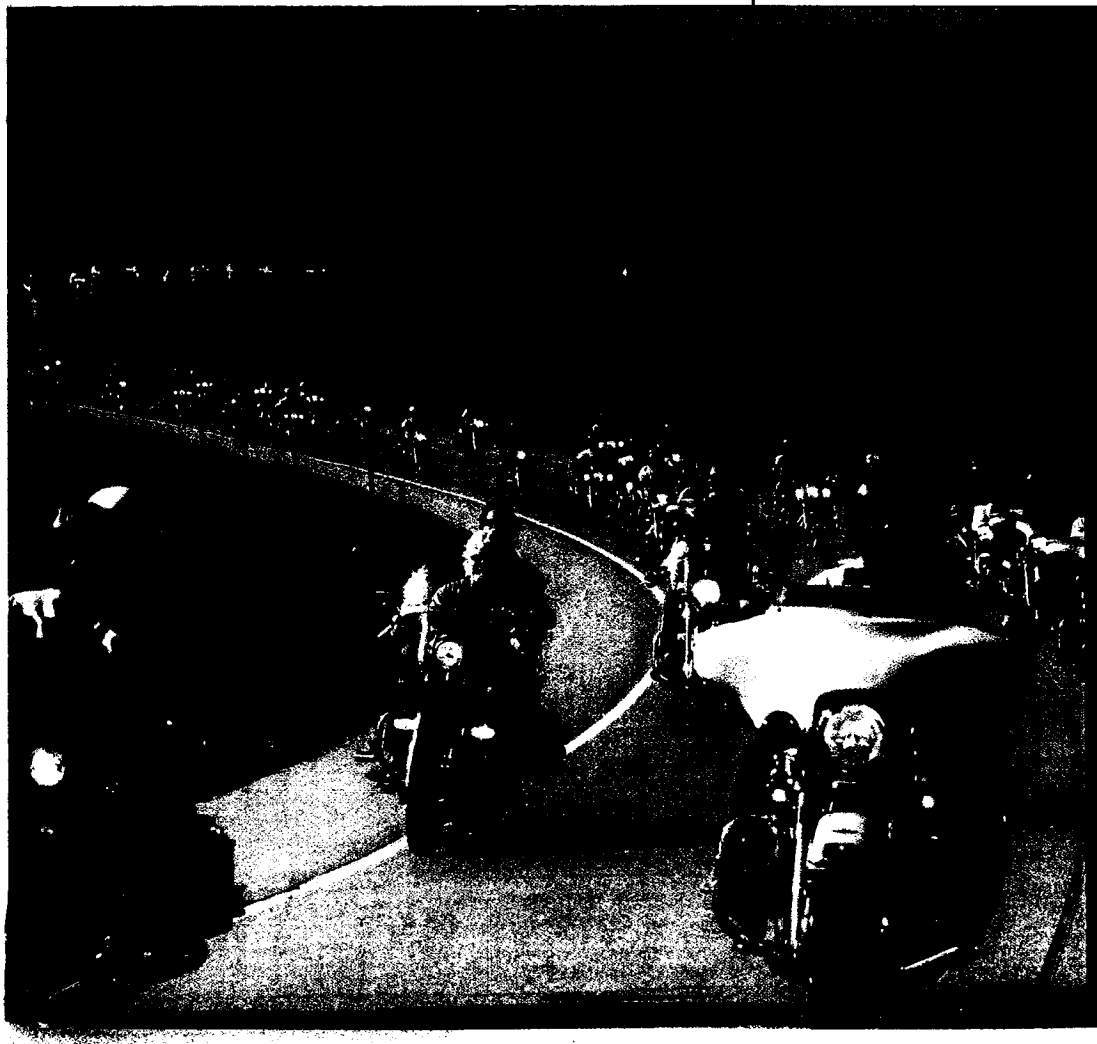
More than 50 VRSC V-Rod motorcycle owners gathered in early March in front of the Harley-Davidson Traveling Museum at the Ocean Center in Daytona Beach, Fla. Members of the v-rodforums.com Web site (which is not affiliated with Harley-Davidson) organized this special meeting of V-Rods at Bike Week, giving many riders a chance to meet face-to-face for the first time. Afterwards, the group rode down Main Street together, causing quite a stir among onlookers.



People

Texas Twosome

Sunny Waco, Texas, is home to enthusiasts Mike and Timeka Broadnax. Mike purchased his 2001 XL883C Sportster Custom nearly three years ago and it still handles beautifully and sounds great. Timeka is crazy about hitting the road as well and never misses a chance to hop on the Sportster with him. They love to travel all over the great state of Texas. Two of their favorite journeys are visiting Hood County, where it is rumored that Jesse James is buried, and cruising from Waco to Austin in the summer months when Austin is buzzing with the sights and sounds of various bike rallies in the area.



The faithful are invited back to Milwaukee this summer for a little revival. Genuine American style. Begin the journey today. Visit our website for information on area events, rallies and biker hotel packages.

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Sportster Celebration

Judy McEvoy of Laughlin, Nev., logged thousands of miles during 22 years on the back of her husband Bill's bike. When diagnosed with breast cancer a couple of years ago, Judy courageously battled and defeated it. Judy exclaimed that her success in overcoming cancer called for a celebration: "I had to do something for me!" She took the Rider's Edge New Rider Course and purchased a brilliant 2003 XL 883C Sportster Custom with a limited edition, Genuine Harley-Davidson Radical Paint Set. Bill is very proud of Judy for her strength and accomplishment. She has been cancer-free for two years and loves riding alongside Bill and his 2004 FLHRS Road King Custom.

Now That's a Catch

Jerry Brown of Fort Branch, Ind., enjoyed dirt biking in his early 20s, but always had a desire to own a Harley-Davidson. Last year, Jerry sprung for a 2003 100th Anniversary edition FXDWG Dyna Wide Glide, which became the family's newest attraction. It soon became the second newest family attraction. Not long after the purchase, Jerry's first grandchild was born to his daughter Andrea and her husband Donald. Gabriel was only five days old when Grandpa Jerry, foreseeing a biker buddy in the future, checked to see if his helmet fit the new little one.

Blast from the Past

Things certainly have changed since Hank Reeves' 1952 classmates huddled around this mint condition 1951 Harley-Davidson 74, which is very similar to the first bike that Hank owned. He swears that the Milwaukee-based sitcom "Happy Days" modeled its star character "The Fonz" after his friend Herb (seated). Hank recalls attending motorcycle races at Longhorn Speedway in Pennsylvania during his younger days, which he said helped spark a "60-year love affair with Harley-Davidson motorcycles." The Herndon, Pa., biker now rides a 2001 FLHRI Road King, craves mountainous, curvy roads and declares that Route 287 through Pennsylvania is ideal for motorcycling.

WORLDWIDE

EagleRider has been a leader in the Harley-Davidson® rental and touring business since 1992. Today, we are the world's largest motorcycle tourism company specializing in Harley-Davidson, ATV and Dirt Bike motor enthusiast vacations.

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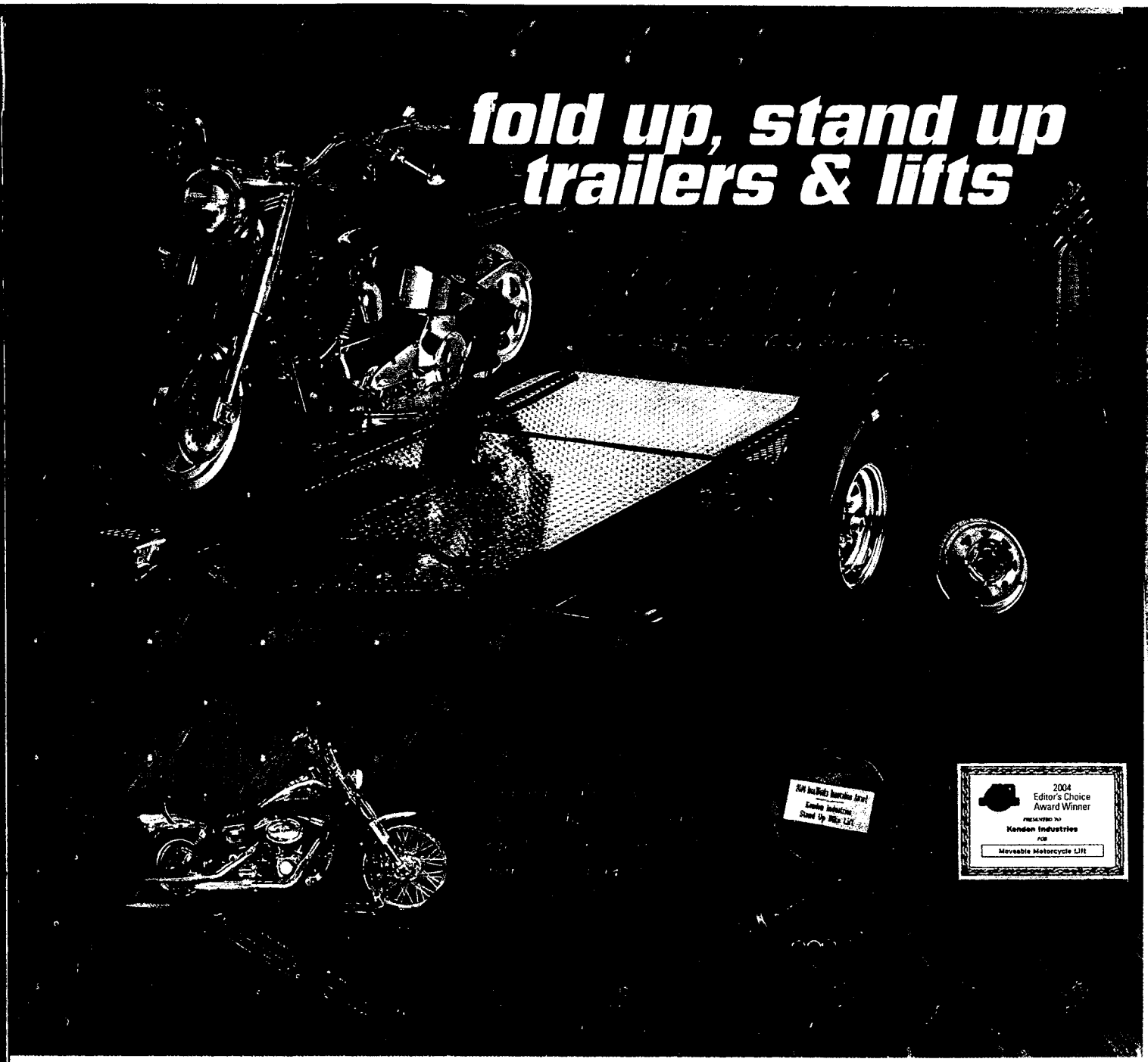

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Milwaukee, Wisconsin 53201-0653

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or mail your request, including a copy of your mailing label to:

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P.O. Box 653
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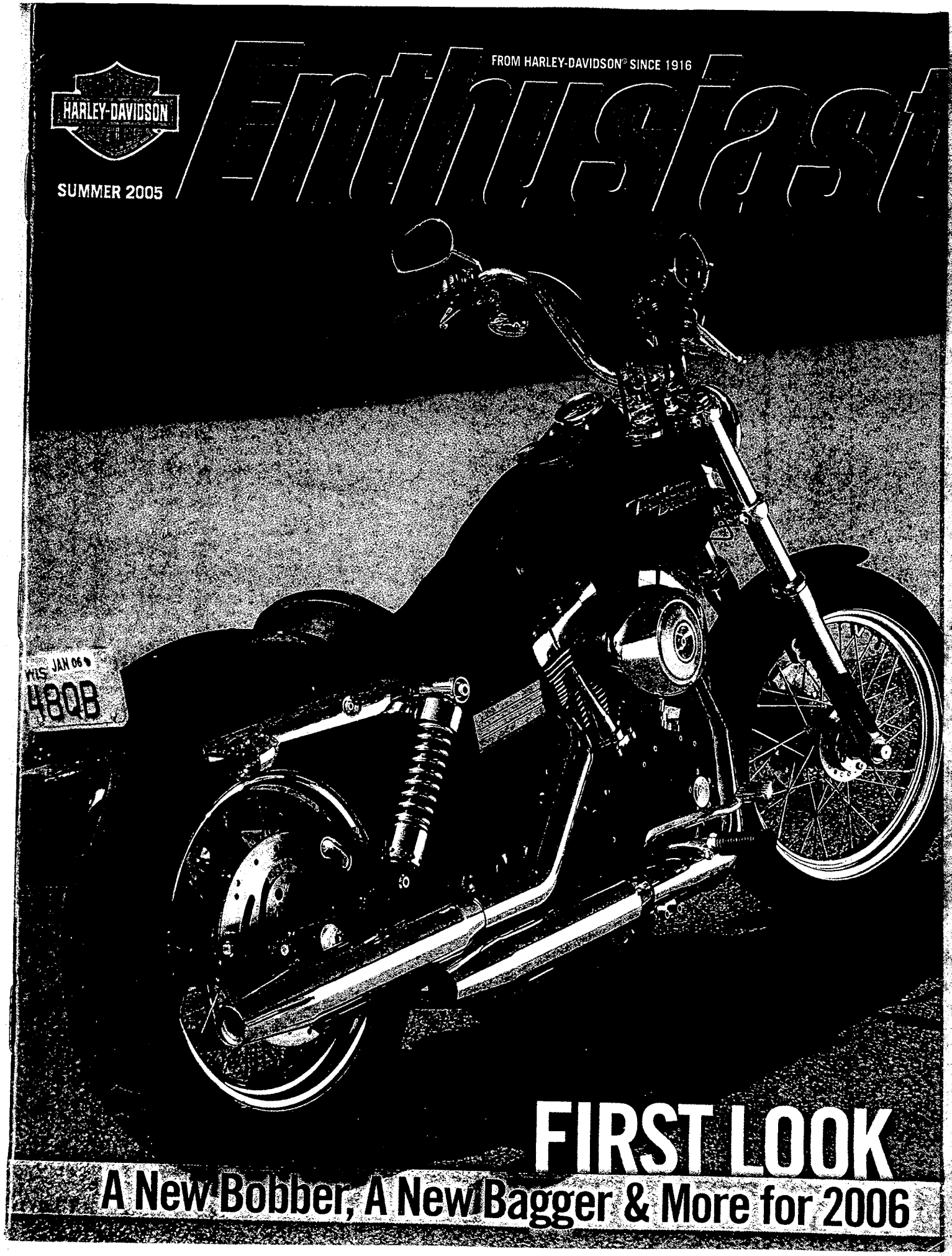
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FIRST LOOK
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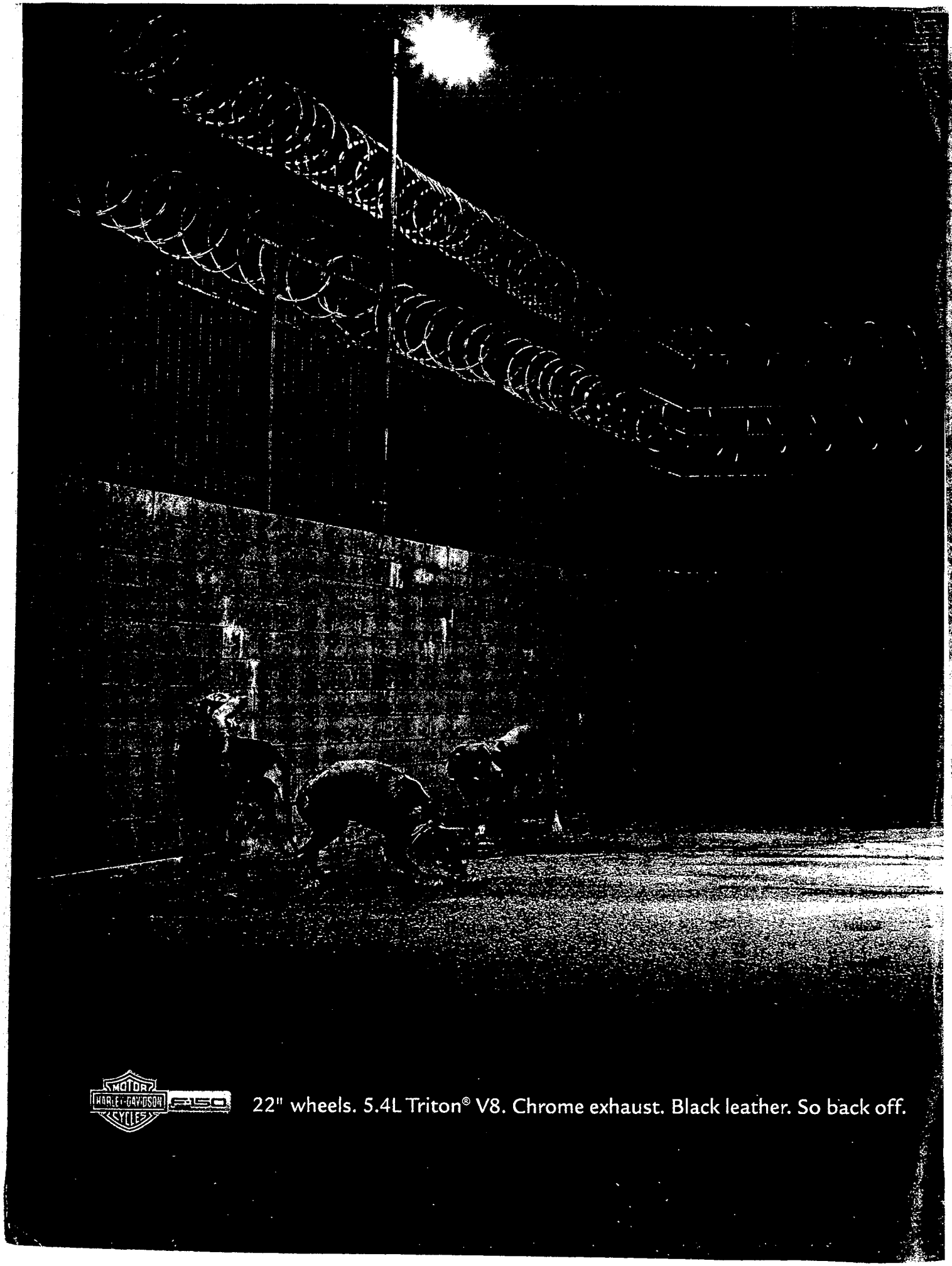
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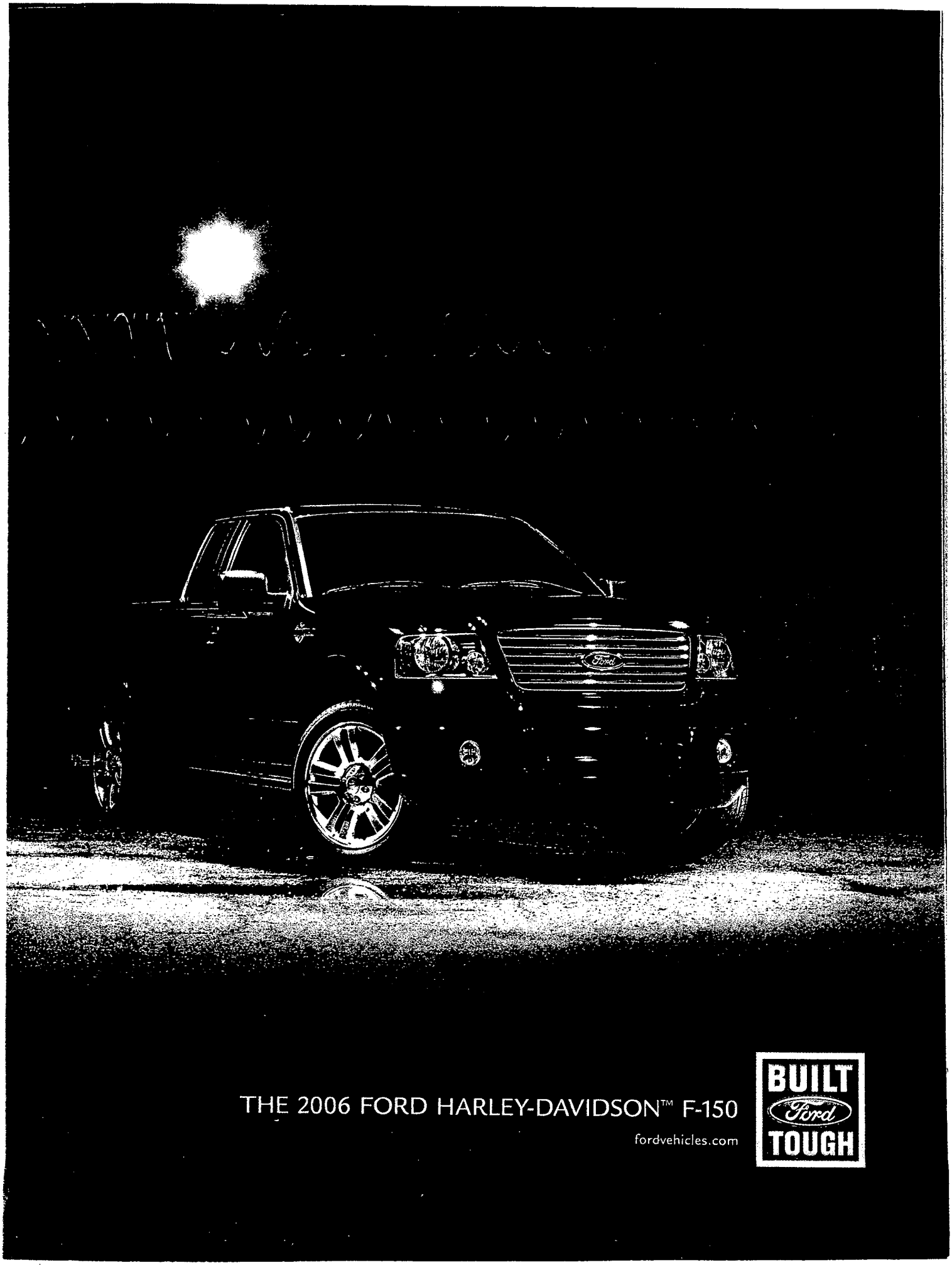
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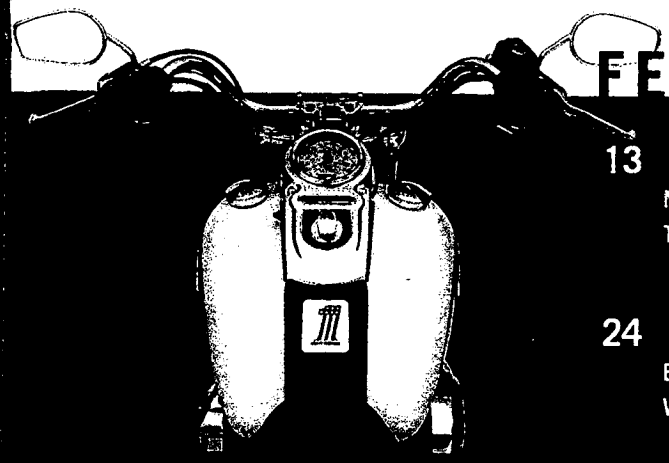

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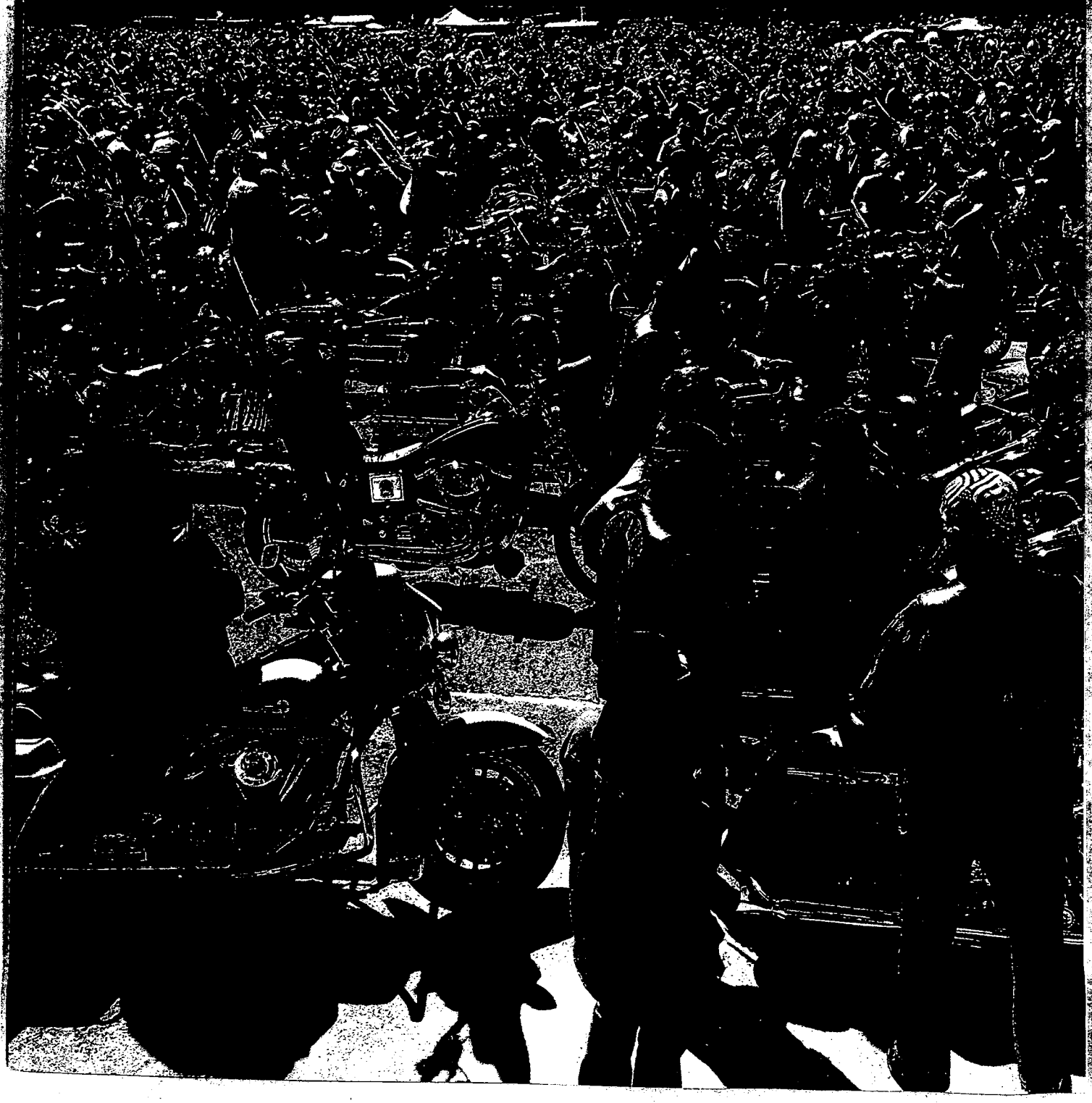

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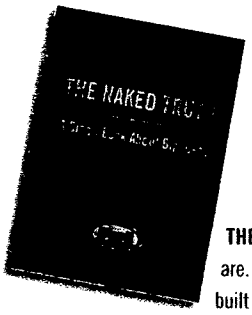

THE 2006 BUELL® MOTORCYCLES ARE HERE. If these bikes seem a little different, that's because they are. It's a story of raw style and legendary handling. A group of engineers determined to make motorcycles built for the real world. And just like any good story, this one's got a twist. Check out the all-new Ulysses™ XB12X, an Adventure Sportbike engineered to own every corner of the earth. Want the whole story? Get a free copy of the 2006 Buell motorcycles Book and CD-ROM, *The Naked Truth*, at your local Buell dealer or visit buell.com today.

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Living for TODAY

Paul James (left) and Bill Davidson (right) of Harley-Davidson helped NBC's "Today" co-host Matt Lauer (center) achieve a lifetime goal of riding a Harley-Davidson motorcycle.

Virtually every Harley rider I know has story after story about being approached by strangers at rest areas, gas stations, restaurants or countless other roadside stops. You're there doing your own thing, engrossed in the gas pump or cleaning bugs off the windshield, when you begin to realize attention is firmly focused on you and your fine ride.

"Nice Harley," is the most often heard conversation starter, as the stranger approaches with a longing look.

From there, people seem to want to know where you're headed. Where you've been. And how in the hell do you stay warm/cool/dry, etc., in this weather we're having. In short, they wonder what it's like out there on the open road. It's the same road they experience every day from a very different perspective, trapped inside a cage, as if watching it all happen on TV.

Deep down, they're eating their hearts out, wishing to experience for themselves what you already enjoy, especially since the pleasure it brings you is so obvious.

NBC's "Today" show recently took a survey of the top 50 things Americans say they dream of experiencing. The final list included everything from climbing Mount Everest to scuba diving on the Great Barrier Reef to flying in a hot air balloon. Ah, but what about our favorite passion? Riding a Harley-Davidson motorcycle on the open road not only made the list, it came in at a very respectable number 39, as voted online by viewers.

In case you missed it, "Today" co-host Matt Lauer even managed to realize his own dream of riding a Harley, with some guidance from our own Bill Davidson and the HOG chapter of Barb's Harley-Davidson in Camden County, N.J. It was amazing to see Lauer transformed, living large and looking cool with his new posse while riding a Dyna Low Rider. He loved it. Who wouldn't?

So many people say they want to ride their own Harley. They say they yearn for the adventure and the freedom of the road. They want to be the one getting the admiring looks at every gas station and drive-in. Maybe they get a catalog, or sit on a few bikes. But they never go the distance.

So why don't they ride?

Ask people who say they want to ride a Harley why they don't, and you'll get a bumper crop of excuses: It's too hard. I'm too old. I'm too young. I've got kids. They're too expensive. Too much traffic. Not enough time.

In other words, they really want to ride, but something real or imagined is holding them back. Yet like a moth drawn to the flame, they find themselves approaching Harleys and Harley riders when they happen across them.

So here's to all you Harley riders for letting nothing, but nothing, come between you and your dream. I think riding a Harley-Davidson comes pretty naturally for most of us. Others have indeed broken through some very real barriers along the way. I bet that just made the first ride all the sweeter, didn't it?

And as for the rest? Chase your dreams. Get your own. Or forever eat your hearts out.

— **Paul James**, Executive Editor

Enthusiast

HARLEY-DAVIDSON

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On the cover: Stripped to the bare-bone essentials (but loaded with attitude), the new FXDBI Street Bob represses the minimalist, post-World War II "bobber" movement. A solo seat, mini ape-hanger handlebars, wrap-around rear fender and steel laced wheels make a bold statement on the newest Dyna. Photo by Brian J. Nelson.

On the contents page: Riders gather for the start of the 18th Annual Rolling Thunder Ride for Freedom parade, from the Pentagon in Arlington, Va., to the Vietnam Veterans' Memorial Wall. Photo by Henry Ray Abrams.

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SHOULD BE ASHAMED OF THEMSELVES.

Here's some sculpture that doesn't require a bunch of fancy interpretation. The two-fists-in-the-wind new FXDBI Harley-Davidson® Dyna™ Street Bob™. This is old school custom Milwaukee iron as clean as it comes. Raked front end. Factory ape hangers. Mid-mount foot controls. Flat Black Denim paint. All powered by a beefy Twin Cam 88® motor with the new 6-speed Cruise Drive™ transmission. There's an art to badass. See the 2006 Dyna™ motorcycles at your dealer. 1-800-443-2153 or www.harley-davidson.com. IT'S TIME TO RIDE.

MOTOR HARLEY-DAVIDSON CYCLES

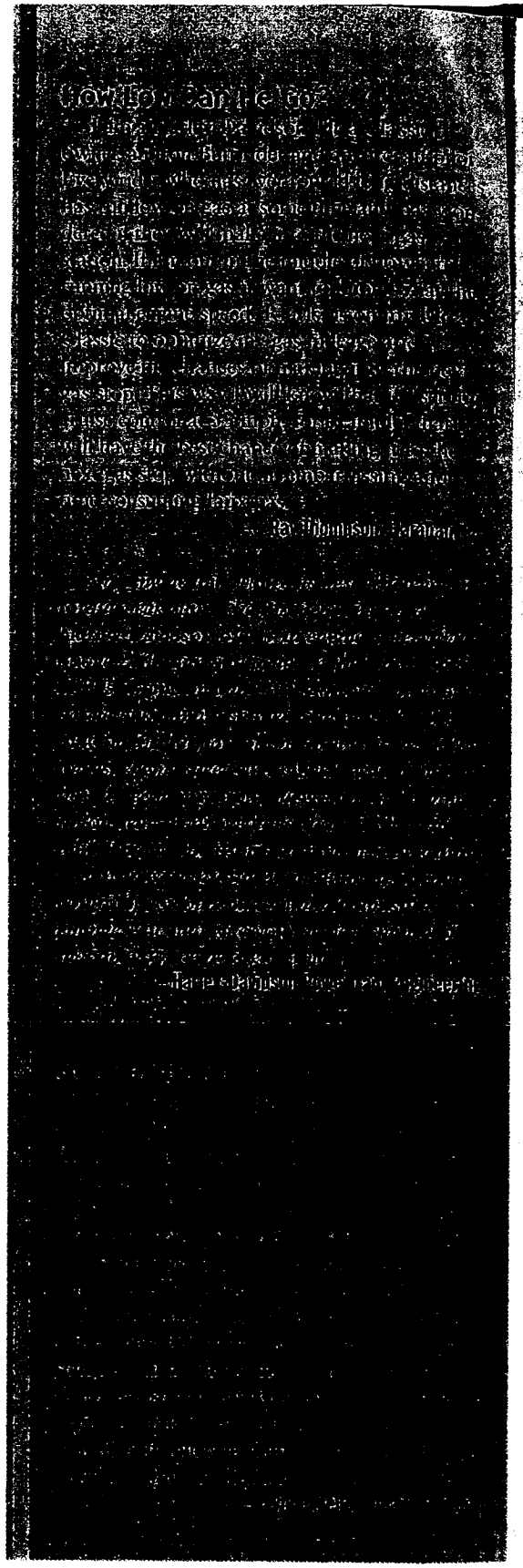
The Best Harley Ever

I'd like to share my Harley story from my time stationed in Saigon. When I arrived in-country in May 1965, I had no place to stay, no transportation and knew very few men. To get around, you had to ride military buses. You could not bring in your own transportation from out-of-country, but could purchase something locally. To say a car or a bike or a moped was at a premium was a total understatement.

I had been in-country about a month when I met a fellow captain about to return to the States. I happened to ask if he had a bike for sale and he showed me a Harley-Davidson 125. It looked brand-new. He said one day he walked into one of the small vendor shops in Saigon and asked if they had any bikes for sale. To his surprise the vendor said he did. He found three dirty, dust-covered motorcycles in a corner. The tires were all flat and the engines would not run, but after a little work by the vendor they ran beautifully. He purchased a bike and had it painted black and chromed everything he could. He said he always wanted a chrome-and-black Harley. I paid him $225 for the greatest Harley of all time because it truly did change my outlook on life.

I just want to say thanks to Harley-Davidson for coming into my life when I truly needed a lift and will always remember the wonderful times I had with your machine.

--- **Onnie L. Bailes, Jr.**, Angleton, Texas
Colonel, USAF, Retired



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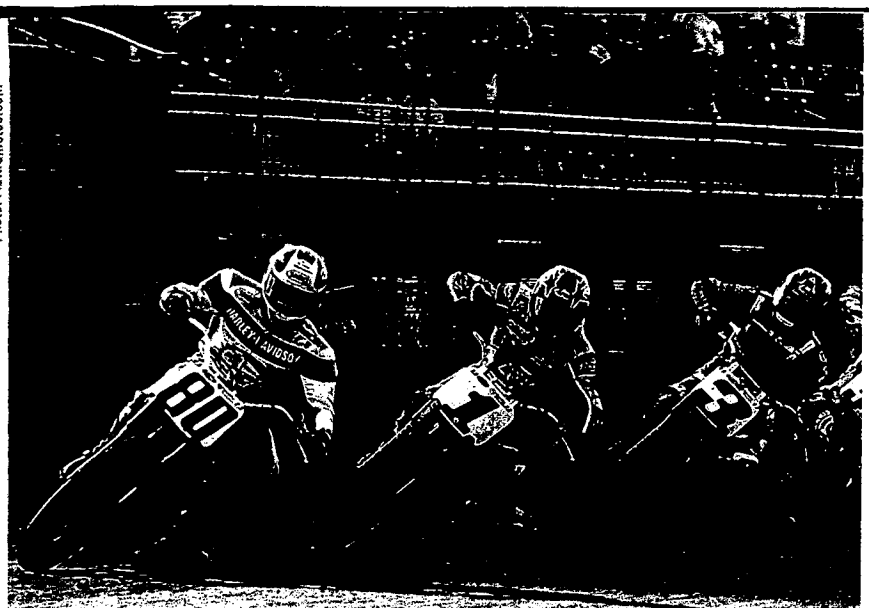


Photo: Flattrakfotos.com

King of Springfield (Again)

Screamin' Eagle Performance Parts racer Rich King proved once again that he's the King of Springfield by winning round four of the AMA Flat Track Championship at the fabled track on the Illinois State Fairgrounds. It was King's fourth win in the past five AMA Grand National events at Springfield

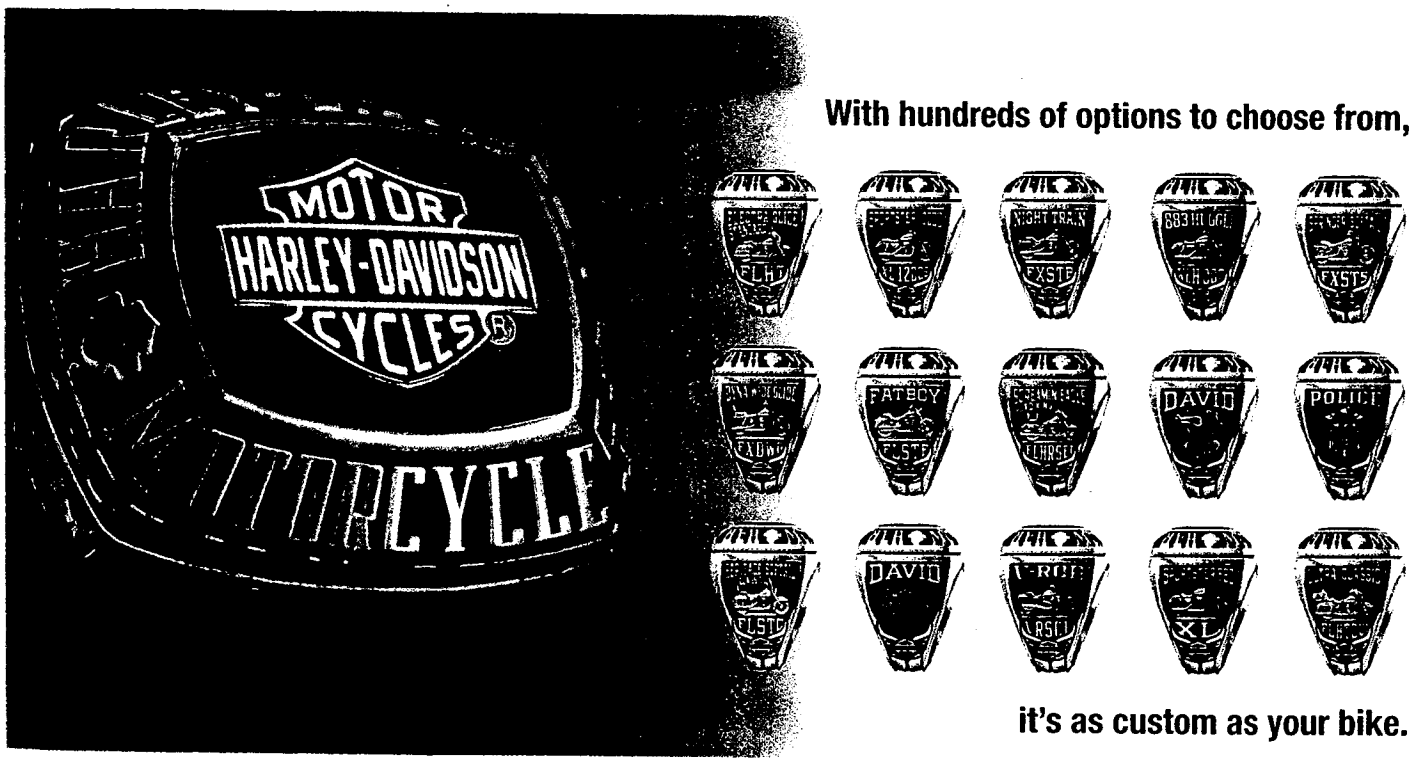
"Anytime you win at the Mile, it's a huge victory," said King, who now has 19 AMA Grand National race victories. "The Screamin' Eagle team put a great bike under me with the set up needed for the race, and we came out on top in a really competitive field."

News

18th Annual Rolling Thunder Ride for Freedom

On May 29 hundreds of thousands of Vietnam veterans and motorcycle riders, including Harley-Davidson CEO Jim Ziemer, gathered at the Pentagon in Arlington, Va., for the 18th Annual Rolling Thunder Ride for Freedom. Held every Memorial Day weekend since 1988 to honor U.S. soldiers killed during the Vietnam War and to remember those missing from all conflicts, Rolling Thunder culminates with a parade from the Pentagon to the Vietnam Veterans' Memorial Wall. Defense Secretary Donald Rumsfeld was one of several speakers at the event.

"To the riders of Rolling Thunder, I want to thank you so very much for what you are doing for the veterans and the country," said Rumsfeld. "You're here today because you know the price of freedom, and I thank you for your commitment to that cause. And I thank the millions who fought for that cause by your sides. We will never forget them."



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Fatal Facts RIDE

Motorcyclist fatalities in the United States continue to rise and alcohol is a major contributing factor in many of those fatal accidents. The National Highway Traffic Safety Administration (NHTSA) reports that in the past seven years, motorcyclist fatalities have risen at an alarming 85 percent, from 2,116 in 1997 to 3,927 in 2004. In 2003, according to NHTSA, 36 percent of motorcyclists involved in a fatal accident had a blood alcohol content (BAC) over 0.01 percent, with 29 percent over 0.08 BAC – the legal limit in all states. *This rate of impairment is 44 percent higher than that for drivers of cars and light trucks involved in a fatal accident.*

The NHTSA statistics show that motorcyclists over 40 years old, a group in which the majority of Harley-Davidson owners fall, may be at an even higher risk. A 10-year trend shows a 200 percent increase in fatal accidents among riders over 40. And riders in the 30-to-49 year-old age groups involved in fatalities have the highest rate of BAC over 0.08 percent, an average of 39 percent, with an additional 9% having a BAC between 0.01–0.07.

It's clear that too many motorcyclists are drinking and dying, and at a higher rate than car and truck drivers. Here are some cold, hard facts about alcohol and riding:

- Operating a motorcycle requires mental sharpness and the physical ability to process information and send an appropriate response to our muscles in the form of quick action.
- Alcohol slows our reaction time, reducing our ability to respond to hazards.
- Alcohol in any amount can reduce our judgment and visual capabilities, limiting our ability to shift visual focus from objects in the distance to those directly in front of us.

Alcohol, more than any other single factor, can rob you of your ability to ride safely and think clearly – even after just one drink.

The bottom line? Ride responsibly or risk becoming a statistic.

YOU DRINK & DRIVE. YOU LOSE. NATIONAL CRACKDOWN

From Aug. 19 through Sept. 5 the NHTSA will work with community organizations, media and law enforcement in all 50 states on a public awareness and enforcement campaign focusing on reducing drinking and operating a motor vehicle. This year's campaign will include heightened attention to impaired motorcyclists. Find more information about this campaign at: www.stopimpaireddriving.org

FOR MORE INFO ON THE EFFECTS OF ALCOHOL ON RIDING, LOG ONTO:

- www.ridestraight.com
- www.ride4ever.org
- www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/DrinkRidePrevent/index.htm

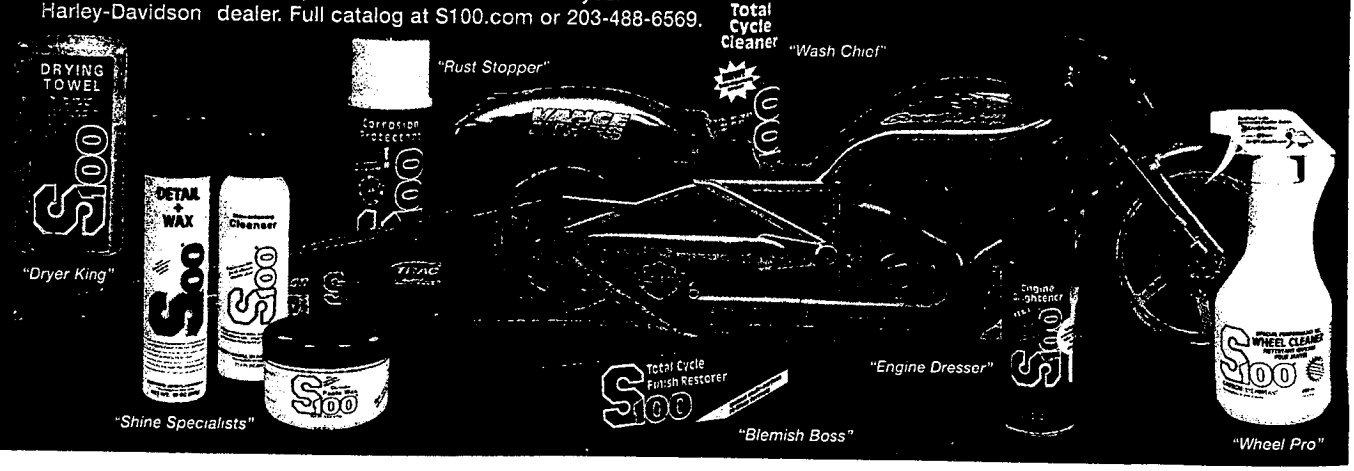
Want to be fast this riding season?

You better have the right crew!

Congratulations to Andrew Hines and the *Screamin' Eagle* / Vance & Hines Racing Team on Winning the 2004 Pro Stock Bike Championship!

The *Screamin' Eagle* / Vance & Hines NHRA Pro Stock Team is screamin' down the track with riders GT Tonglet and Andrew Hines aboard V-Rod inspired drag bikes. And in the pits there's no room for slowpoke cleaners and polishes. That's why the team relies on this "Crew" of S100 Cycle Care Products. The drag bikes can stay looking great without wasting valuable time in the pits. (For a schedule and team updates, check out www.harley-davidson.com)

How about your riding season? Spending lots of time cleaning and polishing? You'll be faster if you get to know the S100 Crew. You'll be amazed how little time it will take to make your bike look great ... and that's more riding time for you! Meet the S100 Crew at your Harley-Davidson dealer. Full catalog at S100.com or 203-488-6569.



Screamin' Eagle Fat Boy and Street Rod Named Best Cruiser

America's largest motorcycle magazines heaped praise on two Harley-Davidson models in recent award presentations.

In its July issue, the editors of *Cycle World* anointed the 2005 Screamin' Eagle FLSTFSE Fat Boy "Best Cruiser" in the magazine's annual 10 Best Bikes issue. "Simply put, this limited-edition factory custom is as close to cruiser perfection as anything we've ridden," noted *Cycle World*, which also offered Honorable Mentions to the VRSCR Street Rod ("...the Street Rod is the most-powerful, best-handling rocket ever to roll out of Willie World.") and Buell CityX streetfighter ("Urban assault doesn't get any better.").

Meanwhile, *Motorcyclist* proclaimed the 2006 Harley-Davidson VRSCR Street Rod "Best Cruiser" in its annual Motorcycle of the Year Awards, which were announced on July 8 and will be published in the September issue of the magazine.

Photo: Mike Polito

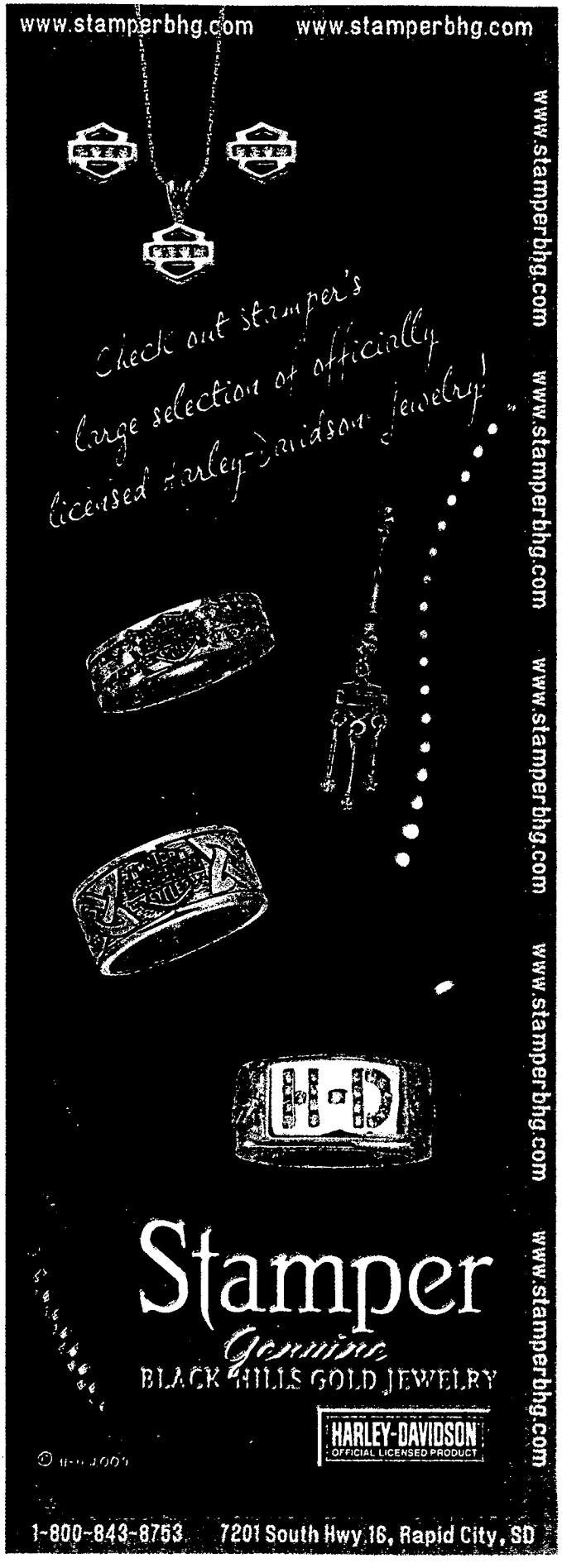
Tonglet Wins Summer Nationals For Screamin' Eagle/Vance & Hines

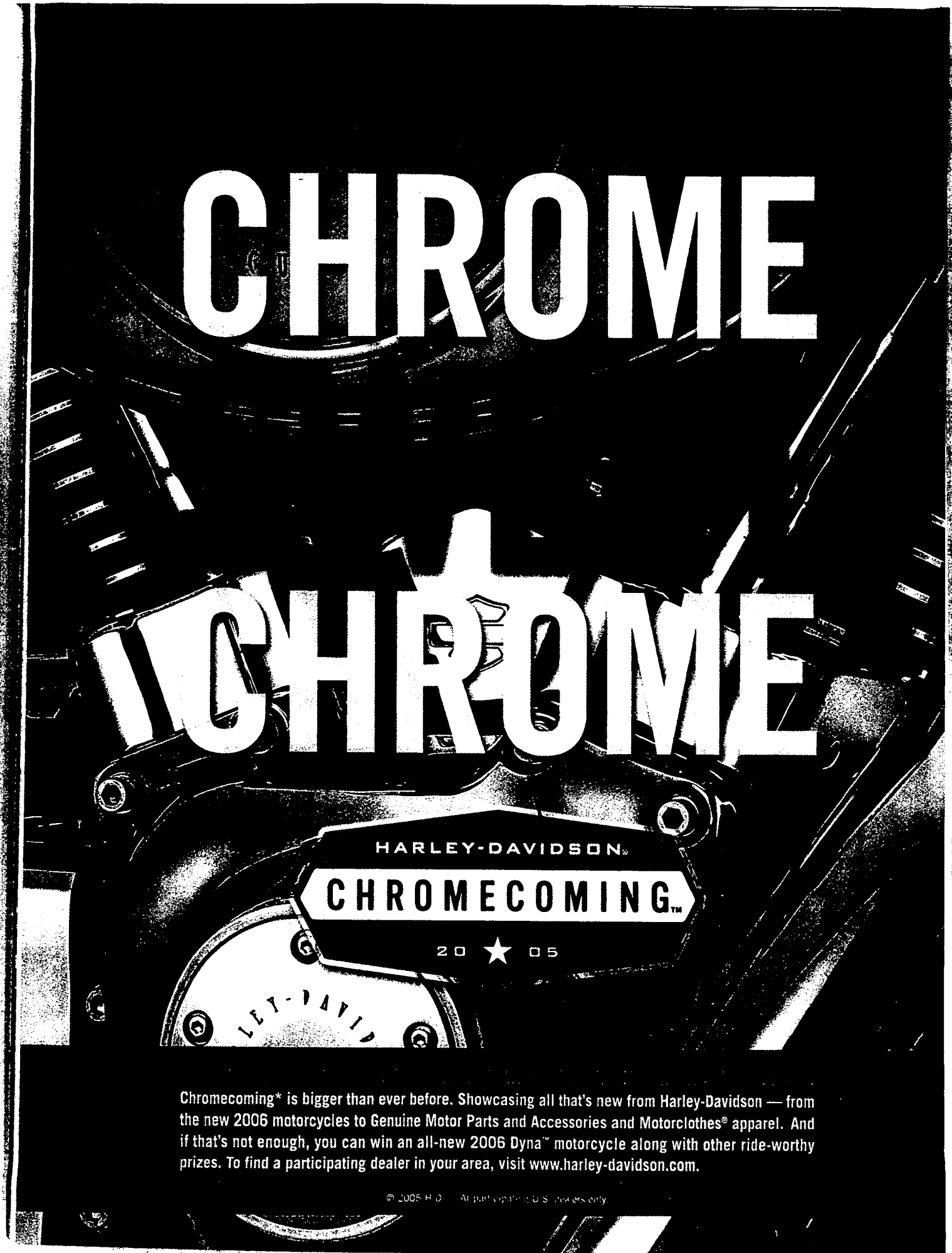
The wait is over for GT Tonglet.

On May 15 the 22-year old drag racer from Metairie, La., made a 7.106-second, 186.30-mph quarter-mile pass aboard his Screamin' Eagle/Vance & Hines Harley-Davidson V-Rod to win the Pro Stock Bike finals at the Summit Racing Equipment NHRA Summer Nationals in Commerce, Ga. The victory was Tonglet's first for the Screamin' Eagle/Vance & Hines team since he joined as its first rider in 2002.

"I can't begin to express how much it means because it has been a long, long road to this win," said Tonglet, who at age 18 was the youngest Pro Stock Bike winner in NHRA history with a victory at St. Louis in 2001.

The win moved Tonglet into the NHRA POWERade Pro Stock Bike points lead for the first time in his career. His teammate, Andrew Hines, the 2004 NHRA POWERade Pro Stock Bike champion, is currently fourth in series points.





Chromecoming* is bigger than ever before. Showcasing all that's new from Harley-Davidson — from the new 2006 motorcycles to Genuine Motor Parts and Accessories and Motorclothes® apparel. And if that's not enough, you can win an all-new 2006 Dyna™ motorcycle along with other ride-worthy prizes. To find a participating dealer in your area, visit www.harley-davidson.com.

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HARLEY-DAVIDSON

The Legend Grows

Every model in the 2006 Harley-Davidson line represents a passion for riding that has burned undiminished for more than a century, an enthusiasm for performance and style that's shared with the most demanding customers on earth. Call it the spirit of the [illegible] Harley-Davidson.

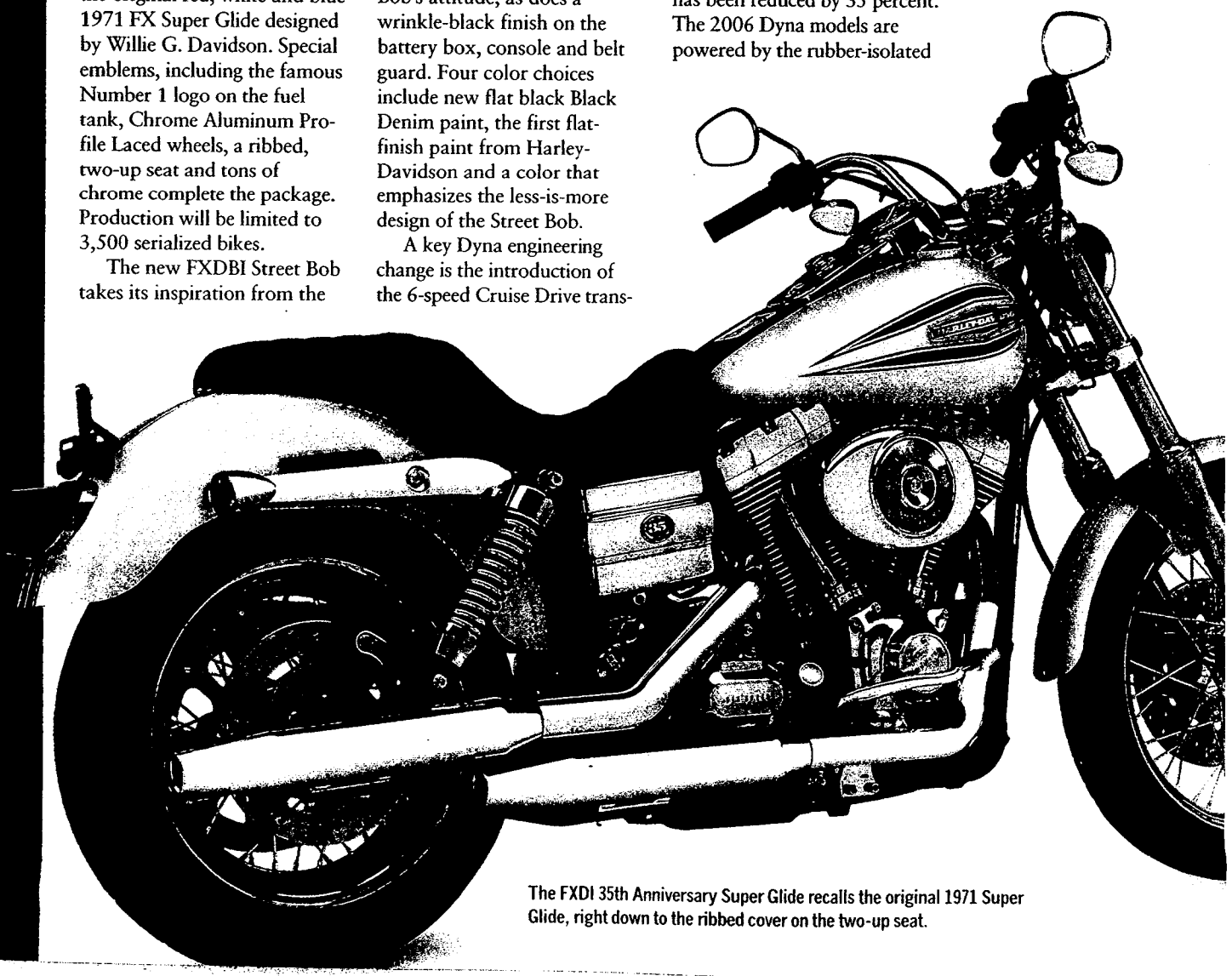
[illegible]e news from Harley-Davidson for 2006 [illegible] completely re-engineered [illegible] Each Dyna model has a stiffer [illegible] wider rear rubber [illegible] styling, plus a new [illegible] Drive™ transmission. The all-new FXDBI Street [illegible] is custom rooted [illegible] improvement. [illegible] the 1971 [illegible]

The Factory Custom Reborn

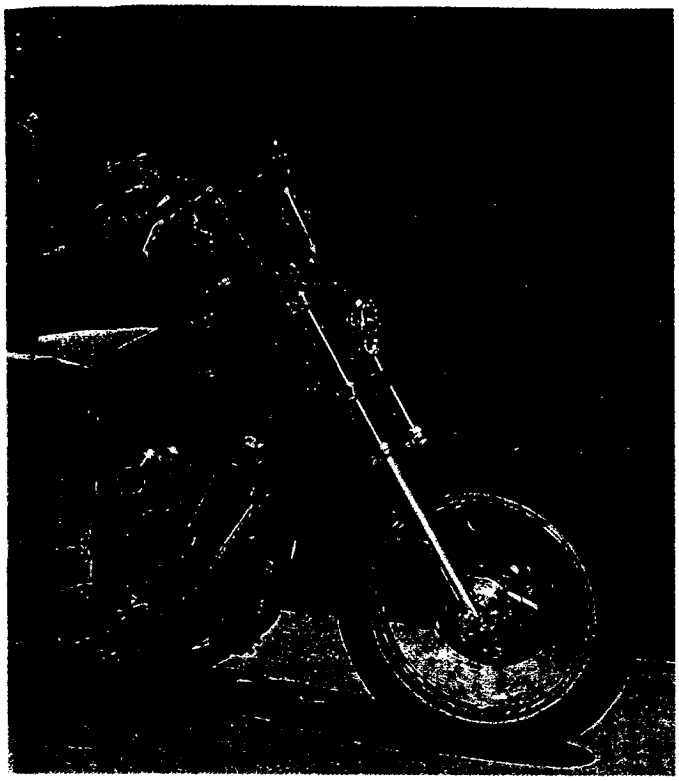
Improved across the entire performance spectrum, the re-engineered Dyna family remains rooted in the hard-edged styling of the Harley-Davidson FX factory customs of the 1970s. In 2006 Harley-Davidson celebrates the birth of that movement with the FXDI 35th Anniversary Super Glide, a limited-production model styled to pay homage to the original red, white and blue 1971 FX Super Glide designed by Willie G. Davidson. Special emblems, including the famous Number 1 logo on the fuel tank, Chrome Aluminum Profile Laced wheels, a ribbed, two-up seat and tons of chrome complete the package. Production will be limited to 3,500 serialized bikes.

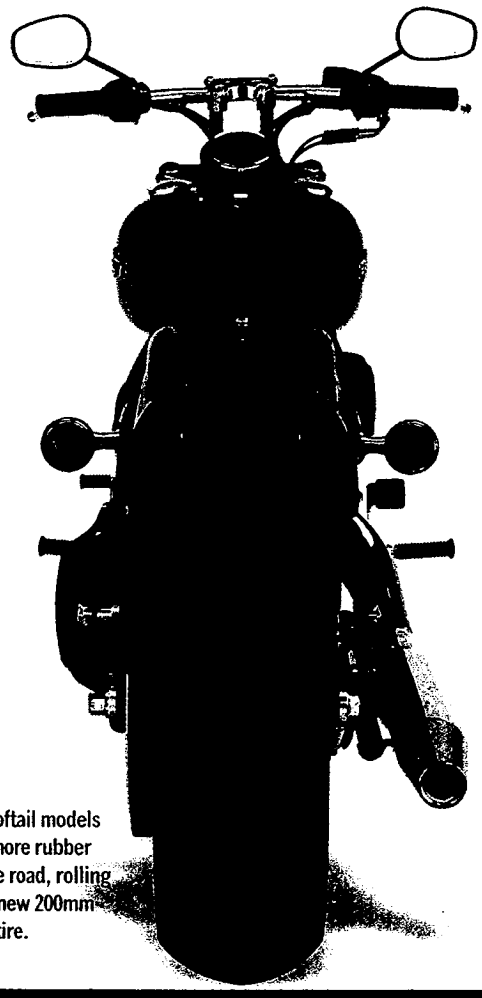
The new FXDBI Street Bob takes its inspiration from the minimalist, post-World War II bobber movement. Unessential components, such as a passenger seat and pegs, are simply discarded to create a motorcycle that is stripped to its core. A solo seat places the rider just 25.8 inches above the pavement. Mini ape-hanger handlebars, a wrap-around rear fender and steel laced wheels further shape the Street Bob's attitude, as does a wrinkle-black finish on the battery box, console and belt guard. Four color choices include new flat black Black Denim paint, the first flat-finish paint from Harley-Davidson and a color that emphasizes the less-is-more design of the Street Bob.

A key Dyna engineering change is the introduction of the 6-speed Cruise Drive transmission on all models. Cruise Drive replaces the 5-speed transmission used on previous Dyna models and offers a taller top-gear ratio for reduced engine rpm at highway cruising speeds. Helical-cut gears offer quieter operation and shift effort is reduced because steel dog rings that slide to cause gear changes replace moving gears. Peak clutch lever effort has been reduced by 35 percent. The 2006 Dyna models are powered by the rubber-isolated



The FXDI 35th Anniversary Super Glide recalls the original 1971 Super Glide, right down to the ribbed cover on the two-up seat.



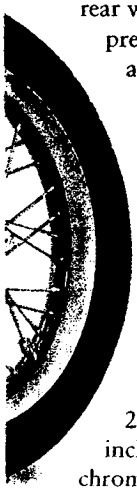


FX Softail models put more rubber to the road, rolling on a new 200mm rear tire.

The New Heritage SOFTAIL

1450cc Twin Cam 88 engine, with Electronic Sequential Port Fuel Injection (ESPFI) standard on all models.

To enhance handling and rider ergonomics, all 2006 Dyna frames are re-engineered with new fork rake and triple clamp offset. An improvement in handling was gained from a stiffer one-inch diameter rear axle and a wider, stiffer swingarm. Fork tube diameter is increased from 39mm to 49mm, again to improve handling and to offer more substantial styling. A new 160mm tire mounted on a 17-in. rear wheel replaces the previous 150mm tire and 16-in. wheel. New and more comfortable seats, new battery covers and refreshed rear fender styling is featured on all 2006 Dyna models.



Models returning to the 2006 Dyna line include the dipped-in-chrome FXDCI Super Glide Custom, back for its second season with a new low-slung seat, a new floating brake rotor that highlights more of the front wheel and silver 10-Spoke Cast Aluminum wheels. Chrome Aluminum Profile Laced wheels are a new option. Nine solid and Sunglo colors options give the FXDCI rider a head start on the road to customization.

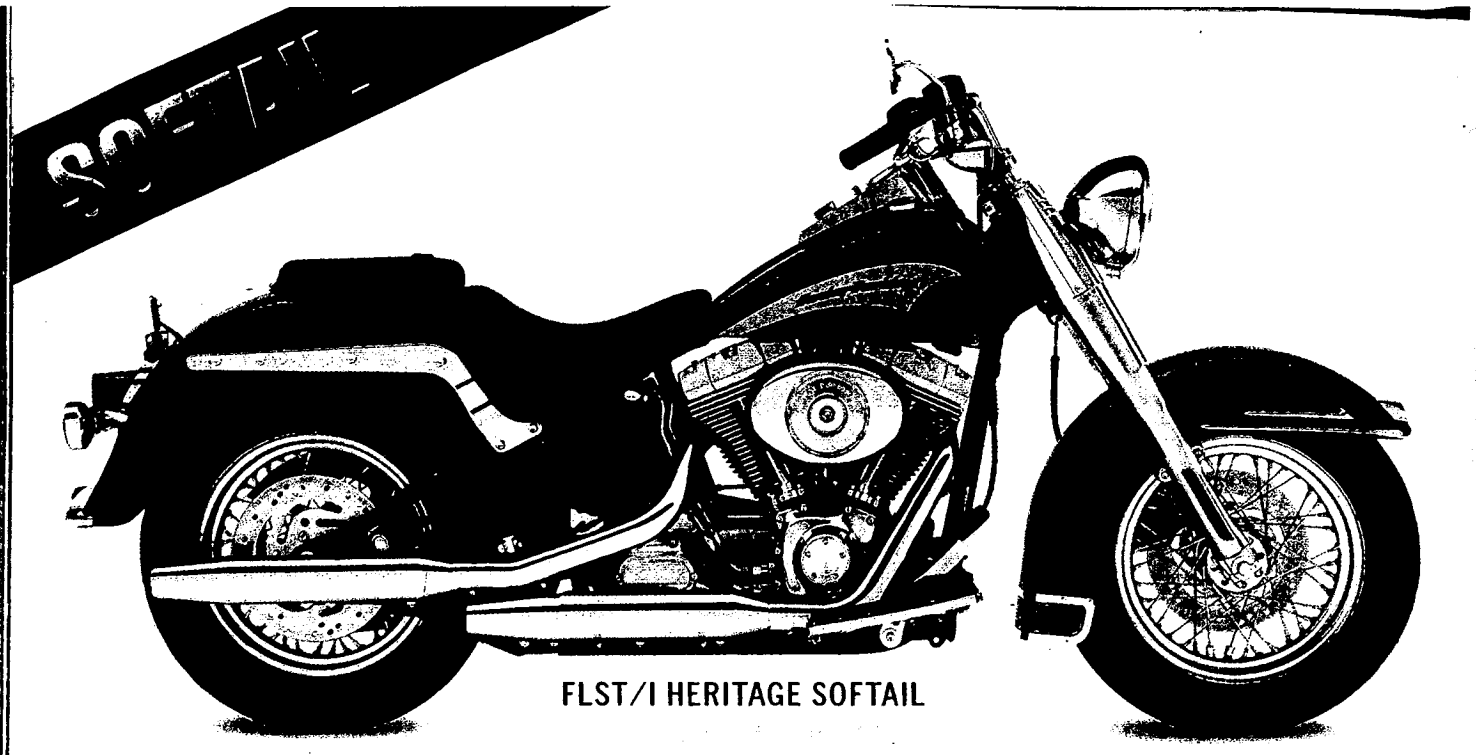
With a seat height of just 25.8 inches, mid-mounted foot controls, highway pegs and new pull back handlebars, the FXDL Dyna Low Rider offers long and low styling with comfortable ergonomics. Black 10-Spoke Cast Aluminum wheels, a handlebar-mounted instrument cluster and floating front brake disc are new for 2006.

The FXDWGI Dyna Wide Glide has even more laid-back chopper attitude for 2006 with its 49mm fork raked to 36 degrees, a 21-in. laced front wheel and new 1.25-in. ape-hanger handlebars with internal wiring. The 2006 FXDI Dyna Super Glide features a new solo seat, 10-Spoke Cast Aluminum wheels and a new fuel tank decal.

Highlights of the 2006 Softail line include the revival of the FLST/I Heritage Softail, plus the addition of a new 200mm-wide rear tire and restyled bobtail fender to three Softail models.

Each Softail model offers a classic, uncluttered profile that mimics the look of a vintage hardtail frame and swingarm, but offers modern, comfortable suspension controlled by hidden, horizontal shock absorbers and springs. All Softail models are powered by the counter-balanced 1450cc Twin Cam 88B engine, rigid-mounted in the frame and available with either a carburetor or Electronic Sequential Fuel Injection.

The FXST/I Softail Standard, the FXSTB/I Night Train and the FXSTS/I Softail Springer roll on a new 200mm-wide rear tire, covered by a wider, more sculpted bobtail fender that gives these models a more aggressive look for 2006. The 200mm rear rubber replaces the previous 150mm tire, and is mounted on a new Slotted Cast Aluminum disc rear wheel that is also color-

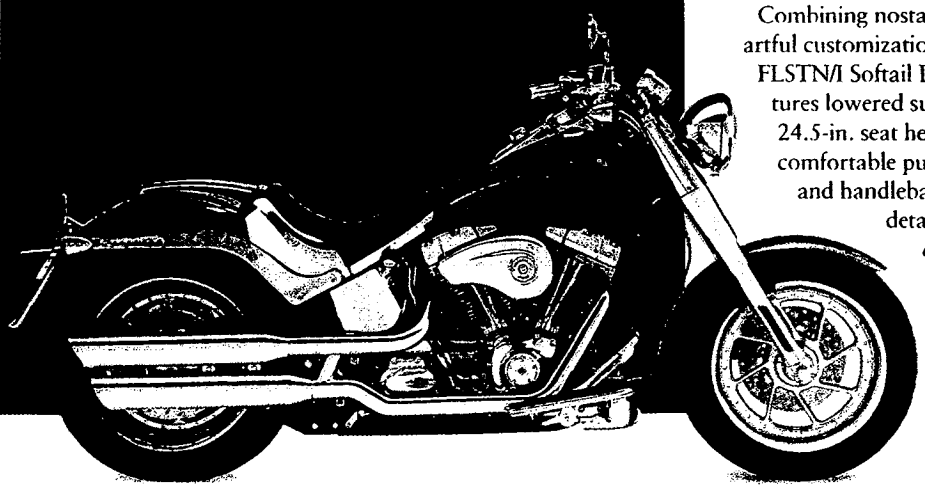


FLST/I HERITAGE SOFTAIL

The 2006 FLSTFSE² Screamin' Eagle Fat Boy sports a husky new 200mm rear tire and new 140mm front tire, each wrapping a 17-in. Road Winder wheel. To accommodate the wide rear tire, the Softail frame tails are widened, as are the rear fender and rear fender strut covers. A Road Winder sprocket and Road Winder brake rotors complement the wheels. A solo seat rests on a chrome-plated steel pan and a decorative chrome pillion is perched on top of the rear fender.

Power is provided by the stout 1690cc Screamin' Eagle 103 Stroker Twin Cam engine that pounds out 96 ft.-lbs. of torque at 4000 rpm. A heavy-duty hydraulic clutch and slash-down exhaust complete the package.

Approximately 3,900 examples of the 2006 FLSTFSE² will be assembled at the York, Pa., Vehicle Operations facility as part of the Custom Vehicle Operations (CVO) program. The bike will be available in Nebula Yellow Pearl and Cobalt Blue, Autumn Haze and Abyss Blue, or Canyon Copper and Concord Purple with ghost flames and clear coat-covered metal grind accents.



matched to a new narrower belt sprocket. A new Forged Polished Aluminum Disc rear wheel and Chrome Aluminum Profile Laced front wheel will also be offered as an option on these three models.

The reprised FLST/I Heritage Softail, originally in production from 1986 to 1990, features the large FL front end and wrap-around FL rear fender. A new seat design includes a passenger pillion that can be removed in seconds, leaving the rear fender uncovered behind a solo seat. The Heritage Softail comes equipped with laced steel wheels, and the four-bolt rear-fender support attachment design makes it easy to add optional saddlebags. The Heritage Softail is an excellent starting point for riders planning to make their own custom styling statement.

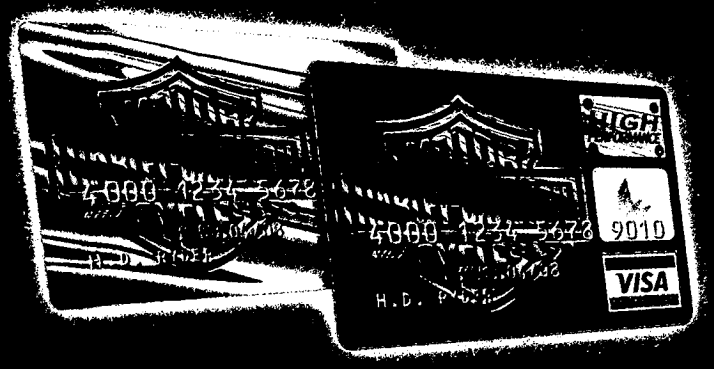
Combining nostalgic style with artful customization, the FLSTN/I Softail Deluxe features lowered suspension, a 24.5-in. seat height and a comfortable pull-back riser and handlebar. Custom details include a chrome luggage rack and seat rail, white-wall tires over laced chrome wheels and abundant chrome components.

The FLSTSC/I Springer Classic offers vintage Panhead styling with a black powdercoated Springer front end highlighted by chromed shock and springs. Other vintage styling elements include a crossover chrome dual exhaust system, the patent label on the oil tank and laced front wheel.

Long, low and lean, the FXSTD/I Softail Deuce remains a stunning icon of custom style. Its chromed FX front end is raked out 33 degrees and carries a laced 21-in. front wheel, while the stretched fuel tank flows freely to the Badlander seat before ending at the clipped rear fender and 160mm rear tire.

The FLSTF/I Fat Boy maintains its muscular style and bad-boy attitude, rolling on signature aluminum disc wheels, its massive chrome headlight perched high on an FL front end and a trimmed front fender curving over its meaty front tire.

Blending the lines dividing a custom, a retro-dresser and long-distance companion, the FLSTC/I Heritage Softail Classic features 1950s-style leather saddlebags, a detachable windshield, touring handlebars and a comfortable passenger position. Cruise on it. Tour with it. Or simply admire its unmistakable style.



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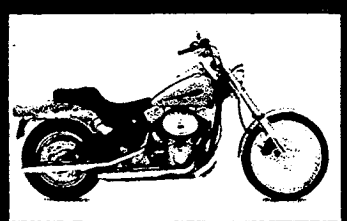

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Undressing the Dresser

FLHX/I STREET GLIDE

For 2006, the Touring line benefits from a 24 percent reduction in clutch-lever effort, a redesigned Tour-Pak for Electra Glide models, a new Advanced Audio System by Harman/Kardon on all radio-equipped models and the addition of a new model, the FLHX/I Street Glide.

Inspired by the street, the "un-dressed" Street Glide takes the Touring line in a bold, new styling direction. Gone are the auxiliary lamps and most chrome trim. A smoked mini wind deflector tops the traditional Harley-Davidson bat wing fairing, which also features fairing-mounted rear views. Lowered rear suspension brings the Street Glide close to the road and reduces the seat height by one inch to just 26.3 inches. Rear fender "ground effects" fill the space between the saddlebags and fender and add Tri-line LED lighting to the bottom edge of the fender. The Advanced Audio System by Harman/Kardon is standard equipment. Like all 2006 Touring models, the new Street Glide is powered by the rubber-isolated, 1450cc Twin Cam 88 powertrain in black powdercoat with plenty of chrome.

A redesigned Tour-Pak trunk is featured on both the FLHTCI Electra Glide Classic and FLHTCUI Ultra Classic Electra Glide. The Tour-Pak now features two-position front-and-back adjustability, with a one-inch difference in position, to provide significantly more passenger room if desired. The Tour-Pak shell is injection-molded black GTX nylon alloy that provides a smoother surface finish and eliminates internal chalking. Both the Classic and Ultra Classic are also equipped with the Advanced Audio System by Harman/Kardon, locking GTX hard saddlebags, full engine instrumentation and air-adjustable rear suspension. Standard equipment on the Ultra Classic includes a CB radio and intercom, a passenger sound system, vented lower fairings with storage compartments and electronic cruise control.

The basic touring amenities of the FLHT/I Electra Glide Standard will appeal to the rider who's looking for a no-nonsense, long-distance motorcycle or a Touring model

Harley-Davidson offers the new FLHTCUSE Screamin' Eagle Ultra Classic Electra Glide as the ultimate expression of a custom, luxury touring motorcycle. The Screamin' Eagle Ultra offers all of the features and amenities of the FLHTCUI Ultra Classic Electra Glide, with a heavy dose of Genuine Motor Accessories, a big helping of horsepower and an exclusive paint scheme.

The Screamin' Eagle Ultra hugs the road on Chrome Slotted wheels. Rider and passenger accommodations include a custom dual-control leather heated touring seat, a new adjustable leather-covered Tour-Pak and a leather lumbar-support passenger backrest. A dark-tinted, mini wind deflector and "naked" front fender complete the bike's silhouette. A fuel-injected Screamin' Eagle 103 Stroker engine produces more than 100 ft.-lbs. of torque at 4000 rpm, courtesy of high-performance cam shafts, cylinder heads, big-bore cylinders and a stroker flywheel assembly.

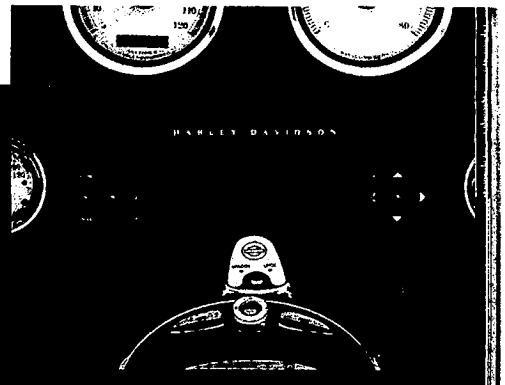
The Screamin' Eagle Ultra is offered in three exclusive color combinations: Black Emerald and Majestic Green Pearl, Autumn Haze and vivid Black, and Black Candy Crimson and Charcoal Flame. Approximately 4,000 Screamin' Eagle Ultras will be assembled at the Vehicle Operations facility in York, Pa., as part of the Custom Vehicle Operations (CVO) program.

ready for customization. Locking GTX nylon hard saddlebags, a bat wing fairing with integrated instrumentation, air-adjustable rear suspension, triple-disc brakes and auxiliary lamps are standard.

The FLTRI Road Glide is a sleek dresser renowned for its responsive handling and the distinctive, wind-splitting styling of its frame-mounted fairing. The 2006 edition of the Road Glide is equipped with the new Advanced Audio System by Harman/Kardon. Locking GTX hard saddlebags, full cockpit instrumentation and electronic cruise control are standard.

Three 2006 Road King models combine classic boulevard styling with long-haul comfort. The FLHRS/I Road King Custom has leaned-down, chromed-out styling inspired by the California beach scene. Its pull-back beach handlebars, leather-covered smooth hard bags, smooth front fender and low-profile rear suspension create a streamlined style that's also extra comfortable thanks to a seat that's just 26.1 inches high. Those seeking pure Harley heritage will admire the FLHRCI Road King Classic, which rolls on wide whitewall tires and steel laced wheels, with a tooled leather seat and leather-covered hard bags. Cruise control and electronic fuel injection are among the premium features included on this nostalgic bagger. The FLHR/I Road King offers classic Harley-Davidson styling with hard-shell saddlebags and a large, detachable windshield. A two-piece touring seat, air-adjustable rear Touring suspension and footboards make for all-day comfort.

ADVANCED AUDIO SYSTEM

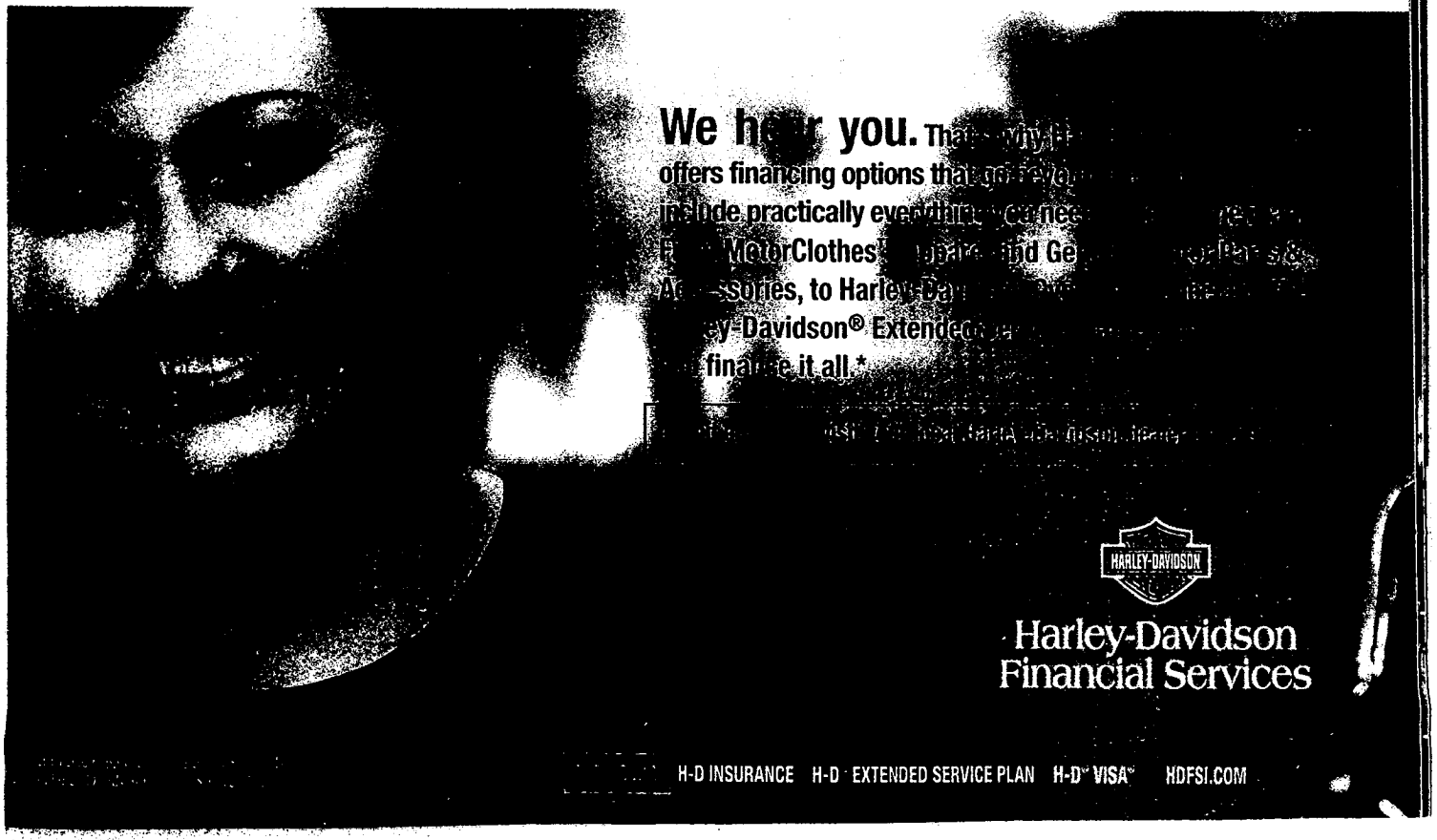


Harley-Davidson sets a new standard for motorcycle audio/infotainment systems with the introduction of the new Advanced Audio System by Harman/Kardon as standard equipment on four 2006 Touring motorcycles.

Designed by Harman/Kardon to Harley-Davidson specifications, the AM/FM/WB/CD-MP3 system delivers up to 80 watts of power for dramatically improved sound. High-output speakers rated for up to 40 watts of power provide improved fidelity and durability. The digital display offers flexible information views that are easy to read using an intuitive menu format. MP3 capability provides up to 10 hours of music on a single CD.

The Advanced Audio System is designed to integrate seamlessly with a number of new electronic accessories from Harley-Davidson Genuine Motor Accessories, including XM Satellite Radio, Hands-Free Cell Phone Module, 40-channel CB, rider/passenger Intercom and a 40 watts-per-channel (160 total watts) High-Output Amplifier. Additional accessories, including a Global Positioning Satellite (GPS) navigation system, will be offered in the future.

"I want a **loan** that covers leather, rubber and chrome."



Transformation of Power

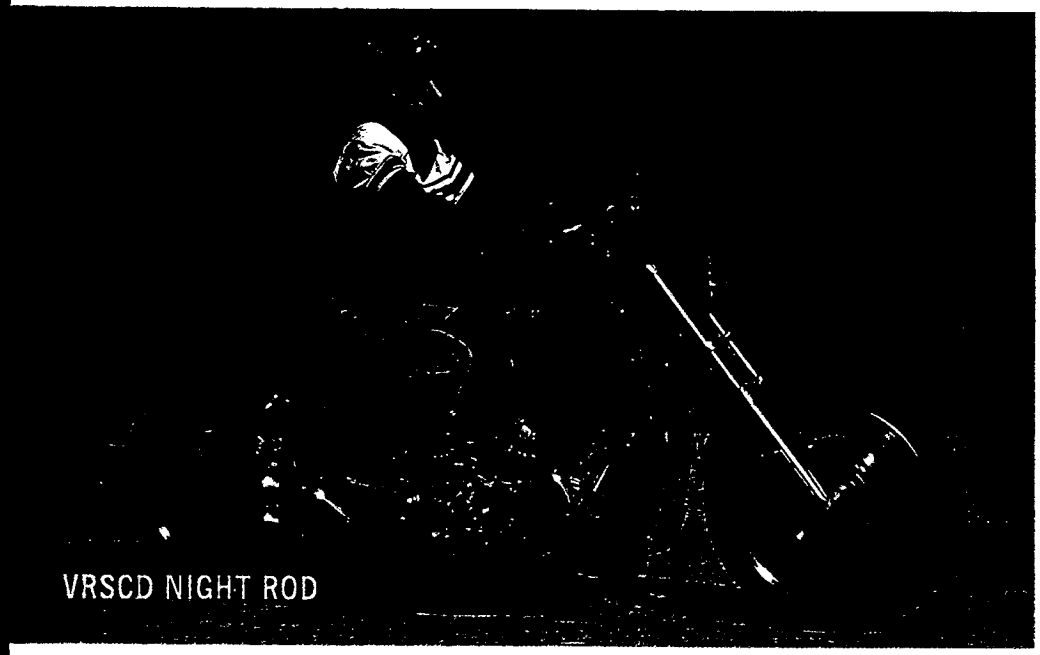
Harley-Davidson takes its VRSC platform in two new directions for 2006 with introduction of the new VRSCD Night Rod, a raw street cruiser, and VRSCR Street Rod, an aggressive roadster introduced this past January. Distinctive for its aluminum bodywork, liquid-cooled, 60-degree Revolution V-Twin engine and hydroformed perimeter frame, the VRSC line is fueled by the competitive spirit that propelled the Vance & Hines/Screamin' Eagle V-Rod to the 2004 NHRA Pro Stock Motorcycle Drag Racing Championship.

The new VRSCD Night Rod combines a raked-out, 36-degree fork angle with a black frame and a color-matched speed screen visor that comes straight from the drag strip. The Revolution V-Twin engine is finished in black powdercoat with highlighted fins and polished covers. Eight color choices are available, including the new flat black Black Denim paint that gives the Night Rod a no-nonsense attitude. Mid-mount controls, highway pegs and a low 26-in. seat height give the Night Rod comfortable ergonomics and a competitive posture.

The VRSCR Street Rod offers roadster styling and ergonomics and a new level of cornering agility, thanks to a steeper fork angle and a wheelbase of 66.8 inches, 0.7 inches shorter than the VRSCA V-Rod. The 43mm inverted forks and rear shocks are tuned to help deliver a performance-oriented ride. An upright seating position, generous 40-degree lean angle, shorter handlebar riser and mid-mount foot controls move the Street Rod rider into corner-attacking position. A new, five-gallon fuel cell offers extended range. Staggered 10-Spoke Cast Aluminum wheels wear ZR-rated Dunlop performance tires.

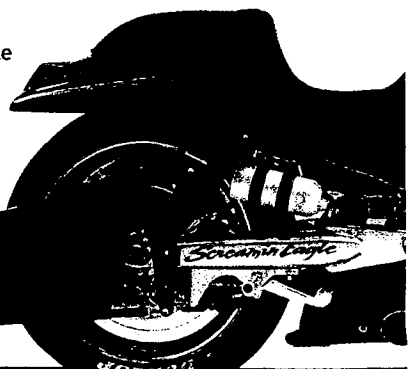
For 2006, all VRSC model are equipped with new, high-performance Brembo brakes – dual 300mm rotors on the front wheel with four-piston calipers, and a single 300mm rotor on the rear wheel, also with a four-piston caliper.

The motorcycle that redefined the power cruiser category, the VRSCA V-Rod, continues to set the pace with bold, race-inspired custom styling and liquid-cooled performance. The cruiser of the VRSC family, the V-Rod offer a 38-degree fork angle with forward foot controls and pul back handlebars for a long, low profile. A low 26-in. seat height, dual slash-cut chrome exhaust pipes and drag-style aluminum disc wheels add to its curb appeal. Black hand controls are new for 2006.



VRSCD NIGHT ROD

LESS THAN 10 SECONDS. That's how quick the new VRXSE Screamin' Eagle V-Rod Destroyer rips through a quarter-mile. The Screamin' Eagle Destroyer is a professional-level drag-racing motorcycle designed by Harley-Davidson Custom Vehicle Operations and available to racers through Harley-Davidson dealers. It's powered by a 1300cc (79 cu.-in.), 165-hp Revolution V-Twin, with a ceramic-coated exhaust system and a modified racing transmission with a multi-stage lock-up clutch and electric-over-air shift system. Horsepower meets pavement through a 7-inch x 25-inch Dunlop Screamin' Eagle rear slick. The Screamin' Eagle Destroyer is designed specifically for competitive drag racing at various levels and race tracks, including a new All Harley Drag Racing Association (AHDRA) Pro class to be introduced for the 2006 racing season.

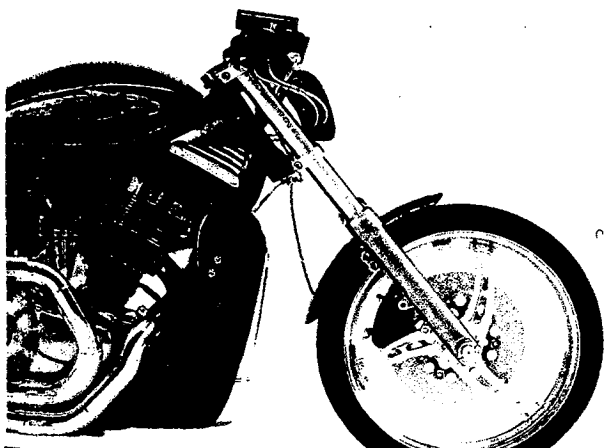


VRXSE SCREAMIN' EAGLE V-RO

SCREAMIN' EAGLE

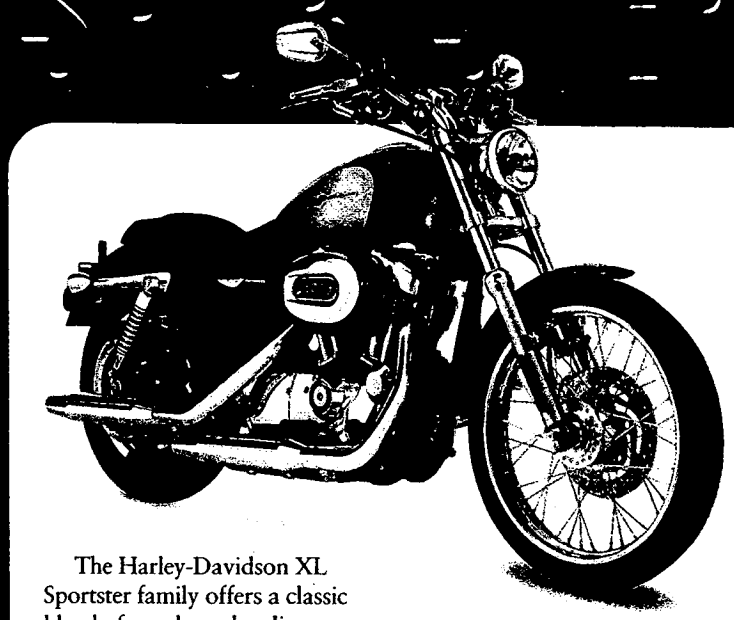
For 2006 the VRSCSE² Screamin' Eagle V-Rod wears a new 240mm rear tire, the widest ever mounted on a production Harley. It's wrapped around a new 8-in by 18-in. forged aluminum, chrome-plated, Reactor five-spoke wheel covered with a new aluminum fender and supported by a new, wider swingarm

Spinning the big rear tire is a 1250cc big-bore version of the liquid-cooled, fuel-injected Revolution V-Twin engine tuned to deliver 86 ft -lbs of torque For 2006 the key switch has been relocated to the right side of the frame below the front side cover, and a new push-button latch for the seat is located in the right-rear side cover. New knurled grips and pegs lead a long list of custom components. The 2006 Screamin' Eagle V-Rod comes in three new color combinations: Electric Orange and Black, Scarlet Red Pearl and Charcoal Slate, and Chrome Yellow Pearl and Platinum Pearl. An estimated 2,600 examples of VRSCSE² will be assembled at the Kansas City Vehicle and Powertrain Operations facility.



DESTROYER

A Smoother-Shifting Performer



The Harley-Davidson XL Sportster family offers a classic blend of raw-boned styling, hearty V-Twin performance and confident handling. All 2006 Sportster models utilize a new transmission with helical-cut gears that mesh more quietly than the straight-cut gears used in the previous transmission. Shift effort is significantly reduced and a new clutch assembly reduces lever effort by 12 percent on 1200cc Sportster models and 17 percent on 883cc Sportster models. The transmission remains integral with the rubber-mounted XL Evolution powertrain and shares a new die-cast case with the engine.

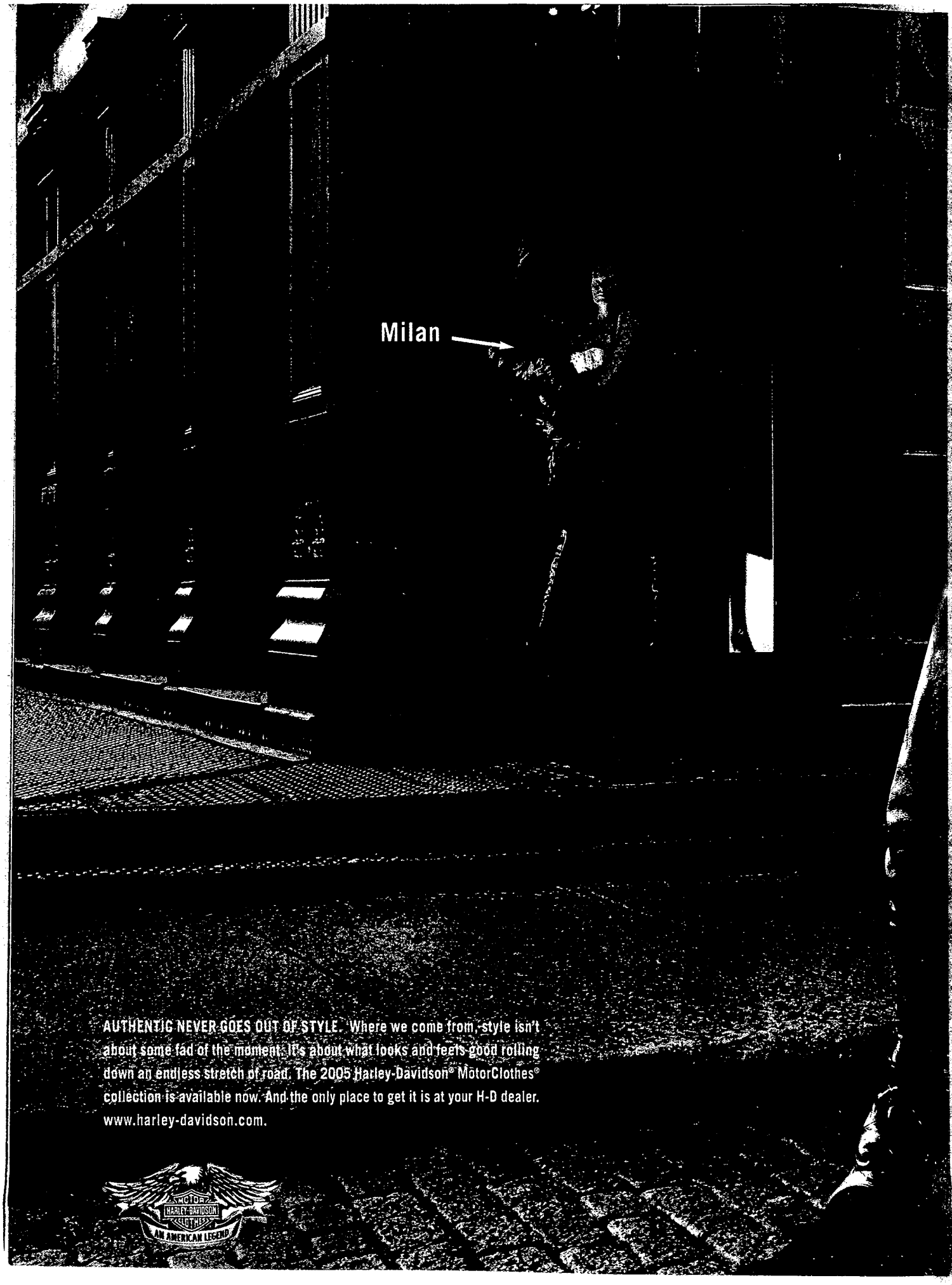
A new sidestand design on the Sportster 883, 883R and 1200R reduces the effort required to lift the bike off the stand by 40 percent.

Custom street styling and laid-back attitude intersect perfectly on the XL 1200C Custom and the XL 883C Custom. Both bikes offer forward foot controls and pull-back handlebars, with a 21-in. laced front wheel and Cast Aluminum Solid Disc rear wheel for a custom touch.

The XL 1200R Sportster 1200 Roadster strikes a muscular pose with its dual front disc brakes, high-mount tachometer and wide, polished handlebars. It backs up the stance with its XL Evolution 1200 engine, now finished in black powdercoat with wrinkle-black covers.

Inspired by the Harley-Davidson XR flat-track racers, the XL 883R features chrome shorty dual exhaust pipes and Harley-Davidson racing graphics on the peanut fuel tank. The 883R powertrain is finished in wrinkle-black powdercoat.

The XL 883L takes the famed Sportster line to a new low. The 26-in. seat height, mid-mount foot controls and wider, pull-back handlebars are designed specifically to fit smaller riders. The XL 883 Sportster is the most affordable model in the Harley-Davidson line, yet it still radiates pure motorcycle soul with its staggered dual exhaust, sleek solo seat and 13-spoke cast aluminum wheels.



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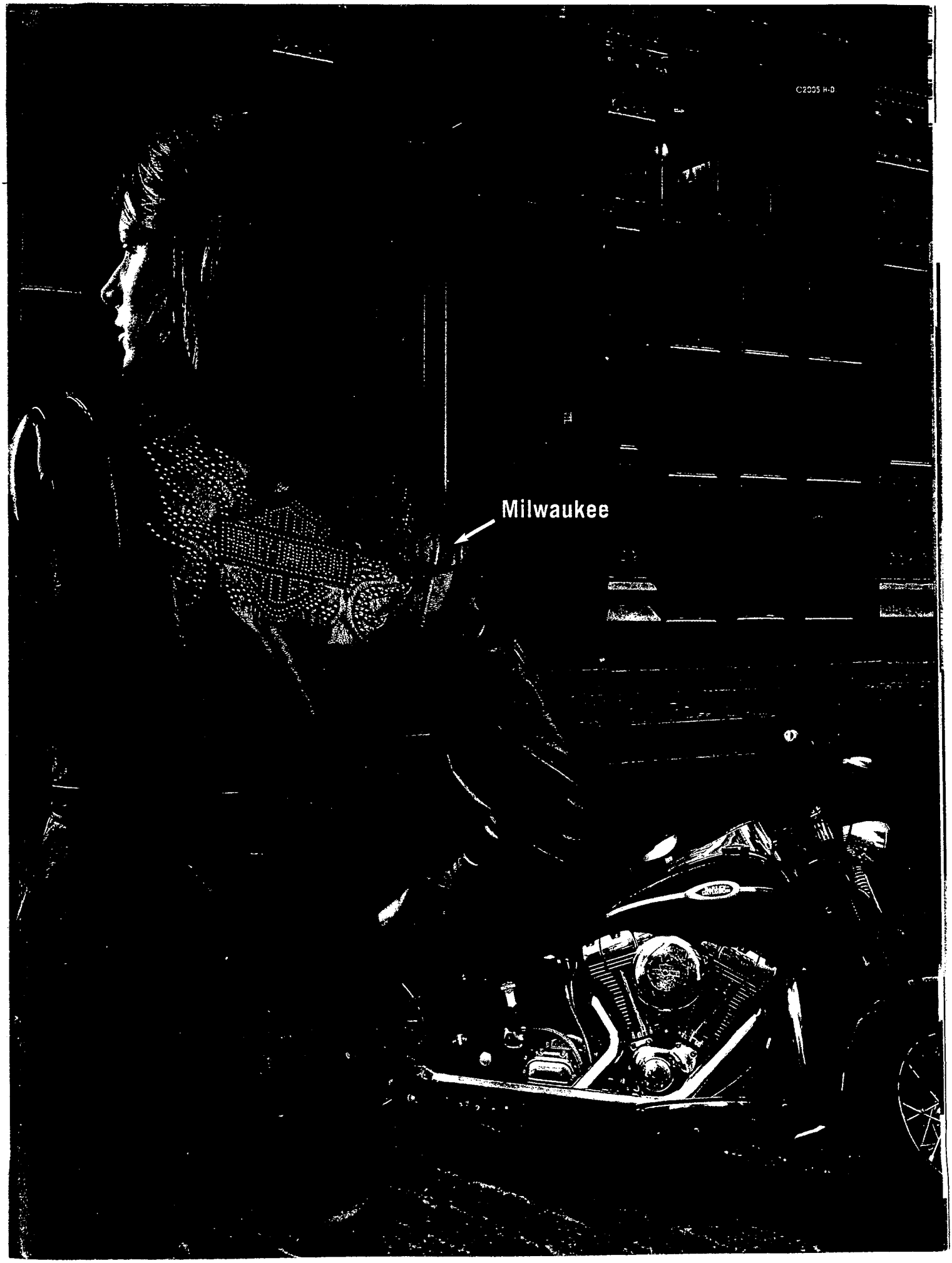
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BUELL 2006

Buell Motorcycle Company adds go-anywhere versatility and comfort to its line for 2006 with the introduction of the Ulysses XB12X adventure sportbike and the Lightning Long XB12Ss, an extended version or the original Lightning XB12S. All 2006 Buell Lightning and Firebolt models are enhanced with a new swingarm design, a new transmission and a redesigned intake system.

The Ulysses XB12X is built for excellent handling on paved and unpaved roads, with special Dunlop tires optimized for performance on a wide range of terrain, substantial ground clearance and long-travel suspension. It has a 54-in. wheelbase and a dry weight of 425 lbs. The broad powerband of the Thunderstorm 1203 V-Twin engine delivers 103-hp, 84 ft.-lbs. torque and the flexible performance it takes to excel on and off the pavement.

Ulysses offers a number of innovative features. The three-position Triple Tail system may be configured as a luggage rack or a passenger backrest. The two-piece windscreen features a quick-release mounting system so it can be easily removed for cleaning. There is also a large under-seat storage compartment, two auxiliary power outlets, and available hard cases and top case. Sportbike adventures will be comfortable with the wide seat, neutral footpeg position and wide handlebars. Its massive aluminum frame doubles as a 4.4-gallon fuel tank, and the swingarm serves as the oil reservoir.

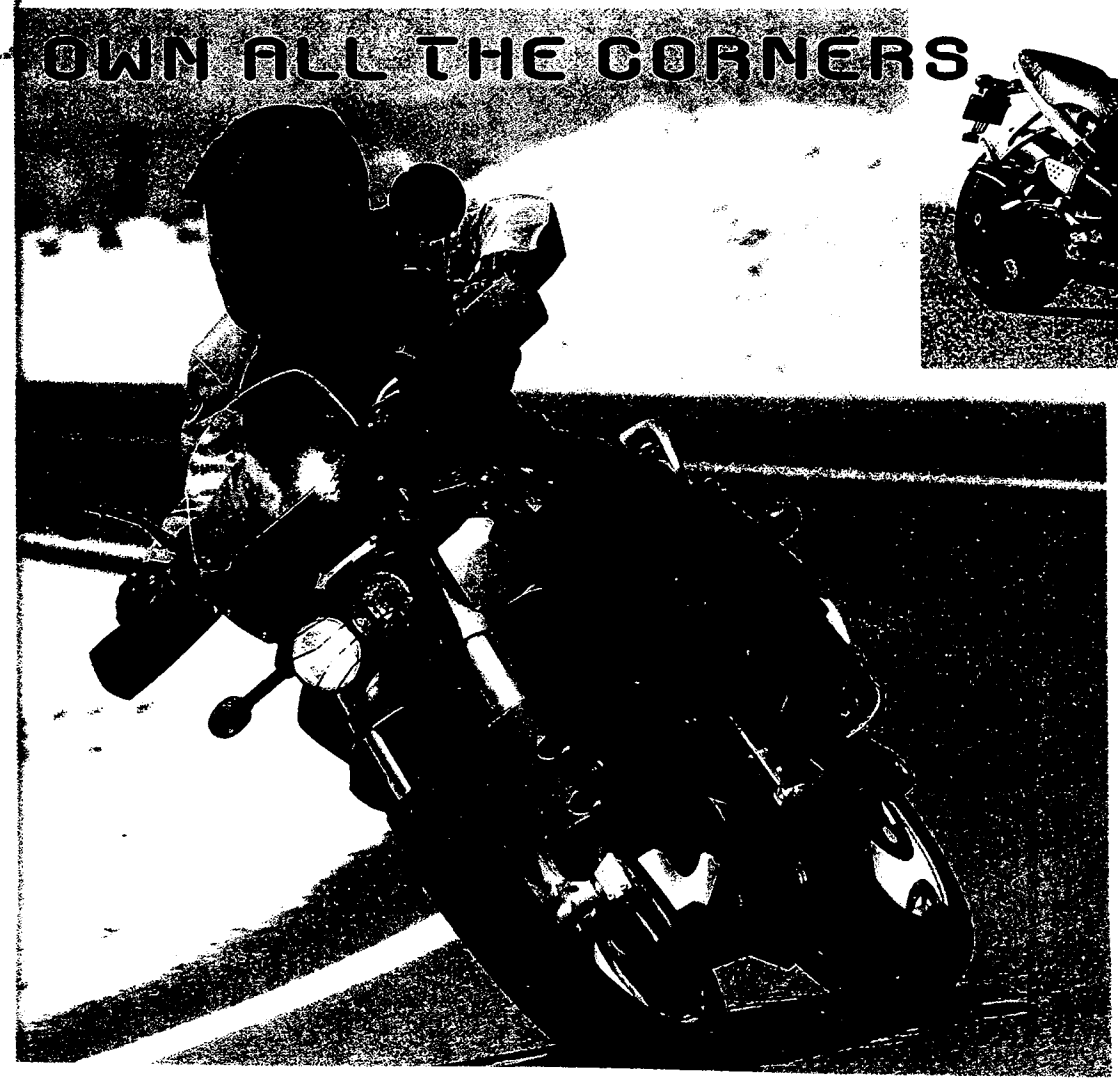
Performance with comfort is the mission of the new Lightning Long XB12Ss. An extended swingarm and increased fork rake give the new Lightning Long a 54-inch wheelbase, two inches longer than the Lightning XB12S. The result is a streetfighter that retains Buell's hallmark responsiveness, with a slightly more relaxed feel in both handling and ergonomics. The tail section is longer and the seat is taller and wider, and offers more room for the rider and passenger. Larger frame side panels give the Lightning Long a fuel-in-frame capacity of 4.4-gallons. Buell InterActive Exhaust, a valve in the dual-chamber muffler controlled by the ECM that adjusts exhaust flow, gives the Thunderstorm 1203 V-Twin engine smooth torque delivery and optimized power.

All other 2006 Buell XB models have a new swingarm that's 0.56 lbs. lighter and stiffer than the previous design. A new transmission offers quicker shifting performance and quieter, helical-cut gears. Clutch effort is reduced by 15 percent on the 984cc models and by 22 percent on the 1203cc models. A new Goodyear Hibrex final drive belt with Flexten Plus technology requires no scheduled service or replacement.

The street fighting Lightning CityX XB9SX has new Kick Ash Translucid (smoked translucent) bodywork and frame pucks. It's joined by the exciting Lightning XB12S and Lightning XB12Scg, with its lowered center of gravity and 28.6-in. seat height.

The Firebolt XB9R and Firebolt XB12R sportfighters maintain their no-compromise balance of racetrack-inspired handling and an aggressive chassis geometry and rider position.

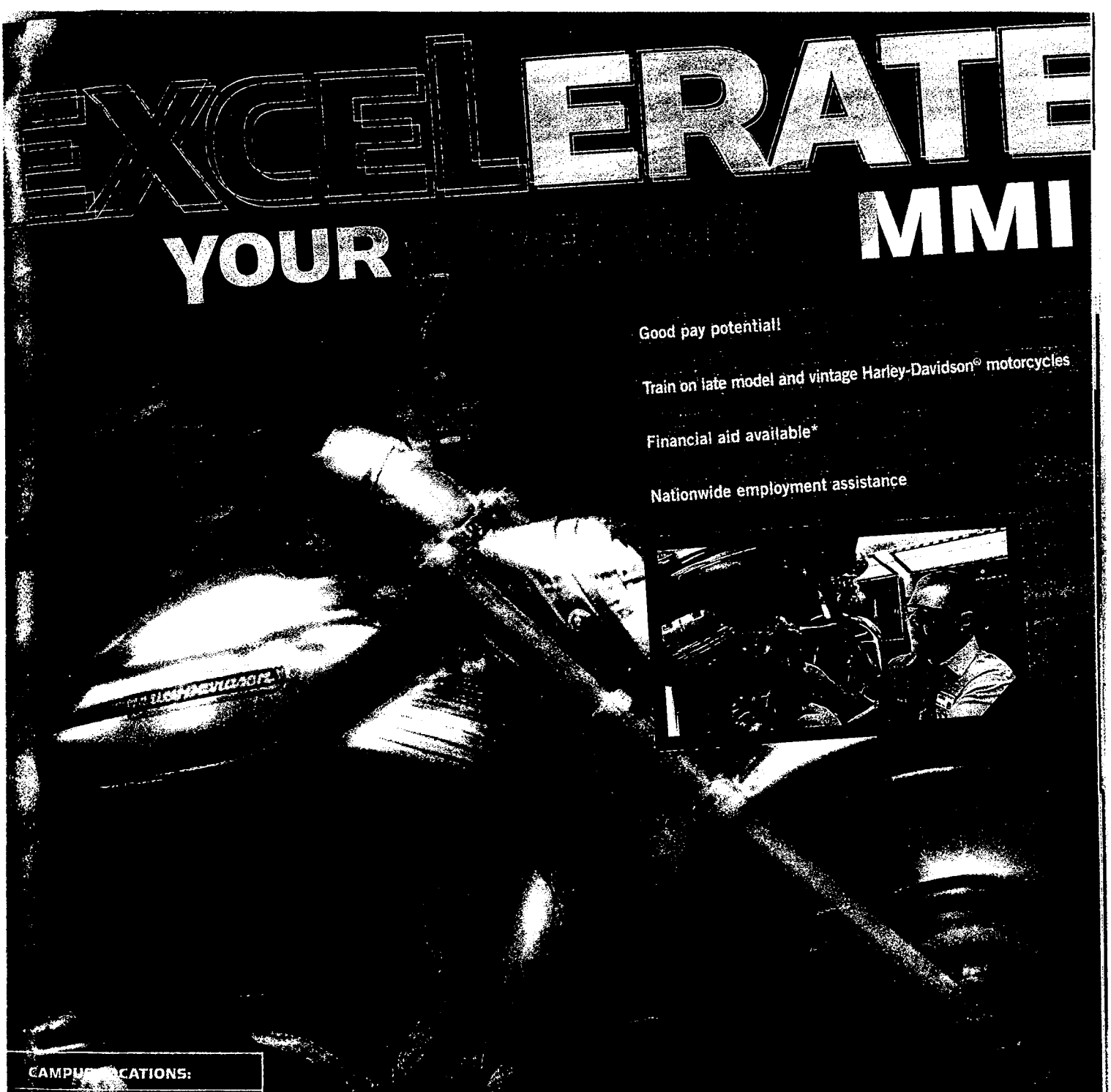
Designed to be easy to own and maintain, the 360-pound Buell Blast is powered by a 492cc air-cooled, single-cylinder engine that delivers 68-mpg fuel economy in city riding.



A longer swingarm, revised chassis geometry and a longer tail section with a taller, wider seat give the new Lightning Long XB12Ss (above) expanded rider and passenger accommodations and more relaxed handling.

The all-new Ulysses XB12X (left) is an adventure sportbike built to excel on paved and unpaved roads. Long-travel suspension, aggressive Dunlop tires, excellent power-to-weight ratio and versatile features make the Ulysses a comfortable, go-anywhere motorcycle.

EXCELERATE YOUR MMI



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People

By Jessica Craker

We'd love to see you and your Harley-Davidson or Buell motorcycle, and to learn more about your love of motorcycling. We'd prefer an original photo, including pertinent information, your name, address, telephone and e-mail. If you'd like your photo back, include a self-addressed, stamped evelope. Send digital photos to us on a CD with your highest resolution image (file size at least 400K). Mail to: *Enthusiast* - Harley People, Harley-Davidson, Inc., 3700 W. Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653. All photos become property of Harley-Davidson Motor Company. We'll print a sampling in each issue.

Reading and Riding

The kindergartners at Desert Thunder School in Goodyear, Ariz., are serious about reading. This year Mrs. Smith's class met its goal of reading more than 3,500 books. One of its rewards was to have Ms. Moore, the physical education teacher, bring her 2000 FLSTCI Heritage Softail Classic motorcycle to school to share with the students. There were cheers as she rolled up to the school on her beautiful motorcycle. The most popular question posed by the students was, "How fast can you go?" The teachers at Desert Thunder School share their passion for reading and for Harley-Davidson motorcycles as they inspire future leaders and Harley riders.

A Great Friendship

Motorcycles have been a part of Kurt Watson's life since he jumped on his brother's moped at age 12. After owning various Harley-Davidson motorcycles, Watson (left) purchased his first new Harley in 2003 — a FLHRCI Road King Classic. Watson says that meeting people through motorcycling was never a priority until last year, when his neighbor, Ed Collins (right), bought a 2004 FLSTFI Fat Boy and needed help getting the bike home. Watson and Collins have been friends ever since because of their interest in Harley-Davidson motorcycles, and together they've logged thousands of miles in the hills of the beautiful Ozark Mountains near their Nixa, Mo., homes.

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*Motorhome pictured was painted for the Harley-Davidson factory demo team. The Harley-Davidson logo cannot be placed on motorhomes sold to the public.

Custom Performance Eyewear

Sunglasses are a great idea when the sun is shining. But during a typical riding day most motorcyclists encounter conditions that can make regular sunglasses a liability, usually when light conditions change dramatically in a short period of time.

A transition lens that automatically adjusts to changing light conditions solves the issue. Now Harley-Davidson offers Day & Night Riding lenses with transition technology on new goggles designed specifically for motorcyclists.

The Day & Night Riding lens option — offered on the new Profile, Overpass and Streamline Goggles — can transition from clear to dark in just 27 seconds, and from dark to clear in about three minutes. This means you need just one pair of goggles for all light conditions, whether it's day, night or anywhere in between.

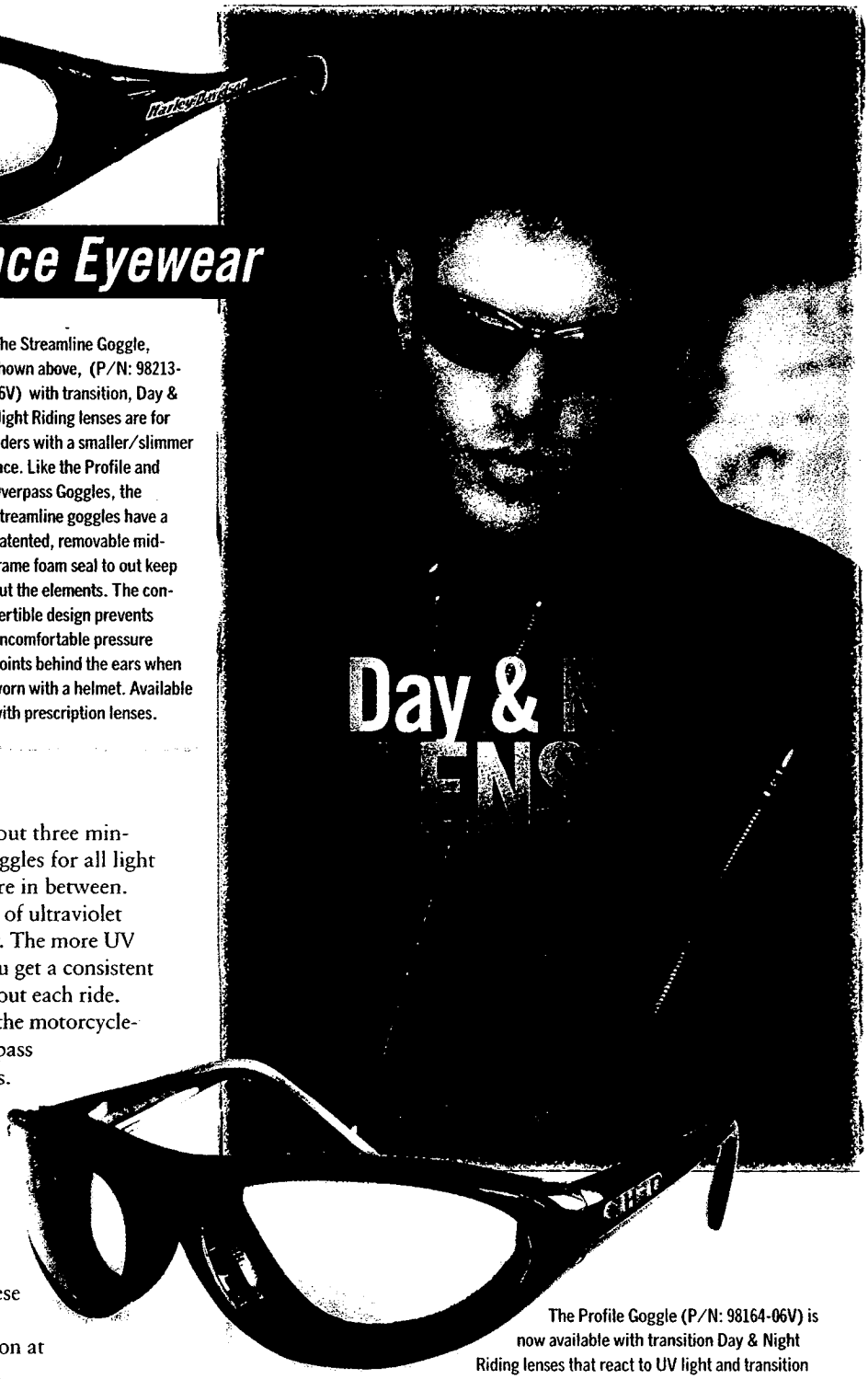
A transition lens works by sensing the level of ultraviolet (UV) light and adjusts the lens tint accordingly. The more UV light that hits the lens, the darker it gets, so you get a consistent level of light transmission to your eye throughout each ride.

Day & Night Riding lenses are just one of the motorcycle-specific qualities that distinguish Profile, Overpass and Streamline goggles from regular sunglasses. Each has a removable foam seal that fits tightly to the face to help keep out wind, dust, bugs and rain. The frames and lenses are shaped to provide a wide field of vision and to fit comfortably under a helmet. Finally, the lens material is impact and scratch resistant, and easy to clean.

Prescription lenses are also available for these three goggle models, and are crafted using a patented grinding process that reduces distortion at the edge of the lens which delivers ideal optics.

All MotorClothes premium eyewear has a one-year warranty and includes a leash, a hard carrying case and a micro-fiber bag. See your Harley-Davidson dealer for more information about the entire line of MotorClothes premium eyewear.

The Streamline Goggle, shown above, (P/N: 98213-06V) with transition, Day & Night Riding lenses are for riders with a smaller/slimmer face. Like the Profile and Overpass Goggles, the Streamline goggles have a patented, removable mid-frame foam seal to out keep out the elements. The convertible design prevents uncomfortable pressure points behind the ears when worn with a helmet. Available with prescription lenses.

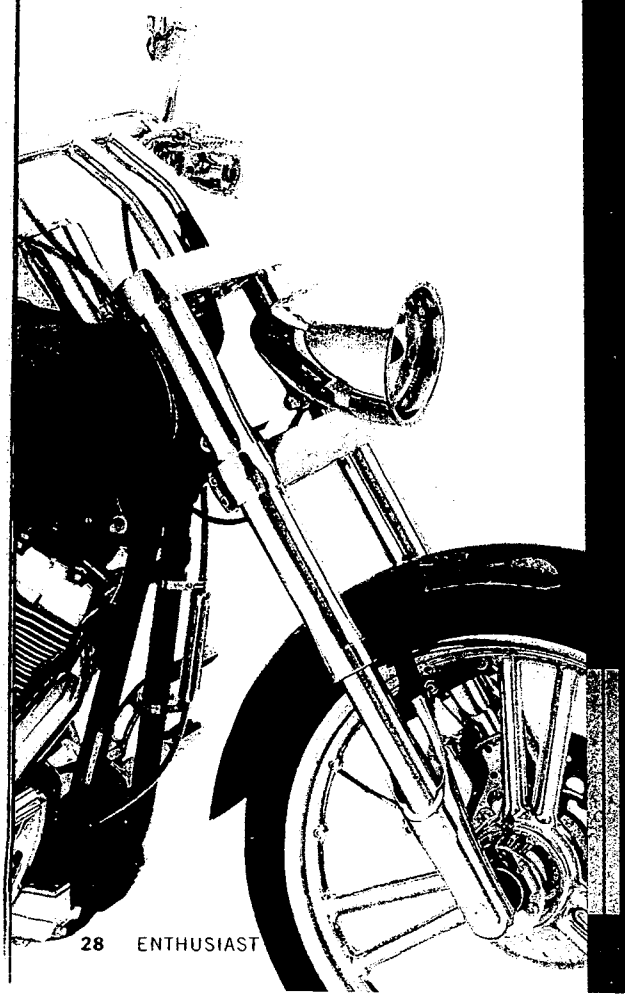


The Profile Goggle (P/N: 98164-06V) is now available with transition Day & Night Riding lenses that react to UV light and transition between clear and dark, eliminating the need to change lenses for different lighting conditions. Impact resistant, these custom lenses deliver the outstanding protection and optics motorcyclists' demand. Also available with prescription Day & Night Riding lenses. Riders who already have Profile Goggles can purchase Day & Night replacement lenses (P/N: 98164-06VR).

Accessories

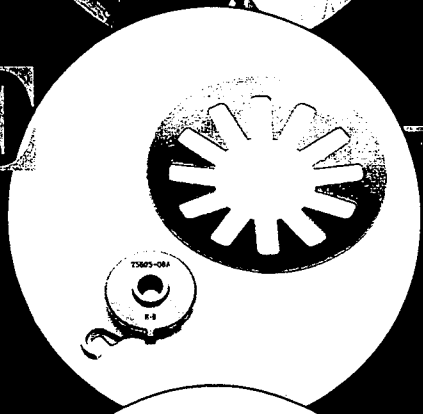
The Newest in Comfort & STYLE

With the new model year also arrives the latest Genuine Motor Accessories — some designed just for 2006 models and others that retrofit to earlier models. These are just a few of the latest accessories available at your local Harley-Davidson dealer.



Turn Signal Relocation Kit

Clean, streamlined style. That's the look you get with the chrome-plated Turn Signal Relocation Kit (P/N: 68564-06), which moves the Original Equipment, bullet-style turn signals on the 2006 Dyna models from the handlebar to the front fork. The kit includes left and right mounting stalk and all required hardware.

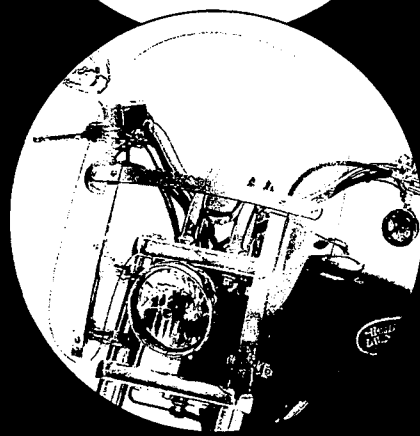


Reduced Effort Clutch Kit

Give your left arm a break with a Reduced Effort Clutch Kit (P/N: 36808-05). Utilizing a new spring and inner/outer ramps, the kit reduces clutch lever effort significantly to enhance riding comfort in all conditions. It includes the same components used on all 2006 Twin Cam 88 powered models and is available for all '99-'05 bikes with the Twin Cam powertrain.

SuperPremium5 Oil Filter

Utilizing a new synthetic filter media, the SuperPremium5 Oil Filter provides nominal 5-micron filtration to retain dust, soot and solid matter with low internal pressure loss, and features an integral pressure-relief valve and an integral anti-drain back valve. The result: a new, industry-leading level of protection for Harley-Davidson V-Twin engines. Available in black (P/N: 63731-99A) and chrome (P/N: 63798-99A) for '99-later Twin Cam and Evolution 1340-equipped models. Also available as an upgrade for any Harley-Davidson motorcycle currently using oil filters with part numbers: 63796-77A, 63805-80A, 63812-90 or 63813-90.



Quick Release Detachable Compact Windshield

The Quick Release Detachable Compact Windshield combines classic Harley-Davidson windshield shape with a revolutionary new attachment system to enhance style and function. The windshield mounts to the fork tubes with elegant die-cast clamps that leave no docking hardware on the bike. Removal and installation can be accomplished quickly and require no tools. Kit includes everything needed to install the windshield and is available in standard height/clear (P/N: 58346-06), standard height/lightly smoked (P/N: 58347-06) and in low profile/lightly smoked for all '06 Dyna models except FXDWG. Also available in standard/clear (P/N: 58387-06), standard/lightly smoked (P/N: 58413-06) and low profile/lightly smoked (P/N: 58444-06) for '06 FXDWG.

Inverted Forks

Forks are quite literally the leading visual component of a motorcycle, and nothing makes a more powerful custom statement than the new Custom Inverted Front Fork Kit (P/N: 46321-05). Chromed to a brilliant, mirror finish, these inverted forks make a stunning addition to any '00-later FXST or FXSTB model (requires the use of a Braided Brake Line).

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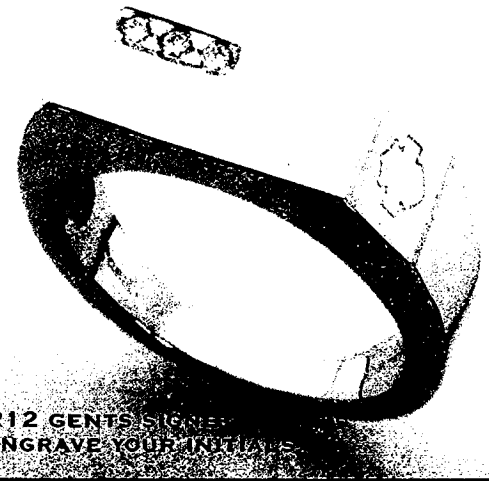
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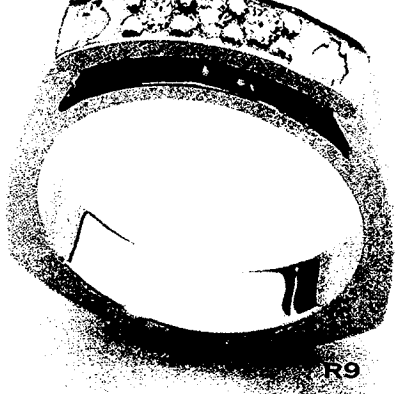
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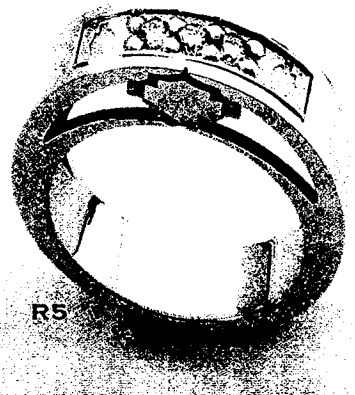
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By John Sandberg

Shelly Fairchild

Motorcyclist & Musician

Ignore the fact that Shelly Fairchild is a rising star on the country music scene.

Forget that she's a fiery entertainer who plays to thousands of fans, that she's appeared on "The Late Show With David Letterman" and that her breakthrough album, *Ride*, has catapulted her into celebrity.

Disregard all of that, because at her core Shelly Fairchild is a Harley rider. And the reason she rides is resoundingly familiar.

"I love the freedom I feel when I'm riding, the wind in my hair. I absolutely love that," she says emphatically, almost triumphantly.

If there's an element of victory in Fairchild's voice, it's because learning to ride presented a few challenges.

"I always wanted to ride and was looking for a challenge. But I was nervous to do it, even a bit afraid. I thought I'd be out of control."

Determined to ride, Fairchild overcame those fears and enrolled in a motorcycle safety course.

"I wanted to be aware of the possibilities of what can happen while riding, and how to react to them. The motorcycle safety course gave me the foundation. It was the perfect way to learn to ride."

Another challenge for Fairchild was her size, or so she thought.

"I'm 5-foot 4 inches on a good day," she says. "I wanted to feel safe on a Harley, to be able to touch the ground flat-footed."

Her local Harley-Davidson dealer, Harley-Davidson of Cool Springs, offered a simple solution — an XL1200C Sportster Custom, lowered with a few suspension and seat accessories. Fairchild outfitted herself with MotorClothes, including protective riding wear like a helmet, jacket, boots and gloves.

Challenges met and fears conquered, the musician-turned-motorcyclist manages to ride as often as possible despite a schedule that affords precious little free time.

Fairchild has also been riding a new V-Rod, which she describes as "very fast and very fun." She has even participated in a few group rides, most recently in Nevada in conjunction with the Academy of Country Music Awards. "I had a blast," she said. "I really recommend group riding. It's so family-feeling."

With her increased riding experience as a foundation and the V-Rod for motivation, Fairchild finds inspiration riding the country roads of Tennessee.

"As a woman, there is such a freedom and sense of strength that comes from learning to ride a motorcycle. I feel like I can run with the girls, but when it comes to the boys, I can sure hold my own!"

Her advice to those who want to ride, but don't because they're intimidated?

"It's no different than facing any other fear, and there's nothing you can't do just because you're a woman. Some of the smallest women I know ride Harleys."

When she belts out the title track of her album, there's no denying the fact that Shelly Fairchild is a rider and a musician.

Ride to the edge of the world
Free birds, listening to Merle
All the way there
Wind in my hair

I wanna ride
Mow the highway down
Never ever turn back around
Hold on tight this bike's got wings to fly
All I want to do is ride

From the song "Ride" by Shelly Fairchild.

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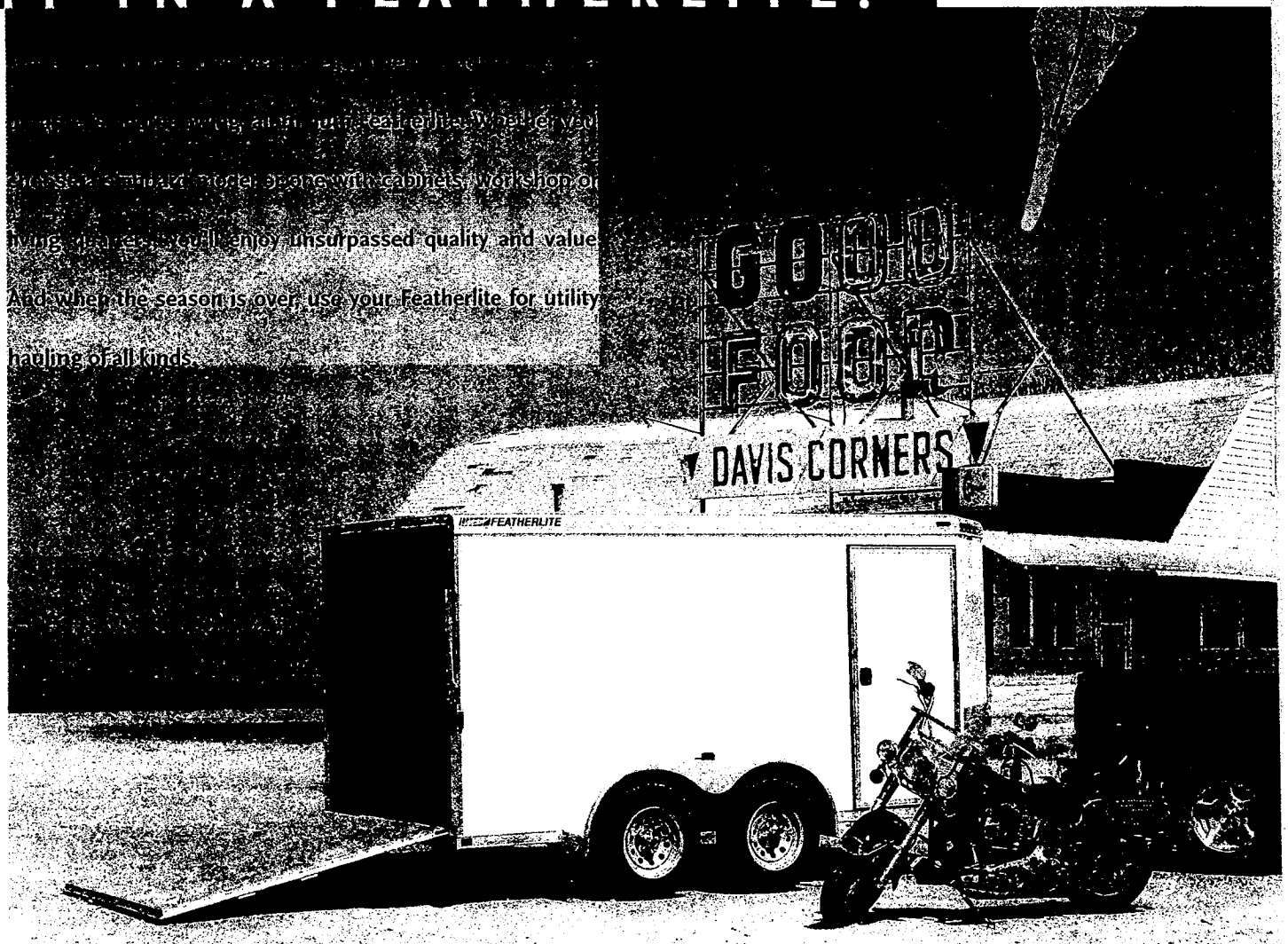

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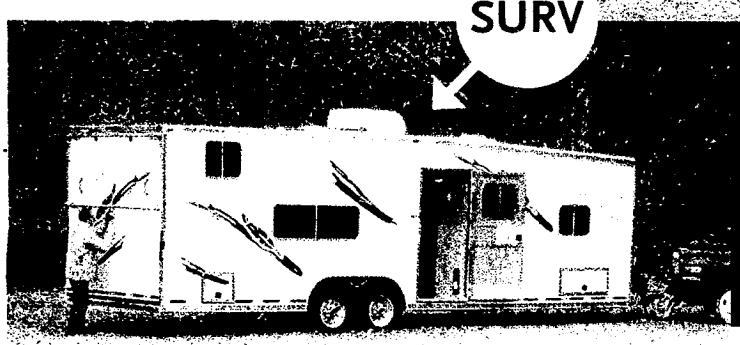

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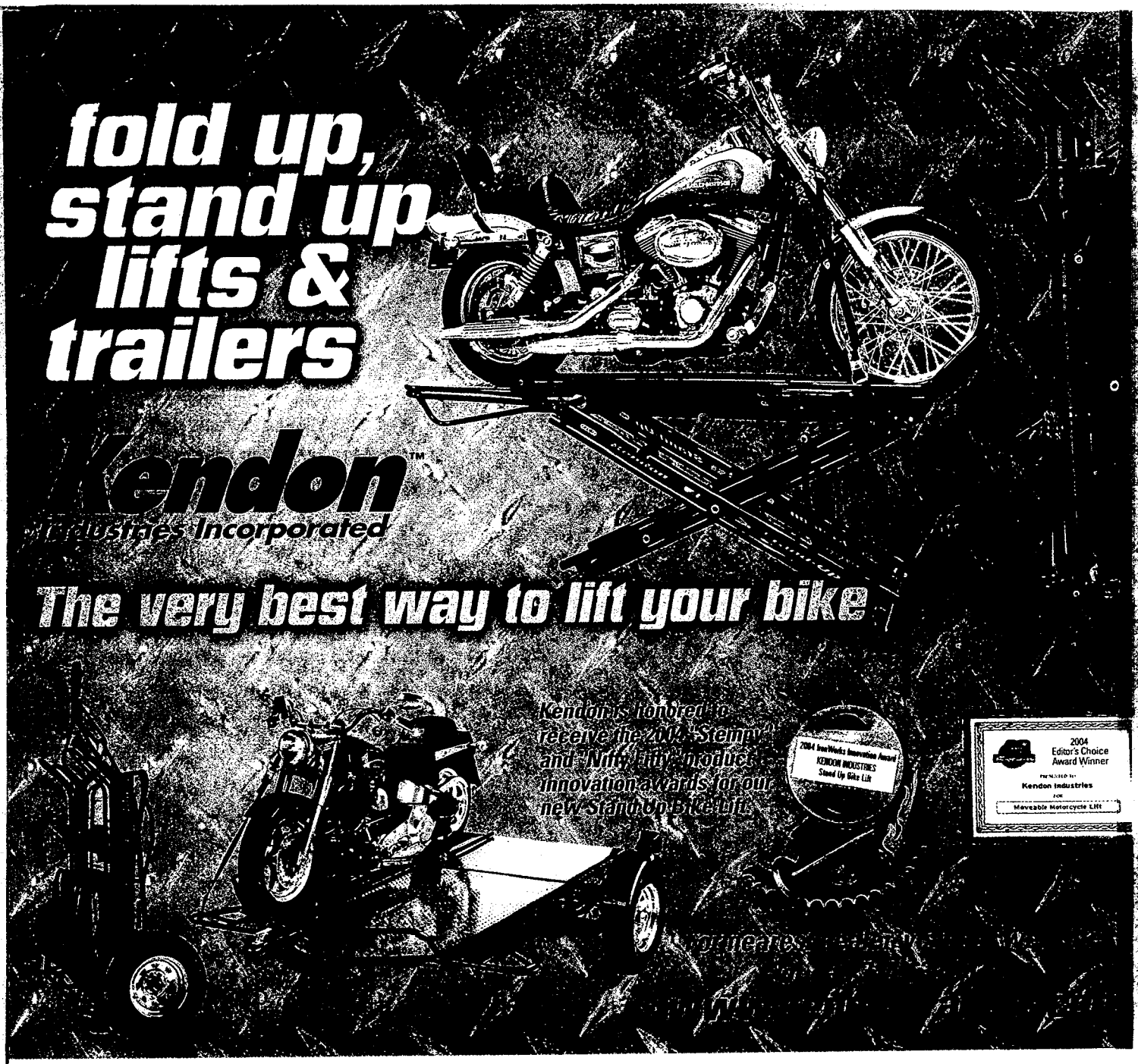

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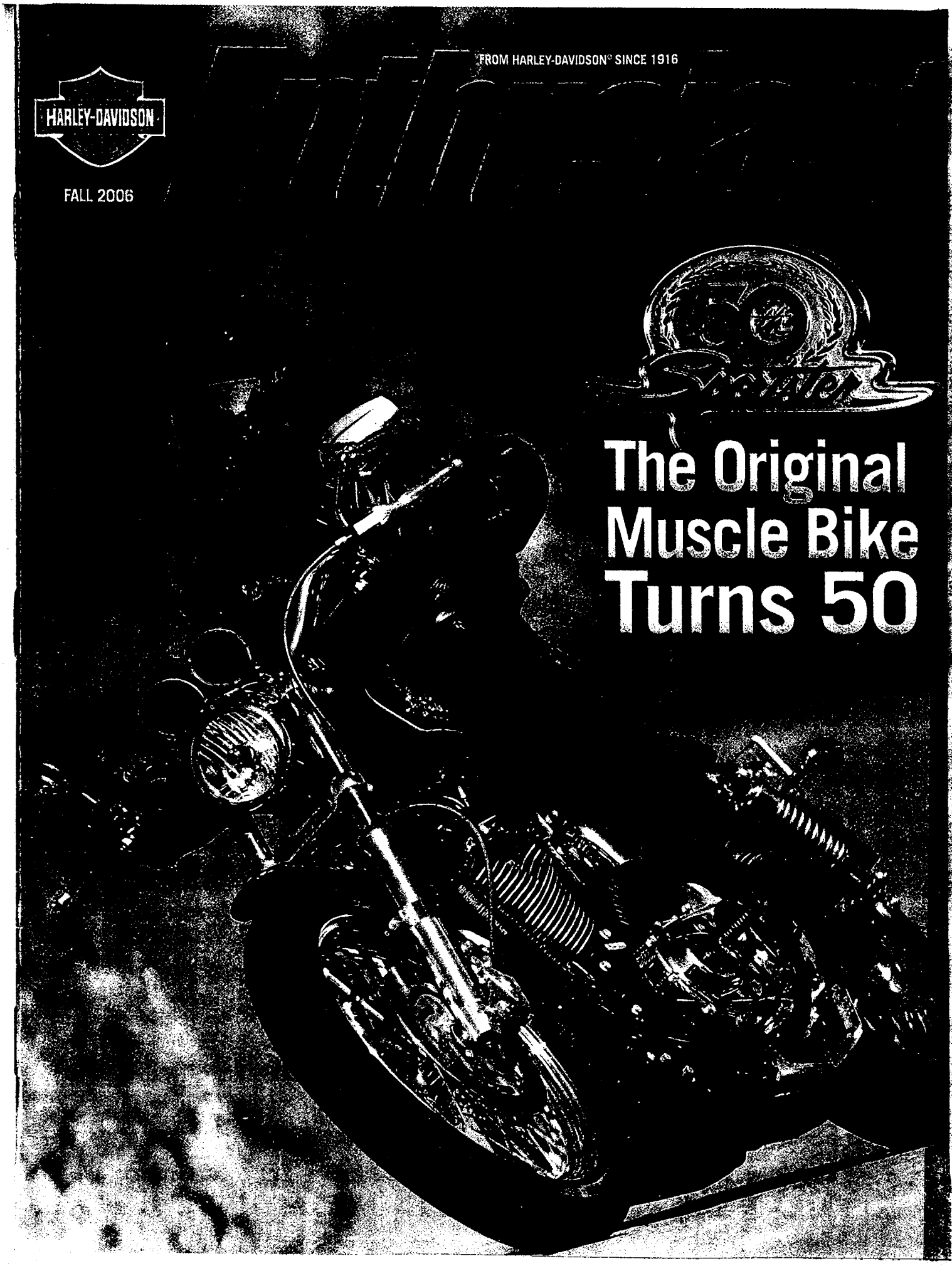
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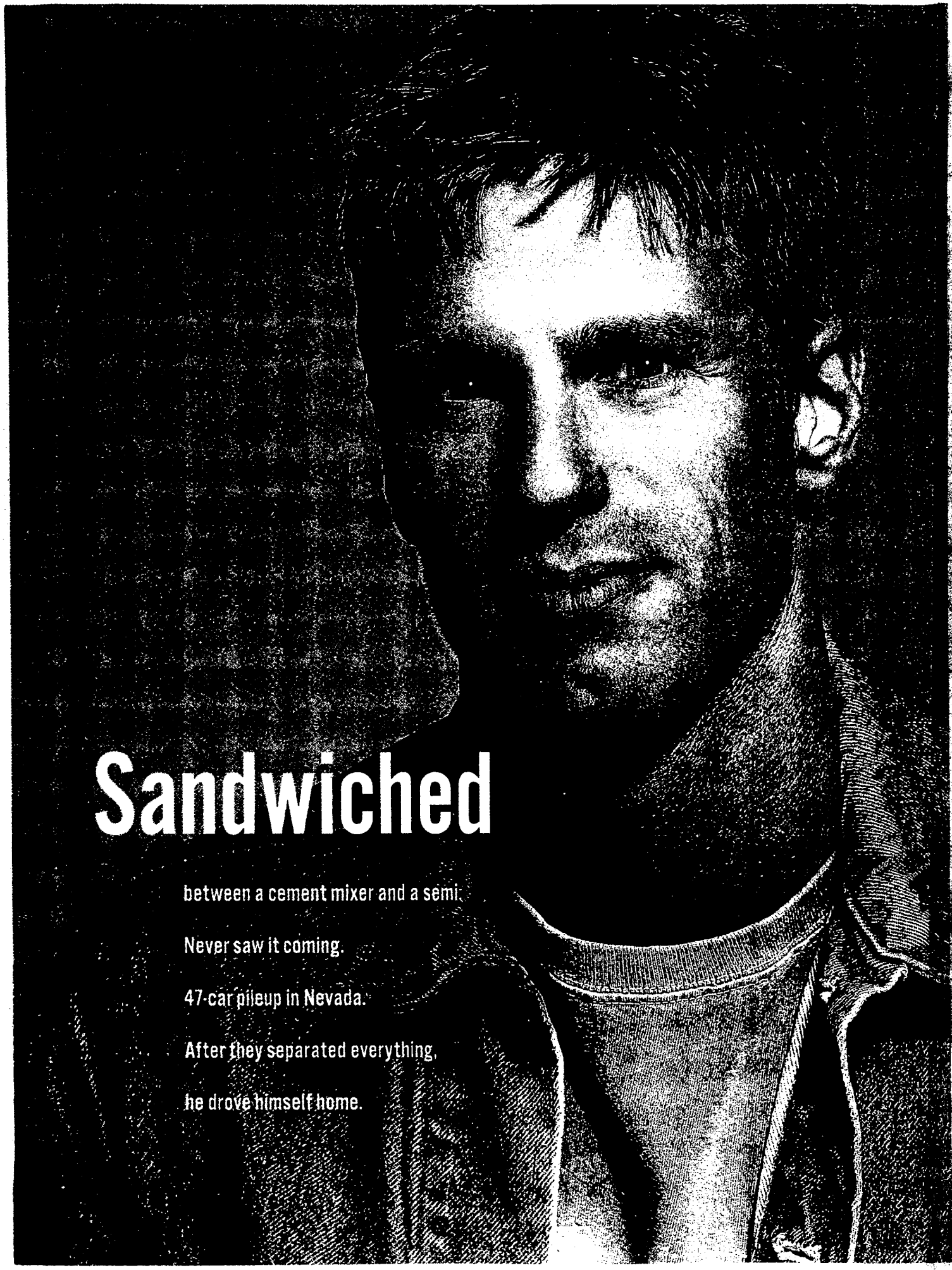
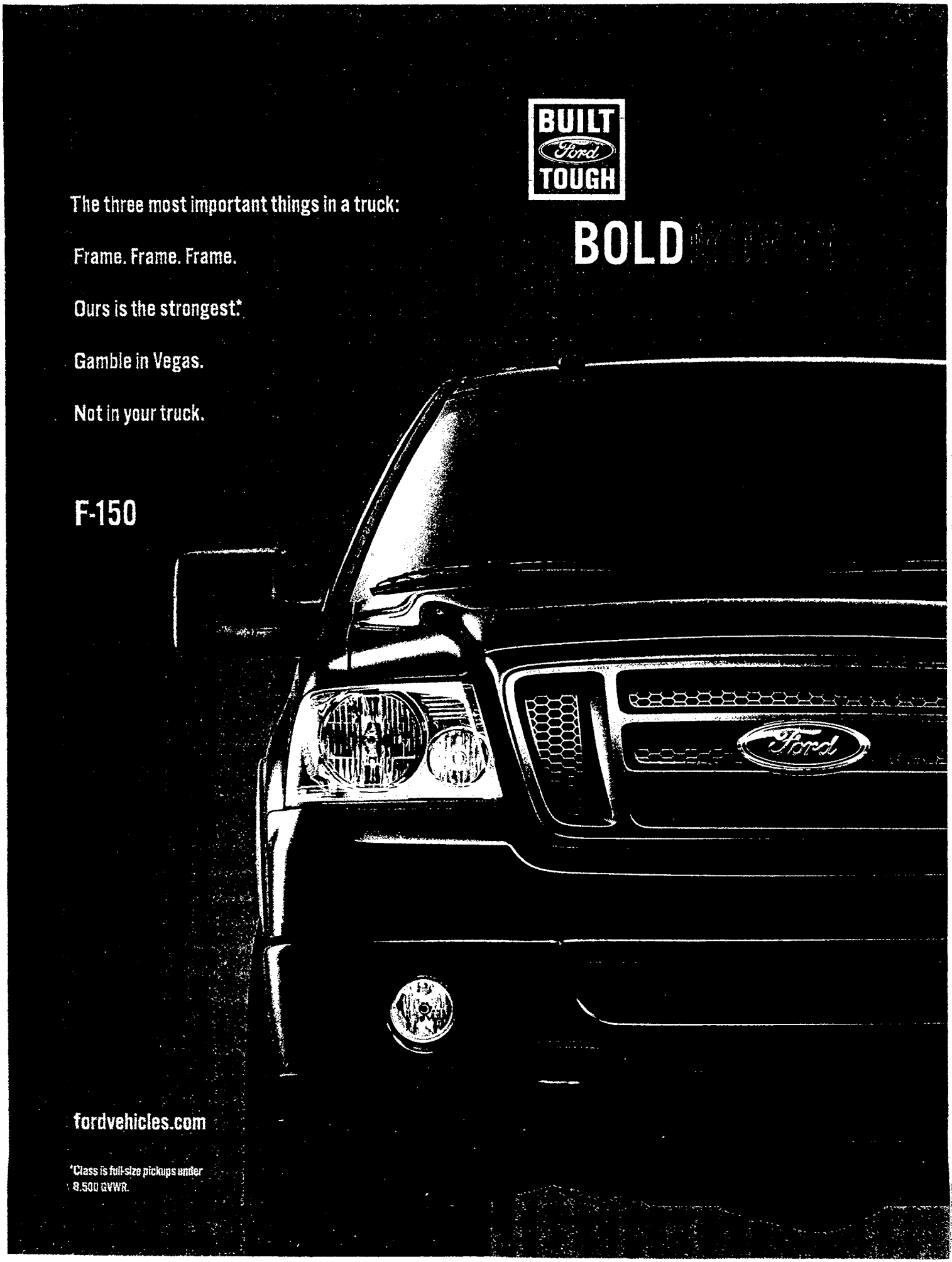

Sandwiched
between a cement mixer and a semi.
Never saw it coming.
47-car pileup in Nevada.
After they separated everything,
he drove himself home.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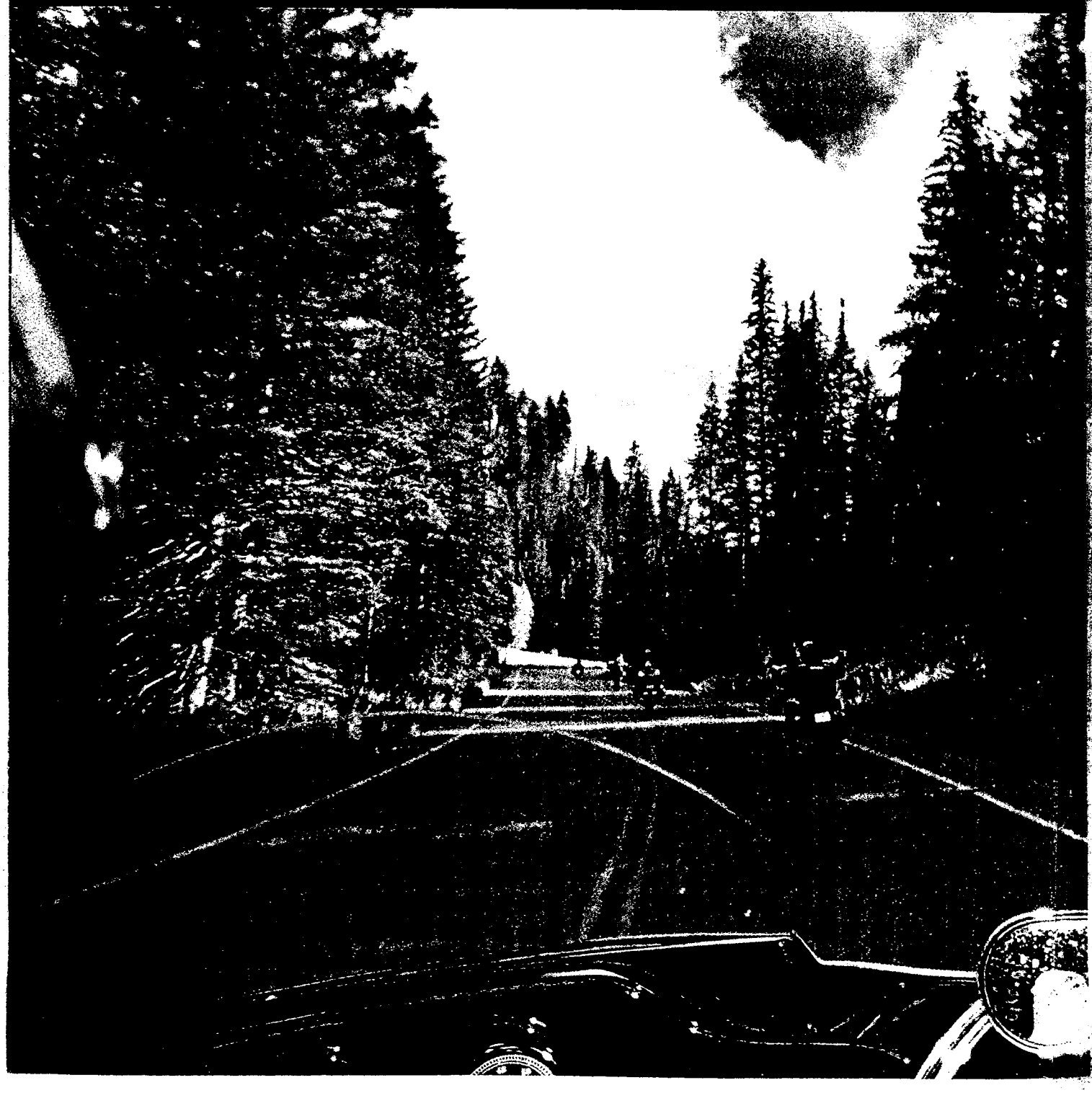

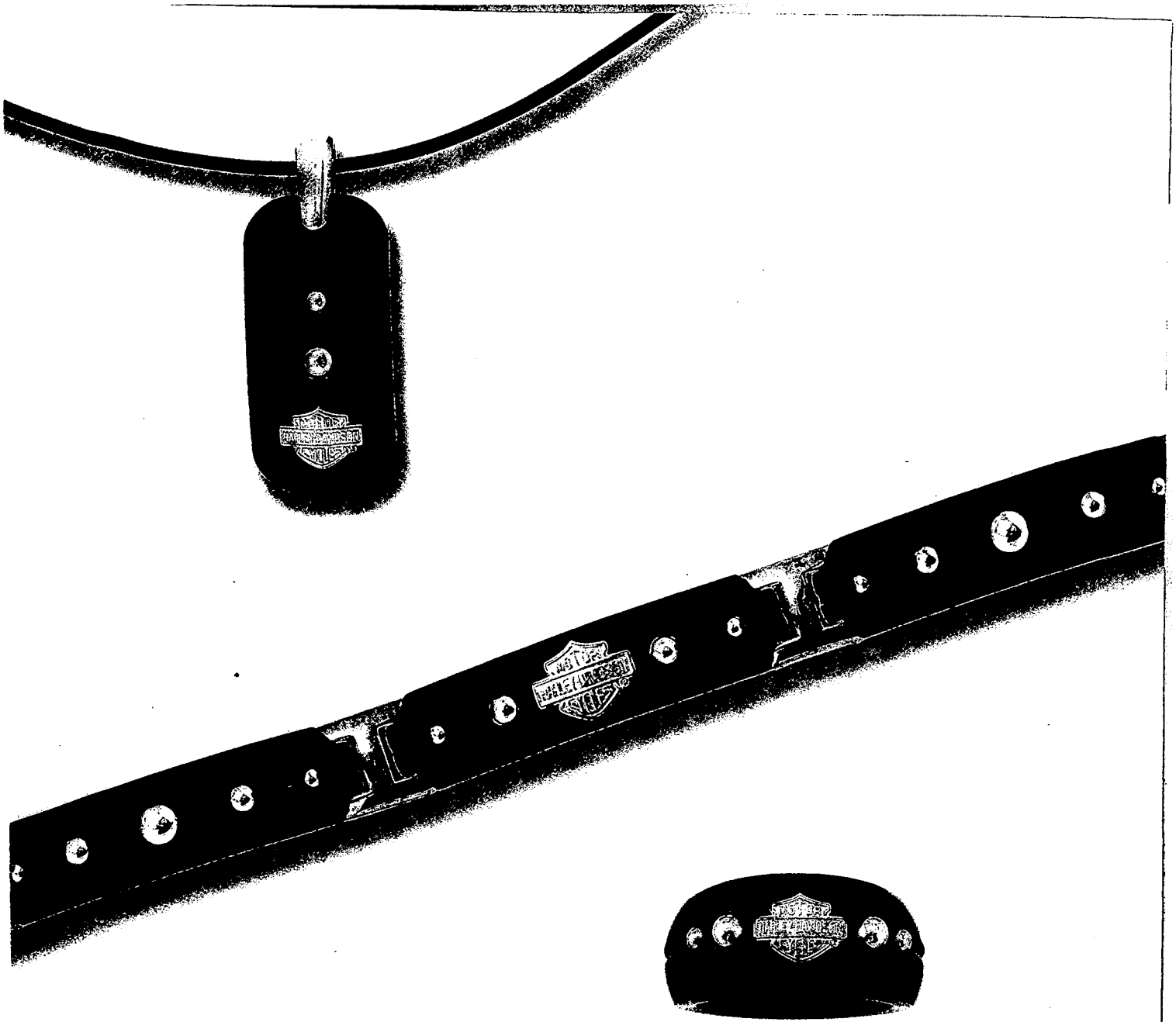

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Comments

The Creed

"We believe the machine you sit on can tell the world exactly where you stand."

That's the punch line of a very cool, very inspirational film posted on the Harley-Davidson website (www.harley-davidson.com, if you don't already have it bookmarked on your computer). The short clip is known simply as "The Creed," and watching it pretty much sums up in words and images the feelings many Harley riders have about life in general and riding in particular.

In addition to the film, there's a section on the site where Harley riders are asked to respond with their own personal riding creeds. I'll share just a few that have been posted on the Web site. Perhaps it will inspire you to think about what motivates you to ride.

"I believe that when you're on a Harley you're never riding alone."

—**Mark D. Fremin,** Houma, La.

"Life in the wind is the only way to live it! Freedom is just a handlebar away!"

— **Dave Sims,** Villa Rica, Ga.

"I believe the road was created for me. I believe in having friends who have no names. I believe I can ride forever."

— **Bill Waggoner,** Belvidere, N.J.

"There is no age barrier once the leg goes over the bike. We are all one. My bike is my time machine."

— **Ed Manning,** Randolph, Mass.

"I believe in God the Almighty, creator of man and machine. I believe in the spirit of all past, present, and future riders. I believe in the wind in my face, the sun on my back and the road that stretches before me. I believe that I am one with my machine."

— **Rebecca Winston,** Meridian, Idaho

And my personal favorite:

"Work to ride. Ride to work."

— **Christopher C Wissler,** Spiceland, Ind.

Those are just a few of the hundreds of thoughts shared by the millions of riders around the world who know that a Harley is more than a mere machine. Whether you have put words to your thoughts or if you simply ride by the seat of your pants, just ride. That's a creed we all share.

— **Matt King,** Editor

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On the cover: Harley-Davidson Sportsters have been many things to many people, but they are always performance motorcycles at heart. Photo by Brian J. Nelson.

On the contents page: Bryce Randall of Livermore, Calif., captured this image on Arizona Hwy. 67 leaving the North Rim of the Grand Canyon during a 3,700-mile trip in the Southwest this summer.

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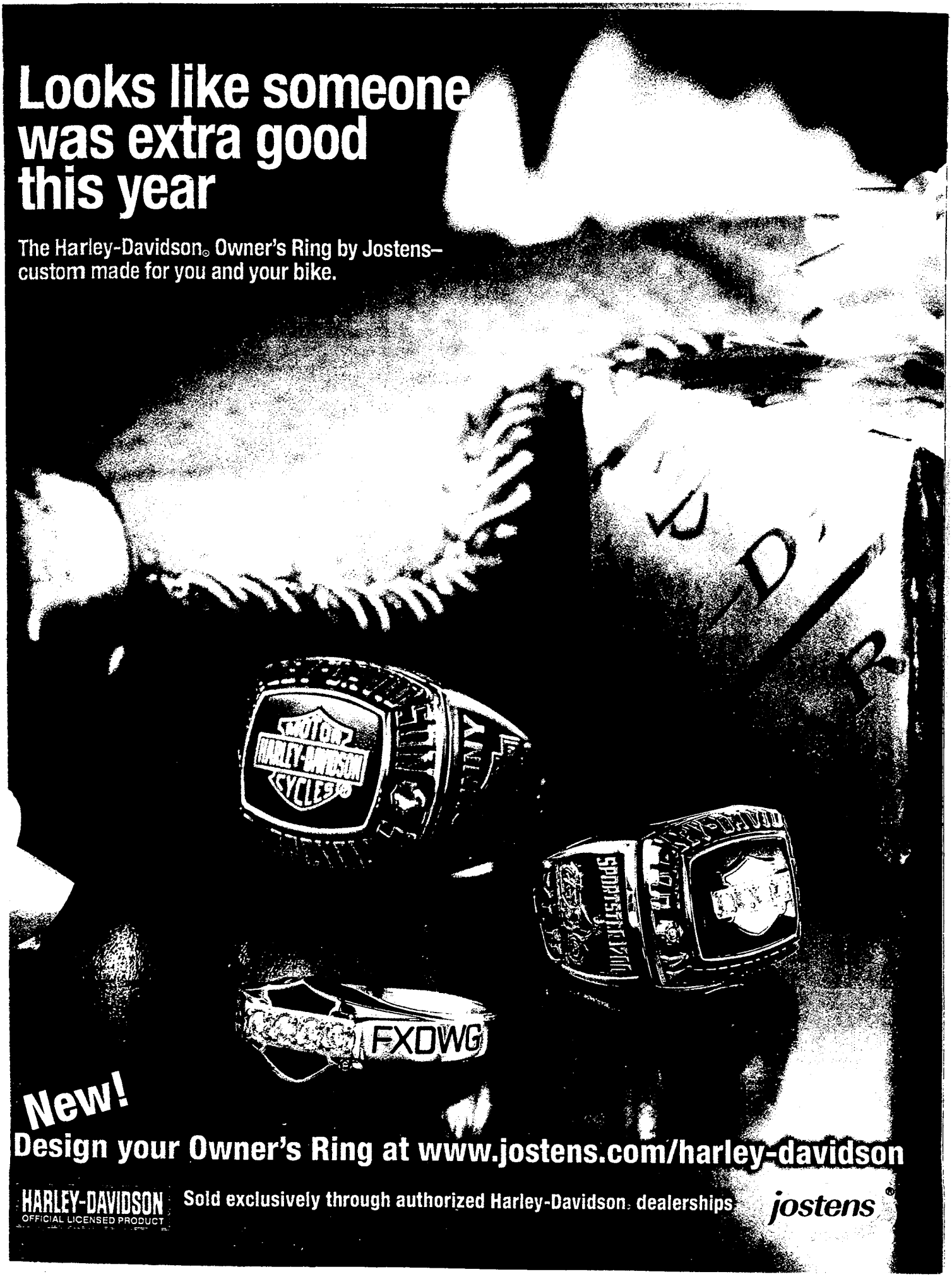
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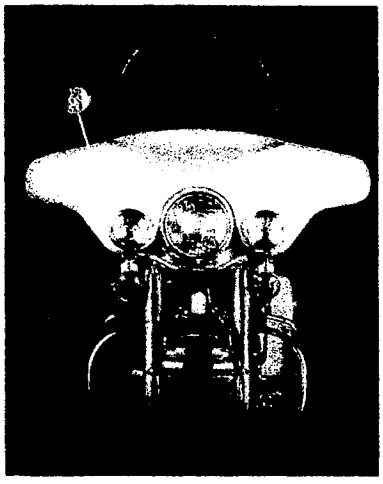
Letters

Bad Riding in the Badlands

Having returned from Sturgis, I was absolutely appalled at the lack of ability of many riders I saw there. One guy riding in the Badlands slowed to less than 10 mph as he "negotiated" the 30 mph curves. Others showed that they have never rounded a curve at more than 20 mph in their lives. Having ridden for 40 years and taken the Advanced Rider course twice, I feel there is no excuse for such lousy behavior on a bike. Untrained riders are a menace to themselves and everyone else on the road.

— **Ray Thomas**, Wichita, Kan.



Batwing Beginning

My FLHTC Electra Glide Classic was purchased new in 1995 and now has more than 95,000 miles on it. I have always admired the Electra Glide's batwing fairing. What year and model was the first to wear this fairing?

— **Michael Reynolds**, Cincinnati, Ohio

The iconic batwing fairing first appeared in 1969 as an accessory option for the Electra Glide. It became original equipment beginning with the 1971 model year. —Ed.

To the Republic

Our biker brother in New Hampshire seems to think that we live in a democracy here in the United States (see Letters, Summer 2006 issue). Mr. Adams thinks that with a simple majority vote, the non-riding public can impose their will upon the riding population. I have some good news for Mr. Adams: we live in a republic, not a democracy. Riding a motorcycle is no more of a privilege than driving a cage. I've heard plenty of classic cars (pre-emissions era) with loud exhaust, and the "majority" can't impose anything against that on a large scale, either. City noise ordinances are about the extent of it. Keep supporting AMA and keep the non-riding majority at bay.

— **David Ortiz**, El Paso, Texas

Flying the Flag

We always enjoy *Enthusiast* magazine, and the Summer 2006 issue provided an unexpected bonus: the poster-sized flag of the Bar & Shield, which now hangs in my otherwise drab, government-issue cubicle, right next to the photo of my 1997 Heritage Springer. I did this to customize my office and to help remind myself why I'm there: to afford the lifestyle that includes a comfortable home for my family and friends, good colleges for my kids and the ability to enjoy the most American of all freedoms - the freedom of open roads across this great land on my Harley.

Was that flag a photo of an actual flag from the past, and is it available?

— **Arsene Gerber**, Pleasant Prairie, Wis.

The flag was created specifically for the poster that was inserted into the Summer issue detailing the new Twin Cam 96 engine. —Ed.

What Pictures Cannot Capture

I've been riding motorcycles for more than 40 years, but have rarely taken a bike trip longer than an overnighter. I took my 2001 Sportster to Daytona, Fla., and my 2003 Dyna to Myrtle Beach, S.C., but those were there-and-back daytrips. This summer it was time to take the real trip. I had traded up for a 2005 FLHTCI Electra Glide Classic, my dealership had just performed the 5,000-mile service and I had vacation time to burn. There were no excuses remaining.

I left home with my eyes set on Montana. Two weeks and three days later, I had logged 6,600 miles through 14 states, crossing the Continental Divide five times. When I returned, everyone asked to see pictures. Though I did snap a few images, no pictures capture the true essence of a bike trip.

For example, they do not account for the unobstructed view that is afforded a biker. They do not express the range of smells, such as the sweetness of a freshly cut Nebraska alfalfa field, or the pungent odor of a Kansas feedlot. They do not capture the blistering heat (103°F) in Texas, nor the frigid cold (35°F) of mountain passes in the Rockies. They cannot pronounce the sound of my pipes echoing off canyon walls in the Black Hills, or the total silence I found at a remote scenic overlook in Flaming Gorge. They fail to expose the winds of dry heat in Arkansas, or the cold rain and pea-size hail in Colorado. These experiences make bike trips so meaningful, and are what you cannot fully appreciate unless you are willing to take the trip yourself. These pictures are in my mind and will forever remind me.

— **Vic Tanner**, Sharpsburg, Ga

Group Riding Redux

I've ridden with the Mt. Diablo H.O.G. Chapter in Walnut Creek, Calif., for four years, and recently completed a Road Captain training program. With regard to roadside emergencies (Ride Safe, Summer 2006 issue), we tell riders in every pre-ride talk that if another rider needs assistance, goes down or has mechanical trouble, only the sweeps should stop to assist. That is part of the sweeps' job and prevents a group of motorcycles attempting to pull off a road in a potentially dangerous area. By having the group move on while the sweeps carry out necessary assistance, you run less risk of compounding accidents. This is a tested technique that works well when experienced riders are in control of a group and each member has had advance directive.

— **Ted Chase**, Walnut Creek, Calif.

Loud Horns Save Lives

When I retired in 2004 my wife and I moved to the Fort Myers, Fla., area. I thought it would be the cat's meow because I could ride my beloved Ultra year round. While this is a great biking state it has very dangerous obstacles I never considered before moving here: Cotton Tops, the elderly automobile drivers who also live in Florida. Although most are safe, sensible drivers there are a bunch who don't see (or care to see) motorcyclists. After too many close calls with Cotton Tops that turned in front of me, pulled out without looking either way and generally made a nuisance of themselves, I installed the loudest air horn on my Ultra. On my first ride with the horn, a little old lady who could barely see over the dashboard pulled in front of me from a stop light. I hit the horn and the old gal slammed on her brakes to let me pass. Best 60 bucks I ever spent.

P.S. The hurricanes chased us back to Wisconsin.

— **Jack Mrozinski**, Mosinee, Wis.

Email your questions, comments and photos to us at: EnthusiastEditor@pcspeed.com. Send your highest resolution photo in jpeg format. You can also mail submissions to:

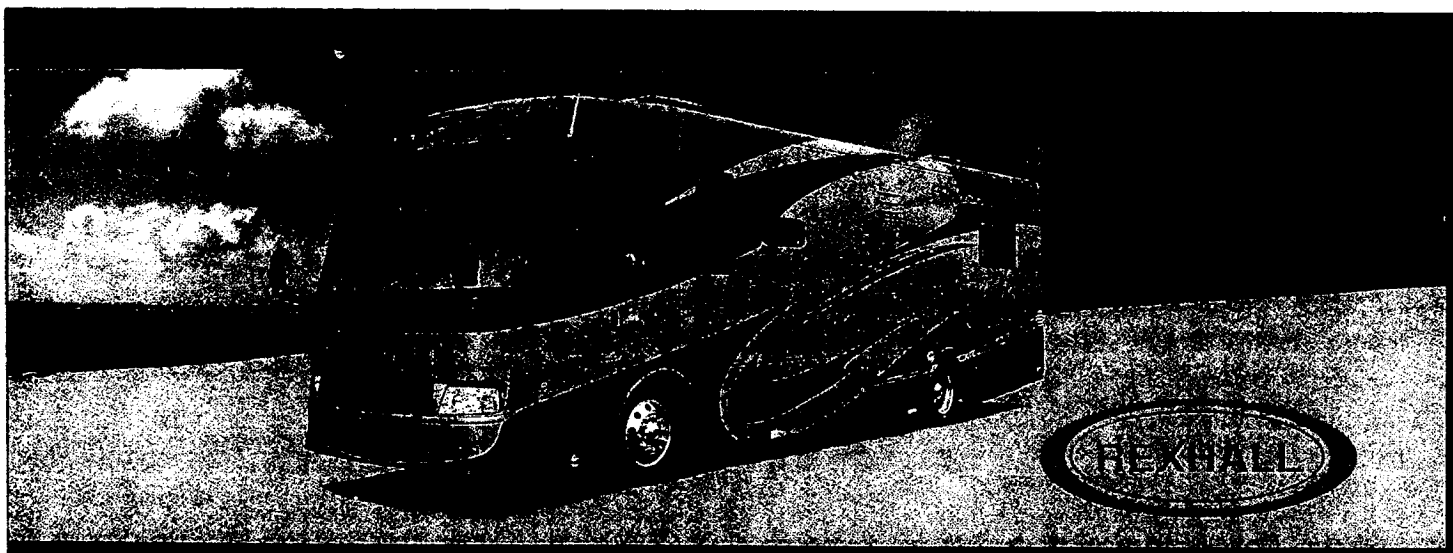
Enthusiast - Letters
Harley-Davidson, Inc.
3700 W. Juneau Ave., P.O. Box 653
Milwaukee, WI 53201-0653

Sorry, but we cannot reply to all letters submitted.

From Back to Front

I have been riding for years with my wife Kris on the back. A couple of years ago she told me she was tired of riding on the back. A week after making that comment she was in a new rider's class. She called during the break of her first class and told me she was ready to go the Harley shop. We bought her a 2005 Sportster 883L and she hasn't looked back since. We rode the Tail of the Dragon (U.S. 129 near Robbinsville, N.C.) with several friends last year and she got the nickname "Sparky" because she dragged the pegs through the twisties. Recently we rode 2,000 miles in a week, went up the Blue Ridge Parkway (where this photo was taken), experienced Sky Line in Virginia (and saw 15 deer and three bears), then spent several days on the coast. What a blast.

— **Kip and Kris Wynne**, Simpsonville, S.C.



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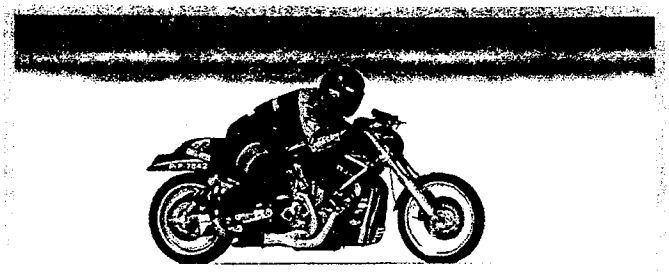
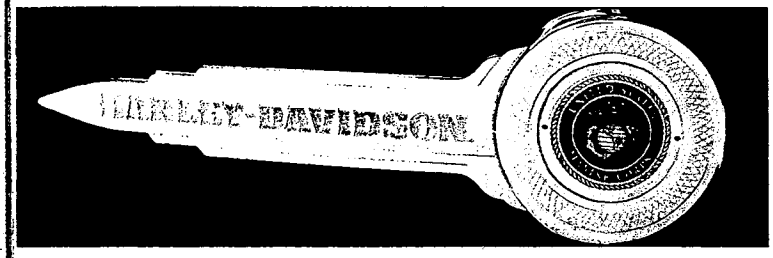


Photo: Jim Weishaar, D & W Images

And it Runs a 9.5-second Quarter-Mile

What's the top speed of a VRXSE Screamin' Eagle V-Rod Destroyer? Veteran drag racer Steve Huff recently piloted one to 168.9 mph at the 2006 International Motorcycle Speed Trials near Bonneville, Utah. Destination Harley-Davidson sponsored the record-setting run.



Patriot Edition Motorcycles

Those who have served their country can customize their motorcycle with details honoring their military service. The 2007 Patriot Special Edition program is available for 12 different 2007 models that can be customized to the U.S. Air Force, U.S. Army, U.S. Coast Guard, U.S. Marine Corps or U.S. Navy military branches. These Vivid Black motorcycles are accented with red and blue pin striping and the standard U.S. flag, consistent with all military uniform symbols, on the fender. They also feature a branch-specific fuel tank badge installed at the dealership.

Patriot Edition models will be sold only to active U.S. military service men and women (including National Guard and Reserves), veterans and immediate family members of both those categories. See your H-D dealer for more information.

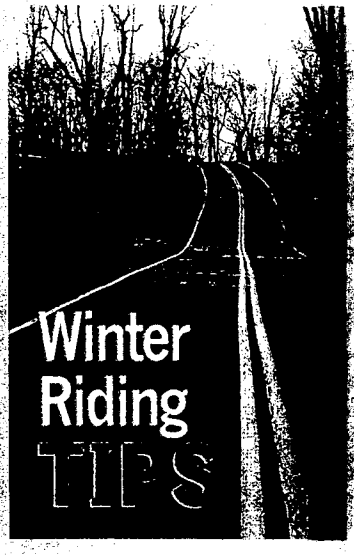
$100 for Some Elbow Grease

Once again Harley-Davidson is rewarding those who customize their bikes. Get a $100 labor credit when you purchase eligible accessories and have them installed at a participating H-D dealer. The Elbow Grease promotion runs now through Jan. 31, 2007. Visit www.harley-davidson.com or see your dealer for more information.

GENUINE HARLEY-DAVIDSON MOTOR ACCESSORIES

RIDE SAFE

Depending upon where you live, winter can range from a minor dip in daytime highs to five feet of snow and temperatures in the single digits. Consequently, preparation for winter riding can be as simple as throwing on an extra base layer or as difficult as negotiating ice. Here are some tips for the coming season.



YOUR BODY

- There's a reason veteran cold weather riders wear multiple layers of insulation, leather outerwear and electric gear. The combination keeps you warm and protected. Harley-Davidson has a full line of heated MotorClothes gear.
- Most heat loss occurs at the extremities, especially your head. A full face helmet will keep you warmer and less susceptible to wind chill.

YOUR BIKE

- A windshield will greatly reduce wind chill, keeping you warmer and more comfortable.
- Checking tire pressure before each ride is critical during the colder months, as tires can lose upwards of 5 psi per day.
- Cold-weather riding puts even more strain on a battery. Use a battery charger to keep it properly charged.
- Use the proper weight engine oil for the temperature range you will be operating in.
- It can take as long as 15-20 minutes of riding for tires to reach their ideal operating temperature.

YOUR RIDE

- Winter riding usually means ever-changing road conditions and hazards, including ice, salt, gravel, wet leaves and pressure ridges. Adjust your speed accordingly.
- Wet leaves are as slippery as an oil slick and just as treacherous. Be aware that moisture trapped under seemingly dry leaves can freeze.
- When you encounter areas of reduced traction, minimize your speed and lean angle, and balance braking pressure between front/rear.
- Certain species of trees will release sap during the winter that, combined with rain, can form a slippery film.
- Ice can be the single most dangerous aspect of winter riding, and it's often lurking in low or shaded areas, bridges and overpasses. Your tires make almost no sound on ice. If it suddenly gets quieter on that backcountry road, beware, you might be on ice.

Pictured: Jenny. Bar tends at Sturgis. © 2006 H-D

Authorities followed the trail of broken hearts to a motorcycle rider in Toledo.

The Passion Midweight Leather Riding Jacket.
Limited edition from the '06 Holiday Collection.
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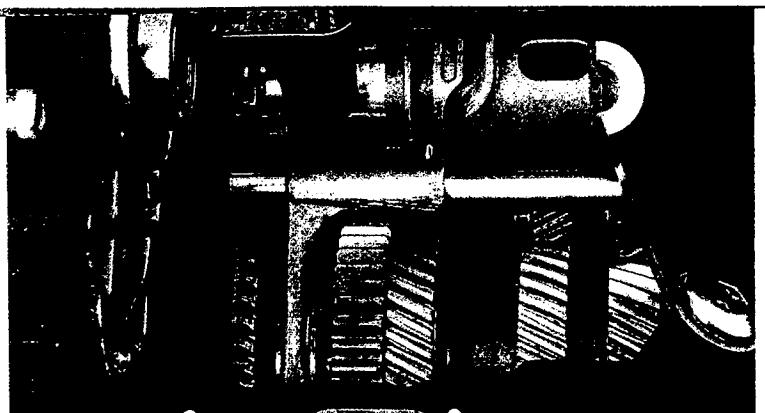
News



Helical-cut, second-through-fourth gears are stronger and quieter than spur gears, while the addition of dog rings improves shift actuation with lighter, easier throws.

INSIDE THE Six-Speed Cruise Drive

Q&A WITH BEN VANDENHOEVEN

The introduction of the six-speed Cruise Drive™ transmission is one of the major improvements on all 2007 model year Harley-Davidson Big Twins, but not only because of its added sixth gear. We talked with H-D Powertrain Program Manager Ben Vandenhoeven about the engineering inside the Cruise Drive, and what it means to riders.

ENTHUSIAST: *Tell us about the process of designing the six-speed Cruise Drive transmission for the 2007 model year Big Twins.*

VANDENHOEVEN: The Cruise Drive project involved two phases. The first was its successful introduction on Dyna models for 2006, as well as a five-speed variant that included helical gears on the 2006 XL and Buell models. The second phase was its full introduction to all Big Twins for 2007, which included the same transmission as the '06 Dyna, but with different cases and different covers for the Softail and FL models.

ENTHUSIAST: *What were the design goals for Cruise Drive?*

VANDENHOEVEN: Of course the biggest design goal was the addition of sixth gear to lower engine rpm at cruising speeds, but really that was just the start.

We also set out to refine the transmission by tightening up the gear ratios, easing shifts and improving the overall feel of the transmission. The change to helical-cut, second through fourth gears (instead of straight-cut spur gears) smoothed and quieted the transmission, and made it stronger with more load-carrying capability. We went with steel "dog rings" instead of moving gears to actuate shifts. Dog rings are lighter and reduce friction, which translates into smoother, lighter shifts that require less rider effort.

Another goal was to reduce maintenance and extend service intervals, which we accomplished with larger internal bearings, larger gears and a stiffer transmission housing, and through improved manufacturing equipment that machines the gears to tighter tolerances.

ENTHUSIAST: *Did the first-through-fifth gear ratios change, or was it a matter of simply adding a sixth gear?*

VANDENHOEVEN: We optimized all of the ratios based on the increased engine displacement and torque, resulting in improved acceleration. The selected gear ratios are designed to provide for a smooth gear transition feel and maximize acceleration in each gear, also known as "roll-ons." Tightening up the shift points eliminated the big gaps between gears, so now the experience of shifting through the gears is nearly seamless. Top gear engine rpm has been reduced by about 11 percent, from 3,227 rpm to 2,859 rpm at 75 mph, resulting in a more comfortable and enjoyable ride.

ENTHUSIAST: *Were the gear ratios influenced by the added torque of the new Twin Cam 96 motor?*

VANDENHOEVEN: Absolutely. We've matched the transmission to the engine's performance both in strength and gearing. The torque rating for Cruise Drive is 28 percent higher than the old transmission. Combining the increased displacement and torque with tighter gearing and an overall higher final drive ratio resulted in noticeably quicker and faster motorcycles.

When we measure roll-on acceleration from 60 to 80 mph, which is the range common when passing other motorists, the new Cruise Drive and TC96 deliver a substantial improvement compared to previous models. For instance, when comparing a 2007 FLHT to a 2006 FLHT, it took 5.4 versus 7.17 seconds to go from 60 to 80 mph in fourth gear. In fifth gear roll-ons, it took 7.3 seconds versus 10.79 seconds. The difference is significant.

ENTHUSIAST: *Some riders have noticed a different mechanical sound with the new transmission. Why?*

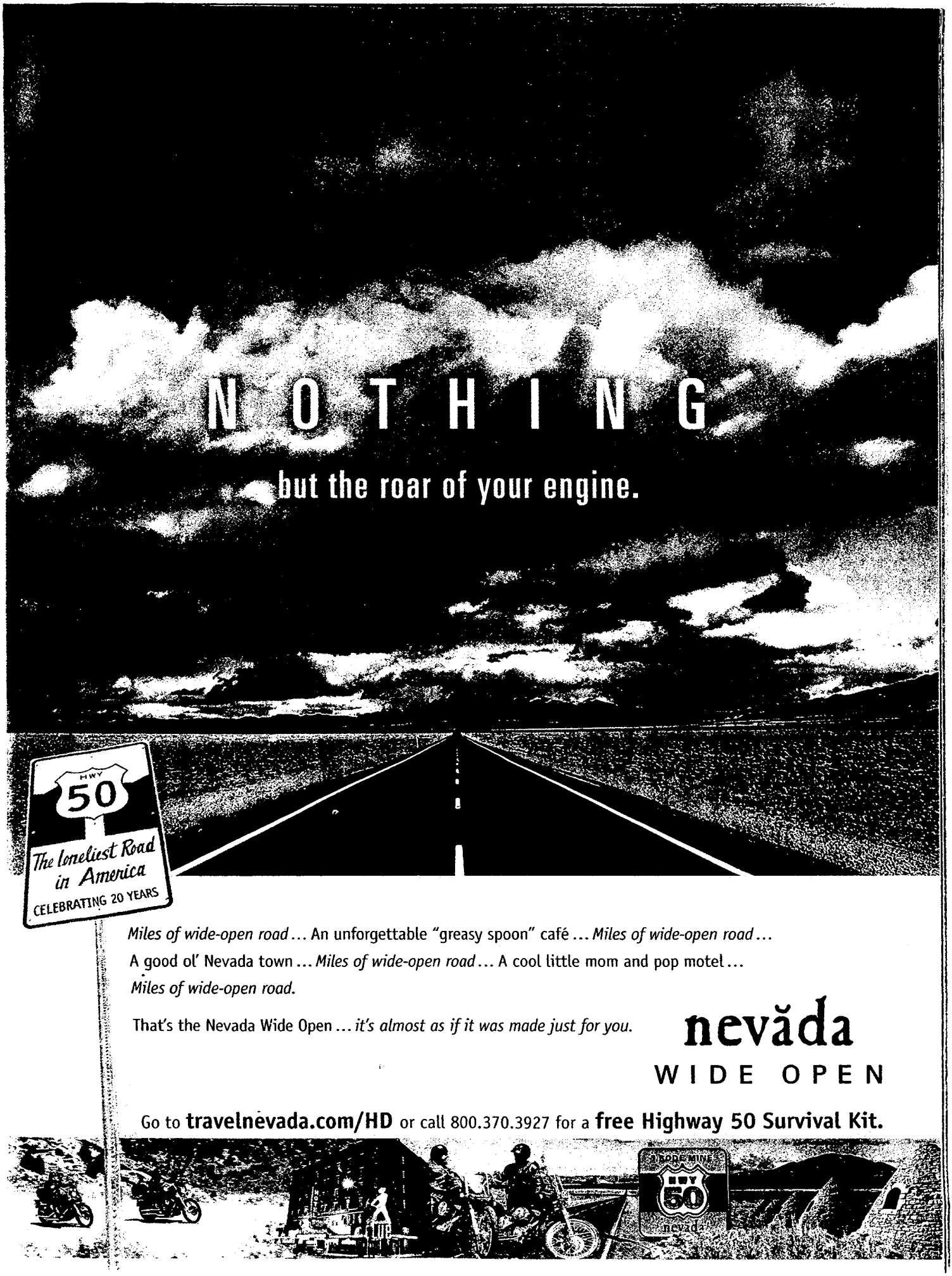
VANDENHOEVEN: It's true that Cruise Drive has a different mechanical sound than the old transmission. Sound is influenced by its points of origin, as well as the path it takes to reach our ears. We've changed so many things with Cruise Drive, from the gears to the materials and cases that the sound of the transmission also changed. The sound Cruise Drive makes is consistent with its design. But if someone understands this and is still concerned about the sound their transmission is making, I recommend they bring it to their dealer for evaluation.

FILTER

Harley-Davidson 2006 fundraising for the Muscular Dystrophy Association reached $5 million, bringing cumulative fundraising for MDA to $60 million.

Screamin' Eagle/Vance & Hines NHRA Pro Stock Bike racer Matt Hines parlayed wins at the Denver and Memphis rounds with numerous semi-final appearances to lead the Championship chase.

President George W. Bush visited Harley-Davidson York Vehicle Operations in August to discuss the economy and issues facing U.S. companies. During the visit he fired up an FLSTN Softail Deluxe.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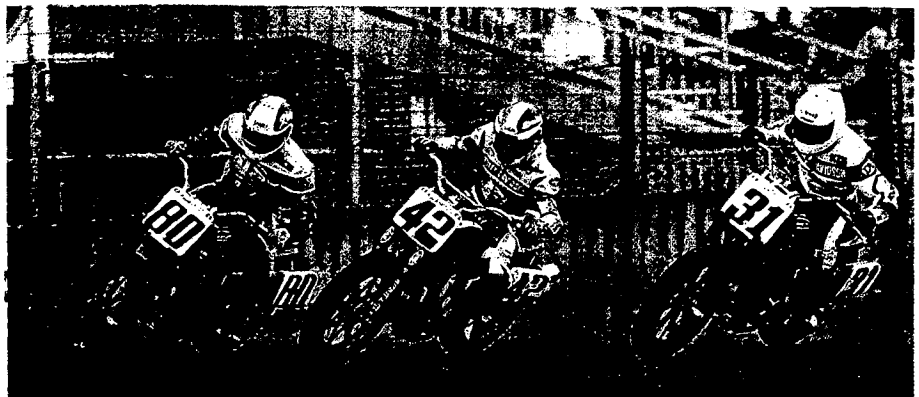

Wrecking Crew Legend Grows...

The Screamin' Eagle Wrecking Crew is fast becoming the clean-up crew after notching their second podium sweep of the AMA Flat Track season. The most recent sweep occurred at the famed Springfield (Ill.) Mile, where Bryan Smith, (middle) led teammates Rich King (left), Kenny Coolbeth (right) and Jared Mees across the finish line, all aboard Harley-Davidson XR750s. Coolbeth was poised to win the series title with one race remaining in the season as this issue went to press.

Self-Alarming, Smart Security System

We want to clarify what we wrote about the new Smart Security System in the last issue. For starters, the security fob is now "button-less," operating the system based on its proximity to the vehicle. It self-arms the system when the ignition is off and self-disarms when the ignition is turned on and the fob is present. A four-way flasher pattern signals when the alarm is armed.

When armed, the Smart Security System disables the starter and ignition while monitoring the electrical system and vehicle motion. To reduce the instance of nuisance alarms, warning lights flash and the bike is disabled when it is disturbed. After minor disturbances, the system returns to monitoring. If the fob is lost, the owner can arm or disarm the system using a personal identification number with the turn signal switches.

The Smart Security System is available as a factory-installed option on all 2007 H-D models. An optional siren alarm can also be added.

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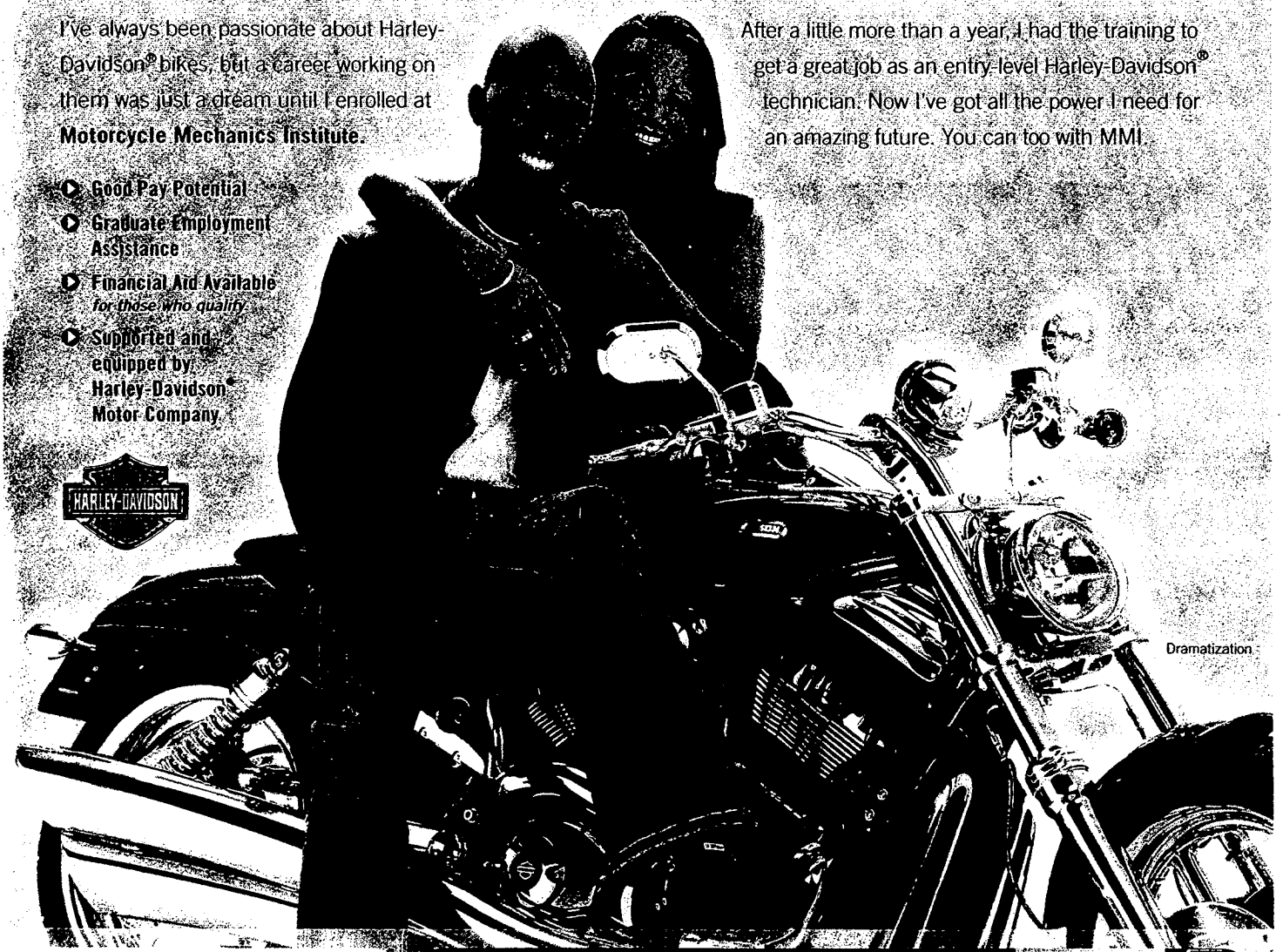

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MotorClothes

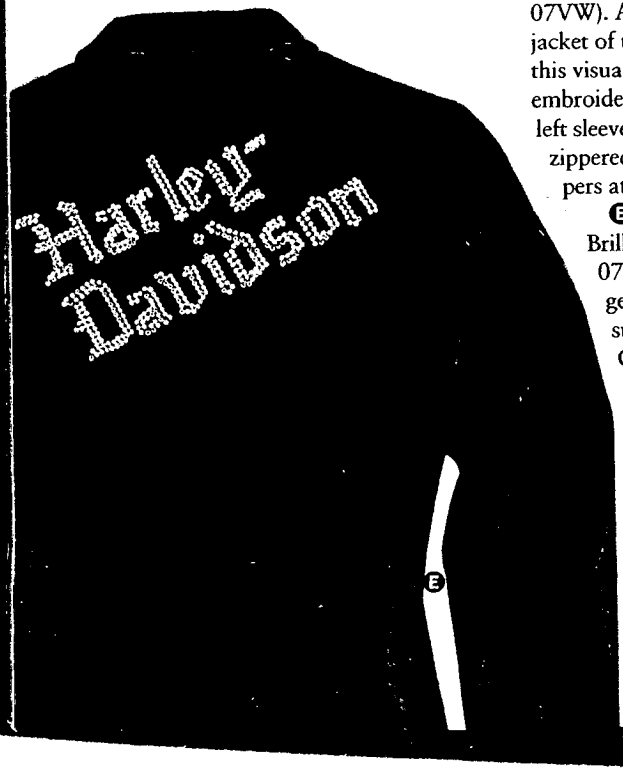
Leather *for* Her

FEMININE FIT AND FUNCTIONAL PERFORMANCE

Each year more women are discovering the thrill of riding a motorcycle. Harley-Davidson MotorClothes realizes that to get the most out of that riding experience, women need high-quality gear that fits. That it also looks great is a bonus.

A leather motorcycling jacket is an essential piece of gear for any rider. MotorClothes riding jackets are made of top-grade leather, a material that provides essential protection from the elements and hazards of the road. Built to last season after season, MotorClothes leather is carefully stitched and features top-quality zippers and fasteners. Designing a great jacket for women starts with the fit, but MotorClothes leather also features a level of functionality you won't find in a "fashion" jacket. Sleeves are cut longer and pre-bent to better cover arms reaching for the handlebars. Vents and removable liners on some jackets let the rider adjust for changing weather conditions. Pockets keep essentials close at hand, while reflective material and available body armor enhance protection.

A great women's motorcycle jacket can be about style, but MotorClothes leather also reflects a passion for riding. These leather pieces are new for 2007:



E

A Inspired by classic racing leathers, the Women's Torque Leather Jacket (P/N 98094-06VW) combines technical features like pockets for body armor in the shoulders and elbows with styling that can be worn anywhere. Made of midweight leather with an action back, this jacket features zippered cuffs, reflective piping, pre-curved sleeves and a two-way front zipper that can be adjusted for a better fit when sitting.

B For maximum comfort in warm-weather riding conditions, the lightweight Women's Whirlwind Perforated Leather Jacket (P/N 98116-07VW) features a perforated body that provides protection and ventilation. The jacket has a feminine color-blocked silhouette with stripe details on solid leather sleeves. Body armor pockets fit standard body armor.

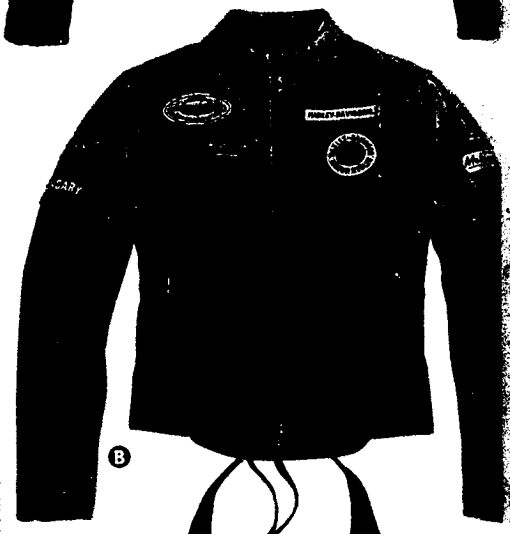
C After the ride, give them something besides the motorcycle to look at in the Eye Full Leather Halter (P/N 97144-07VW). This lightweight fashion halter is sexy, fun and comfortable, and features an adjustable back neck tie with adjustable back lacing. Back stretch panels and a hidden side zip provide a custom fit. The screenprinted design has decorative studs and embroidery.

D Go for feminine biker styling in the Passion Leather Biker Jacket (P/N 97140-07VW). An interpretation of the classic jacket of the '50s in pink midweight leather, this visual stunner incorporates appliqué, embroidery and stud detail on the back and left sleeve. It also features an action back, zippered cuffs and a waist buckle with zippers at the back that adjusts for comfort.

E Dazzle the boulevard in the Brilliance Leather Jacket (P/N 97141-07VW), which features the sparkle of genuine Swarovski crystals over a suede appliqué back graphic. Crafted in soft, black lambskin, this jacket features a satin lining, hand-warmer pockets and an inside pocket.

To see more genuine MotorClothes gear designed just for women, visit your local Harley-Davidson dealer or drop into Harley-Davidson.com.

A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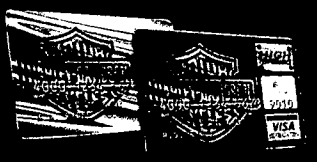

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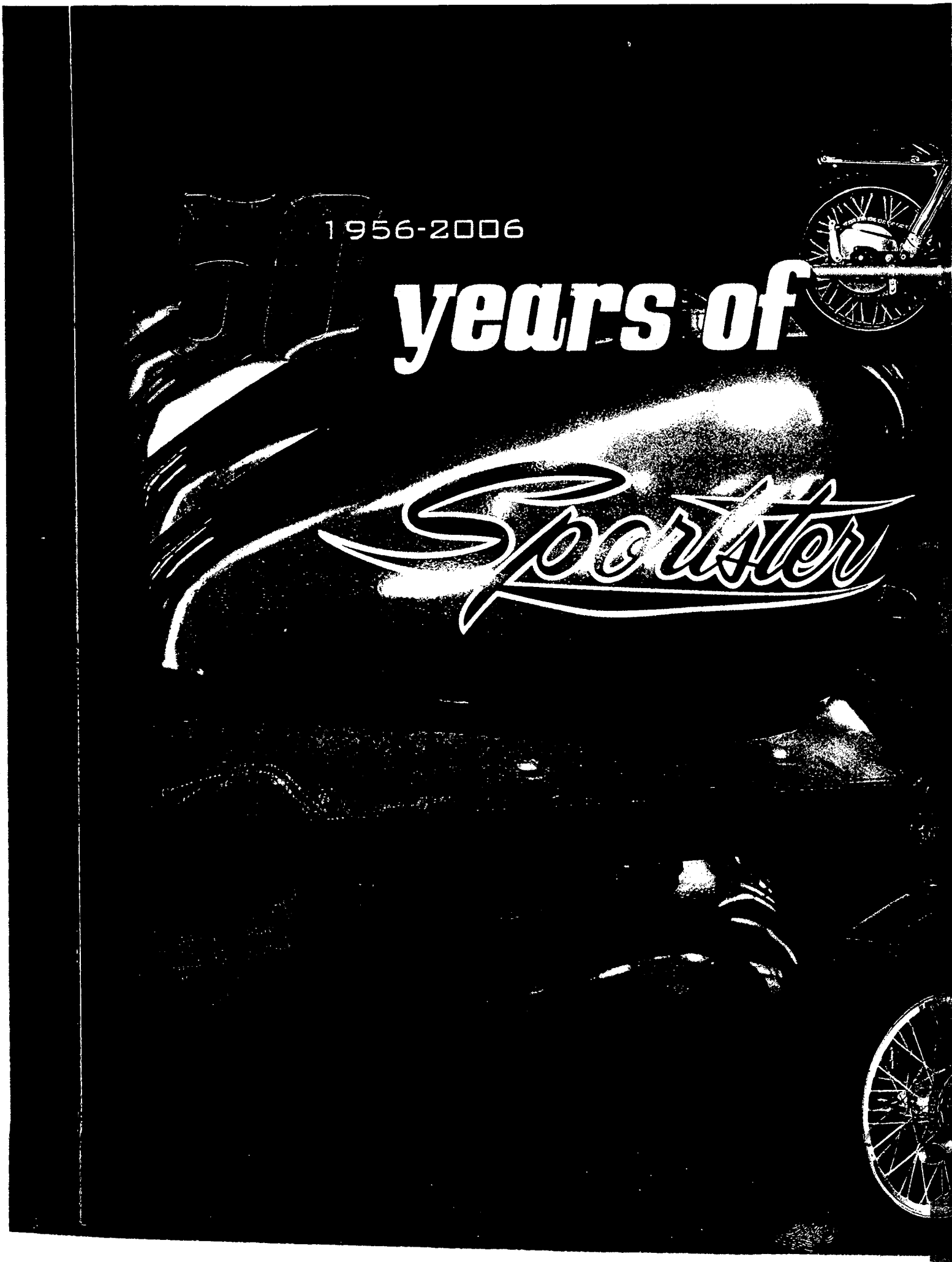
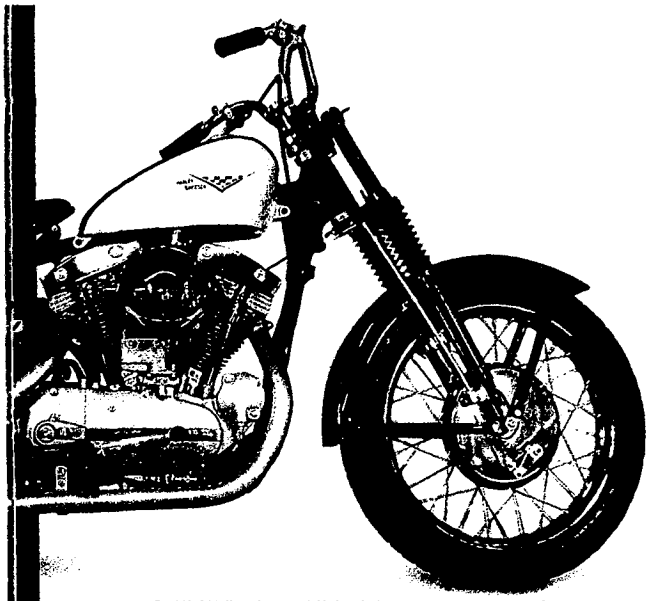
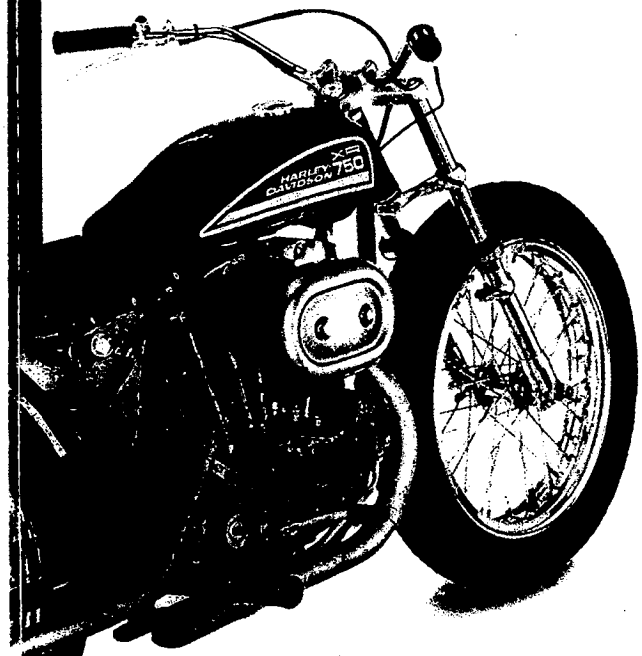

1956-2006
years of
Sportster



The 1958 XLCH firmly established the Sportster as a performance hot rod and introduced the now-famous peanut fuel tank. CH stood for "Competition Hot," which this model most certainly was.

Another chapter in the Sportster's history was written in October, 1970, when a crew of engineers and racer Cal Rayborn went to the Bonneville salt flats with a Sportster-powered streamliner and the intent to set the absolute motorcycle speed record. One week later, Rayborn and crew achieved their goal with a 265.492 mph average.



Without question the most decorated and successful racing motorcycle ever built, the XR750 has Sportster DNA. In fact, this 1970 "iron XR" utilized a destroked version of the Sportster engine.

Its dominant gene is

Performance

Ask Lance Onan about milestone Sportster models during the past 50 years. His eyes light up and his words flow fast.

"The first XR750 is one of the great Sportster derivatives. The 1970 world speed record-setting streamliner, the 1958 XLCH, the 1977 Café Racer and of course the 1983 XR1000."

When it's pointed out that all of these Sportsters are performance versions of the model, he quickly retorts, "Well of course! That's the heritage and foundation of this model."

Onan should know. As the Platform Marketing Director for the Sportster line at Harley-Davidson, it's both his job and passion to know every nuance of the motorcycle that celebrates its 50th birthday in 2007. He's the expert of the experts, the human encyclopedia of "peanut" fuel tanks and single-unit engine/transmissions.

"Sportsters were the original hot rod motorcycles, the first superbikes," he says. "They remained that way until superbikes evolved into 15,000-rpm rockets capable of leaning so far that expert riders could drag their knees in the corners.

"Sportsters were and still are real-world hot rods for sane riders. They're light. They're nimble. They inspire confidence. And they're pure."

Origins of a Hot Rod

Before there was a Sportster, Harley-Davidson produced the K (and later KR) as a small, lightweight performance motorcycle meant to do battle with the British and European motorcycles of the late 1940s and early '50s.

The Sportster era began with the introduction of an overhead-valve, 55-cu.-in. engine in 1957, which replaced side-valve motors (Flatheads) used on the K. Overhead-valve cylinder heads delivered more horsepower and, integrated with a 4-Speed transmission, delivered a new level of performance for the time.

When describing the original 1957 XL Sportster, Willie G. Davidson (current H-D Senior Vice President & Chief Styling Officer) said: "This motorcycle was king of the street. Stoplight to stoplight, the Sportster had a lot of power compared to other motorcycles of the time. As a higher-performance sport model, the Sportster was not loaded down with saddlebags, luggage racks or extra lights."

While the '57 Sportster marked a new direction for Harley-Davidson performance, it was a '58 model that began the Sportster legend. It was called the XLCH, and the CH stood for "Competition Hot." Built in limited numbers for competition use with 12 percent more power and even more stripped of unnecessary weight than its predecessor, the XLCH was the exclamation point to the Sportster's statement of purpose. It also featured two iconic visual treatments: staggered dual exhaust and the peanut fuel tank. While the former would appear regularly over the next five decades, the latter became

'07 Sportster 883

BY REG KITTRELLE

OK, work with me on this as we listen in on a conversation that could have happened between the Harley-Davidson Sportster motor and a potential fuel system.

"So, carburetor, what can you do for me?"

"Well, I can supply you with gas at just about the time you need it, in pretty close to the right amount, under most circumstances... usually."

"Uh huh... OK, fuel injection, waddaya got?

"Waddaya need? I can supply the exact amount of gas at the precise time you need it, under all conditions, and every circumstance. Always."

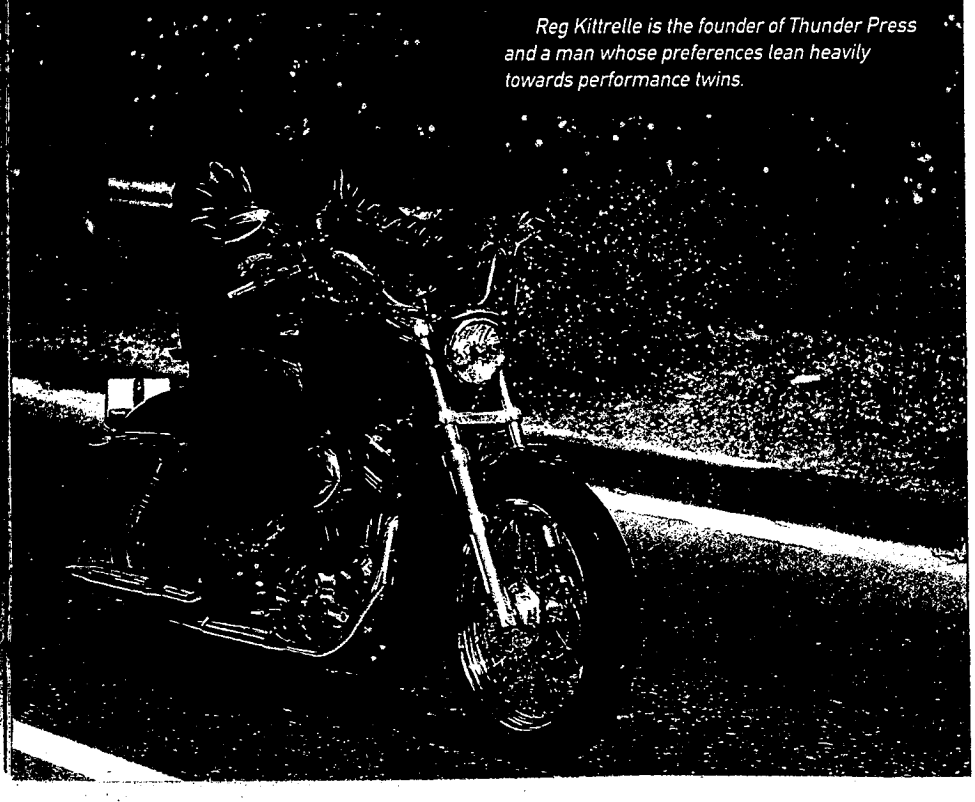
How that scenario played out can be found on all 2007 Sportsters. Hint: Bye-bye carburetors... write if you get work. Yes, all Sportsters now come with Electronic Sequential Port Fuel Injection. My first hit of the starter button on a 2007 XL883 proved the worth of that decision as the engine fired instantly, and then settled into a smooth idle, no stumble and no "cough." All right, next test: in with the clutch, down with the shift lever, out with the clutch, and I smoothly accelerated into traffic with more urge – there's 15 percent more torque at 2500 rpm – than I can ever remember feeling from an 883 this side of the racetrack. All of this with a cold motor and only 9.7 miles on the odometer.

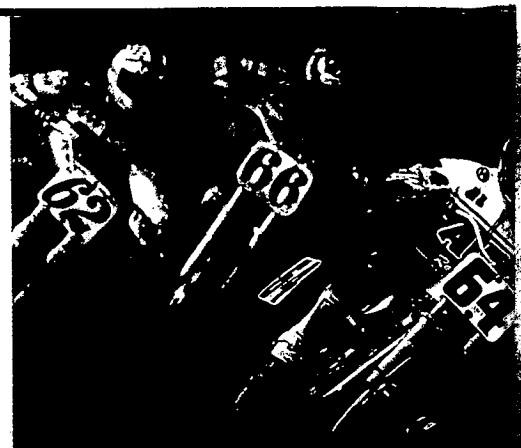
The plan was to take a quick spin around the Cotati, Calif., neighborhood, the home of Michael's Harley-Davidson from where I borrowed the Sportster. That quick spin turned into a half-day hammer through the foothills outside of town, ending only because of lack of time. I tried every ham-fisted throttle stunt I could find to confuse the fuel-injection system: quick chops, wrong gears, lugging, etc. No matter what I did the system responded smoothly, making me look a bit silly.

Once I finished with that nonsense, I concentrated on having fun, letting the motor pull me strongly in and out of turns and down the straights. It was a revelation. While Harley wisely didn't mess with the Sportster's iconic look, it did inject a whole new side to its beloved personality, a side that more than hints of comfortable long rides while watching others fade from view in your mirrors. As a welcome bonus, the gas mileage has improved from that of previous years.

The Sportster has always held a special spot in the hearts and minds of riders. Now, in its 50th anniversary year and with its legendary stature assured, the Sportster has stepped up to the next level with more power, better performance, and improved gas mileage. And with its rubber-mounted motor and electronic fuel-injection the Sportster fears no cold engine, throttle setting, long trip or ham-fisted rider.

Reg Kittrelle is the founder of Thunder Press and a man whose preferences lean heavily towards performance twins.





Road racing stars like Ben and Eric Bostrom and Nicky Hayden cut their teeth aboard Sportsters in the AMA 883 Racing Series.

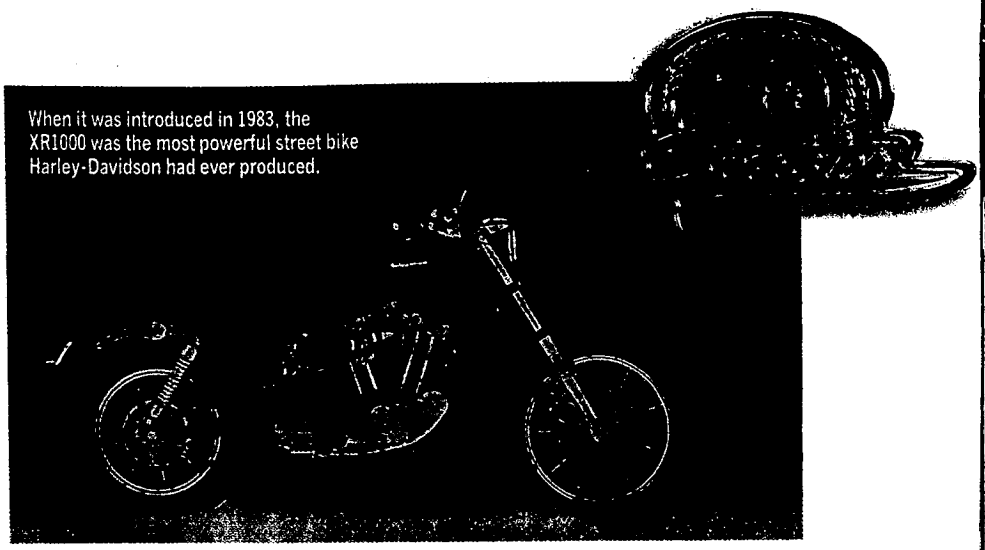
the Sportster's signature styling cue. Thanks to its competition success in competition, the XLCH and a road-only XLH saw full-production status in 1959, and a generation of motorcyclists would come to respect (and fear) the dominant American sport bike.

Decades of Dirt Track Dominance

Harley-Davidson has a long history of racing motorcycles, dating to the board-track bikes at the turn of the last century and continuing to the present day two-time NHRA Pro Stock Drag Bike Championship-winning V-Rod. But suffice it to say, no motorcycle is more closely identified with the Motor Company's success on the racetrack than the XR750 dirt tracker.

Dirt track racing is the original form of American motorcycle racing, and an arena in which Harley-Davidson has competed since its infancy. Ranging from 1/3 to 1-mile long, these packed dirt ovals awe spectators with competition that reaches 130 mph on the straights and 80 mph in the corners, while it rewards racers who can manage the tenuous traction with their bike pitched sideways, within inches of other racers. Spectacular, dangerous and always dramatic, dirt track racing has always been important to Harley-Davidson, thus the company's dedication to building the XR.

Designed to compete in the AMA's Class C professional racing class, the first XR750 featured a de-stroked Sportster engine shoehorned into a special racing chassis. One look at this motorcycle and its functional focus is unmistakable—it's all business. You see it in the minimal fuel tank, chopped fender and right-side mounted shift lever. To call the XR750 a legend is an understatement. To call the original XR750 a Sportster is a fact. First offered as a 1970 model, the



When it was introduced in 1983, the XR1000 was the most powerful street bike Harley-Davidson had ever produced.

XR750 was a motorcycle built for one purpose: to dominate the dirt track.

Willie G's description of the XR750 sheds important light on its connection to the Sportster: "The relationship between the 750 and the Sportster shows up in its name: 'X' for Sportster and 'R' for racing. Like the Sportster, the XR750 combines power, weight, performance and handling, but in a more extreme way."

Often referred to as the "iron XR," because of its cast-iron cylinders, the original Sportster-powered 750 was replaced in 1972 by an aluminum XR engine. Nevertheless, the original XRs were a formidable force on the track and set the stage for dominance that continues to this day. The character of the XR is reflected in the 883R models of recent years, which share its simple styling elements along with the orange and black color scheme.

The year 1970 is important in Sportster history for more than just the famed XR750. In October of that year, Harley-Davidson went to the salt flats of Bonneville near Wendover, Utah, for an assault on the absolute motorcycle land speed record, held previously by twin-engine machines.

The vehicle they designed for the record attempt was a monocoque streamliner measuring 19 feet long and a slight 25 inches high, and was powered by a single, heavily-modified Sportster engine. The driver, veteran road racer Cal Rayborn, had to lay almost flat on his back and look out side windows to steer the machine down the sun-baked, salt lakebed. After several days of working out the kinks and detailing the machine, Rayborn blasted down the five-mile course to clock a speed of 266.785 mph for the measured mile. His return run of 264.200 mph was good enough for an average of 265.492 mph, the fastest speed any motorcycle-powered vehicle had ever attained, and that stood for many years.

Café Racer and a Potent 1000

Street-legal, road racing-based motorcycles have a long and popular history, particularly in Europe where these machines are called "café racers." Willie G. was a fan of the style and had the moxie to do something about it, culminating in the 1977 XLCR Café Racer.

"I had an idea to build a Sportster motorcycle in a racerly mode," he said. "The Sportster bore the closest resemblance to performance vehicles like our famous XR racer. Although the engines differ in many ways, they're still cousins. The Café Racer has that stripped-down, lean and mean look of the XR, especially in the tail section.

"The Café Racer featured cast alloy wheels, which was a first for us. We continued with a very tight-fitting, minimal front fender and short, drag-style bars. A small quarter-fairing surrounds the headlight and includes a dash panel around the speedometer and tachometer."

Dressed in various finishes of black and highlighted with a gold-toned Bar & Shield on the stretched fuel tank, the 1977 XLCR is the most uniquely styled motorcycle in the history of the Sportster family. Produced for just two seasons, the XLCR today is highly collectible, with a strong cult following.

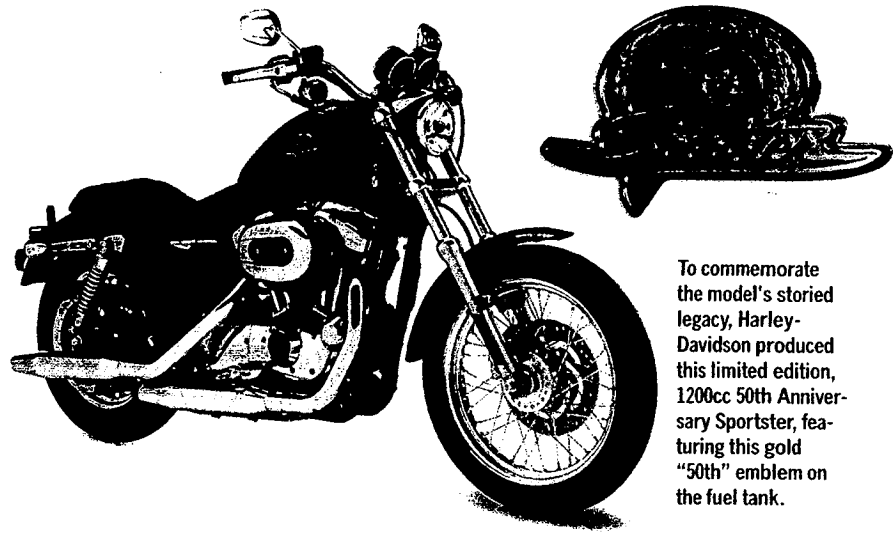
Equally as revolutionary as the XLCR was the 1983 XR1000. Its engine was based on the alloy XR750 powerplant, with dual carburetors sporting pronounced air filters hung out in the wind and upswept exhaust pipes on the left side. Producing race-worthy 70 horsepower, the XR1000 was the most powerful street machine Harley-Davidson had ever produced, and another legendary Sportster derivative.

Modern Era

With the arrival of the Evolution engine, 1986 marked what most consider the beginning of the modern Sportster era and the end of the line for the venerable Ironhead V-Twin. The first of the Sportster Evos were available in 883 and 1100cc displacements, and later the now-familiar 1200cc

One of the most unique and highly collectible of all Sportsters, the 1977 XLCR Café Racer blended Sportster performance with road racing-inspired style.

The combination of a hard-hitting launch, low-profile and numerous Screamin' Eagle performance goodies has made the Sportster a popular drag racing bike for decades.



To commemorate the model's storied legacy, Harley-Davidson produced this limited edition, 1200cc 50th Anniversary Sportster, featuring this gold "50th" emblem on the fuel tank.

displacement. The model itself evolved during recent decades to satisfy the varied demands of different types of riders, including those who tour, those who are new to the sport and even those who are vertically challenged.

Onan sums it up very succinctly, "It's the hardest working bike we've got."

This shouldn't be surprising, because the attributes that defined its original performance image—narrow architecture, nimble handling and strong acceleration— make it popular with so many different riders.

Yet the Sportster's performance image remains unblemished. No further proof is needed than to attend any local, sanctioned motorcycle drag race, where the culmination of a powerful launch and numerous Screamin' Eagle performance products converge with astounding quarter-mile elapsed times. Or look at the upper echelon of AMA Superbike racing, where racers like Nicky Hayden and Ben and Eric Bostrom ply the trade they learned competing on Sportsters in the AMA 883 Racing Series.

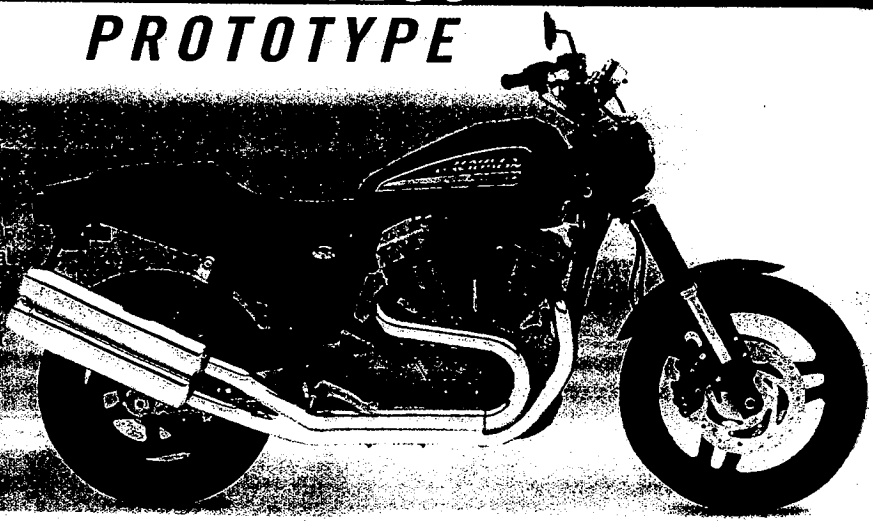
And while some may view the improvements like rubber engine mounting, EFI and further narrowing of the chassis components in recent years as a softening of Sportster, those who have ridden the latest examples know first-hand that the result is a greater emphasis on rideability and performance (see sidebar p. 20). You can have your cake...and lay down some rubber, too.

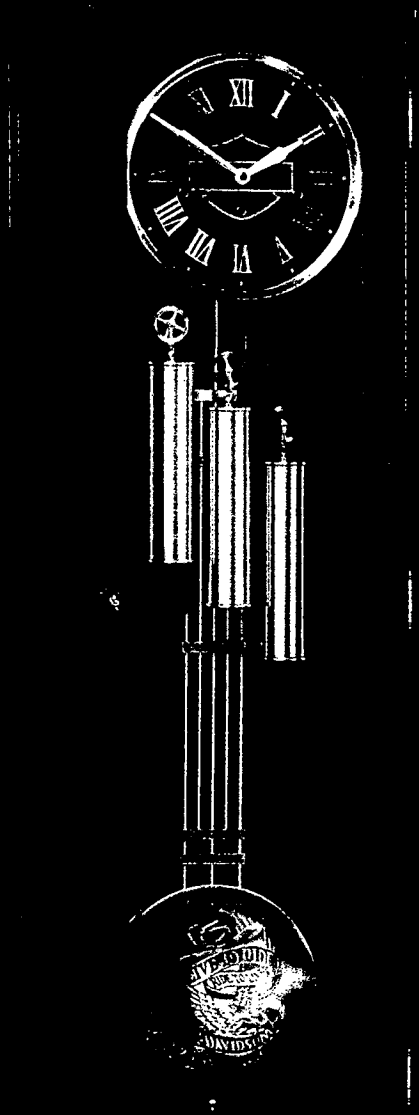
Guys like Willie G. Davidson, Lance Onan and the other people at Harley-Davidson who live and breathe these bikes on a daily basis know better than anyone the Sportster's performance pedigree. One ride on a 2007 model and one look at the concept XR 1200 (see sidebar below) are proof they're intent to add to it.

SPORTSTER XR 1200 PROTOTYPE

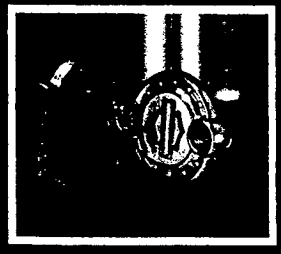
This burly, muscular motorcycle is neither an artist's rendering nor an after-hours, "just-for-fun" engineering exercise. Nope, it's a Sportster XR 1200 prototype built by Harley-Davidson and displayed at the INTERMOT Motorcycle Show in Cologne, Germany. This stunning temptation screams. Build the and ride me. The inspiration for this bike is clearly the XR750, but the engineering is decidedly street-oriented. Downdraft fuel injection contributes to its 85-90 HP target. Massive 43mm inverted forks, dual four-piston front brake calipers and radial tires suggest that corners be attacked, not negotiated. And the fact that a license plate bracket exists may mean that European H-D personnel will want to put it to the test at the Nürburgring.

Prototypes aren't new to Harley-Davidson, but showing them to the public is. Whether or not this XR 1200 prototype becomes reality depends largely on public reaction in Europe. Are they hungry for a Harley like this?





HARLEY-DAVIDSON



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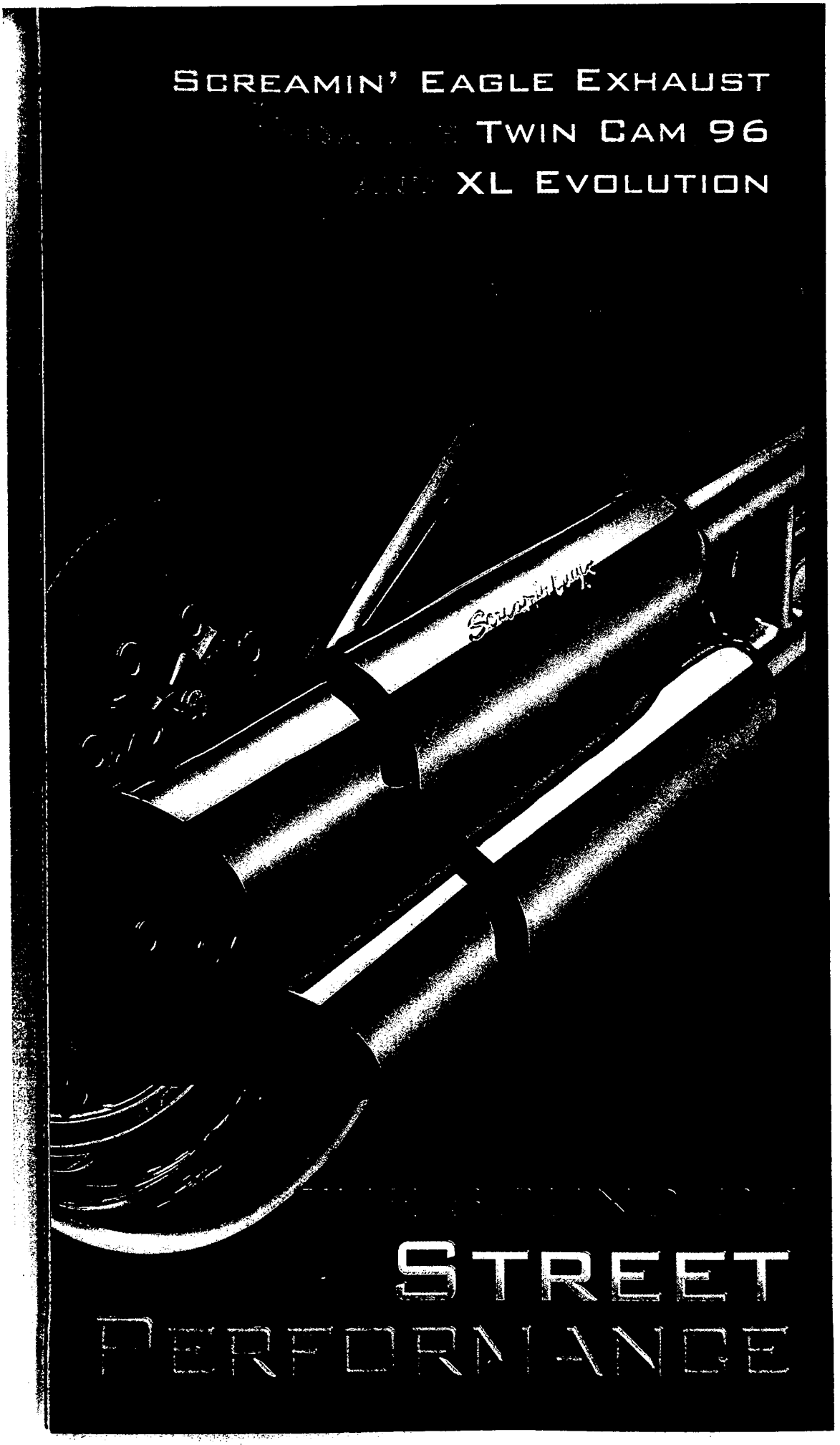
SCREAMIN' EAGLE EXHAUST
TWIN CAM 96
XL EVOLUTION



BY CHARLES PLUEDDEMAN

The signature sound of your Harley-Davidson V-Twin is part of the American culture, as instantly recognized as a Chuck Berry guitar lick or the crack of a baseball off a bat. Enhancing that sound with an exhaust system has, for many riders, been an integral part of their motorcycle experience.

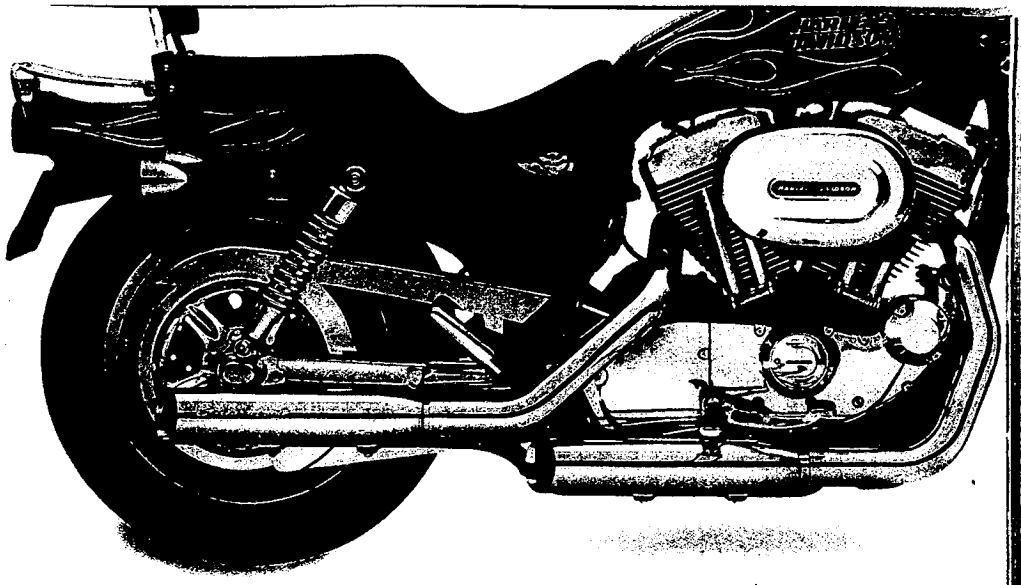
Unfortunately some riders add exhaust components that only amplify the sound – often to a level that exceeds the law and common consideration. Ironically, many of these systems actually reduce torque and horsepower. The good news is that now you can enhance the sound *and* increase performance.

"We know that Harley-Davidson customers change out the stock exhaust for three reasons," said Jon Barber, Screamin' Eagle product specialist at Harley-Davidson Genuine Motor Accessories. "The first is to change the sound, the second is to gain performance and the third is to personalize the styling of the motorcycle. Most aftermarket pipe builders focus on just one of these elements, often sacrificing the others. At Harley-Davidson, we hit all three."

When Harley-Davidson engineers developed the new-for-2007 Twin Cam 96 and EFI-inducted XL Evolution powertrains, they re-tuned the stock exhaust note for a stronger sound that riders will immediately notice. They also developed a line of Screamin' Eagle Street Performance exhaust for riders who want to enhance the sound, performance and style of their new bikes within the law.

In addition to enhanced sound and performance, Screamin' Eagle slip-on mufflers offer stylish alternatives to the stock system, including five unique tips for the 4-in. Touring slip-ons.

Screamin' Eagle Street Performance Mufflers are designed to add torque and horsepower you can feel—with a twist of the throttle. With carefully-managed back pressure, these mufflers deliver where it counts—during a roll-on pass or up a steep grade—leaving a strong, street-legal exhaust note in their wake.



Because these new Screamin' Eagle exhaust systems were created by the same engineers who developed the Twin Cam 96 and XL Evo, customers are assured that they are getting a real performance gain, deeper, richer exhaust tone and the highest quality chrome. Sold as slip-on mufflers, these new cans maintain the stock header pipes and all emissions fittings, and each exhaust is designed for a specific engine and for a specific motorcycle model.

Stronger Sound, Street Legal

The new Screamin' Eagle Street Performance mufflers also maintain the "street legal" status of the motorcycles they are designed to fit, so customers can enjoy the benefits of an accessory exhaust without violating the law. Barber explains that there are two aspects to achieving street-legal status.

"First, we have to maintain the exhaust emissions certification of the stock motorcycle," said Barber. "We also have to stay within the motorcycle sound-level standards of the EPA."

Working in a sophisticated sound lab, Harley-Davidson engineers strive not just to tune the mufflers' sound pressure level, or "loudness" as expressed as dB-A, but also the quality, or tone, of the exhaust. By adjusting the diameter of the muffler cans and the design of the internal baffles, it's possible to filter out higher frequencies and accentuate the lower tones to achieve an exhaust note that is throatier and richer than stock pipes, but still street legal.

Powered Up

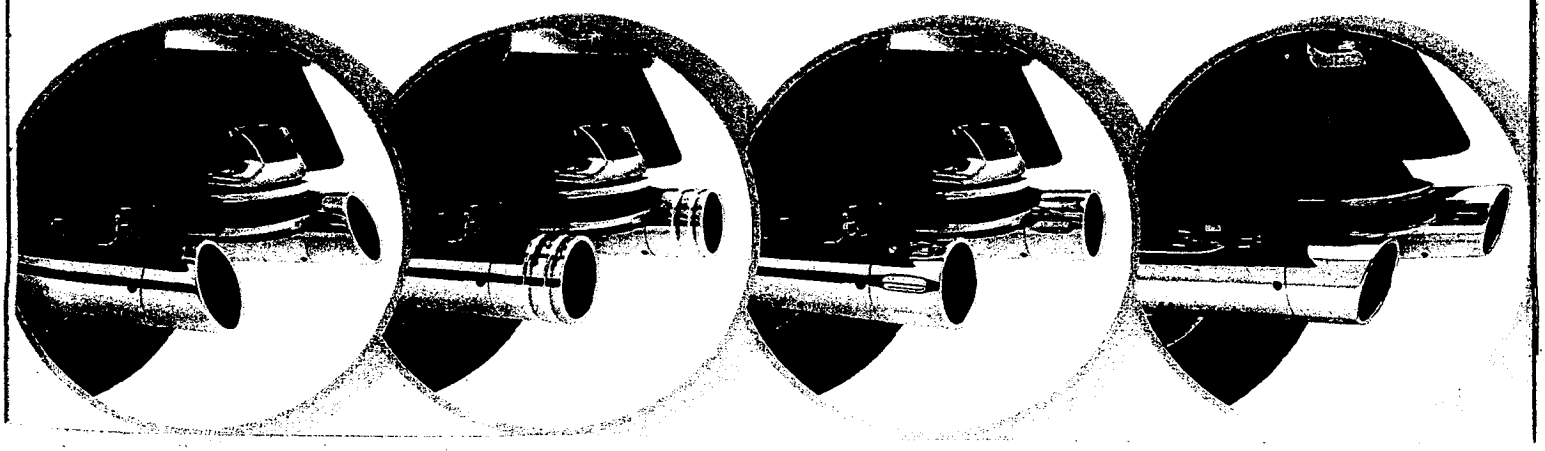
At the same time, effort was made to reduce the restriction of the Screamin' Eagle pipes, and produce a performance gain Barber says riders can feel "through the seat of their pants." On Twin Cam 96 applications, a gain of up to three percent of torque and seven percent of horsepower is available just by installing Screamin' Eagle Street Performance mufflers. It is not necessary to reprogram the engine ECM when the mufflers are installed. Even more performance potential can be unleashed when the Street Performance mufflers are installed in combination with a Screamin' Eagle Stage I high-flow air filter kit and an ECM recalibration – up to seven percent more torque and 12 percent more horsepower compared to the stock Twin Cam 96 configuration.

More dramatic performance gains are available when Street Performance exhaust is installed on the new fuel-injected XL Evolution 1200 engine. The mufflers alone increase peak torque by 17 percent and peak horsepower by eight percent, while installing the Stage I kit and ECM recalibration with the Screamin' Eagle mufflers produces a 22 percent gain in peak torque and a 15 percent gain in peak horsepower.

Fit and Finished

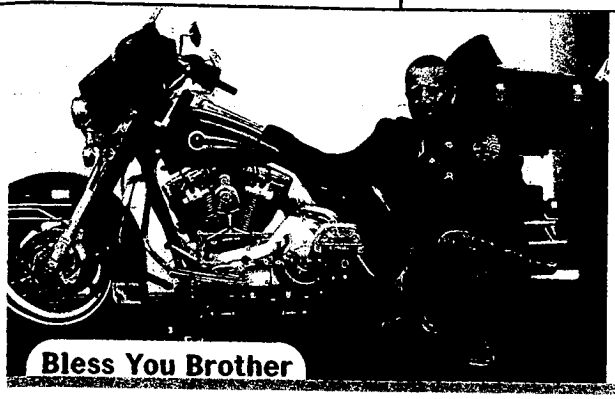
Because they are Genuine Harley-Davidson components, all Screamin' Eagle Street Performance mufflers are manufactured with the same quality materials, and finished with the same gleaming chrome as stock mufflers.

Screamin' Eagle Street Performance mufflers for 2007 Sportster, Softail and Dyna models feature 3.25-inch cans with a choice of slash-out or slash-down tips. Street Performance mufflers for Touring models are offered with 3.5-inch cans, with slash-down or slash-out tips, or with 4.0-inch cans and a choice of five different tip styles. All of the mufflers feature a new "ballistic" shape in the transition from the inlet pipe to the can that's more rounded than on previous Screamin' Eagle mufflers, and the Screamin' Eagle logo is embossed on almost all of the new muffler systems, a sure sign these pipes will deliver more "go" as well as more "show."



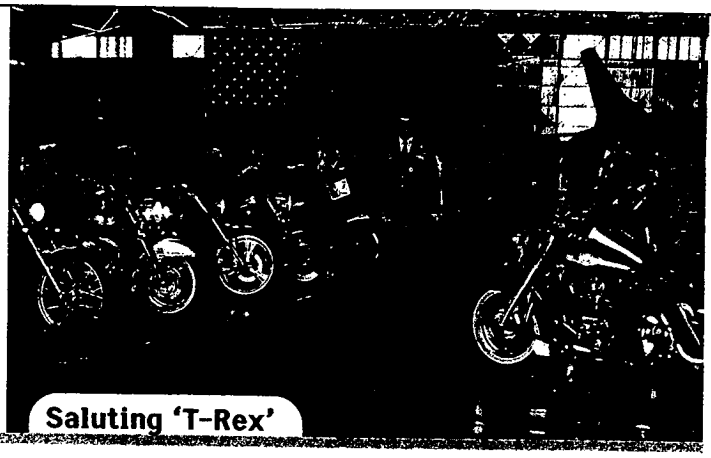
People

We'd love to see you and your Harley-Davidson or Buell motorcycle, and to learn more about your love of motorcycling. Email jpeg files of your highest resolution digital photos to us at: EnthusiastEditor@pcspeed.com. Include a brief description, along with your name, address, and telephone. You can also mail your submission to: *Enthusiast* - Harley People, Harley-Davidson, Inc., 3700 W. Juneau Ave., P.O. Box 653, Milwaukee, WI 53201-0653. Please do not send inkjet or laser-printed photos. All photos become property of Harley-Davidson Motor Company. We'll print a sampling in each issue.



Bless You Brother

In the words of Tim Bertsch, "Following 9/11, fellow New York City firefighter Chris E. bought a Firefighter Edition H-D Road King. Chris brought it to the firehouse and we talked for hours about Harleys and riding. Chris finally talked me into getting my 2003 FLHTCI Firefighter Edition, and I've been personalizing it ever since. When I ride I think of Chris. Chris was at Ground Zero that day. Later, Chris's military unit was called up, and he was killed by a roadside bomb in Iraq. He was the ultimate patriot. Bless you brother."



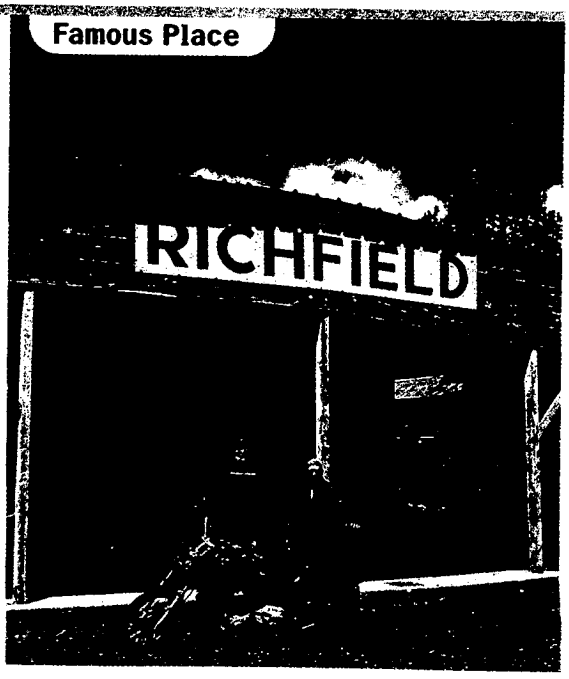
Saluting 'T-Rex'

Members of the 419 Fighter Wing celebrate the retirement of their commander, Col. Wayne Conroy at Hill Air Force Base in Northern Utah. A decorated combat pilot and avid Harley pilot, Col. Conroy, call sign "T-Rex," owns three Harleys: a Dyna Wide Glide, an Ultra Classic and a V-Rod (which, his friends say, will be his replacement for the F-16 fighters he will no longer fly). Congratulations, Colonel, and thank you for your service.

Rainbow over Glacier

In July, Pat Corrigan of Cleveland and his riding partner Mike Miller of Los Angeles rode the Going to the Sun Road in Glacier National Park (Montana) east from Logan Pass during a rainstorm. As they passed St. Mary Lake coming down from the summit, they were greeted by a spectacular rainbow. Mike captured this memorable image of Pat and his 2002 Road King Classic.

Monty Soulis snapped this image of his friend, Jim Boyett, of Fortuna, Calif., next to his 2005 Softail Standard during their 5,200-mile trip from Northern California to the Texas Hill Country in June. In the background is the old Pine Breeze Inn along Route 66 in Arizona, which was featured in the movie "Easy Rider" (they hung out a "No Vacancy" sign when actor Peter Fonda rode up).



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Seasoning for the Soul

Laura Byrd rode through a tough stretch of life in 2003. "I felt a huge void until I fulfilled a life-long dream and bought my first Harley-Davidson, an 883 Sportster," she says. She loved the bike but wanted something a bit more comfortable on the freeway. One year later she bought a Softail Deluxe, and then shed a tear of joy as she sold her Sportster to a 50-year-old high school teacher in New Mexico. It was her first Harley, too.

Thanks for the Service

This classic image next to a classic gas station (Preston's in Belle Plaine, Iowa) was sent by Dan Otto, who writes, "I bought my 2005 Softail Springer Classic in June, 2005. I live in Iowa where we have only about seven months of riding time in a good year. I put over 16,000 miles on this year." Otto has been riding for more than 40 years and is a member of the Marines Motorcycle Club. "Semper Fi to all Marines and support our troops in harm's way," he writes.

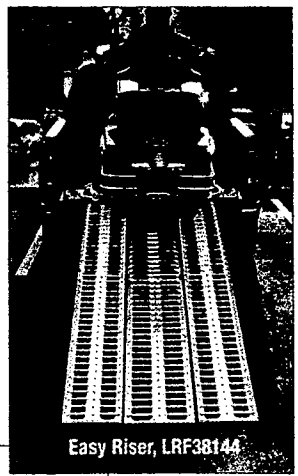
Dream Ramps.

Two advanced designs that take the sweat out of moving up.

Smart, rugged Easy Riser Ramp.
It's arched for maximum stability and clearance, solidly constructed of high grade, steel-reinforced aluminum. And you can load it up—to 1500 lbs.—with complete security. Plus, each of its separate tracks completely breaks down—for more compact storage than any other ramp we know.

Perfect match.
Use the chart below to pick the ideal Easy Riser for your bike, and get the smoothest ride up.

With removable hinge pin, tracks break down for compact storage.


Easy Riser, LRF38144

Its ample width (38" total) offers expansion options too. To widen Easy Riser, simply place the separate tracks any distance apart you wish—to ramp-up the heaviest bike, a wide ATV or a bulky lawn tractor.

Space-saving workhorse.
The ramp's unique breakdown capabilities reduces storage requirements by as much as 40% compared to other systems. And with its advanced arched engineering, this performer offers a greater strength-to-weight ratio than most other products. It's also the only ramp certified for stability and performance by a leading independent product evaluator. See its perfection yourself with our 30-day satisfaction guarantee.

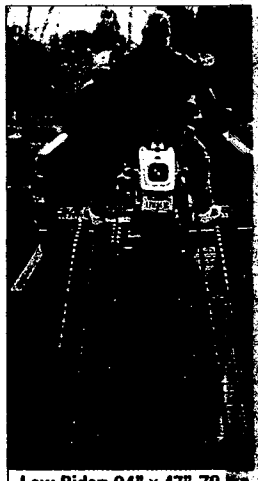
Minimum Ramp Length Suggested*

Ground Clearance	Wheel Base	Ramp Length	Price
6.7"	66.8"	8.5'	
Select LRF38102: 102" x 38"; 35 lb:			*$434*
5.1"	63.5"	10'	
Select LRF38122: 122" x 38"; 40 lb:			*$479*
4.4"	60.0"	12'	
Select LRF38144: 144" x 38"; 50 lb:			*$585*

*Based on 36" high truckbed. Aluminum or Black Anodized Aluminum

Economical, versatile Low Rider.
Versatile and fabulously priced, the Low Rider ramp (right) gives a smooth and secure lift whether you're driving a wide ATV, a wide lawn tractor, or your favorite cycle.

Wide stance, tight rungs.
Three independent tracks let you quickly adjust width of ramp. Extra close-together track rungs (2.6" apart in center track, 2.4" in the sides) provide maximum stability, whether riding, or on foot—unique to Low Rider. This ramp is built from solid aluminum, finished black; sections fold in half to only 47" for quick storage. Center load capacity: 1500 lbs., sides 600 lbs.— enough for just about any equipment you're loading. Order this beauty today or call for free catalog.


Low Rider: 94" x 47", 70 lbs.
LR9447...$299

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The Ramp Master
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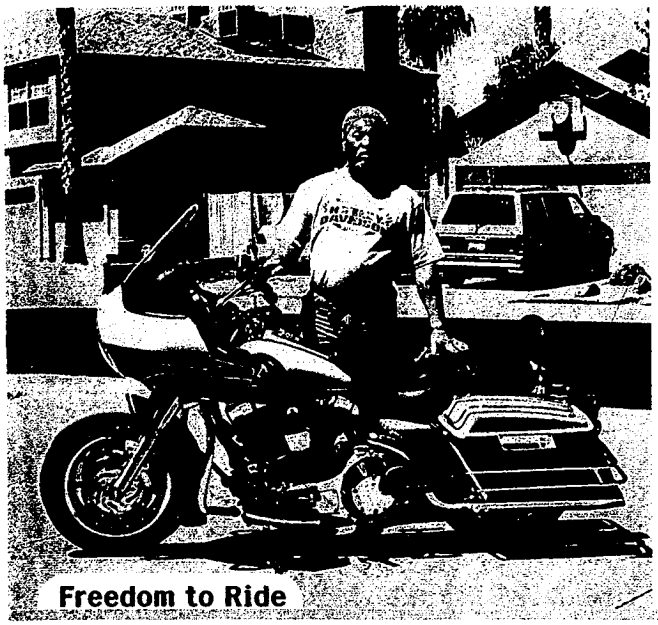
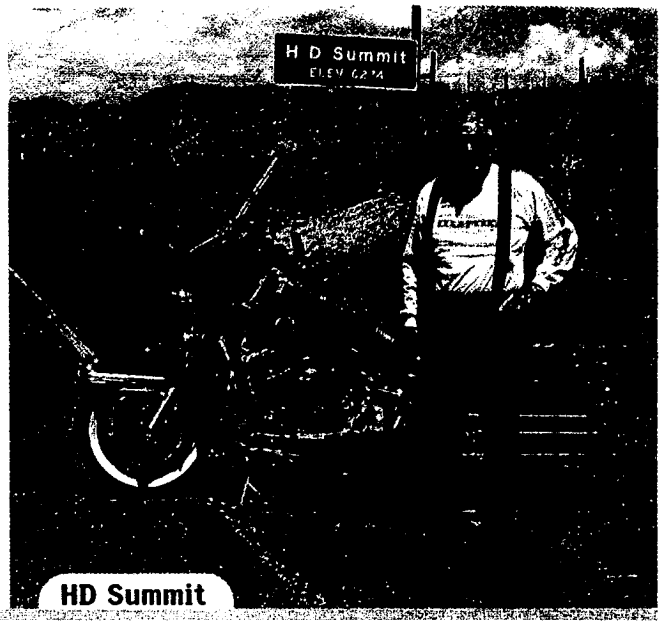


Freedom to Ride

As a U.S. Department of Defense contractor, Steve Crews spent 20 months working in Iraq, during which he deeply missed his wife, son and friends. But he hadn't counted on missing something else: the freedom to ride. So while he was still at Camp Cook in Taji, Iraq, the Arizona rider bought a 2006 Road Glide, which was waiting for him when he returned home to Phoenix, Ariz.



HD Summit

Tom Carpenter of Las Vegas was riding to Twin Falls, Idaho, with his son Adam when he saw this sign. He had to stop, of course, to preserve the moment. If others are interested in doing the same, Carpenter writes, "Go to I-80 in Northern Nevada. Locate the small town of Wells and then take U.S. 93 north for about 20 miles and you will arrive at HD Summit."

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1971 FX Super Glide

With the huge variety of Harley-Davidson models to choose from today, it's difficult to imagine a time when the Motor Company's motorcycle choices were far more basic. Prior to 1971, Harleys came primarily in two varieties: big touring FLs and light, agile Sportsters, with the occasional lightweight and three-wheeled Servi-Car thrown in. Then came the '71 FX Super Glide.

Capitalizing on the popularity of the custom Harley-based choppers that proliferated throughout the 1960s, the iconic Super Glide was the Motor Company's first non-touring model to feature a top-of-the line Big Twin engine. The brainchild of Styling Chief Willie G. Davidson, the original Super Glide married the FL chassis with the Sportster XL front end, hence the FX model designation. Other signature styling included the radical boat tail rear fender and a red, white and blue paint scheme featuring an equally-iconic, tri-color Number 1 tank emblem.

The boat tail was dropped from later versions, but the Motor Company ran with the concept of factory customs, spawning a lineage of raw cruisers that continues to the present day in the Dyna family.

Original Super Glides are prized collectibles today, and in 2006 a 35th anniversary edition of the Super Glide was reissued featuring the Dyna Wide Glide chassis, six-speed transmission and the familiar Number 1 atop its fuel tank.

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Primary drive: Chain
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Ignition: Battery and coil

CHASSIS

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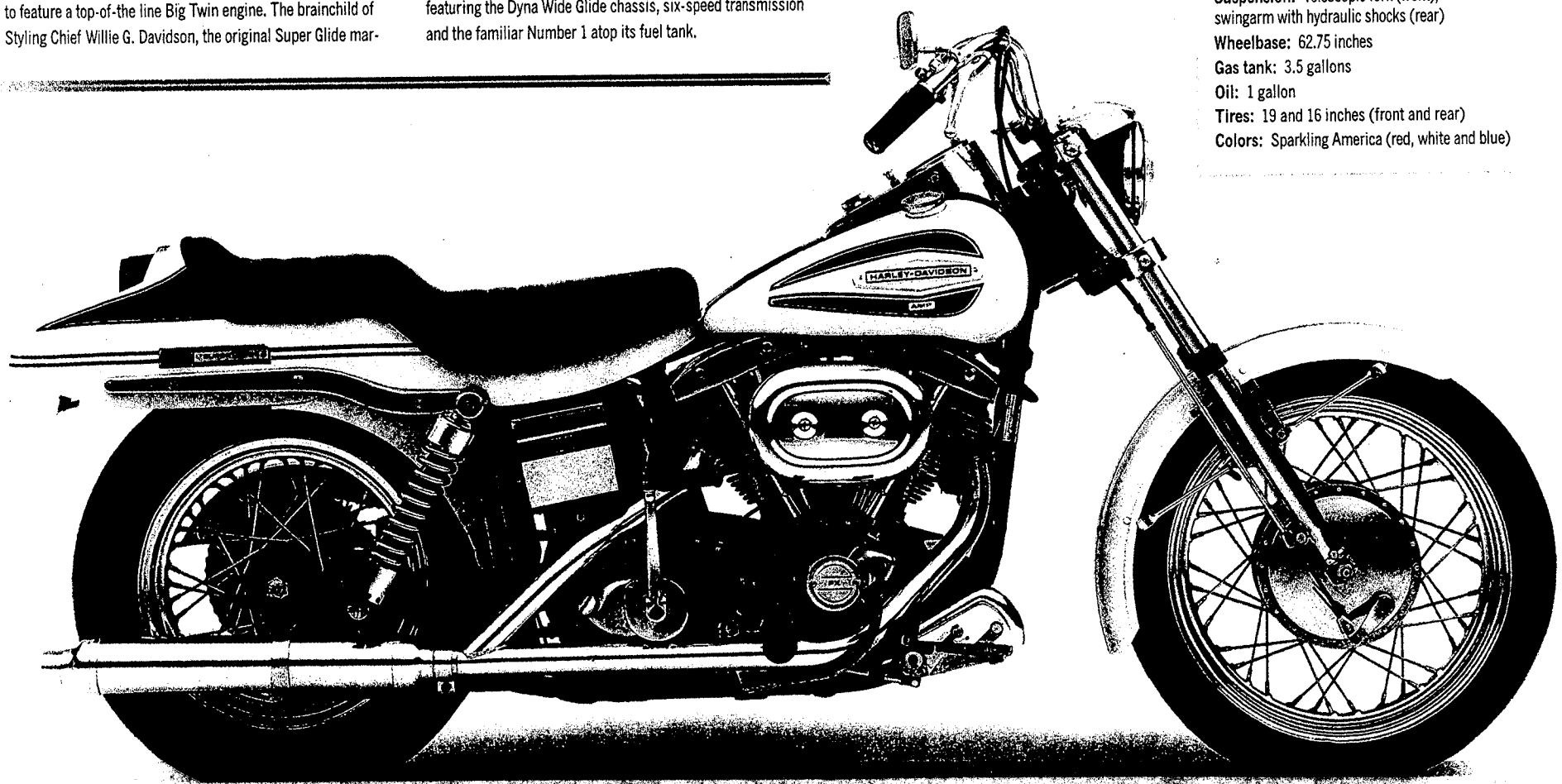
Wheelbase: 62.75 inches
Gas tank: 3.5 gallons
Oil: 1 gallon
Tires: 19 and 16 inches (front and rear)
Colors: Sparkling America (red, white and blue)



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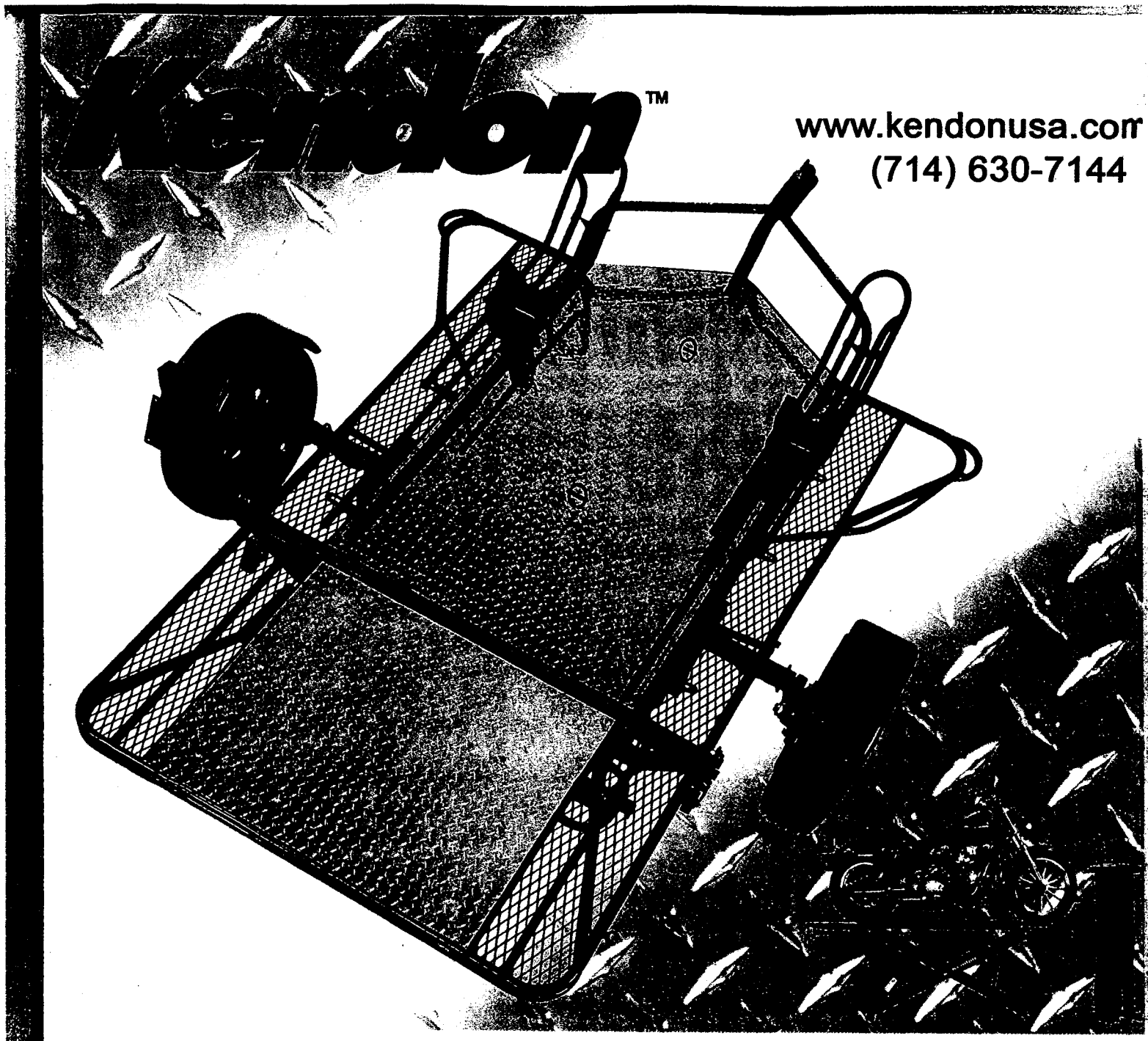

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P.O. Box 653
Milwaukee, WI 53201-0653

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Enthusiast Circulation Department
Harley-Davidson Inc.
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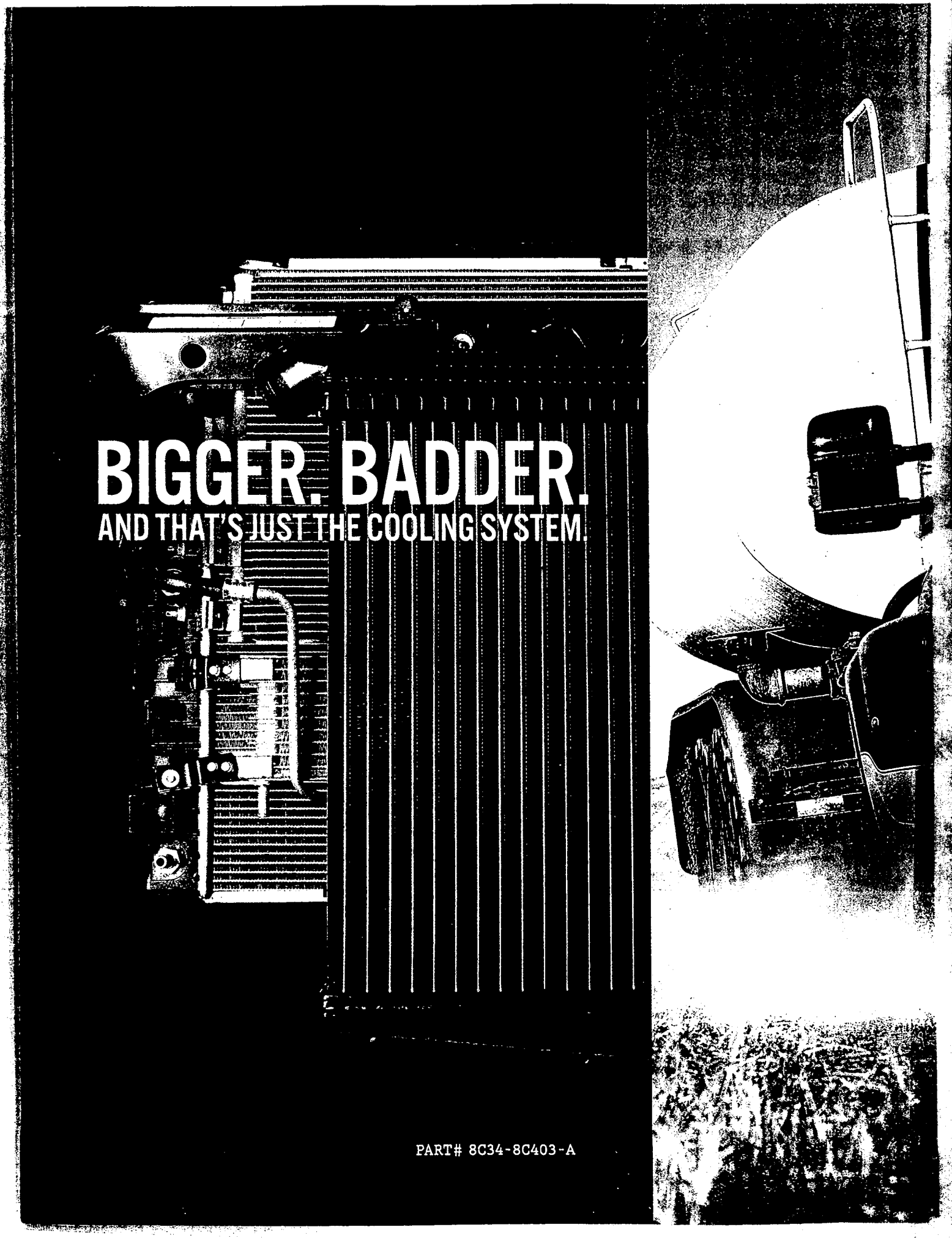
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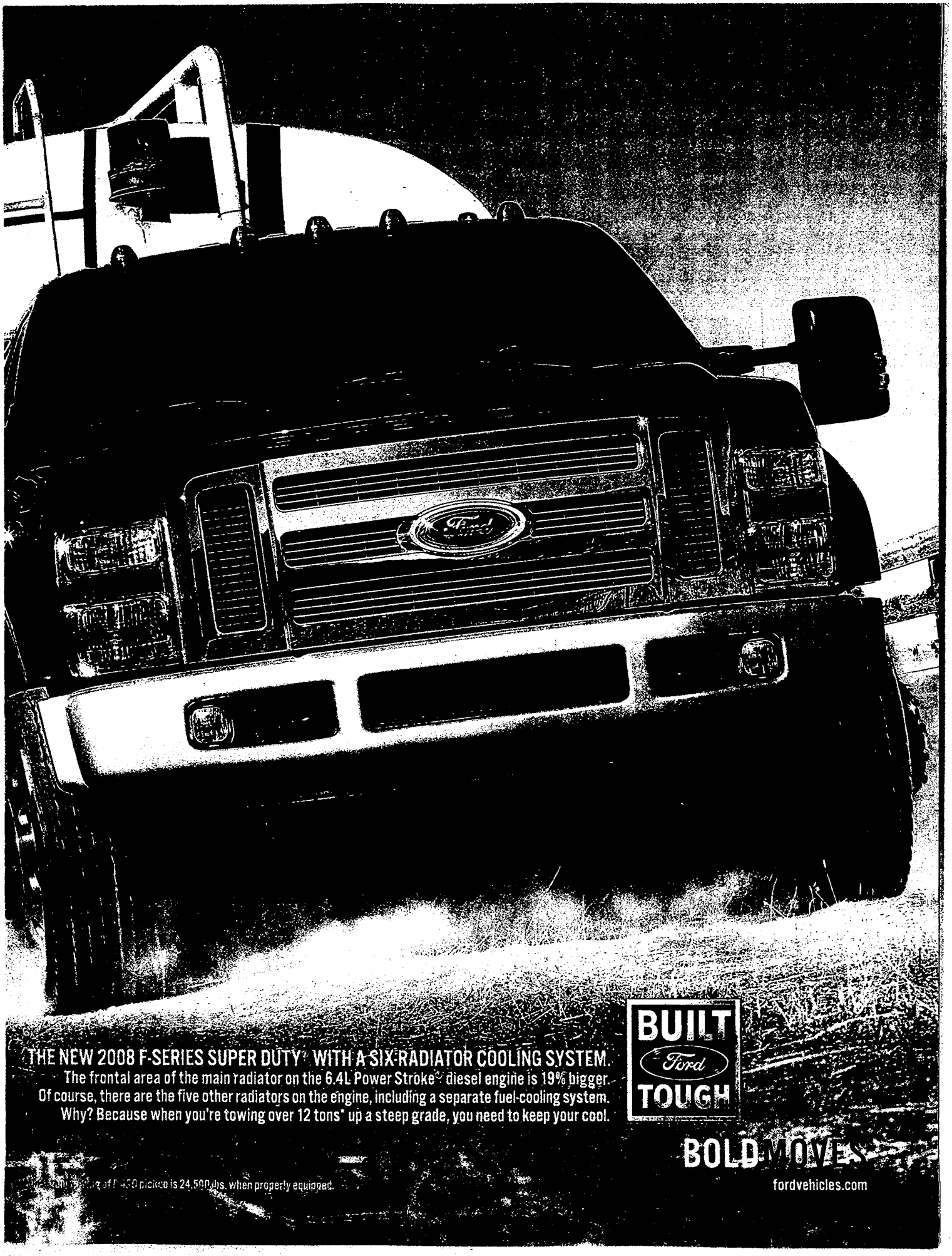
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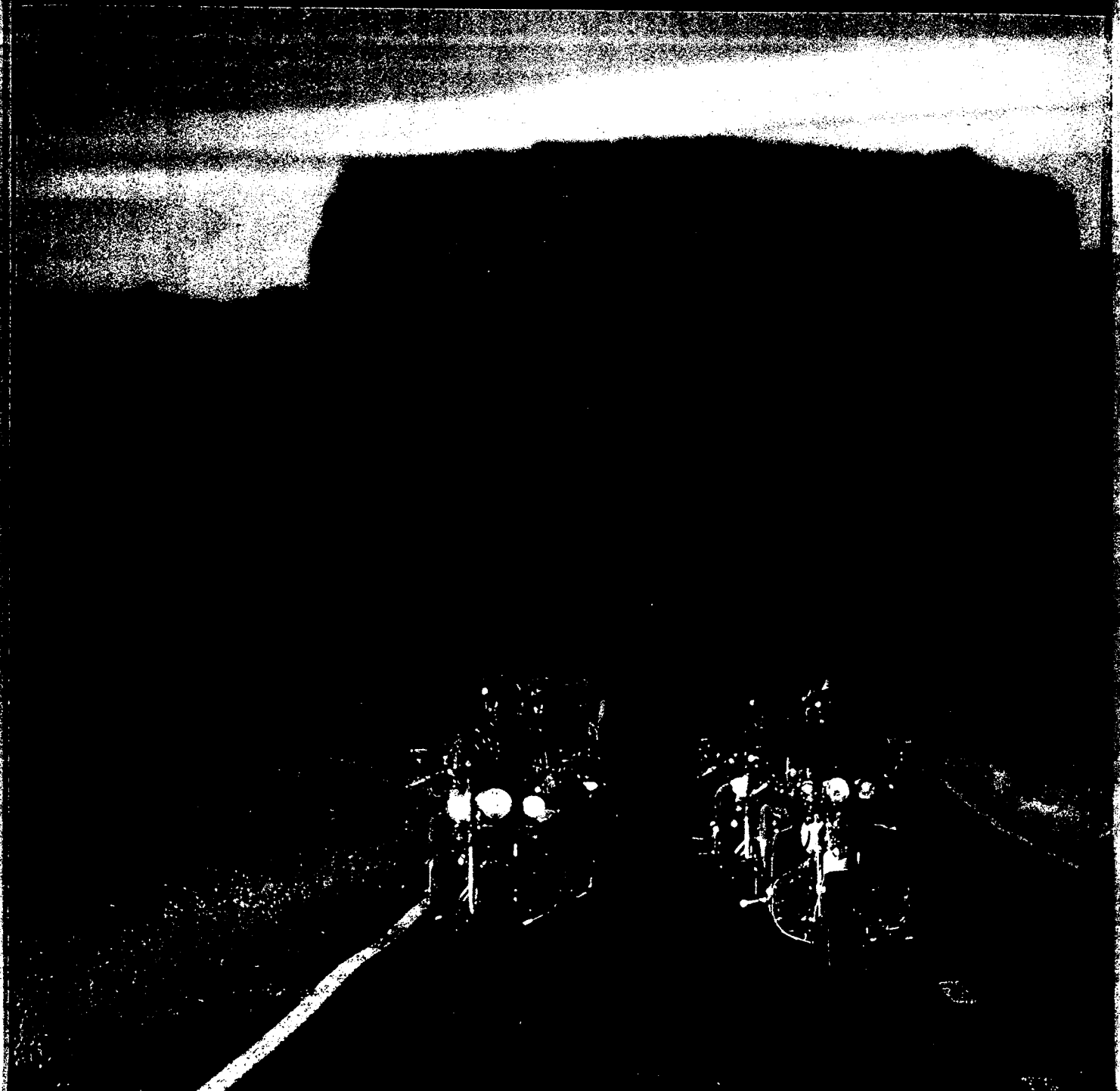

Pictured: Tony, Softail® Deluxe motorcycle owner. © 2007 H-D.

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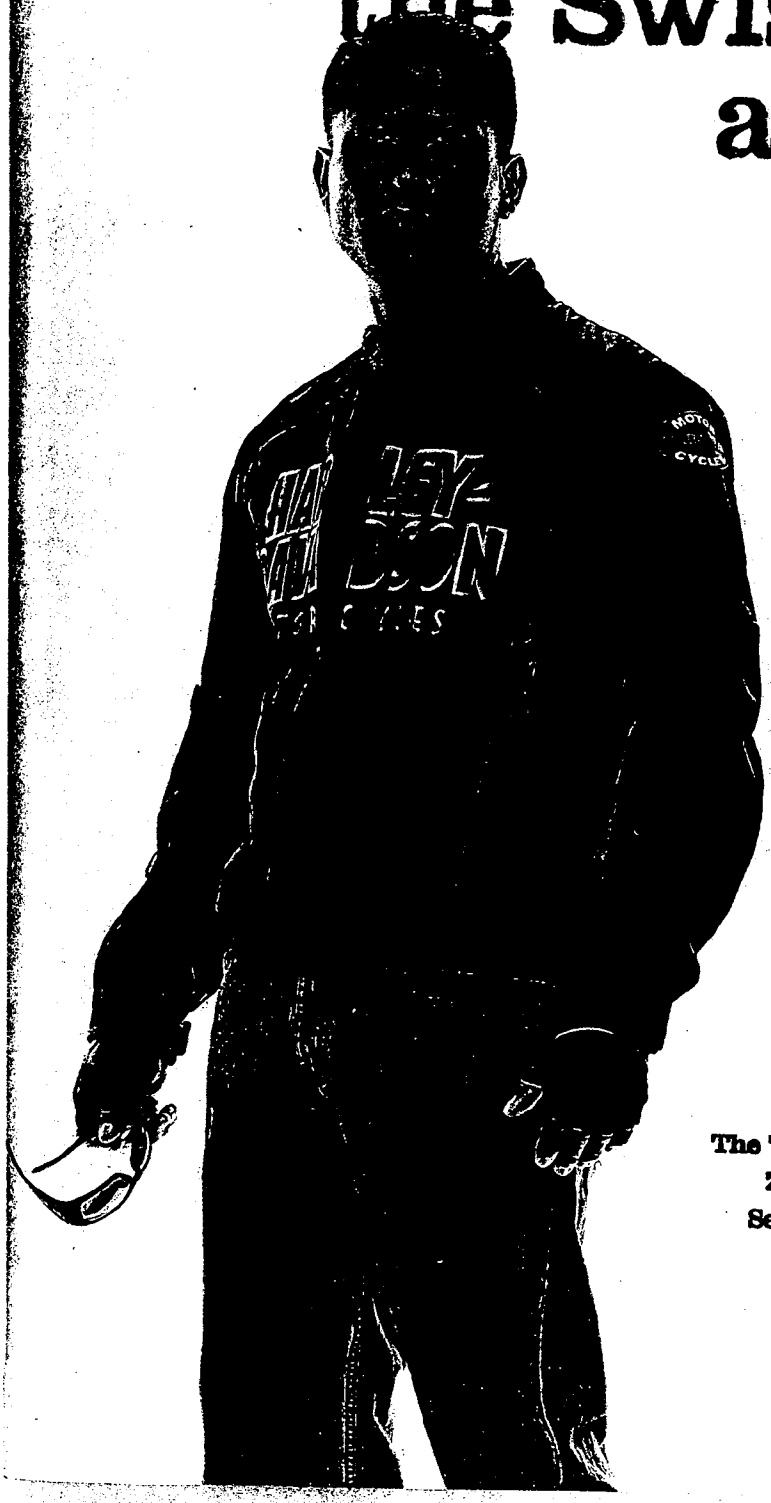

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Comments

VIRTUAL Bike Week

I jinxed myself in the last issue when I bragged about the mild start to winter we had in Milwaukee. Not long after I wrote that, Jack Frost returned with a raging fury. And after several straight weeks of sub-freezing temperatures capped with a foot and a half of snow on the ground, I was totally ready when Daytona Bike Week began in early March.

Harley's official Bike Week activities kicked off a bit earlier this year and incorporated two weekends plus the five days in between. There was some rain during the opening weekend, which made for some exciting racing at Daytona International Speedway. Fortunately the rain cleared, the sun burned brightly and the remaining week was perfectly suited to all that Daytona offers. If you weren't there, you missed some of the best weather in recent memory.

> "Bike Week is spreading across central Florida as people search for ways to make the experience their own and beat the crowds."

As usual, whether your thing is racing, cruising, bar hopping, dodging the sport bikers on Main Street or just people watching anywhere, anytime, there was something for everyone and plenty of ways to fill the days and nights. Bike Week has been spreading across a wider area of central Florida in recent years as people search for different ways to make the experience their own and beat the crowds. Despite thinning out in certain spots, we enjoyed record-breaking attendance in the Harley-Davidson display at the Ocean Center downtown, while the traffic around Bruce Rossmeyer's Destination Daytona complex was pretty rough, which is either a good thing or a bad thing depending on your perspective. And fortunately, even with the usual big crowds of bikers in town, last year's storyline about unusually high number of motorcycle fatalities wasn't repeated.

If by now you're thinking, "Sounds great, too bad I wasn't there," don't fret. I can fix that. If you missed Bike Week 2007 in person, you can still attend in virtual reality thanks to the folks at harley-davidson.com. They sponsored a cadre of bloggers and photographers to cover the action day and night, up and down the beach and on Main Street and find the kind of people, places, sights and sounds that make Bike Week what it is and has been for over 65 years.

Simply log onto the Experience section of h-d.com and check out the exploits of Biker Billy, Beau Pacheco, daily reporter Jess Craker, and roving rockers Pete and Bryan of The Bouncing Souls for an inside look at the non-stop action of Bike Week 2007. You can also comment on the blogs, vote for your favorite custom bikes, mark your territory on our interactive rally map and make plans for your own trip next year. Of course, if you were there, you need to check it out just to make sure we didn't catch you having too much "fun" at Froggy's that one night.

Ride safe this year, and maybe we'll see you in Daytona in 2008.

— **Matt King, Editor**

Enthusiast

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On the cover: With its 240-series rear tire and liquid-cooled Revolution V-Twin, the VRSCDX Night Rod Special is one of this issue's two power cruiser options.

On the contents page: A slide of rolling life near Moab, Utah captured in its full glory by Wil Dutter of Wild West Studios.

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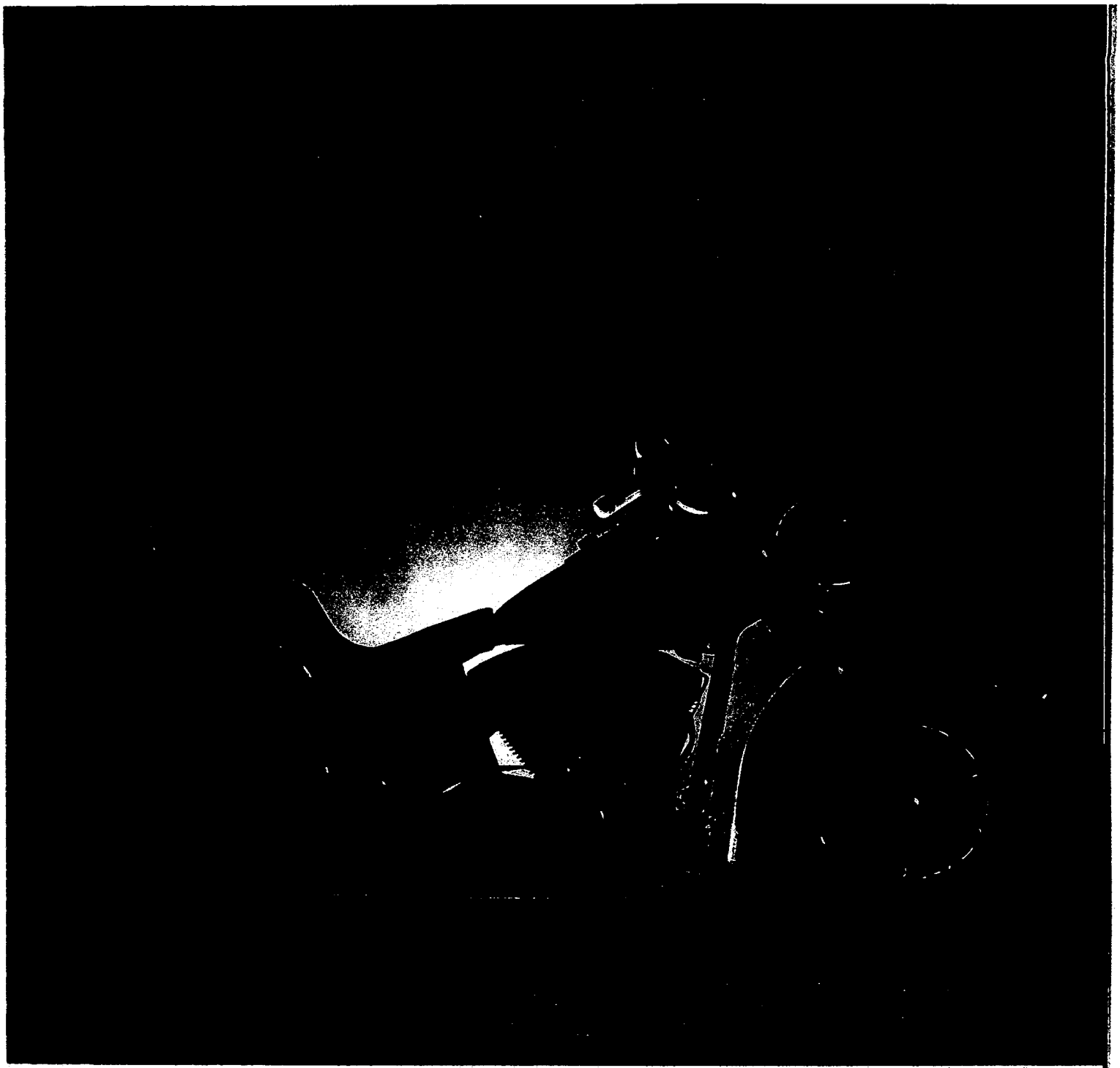

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Clear About Loud

I couldn't resist responding to the "Loud and Clear" letter from Elaine & Dave Price (Winter 2007 *Enthusiast*). Most bikers love the sound of the Harley's pipes; I have for 36 years. Don't like the sound? Then stay away from places where 180,000 bikes congregate. If each of those 180,000 bikers who attend the Mid-Atlantic Rally drops just $100 a day, that's $18 million (per day) staying in the local economy. The local merchants love the sound of those pipes.

— Chuck Reeser, Via email

Mr. Dave Price complained of not being able to hear emergency vehicles due to loud pipes. He said he has one of the last bikes that you can hear the radio over the pipes and forewarned that there will soon be major changes regarding loud pipes. Mr. Price, if you want to hear the radio, drive a car. A bike run has nothing to do with radios and everything to do with hearing pipes. Most of us ride to hear the wind and, yes, pipes, in our ears.

— Al Ledoux, Via email

Ray's Rebuttal

The primary point of my first letter (Fall 2006 *Enthusiast*) was to emphasize the need for training, yet that somehow got edited out. I wrote the letter precisely because of my compassion for fellow riders. Recently I met with representatives of NHTSA and learned that motorcycle fatalities among people over age 50 have increased by over 400 percent since 1997. The primary culprit is new or returning riders who do not have the skills/training needed to ride. Many return to the sport assuming they retained their skills from 30 years ago, buy a powerful, heavy bike and get no further training. There are people out there — and you know who you are — who are riding without licenses or training, endangering themselves and others on the road. To them I say: Get a license. Take the Rider's Edge course. The life you save could be your own.

— Ray Thomas, Wichita, Kan.

Springer Myths

I just read the "From the Archives" story on the 1947 EL Knucklehead. It perpetuated a myth among fans of vintage Harleys that the Springer front end disappeared in 1948 with the unveiling of the Hydra-Glide. The Springer front end remained on regular production Servi-Cars until 1958, the first year of the Duo-Glide. As the owner of a 1955 Servi-Car, I've defended its honor as an original Springer front fork motorcycle many times.

— Jonny B., Doc's Harley-Davidson

Thanks for pointing that out. We also goofed when we printed that the 47 EL had 18 inch wheels, which was a typo. They actually had 16-inch wheels. –Ed.

Kudos to Ray

Congratulations, you've printed a letter of criticism. And congratulations to Ray Thomas for writing it. If it's any consolation to Ray, the problem is the same the world over, including the United Kingdom (where I spent my first 12 years riding Harleys) and in Spain where I've been for five years. And it's not just Harleys, rather it's across the whole range of bikes. How do these people get a license?

— Jeff Waller, Costa Blanca, Spain

Jeff Thoman has a possible answer to your question. –Ed.

Cheating the Test?

I fully agree with Mr. Thomas. I work for the Kansas Department of Motor Vehicles. All that our state requires for the driver's test is that the motorcycle be tagged as a motorcycle, not as a moped. I see many men take the riding test with a small motorcycle, then buy a much bigger bike. This is part of the reason we have so many clowns on the street. Plus, you would be shocked at how many bike riders don't have the required license. Watch out world! If you see a person with a Kansas motorcycle tag, it doesn't always mean they are licensed to drive it, or took the test like a "real" man.

— Jeff Thoman, Via email

Brake and Swerve?

I've been a Los Angeles Police Department motorcycle officer for 19 years, and an instructor for our motorcycle school since 1990. When we're not teaching our cops how to ride, we work the street averaging approximately 275 miles a day on our motorcycles.

I firmly believe in continued training. Regarding the article "Insight to Safer Riding" (Winter 2007 *Enthusiast*), I would like to address the issue of swerving/braking in a defensive situation. In some cases, I believe it's best to continuously scrub off speed, rather than brake/swerving. This allows me to focus on stopping, negating the potentially unsafe swerve.

For example: I'm riding at 40 mph when a car pulls in front of me. Through practice, I know I can come to a complete stop in 60 feet if I apply maximum braking force. Had I braked and then attempted to swerve (not maintaining brake application), I might have run out of space and impacted the vehicle. Worse, I couldn't predict whether the car might move into my path had I swerved.

— Engelbert Quechenberger
Los Angeles, Calif.

Choice Words

Was it really necessary to write "...Ray Liotta also stars as a member of a biker GANG..." [*sic*] in the news item about the movie "Wild Hogs" in the Winter 2007 issue of *Enthusiast*? I've always considered patch holders to be club members. "Gang" is a term used by the media to instill fear about motorcycle culture. As a matter of fact, if it were not for the loyalty of these "gangs" in the seventies Harley Davidson probably would not be here today. I am not a patch holder. I have been riding for 25 years and have yet to meet a "biker gang," however, I have met many members of different clubs and they were just that: club members.

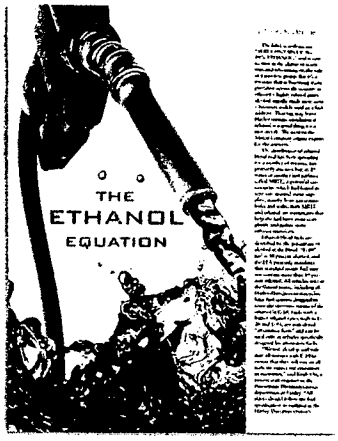
—John Hodgetts, Via email

It's true... you meet the nicest people on a Harley. –Ed.

E10 Compatible?

Regarding the "The Ethanol Equation" (Winter 2007), the article references MBTE, but the actual acronym for the substance is MTBE, which stands for Methyl Tertiary-Butyl Ether. The article isn't clear on which year models have been engineered with E-10 in mind. I have a 1997 Dyna Wide Glide. Is the 1997 Evo one of those engines that is calibrated for E-10?

— **Rich Faulkner,** Lanoka Harbor, N.J.



According to H-D powertrain engineers, the 1997 Evolution-equipped Wide Glide does not require any calibration change to run E10. This also applies to all carbureted and EFI-equipped Evo models. Harley-Davidson motorcycles have been designed, developed or deemed compatible with reformulated fuel since the Evo models. The engineers' advice is to run the locally available, H-D-recommended fuel grade (premium in most cases). If you experience a drivability issue with E10, try a non-ethanol fuel if available or gasoline from another fueling station (you should also see your local HD dealer to help trouble-shoot any potential fuel system issues). For any pre-Evo motorcycles, chances are the carburetor has already been serviced with standard ethanol compatible parts, or should be as any normal wear occurs. And good catch on the MTBE-typo. –Ed.

Size does Matter

I've been riding since 1970. My last three bikes have been Harleys: two Sportsters and my current '03 Electra Glide Standard. I'm 5 feet 10 inches and weigh 185 lbs. I tell you this because I'm a bit irritated about a generally well-intentioned but "politically correct" article entitled "Size Matters...But Only a Little" (Winter 2007).

Size matters a lot, especially when matching a rider with his (or her) ride. Upper body strength, height, weight and inseam are critical for safety and comfort. I've seen larger Harleys (non-Sportsters) dropped or crashed by riders too small or inexperienced to handle them. There's a big difference handling a 550-lb. Sportster versus an 850-lb. Electra Glide at any speed. Add a passenger and you potentially have more problems.

Similarly, a 6-foot-5 individual (or a 300-lb. one) probably shouldn't ride any Sportster for comfort reasons. Harley salespersons need to politely steer away people who simply do not "fit" a particular bike and point them to one that does. Money cannot be a determining factor for selection.

— **Ira H. Schoen,** Via email

Email your questions, comments and photos to us at: EnthusiastEditor@pcspeed.com. Send your highest resolution photo in jpeg format. You can also mail submissions to:

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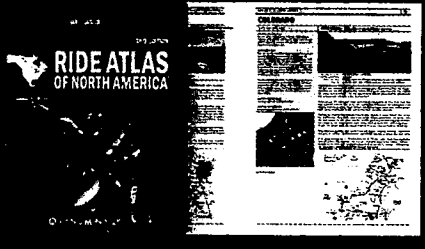

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H-D Museum Update

Q&A ... STACEY SCHIESL

It's been a busy year for Stacey Schiesl. As Director of the Harley-Davidson Museum (www.h-dmuseum.com), Schiesl and her team are overseeing the creation of a museum unlike any other in the world. With doors opening in 2008, we talked with her about what enthusiasts can expect.

ENTHUSIAST: *What's unique about the H-D Museum?*

SCHIESL: The H-D Museum will not be a typical museum. It will bring H-D passion alive through stories of extraordinary people, culture and history. We have more than 400 incredible motorcycles in our collection to pull from for exhibits. We'll also have a restaurant, café, and special event and meeting space, all designed with the H-D look, sound and feel.

ENTHUSIAST: *Tell us about some of the exhibits.*

SCHIESL: There will be many fantastic exhibits, such as a life-size, still-action recreation of a 1920s board track with factory race bikes banking a corner. We also have a chronological display of legendary motorcycles as well as thousands of photographs, pictures, advertisements, signs, vintage clothing, toys and a variety of other things from our Company Archives.

ENTHUSIAST: *Describe the Museum layout and location.*

SCHIESL: There will be three buildings forming a crossroads, similar to Main Street in Daytona or Sturgis, on 20 acres near downtown Milwaukee. The site is surrounded on three sides by water, has a river walk and lots of green space where people can hang out. It will be a great place to gather before rides.

ENTHUSIAST: *When will it open, and how many visitors do you expect?*

SCHIESL: We're getting ready to place the last steel beam to complete the frame – so we're well on our way. The Museum will open in 2008, and we anticipate that it will attract approximately 350,000 visitors from around the world each year.

ENTHUSIAST: *How can riders get connected to the Museum?*

SCHIESL: We have a live webcam at www.h-dmuseum.com that shows daily construction. Riders will also have a few different ways to show their personal connection to H-D through the Museum. Stay tuned!

Choosing Lanes

Which lane should you choose? It's a question with many correct answers, because as riding situations change, so must your riding lane and position.

When choosing lanes, the primary goal is to create a comfortable space cushion between yourself and other motorists, allowing you to quickly and clearly see emerging situations while maximizing the time and space for response.

When choosing position within a lane, avoid riding in other vehicles' blind spots. If you can't see a driver's face in their mirror, he/she can't see you either.

In general, the best position is near the center of your lane, where you are most visible to drivers in front of you. This leaves a cushion on both sides for response to encroaching traffic. However, it's best to avoid the center of the lane at busy intersections, where oil drippings accumulate. In this case, consider riding in the left portion of the lane.

The left portion of lane is also useful when preparing to pass. However, avoid it when riding to the right of a large truck, as you're less visible to its driver and more susceptible to windblast. In this case, move to the right edge of the lane or slow down until you're no longer beside the truck.

GUIDELINES FOR CHOOSING LANES AND POSITION:*

- Increase your ability to see
- Increase your visibility to other motorists
- Avoid surface hazards
- Avoid other motorists' blind spots
- Protect your lane from other drivers
- Communicate your intentions
- Avoid windblast from other vehicles
- Provide escape routes

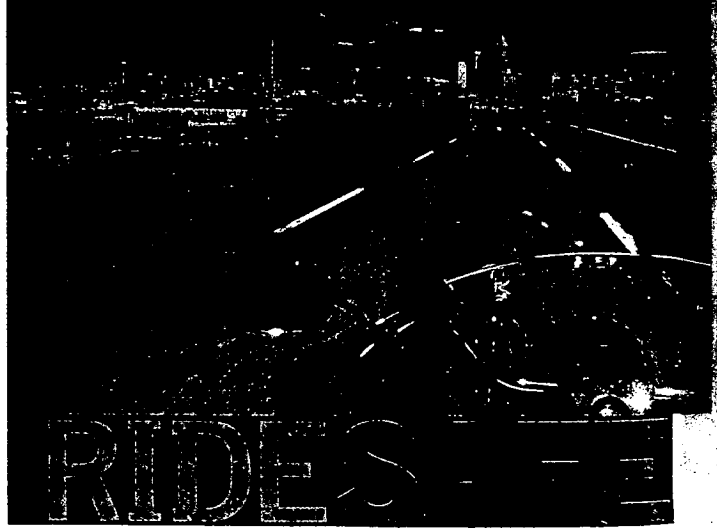

Photo: Priscilla Hemphill

*Source: The Motorcycle Safety Foundation's Guide to Motorcycling Excellence

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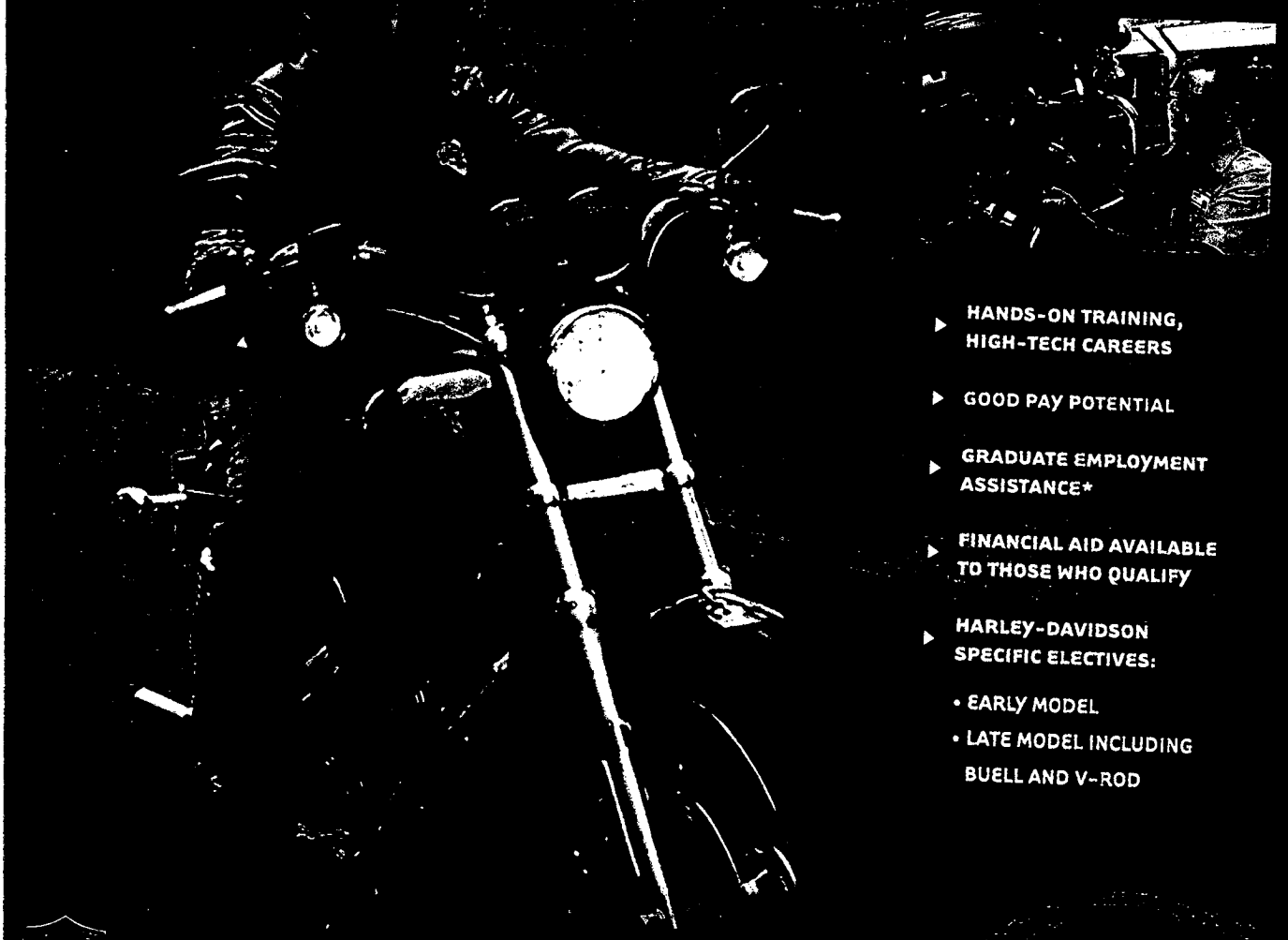
LEARN IT



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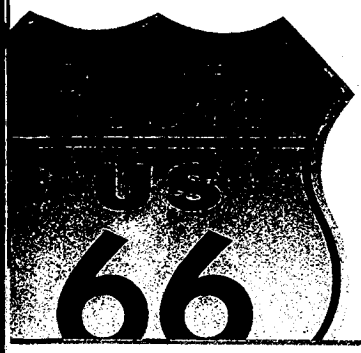
News

H-D Adds Tours of New Zealand and Route 66



Enthusiasts interested in H-D guided tours have two new options: the exotic beauty of New Zealand and the nostalgic Route 66 from Chicago to the Pacific Ocean.

The 19-day New Zealand tour is available from Nov. 28 – Dec. 16, or from Dec. 2-16. The 15-day Route 66 tour spans 3,400 miles of the historic Mother Road from June 25 – July 10, or Aug. 13 – 28. All are guided by experts who know the best roads, restaurants and accommodations. For more information visit the Experience section of H-D.com and click on "Motorcycle Touring."

Correction: H-D Mobile Store

In the last issue of *Enthusiast* we highlighted the new mobile store at H-D.com, where you can download ring tones for your mobile phone and wallpapers for your computer. The correct domain is http://mobilestore.harley-davidson.com.

Law Enforcement Museum Fund

The Motor Company recently donated three motorcycles to the National Law Enforcement Officers Memorial Fund (www.nleomf.com) to raise money for the National Law Enforcement Museum.

"We're proud of the close affinity the company has had with thousands of patrol officers for nearly a century," said Steve St. Thomas, Harley-Davidson Director of Police and Fleet Sales. "We are delighted to support the Memorial Fund's outstanding work honoring the men and women who serve our society as law enforcement officers."

The Motor Company delivered its first motorcycle for law enforcement use to the Detroit Police Department in 1908, and has been working closely with law enforcement groups around the country ever since.

FILTER

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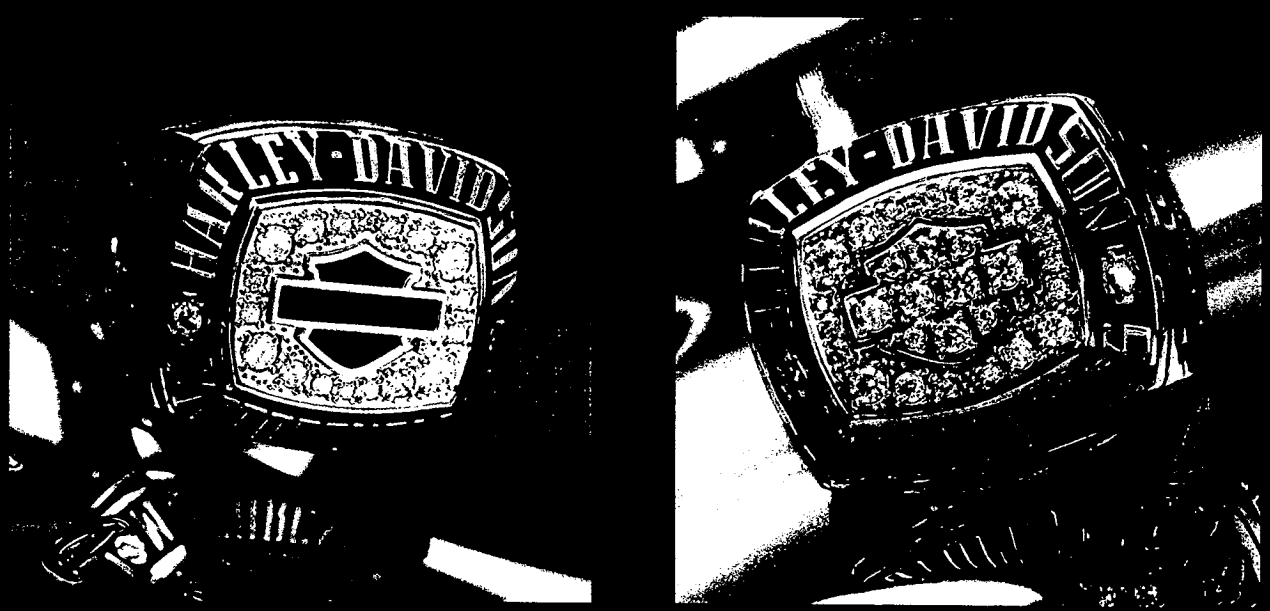
The new Harley-Davidson® Owner's Rings by Josten[illegible]



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by Reg Kitrelle

Pick a Perfect Power Cruiser.

What are we talkin' here? Floatin' a boat, maybe your dad's '50s-era dream car? No my dated friend, it's the latest category of street-hungry motorcycles, high stylers that pound pavement, munch mileage markers, and in general, "double-shot" the adrenal glands and all the while looking great doing it.

Given that Harley-Davidson created the cruiser market it shouldn't surprise anyone that prime examples of this genre can be found beneath the Bar & Shield. Prominent on Harley's power cruiser menu sit two decidedly different 2007 models that manage to achieve the same end: the FLSTF Fat Boy and the VRSCDX Night Rod Special.

Pork or Sport

The Fat Boy has been a popular mainstay of Harley's line since its introduction in 1990 and has seen regular and significant refinements in its 17 years. For 2007, however, the Fat Boy raided the goodies bin and ran off with a serious amount of updating. While a brief glance seems to reveal that the '07 is just like the '06, a closer comparison shows a number of details that make this newest version more Fat Boy than ever. Starting at the rear you'll find a 200-series, 17-in. tire, up from the '06's 150-series, 16-incher. The front also gets a 17-in. hoop in a 140 size. Look closer at the wheels and you'll see the new drilled "Bullet Hole" pattern.

Slide onto the saddle and you'll find new one-and-a-quarter inch bars that clean things up nicely by routing the wires internally. The saddle, by the way, is also new and features neat lacing on its sides. The rear fender has received a bit of a bob job so as to better show off the aggressive rubber it houses. These, and numerous other changes reinforce the Fat Boy's already impeccable cruiser cred that welcomes your high-style self at any bistro, bar or boutique. As nice as this is, the Fat Boy has never rested on just its good looks to impress, and for 2007 this is more evident than ever as the Portly One gets a serious ratcheting up in the power part of Power Cruiser.

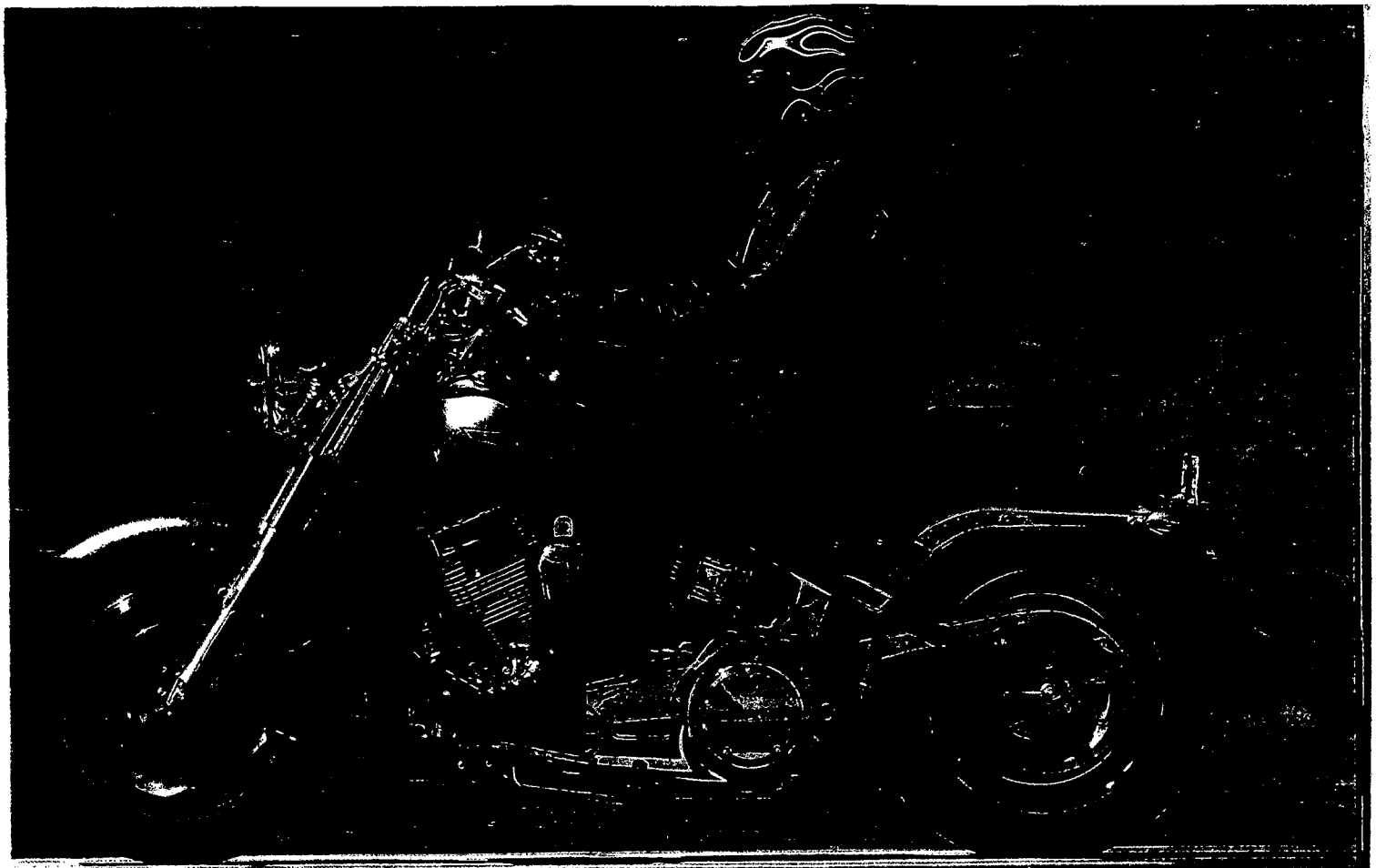
Cradled in its powder-coated frame you'll now find the all-new Twin Cam 96B (1584cc) motor. With Electronic Sequential Port Fuel Injection (ESPFI) as standard equipment, 89.8 ft.-lbs. of torque are available at the end of your right wrist. Any questions about the "Power" part of this equation are answered emphatically at the first twist of the throttle. And just to prove how serious Harley was about that goodies-bin raid, this 96-cu.-in. motor is ably abetted by the new Cruise Drive six-speed transmission. Add all this together, and toss in 14 available color combinations, and it's easy to see why the Fat Boy fits comfortably under the Power Cruiser mantle.

You might get an argument about its place in the heirarchy, though, from its heart-of-darkness sibling, the 2007 VRSCDX Night Rod Special. Approaching the Power Cruiser slot from a whole different — but no less potent — angle, the Special comes at you with max attitude and the subtlety of a jalapeño sandwich. Introduced in 2001, the VRSC platform has evolved into a line of five models. Powerful and distinctive, the VRSCs have charted their own course to Power Cruiser stardom.

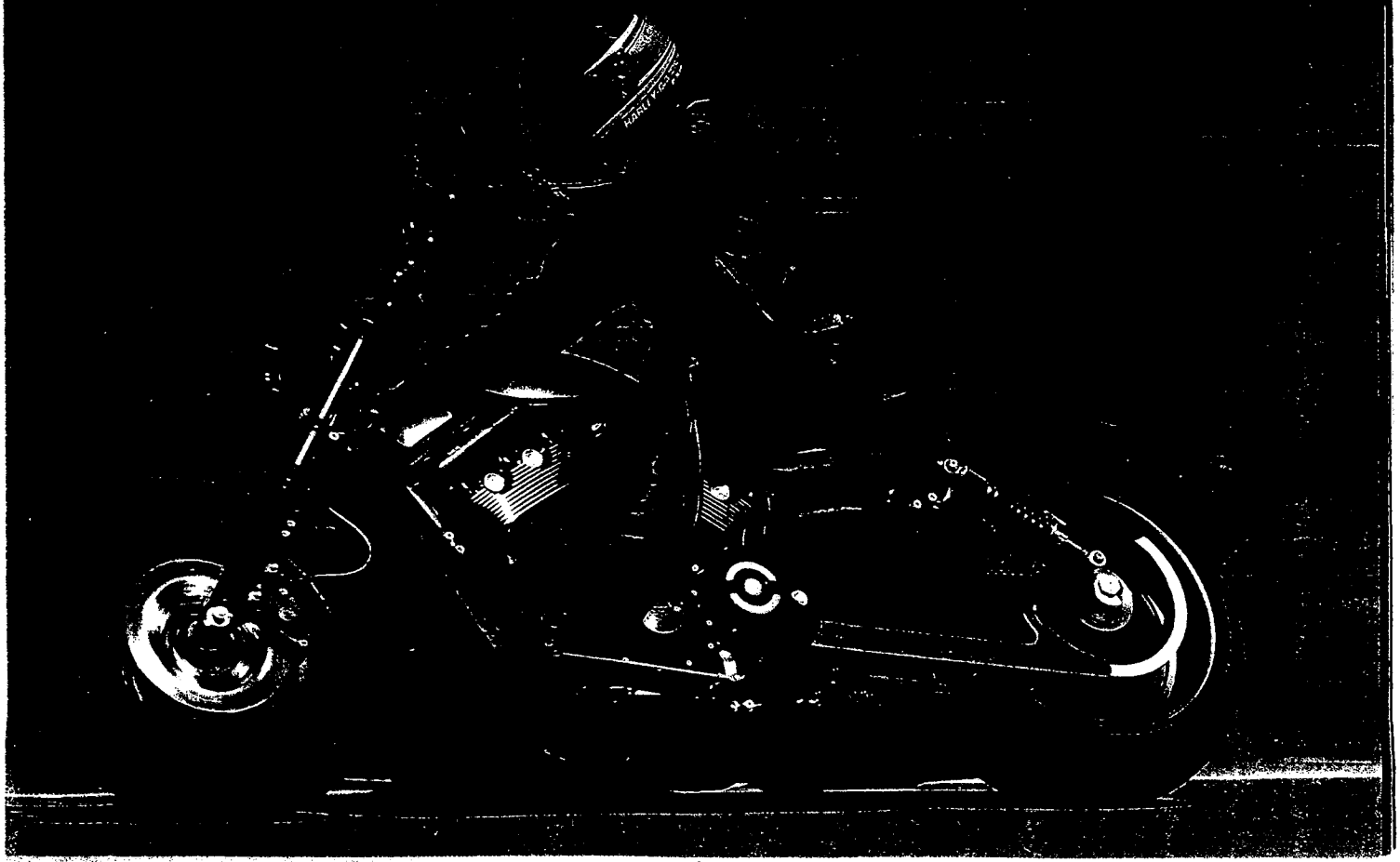
New for 2007, the Night Rod Special is powered by the liquid-cooled 1130cc "Revolution" motor that feeds 120 horsepower to the ground through a 240-series, 18-in. rear tire. The front holds a 120-series, 19-in. tire , with the whole package being hauled to a stop by Brembo dual 300mm floating rotors up front and a single 300mm unit at the back; all are pinched by 4-piston calipers. Brembo brakes first showed up on the VRSCR Street Rod in 2006, and immediately impressed with their legendary stopping power. You won't believe how quickly you can haul down a big cruiser until you try these brakes.

Sitting side by side, the Fat Boy and the Night Rod Special each exudes its own unique presence. Fat-tired and broad-shouldered, the FLSTF Fat Boy comfortably fits the mold of a classic Harley-Davidson cruiser. The Night Rod, in contrast, lurks more than it sits. Narrow with a slammed stance, the black-on-black Special — with just the right amount of contrast from the brushed metal panels on the Straight-shot exhaust — oozes arrogance, exemplified by the huge 240 rear tire, that says, "My way *and* the highway."

And it is out on that highway where these Cruisers really shine. Both are powerful, stable motorcycles that devour the tarmac and urge you to ride toward the farthest horizon. Each carries five gallons of fuel, with gas mileage abilities well into the high 40s per, so long haul days can be the norm. Another aspect that points up the significant difference between these two is that with the Night Rod the gas tank, and its filler, is actually under the flip-up seat. Both feature forward controls with the Fat Boy fitted with floorboards and the Night Rod, footpegs. Saddles are both low at just a tick over 25 inches and well-padded. The Night Rod saddle has more of a kick-up at the rear serving almost as a mini-backrest. This gives you more of a feeling of riding in, rather than on, the Night Rod.



FAT BOY & NIGHT ROD SPECIAL



The Fat Boy is broad and burly, with an air-cooled TC 96 that throws massive torque to the tarmac. The Night Rod Special is stretched and slammed, with a liquid-cooled Revolution V-Twin that revs rather than lopes. Both are variations on the power cruiser concept.

Thoughts from the Saddle

Riding these bikes one after another really highlights their differences. Astride the Fat Boy things are very familiar to a longtime Harley rider: the Fat Bob gas tank with its distinctive dual caps (and now with a triple-laced tank strap), the large speedometer holding center stage and the comfortably positioned bars which by the way, are now held in place with beautifully finished "knuckle" risers.

Turn the tank switch to "Ignition," thumb the "Run," then the "Start" rockers and the Twin Cam 96B rumbles to life, emitting the soul music to which so many of us love to dance. Snick it into gear and the Fat Boy pulls away strongly. And smoothly, thanks to that "B" suffix which indicates the presence of internal balance shafts that virtually eliminate vibration with this solid-mounted motor. Also noteworthy is that "Snick it into gear" part; this is now easier and smoother than ever because the six-speed Cruise Drive transmission features light-shifting "dog rings." Another advantage of this new transmission, and in particular its sixth gear, is that cruising ratios are reduced, allowing the motor to spin slower and offer improved gas mileage.

Now try on the Night Rod Special at cruising speeds. Slip into its saddle and the differences are hugely apparent. The "tank" (actually an air box cover as, remember, the gas tank is beneath the saddle) is noticeably narrower as is the entire motorcycle; it has a lithe, sporty feel and look. The start ritual is the same, except the "Ignition" switch is on the right side, just ahead of the front cylinder. The water-cooled "Revolution" motor fires and settles into a steady idle. Given its over-square (larger bore than stroke), four-valve per cylinder design and five-speed tranny, the characteristic Big Twin lope of the Fat Boy is replaced by an aggressive purr (as in tiger, not pussycat); blip the throttle and you'll see the tach instantly grab big numbers relative to the Fat Boy. And this illustrates the major difference between these two Power Cruiser motors— where you'll find maximum grunt. The Twin Cam 96B hits its max torque number at 2,750 rpm; the Revolution does the same at 7,000 rpm. Seemingly a big difference, but because of their respective designs the net effect is the same: both motorcycles move

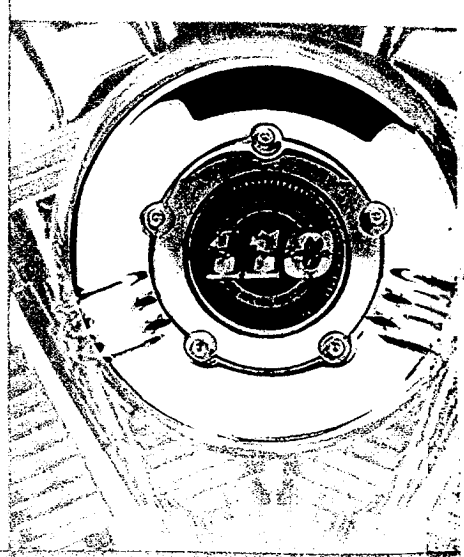
POWE
for Twin Cam Cruisers

If the first intelligible words out of your mouth in the morning include "black coffee" or "triple shot," then I'd like to introduce you to a highly caffeinated upgrade for all TC 96 V-Twins — the Screamin' Eagle 110 cu.-in. Stage I Kit. One hundred and 10 cubes; now that's Power Cruiser with a capital "Ooooh-boy!"

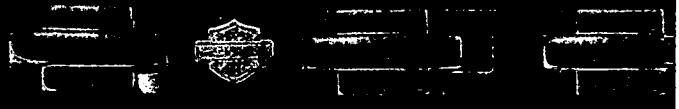
The 50-state legal kit (P/N: 29844-07) comes with punched cylinders (4.0-in. bore, compared to the 3.75-in. stockers), larger pistons, new camshafts and other necessary components, pushing displacement to 1800cc (compared to 1584c on the stock TC96).

All these numbers are very well and good for discussion at a trendy beanery, but the number that really means something is 115, as in 115 ft.-lbs. of torque pumped out by the Twin Cam 110 motor. That is a torque output increase of almost 29 percent over that of the already impressive 89.2 ft.-lbs. that the Twin Cam 96 give you. Roll-ons never felt so good. It's amazing what a little quarter of an inch can do for you!

With the 110 kit added to your Big Twin Harley, just think of all the money you'll save by no longer needing that eye-opening cup of mud; 110 cu.-in. and 115 ft.-lbs. of torque will give you all the rush any one person can rightfully handle.



STRENGTHENING THE LEGACY



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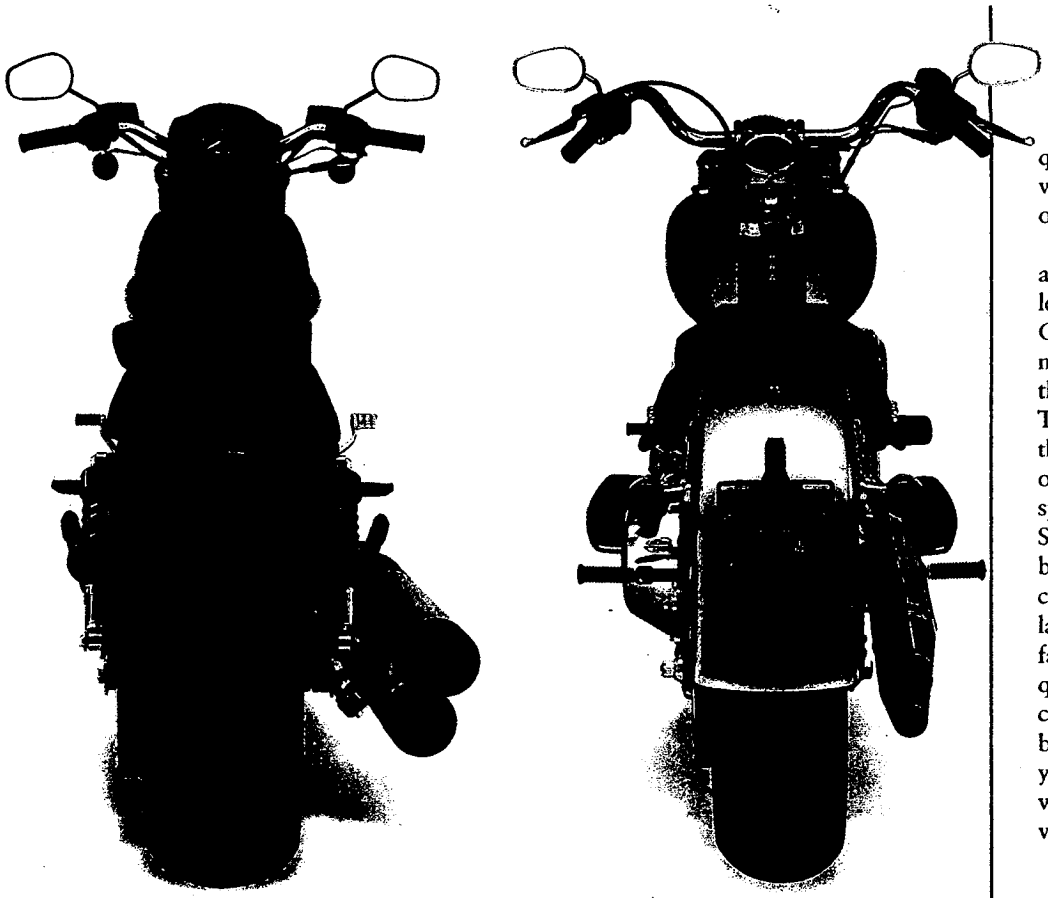

From the cockpit, the Night Rod feels more narrow and sporty compared to the Fat Boy. The Night Rod's 240-series tire is massive, yet the Fat Boy's 200-series tire is none too narrow, either.

quickly, smoothly and powerfully whether you're passing a semi or pulling out of a curve.

Cruisers have always had a laid-back air about them, more than hinting at a leisurely pace made for casual riding. Certainly not, in the minds of many, motorcycles that are at home through the twists and turns of the mountains. That bit of myth generally comes from those who have never been aboard one of today's cruisers. While they're not sportbikes, the Fat Boy and Night Rod Special are most assuredly sporting bikes. With their strong motors, solid chassis and excellent brakes — particularly the Night Rod's Brembos — these factory power cruisers acquit themselves quite nicely on the back roads. Yes, they can be as leisurely and as casual as the best of them, right up until...well, until you don't want to be any longer. Then, with the hammer down, it's adios! And very stylishly so.

Reg Kittrelle is the founder of Thunder Press *and a rider who prefers more power.*

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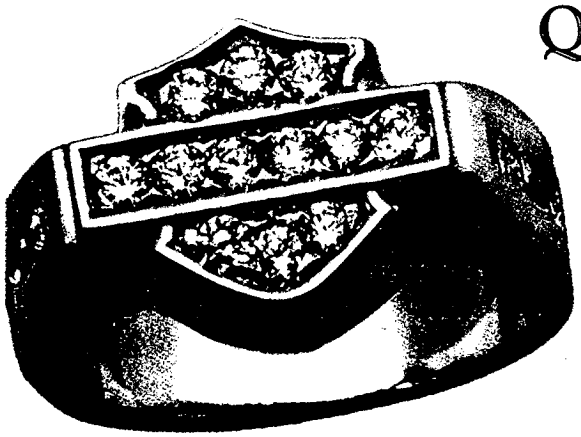

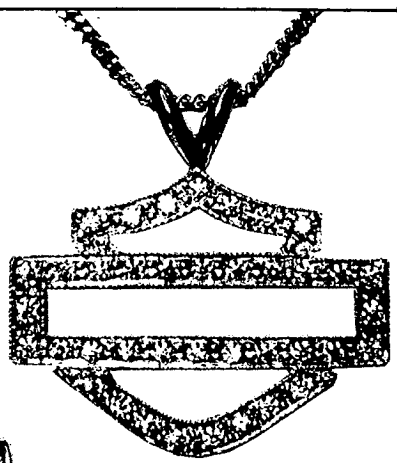

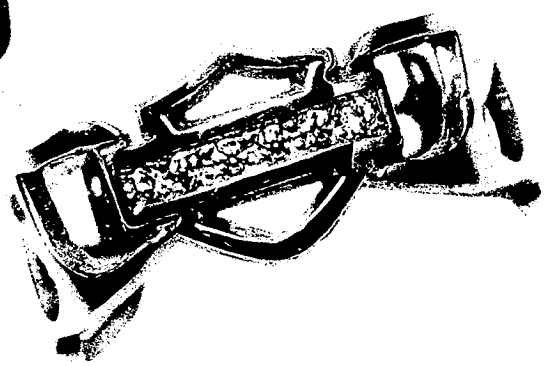

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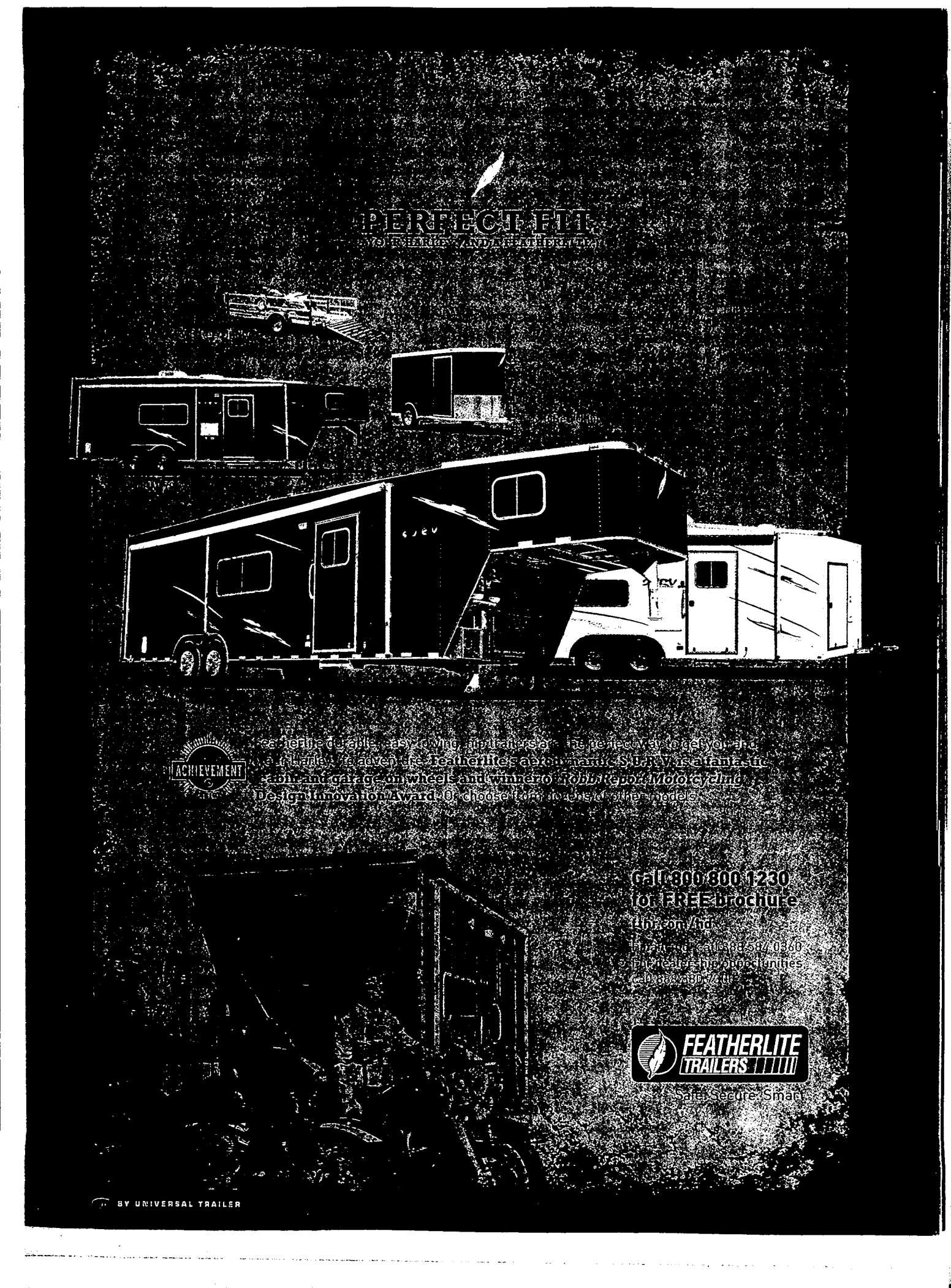
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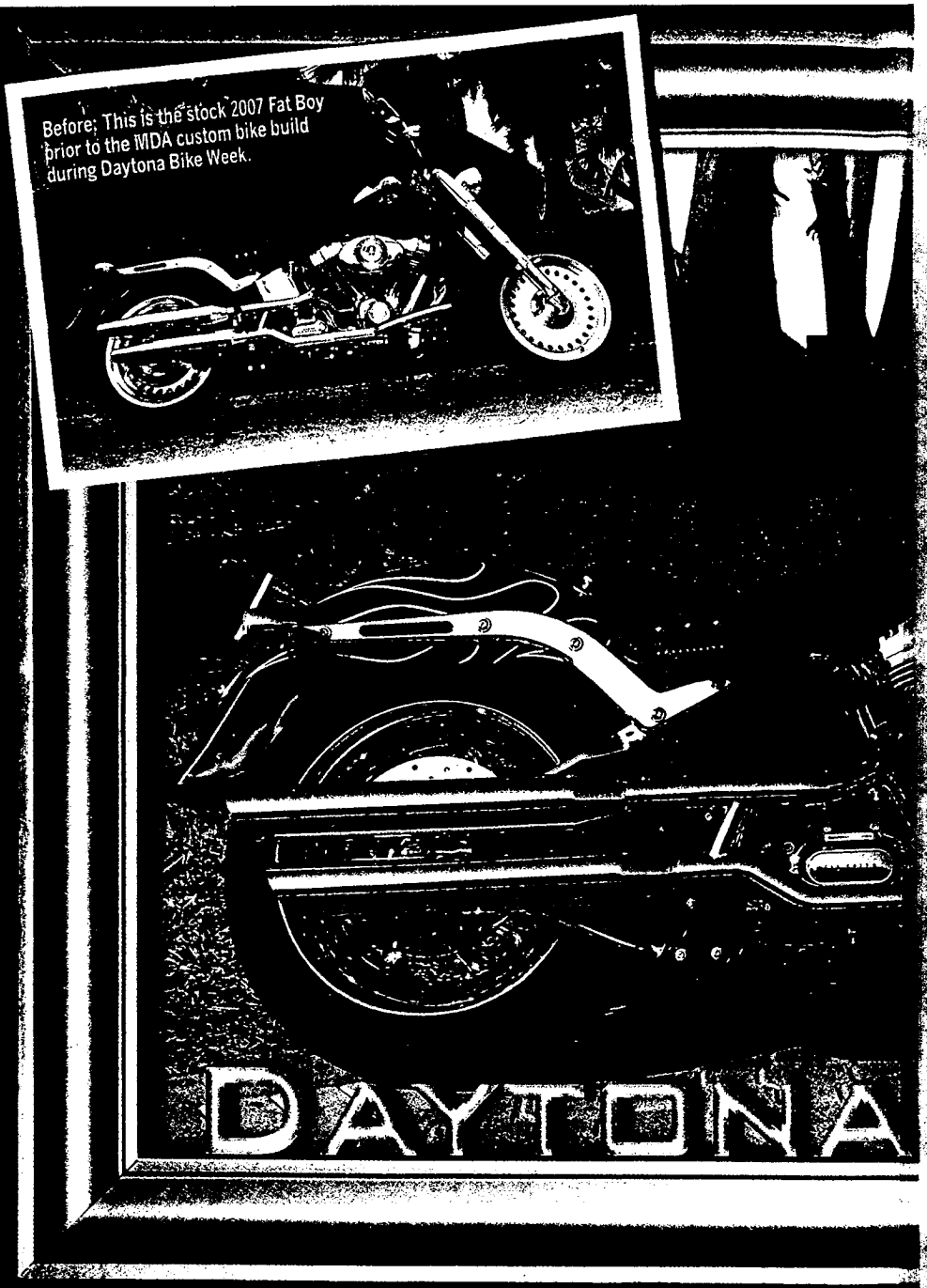


Before: This is the stock 2007 Fat Boy prior to the MDA custom bike build during Daytona Bike Week.

Riders who attended Daytona Bike Week and ventured into the H-D Parts and Accessories display witnessed the transformation of a stock 2007 Fat Boy into the savory custom you see here. The build, which lasted the entire week, served two purposes: to illustrate the process required to customize a Harley using Genuine Motor Parts and Accessories, and to create a stunning prize for the winner of the Muscular Dystrophy Association (MDA) fundraising raffle.

While it's impractical to illustrate the entire build on these pages, it's worthwhile to glean some wisdom about creating your own custom from Steven Karrasch, the guy who oversees the building of the customized motorcycles you see on display at all H-D shows and events, including the MDA project bike. As Parts and Accessories Marketing Manager, his job is to spearhead the creation of more than 100 accessorized motorcycles each year. He's the go-to guy for custom Harleys.

According to Karrasch, when building a custom motorcycle, the most important step is the first: making a plan.

"Determine your goals and budget then create a plan that you stick with," he said. "In the case of the MDA bike, we wanted a modern-retro theme that highlighted its custom paint set. I sat down with the 2007 Accessories catalog and picked my wish list, which is probably the same step anyone would take."

With 10 years of experience to draw from, Karrasch didn't require additional feedback about what parts to choose. But for most would-be builders, working with a H-D dealer will streamline the process while steering clear of common pitfalls.

"Harley-Davidson dealers have experience from building hundreds, sometimes thousands of custom motorcycles," Karrasch said. "That's a tremendous resource that is invaluable to any rider."

Karrasch recommends that riders customize their Harley with the same goals he employs: fit, function and style, in that order.

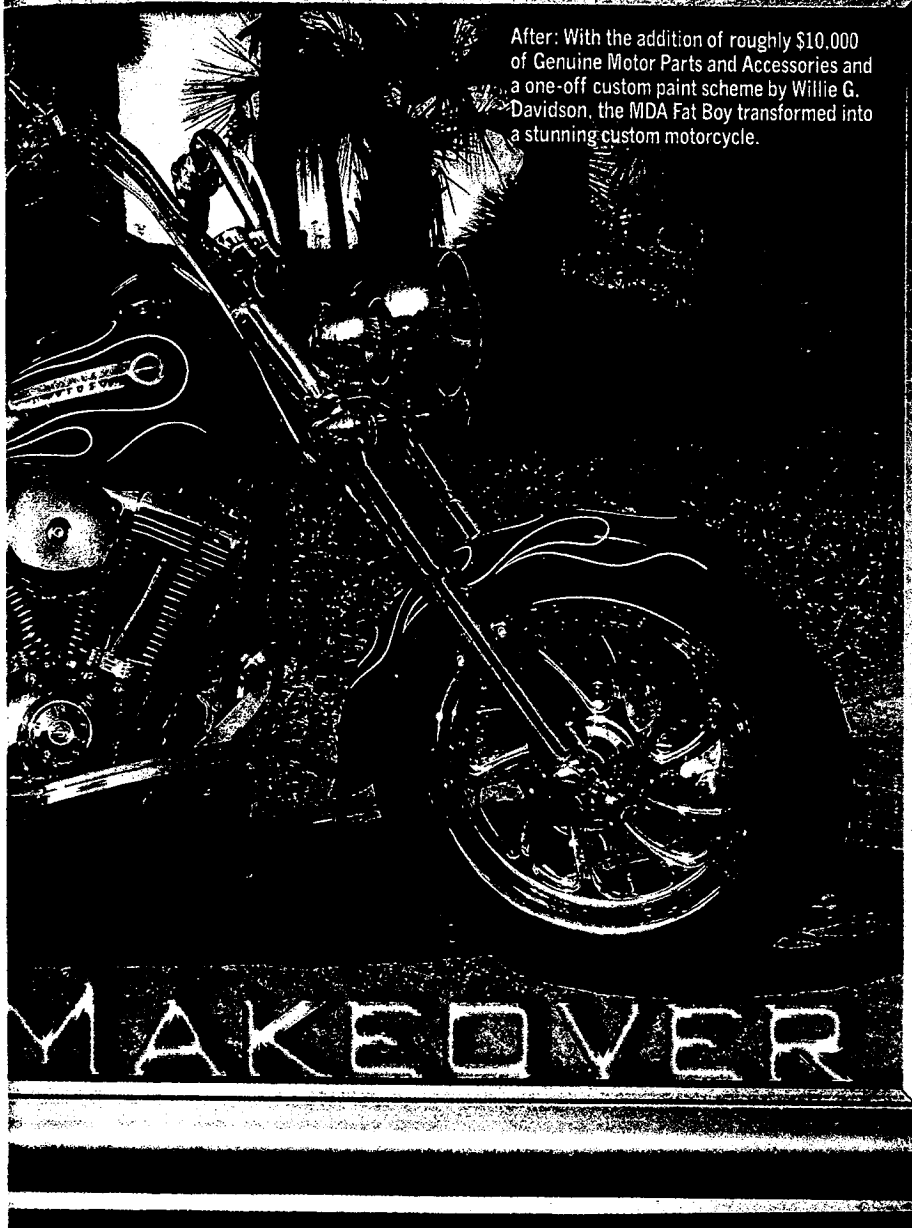
"Fit refers to the relationship of hand/foot/butt positions, while function is the intended purpose of the bike, such as touring, commuting or boulevard cruising. When fit and function guide your accessory choices, the result is a motorcycle that's more comfortable and more likely to be ridden than a show-only bike.

"Style choices are the icing on the cake, and usually create the 'wow' factor. These are the accessories that visually distinguish your motorcycle."

When it comes to style, there is no right or wrong. However, Karrasch cautions against going overboard and muddying up a custom.

"I believe understated looks better than overstated," he said. "Sticking with clean and simple style selections usually produces better results. This is one of the reasons we offer accessory collections.

"There's more that we could have done



After: With the addition of roughly $10,000 of Genuine Motor Parts and Accessories and a one-off custom paint scheme by Willie G. Davidson, the MDA Fat Boy transformed into a stunning custom motorcycle.

These are just some of the Genuine Motor Parts and Accessories used on the MDA Fat Boy.

One-of-a-kind Custom Paint (not available)
Chrome Front End Kit
Blade Custom Wheels and Sprocket
Teardrop Brake Rotors
Deluxe Auxiliary Lamp Kit
Headlamp Trim Rings
Clear Turn Signal Lenses
Fat Mini Ape Handlebar and Risers
Chrome Hand Control Kit
Diamondback cables and brake lines
Dome Billet Style Mirrors
Screamin' Eagle 103 Cubic Inch Stage I Kit
Screamin' Eagle Smooth Air Cleaner Cover
Definitive5 Oil Filtration System
Combination Speedo/Tach: Nostalgic Face
Streamliner Collection Foot Controls
Profile Low Rear Suspension
Chrome Swingarm
Framed Layback License Plate Mount Kit
Chrome Hardware

Photos: Henny Ray Abrams

During: Over the course of Bike Week, two H-D technicians stripped down the Fat Boy and rebuilt it using roughly 70 custom accessories and kits. Attendees could watch the process and ask questions.

to the MDA Fat Boy, just like there's more stuff you can add to any bike, but we want to keep it visually clean and uniform."

Two H-D service technicians performed the accessory makeover on the MDA Fat Boy at Daytona, prioritizing the education and questions of those watching over a strict timeline for completing the project.

"The bike builds at Daytona and Sturgis serve to educate our riders," said Karrasch. "For liability reasons, most dealerships can't allow customers to watch this kind of work in progress, so we've made it accessible at these events."

While the Fat Boy was stripped to its two most basic components, engine and frame, then rebuilt using a long list of Motor Parts and Accessories, the MDA folks sold raffle tickets. The bike was completed on the final Friday of Bike Week, and the MDA raffle drawing was held on Saturday.

Who was the lucky winner? Jimmie Gore of Pleasantville, La.

The raffle and other fundraising events raised more than $150,000 for MDA during Bike Week, all of which support life-saving research, comprehensive medical care for children and adults with neuromuscular disease and MDA summer camps.

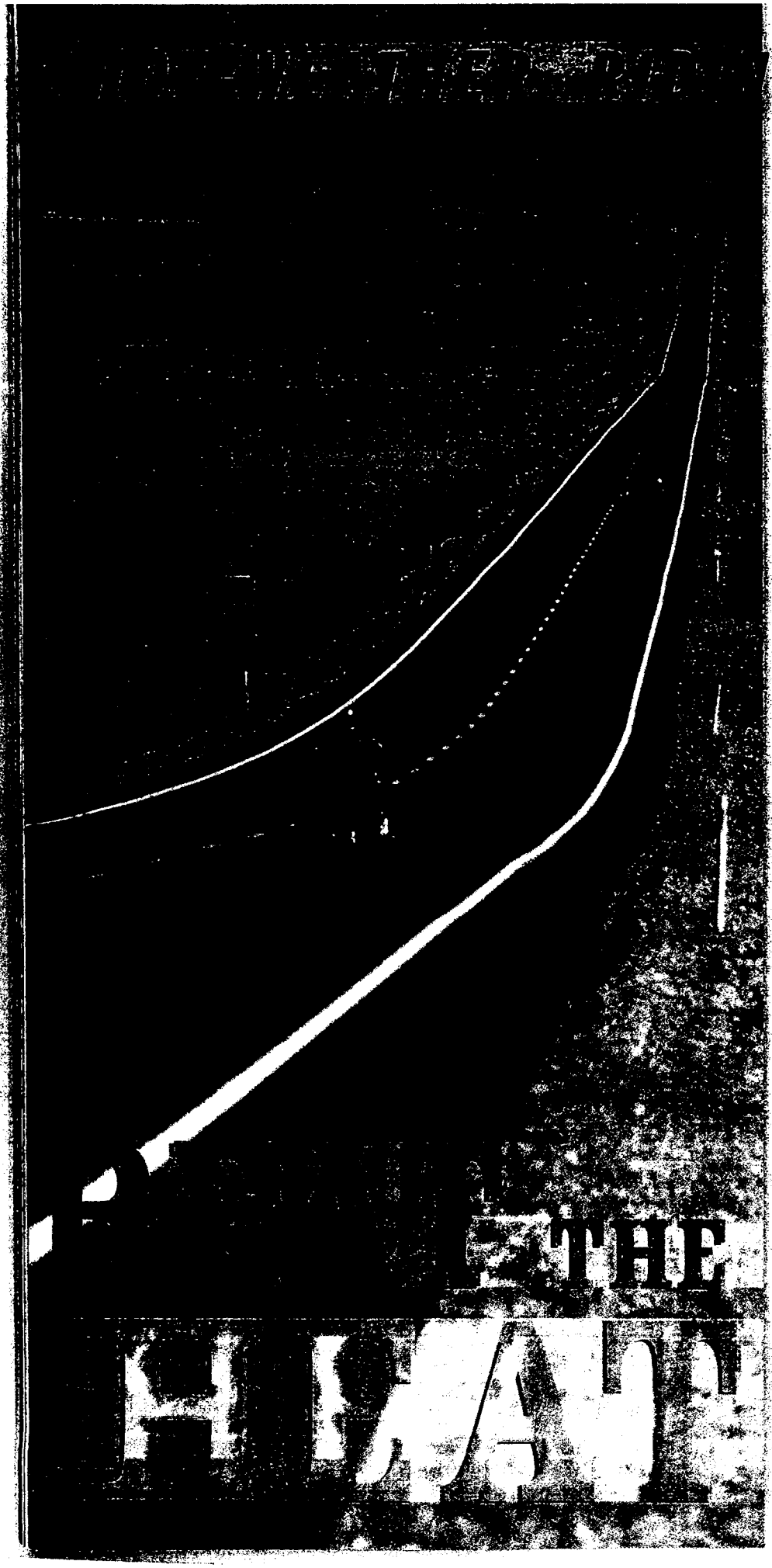


Photo: Wild West Studios

G TACTICS

By Charles Plueddeman

If you've ever looked at the thermometer and complained it was just too hot to ride, you wouldn't last long at the Harley-Davidson Desert Proving Ground (DPG) in Mesa, Ariz., where summer temperatures regularly top 100 degrees. Yes, it's a dry heat, but there are days you could fry an eg on a Fat Bob fuel tank.

"Hot-weather testing has been an integr part of Harley-Davidson since the Evolutio engine," said Don Check, Facility Manager at the DPG. "Our presence in Arizona requires educated personnel who know how to beat the heat, which they learn during a four-week training course."

One DPG test rider who knows every nuance of staying comfortable and alert on hot days is Greg "Hari" Milne. A native of Australia, the 51-year-old Milne started riding dirt bikes when he was eight years ol

"I've been riding in the desert all my life, said Milne, who toured Australia when he was 25, and has ridden North America fro the Arctic Circle to Key West.

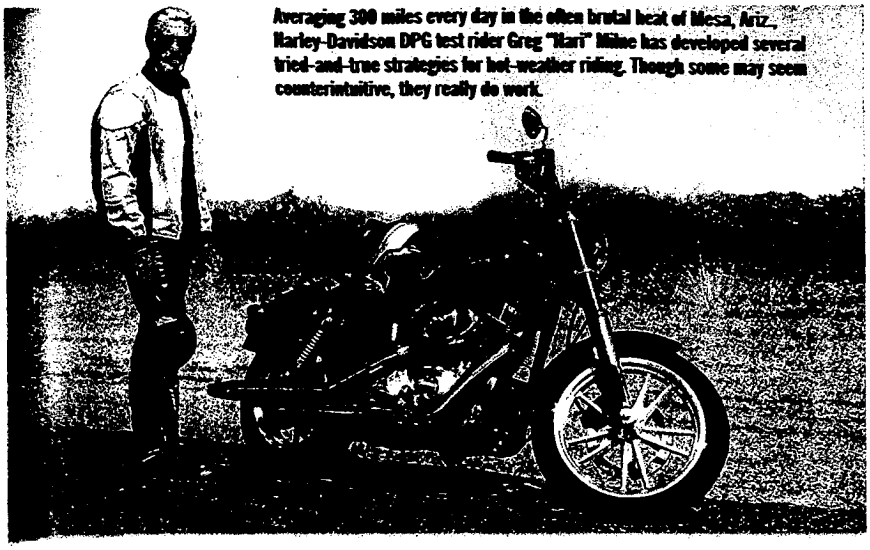
Milne started working at the DPG in 200 and, like the other 44 test riders at the closed course facility, he logs an average of 300 mil each day, every day, conducting endurance testing on pre-production motorcycles and completing duty cycles designed to replicate a variety of riding activities, from hours of slo "parade duty" to high-speed touring.

When his shift is done, Milne rides his personal motorcycle another 60 miles hom "It's important to stay comfortable, because if you are thinking about how uncomfort-able you are, you won't be concentrating on the road," said Milne, whose hot-weather riding advice may surprise you.

What to Wear

- **Wicking Base Layer** – Milne wears high tech long underwear designed to wick away moisture. "There's nothing worse than cotton next to your skin," he said. "It clings when it's wet and makes it hard to move. The wicking underwear doesn't cling and dries quickly."

- **Cool the Core** – "In heat or cold, you need to regulate core body temperature," said Milne. "On the hottest days, I wear a mesh nylon jacket, with lots of air vents. But I stick with the leather pants and high leather boots because they protect my leg from engine and road heat.



Averaging 300 miles every day in the often brutal heat of Mesa, Ariz., Harley-Davidson DPG test rider Greg "Nari" Milne has developed several tried-and-true strategies for hot-weather riding. Though some may seem counterintuitive, they really do work.

Photo: Christine Hughes

- **Wool Socks** – Milne wears thick wool socks year-round. "I've found that they insulate my feet from the heat radiating from the road, and they also wick away moisture," Milne said.

- **Modular Helmet** – "Riding in desert heat with an open-face helmet is like standing in front of a blast furnace," said Milne. He wears a full-face modular helmet with a flip-up chin bar. A light-weight balaclava under the helmet covers his neck, and can be soaked in cool water before a ride.

Simple Strategies

Milne also shared some ideas for touring in very hot weather.

- **Stay Hydrated** – Steady hydration is key, said Milne. "I carry a water bladder backpack. It lets me take small, frequent sips while I'm riding, which is much more effective than a big gulp of water at every gas stop."

- **Make Frequent Stops** – When it's really hot, Milne makes an effort to stop frequently and rest either in a shady spot or in an air-conditioned building. This helps keep his body core cool and his mind alert.

- **Plan a Siesta** – Milne plans a route that includes a mid-day break, near some water if possible. "There's nothing more refreshing than a swim in the middle of a hot day," said Milne. "I leave at dawn to cover as many miles as possible before it gets really hot, and stop at a river or lake in the mid-afternoon to swim and relax for a few hours. I find I'm really refreshed when I get back on the road."

MotorClothes for Hot Weather

Harley-Davidson MotorClothes has a complete collection of road-worthy riding gear designed specifically for riding in hot weather, including men's and women's jackets made with ventilated nylon mesh or perforated leather that are a good choice for riders who live or ride regularly in a warm climate. Riders who need more versatile gear should consider the MotorClothes FXRG collection, which features top-of-the-line functional gear for head-to-toe protection in all riding conditions. Men's and women's FXRG jackets have removable liners and flow-through ventilation for comfort in warm weather.

The Stealth Flame Modular Helmet has a polycarbonate shell with solid cast aluminum hardware that rotates back and down as you lift the chin bar. Grooved air channels in the shell provide maximum airflow, and a removable Nylex liner draws moisture away for added comfort in hot weather.

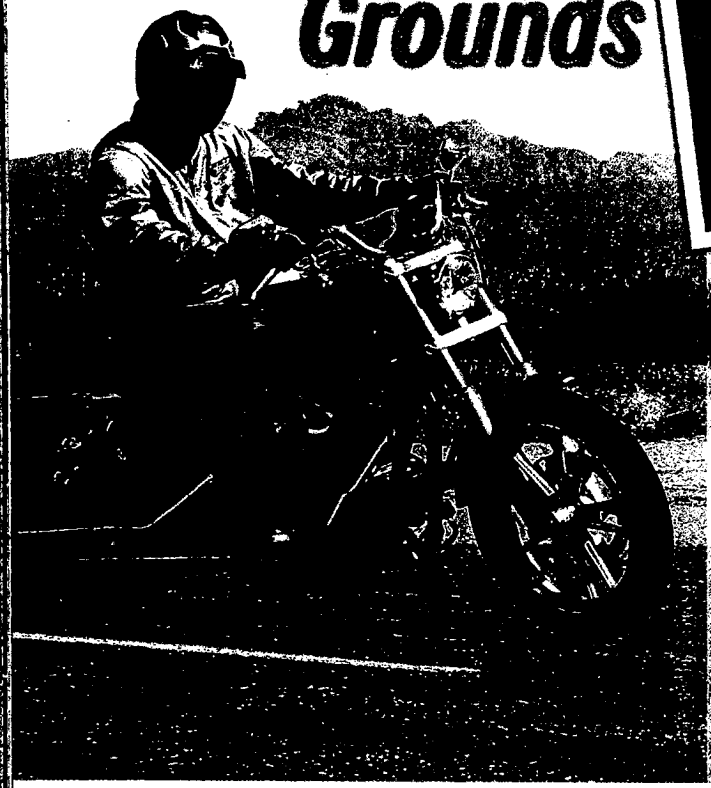
Hot Air Twin Cam 96

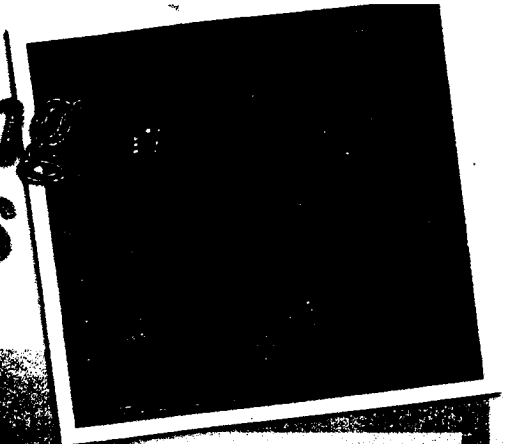
Harley-Davidson maintains an ongoing dialog with its customers, and recently the Motor Company has fielded comments from some owners of 2007 models regarding excessive heat radiating from the Twin Cam 96 engine. Almost all of these comments have come from owners of Ultra Classic Electra Glides, which have fairing lowers that obstruct some of the cooling air that otherwise would reach the rider's legs at slower riding speeds.

The Twin Cam 96 engine does operate at higher temperatures than the Twin Cam 88 engine, in part because the TC96 has almost 10 percent more displacement, but also because the new engine is calibrated to run a leaner fuel mixture to meet exhaust emissions standards. At some engine speeds this lean mixture produces more engine heat, which may be especially evident to riders moving at "parade speed" at rallies or other congested events, when very little air is flowing around the motorcycle.

To help alleviate this issue, Harley-Davidson is offering a free, dealer-installed software upgrade called the Engine Idle Temperature Management System (EITMS). During hot idle and only when the motorcycle is stationary, EITMS shuts off fuel to the rear cylinder and allows it to cool down rapidly. When that cylinder cools or the motorcycle moves, normal operation resumes and the transition is seamless from the rider's perspective. Sturdy long pants will also help protect the legs of the rider and passenger from the heat that naturally radiates from the engine. For information on installation of EITMS, see your Harley-Davidson dealer.

Desert Proving Grounds





The Harley-Davidson Desert Proving Ground (DPG)

[illegible] this private testing facility in Mesa, Ariz., 45 test riders endure temperatures ranging from 22 degrees to 120 degrees and each rides 50,000 miles a year over road surfaces designed to accelerate wear on the motorcycles.

"We've got potholes like you've never seen and chatter bumps that really challenge the suspension," said DPG manager Michael Huber. "I think 20,000 miles at the DPG is equal to 100,000 on public roads."

The mission of the DPG is to conduct endurance testing on prototype and "validation" motorcycles that may be one to three years from production. The 3,200-acre site has 53 miles of road surface, including a banked oval where riders can safely sustain speeds up to 150 mph, a road course and high-speed straight sections. Many of the test bikes carry instruments to log data that's sent back to H-D engineers in Milwaukee. The test riders also provide daily reports after completing precise duty cycles designed to replicate a variety of riding activities from hours of slow parade [illegible]

The riders work in two, eight-hour shifts, starting at 5:30 a.m. and ending at 10:30 p.m. Last year only five work days were cancelled due to dust storms or flooding, and each year the DPG logs 1.5 million to 1.75 million test miles.

Sounds like a dream job? Think again. "The harsh conditions also accelerate the wear on our test riders," said Huber. "This is a mentally and physically taxing job, and the average rider lasts about three years."

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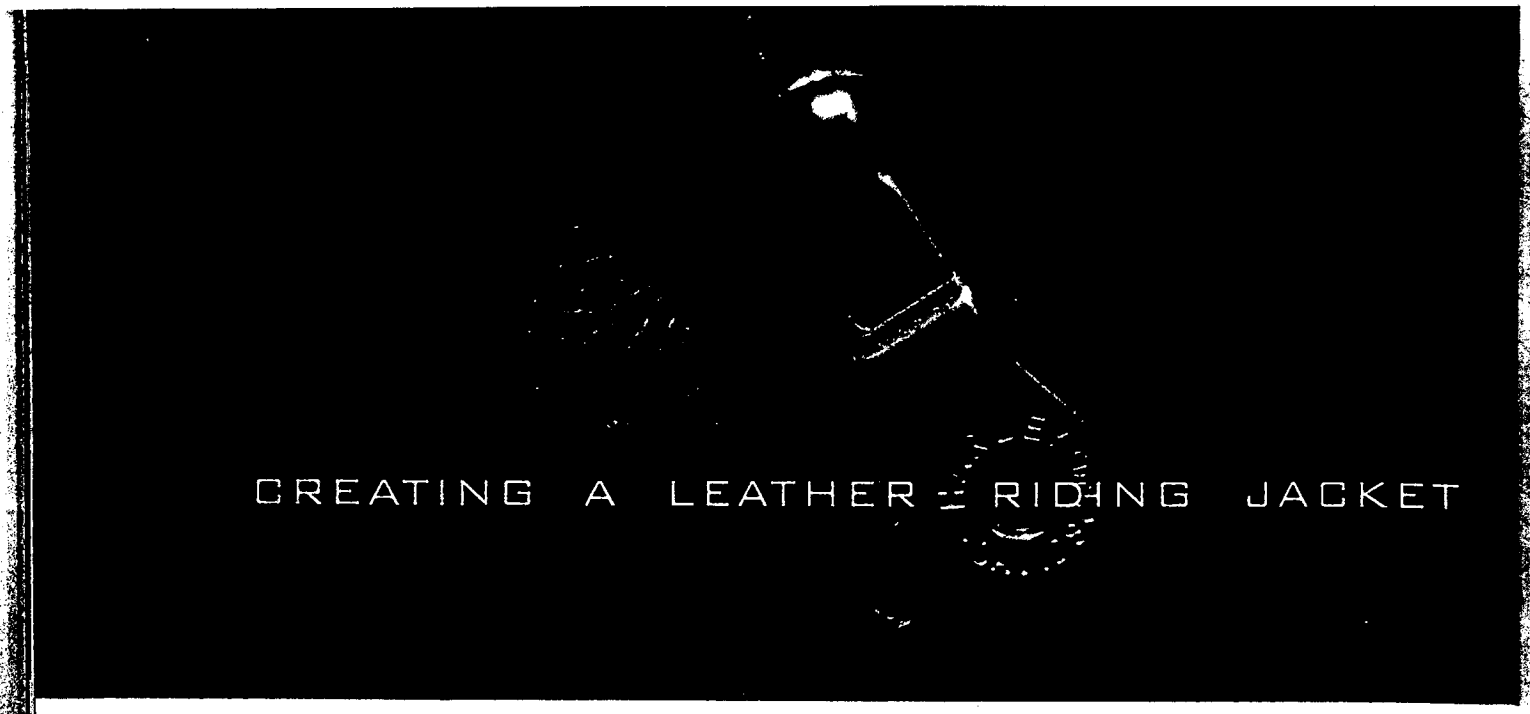


CREATING A LEATHER RIDING JACKET

Walk into most Harley-Davidson dealerships at any time of the year and you will likely to find a large selection of the roughly 20 different styles Harley Davidson MotorClothes offers each year for men and women. About two-thirds of the men's and half of the women's jackets are "core" styles available year-round. The other jackets are seasonal, with four distinct offerings throughout the year.

Such a wide array of jackets is impressive not only for the sheer number, but also because of the process required to design, test and manufacture each piece. Indeed, this process is nearly as detailed and disciplined as those that produce major motorcycle components. This shouldn't be surprising considering the technology built into a leather riding jacket.

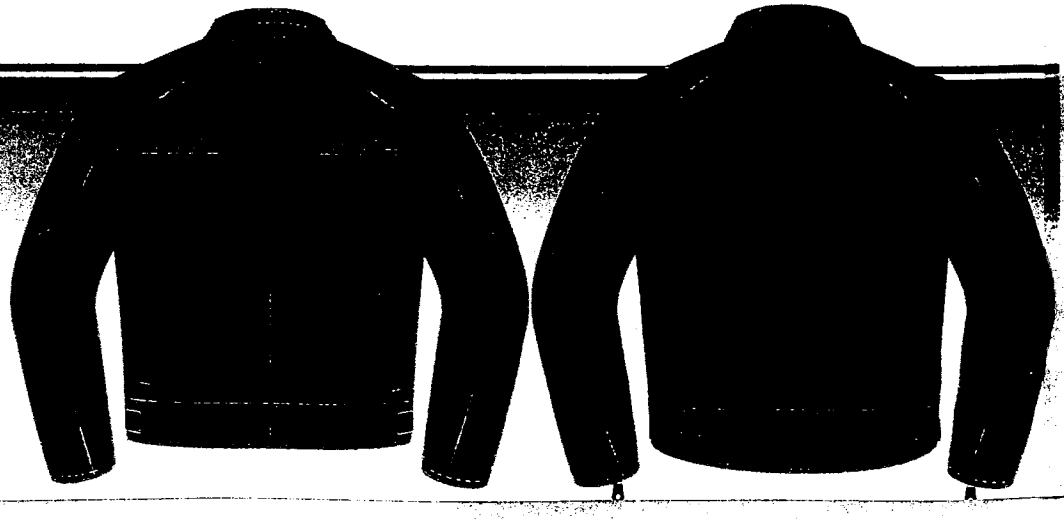
Consider the steps taken to design, test and produce the new-for-2007 Reflective Skull Leather jacket.

"It began one year ago," said Cheri Radovancevic, Product Manager of Leathers and Casual Wear. "Based on rider input, we identified an opportunity for skull graphics in our core riding jacket line. Beyond the skull graphics, the next step was to determine exactly what the jacket would be. Because it's a riding jacket rather than recreational outerwear, the guiding principles are function, then the look or style of the jacket."

To satisfy the functional requirements, several riding-specific features were incorporated into the first design. For overall comfort in the typical riding position, the design included longer and pre-curved sleeves (for comfort and coverage), a longer back section (to reduce draft) and action back (strategically added material between the shoulders and back for increased arm mobility). For versatility and comfort in ever-changing conditions, the jacket's design features a removable fleece liner, snap tabs at the waist, front shoulder vents and back horizontal vents. Slight padding in the shoulders, elbows and the waist back were incorporated for comfort, while the midweight leather spec was chosen for its combination of durability and abrasion resistance. To improve the jacket's nighttime visibility to other motorists, reflective piping was included in the design. Other functional components included two zippered hand-warmer packets, zippered chest pockets and two inside pockets and a snap tab collar.

To satisfy the stylish requirements of the yet-to-be-created jacket, the design team opted for black leather, a look that many riders prefer. Additionally, the team chose a unique, embroidered skull graphic on the back, special Bar & Shield embroidery on the right sleeve and custom hardware including snaps and zippers with H-D logos.

With this long list of features, Leather and Outerwear Designer Kristine Hien created a sketch via computer for group review. From there, the project was handed to technical designer Rebecca Pehowski, who added a detailed list of specifications for every feature in order



Here is the original technical sketch of the Reflective Skull Leather Jacket, specifying the functional and graphic features of the jacket. The first prototype jacket was built from this technical instruction.

that it could later be built to exact specs. What kind of detailed specifications?

"Everything from shoulder width to pocket size to the kind of stitching," said Pehowski.

With the complete spec list established, the design was sent to the supplier, who constructed the first actual prototype jacket, which was reviewed and analyzed by the MotorClothes leather team. Still on track with its original design goals, it was handed back to Pehowski, who revised certain specifications and then requested a second prototype.

Ride-Tested, Quality Ensured

After a thorough review by the design committee, the second prototype was ride-tested by various H-D personnel. Here the functional aspects of the jacket were confirmed, especially elements like vent placement. Following this important testing, alterations were requested by Pehowski and incorporated into a third prototype.

The third prototype received another round of ride-testing, including fit confirmation with riders who conform to existing standard sizing.

"We ensure that, no matter what the jacket style or silhouette, each size is the same throughout our line," said technical designer Shirley Pyng. "If you wear a size large in one jacket, you'll wear large in all of our jackets."

With all details of the jacket confirmed, the leather team began working with the supplier to ensure quality control. A leather hide was submitted by the supplier to H-D product quality specialists, who evaluated it for color, texture and feel. After an acceptable hide was confirmed, it was sent to a third party agency to be tested for chemical, strength and colorfastness performance in varying conditions including abrasion, water resistance and launder tests. Here minor imperfections in the hide were noted as unacceptable for the purpose of determining a standard by which all production hides must match or exceed.

Production Begins

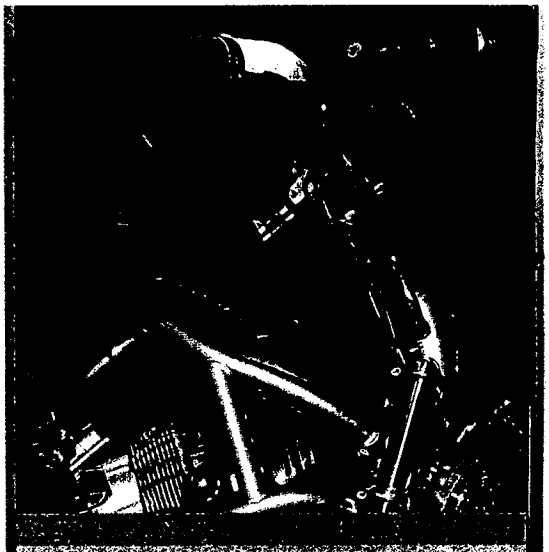
Upon satisfactory completion of third party testing, the supplier constructed a pre-production sample of the jacket for final review. Once approved by the leather team – and roughly nine months after they first determined the need for a reflective leather jacket with skull graphics – actual production of the jackets began. Three months later, jackets arrived in H-D dealerships.

Although the focus here has been on the Reflective Skull jacket, this process is the blueprint for all similar MotorClothes products. Depending on the features, other MotorClothes riding jackets undergo even more testing, including rain chamber evaluations of waterproof liners and electrical testing of heated jackets.

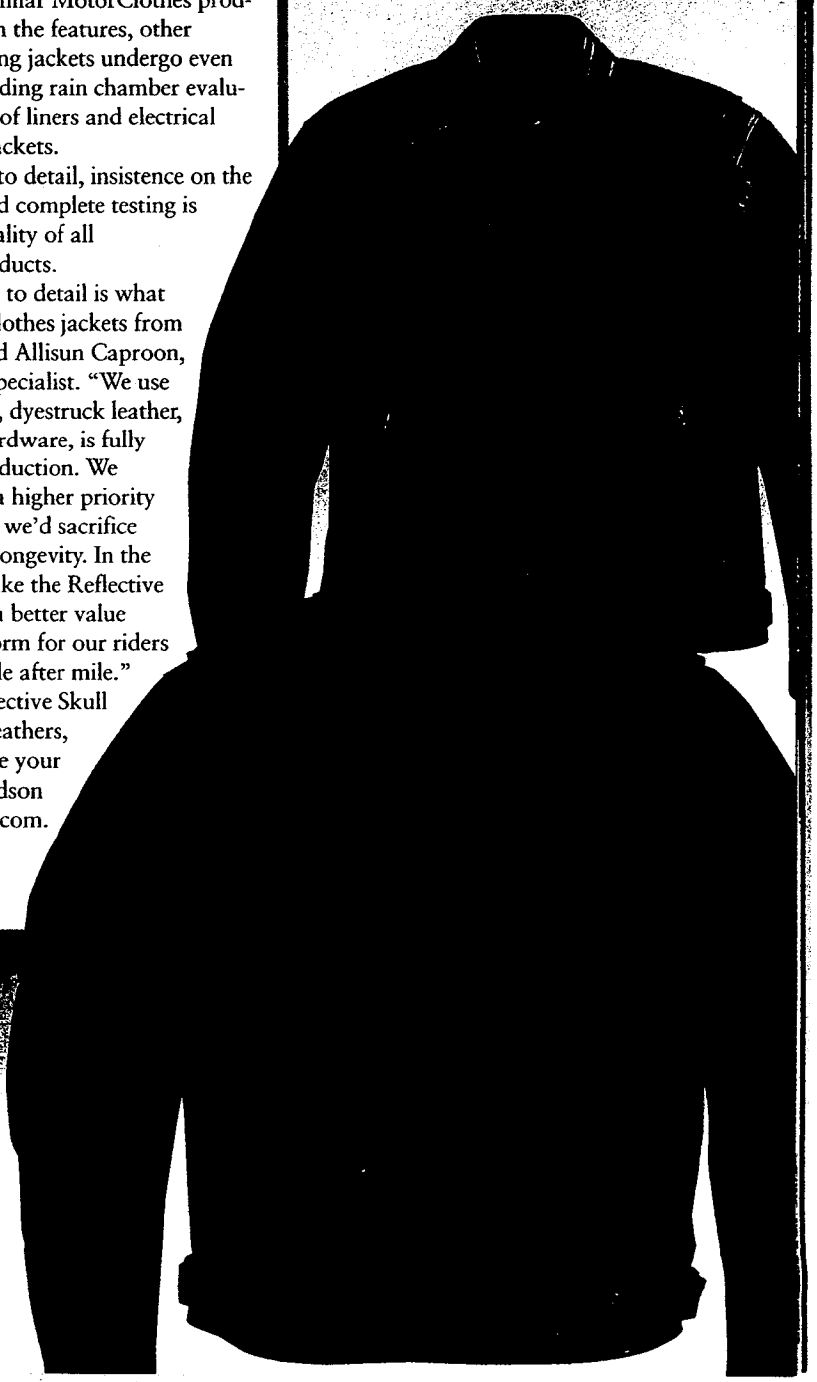
Such attention to detail, insistence on the finest materials and complete testing is reflected in the quality of all MotorClothes products.

"This attention to detail is what separates MotorClothes jackets from other brands," said Allisun Caproon, Quality Product Specialist. "We use the highest quality, dyestruck leather, which, like our hardware, is fully tested prior to production. We could make price a higher priority than function, but we'd sacrifice performance and longevity. In the long run, jackets like the Reflective Skull Leather are a better value because they perform for our riders year after year, mile after mile."

To see the Reflective Skull jacket and other leathers, and riding gear, see your local Harley-Davidson dealer or visit h-d.com.



Prior to production, all MotorClothes riding jackets are tested in the real world by Harley-Davidson personnel.



THE INITIAL CONCEPT, production versions of the Reflective Skull leather jacket arrived in dealerships. Loaded with functional features like pre-curved arms, removable fleece lining with fixed poly mesh lining; shoulder and horizontal back venting; Action back; six pockets; reflective piping; custom embroidery on the right sleeve and back; padding in shoulders, elbows and waist; and custom hardware, the Reflective Skull jacket is built for riding comfort and durability. It's available for men in sizes S – 3XL. Part number 98099-07VM.

"ME AND MY HARLEY-DAVIDSON"

DMC

By Kimberly Cosby

When it comes to breaking down barriers in the music industry, DMC is the real deal. The same is true when it comes to motorcycling.

A founding member of the celebrated rap group Run-DMC, Darrell McDaniels (a.k.a. DMC) found a groove familiar to all motorcyclists: a passion for the open road. Unlike some entertainment celebrities who pick motorcycles as their flavor-of-the-month fashion statement, DMC's love for his Harley is genuine. It's another in a long list of firsts for the music pioneer.

In the early 1980s Russell Simmons (a.k.a. Run), Jason Mizell (Jam Master Jay) and McDaniels formed the band Run-DMC and began blending hip-hop with the flavor of pop culture and rap. Their sound catapulted the rap genre themselves to brave new heights. When MTV aired their music video for "It's Tricky," it was the first time a rap group had been featured on the then-new channel. Shortly after, their thunderous cover of Aerosmith's "Walk this Way" catapulted them to the top of the Billboard music charts, another first for a rap group. Along the way they became world famous artists with a penchant for crossing mainstream music styles and breaking down barriers.

At his core, DMC is a man who has always searched for ways to connect with the world. After observing Harley riders and the culture of motorcycling, he knew he wanted to ride himself. He just needed to learn.

"I didn't want to talk about the bikes and not know how to ride," he said.

Aware that learning the right skills would last a lifetime of riding, DMC enrolled in a Rider's Edge course at Barb's Harley-Davidson in Camden County, N.J. The experience was exactly what he'd hoped.

"The course was great," he said. "I learned so much about bikes and safe riding, which I believe is the most important part of being a rider."

Not long after, DMC had his first bike, a 2007 FLTSF Fat Boy dressed in black.

"It's a heavyweight bike that fits my 6-foot-1 frame. It's an extension of me, complementing my black hat, black boots and black leather."

But it's what he feels on the Fat Boy that speaks to the passion.

"I like feeling euphoric – like I'm in heaven, so in touch with the universe and my surroundings. Riding is exhilarating, better than any car I've driven."

When he isn't riding, DMC is full-throttle with his solo career (www.me-dmc.com) and numerous charity efforts, including the DMKS Leukemia Foundation, children's world hunger and advocacy for adoption rights (he is himself a child of adoption).

He's even combined his love of motorcycles with his passion for helping others, including hosting the EBC's (Entertainers Basketball Classic) summer basketball tournament in New York City that raised money for minority issues through the auction of a custom FLSTF signed by celebrities in music and film.

Asked why he rides a Harley instead of another brand, DMC was straightforward:

"Harley-Davidson is a people brand; they represent something that is real and not a commercial gimmick. They are a culture and a way of life. Harley-Davidson is rock 'n roll."

Not surprisingly, this passion is reflected in his art.

"I wrote a song called 'Me and My Harley-Davidson.' Part of the chorus goes, 'Me and my Harley-Davidson, when it comes to the ride, it's my favorite one.'"

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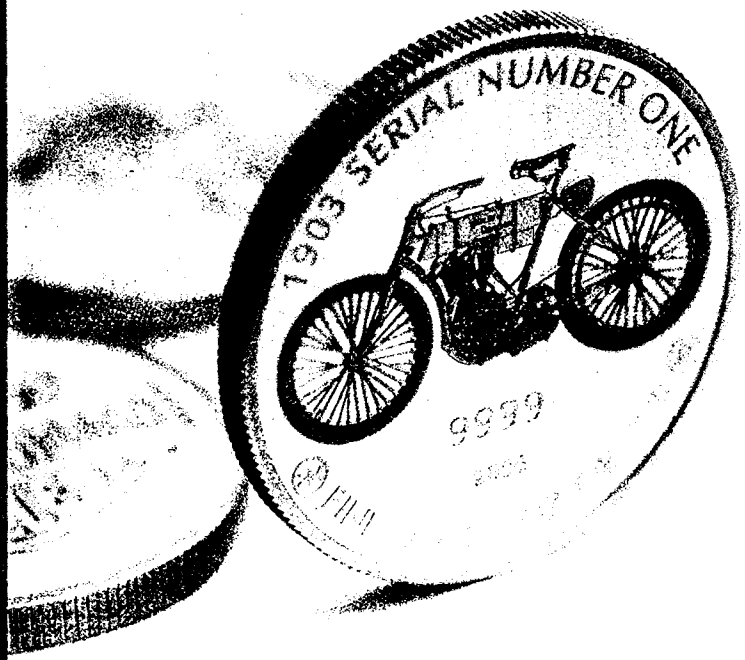

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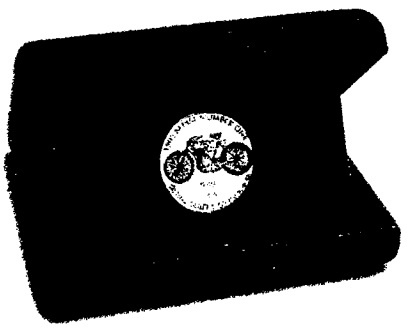

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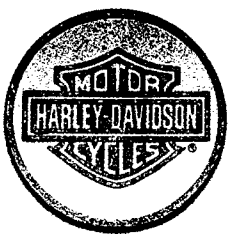

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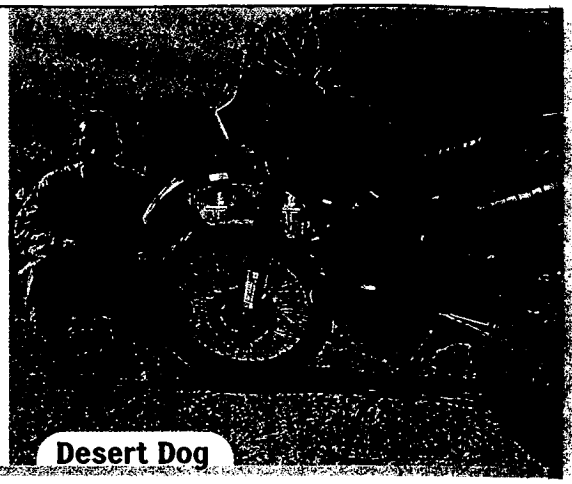
Riding the Dragon

After four years of riding passenger on the back of her husband's 2001 FLSTSI Heritage Springer, Shelly Fassett of Waukesha, Wis., enrolled in a New Rider's Course last April. In June she bought a 2006 Softail Deluxe, and the next morning embarked on a 3,800-mile trip from Milwaukee to Yellowstone and back. "I know now that seeing the country from the saddle of your own Harley-Davidson is absolutely the best way to go," she said. "Here I am conquering "The Dragon" (Hwy 129) in the Smoky Mountains."

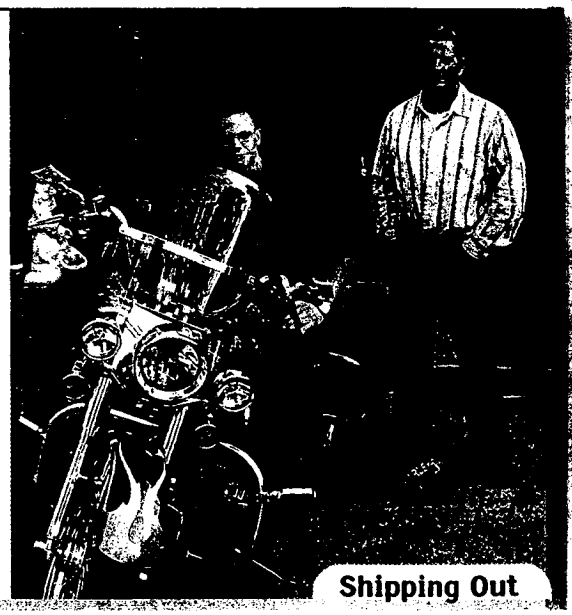


Desert Dog

As a Marine reserve Master Sergeant with two combat tours in Iraq, Douglas Webster knows the desert. And now that he's stationed at 29 Palms, Calif., and working as a Las Vegas Deputy Sheriff, he needs the ideal transportation for the sand and dirt, hence his bike: a 2000 Harley-Davidson MT 500 military motorcycle. "This more than gets me to the remote part of the base where I work," he wrote, "and I answer a lot of questions wherever I go, this being a very unusual Harley!"

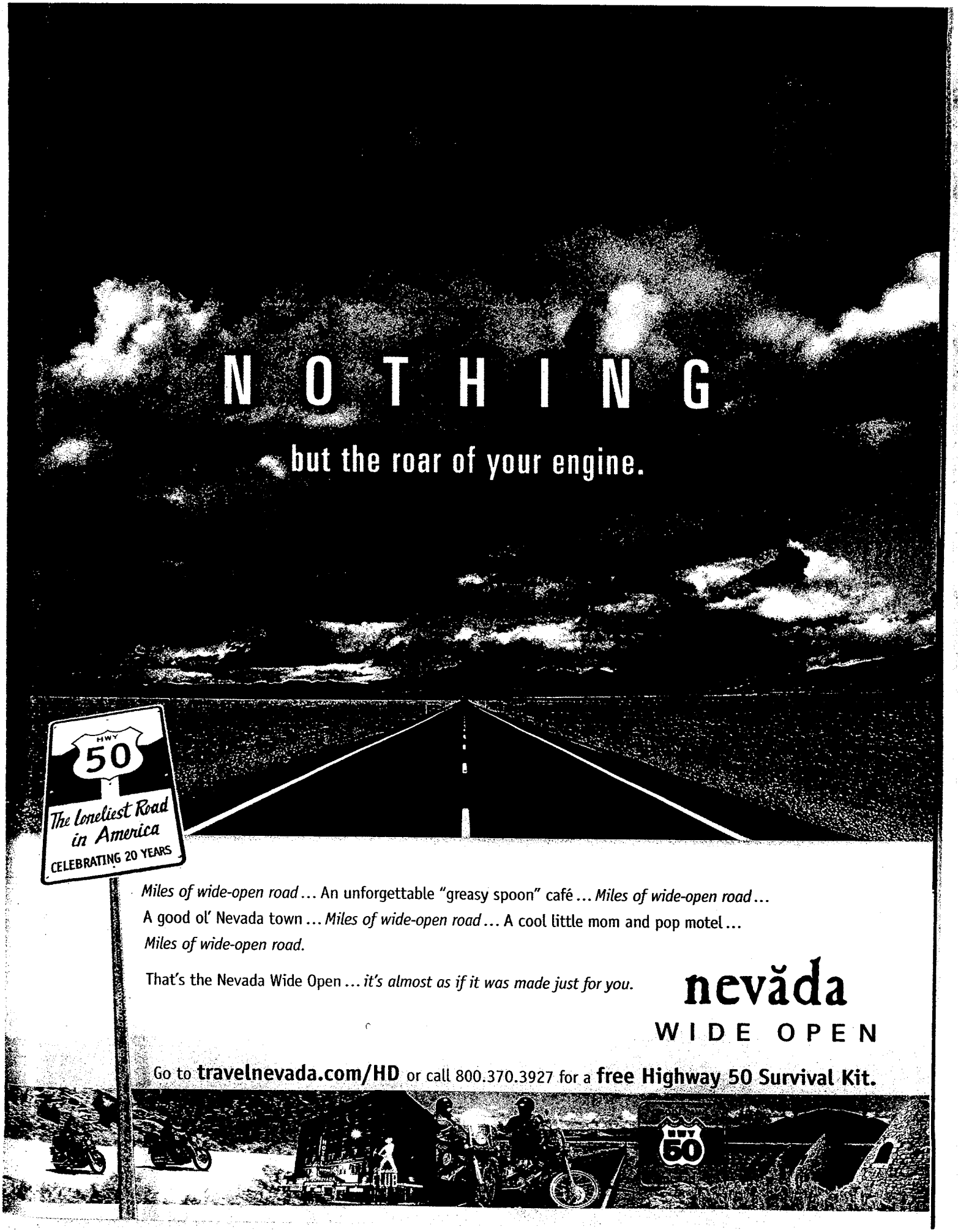
Licensed Firefighters

Firefighters from Lake City, Minn., have the first four state-issued Fire motorcycle license plates, which is fitting considering Dan Moyer (left, with his blue Ultra Classic) initiated the idea. Next to him is Tom Evans, supervisor of Minnesota License Bureau, Jim Harkins (wearing a white t-shirt and standing next to his grey custom Road King), State Sen. Steve Murphy (who authored the bill), Steve Swan (second from right and owner of the Firefighter Edition Electra Glide Classic) and Ward Wenger (right) with his Firefighter Edition Road King.



Shipping Out

Tom Butcher of Cumberland Furnace, Tenn., sent this shot of himself and his nephew, Army Sgt. Fred Butcher, sitting on Tom's 2003 Heritage Classic, taken the day before Fred left for duty in Afghanistan. "I had just purchased this bike and Fred really wanted to see it before he left," said Tom. "Fred is also a Harley enthusiast who owns a 2003 Fat Boy and a 1997 Sportster. We come from a family with a long tradition of military service, and there was never any doubt that Fred has the right stuff."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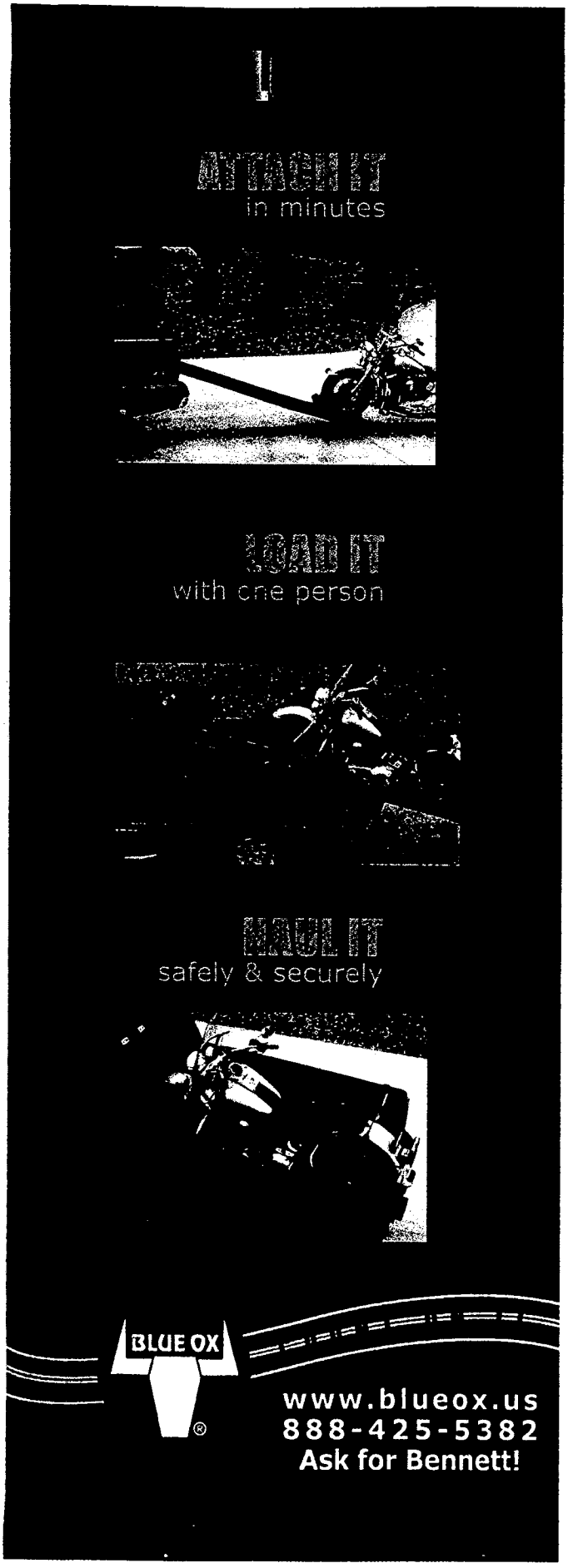
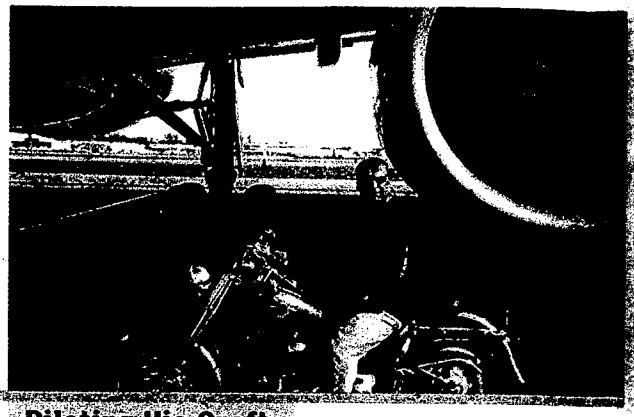
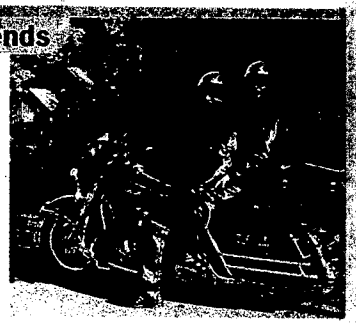




Piloting His Craft

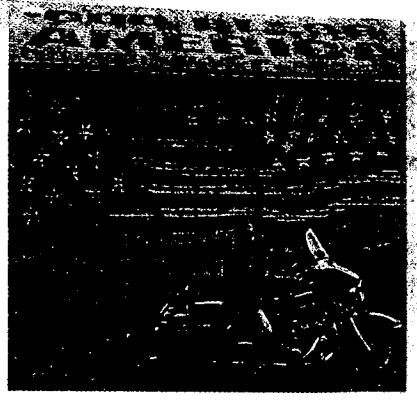
Tom Hynes has a couple of sweet rides. One is his Fat Boy. The other is this Boeing 767. With a mere 61,500 lbs. of thru on tap, the 767 has a bit more wood in the fire than the Fat Boy, but both craft bring the American Airlines pilot from Weston, Fla., serious fun. "I love riding both, and give them equal attention," Hynes wrote.

New Bike, New Friends



The Blue Ridge Parkway was a scenic first tour for Rod and Sharon Oberholzer of Greencastle, Pa., who rode their 2006 Ultra Classic there last year. "We spent one evening at a little mom-and-pop motel where five other bikers were also staying," reported Sharon. "We sat outside our room trading stories of the road. The next morning, one of our new friends took this photo in front of the Mabry Mill. Motorcycling adds a whole new dimension to taking a road trip."

Stars & Stripes



Joe Schweitzer of Hillsborough, N.J., has ridden up and down the East Coast, from Mt. Washington, N.H., to Charleston, S.C. While riding through the Pocono Mountains in eastern Pennsylvania, he came across this house painted with the American flag and "God Bless America" on the roof. He had to stop his 2003 Electra Glide Standard and get the photo. "This portrays exactly what I'm looking for when I tour the countryside on my bike," said Schweitzer.

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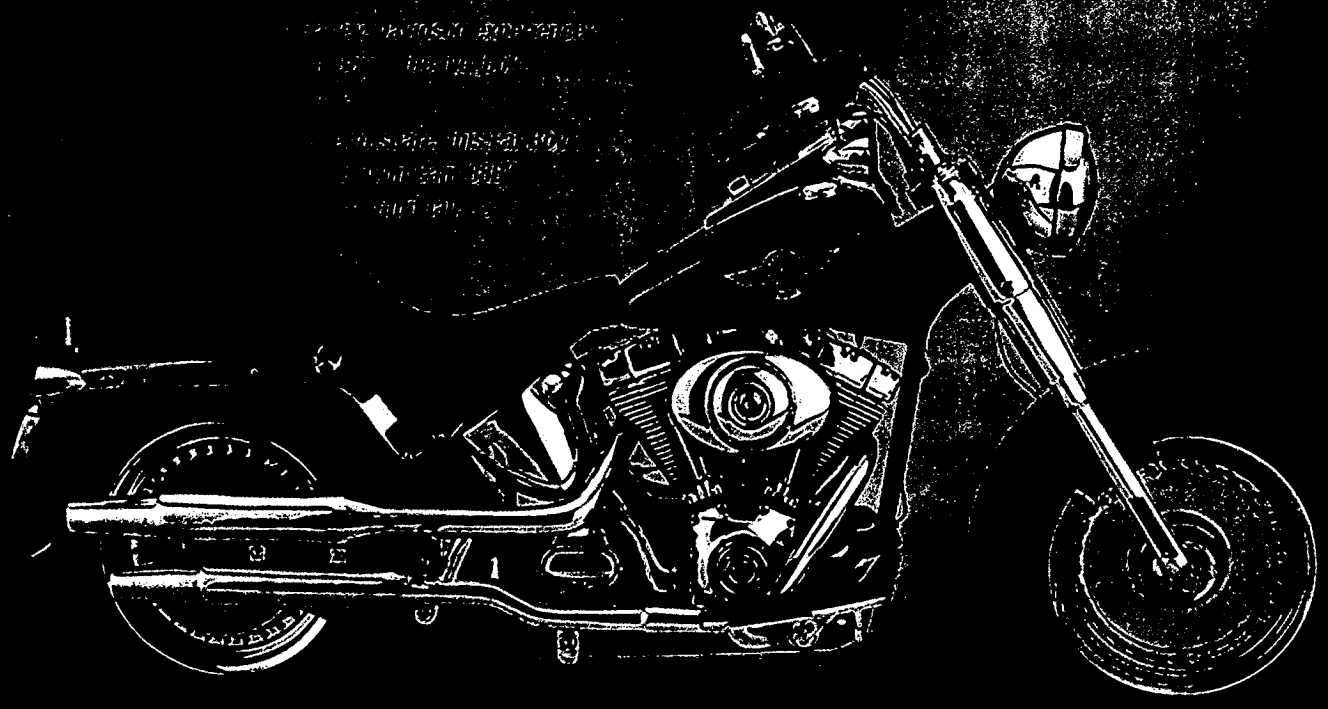

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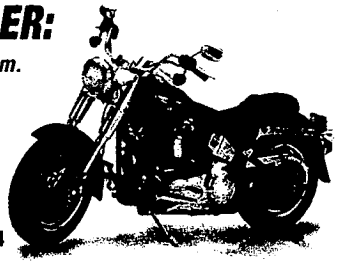

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Project Nova

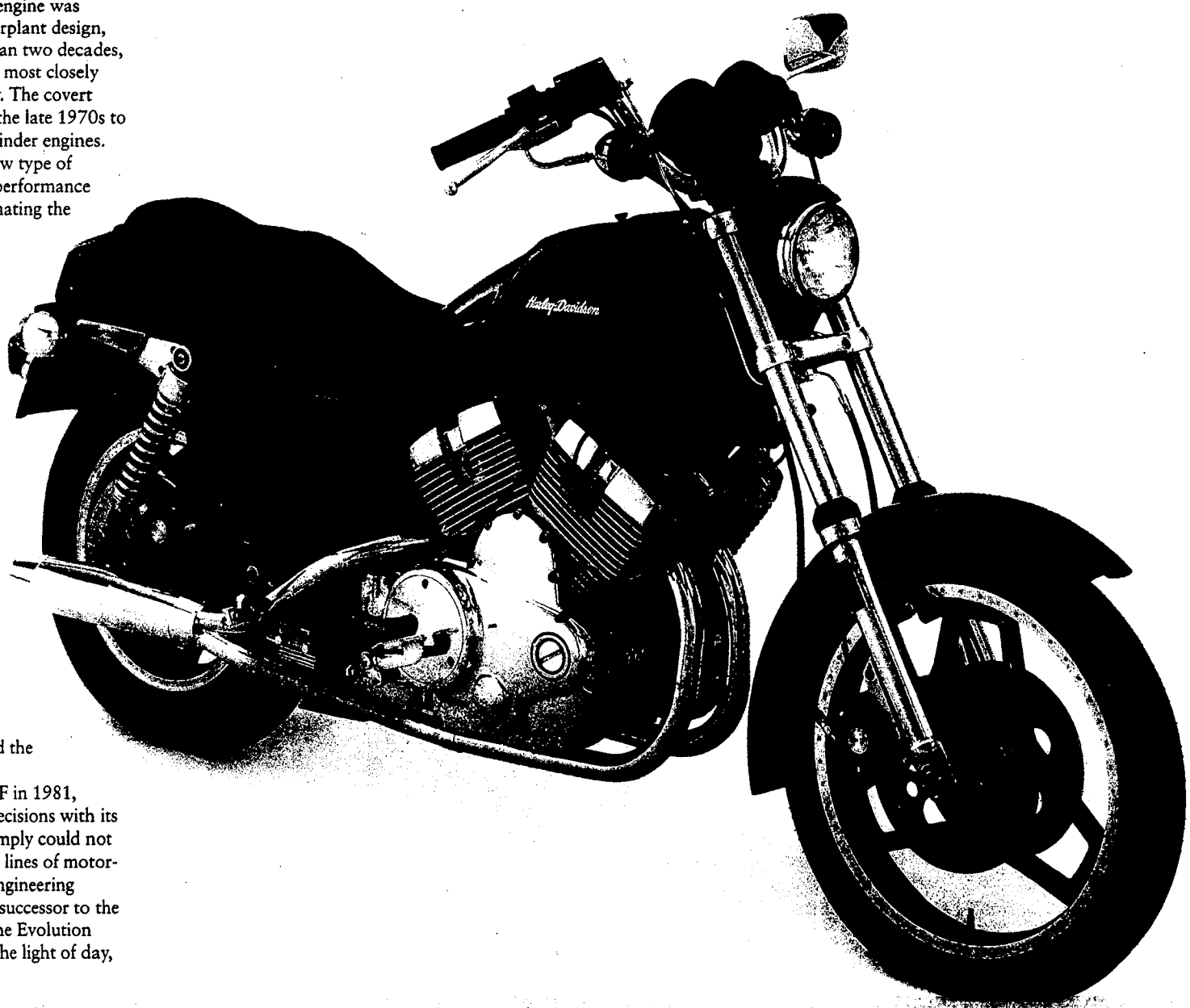
If you thought the V-Rod's Revolution engine was Harley-Davidson's first liquid-cooled powerplant design, you might be in for a surprise. For more than two decades, the motorcycle you see here was one of the most closely guarded secrets in Motor Company history. The covert project, dubbed "Nova," was launched in the late 1970s to develop a family of water-cooled, multi-cylinder engines. These engines were to power an entirely new type of Harley that would compete with the high-performance Japanese motorcycles that were then dominating the U.S. market.

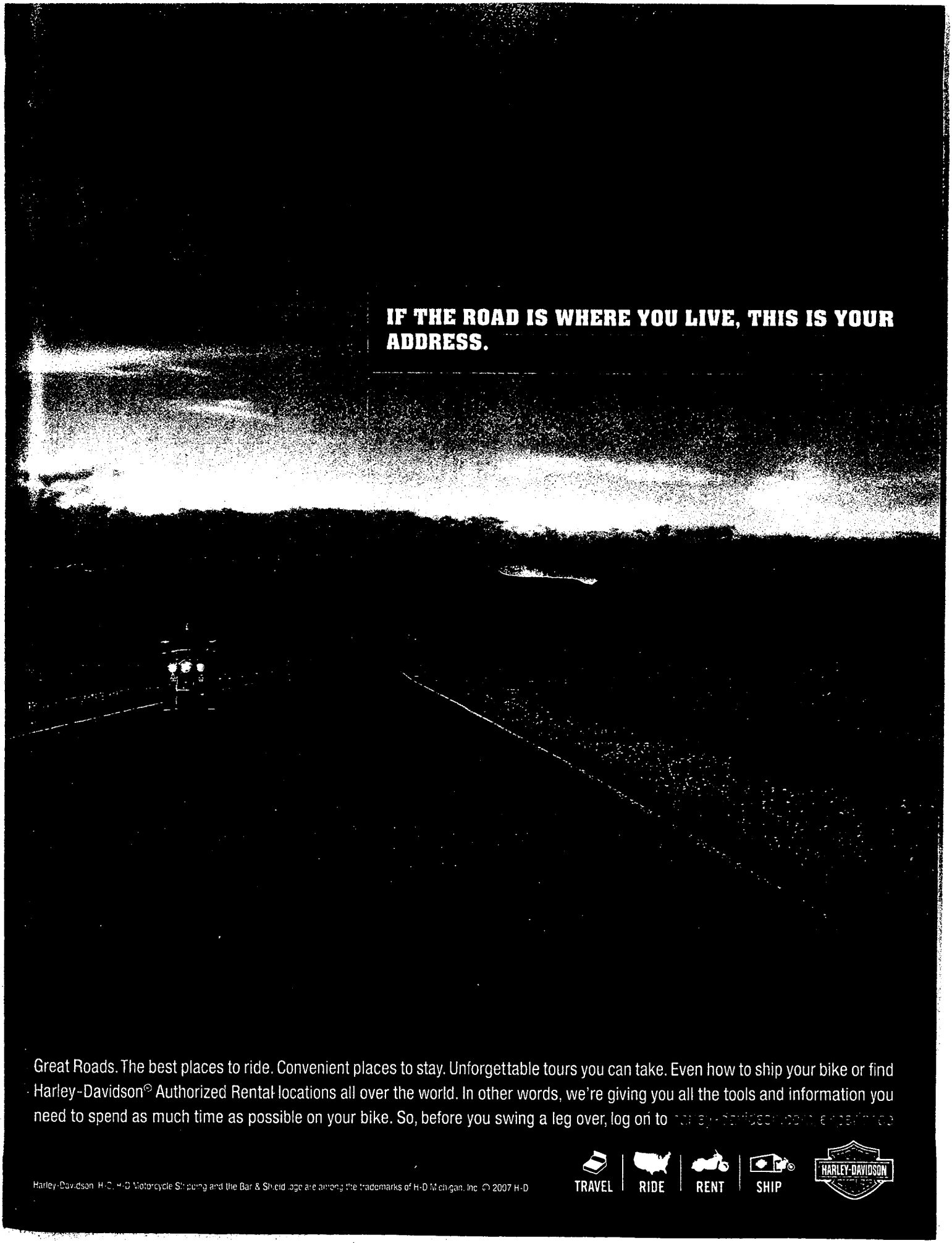
In partnership with Porsche, H-D engineers developed a 60-degree V-cylinder engine featuring overhead camshafts and a modular five-speed gearbox in two-, four- and six-cylinder configurations ranging from 200 to 1500cc.

One of Nova's most unique features was its horizontal, under-the-seat radiator location, a design driven by styling chief Willie G. Davidson's insistence that the unsightly necessity be hidden from view. Air was funneled by two scoops on either side of a plenum located where the fuel tank is traditionally mounted, with gas held in a tank wrapped like a saddlebag over the radiator and hidden by large side panels.

Initial bikes had shaft drive, but were later fitted with the quickly evolving belt drive system that proved more efficient and quiet (and that continues to propel all Harleys). By 1981, engineers had racked up thousands of miles on Nova prototypes, and the machines were nearly ready for production.

After the company's buy-back from AMF in 1981, management was forced to make difficult decisions with its limited financial resources. The company simply could not afford to develop and produce two separate lines of motorcycles. The Nova project was shelved and engineering resources were redirected into developing a successor to the aging Shovelhead, which ultimately led to the Evolution engine in 1984. Although Nova never saw the light of day, it's fascinating to wonder "What if."

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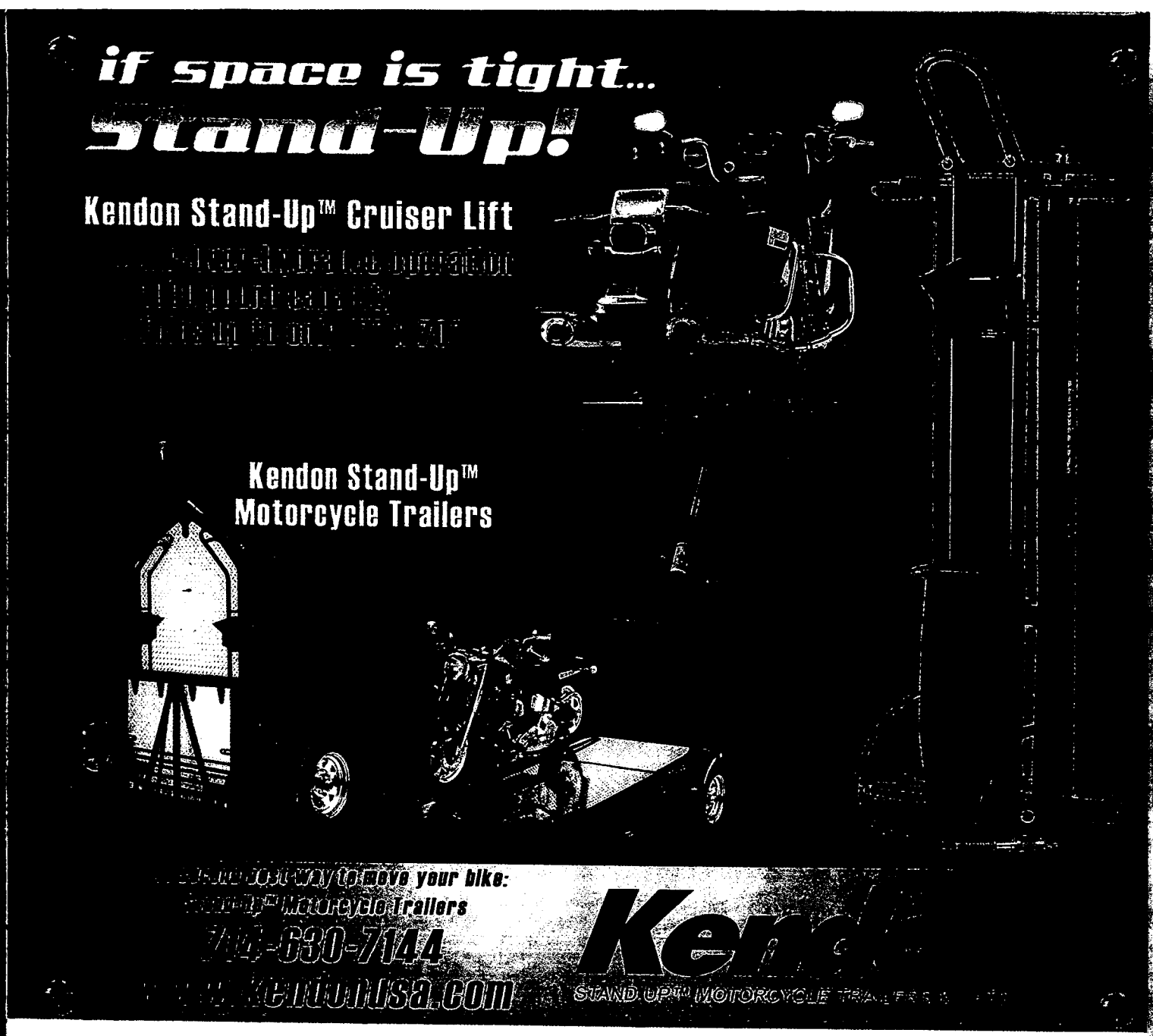

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