

Letters

106, and my uncle is listed as Captain Merwin L. Morrill, USAF, KIA 8/21/67, Panel 25E, Row 24, on The Wall.

DAVID L. MORRILL
ORLANDO, FLORIDA

LOVES THAT V-ROD

I loved your all-Harley edition, especially Louis DeNaples' V-Rod! Now that's what a V-Rod should look like! Harley should take note and I think then the bike would not be known as a chick bike anymore, though there's nothing wrong with chick bikes. (Don't get me wrong.) Kudos to Louis and where can I get one?

TOM FRIAR
CASTLE ROCK, COLORADO

As it says in the story, North American Warhorse (570/346-2453) in Scranton, Pennsylvania, built the bike, and I'm sure the crew there would be happy to build one for you.

MORE V-RODS WANTED

I don't know what impressed me more about the October 2003 issue. That Hard NA Warhorse V-Rod or you guys having the guts to print the feature. This is doubly impressive to me considering that earlier in the issue you commented on the fact that one of the most popular requests is for more Softail articles — like that's hard information to come by (yawn). Most Softail types I know aren't exactly keen on the 'Rod. And most magazines don't have the guts to pique their biggest customer base.

And let me tell you, that V-Rod is sweet. I showed your mag to some of the young guys that I have in some of my college classes, and they just drooled over the 'Rod. The other sweet rides in the issue were deemed old guy bikes. I guess Harley was right on with its marketing research.

I am 46, so I figure I am dead in the middle of the traditional Harley customer base. I've had a number of H-Ds, my first being a Pan basket case, the most recent purchase a 2003 Sporty, but I'm also interested in modern technology and love street-fighters. The next time H-D sees any money from me it will be V-Rod dollars.

Please consider running more V-Rod articles like that or like the bike in the Barnett H-D ad. And get Donny Petersen a couple of V-R engines to play with. I

need something to go up against my buddy's nitrous-boosted V-Max with. He's way too cocky.

MICHAEL HETRICK
VIA INTERNET

Many thanks for the compliments and your suggestions have been noted, though the only one we can say will definitely be followed at this time is the one for more V-Rod features.

TOMB OF THE UNKNOWN

In the October issue, on page 144, there's an article about Rolling Thunder and a group of riders doing a wreath-laying at The Tomb of the Unknown. That group is Run For The Wall and they are the only ones allowed to ride into Arlington as a group. This was our 15th year riding from California to Washington, D.C. to participate in Rolling Thunder. The ride is open to all who support the POW/MIAs and have the time for the 10-day ride. However, they can also pick up the Run anywhere along the way. For more info, check out the web site at RFTW.org. and Never Forget!!

RICHARD C. BUSHA
VIA INTERNET

HEROES OF HARLEY-DAVIDSON

Let me begin by saying that my husband and I both love your magazine. In fact, I was much dismayed when I couldn't stop and join the ride to Milwaukee when you were near my neighborhood at Electric City H-D, in Scranton, Pennsylvania. My husband, Dave, was fortunate enough to get to Milwaukee. On the way, he and his friends made a stop at the AMA Motorcycle Museum in Pinkerington, Ohio. He was very happy to see your timely article, Heroes of Harley-Davidson featuring the AMA Hall of Fame, written by Jim McCraw in the October 2003 issue.

However, upon reading it, he noticed quite a few discrepancies, the main one being that the famous Bessie Stringfield's last name was referred to as Singleton. If Mr. McCraw researched his facts he would know she did far more than ride around the South; she actually did eight solo gypsy tours of the continent. If that weren't enough, imagine my surprise, being a member of Motor Maids Inc., when the article said, "Dot Robinson (one of the co-founders of Motor Maids Inc.) rode across the country in a sidecar rig with her mom and became a Harley legend." The latter is

true, Dot is a Harley legend due to her racing history in a sidecar rig competing and winning against men. However, Dot rode across the country with her daughter, Betty, each on her own motorcycle. It was Effie Hotchkiss, who rode from New York to San Francisco with her mother in a sidecar in 1915. She has a place in the Motorcycle Hall of Fame as well. Just how many errors can be overlooked in one article?

Please continue to run the great articles we've enjoyed, but be sure your writers have their facts correct and do their homework. We love your magazine and hope we can be sure the facts are correct as we read them. A magazine of your caliber shouldn't be compromised, and I'm hoping you were just having too much fun in Milwaukee and this accidentally slipped by.

DIANE RUMBEL
VIA INTERNET

INTERNET BIKE FRAUD

Regarding the October 2003 issue letter A New Scam, this very same scam is being run on eBay. You can pick just about any day and find a person selling a

continued on page 166



READER SERVICES

- **On Line:** www.americanironmagazine.com
- **Address Letters For Publication**
Letters, *American Iron Magazine*,
1010 Summer St., Stamford, CT 06905.
Fax 203/425-8775. E-mail
chrism@americanironmag.com. Include name
and address. Letters may be edited.
- **Advertising** Call 203/425-8777.
- **Subscription Services**
Write to *American Iron Magazine*, Subscription
Services, PO Box 3000,
Denville, NJ 07834.
E-mail custsvc_ameriron@fulconinc.com.
Toll free 877/693-3572.
- **Back Issues**
Back Issues, *American Iron Magazine*,
1010 Summer St., Stamford, CT 06905.
Fax 203/425-8775, or e-mail
wanda@tamcommunications.com.
- **Reprints & Permissions**
Publisher, *American Iron Magazine*,
1010 Summer St., Stamford, CT 06905.
Fax 203/425-8775.
- **Privacy Policy**
American Iron Magazine may allow others to
use its mailing list. If you do not want your
name included, please contact Subscription
Services by mail, e-mail, or fax.