



The Sportster models are amongst the best selling motorcycles in America.

It is a relatively easy bike to ride, versatile, customisable, and holds its value well. By adding Harley's flush mount leather saddlebags, sport windshield, touring seat & back rest, sport rack, overnight rack bag, and a tank bag, you have a "touring Sportster" - a pretty competent bike for weekend trips, without compromising its ride capability. The touring seat and passenger back rest make the Sportster a very comfortable bike for riding pillion.

You will probably never see two Sportsters exactly alike because of the wide choice of accessories and chance to personalise the tank and mud-guard paintwork. The bike is very forgiving of small errors. The torque from its big V-twin engine makes it hard to stall in town, and terrific for overtaking. The bike's low centre of gravity, excellent frame and suspension geometry make it very stable and easy to steer. Today's Sportster looks very much like the XLCH Sportster of 1958 but in fact every part of the bike is different and built to modern standards including the frame, engine, transmission, electrical system, brakes and forks. The Sportster is very pleasant cruising at all speeds up to about 60 mph, surprisingly so. From about 60 up to about 67 mph (in 5th gear), vibration gradually becomes intrusive (mostly through the handlebars).

Conclusion: No other bike in its class holds its value like a Sportster, looks like a Sportster, sounds like a Sportster or feels like a Sportster. ***The Harley-Davidson Sportster is the real thing.***

www.chuckhawks.com/sportster.htm

www.sportster.org