



ELECTRA-GLIDE

SPECIFICATIONS

	FL	FLH
Engine Type	OHV Twin	OHV Twin
Bore and Stroke, Inches	3 ⁷ / ₁₆ x 3 ¹ / ₂	3 ⁷ / ₁₆ x 3 ¹ / ₂
Displacement, Cubic Inches	74	74
Displacement, Cubic Centimeters	1200	1200
Compression Ratio	7.25:1	8:1
Horsepower	57 hp @ 5200 rpm	66 hp @ 5600 rpm
Clutch Type	Multiple Plate Dry Disc	Multiple Plate Dry Disc
Primary Drive	Double Chain	Double Chain
Final Drive	Single Chain	Single Chain
Transmission	4-Speed Constant Mesh or 3-Speed and Reverse	4-Speed Constant Mesh or 3-Speed and Reverse
	4-Speed 3-Speed & Rev.	4-Speed 3-Speed & Rev.
Gear Ratio, Overall	4 3.73:1 3 4.59:1 2 6.79:1 1 11.19:1	11.97:1 Rev. 4.50:1 6.75:1 12.20:1
		3.57:1 4.39:1 6.50:1 10.74:1
		10.37:1 Rev. 3.90:1 5.84:1 10.57:1
Brake Diameter — Front, Inches	8	8
Brake Diameter — Rear, Inches	8	8
Tire Size — Front	5 x 16	5 x 16
Tire Size — Rear	5 x 16	5 x 16
Wheelbase — Inches	60	60
Saddle Height, Inches	30	30
Minimum Ground Clearance	3.1	3.1
Weight — Pounds	661	661
Gas Capacity — Gallons	5	5
Oil Capacity — Quarts	4	4
Electrical Equipment	Coil, battery, generator, current and voltage regulator, standard headlight, dual beam control, hi-fidelity horn, tail light, stop light.	

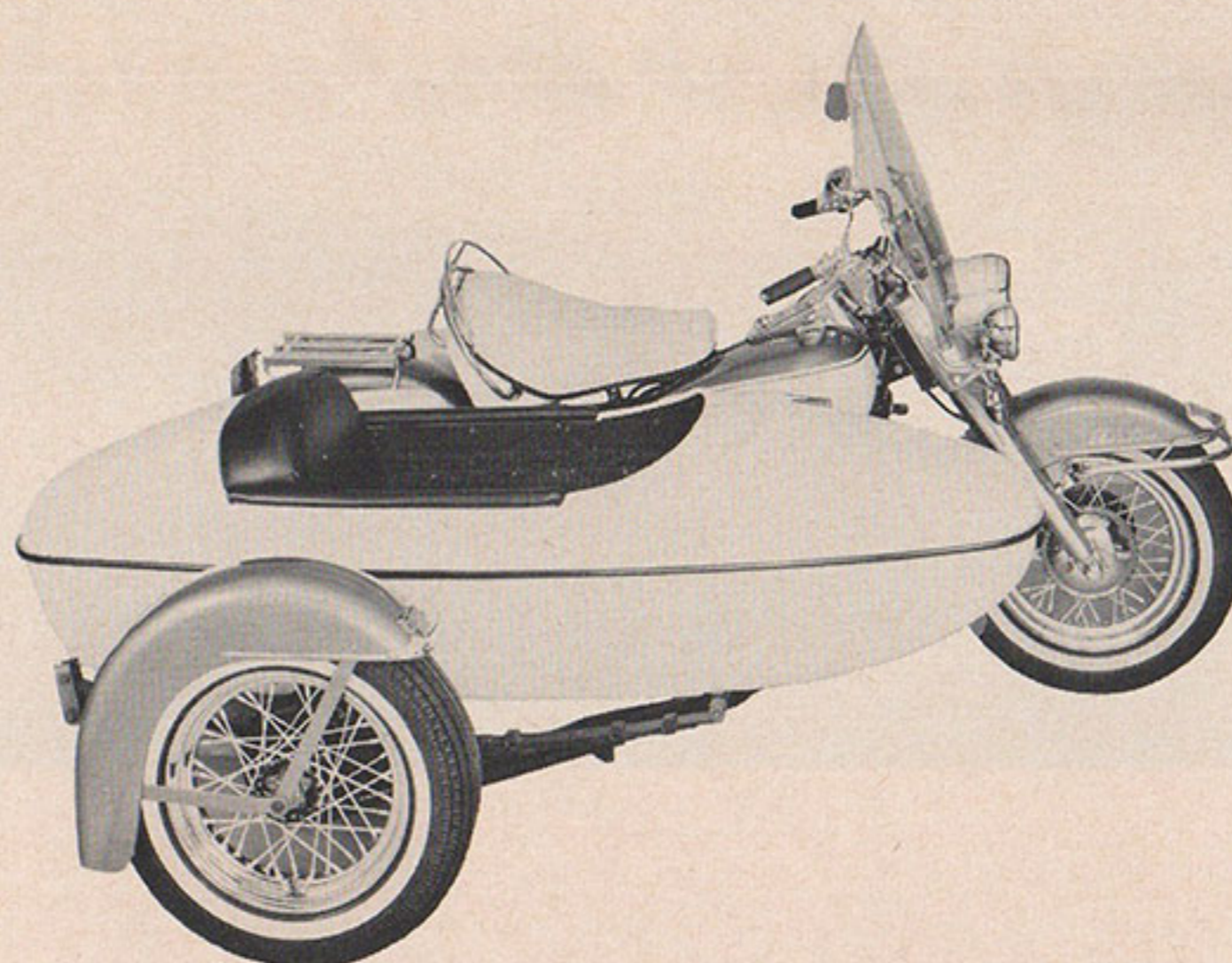
Stay in the lead with the 1968 ELECTRA-GLIDE

If you've already moved up as far as you can go — all the way up to an Electra-Glide — what more in motorcycling pleasure can you expect? A 1968 Electra-Glide!

Harley-Davidson's newest version of the unbeatable road and touring machine has a world of travel in store for you at the turn of a key and a twist of a throttle.

There's plenty of new standard and optional features on the new 74. The styling that has made the Big Twin a favorite show bike, is advanced farther to point toward the motorcycle of the future.

The simplicity of the new instrument panel starts the futuristic approach, but the use of a pebble finish along with the smooth paint is sure to make your machine the object of admiration.



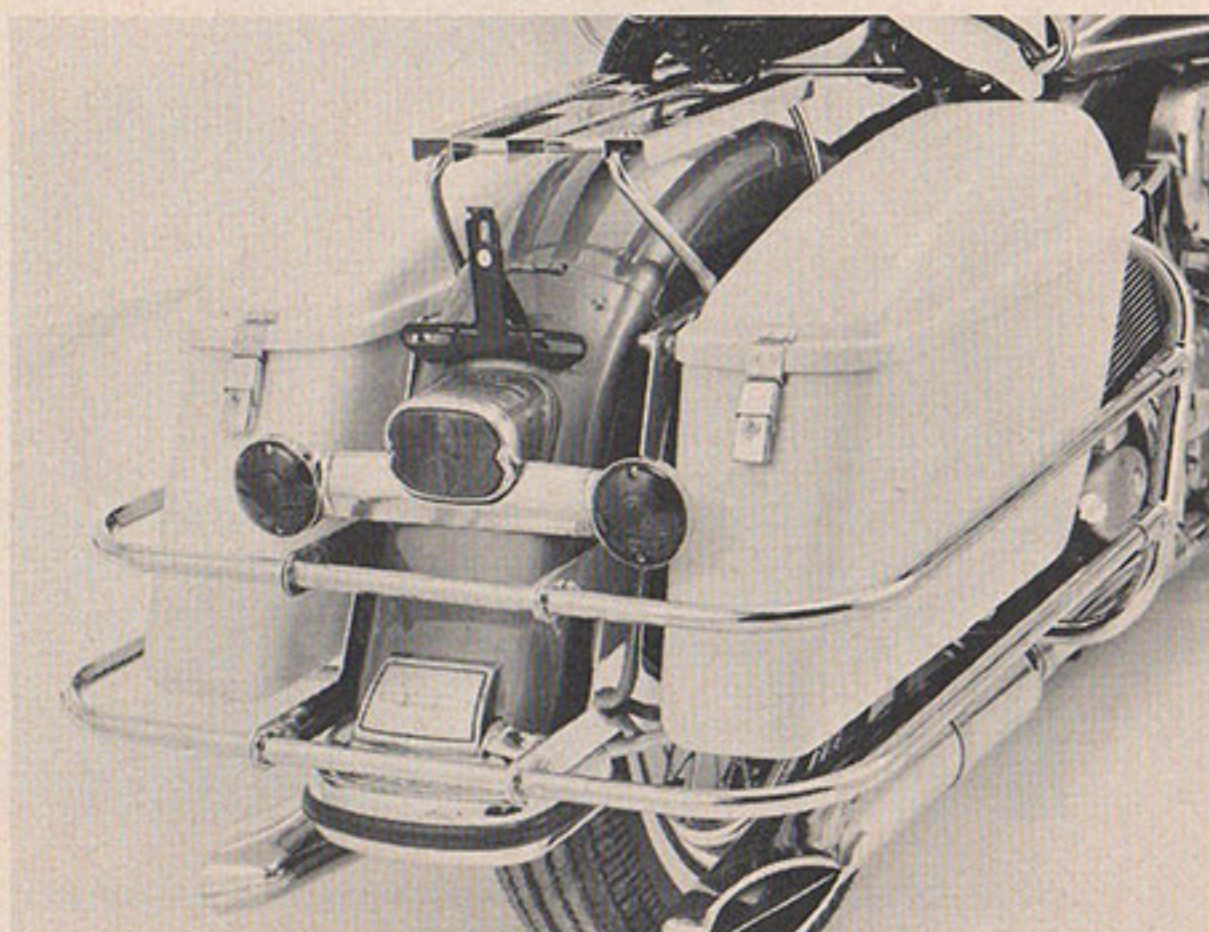
For that smart new Electra-Glide, nothing can beat Harley-Davidson's luxurious side-car. The side cars are now being made of fiberglass, for that sporty flair.

Performance, as always, is the watchword an Electra-Glide. Changes in the engine for 1968 are exciting, a revolutionary breakthrough.

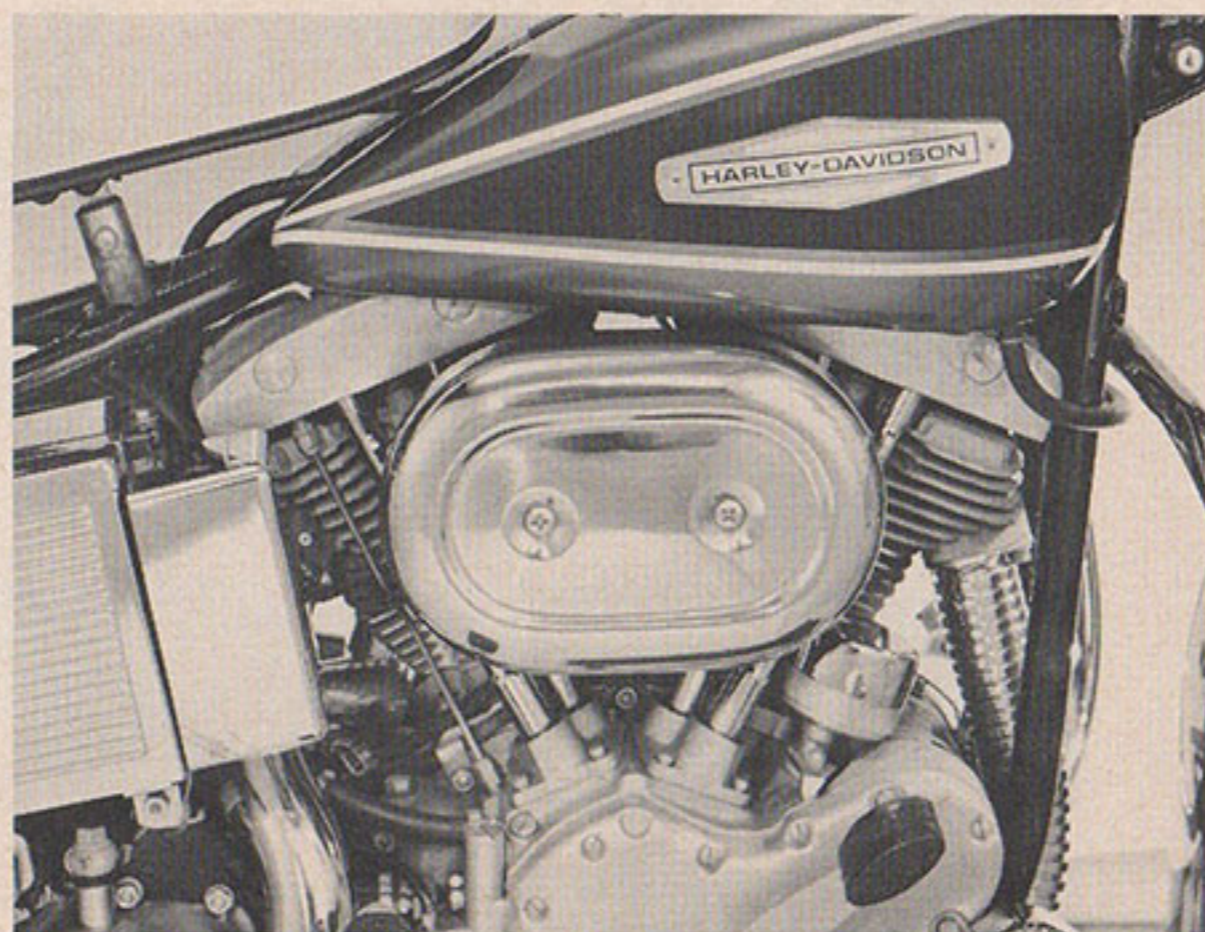
A completely redesigned clutch has eliminated need for a booster. The Electra-Glide's twelve volt electric starting is such an unqualified success that the kick starter has been eliminated.

A new oil pump of permanent mold provides increased capacity for more efficient engine lubrication and the lubrication to the rear chain is adjustable.

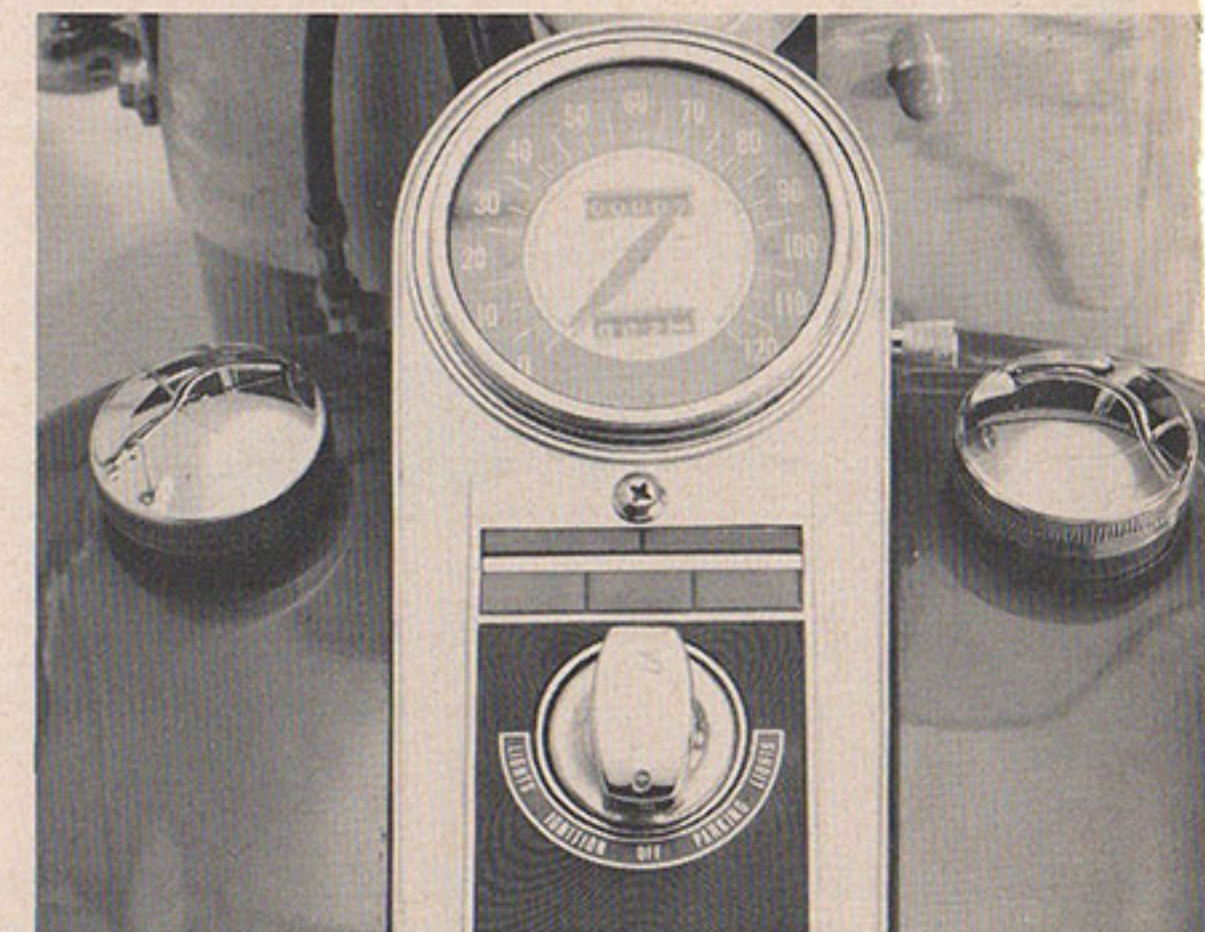
This is the year to buy that Electra-Glide you've dreamed of owning.



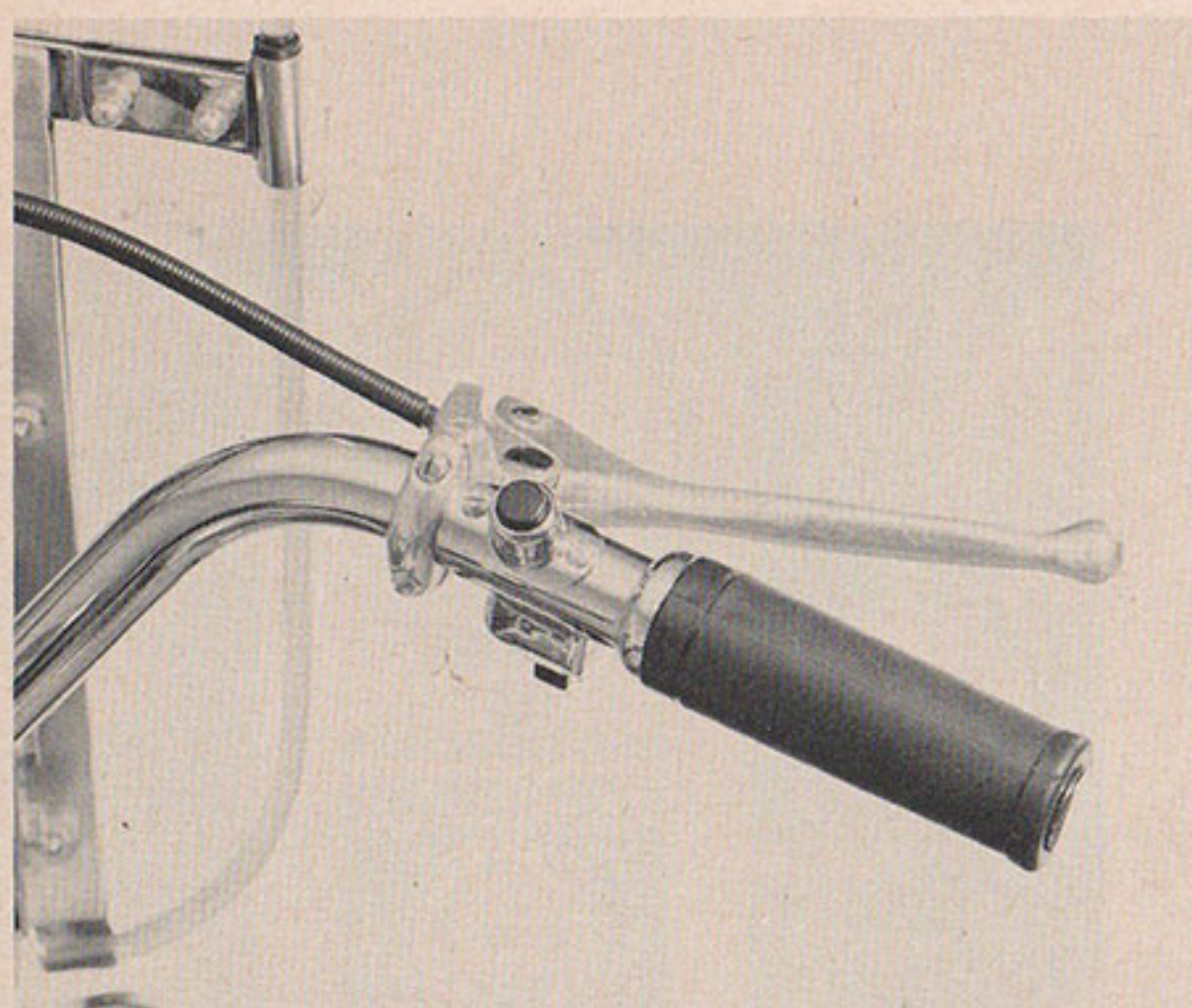
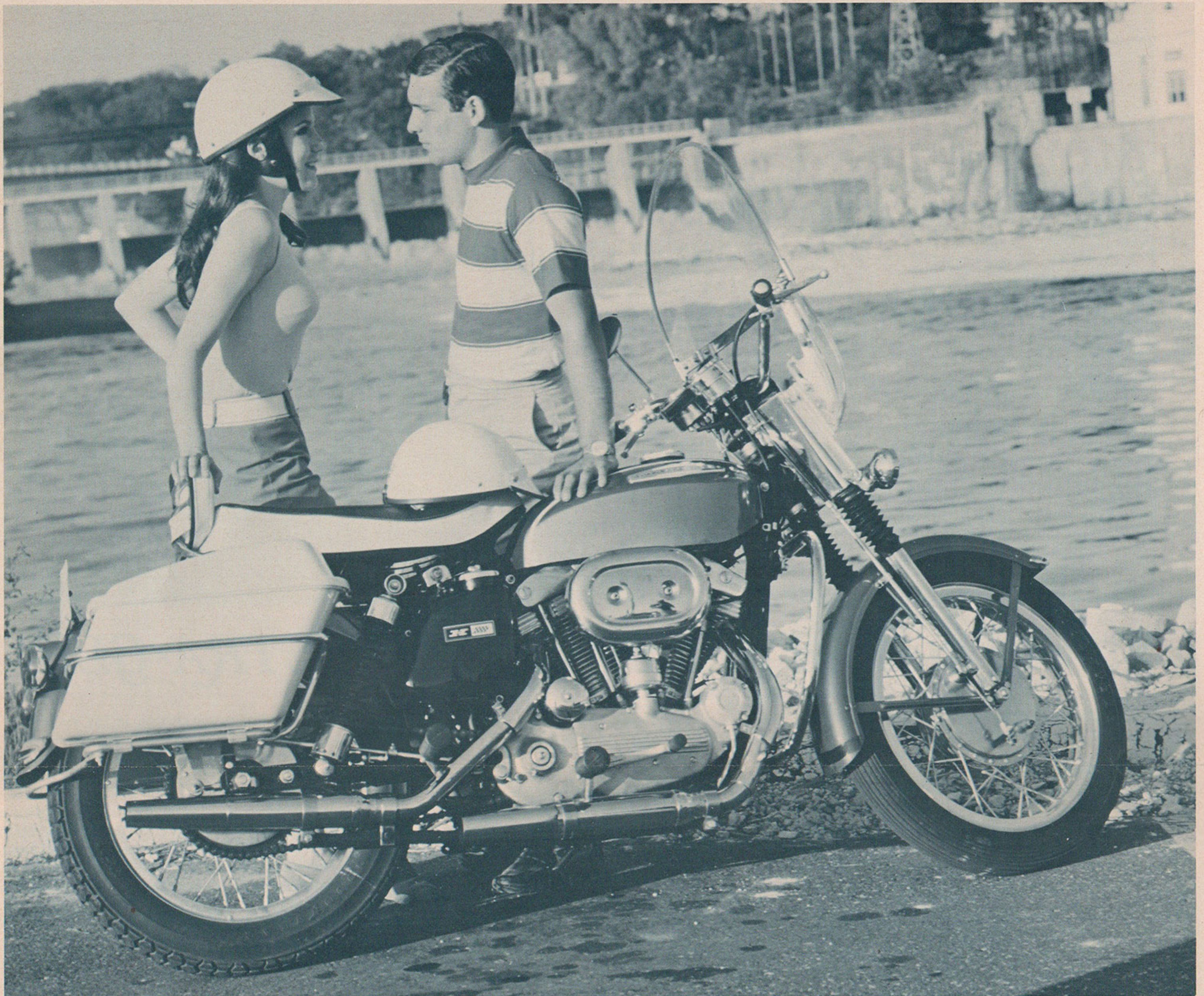
NEW SADDLEBAG GUARD — Optional accessory for 1968 is both functional and smart.



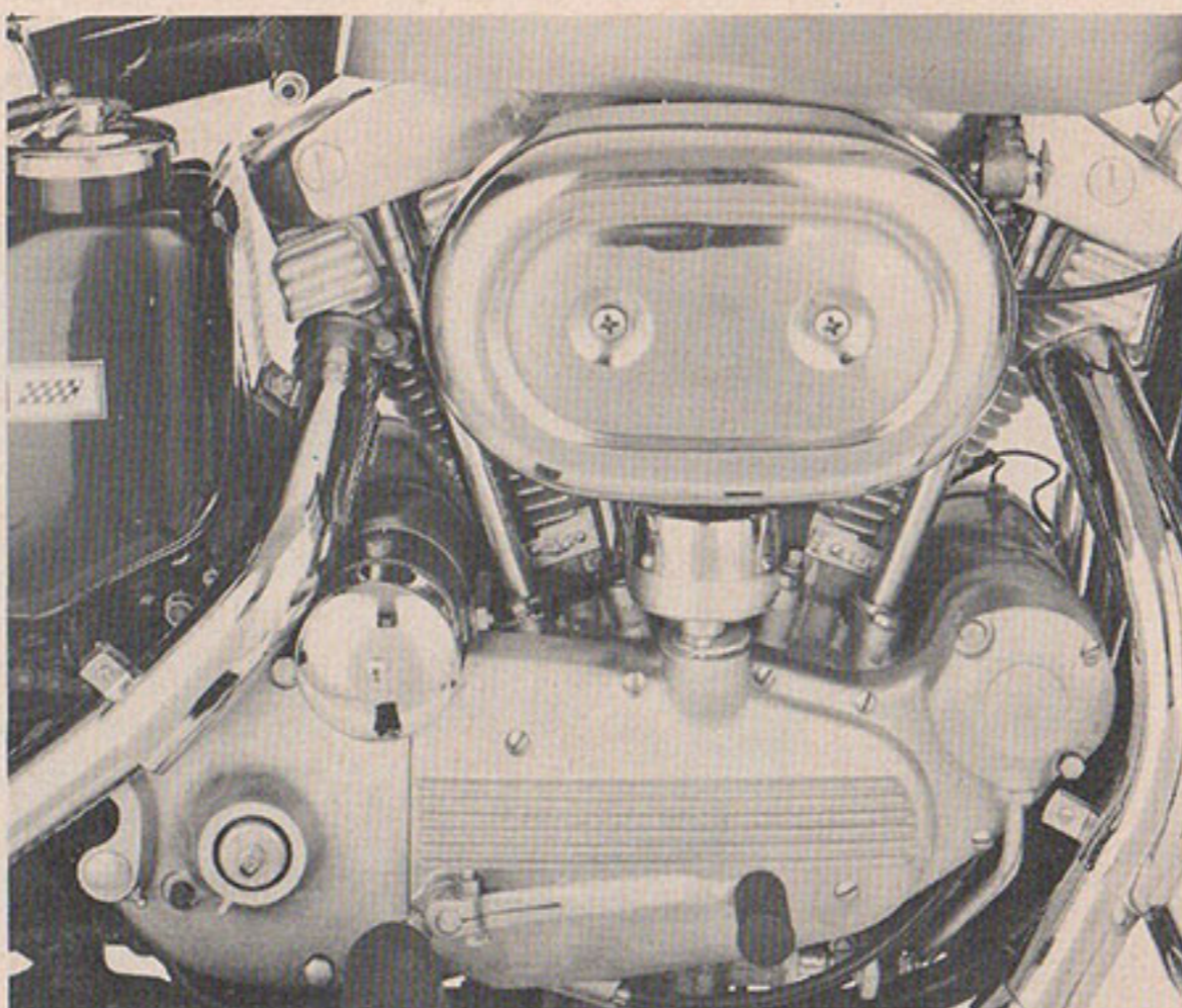
Electra-Glide for 1968 has everything from the large capacity air cleaner to its famous diaphragm carb to new features like the new clutch and oil pump.



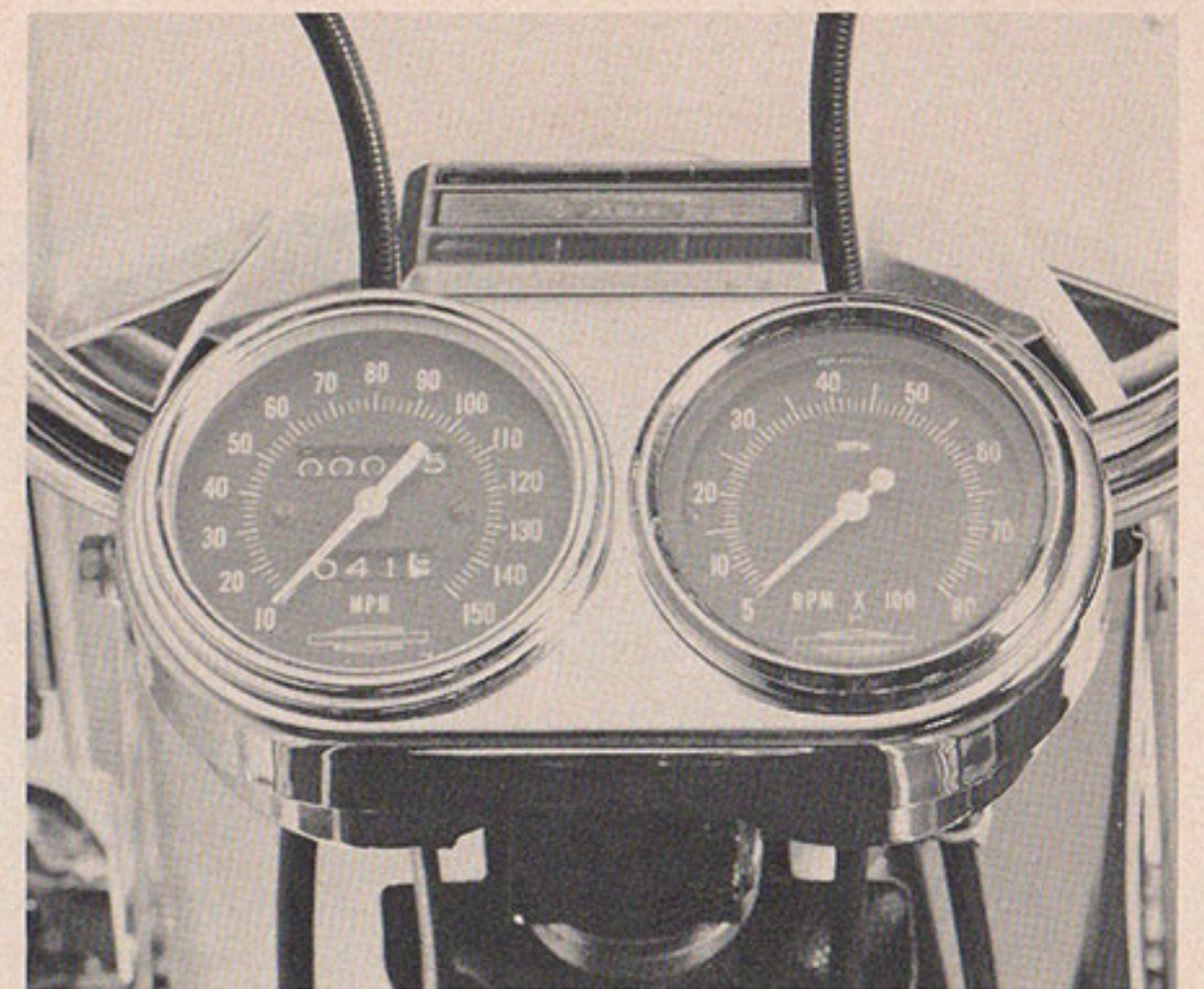
NEW INSTRUMENT PANEL — New instrument panel has that rakish automotive look. Features new easy-to-read speedometer face and numerals. Available in smart new brush aluminum chrome-and-pebbled finish.



INSTANT ELECTRIC STARTING (XLH ONLY) — How do you fire up all 900cc's of Sportster? Just push a button. It's that easy. You start quickly no matter what the weather's like. Powerful 12-volt electrical system and 32 A-H battery assure easy starting and more-than-enough power for accessories.



ENGINE IMPROVEMENTS — New case styling on both models. On XLH, elimination of starter pedal. On both, new Speedo drive for '68.



NEW SPEEDO — Sits handsomely in instrument panel.

sportsters for 1968

the boys get off

THE MEN GET ON

Harley-Davidson's 1968 Sportster again throws the challenge to men who want more than just a ride, but a chance to tame a bike. These sizzling Sportsters are the ultimate in power performance.

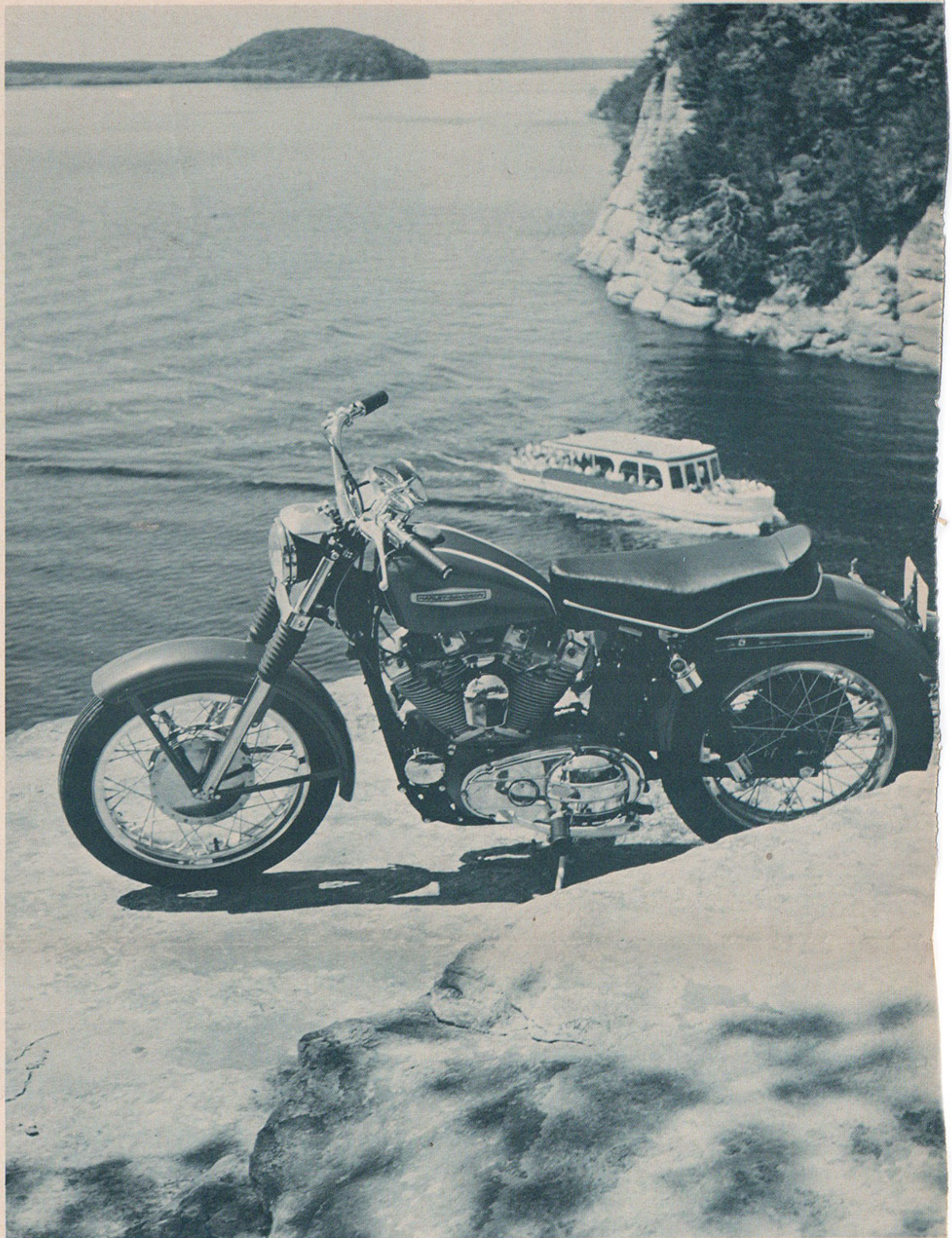
The savage Sportster has made necessary a new speedometer which registers to 150 mph.

The wrinkle finish paint accents the rugged Sportster good looks.

The XLH and CH now have new, improved hydraulic front forks and reshaped handlebars for better "feel." The electric starter has proven to be such an unqualified success on the XLH that the kick starter has been eliminated. The right engine case has been redesigned and the XLCH gas tank is now optional on the XLH.

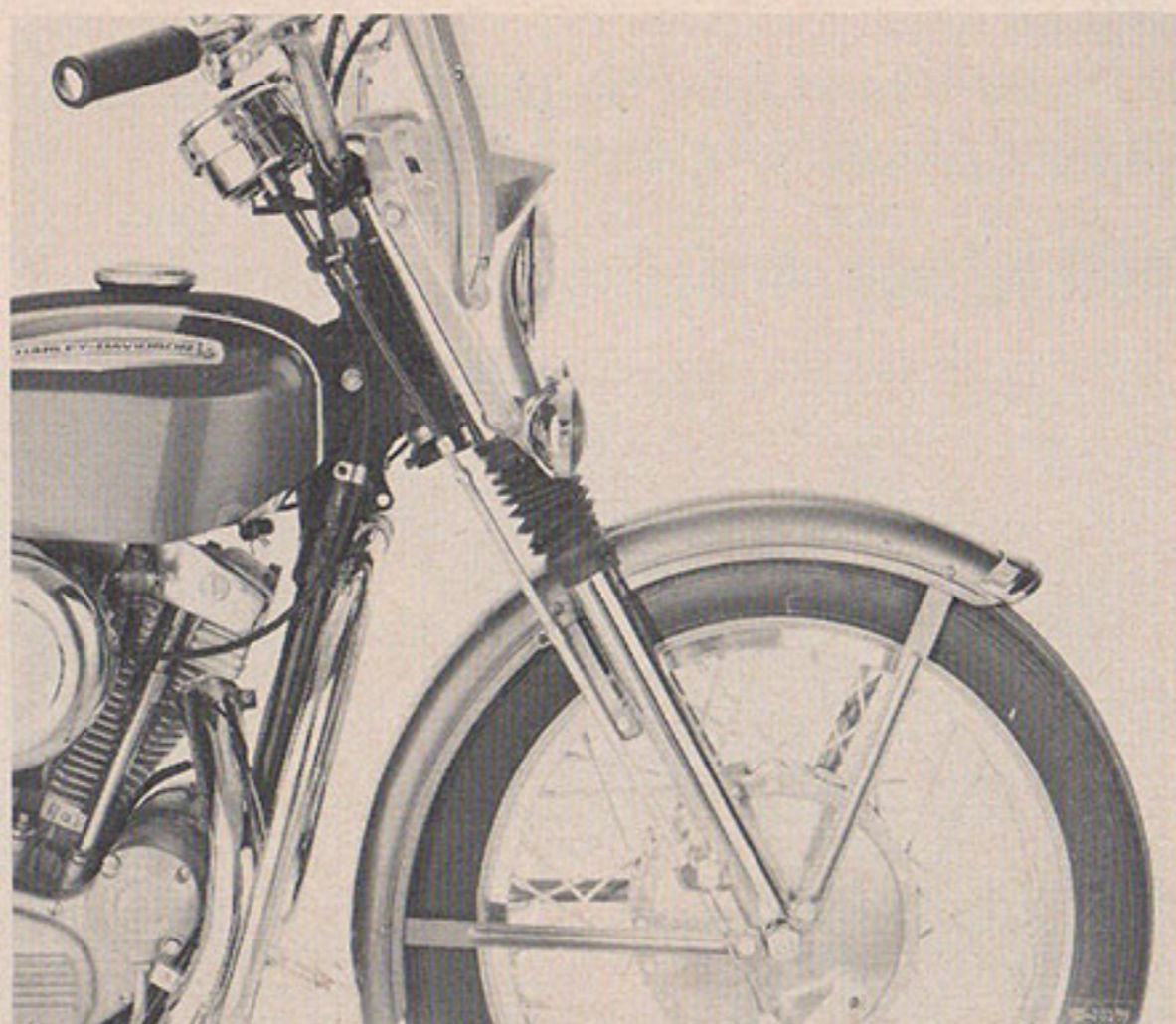
Four speeds ranging from "fast" to "ohmy-gosh" put the Sportster through paces you never dreamed existed.

It's time to order a Sportster now because they are truly "going fast."



SPORTSTER H&CH SPECIFICATIONS

	SPORTSTER CH	SPORTSTER H
Engine Type	OHV V-Twin	OHV V-Twin
Bore and Stroke, Inches	3 x 3.8125	3 x 3.8125
Displacement, Cubic Inches	55	55
Displacement, Cubic Centimeters	900	900
Compression Ratio	9:1	9:1
Horsepower	58 hp @ 6800 rpm	58 hp @ 6800 rpm
Clutch Type	Multiple Plate, Dry Disc	Multiple Plate, Dry Disc
Primary Drive	Triple Chain	Triple Chain
Final Drive	Single Chain	Single Chain
Transmission	Footshift Constant Mesh 4-Speed	Footshift Constant Mesh 4-Speed
Gear Ratio, Overall	4	4.42:1
	3	6.11:1
	2	8.08:1
	1	11.16:1
Brake Diameter — Front, Inches	8	8
Brake Diameter — Rear, Inches	8	8
Tire Size — Front	3.50 x 19	3.50 x 19
Tire Size — Rear	4.00 x 18	4.00 x 18
Wheelbase — Inches	57	58½
Saddle Height, Inches	30½	30½
Minimum Ground Clearance	4½	4½
Weight — Pounds	452	530
Gas Capacity — Gallons	2.25	3.96
Oil Capacity — Quarts	3	3
Electrical Equipment	Battery, Generator, Coil, Regulator, Headlight, Tail light, Stop light, Horn.	



NEW HYDRAULIC FRONT FORKS — Damping and springing have been completely redesigned to flatten out the road and improve control. Dashpots at top and bottom eliminates topping or bottoming under any conditions.

ENTHUSIAST

Published monthly by
HARLEY-DAVIDSON MOTOR CO.
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Editor.....Joel Habush
(Registered U.S. Patent Office)
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RACING NEWS

HARLEY-DAVIDSON WINS WEST COAST NATIONAL TT

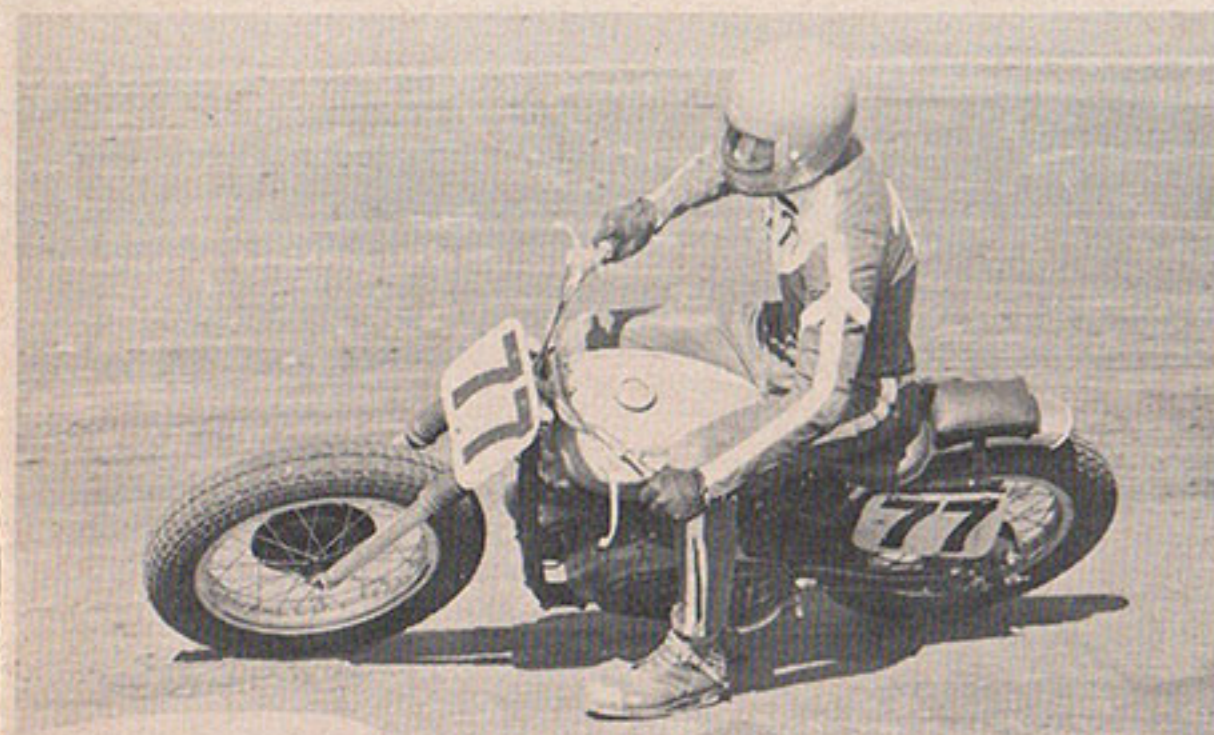


San Francisco's Mert Lawwill rode a thrilling race for his National Championship.

At the National TT on July 8 at Castle Rock, Bart Markel, Mert Lawwill and Chris Draayer were turning in blistering times on their Harley-Davidsons.

At the start of the Expert Final, Bart popped his clutch and got too much traction, starting on a portion of the track that didn't have much loose dirt. Bart flipped at the line and that ended the race for him.

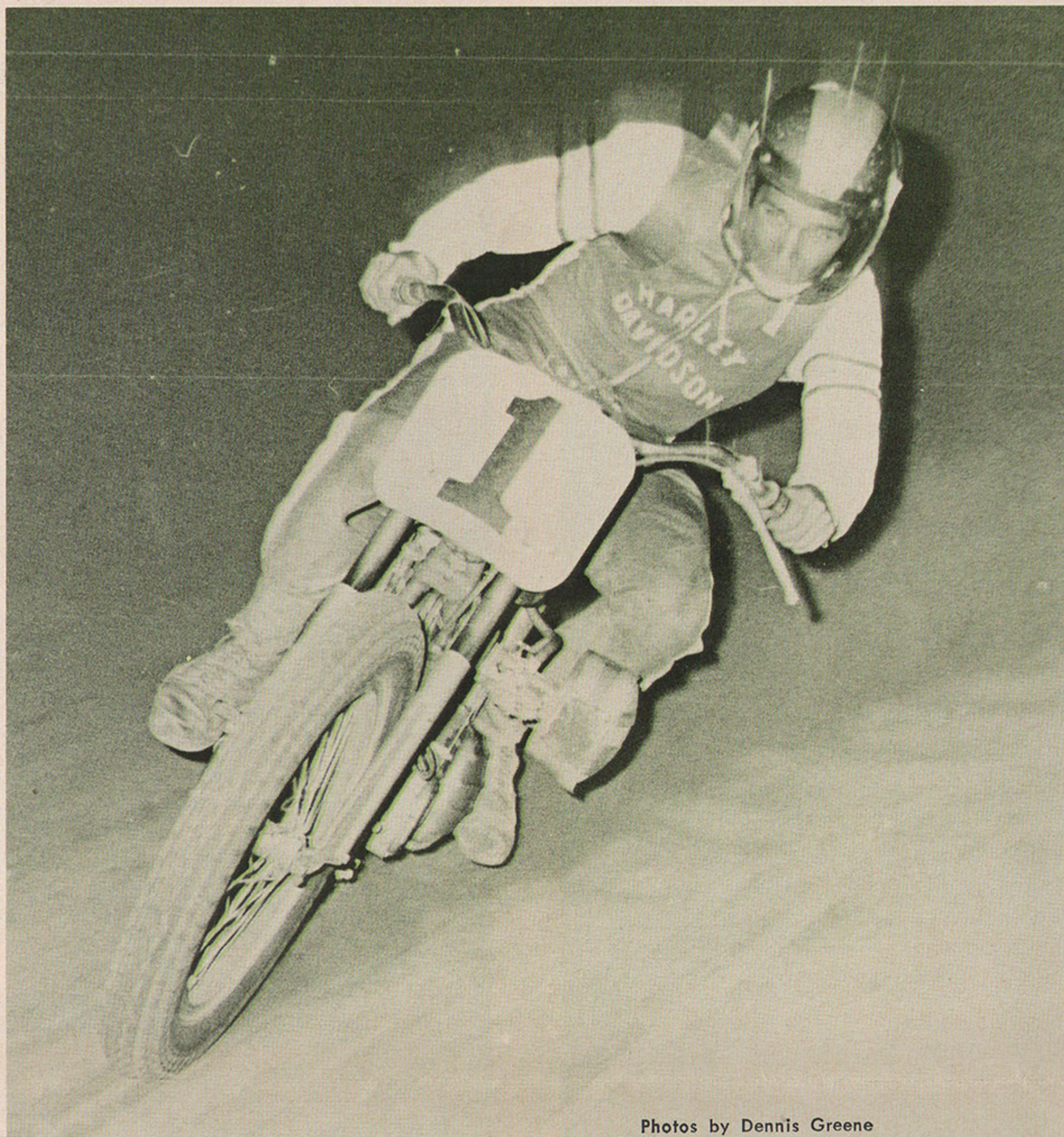
Mert Lawwill charged after the leader, Skip Van Leeuwen, and took the lead on the 9th lap of the 30 lap race. Chris Draayer on a fire breathing CH recovered from a spill and fought through the field to take a closing 3rd place.



Chris Draayer is getting closer and closer in the National Point Standings.

RACING FLASH

Cal Rayborn on a Harley-Davidson won the all important 110 mile race at Indianapolis on August 6th. Mert Lawwill placed third in the race on a Harley-Davidson and became the point leader in the A.M.A.'s Grand National Championship standings.



Photos by Dennis Greene

There's no one better than Bart Markel. But even he couldn't stop his shoulders from shaking on the bumpy track.

HARLEY-DAVIDSON SHOCK TROOPS CAPTURE TULARE

Harley-Davidson Experts pummeled all opposition to an overwhelming defeat at the Five Mile National Championship race at Tulare, California. Commander-In-Chief, Bart Markel, made Tulare his 20th National Championship victory! Other Field Commanders were helping to secure Tulare for Harley-Davidson fans.

Mel Lacher set a one lap qualifying record, which was quickly broken by Fred Nix's 26.64 second time.

In the Expert final, the Harley-Davidson legions crossed the victory line 1-2-3-5-6!

In the race, Fred Nix "bowed his neck" and took the lead off the line. But he slowed down a

bit, suffering from trouble encountered in the heat race. Bart missed a gear and took off dead last. By the end of the first lap he had gained to sixth place. Bart finally reached his first place command post on the fourth lap.

The track, full of holes and ruts, gave the impression of an enduro race — or a battlefield. Bart kept increasing his lead powering ahead with both wheels off the ground, seemingly only touching down every six feet.

The results of the Harley-Davidson "super clean" sweep were: Bart Markel — 1st; Mel Lacher — 2nd; Chris Draayer — 3rd; Fred Nix — 5th; George Roeder — 6th.



Mel Lacher staves off a threat from zooming Chris Draayer.



Big Twins on the Road

By Robert O. Fee

Citizens of the High Desert Community of Twenty Nine Palms, Cal., watched and listened to the gentle purr of touring class motorcycle engines as Harley-Davidson after Harley-Davidson passed them during the 15 minute parade. Over 500 cycles took part.

Road riders from throughout the Southern Pacific states and sometimes further are attracted to the Spring Tour each year. Many riders pack their families and camping gear; some camp in the town's motels.

The majority of the clubs and most individuals camped at Knott's Sky Park Saturday night and the Big Twins were practically taken inside the riders' tents.

All winners were awarded the highly prized "Torch of Hope" trophy. Only six inches high, it is unique, its very design copyrighted and awarded (to motorcyclists) only at the annual Spring Tour.

Presented by the Southern California Road Riders Committee and sponsored by the 29 Palms Chamber of Commerce, the Spring Tour is a charity benefit for the City of Hope National Medical Center at Duarte, California. The 1967 Tour netted \$3,613.68 for that worthy institution. The majority of the money was donated by riders of Harley-Davidson motorcycles.

MOTOR JOCKEYS POKER RUN

Robert O. Fee



Joe Sorres of the Artesia Motor Jockeys ladles out beans to Road Riders.

Three hundred and twenty Southern California Road Riders relaxed on the green turf of Artesia's community park on a Sunday after riding the Artesia Motor Jockey's poker run, and enjoyed the delightful bean creation of Chef Lorraine.

The jockeys signed in the riders at Long Beach Harley-Davidson shop and sent them on a 93 mile route through the Orange County coastal area. It was the 11th annual European Bean Feed for which the jockeys have created quite a reputation for themselves. The beans are marinated over a day in advance and then simmered slowly for eight hours with Portuguese Linguessa, which is especially ordered from Oakland for the motorcyclists. The recipe is a family tradition and was brought from the old country by the Motor Jockeys' (a family club) ancestors. By the 2 o'clock deadline, the finish line was almost a half block long. After the riders drew their poker hands and enjoyed the beans, they sprawled and napped in the balmy sunshine until the results were computed.

Following the suggestion of Pomona Harley-Davidson dealer, Sherman Ames, the jockeys asked the trophy donating dealers to send a representative to present the awards. Many did, and such popular Harley-Davidson dealers as Long Beach and Riverside were present.

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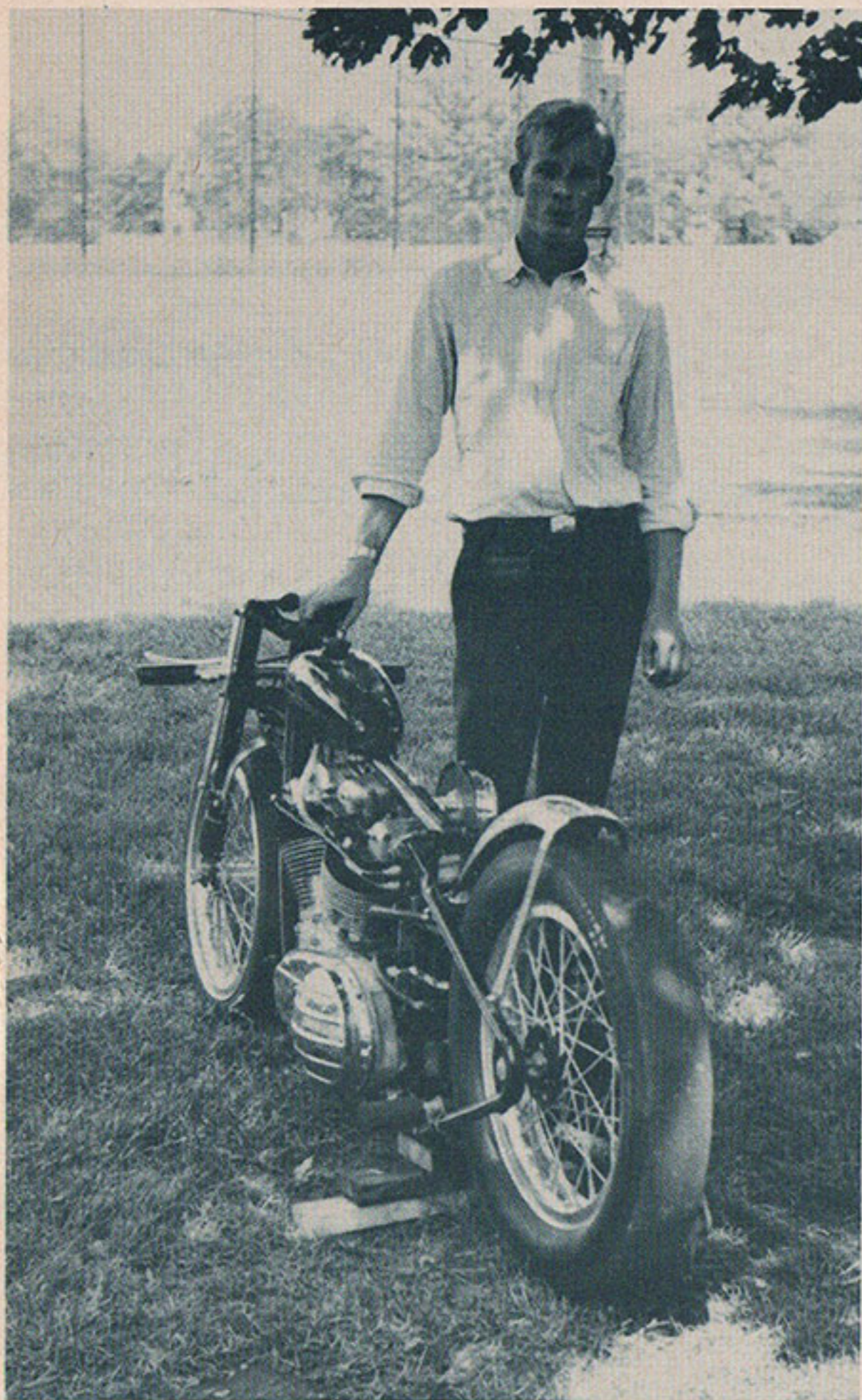
• And if you die, the balance of your Kilbourn Finance loan is automatically paid off. Put away the worry that your family may be saddled with unexpected bills.

• KFC's INSURED PAYMENT PLAN . . . another rider service made available to you through your Harley-Davidson dealer.



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For further details see your Harley-Davidson dealer.



(Ed.: Our Eastern correspondent has had a busy life since he last wrote us about setting a record on his street Sportster at the Bonneville Salt Flats. Since graduating from Princeton, he has been assaulting the drag strips. Like a good many others he would like to "go after Leo". Leo Payne, whose Harley-Davidson Sportster holds quite a few records itself, should be on the lookout for Cook. Here is Cook's evaluation of what a mechanic means to a drag racer.)

YOU CAN'T DO IT ALONE

by Cook Nielson

What goes into a successful racing campaign? According to Tom Hannum, former Hawaii National Class C Champion, and present overlord of Hannum's Harley-Davidson in Media, Pa., racing success consists of "one-third rider ability, one-third machine, and one-third preparation of the track." This formula applies to most areas of motorcycle competition. It does not, however, apply to drag racing. Most strips are the same — always the same distance, usually the same surface. That leaves "rider ability" and "machine". Having been associated with dragging for nearly five years, I have come to the conclusion that, for this particular sport, success depends upon the machine primarily, and the rider secondarily. And with this increased dependence on the machine comes an increased dependence upon the man behind the machine — the mechanic. In my case, the mechanic is a young (26), personable guy named Steve Haly. What measure of success that we have achieved in drag racing is due directly to Steve — or rather, to his initiative, imagination, and mechanical ability.

Back in the good old days, when I first began to think that going fast on two wheels was pretty good fun, I became immediately aware of the fact that I wasn't going to go anywhere running

a one-man operation. There are too many factors to keep track of, infinitesimal factors that determine not only the difference between success and failure, but also, in some cases, success and disaster.

The Bonneville Salt Flats are a long way from Media, Pa. When I decided last summer that I wanted to take my street Sportster out there, Tom Hannum (business associate, sponsor, and good friend) and the rest of the people at the shop made sure that nothing would happen to the machine. Steve, Joe Blithe, Elwood Gittman — everybody pitched in. It is a matter of record that the bike ran superbly. Sure, there was gearing to change, and carburetor adjustments to make. But other than this, the bike was untouched during the course of the week in Utah. During that week the bike ran approximately 125 miles at full throttle, which, for our engine, was 7400 RPM. I had a strange feeling that there was a long arm coming all the way from Pennsylvania, keeping everything intact. Just a feeling.

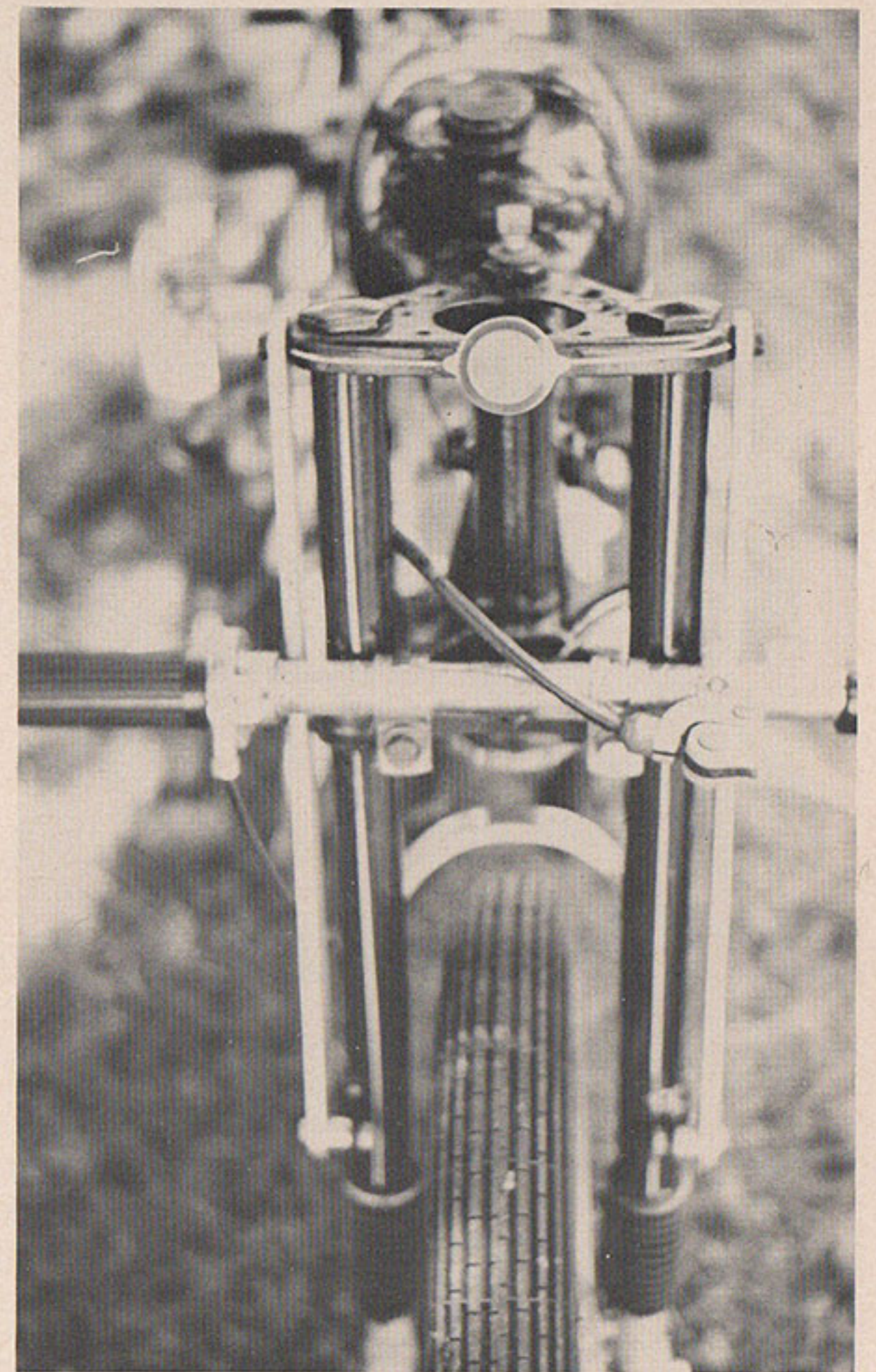
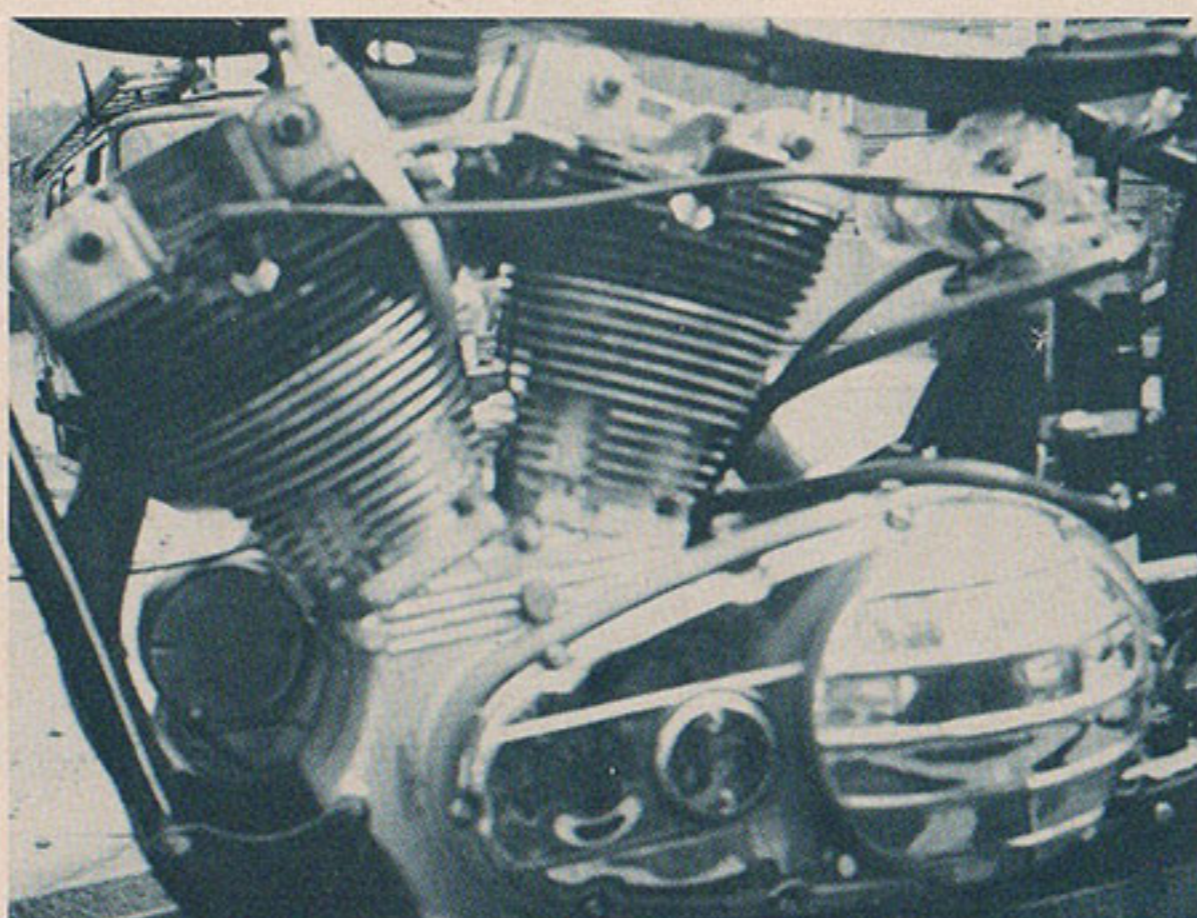
After my return from the Salt Flats the Hannum team began immediately to construct a 1000cc fuel dragster. Tommy and Steve helped with the frame, Joe built the engine, and everybody else made substantially useful suggestions. When March came around the bike emerged into the sunlight, and, after a few disappointing weekends, began going faster and quicker than even I had suspected. Why? Steve Haly, take a bow! Steve, like any superb mechanic, has a "feel"



for engines quite similar to an animal trainer's "feel" for his lions and tigers. He saw in the dragster a machine which permitted extensive probing for maximum horsepower and maximum efficiency. A drag engine, indeed, is the only engine on the competition scene that is required to produce to absolute maximum horsepower.

Drag racing stands apart from other forms of motorcycle sport in that, as I have said, more of a demand is made on the mechanic, and correspondingly less made on the rider. Of course, I have certain responsibilities — keep the bike going straight, shift gears properly, etc. But our success, as such, is due directly to Steve. He keeps the engine together, even when we are running suicidally high percentages of nitromethane; he traces minor ignition troubles; he replaces the clutches that I blow up; and he keeps his head when I lose mine.

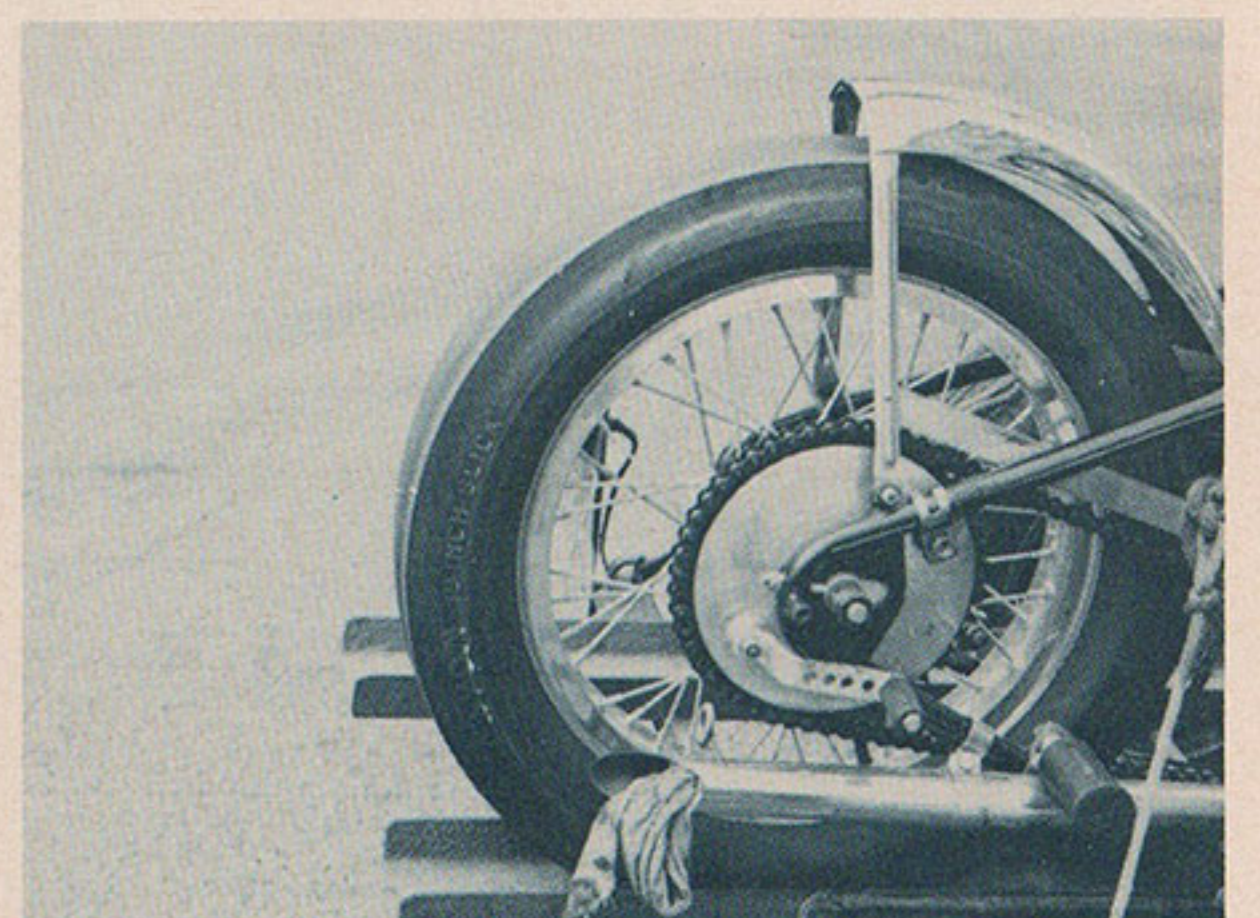
Steve remembered the importance of "changing one thing at a time." He quickly familiarized

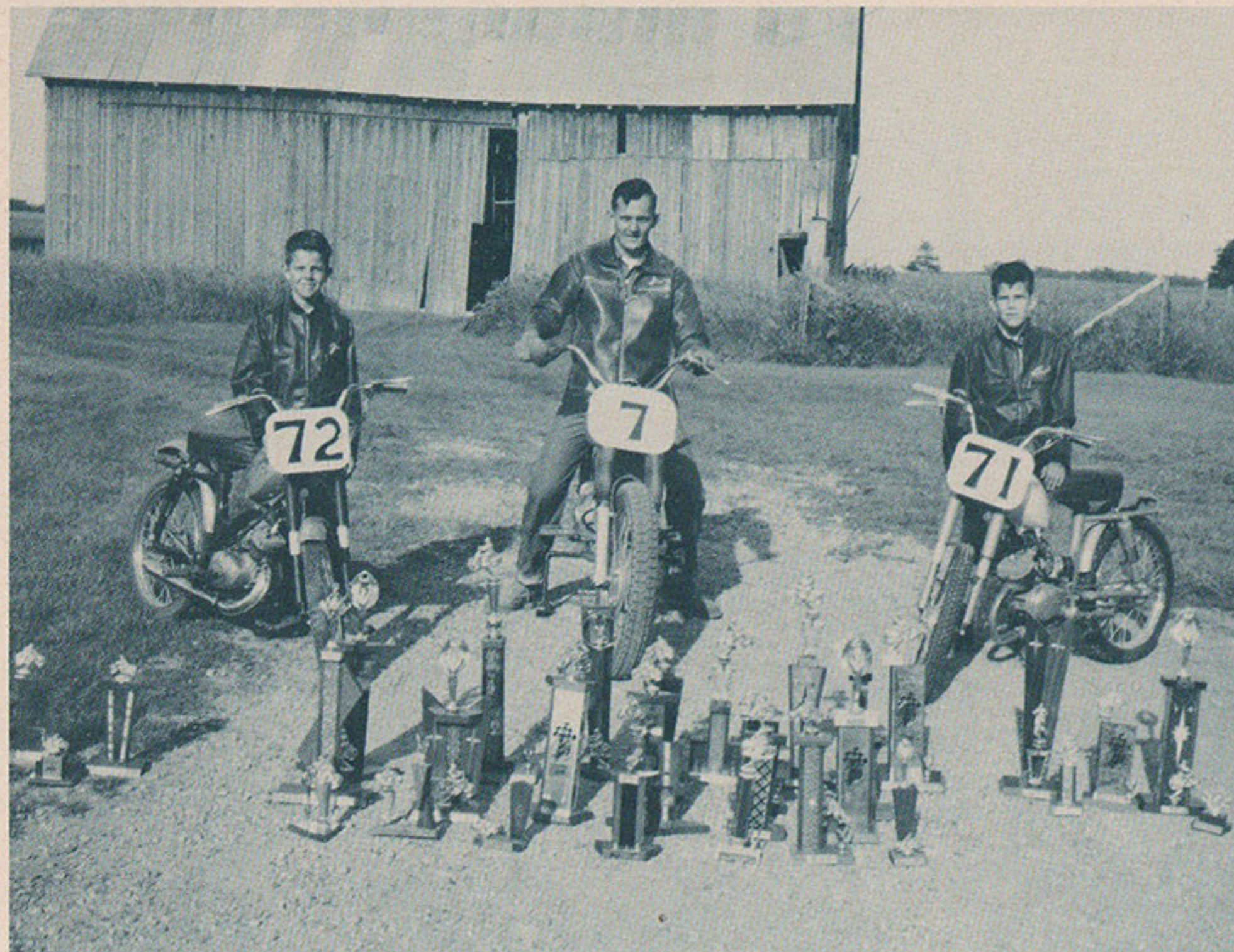


himself with nitro tuning procedures, knowing when to cut back a few percent or go up a few percent, as weather or strip conditions demanded. He is also able to alter the torque characteristics of the engine by altering pushrod adjustment, an old Harley-Davidson trick, but difficult to do well. For example, on a slippery strip, Steve sets the engine for a little less bottom end power, allowing the bike to get out of the gate with less loss of power through wheelspin. On a strip with better traction, he "tunes in" bottom end torque, sacrificing a little on the top end.

At the present time, our little (by dragging standards) 1000cc motor has been put out to pasture. A remarkably tough and reliable engine, it afforded us the opportunity to learn about ignition systems, carburetion, and the myriad details which enshroud a fuel burner. (Ed. Note: Cook's best E.T. is 10.10, best mph 142.85!) We are now in the process of building a 77 cubic inch engine. By "we", of course, I mean Steve. He works on it at night, after the shop closes. I bring coffee and try to stay out of the way.

As you can see, the role of the mechanic is vital in any racing enterprise, and uppermost in the drag game. What it all boils down to, I guess, is simply that, without Steve and Tommy and Joe and Elwood and Marion the secretary (and Marion the buzzard, team mascot) — without these people, I would be nowhere. In all motorcycle competition, especially drag racing, the mechanic makes the difference. Because, as I said, you can't do it alone.





Dear Editor:

Enclosed is a photo of my husband, Gary, with our sons Robert, 11, on the right, and Jim, 10, with the trophies they have won in the last year and a half while scrambling with Harley-Davidson machines, a 1966 CRS Sprint, 1967 M-65 and a 1966 M-50.

We also have a daughter, Kathy, 7, who loves the M-50. We enjoy reading The ENTHUSIAST very much and look forward to it each month.

Sincerely,
Mrs. Joann Hatch
Alpena, Michigan

Dear Editor:

I just wanted to tell you that I am very pleased with my new Rapido. My fiance and I recently purchased two of them from Wilwert's Harley-Davidson here in Dubuque. Before I got the Rapido I had an M-50 and he had a Sprint. Now that we both have the same kind of bikes we can ride together at the same speed.

Sincerely,
Barbara Kennedy
Durango, Iowa

Dear Editor:

I have been enjoying The ENTHUSIAST since 1930. I am 58 years old and have been riding Harley-Davidsons since I was 14 years old.

I have a 1967 M-65 and like it fine. This is my 17th Harley-Davidson. Boy, do I like the looks of your new 125cc Rapido. Just as soon as they come out I am going to trade for one.

You have a great magazine. Keep up the good work.

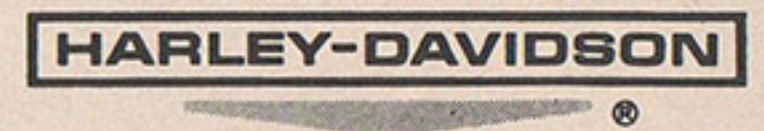
Sincerely,
Joe Simon
Kinston, N.C.

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THE MOTORCYCLE
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AUGUST • 1967

171

**1968 SPORTSTER AND
ELECTRA-GLIDE ANNOUNCEMENT**

**POLICE
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