

**EHOG** Rick Mills; So, it's January, snowy, cold, icy, roads covered with salt, sand, and chemicals that will eat away the brake lines on any vehicle. Not exactly prime let's venture out on your Harley type of conditions. Let's start with something positive on the "bright" side. The sun on January 27th set at 5:00 pm, and we're gaining more daylight with each day! We're diffidently headed in the right direction. However, if you do decide to head out for a little wind therapy, remember any wet areas you pass through possesses the sand, salt, chemical mixture mentioned previously. It would be wise to clean your scoot before you park it, who knows how long it will have to be parked with New England Weather. Not everyone has a hose with running water available this time of year and the \$3.00 do it yourself carwash bays have gone by the way of the dinosaur. Most have been replaced with fully automated, pay by the month, megaplexes sporting dozens of hoses sucking the consumer in for free vacuums and wash. So how do I clean my scoot?

Glad you asked, because yes I enjoy my Wind Therapy year round. First I try to avoid as much wet covered roads as possible. Try to remember topography of roads you ride on; hilly, sloped where water normally runs across, shady or sunny causing melting snow runoff. It will be almost impossible to avoid all wet conditions on a ride but a little pre-ride planning will help. It might not work for you, but I've done the following for years. Take a 2 quart plastic soda bottle, drill an 1/8 or 1/4 inch hole in the cap, fill the bottle with warm/hot water, when you squeeze the bottle you have a small pressurized stream of water to remove the road film coating your bike. You wipe down one area cleaned at a time, and might have to fill the 2 quart bottle a couple a times depending how much road grime has covered your bike. When outside conditions become favorable you can then plan a full blown cleaning attack on your Harley equipped with hose, bucket, cleaning agents, and towels achieving a mean, clean, riding machine once again!



**Inquiring minds didn't want to know...**but who was James McClay and what role did he play in the beginning of the Harley-Davidson Motor Company?

By 1904 the Harley Davidson Motor Company had sold about 10 motorcycles, so the boys doubled the size of the backyard shed to handle the capacity. But the shed wasn't going to last much longer for the expanding company, and there were no funds to open a real factory yet. That's when help came from the Davidson Brothers' "Honey Uncle" James McLay. The land he owned is now known as Picnic Point on Lake Mendota, in Wisconsin. Uncle James kept bees there and lived off the land, hence his nickname "Honey Uncle". He was intrigued with his nephews' motorcycles and loaned his life's savings to the young company. As you might imagine, he was paid back many times over.

With the money from their "Honey Uncle", Bill Harley and the Davidson Brothers purchased some land on Chestnut Street in Milwaukee, where, in 1906, built the first Harley-Davidson factory. It measured 28x80 feet, not exactly large by factory standards, but the additional space allowed the company to produce motorcycles on a grander scale. Apparently, they accidently built part of the building on railroad-owned land so, to remedy the problem, all of the employees gathered outside and lifted the building and moved it a foot and a half. Soon after, Chestnut Street, was renamed Juneau Avenue, which is where the Harley-Davidson's corporate headquarters exists today.

... and now you know!

*Ramble'n Rick*



*Ride Safe & Ride Free!*