

HOG



FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1919

FINDING THE ONE CACHING IN HOME ON THE PRAIRIE

2013 019

FINDING THE ONE

CACHING IN

HOME ON THE PRAIRIE

\$4.99us

019
2013



HOG.COM

The First Rule of Customization:

THERE ARE NO RULES.



BREAK FREE FROM THE BONDS OF EXPECTATION with new Genuine Motor Accessories, such as those featured on this one-of-a-kind Street Glide® motorcycle. Hundreds of new components. Countless unique configurations. Start building your own custom masterpiece now at the H-D1™ Bike Builder online.



h-d.com/bikebuilder



THE CANDY STATIONS COLLECTION

Featuring Genuine Garnet, Peridot and Citrine Gemstones
Set in Sterling Silver



Necklace: HMN0006, Ring: HMRO011

See the full collection at www.modjewelry.com/Candy

Harley, Harley-Davidson and the Bar and Shield logo are among the trademarks of H-D Michigan, LLC. © 2013 H-D. All Rights Reserved. Manufactured by MOD Jewelry Group, Inc. under license from Harley-Davidson Motor Co.



Available at Authorized
Harley-Davidson Dealerships

©2013 H-D, Harley-Davidson, Street Glide, H-D1 and the Bar & Shield are among the trademarks of H-D U.S.A., LLC.



Features

- 26** Finding Felix
A quest to seek out one unique and deserving rider at European Bike Week.
- 32** Cache In
Treasure hunting by Harley® – with a high-tech twist.
- 36** Prairie Pilgrimage
A surprisingly beautiful ride through the flatlands of Central Illinois.
- 42** An Ounce of Prevention
Because the best time to get out of a roadside jam is before it happens.
- 44** Touring by the Book
A member finds extra motivation to pile up ABCs of Touring points.
- 48** \$100 Rides
One last ride on a cherished Harley-Davidson® motorcycle.
- 50** 30 Reasons to Attend a 2013 Event
It's going to be a very big year. What's YOUR reason for taking part?

Departments

- 10** Editor
- 12** Intake
- 14** The Word
- 18** Next Ride
- 20** Spotlight
- 22** Get Going
- 24** Between the Lines
- 54** Enthusiasts
- 62** Gear
- 64** Archives
- 66** Exhaust

Recovery Program

BEFORE IT COULD BE PUT ON DISPLAY in the Harley-Davidson Museum®, the world-famous “Tsunami Bike,” which washed ashore in a container on the west coast of Canada months after the catastrophic tsunami that struck Japan in April 2011, its condition had to be assessed and a decision made in terms of preserving it. It was a challenging question for Senior Curator Kristen Jones and the Archives team at the Museum.

“As riders know, saltwater is metal’s kryptonite,” she explains. “So after consulting with the experts, we decided a good first step would be to wash the bike in water to remove salt and sand. The sand/pebbles and salt attract moisture, so as long as these remain on surfaces, the fuel for corrosion is present. However, after more discussion about how we were interpreting this very emotional story, we took a different course.”

The sand and salt were part of the story, yet leaving them on the bike would guarantee that it would continue to corrode over time, even in the controlled environment of the Museum. In other words, preserving the story and preserving the artifact were in opposition to each other. In the end, the team decided the story was important enough to take a chance on continuing corrosion.

“We don’t really know how quickly the corrosion will become too severe; we’ve taken a course of ‘watchful waiting,’” Jones says. “If, in the future, we decide to undertake a course of further treatment, we can.”

For a further discussion on the challenges of preserving historic items, see “Preserving the Past” on Page 64.



Leading the Charge

BART MARKEL LEADS fellow Harley-Davidson riders Tommy Morris, Everett Brashear, Joe Leonard, Brad Andres, and Roger Reiman through the north turn on the first lap of the 1959 Daytona 200. Andres went on to win the race, the fifth of seven straight Daytona victories for H-D, and the first of two in a row for Andres.

The team's dominance was powered by the KR and KRRT models, which made their Daytona debut in 1953. Preceded by the pre-war WR and WRRT models (which won 19 out of 24 National races in 1949), the new bikes featured a new side-valve engine in a smaller, lighter, and stronger package. From 1953 to 1969, the KR and KRRT models carried Harley-Davidson riders to 13 Daytona 200 victories.

For the best in-depth information about the history of H-D racing, visit the Harley-Davidson Museum® in Milwaukee, where the focus is on racing through March 2013. Racing motorcycles on display range from the 1910s to the 1970s and include examples like the 1953 KRRT Road Racer. Museum members can also dig deep at the Members Only section at h-dmuseum.com. Non-members, click on "Become a Member" to learn about the H.O.G.® Exclusive Dual Membership package.



Photograph courtesy of the Harley-Davidson Motor Company Archives. Copyright H-D®

Screens



TELEVISION, COMPUTER MONITOR, SMARTPHONE, MOBILE TABLET, CAR WINDSHIELD - if you're like me, you spend much of your day staring at one kind of screen or another. Maybe if you're lucky, it's the windscreen on your Harley®, if it has one. (If not, more power to you.)

Sometimes we might feel like slaves to those screens, but the upside is the access to the world they put at our fingertips 24 hours a day.

Want to know which Harley model was the first to come from the factory with a belt drive or how to get from here to Memphis? Just Google it. The answer is only a mouse click or screen tap away. We have more access to electronic information and entertainment than at any time in history. It can be overwhelming and invigorating all at the same time.

What's this got to do with HOG®? Well, I'm excited to announce that HOG magazine has now joined the digital age. In addition to the familiar print magazine you're holding in your hands, we're launching a mobile tablet edition of the magazine for Apple iPad users through the iTunes Newsstand.

The tablet edition of the magazine has all the same great editorial content you're used to seeing in the magazine, but it's enhanced with digital media, including videos and expanded photo galleries, and optimized for viewing on your tablet screen. Whether you're on a plane, in a boring meeting, or relaxing on the sofa in your living room after a ride, you can now have instant access to your HOG magazine anywhere, anytime. To download it onto your iPad, just log into your iTunes account, install the Newsstand app (if you don't already have it), and subscribe to HOG magazine using your valid U.S. H.O.G.® membership number.

Now if you're saying, "That's great, but I don't have an iPad or any kind of mobile tablet so what about me?," two things: first, we'll be launching the tablet edition of the magazine for Android and other operating systems shortly, so bear with us. You'll have access to all the previously published tablet issues on the Newsstand so you won't miss anything. And for those of you without tablets, we'll also be posting most of the enhanced content from the digital editions on the revamped HOG magazine section of members.hog.com, which is also launching very soon. The best part is it's free to all Full and Full Life H.O.G. members. All you need to unlock all of this great content is your membership number and a computer.

Don't worry: The print version of the magazine isn't going away! Membership enhancements like these are part of Harley Owners Group's efforts to grow and evolve the club to meet the expectations of current and future riders by providing new benefits and services in ways that best fit your lifestyle.

We've got all this and more in store throughout 2013, during our H-D 110TH and H.O.G. 30TH Anniversary year, including an update to our popular Ride Planner online mapping tool - just in case you really are trying to find your way to Memphis.

Matt King



copyright 2013 H-D
ON THE COVER: The Harley-Davidson Freedom Jacket is making its way around the world in celebration of the 110TH Anniversary. See story on Pages 26-30. Photo by Kyle Camerer.

EXECUTIVE EDITOR
Paul James

EDITOR IN CHIEF
Matt King

MANAGING EDITOR
Alison Ban

DESIGN AND PRODUCTION
GS Design

Creative Director
Marc Tebon

Staff Writer
Mike Zimmerman

Copyeditor
Amy Reid

Art Director/Staff Photographer
Mark Brautigam

Production Designer
Jody Jozowski

019 CONTRIBUTORS
Kyle Camerer, Kristen Jones, Mike Morgan, John Sandberg, Christian Schau, Ken Schmidt, Becky Tillman

Visit Harley-Davidson Motor Co. on the Internet at www.harley-davidson.com.

We care about you. 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.

HOG magazine is published by Harley-Davidson for owners of Harley-Davidson® motorcycles and anyone interested in news about the Motor Company, its products, and activities. Subscriptions are limited to the U.S.

We reserve the right to edit all submissions for publication in HOG.

All submissions become property of Harley-Davidson Motor Co. If you'd like your photo returned, please send a self-addressed stamped envelope with your submission.

All H-D® and Buell® product illustrations, photographs, and specifications mentioned in the publication are based on the latest product information at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications, and models and also to discontinue models. Some vehicles in this publication are shown with available equipment.

HOG will not intentionally publish fraudulent or misleading advertising. HOG does not endorse any advertiser or its products, and cannot be responsible for advertisers' claims. Some advertised products are not available outside the U.S.

To order HOG or change mailing address, email us at hogmagazine@harley-davidson.com or write: HOG, Harley-Davidson, Inc., P.O. Box 453, Milwaukee, WI 53201, or visit: www.harley-davidson.com/hog.

When requesting a change of address, include your mailing label from the back cover.

To advertise in HOG, email John Sandberg at jsandberg@integraonline.com.

HOG may allow others to use its mailing list. If you do not want your name included, please write: HOG, Harley-Davidson, Inc., P.O. Box 453, Milwaukee, WI 53201.

No part of HOG may be reproduced for any purpose in entirety or part without the express written consent of Harley-Davidson.

Harley-Davidson, Harley, H-D, HOG, H.O.G., and the Bar & Shield logo are among the trademarks of H-D U.S.A., LLC.

GOOD. BETTER. BEST. OR JUST PURE AWESOME.

With H.O.G.® Roadside Assistance you can choose from four levels of coverage to help keep you and your bike protected on the road. The Standard Package, providing one-time towing coverage of up to \$100, is included with your full membership. Upgrade from there (starting at just \$19.95 per year) to Deluxe, Ultra, or Ultra Plus, to get unlimited towing coverage and more.* How awesome is that? Find out more or upgrade today at members.hog.com.



CHOOSE YOUR LEVEL OF PROTECTION

Full members of H.O.G. can choose from three levels of Roadside Assistance upgrade packages:

FOR \$19.95, UPGRADE TO THE DELUXE PACKAGE:

- Covers up to two of your Harley-Davidson® motorcycles
- No limit to number of uses
- "Sign and Ride" benefit for all covered towing/roadside assistance costs

That's better.

FOR \$29.95 PER YEAR, RAISE COVERAGE TO THE ULTRA PACKAGE:

- Includes all benefits of the Deluxe Package, plus
- Reimbursement of qualifying emergency travel expenses up to \$1,000*

That's best.

FOR \$49.95 PER YEAR, EXTEND COVERAGE TO THE ULTRA PLUS PACKAGE:

- Includes all benefits of the Ultra Package, plus
- Extended coverage on up to three additional automobiles and light trucks for your family

And that's just pure awesome.

Coverage and upgrades listed apply to U.S. and Canada members. Members outside the U.S. and Canada should reference members.hog.com for the available benefits in your country. Services are provided by Road America Motor Club. For details on the Standard Package of Roadside Assistance, refer to your H.O.G. Adventure Guide. Visit road-america.com/hog or call Road America at 866-209-8270 to upgrade or for detailed information on each plan. *All upgrade packages include towing to the nearest Harley-Davidson dealership or any other location of your choice, whichever is closer, without limitation on the number of services per year. *This benefit is not available to residents of New York. ©2013 H-D, Harley-Davidson, H-D, Harley and the Bar & Shield logo are among the trademarks of H-D U.S.A., LLC.



FLIP-FLOPS FLAP

I read a letter in the *HOG* 018 edition where a flip-flop wearer was labeled as a “wannabe” rider. I hold no loyalty to flip-flops and haven’t worn a pair since I was 8 years old. I would, however, like to warn against putting labels on anyone. I have logged many miles on motorcycles, and since purchasing my 2009 Heritage put on 52,000 miles. Almost half of those miles were racked up in two separate trips, which I did solo and involved many “through-the-nighters” when I slept frequently on the side of the road in the dirt with no tent. I could go on.

I only ask everyone: If you spot me at my local store on my Harley® wearing a T-shirt, pajama bottoms, and bathroom slippers, please don’t turn to your spouse and say “Wannabe.” It would hurt my feelings.

MATTHEW L. SMITH

HEPHZIBAH, GEORGIA

.....

I have been riding for many years, and have leathers and boots. But I also live near the beach. So when the weather is nice I like to feel the breeze and check out the scenery on the strip in my flip-flops and shorts and T-shirt. It’s a great feeling, really laid-back and free. It may be a little unsafe I will admit, but like they say: You only live once. I say, grab life by the handlebars and live!

CHRIS DAVIS

CHESAPEAKE, VIRGINIA

.....

FUELING DEBATE

I own a 2001 Wide Glide with 84,550 miles on it, which I bought new, and have only used the 10% ethanol fuel in it. I haven’t had any problems and haven’t done anything to the engine except upgrade the cam chain tensioners

at 66,000 miles. I change spark plugs every 10,000 miles and service it every 2,000 miles, and it still runs like the day I bought it, averaging 46 miles per gallon whenever I check (it’s carbureted). I hope this helps those who are concerned about what fuel to put in their bikes. Thanks, Harley-Davidson, for the ride.

KEN (BUTCH) KRAMER

FARGO, NORTH DAKOTA

.....

After reading the article “Ethanol and Your H-D” I was glad to see information being made available to members about a very serious situation we’re facing. Many consumers, including motorcyclists, aren’t aware of the potential problems they may encounter by using ethanol-based fuels. Your article will help ease the minds of riders of newer machines, but there are still many of us out here who ride pre-2002 bikes regularly. It’s becoming very common in my region that I’m unable to find anything but E10, and I have already experienced some of the detrimental effects.

One of the main problems with ethanol-based fuels is that they have a relatively short shelf life compared to 100% petroleum gasoline. After a few weeks, a condition called Phase Separation occurs, where the alcohol deteriorates and changes the chemical makeup of what’s in your tank. Anything that might have fuel in its gas tank for any length of time (boats, lawn mowers, snow blowers, farm equipment, classic cars, or motorcycles) might experience problems from this stale fuel. Even additives designed to alleviate these problems can only help for so long. If you have forgotten to add a fuel stabilizer to your gas in the fall, you may face expensive repairs in the spring. One more point I would like to make is that ethanol-

based fuels not only hurt gas mileage, as your article stated, these fuels tend to burn hotter, which isn’t something anyone who runs an air-cooled engine desires.

I’m all for saving the environment, but for those of us who would like to keep our older bikes on the road, without having to spend money we might not have to retro them, we need to make sure that we always have the option to buy gasoline that won’t adversely affect our engines. The AMA has been staying on top of this situation and has been trying to convince the EPA to back off on its attempts to allow an increase to 15% alcohol in fuels sold at the pump. I’m afraid that if we can’t stop this trend, we’ll be riding our old iron much less than many of us would like.

BOB HADDEN

BEULAH, WYOMING

.....

THIRD WHEELS

I heard about countersteering years ago but never paid much attention. When my wife turned 61 this year we traded the current bike for a Tri Glide® Ultra Classic® model. The first time I rode it out of the dealership garage I wanted to move to the right, but instead went left and over the curb. Every alarm in my body went off; I put my feet on the ground to keep it from falling over – on a TRIKE! For the next 15 minutes, I tried to figure out why it was doing the opposite of what I wanted. Then it occurred to me that I have been *countersteering* for the past 47 years without realizing it. You can’t do that on a trike.

The mechanics at Dubuque Harley-Davidson shut the door and pretended not to notice me making a fool of myself in the parking lot for two full hours until I had enough confidence to ride home. I put it away for the winter with more than 2,600 miles on it, and we’re planning

trips for the spring. But I still have the 1984 FXE 80 just for old time’s sake.

RICHARD A. BARKER

DUBUQUE, IOWA

.....

When are you going to do an article on steering a trike? I bought a 2010 H-D® Tri Glide two years ago, and it took me a while to learn how to ride it – it’s way different from a two-wheeler!

RONALD K. HOOVER

BROWNSTOWN, ILLINOIS

No question, trikes are growing in popularity, along with questions about riding them skillfully. By popular demand, we’re planning to cover steering trikes as a Between the Lines topic very soon. —Ed.

.....

MISSIONARY MAN

What a great story told by your staff about Doc Hendley, a young man whom we got to see grow up by your article in *HOG* 018.

I hope we all learn something from Doc and support him in his efforts.

SANDY AYCOCK

SHELBY, NORTH CAROLINA

.....

Correction: Page 31 of the Tomahawk article in HOG 018 should have stated, “If the blemish cannot be completely repaired, the part is scrapped.” —Ed.

.....

WHAT’S YOUR STORY?

We welcome your letters, photos, and riding stories. Please email yours to hogmagazine@harley-davidson.com or mail them to ... *HOG* magazine, P.O. Box 453, Milwaukee, WI 53201. Please include your name, address, telephone number, and/or email address. All submissions become property of Harley-Davidson. We reserve the right to edit submissions for length and content.

PAINT JOBS

I really enjoyed the story on the H-D Tomahawk facility in the 018 edition. My current ride is a Denim Black 2012 Road Glide® I had tweaked with custom striping. Every single compliment I have received about the bike (there have been

many!) is about the paint job. Many people are surprised to learn that the Denim Black is stock. Thanks to those at Tomahawk for the quality they turn out every day. And thank you for a great story.

JOHN BULLIS

FAIRFIELD, NEW YORK

.....

The beautiful tank painting on the Departments page in the current *HOG*® magazine [018] is awesome! It’s the exact likeness of my 2011 Sedona Wide Glide®. Can you tell me where it came from? A picture of my bike is attached – with my daughter Julie aboard.

BILL FRICKE

NEWTOWN, PENNSYLVANIA

Bill – Matt Hintz is the artist; he was profiled in the Spotlight section of that issue. You can contact him through his Website: studioboo.com. —Ed.

.....





Jesse James Builds a Harley®

A TRADITIONAL HOG IT'S NOT, but the heart of Jesse James's latest creation is pure H-D, powered by the Screamin' Eagle® 120R race engine. Created especially for the Discovery Channel's 2012 "Chopper Live: The Revenge," the "Scorpion" is a true original, with virtually everything but the engine, transmission, tires, and front fork fabricated in Jesse's shop in Austin, Texas.

In addition to the aggressive sportbike look, what sets the design apart is the minimalist approach. Sure, it looks flashy, but every component serves a purpose, and function never takes a backseat to form. The motor-transmission package, for instance, is built into the frame for maximum rigidity. This also lets it serve as an anchor point for other components, such as the swingarm, subframe, shock mounts, etc. In other words,

it's built to ride, not just look at. James also took on the added challenge of integrating electronic fuel injection to maximize engine performance rather than taking the easy way out with a carburetor.

"I've put about 100 miles on it, and it's awesome," James says. "It turns really easy and is very well balanced. You can let go of the bars and go straight as an arrow."

He does allow, however, that it's not quite perfect.

"The next one I do I'll make the subframe a little bit longer, like two inches, so my nuts aren't smashing into the tank."

If you'd like to get a close-up look at the Jesse James Scorpion, look for it on display at the Harley-Davidson booth at Daytona Bike Week, March 9-16, 2013.

Four Million Cheers for a Special Bike



H.O.G.® MEMBER Robert Shingler's trip to the Florida State H.O.G. Rally last fall was memorable for more than just the event itself or the fact that he bought a new motorcycle while he was on vacation. It turned out the black 2013 Road Glide® Ultra he purchased from Leesburg H-D was the four millionth motorcycle built

at Harley-Davidson's York Vehicle Operations, which had been tracked from its assembly through to purchase by the 44-year-old police officer from Summerville, South Carolina. After taking delivery of his new bike, Shingler and his wife were invited on an all-expenses-paid tour of the York factory where they met many of the employees who built their very special bike.

The Road Glide is the Shinglers' fifth new Harley since 2007, but it may be one they keep for a long time. "How many times can you make the four millionth bike? Once. That's all. That's it. Once that one's made it's done," Shingler told the *Orlando Sentinel*.

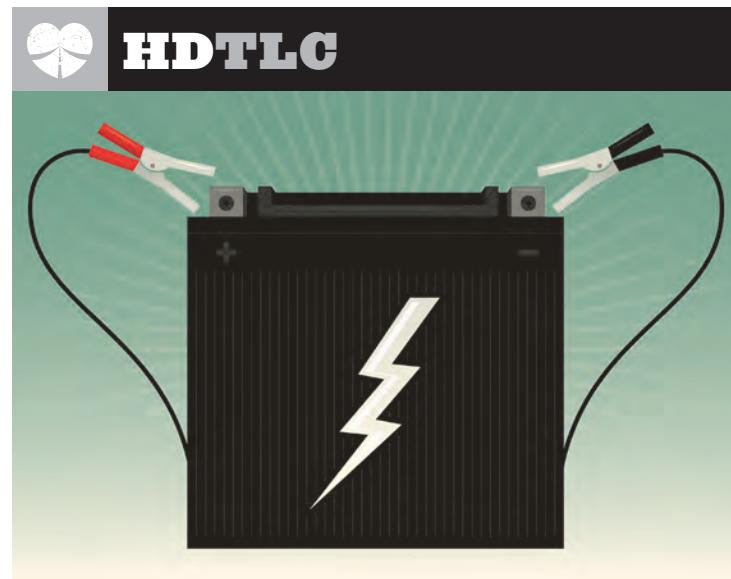
Get Your Ticket to the Party of a Lifetime

TICKETS for the Harley-Davidson 110TH and H.O.G. 30TH Anniversary Celebration are on sale now at h-d.com/110tickets. Held in Milwaukee over Labor Day weekend 2013, the event includes parades, headlining concerts, parties throughout the city, and activities at the H-D Museum.® Choose from two different packages:

- **CELEBRATION TICKET - PRINT AT HOME* (US\$95**)**
Includes 3-day access to the event grounds, presale access for headlining concerts starting in spring 2013, official event mobile app, map of historic H-D sites in Milwaukee, and automatic entry into the 110TH Anniversary Celebration Parade Pass Sweepstakes*** for a chance to win one motorcycle pass to ride in the parade on August 31, 2013.
- **COMMEMORATIVE CELEBRATION TICKET PACKAGE (US\$102.50**)**
Includes all of the above plus a commemorative photo holder, laminated ticket and lanyard, Milwaukee 110TH Anniversary pocket guide, limited-edition poker chip, guitar pick keepsake, and drink koozie with drink discounts at the event.

For H.O.G. members, the event ticket includes access to the global H.O.G. 30TH Anniversary Celebration on August 29 at the Summerfest Grounds, as well as access to members-only areas throughout the weekends' events.

* Available for purchase within the continental U.S.
** WI sales tax included in the face value of the ticket; convenience fees are not.
*** NO PURCHASE NECESSARY. Void where prohibited. 18 and older, additional criteria apply. Ends April 1, 2013. Sponsored by Harley-Davidson Motor Company Ltd., P.O. Box 653, Milwaukee, WI 53201. View Official Rules at h-d.com/110rules.



Tender Loving Care

IF YOU'RE STORING YOUR BIKE FOR THE WINTER and the battery is not on a tender, now is the time to take that important step. Because a battery tender isn't just about making sure your bike starts in the spring, it's also about maximizing battery life.

"It's simple," says Harley-Davidson's Jon Barber, assistant category manager, consumables. "If customers keep their batteries charged on a regular basis, they can significantly extend the life of their batteries. If they don't, they'll replace their batteries much more often."

NOT JUST FOR STORAGE

It also pays to use a tender any time your bike sits for more than a few weeks. All batteries gradually lose their charge when they're not continuously recharged. This is especially true for bikes equipped with a security system, which creates a small but continuous power drain.

To make it easy to optimize your battery's performance, Harley-Davidson makes a variety of high-quality tenders and accessories.

TENDERS All Harley-Davidson® battery chargers and tenders use "smart" technology to automatically adjust the charging rate and prevent overcharging. The H-D® SuperSmart® Battery Tender has a suggested retail price of just \$39.95 and carries a five-year manufacturer's warranty.

CHARGING HARNESS If you're committed to regular tender use, this inexpensive accessory is a must. One end has two leads with ring terminals to install on your battery. The other end is an all-weather plug connector that attaches easily to Harley-Davidson tenders. The LED model features an integrated LED that glows when your battery needs a boost.

For more information about battery care and available products, contact your local dealer or visit h-d.com.



Show Off Your Skills

WE KNOW THAT there are some truly exceptional riders among the H.O.G. member ranks, so let's show the world what the best of our best can do. If you think you have what it takes, sign up for the H.O.G. 30TH Anniversary Riding Skills Competition, August 28-29 at the H-D 110TH Anniversary Celebration in Milwaukee. This is not the "biker games" you see at some rallies – this is a serious (but friendly) riding skills competition, just like police motor officers compete in. The contest will be limited to the first 110 H.O.G. members to sign up, with the top 30 riders from the Wednesday qualifying rounds advancing to the Thursday finals.

Keep an eye on members.hog.com for sign-up information and other details.

Hell-bent on Touring the Ozarks

THE HELLBENDER SALAMANDER is an Ozark Mountain icon, deriving its name from settlers who thought the nasty-looking (though harmless) amphibian must have come straight from the depths of hell itself. The roads you'll find in its native habitat, however, are downright heavenly. On the Hellbender H.O.G. Touring Rally, September 22-27, 2013, you'll ride mile after mile through the rugged beauty and fascinating natural wonders of the Arkansas Ozark Mountain region, get a unique look into the area's rich history, and maybe even see a hellbender or two along the way.

Registration for the Hellbender H.O.G. Touring Rally will open in late May. Stay tuned for more details soon at members.hog.com and in the H.O.G. Insider e-newsletter – and learn more about the Ozarks at www.ozarkmountainregion.com.



Pin Down These Dates

CHECK IN with H.O.G. and Harley-Davidson staff, renew your membership, learn more about your benefits, or just kick back and relax at any of these exciting events and rallies when you pick up your 2013 edition H.O.G. Pin Stops pin.

DAYTONA BIKE WEEK
March 9-16

ARIZONA BIKE WEEK
April 10-14

ROLLING THUNDER® XXVI
May 24-25

AMERICADE
June 4-8

LACONIA MOTORCYCLE WEEK
June 11-15

NATIONAL BIKERS ROUNDUP
July 31-August 3

STURGIS MOTORCYCLE RALLY
August 3-10

H-D 110TH AND H.O.G. 30TH ANNIVERSARY CELEBRATION
August 29-September 1

KANSAS CITY OPEN HOUSE
September 6-7

TOMAHAWK FALL RIDE
September 13-14

BIKES, BLUES & BBQ
September 18-21

YORK OPEN HOUSE
September 19-21

STREET VIBRATIONS®
September 26-29

BIKETOBERFEST®
October 17-20

H.O.G.® Hits Bike Week

KICK OFF the H.O.G. 30TH Anniversary celebration at Daytona Bike Week on Friday, March 8 by joining H.O.G. for a special event at Mikey Luv's Bar & Grill at 415 Main Street from 7-9PM. Admission is free for members. Additional Bike Week highlights (from Saturday to Saturday, March 9-16) include a special H-D 110TH Anniversary experience at Riverfront Park on Beach Street, along with a wide range of other exciting Harley-Davidson activities. Check in at hog.com/events and h-d.com/110daytona for emerging details.

Ride In to Win

HARLEY-DAVIDSON is once again teaming with *American Iron Magazine* to make the Harley-Davidson Ride In Show at Daytona Bike Week a can't-miss event. For those who would like to enter, register your ride between 9AM and Noon on Wednesday, March 13 at the Harley-Davidson Experience on Beach Street. Judging is from Noon to 4PM, with cash prizes awarded for first place. Several winning bikes will also be photographed to appear in *American Iron Magazine* or one of its sister publications. For those who want to just soak it all in, Beach Street will again be closed to traffic, creating a party-friendly "street fair" atmosphere. For details, go to h-d.com/110daytona.

Make It Personal



AS I WRITE THIS, I'm still coming down from the high of taking part in the 2013 H.O.G. Rally Coordinator Training (H.R.C.T.) event in Milwaukee. And let me tell you: I've been with Harley-Davidson for 15 years now – in marketing and product communications, including work on *Enthusiast*® and *HOG*® magazines – but I've never experienced anything quite like it.

What stood out for me was the amazing passion these H.O.G. members have for staging the best state rallies they possibly can for fellow H.O.G. members. The amount of planning and work that goes into each one is hard to fathom. And it really drove home the fact that 2013 is going to be an amazing year.

The 42 official U.S. State H.O.G. rallies on the calendar are just the beginning. In this 30TH Anniversary year of H.O.G., some state rally committees are working on unique events, including Meandering the Mississippi, which is an extra riding rally for H.O.G. members that goes from Memphis, Tennessee to Venice, Louisiana and the Iron Adventure Run which is a different take on a multi-state effort in the Northeast. In addition to providing an awesome touring rally for members, the Iron Adventure Run is also designed to give non-members a taste of the H.O.G. experience.

We're also planning some unique H.O.G. experiences at Daytona and Sturgis. That's all in addition, of course, to the climactic H-D 110TH Anniversary Celebration in Milwaukee, August 29-September 1, including an exclusive members-only H.O.G. event on Thursday, August 29, from Noon-5PM, at the Summerfest Grounds. One of the highlights will be the finals of the H.O.G. Riding Skills Competition. I'm not talking "biker games" here; this is a serious competition for serious riders. (Open to the first 110 ticketed members to register.) Should be fun to ride in and fun to watch.

And if that's not enough, we hope you'll plan on joining us for the Hellbender H.O.G. Touring Rally, September 22-27, through the beautiful Ozark Mountains of Arkansas. Registration will open in late May.

As always, keep your attention focused on *HOG* magazine, the members.hog.com website, and the H.O.G. Insider e-newsletter for all the latest information about these exciting events.

If the energy, drive, and enthusiasm I saw at H.R.C.T. is any indication, the road ahead is leading to a truly historic year. But it's up to you to get on your bike and make some personal history.

See you along the way,

Paul James
Director of Consumer Events

Next Ride



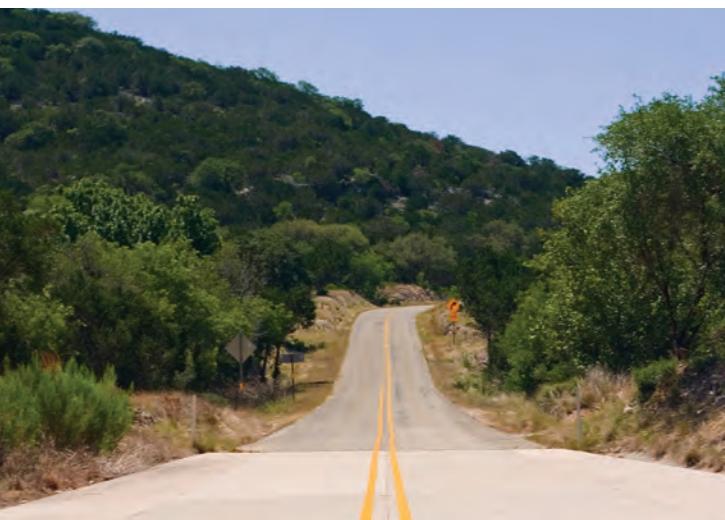
Photography: Neil Li

MONTANA

Going-to-the-Sun Road

CLIMB THROUGH THE HEART OF one of America's most spectacular national parks on this breathtaking 50-mile stretch of mountain asphalt. Glacier National Park – known as the “Crown of the Continent” for its rugged alpine scenery – is a must-see destination for any serious traveler, and this engineering marvel of a road is a must-ride. Rising to an elevation of 6,646 feet as it crests Logan Pass, much of the road is only open a few months a year (roughly mid-June to late September), so it pays to check weather and construction conditions when planning your visit.

www.nps.gov/glac



TEXAS

The Devil's Backbone - RR 32

SAID TO BE HAUNTED AT NIGHT BY THE GHOSTS of Confederate soldiers, this rugged roadway traces the crest of a 33-mile stretch of the Balcones Fault between U.S. Route 281 south of Blanco and RM 12 south of Wimberley. Riding the elevated ridge provides big, spectacular views of the surrounding terrain as the land drops sharply away from the road. But it also makes it imperative to keep your eyes on the road – giving you all the more reason to confine your riding to the daylight hours. For an extended adventure, complete the loop by returning on RR 2325 to the north.

www.myscenicdrives.com/drives/texas/devils-backbone

YOU'RE NEXT! Got an idea for a great Next Ride?

Send your suggestion, along with a high-quality photograph to hogmagazine@harley-davidson.com.

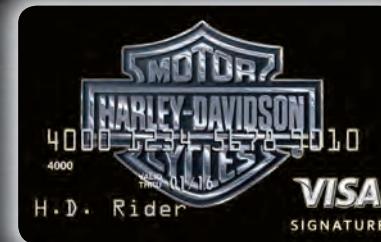


REWARD YOURSELF
UP TO 3X
FASTER
 with the ultimate rider reward card.

Score some serious riding rewards with the Harley-Davidson® Visa Signature® card. As a H.O.G.® Member, you'll get **3,000 bonus points*** with your new card — enough for **\$30 Harley Chrome® Cash** — plus an additional **\$10 Harley Chrome® Cash**. And the rewards will keep coming! For every \$1 of net purchases (purchases minus credits and returns) on your card, you'll earn:

3 POINTS	at Harley-Davidson® dealerships ¹	2 POINTS	at gas station, restaurant, bar and lodging merchants ¹	1 POINT	everywhere else
--------------------	--	--------------------	--	-------------------	-----------------

Turn your points into Harley Chrome® Cash to spend at participating, authorized H-D® dealerships. You'll also enjoy **no annual fee²** and **chances to win a new H-D® motorcycle³** every month!



EXCLUSIVE H.O.G.® OFFER. APPLY NOW!

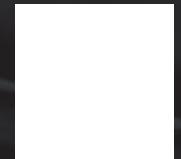
CALL: 1-877-742-4766, EXT. 19119

VISIT: H-DVISA.COM/HD19119

SCAN:



iPhone® app



Android™ app

* This offer is subject to credit card approval and your new Harley-Davidson® Visa® card account must be open and current to receive bonus points. Allow six to eight weeks for bonus points to post to your account.
¹ U.S. Bank cannot control how merchants choose to classify their business and reserves the right to determine which purchases qualify. Fast food merchants may not qualify for additional bonus points.
² The APRs may vary and as of 1/1/13, the variable APR for Purchases and Balance Transfers is 13.99%-22.99% (based on your creditworthiness). The variable APR for Cash Advances is 23.99%. Cash Advance fee: 3% of each advance amount, \$10 minimum. Convenience Check fee: 3% of each check amount, \$5 minimum. Cash Equivalent fee: 4% of each cash amount, \$10 minimum. Balance Transfer fee: 3% of each transfer amount, \$5 minimum. There is a \$2 minimum interest charge when interest is due. The annual fee is \$0. Foreign Transaction fee: 2% of each foreign purchase transaction or foreign ATM advance transaction in a foreign currency. We may change APRs, fees and other Account Terms in the future based on your experience with U.S. Bank National Association ND and its affiliates as provided under the Cardmember Agreement and applicable law. If you are eligible, you will receive the Harley-Davidson® Visa Signature® card. If not, you will be considered for the Harley-Davidson® High Performance Visa® card. The High Performance card has an annual fee of \$0 or \$29, based on your creditworthiness when you open your account. If you are not eligible for the High Performance card, you will be considered for the Harley-Davidson® Visa Secured card. The Secured card has an annual fee of \$0 and requires a minimum deposit of \$300 provided by the Cardmember that will be held in a security deposit account. Full details of the Secured card will be provided upon qualified status.
³ NO PURCHASE NECESSARY. Sweepstakes begins January 1, 2013 at 12:00:01 a.m. Central Time ("CT") and ends December 31, 2013 at 11:59:59 p.m. CT (The "Sweepstakes Period"). Open to legal residents of the 50 United States and D.C., who are 18 years of age and older. For details, including how to enter without purchase, see Official Rules at h-dvisa.com. Void where prohibited. Sponsor: Harley-Davidson Financial Services, Inc., 222 W. Adams St., Ste. 2000, Chicago, IL 60606. iPhone is a trademark of Apple Inc., registered in the U.S. and other countries. Android is a trademark of Google Inc.
 The creditor and issuer of the Harley-Davidson® Visa® card is U.S. Bank National Association ND, pursuant to a license from Visa U.S.A. Inc. ©H-D 2013. All rights reserved. Harley-Davidson, H-D, Harley and the Bar and Shield are among the trademarks of H-D U.S.A., LLC.

CHEF JEFF HENDERSON

The Power of Food

His journey from rock bottom to the top of the food world was fueled in part by dreams of Harley® freedom. Now he uses his celebrity to steer others away from the path he once walked.

WHAT WERE YOU DOING AT 19? Most of us at that age were in college, the military, or dipping our feet into the entry-level job pool, awkwardly trying to figure out our next move. But Jeff Henderson isn't like most of us. At 19, he was a millionaire with his own business, loyal customers, and a reputation for running a tight ship.

Most of us then spent our 20s starting families, growing into careers, and getting comfortable. But not Jeff. He spent his in prison, paying a huge price for the "success" of his business – a large-scale illegal drug operation.

"Some people have to hit rock bottom to change," Jeff said. "And you can't go any lower than prison. I learned overnight that there was no way I was going to achieve my life's dreams if I'd stayed on the path I was on."

Fast-forward. There's Jeff on your TV, on the couch next to Oprah, being hailed as an American success story. He's one of the world's most respected chefs and a best-selling author. He has his own show on the Food Network and is currently a judge on GSN's "Beat the Chefs." There's a movie about his life under development. CEOs pay big money to bend his ear or have him motivate their employees. He has a beautiful family, a dream house in Las Vegas, and two smoking-hot baggers in his garage. How'd he do that? An extraordinary story is about to unfold.

While incarcerated, Jeff took a bottom-rung job in the prison's kitchen, where, under the tutelage of a fellow inmate, he developed a passion for cooking and threw himself completely into honing his newfound craft. He devoured every cookbook he could get his hands on and sought business advice from imprisoned executives. He developed so thoroughly that he'd eventually be asked to run the prison's kitchens, an honorable achievement for an inmate. But would it translate to the outside world? "An African American ex-con with kitchen management experience but no formal cooking school degree isn't what you'd call a restaurant owner's dream hire," he said with no trace of sarcasm.

Banging on the door of a Los Angeles restaurant, literally begging for work, Jeff got his first break – a lowly dishwashing job. But it didn't take long for his kitchen wizardry, business acumen, and passion to get noticed. Improbably, within a few years he'd

hold prominent positions in several well-known L.A. eateries. He then set his sights on one of the world's most fiercely competitive dining destinations, Las Vegas. You might say he did well: He was the first African American to be named Chef de Cuisine at Caesars Palace and was Las Vegas' Chef of the Year for 2001. He'd later be named executive chef at the five-star Bellagio.

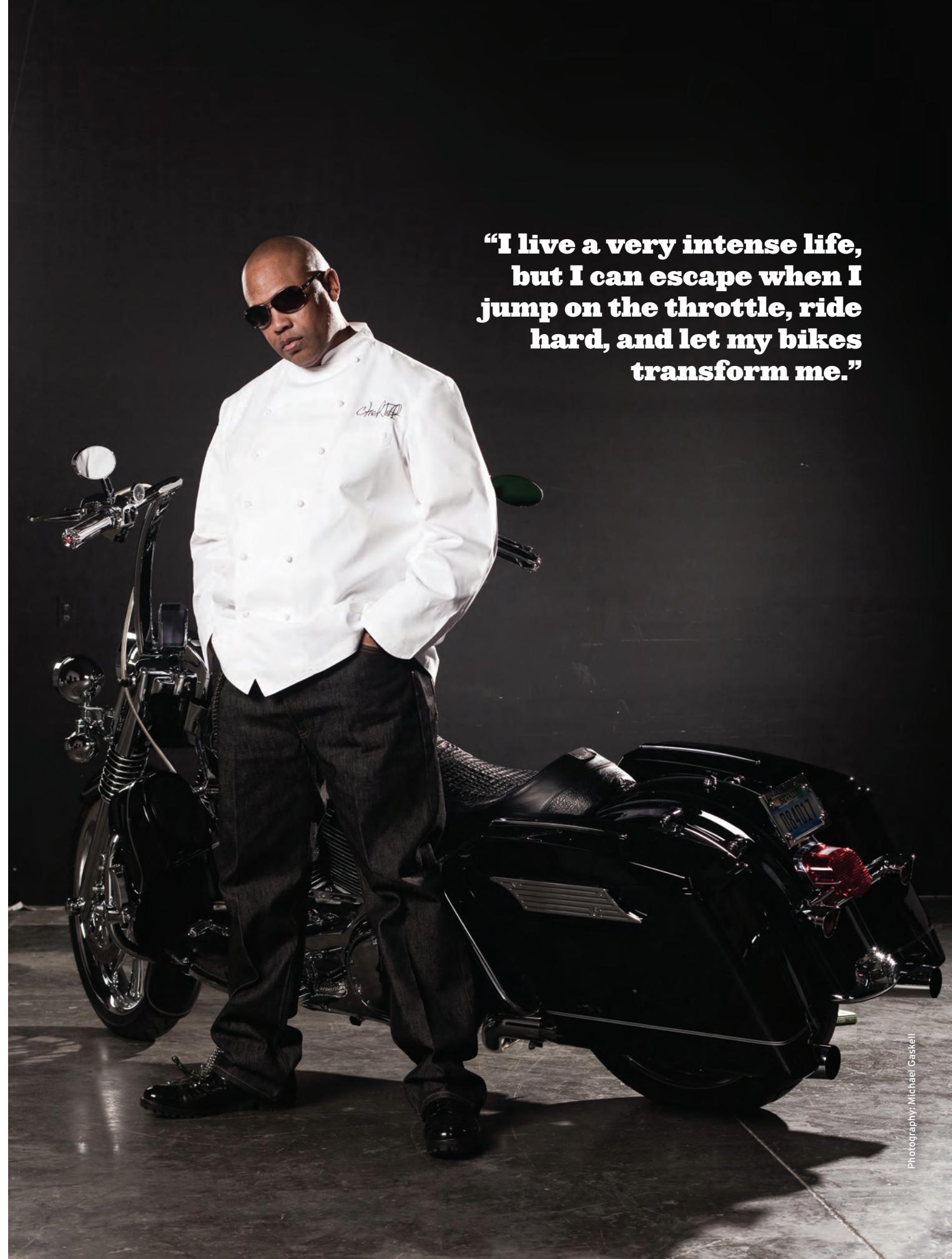
Jeff's memoir *Cooked* caught Oprah's eye, and his life went from full sprint to warp speed nearly overnight. He soon got his own show, "The Chef Jeff Project," wherein viewers follow Jeff as he trains disadvantaged young adults in cooking, life, and business skills. The show came as an outgrowth of Jeff's regular visits to prisons, juvenile detention centers, and at-risk facilities. "These young people need our help," he says. "They need to believe that they can achieve anything that anybody else can. I was once one of them, so they see me as proof that anything is possible and that dreams really can come true if you're willing to work hard."

You see, Jeff's dream was planted in his boyhood. His dad would hoist him onto his chopped '71 Sportster® for long, thunderous rides – glorious memories that were permanently burned into Jeff's internal hard drive. "All through my prison years and busting my butt to make a living I dreamed that one day I'd have a house on the hill and a Harley in my garage," he said. "I wanted that great feeling of family life, success, and being in the wind again."

As it turned out, once the house was bought, two steps into the showroom of his local H-D® dealer was all it took to fill up that garage space. "One look at that Road King® Custom and I was gone," he said. "I couldn't wait to customize it and make something heart-stopping." A second bike, a CVO™ Ultra Road Glide®, soon joined the stable, also tricked to the nines. "I'm not a weekend putt-around-town, hoping-to-get-noticed kind of guy," he laughed. "I'm into blasting on the freeway, 500 to 600 miles at a time. I live a very intense life, but I can escape when I jump on the throttle, ride hard, and let my bikes transform me. They make me feel powerful, strong, and proud."

Imagine how those last four words must sound to the young adults Jeff works with.

"I live a very intense life, but I can escape when I jump on the throttle, ride hard, and let my bikes transform me."



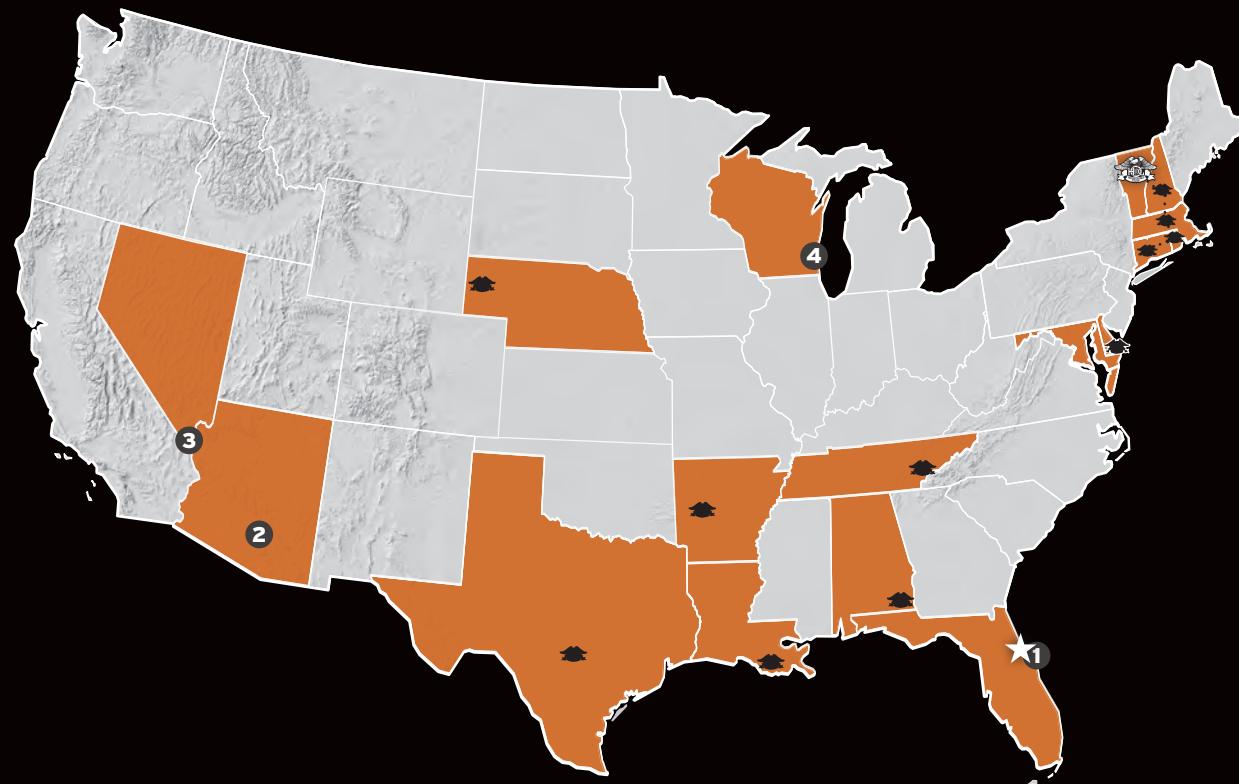
Photography: Michael Gaskell



HARLEY-DAVIDSON 110TH ANNIVERSARY CELEBRATION Daytona Bike Week

HARLEY-DAVIDSON WILL CELEBRATE Daytona Bike Week 2013 as part of its global 110TH Anniversary. Bike Week H-D events run from Saturday, March 9 to Saturday, March 16 from 9AM-6PM daily. A special 110TH Anniversary experience will highlight the activities at Riverfront Park on Beach Street, along with motorcycles, MotorClothes,[®] H-D1[™] customization, a women's area, a Muscular Dystrophy Association (MDA) raffle, H-D[®] Insurance, H-D Visa, Willie G.[®] merchandise, beverages, and more. At Daytona International Speedway, near the intersection of Midway Avenue and Richard Petty Boulevard, Harley-Davidson will offer 2013 motorcycle demo rides, along with motorcycle displays, beverages, and more. H.O.G. events include pin stops at Beach Street and the Speedway. Check out more of the global 110TH experience at h-d.com/110.

- › Daytona Beach, Florida
- › March 9-16
- › H.O.G. Pin Stop
- › h-d.com/110daytona



2013 U.S. State H.O.G.[®] Rallies



WHETHER THEY'RE AROUND THE CORNER or across the country, U.S. State H.O.G. Rallies provide unique opportunities to enjoy new experiences as you travel the United States. For a complete 2013 schedule, log on to hog.com/events.

Iron Adventure Run

THIS ALL-NEW EVENT PACKS THE POWER OF FIVE STATE H.O.G. RALLIES (Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut) into one unforgettable three-day experience. You'll enjoy the very best New England has to offer – including historic sites, covered bridges, country stores, scenic hardwood forests, and endless miles of spectacular riding – while celebrating 110 years of Harley-Davidson[®] motorcycles and 30 years of Harley Owners Group[®]. Plenty of organized rides and other activities are planned to keep you as busy as you want to be, along with ample opportunity to venture off on your own to shop, dine, relax, and find adventure amid the unmatched beauty of this unique region.

- › Ludlow, Vermont
- › August 22-24
- › www.ironadventure.com

LOUISIANA

Experience our unique scenery and hospitality as you "Ride the Wetlands" with H.O.G.
 › Houma
 › April 4-6
 › www.lastatehogrally.com

ALABAMA

Enjoy the history and local "flavor" of the Peanut Capital of the World.
 › Dothan
 › April 25-27
 › www.alstatehogrally.com

DELAWARE/MARYLAND

Life's a beach – Rehoboth Beach, to be exact.
 › Rehoboth Beach, DE
 › April 25-27
 › www.demdstatehogrally.com

ARKANSAS

Because spring is nature's way of saying, "Let's party!"
 › Hot Springs
 › May 2-4
 › www.arstatehogrally.com

NEW MEXICO

Go wild on the enchanting curves of our rivers, mountains, and deserts.
 › Albuquerque
 › May 9-11
 › www.nmstatehogrally.com

TEXAS

Rumble through the history of Texas in beautiful San Antonio.
 › San Antonio
 › May 16-18
 › www.txstatehogrally.com

NEBRASKA

Ride from Scotts Bluff National Monument to Fort Robinson – real West history at its best.
 › Gering
 › May 24-27
 › www.nestatehogrally.com

TENNESSEE

Ride where the mist of the Dragon's breath becomes the smoke in the Smoky Mountains.
 › Maryville
 › May 28-June 1
 › www.tnstatehogrally.com



AMA XR1200 ROAD RACING
 › Daytona Beach, Florida
 › March 14-16
 › www.amaproring.com



COUNTRY THUNDER
 › Florence, Arizona
 › April 11-14
 › www.countrythunder.com



LAUGHLIN RIVER RUN
 › Laughlin, Nevada
 › April 24-28
 › www.laughlinriverrun.com



ARMED FORCES DAY CELEBRATION AT H-D MUSEUM[®]
 › Milwaukee, Wisconsin
 › May 18
 › h-dmuseum.com

2013 Canadian H.O.G.[®] Rallies

25TH ONTARIO PROVINCIAL H.O.G.[®] RALLY
 › Oshawa, Ontario
 › June 27-29
 › www.ontariohogrally2013.com

9TH ALBERTA PROVINCIAL H.O.G.[®] RALLY
 › Medicine Hat, Alberta
 › July 4-6
 › www.albertahogrally.com

17TH QUÉBEC PROVINCIAL H.O.G.[®] RALLY
 › Outaouais, Québec
 › July 11-13
 › www.rallyehoggatineau2013.ca

21ST ATLANTIC REGIONAL H.O.G.[®] RALLY
 › St. John's, Newfoundland
 › July 18-20
 › www.newfoundlandhog.com

13TH WESTERN REGIONAL H.O.G.[®] RALLY
 › Kelowna, British Columbia
 › July 25-27
 › www.okanaganhog.com

Curves Ahead

Advanced Cornering: Learning to love the most challenging stretches of road.

BY BECKY TILLMAN, MSF RIDERCOACH TRAINER/HARLEY-DAVIDSON MOTOR COMPANY

WE'VE ALL SEEN SIGNS LIKE IT: A squiggly black arrow pointing upward on a bright yellow

diamond. "Curves Ahead," it suggests. The smaller sign below it tells the rest: "NEXT XX MILES." If the number is large, some of us let out a whoop of joy, while others swallow hard and fight feelings of dread. All depending on your cornering confidence.

Beyond the Basics

Now that we've addressed countersteering (HOG® 017) and cornering basics (018), the road ahead is clear to talk about some advanced aspects of cornering. Because knowing how to safely navigate basic turns and curves is one thing; learning to love the twisties is another.

One reason good cornering technique is so important is that traction demands are higher when you turn. Think of it this way: In any given set of conditions, your tires have a fixed amount of traction available. The more "inputs" you apply, the more traction gets used. The Motorcycle Safety Foundation uses a visual of "traction pie" to help understand this. Total traction is represented by an entire pie - a complete circle - and every time you accelerate, brake, or turn it eats up a slice. (A small slice is also taken just by riding at a steady speed in a straight line.) When you turn, some of your traction is needed to hold you in the curve and keep the bike's tires from sliding out from under you.

The key is understanding that if you take too many traction slices at once, the pie is consumed. If you add acceleration or braking in a curve, you risk running out of traction or loss of tire grip. The better your cornering technique, the more traction you conserve, and the better you can handle the curves.



On the Line

The first thing to consider when approaching a twisted stretch of road is the condition of the road. Is the pavement in good shape? Is it wet? Is there any debris in the road: loose gravel, fallen leaves, dirt, etc.? If it's cold, could there be any icy spots? Keep in mind that shaded areas dry out more slowly than sunny spots.

Also, how are the sightlines; that is, how far can you see around the curve? And is the road a familiar one or an unknown? All of these factors can affect how aggressively you can comfortably approach a curve.

Let's assume that conditions are good, your tires are nicely warmed, the sightlines are clear, there's no traffic in sight, and your confidence is high. What's the best way to approach those curves ahead?

First, sticking to the basics, is to adjust your speed. You're still using "S.E.E.," right? *Search* the road ahead and *Evaluate* the conditions (we've already established that the coast is clear), then *Execute* by slowing to a steady and appropriate speed - or perhaps *maintaining* your speed if the curve is gradual. To maximize your available traction, you don't want to add any unnecessary inputs (braking or accelerating) as you start to turn.

Part of your Evaluation process is to pick out a "line" through the curve, the path you intend to follow. The most efficient path is to start on the "outside" of the curve (away from the direction of the turn), move smoothly to the inside of the curve as you round the corner, then back to the outside as you leave the curve. This approach effectively flattens the curve, allowing you to execute the turn at a higher speed. Or, if conditions are less than ideal, it lets you keep the bike more upright to conserve precious traction.

Remember, to initiate the turn, think about the countersteering principle: Push forward on the right grip to turn right; push forward on the left to turn left. Hold your speed steady as you turn, then roll on the throttle smoothly as you exit. This helps return your motorcycle naturally to an upright position and regain your speed. As always, turn your head in the direction of the turn and direct your gaze well ahead of the motorcycle, not down at the front tire or the 12 inches of pavement directly in front of it.

If you want to be a little more aggressive still, shift your weight slightly to the inside as you turn. Don't lean your torso; rather, shift your butt a little in the seat, as it's important to keep the weight shift low.

That thumping sensation you feel in your chest? That's the thrill of carving a corner the way the pros do it.

Other Techniques

S-CURVES - When one curve is immediately followed by another in the opposite direction, a slightly different approach is required. The same basic principles apply, but you may have to get a bit "creative" in choosing the best line. Enter the first turn the same way (from the "outside"), look for the straightest line possible through all the curves, hug the inside of the final turn, then exit in the same way with a smooth roll of the throttle.

DECREASING-RADIUS TURNS - Treat these curves, which get tighter as you continue through them (and are often found on exit ramps), much like a standard curve: start on the outside and work

That thumping sensation you feel in your chest? That's the thrill of carving a corner the way the pros do it.

your way toward the inside as you go. Gauge your entry speed accordingly, accounting for the increasing tightness, and guard against accelerating too soon. Wait until the end of the curve is in sight, then accelerate smoothly as you exit.

DELAYED APEX TURNS - This technique is useful when you can't see around the curve as well as you would like - and especially if you suspect there may be oncoming traffic, road debris, or some other hazard. Approach the turn a little more slowly than you otherwise might, well to the outside, and ride a little "deeper" into the turn before you start to turn. This will give you a chance to turn your head and get a good look at what's ahead. If the path is clear, complete the turn as you otherwise would. If not, you're now in a good position to ride around the obstacle or slow down further, if needed.

Big Bikes, Big Grins

One of the great things about Harley-Davidson® motorcycles is how nimble they are for such large and powerful bikes. Racers and sportbike riders sometimes use the term "flickable" to describe how easily a motorcycle *flicks* from side to side through turns. Harley® motorcycles are built with a low center of gravity - the V-twin engine sits low in the frame. That and other innovative design elements make them surprisingly flickable for a big bike.

With a little practice and patience, you can easily learn to become one of those riders who celebrates the curves ahead rather than curse them.

Becky Tillman is MSF RiderCoach Trainer, Rider's Edge® Instructor, and Marketing Field Manager, Harley-Davidson Motor Company.

HOW ABOUT YOU? *Do you have a topic you'd like to see us address in Between the Lines? Let us know by writing to hogmagazine@harley-davidson.com.*



FINDING FELIX

Two Guys, Four Days, 75,000 Harley-Davidson® Motorcycles, One Epic Rally, and a Singular Quest: Pick Out One Deserving Rider for a Special Anniversary Honor

By **Christian Schauf**
Photography by **Kyle Camerer**

My younger brother's wedding was in six days, and I had the honor and responsibility of being the best man. Knowing the risk of my often-crazy lifestyle, my family made me promise I'd stay in town, help set up, and generally sit tight to make sure I didn't miss it.

Then I got a call from Milwaukee. "What are you doing this weekend?" asked the guy from Harley-Davidson. Suddenly, all bets were off.

"Uh, not much What's up?"

"We'd like to send you to Austria for European Bike Week."

Visions of missed flights, an unprepared best man speech, and foreign jail waged war against the idea of riding a Harley® through the Alps and whatever a European biker party could have in store.

"I'm in."

Twenty-four hours later, I was on a plane with a special riding jacket about to embark on another leg of its unique trip. The simple black leather Freedom Jacket began its journey in China last August (see Exhaust, *HOG*® 018) and will spend the rest of this year circling the world, being passed along on a global hand-off from rider to rider. Every mark and adornment it acquires from those who wear it along the way will tell the collective story of its journey until it arrives back home in Milwaukee at Harley-Davidson's 110TH Anniversary Celebration, where it will be displayed in the Harley-Davidson Museum.®

With me was my good friend and videographer Kyle Camerer. Our mission was to head to Faaker See, Austria; navigate through 75,000 riders at European Bike Week; and find someone deserving of wearing the Freedom Jacket – all the while documenting our adventure.

Oh, and I had to be back in Wisconsin in less than 100 hours.

The sun was just peeking over the horizon as we rolled in to Faaker See, a resort area in southern Austria, that for the past 15 years has been home to European Bike Week during the first week of September. Picturesque homes dotted the shores of a beautiful lake nestled between the rolling Alpine foothills. It was early, but the village was already bustling to life. If you've ever seen the movie *Heidi*, add 75,000 Harley-Davidson motorcycles and you have a pretty good idea of what we found.

We dropped our bags, swapped our rental car for an Ember Red Sunglo Street Glide,® loaded the saddlebags with



cameras, gear, and a few Red Bulls and set out.

We learned that the festival, which encircles 2.2-square-kilometer Lake Faak, is broken into three sections: the Harley-Davidson area, the Free Biker area, and the Hells Angels area. And while we were told the Angels are a bit tamer in Europe, my goal of making it home for the wedding kept me away from there – I didn't need any more risk than I was already managing.

As we navigated the early morning crowds in the Harley-Davidson area, my ears darted from one discussion to another. I challenged myself to figure out what languages I was hearing, and smiled when a German or Italian sentence was suddenly punctuated by "Softail® Deluxe" or "Road Glide® Custom" in perfect English.

"Do you have a plan for finding someone for the jacket?" Kyle asked.

I didn't have an answer. The reality of the assignment was starting to settle in, and, frankly, all I wanted to do was get on the bike and join the constant stream of motorcycles following the black ribbons of asphalt as they rolled up in to the hills.

"We'll figure it out. Maybe we should go get some riding footage first." Kyle gave a knowing smile, and we began to mount GoPro cameras to the Street Glide.

I'm sure we looked funny: Two men with cameras shooting in every direction, including a "narwhal" mount sticking off the front of my helmet like a tusk. Kyle held on with one hand and worked a GoPro on the end of a 6-foot monopod from the rear fender. But we were riding, and it was awesome.

The weather was perfect, and there was something spiritual about being in a pack of thousands of motorcycles, moving in unison. I didn't understand half the road signs, but I just rolled with the flow and followed the pack. As we passed other bikers, they cheered, honked, or flashed us the peace sign.



We finished our loop of the lake and parked near the Free Biker area to explore and seek out someone we felt deserving of leaving their mark on the Freedom Jacket.

If the Harley-Davidson area was a state fair, the Free Biker area was a carnival. It was still a decidedly Harley scene, but heavier on the customization and a bit looser in general. The smells of exhaust, barbecue, leather, and burnt rubber mixed together and hung in the humid air as we navigated aisles and aisles of products, shops, and people.

It was there, among the black and orange, the leather and chrome, that we found Felix.

Felix sat outside a red, white, and blue booth on a chair. His shop looked like the wardrobe department from a biker movie crossed with the coolest thrift shop you've ever seen. He had an eclectic mix of objects for sale, and the backdrop of his shop was a huge American flag silk-screened with vintage pictures of James Dean. We made introductions, and it didn't take long to realize Felix was our man.

In Italian-accented English, Felix spoke of the romance of riding, how the vibrations and smells of fresh gas and oil distill into an inner peace. A collector of old Harley motorcycles, he obviously was a great salesman as almost everyone who entered his shop left with some sort of memento. He greeted everyone with a warm smile and white wine. As Felix explained, if you mix it in equal parts with sparkling water, you can drink all day, feel good, and never get a headache. This guy had life down to an art.

When we asked if he'd leave his mark on the jacket, he was thrilled. His vision was simple: a peace sign should be on the Freedom Jacket, because to Felix, "With peace, you live healthier, think clearer, and ride better." We told him we'd return the next day, giving him an opportunity to get his brushes and paints together.

Two very different people had unpredictably come together to make a beautiful piece of art.

Kyle and I headed back to our bike. Excited we had found someone but also exhausted from over two days of no sleep, we planned to check in to our hotel rooms, get some food, and charge our batteries.

But while walking back, we ran into European H.O.G.® Director Nigel Villiers, and the next thing you know we were checking out a cover band called the “Smash Brothers” on the main stage. I caught a second wind, and we decided to hang out for awhile. We passed the Freedom Jacket around for photo ops and got the lead singer to wear the jacket on stage for one song. It was the first time I’ve seen a man sing “R.E.S.P.E.C.T.” (or any other song) wearing a leather jacket and a kilt. The crowd ate it up.

The next morning I awoke to church bells echoing off the hills, and Kyle and I gathered our gear and headed down to Felix’s shop, where he was waiting for us.

As he painted, Felix shared stories from his life. He was a former Team Burton professional snowboarder, which explained why he made the Dolomite mountains his home. He talked about the time he made 25 passes through the mountains in one day, which equated to roughly a thousand miles, on a 40-year-old bike. For all I know, he could have made it all up, but I believed him. I had no desire not to.

As the paint left his brush, he explained his design. Each color represented something to him, from the Austrian flag colors outlining the peace sign, to the blue representing the lake at the center of Faaker See. Other colors were symbolic of the different nationalities coming together around the lake for Bike Week. As the hours ticked by, the stories continued to roll, and we began to regard Felix as an old friend. We talked about riding and riding with our friends when Felix’s eyes lit up. “You have to meet my friend. He’s a very important pinstriper.”

A short walk away we found “The Blaster” set up next to an outdoor bar and

in front of his old Volkswagen van. There were a few bikes sitting around waiting to be painted and a stack of helmets. The Blaster’s own custom Panhead sat amongst them.

As we entered his shop, The Blaster looked up, raised an eyebrow, and pushed his paint-covered glasses to his face, careful not to smear any more of the fresh red paint on his fingers. Like a celebrity tired of autograph seekers, I felt his guard go up, but since we were friends of Felix he obliged us with a conversation. The whole time we talked, long, arcing lines flowed from his hands, perfectly placed and void of any defect. He told me later that he doesn’t really think about it; he just lets his hands go where they want.

After a round of Coronas, he pulled out an old binder filled with magazine articles that showed a much younger, smiling Blaster. He had been at this game for a lifetime. He owned a painting shop but traveled often in his van, with the bike loaded in the back, to motorcycle events around Europe. He said he was the only full-time pinstriper that he knew of and was extremely proud that he could make a living at it. He also admitted it kept him a very busy man and while Felix would ride for thousands of miles, The Blaster found his “freedom” in just getting out for a half hour in the middle of the day. It was his escape, “like being in another world.”

I explained the Freedom Jacket and the story behind it. Upon hearing the name “Willie G.,” he stopped. “Willie G. has touched this jacket!?”

I told him that Willie G. Davidson had signed the jacket and would see whatever we painted on the jacket when it returned to Milwaukee. He pushed the helmet he’d been working on to the side; grabbed the jacket from me; and wasted no time striping a beautiful, intricate design around the peace sign Felix had just finished. He carefully put the jacket on and proclaimed, “Willie G.! We are

now brothers!”

I held the jacket as Felix’s crude peace sign, surrounded by The Blaster’s intricate pinstriping, dried. Two very different people had unpredictably come together to make a beautiful piece of art.

I was thankful, and for the first time since we’d touched down I felt myself relaxing a bit. We celebrated our accomplished mission by going for a ride. I’d been talking about motorcycles for too long, and I think everyone felt the same way. Felix knew the back hills, so we rumbled out of the Free Biker area and headed out of town.

With time and sunlight dwindling, a shop that needed tending, and helmets and bikes that needed pinstriping, we didn’t get a very long ride in, but it’s one I’ll never forget. We snaked our way through the crowds and several small towns, and headed into the Austrian countryside. It was warm enough that we didn’t need a jacket, but The Blaster and Felix both wanted a turn wearing it, so we stopped halfway and swapped the Freedom Jacket between them. As we passed from village to village, nothing was said but a lot was communicated. Nods, smiles, and small hand gestures were all we needed. At the end of the ride we hugged like old friends, though we’d only met hours before.

It was sad to see them go, and with only a few hours before I had to head to the airport myself, I started to reflect on the past few days. Landing here, I knew no one, but it didn’t take long to meet some lifelong friends, united through the simple concept of a single leather jacket making a trip around the world.

Across the divides of geography, religion, politics, and more, the Freedom Jacket has the power to bond people who share a love of Harley-Davidson, and I feel fortunate to have been able to play a small part in its year-long journey.

As I handed the Freedom Jacket off and rolled out of town, I smiled, finished a Red Bull, and raced back to Munich to catch my flight. I had a wedding to attend. **HOG**

To see more stories, photos, and videos about the Freedom Jacket’s global journey, visit h-d.com/110jacket.



UNITED WE CELEBRATE

Celebrate 110 years of Harley-Davidson with a 110TH Anniversary Living the Legend™ Rivet at the Harley-Davidson Museum.® Stainless steel on a wall of iron, the rivet commemorates the enduring bond that unites all riders. Create yours today at h-dmuseum.com/110rivet.

LIVING THE LEGEND™ RIVET
110TH ANNIVERSARY EDITION
AVAILABLE IN 2013 ONLY



Order by June 15, 2013 to guarantee installation for the Harley-Davidson 110TH Anniversary Celebration in Milwaukee.

©H-D 2013. All rights reserved. Harley-Davidson, H-D, Harley, Harley-Davidson Museum and the Bar and Shield are among the registered trademarks of H-D U.S.A., LLC.



CACHE

**GEOCACHING
ON A HARLEY:[®]
YOUR NEXT
REASON TO GET
OUT AND RIDE**

IN

Want another reason to ride? How about almost two million. There are hidden treasures located in every corner of the globe. All you need to track them down are a GPS device and some old-fashioned sense of adventure.

WHAT IS GEOCACHING?

Outdoor treasure hunting using a GPS device. Participants navigate to a specific set of coordinates, where a fellow geocacher has hidden a “cache.”

WHAT IS A CACHE?

A small, hidden container, varying in size and appearance, from small film canisters to fake rocks or bricks with secret compartments. Typically it contains a small log book to sign and sometimes other small items that can be traded or tracked.

CACHE COUNT

The first geocache was placed in Portland, Oregon shortly after GPS first went live on May 2, 2000. Since then, the number of geocaches has surged to almost two million worldwide, nearly doubling in just the past two years.

»





All you really need to get started is a GPS device or smartphone. Head to geocaching.com to get rolling. Once there you can register your profile and begin searching for caches in your area.

CACHING BY HARLEY

- **Look for motorcycle-related caches**, such as at the Harley-Davidson Museum® or the Sturgis flat track monument
- **Don't fixate on the GPS while riding**; ride safely and stop before navigating
- **Look for caches that aren't too far off-road** – unless you want to park the bikes and take a hike. There are many “park and grab” caches near waysides, and park and rides.
- **Plan for unpaved parking**; bring a road puck.

CACHING BY PHONE

The first GPS devices were difficult to use and expensive. Today's GPS-enabled smartphones make geocaching simpler and more accessible. Download the official geocaching.com app on your smartphone to check for nearby caches wherever you are. You can geocache spontaneously. Break up a long ride by stopping to find a cache. Or plan a day of riding from cache to cache.

BE DISCREET

One interesting challenge is to avoid looking suspicious while searching for a cache. Here are a few tips to avoid drawing unwanted attention to yourself when others are around:

- Act casual
- Be on your best behavior
- Don't make a scene when you find it
- Bring your kids (they look innocent!) and make it a family adventure

START SLOW

If you've never geocached, you might want to start slow. On geocaching.com you'll see several ratings to tell you more about the cache before you arrive. You'll know how large the cache is you're looking for. The smallest, a “micro,” can be as tiny as a marble. You'll also find a terrain rating. One star means you can walk right up to it, higher stars might mean the cache requires some hiking or even climbing.

Difficulty ★★★★★
Terrain ★★★★★
Size



MORE THAN MEETS THE EYE

Sometimes a cache will be right in front of you, but you need to really use your eyes – or just start lifting rocks – to see that something isn't what it appears to be.



A NEO-CACHER'S PERSPECTIVE

BY MIKE MORGAN, H-D COMMUNICATIONS PROJECT MANAGER

Credit H.O.G.® member Terry Weaver, from the New Century H.O.G. Chapter in Medina, Ohio, for getting us started on a quest for more information about geocaching. Weaver told *HOG*® about discovering it while she and her husband, Jeff, were looking for something different to do while riding together on his 2009 Street Glide.®

“The addictive activity of geocaching can take you in many different directions,” Terry said. “And a motorcycle is a great way to navigate from cache to cache. Jeff and I now prefer downloading the coordinates and taking his new 2012 Ultra Classic® Limited to track it down. We especially like those [caches] hidden in remote, heavily wooded areas, where we can hike off the beaten paths.”

Since many Harley riders take pride in passing along new and fun riding adventures, the Weavers and others in their chapter further embraced geocaching by both finding and placing caches locally and globally. Their geocaching adventures have taken them well beyond their familiar roads in Ohio to as far away as Shibuya, Japan. “We found a great cache and had a blast doing it,” Terry said.

The Weavers inspired me to find a few caches while riding in Milwaukee and Sturgis last summer. The cache we found in Sturgis is related to the White Plate Flat-tracker Monument dedicated to dirt track racers. It was relatively easy with the use of the Geocache app on the iPhone, and I now feel I know just enough about geocaching to be dangerous. We even placed a new geocache, “Harley Hopper,” at the Harley-Davidson Museum.

The activity definitely took me back to that “little kid” feeling of adventure you get when treasure hunting or just wandering in the woods. I can also see how geocachers get hooked and make the hobby a major part of their lives. You know, kind of like motorcycling.



THE MOTORCYCLING COMMUNITY AND GEOCACHING COMMUNITY HAVE THE SAME DNA WHEN IT COMES TO GETTING ON THE ROAD AND DISCOVERING SOMETHING NEW. —ERIC SCHUDISKE, GEOCACHING.COM

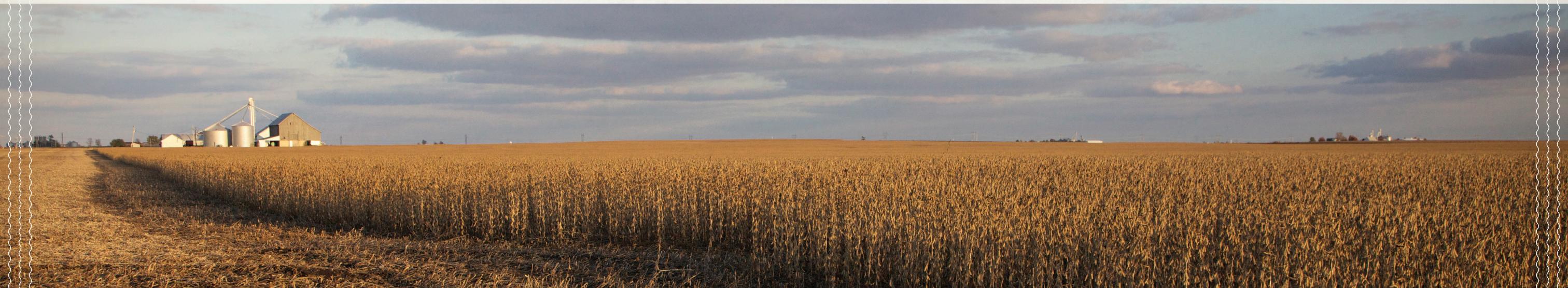


PLACING THE FIRST HARLEY CACHE

The Harley-Davidson Museum in Milwaukee is now home to two geocaches. “Hill Climber” was placed in 2008 by a geocacher when the Museum first opened; “Harley Hopper” is brand new and the first cache placed by the Motor Company. Information about both can be found at geocaching.com.



PRAIRIE



PILGRIMAGE

No matter where you ride, there's beauty all around you – even in the featureless flatlands of Central Illinois – when you learn to look at things with an open mind and a fresh perspective.

STORY and PHOTOGRAPHS by MIKE ZIMMERMAN



“WELELCOME TO THE FOOTHILLS OF MT. LEVEL!” That’s how Sterling Taber, Parts Manager at Andrae’s Harley-Davidson in Urbana, Illinois greeted me during my October trip to the flatlands of Central Illinois. It was his somewhat sarcastic way of poking fun at what many consider the flat, featureless terrain that surrounds the twin cities of Champaign and Urbana for miles on end.

“A riding article about Central Illinois? Whose crazy idea was that?”

But he had come late to the conversation I was having with Gerry Brock, both the Assistant Parts Manager and Director of the Illini Chapter of Harley Owners Group®. Sterling didn’t know that the “crazy idea” had been my own. As a native of Champaign, I had long wanted to return to my homeland to do some riding in what I consider some of the most underappreciated natural beauty in the country. As a writer for *HOG*® magazine – and

before that, *Hog Tales*® – I have been to many of the most beautiful riding spots in the U.S. and Canada. But recently I had longed to re-experience the joy and wonder of riding in one of the most fertile and productive agricultural regions in the world.

HOMING INSTINCT

When I was 19, I got my first “real” motorcycle ... sort of. It was a 125cc single-cylinder Honda street bike. It buzzed and it shook and it didn’t like going much over 50 mph. It wasn’t even legal on the freeway. But it had two wheels, a motor, a clutch, five gears (or was it only four?) and a throttle. And I loved it.

My favorite pastime in those days was to head to the edge of town, and pick out a “destination” on the horizon and ride. Usually it was a grain elevator – often the only structure you could see from any distance. But you could see a long, long way, so sometimes it took quite a while to work my way – in straight lines and 90-degree turns – from Point A to Point B. Then I would pick out a Point C and get going again.

It’s hard to overstate what a sensory experience it was. That bike was *loud* – but in a completely different way from a Harley® V-twin. Between the whine of the engine and the rush of the wind past my chest, arms, and helmet (no windshield, of course), it was practically deafening. But that just made the silence all the more startling when I would finally kill the engine miles from anywhere. Sometimes, the air was so



still and the silence so complete I would swear I could hear the corn grow. Or listen to the heat waves rising off the black asphalt at my feet.

Eventually it would be time to work my way back home. No map was necessary; I would simply keep a

FLAT-OUT FUN

For my historical re-enactment, I couldn’t have asked for a bigger departure in a motorcycle: a 2013 Harley-Davidson® CVO™ Road King®, fresh from the factory, with “Anniversary Diamond Dust and Obsidian” paint, and all the latest comfort and performance features. Imposing, powerful, and comfortable, it was light years ahead of the tiny Honda of my youth.

Thanks to the extra torque provided by the Screamin’ Eagle® Twin Cam 110™ engine, a quick twist of the throttle sent me shooting down the passing lane on the freeway or got me quickly up to speed on those straight, wide-open Illinois back roads. Freeway on-ramps were a real kick in the pants. (To learn more about the full line of 2013 CVO motorcycles, visit h-d.com/cvo.)

after the long, hot summer we endured, it was great to squeeze in one last big ride in the crisp fall air.

Most years, the harvest would be in full swing in mid-October, the fields filled with rows of golden corn stalks taller than most people can reach. (Illinois is the nation’s second-leading producer of corn, after Iowa, and the top producer of soybeans.) But because of the summer drought, most of the corn was already on its way to market. The beans fared a little better, however, accounting for most of the still-standing crops I saw.

At one point I stopped and chatted with two farmers transferring the last of their corn crop from a combine into a wagon. When I asked how the harvest was going, the older man tilted his head, grimaced slightly, and made a “so-so”

To me, gazing out over the vast and endless flatlands is akin to staring out at the sea, or even into a black sky filled with stars. Something about it evokes the eternal.

rough tally in my head of how far east or west and north or south I had come from where I started. It was like riding on a giant sheet of graph paper: The country roads were all perfectly straight and precisely a mile apart. I would just point the bike in the general direction I came from and ride until I came upon something familiar. It was an unmatched feeling of freedom.

Despite the extreme upgrade in motorcycle, however, my ride plan would remain essentially the same. For two days I crisscrossed the Great Plains with no goal other than to follow my front wheel toward whatever caught my eye on the horizon.

It was a great time of year to ride, and the weather started out perfect: partly cloudy and cool the first day; warm with brilliant blue skies and sunshine the next. Adding to the romance factor was the knowledge that would soon be coming to a cold and snowy end. And

motion with his hand. I said, “But all things considered, not a disaster?” At that he smiled and said, “Yes – it could have been a lot worse.”

That’s the thing about farmers. Every year they take what the land and the weather give them, are thankful to get it, and then they move on.

They’re also big on stopping to help someone who appears to need it. I encountered very little traffic while riding out in “the sticks,” but every time – literally, I think it was *every time* – someone drove by while I was taking pictures, they stopped to ask if I was okay. On one occasion, the driver turned around and went back the other way after stopping,

»

which suggested he had gone out of his way to check on me. After a while, I got in the habit of flashing a thumbs-up before drivers had a chance to stop.

If you're looking for hills and twisties, of course, Central Illinois is not where you'll find them. "Tail of the Dragon" territory it is not. The joy of riding the Great Plains is not about adrenaline; it's more about serenity. More "spiritual" in nature. To me, gazing out over the vast and endless flatlands is akin to staring out at the sea, or even into a black sky filled with stars. Something about it evokes the eternal. Often I try to imagine what it looked like centuries earlier, before the native tall grass prairie was turned into the "breadbasket of the world."

SOUNDS LIKE A PLAN

After two days of freewheeling it, I stopped at Andrae's H-D® the morning of Day 3 to find out where today's locals like to ride. Dark clouds were gathering in the West as I arrived, and a peek at the radar confirmed a band of storms was on its way.

That's when I first met Sterling and Gerry, and experienced their differing attitudes toward the local riding. It was clear that Gerry shared my affection for the area, identifying completely when I relayed my riding memories. He even told me that it's not a myth, that you actually *can* hear the corn growing on a warm, still summer night.

So I was a bit puzzled by Sterling's reaction. But it's true that familiarity breeds contempt, and, perhaps Sterling – who lacks Gerry's more "experienced" perspective – had grown too accustomed to the beauty around him.

I asked them both where the Illini Chapter likes to ride, and Gerry started by listing a series of "destinations" in the area: Robert Allerton Park near Monticello; the Pontiac Oakland Automobile Museum in Pontiac; the Waubash and Illinois Rivers; the John Deere Museum in Moline; the Ernie Pyle (a famous WWII correspondent) Museum across the state line in Dana, Indiana; the quirky "town" of Moonshine (population: 2) in Clark County; and so forth.

Those are all fine places, but most are well known in the area. I told him I was interested not so much in *where* they ride but *how* they approach it. "If you had an hour or two right now to take a ride, what would you do? Where would you go?"

Something seemed to click. "A great way to ride around here is to just head out into the country and *get lost*," he said. "Then find a farmer and ask him what there is to see nearby. They always know, and they're always happy to tell you."

Now that's more like it!

"But if you want a good place to go right now, I'd head out to Walnut Point."

This little-known state park, he

... when you get out of your routine and off the main roads, and look at the familiar with the perspective of an outsider, *there are mountains of adventure to be had.*

explained, is a tiny jewel of the prairie, built around a small man-made lake on the Embarras River (pronounced *EM-bra*). It's not on the way to anything in particular or near any major roads. So it's hard to just stumble upon it. In other words: perfect.

The directions were simple, of course: Go straight, turn left, go straight some more, turn right, go straight again, and you're there.

The only catch was the storm front, but it looked like I could stay ahead of it long enough to get to the park, about 40 miles away. Stopping to take pictures of the dramatic sky slowed me down, however, so I had an early lunch at the Four Way Stop Restaurant in Villa Grove to wait it out. Without looking at the

menu, I ordered an open-faced "hot beef sandwich" and fries, all smothered in rich brown gravy. I knew they would have it, and it was delicious.

By the time I got to Walnut Point, a second wave of rain forced the Road King and me under a picnic pavilion. But once the weather cleared I found the park exactly as described: small, beautiful, and completely devoid of people. A true gem. I think I was the only one there. It didn't take long to explore the whole place, but I lingered awhile to soak in the serenity and take pictures of the beautiful fall colors. All too soon it was time to get started back to my adopted homeland to the north.

Back in the office the next day, I wrote Gerry and Sterling a thank you

email, including a few pictures and a brief description of my Walnut Point adventure. Again I was surprised by Sterling's reply, but in a new way. "Love the pictures," he wrote back. "I grew up in Oakland (pop. 1000), just south of Walnut Point. I'll be sure to fill in the locals about your national exposure! Sure wish I could have gone with you yesterday!"

Which just goes to show, it's sometimes hard to appreciate the beauty in your own backyard. But no matter how flat the world around you may seem, when you get out of your routine and off the main roads, and look at the familiar with the perspective of an outsider, *there are mountains of adventure to be had.*

All you need are an open road and an open mind. 🍻

An OUNCE of PREVENTION

Roadside Assistance: Expect the Unexpected

ONE GREAT THING to travel with is the peace of mind provided by the Standard Roadside Assistance package included with your full H.O.G. membership. H.O.G. members may purchase upgraded coverage as well.

Standard Roadside Assistance (included with full H.O.G. membership): Provides for one assistance per calendar year for one registered H-D® motorcycle, with \$100 U.S. maximum coverage. Covers roadside needs such as fuel, oil, fluid, and water delivery; lost (or locked) key assistance; and help extracting your H-D motorcycle when stuck in a ditch or other inaccessible areas. For flat tire or battery assistance, a tow to the nearest H-D dealership or another location of your choice is provided. You're responsible for any non-covered expenses or expenses in excess of \$100 per calendar year.

Deluxe Roadside Assistance (\$19.95/year): Extends coverage to two H-D motorcycles registered to an active full member. Also offers unlimited services per year, with all covered towing/roadside costs paid in full.

Ultra Roadside Assistance (\$29.95/year): Adds emergency travel reimbursement when the H-D motorcycle is disabled due to a collision or the mechanical breakdown of a warranty-covered component.

Ultra Plus Roadside Assistance (\$49.95/year): Get ultra-level coverage for up to two H-D motorcycles and three personal vehicles, including automobiles and light-duty trucks.

Finally, while some breakdowns are impossible to prevent, an Extended Service Plan offers peace of mind by protecting you from costly repairs. See your local dealer for Extended Service Plan information. Visit members.hog.com or call Road America toll free at 866-209-8270 for more detailed information on Roadside Assistance options.

Q

What's worse than a stranded motorcyclist?

A

When that motorcyclist is you.

3

Ways to avoid roadside breakdown.

1 PUNCH T-CLOCS

Sure, you get free Roadside Assistance as a H.O.G.® member. But why use it if you don't have to? Even with all that help on tap, getting stranded is still a colossal pain in the butt. One you can avoid with a simple inspection. Yes, we're talking T-CLOCS - the pre-ride checklist developed by the Motorcycle Safety Foundation. Learn it. Live by it.



T

Tires, Wheels, & Brakes

Carefully inspect tread depth, wear, weathering, bulges, and embedded objects. Check air pressure. Check wheels for loose or bent spokes, or cast wheels for cracks. Check rims for out of round. Check bearings for free play in tires. Check brakes to determine that each brake alone keeps bike from rolling.



O

Oil & Other Fluids

Check fluid levels. Check for leaks.



C

Controls

Inspect levers and pedals for broken, bent, or cracked parts. Be sure mounts are tight. Check cables for frays or kinks. Check hoses for cuts, cracks, leaks, bulges, chafing, or deterioration. Be sure hose routing doesn't interfere with steering. Check throttle to be sure it moves freely, snaps closed, and doesn't rev when handlebar is turned.



C

Chassis

Check frame for cracks. Check accessory mounts. Check handlebar movement for full travel. Check front forks for smooth travel. Check belt for tension and for embedded objects.



L

Lights & Electrics

Check battery terminals for clean and tight connections. Check headlamp for high and low beam operation and aim. Check tail lamp for operation and activation with both front and rear brake application. Check left and right, front and back turn signals. Adjust mirrors and check that horn operates. Check wiring for pinching or fraying wires, and be sure wiring doesn't interfere with steering.



S

Stand

Be sure spring is working properly. Check for cracks or bends.

2 READ THE DAMN MANUAL

AS ADVICE YOU'VE HEARD too many times, it's right up there with "eat your vegetables." But if you don't do it and you do get stuck, who's the joke on? A little reading can spare you a lot of headaches.

Take key fobs, for instance. Lots of riders lose them on a trip, can't disarm their bike's security system, and have to call for assistance. But if

they'd cracked the manual, and practiced a couple times at home, they'd know the sequence of control activation that disarms the system. And they'd be on their way.

Also noted in the owner's manual are the maintenance schedules. Follow these for added assurance that your bike operates like new. In addition to reading the manual, bring it with you.

3 BRING A "JUST IN CASE" KIT

Here's a list of some useful stuff to bring along on your rides to deal with roadside trouble.

- Swiss-style pocketknife or multi-tool
- Bike lock
- Tire pressure gauge
- Tool kit
- Rain gear
- Sunglasses
- Energy food bar
- Water
- First-aid kit
- Duct tape
- Cell phone + charger
- Utility light
- Emergency contact numbers
- List of current medical conditions + medications
- H.O.G. *Touring Handbook*
- Bike registration + insurance info
- Motorcycle owner's manual
- Sidestand board
- Sunscreen + lip balm
- Bathroom tissue
- Credit card
- Emergency cash

! WORDS TO THE WISE

AS MANAGER OF SERVICE MARKETING at Harley-Davidson, Chris Tribbey knows maintenance. Better yet, he also knows how to avoid the need for it when you're on the road.

First off, he says, use T-CLOCS. It alerts you to problems before they become ride busters. Second, know the most preventable causes of an inoperable motorcycle: flat tire, dead battery, blown drive belt.

"A high percentage of flat tires are caused by tires that are too worn or that had an embedded object that caused a slow leak," Tribbey says. "Careful inspection of both tires before the ride can prevent a flat from happening."

"Similarly, drive belt failure isn't too common," he says, "but when it happens it's usually caused by an embedded object, usually a small rock or prior fraying. A pre-ride inspection would catch those."

"And finally," he adds, "many battery failures could be prevented by using a battery tender whenever the motorcycle is parked overnight, even during the riding season. There's a constant draw on the battery even with the engine off."

If you do have to jump-start your bike, don't do it from a car or truck, Tribbey advises. They operate at different amperages than your motorcycle, and you could easily end up with

more problems than just a dead battery. He also recommends washing your motorcycle regularly. By washing your bike, you're touching a lot of components on your bike. You'll easily detect loose shifter levers, leaking gaskets, or loose spokes. Beyond getting things clean, it helps you detect initial component wear.

Although jump-starting batteries is not typically recommended, if you do find yourself stranded with a dead battery, follow these tips:

- Always observe the correct procedure and process to connect and disconnect the positive and negative cables (as indicated in your owner's manual). To avoid the possibility of sparks, don't connect the negative jumper cable to the terminal of the discharged battery.
- Be sure both vehicles have the same battery voltage when jump-starting. Connecting vehicles with different system voltages can result in vehicle damage.
- If a car or truck is used as the booster battery, make sure the vehicle is not running. High-output charging systems from larger vehicles can damage the electrical components on the motorcycle. hog.com



On Sundays, I have “wake-up duty” with Henry. After finishing breakfast, I would put him in the car seat and drive around looking for signs, so when the weather broke I would know just where to ride. Henry was only 2, so my riding opportunities would be limited, and I knew I had to plan carefully.

To help sell these excursions to my wife, Kelly, I decided to create an alphabet book for Henry, based on the A-Z cities I would be visiting, all of which would have some sort of family connection to highlight. For instance, Kelly was born in Norman, Oklahoma; her father lives in Rogers, Arkansas; my dad lives in Osawatomie, Kansas; and so on. Even though I already had many of these letters accounted for, I now had a compelling reason to ride far and wide to collect cities for the book.

I planned one major ride, to hit all the Northeastern states, for a weekend when Kelly and Henry would be out of town. I had breakfast with my family in Kentucky on Saturday, had lunch in Maine on Sunday, and was home again Monday night.

In Baltimore, I stopped to have lunch with my former boss, and she encouraged me to pile up as many points as possible. So after I got back home I planned some additional “rocket rides,” often combining business with pleasure. For instance, rather than fly to Grand Rapids, Michigan for a management meeting, I rode instead. A trip to the Smoky Mountains scored a number of Southern states, along with some national parks and forests, all in one weekend. And after I rode to Chicago for a training session, I swung up through Wisconsin and headed west to South Dakota, since I was “in the neighborhood.”

By the time October rolled around, I had all the points available with the “political capital” I had saved up at home.

while I wasn’t in the market for another bike, I thought, “Well, no harm in looking!” Famous last words, right? It was such a great deal I couldn’t pass it up. I bought the bike, rejoined H.O.G., signed up for the H.O.G. Mileage Program, and got ready to take on the ABCs of Touring contest. The bike had 27,708 miles on it, so I spent the winter performing some maintenance. I had some riding planned.

I had breakfast with my family in Kentucky on Saturday, had lunch in Maine on Sunday, and was home again Monday night.

My story of the 2012 Harley Owners Group® ABCs of Touring contest actually began in 1997. Back then, I was a Sportster® rider, on a waiting list to get my dream bike: a Mystic Green Road King®. I kept a “pin-up” picture of it in my cubicle to inspire me. And when it finally arrived at the dealership, I rode my 883 through the snow to go pick it up. Wait for spring? Why?!

I rode that bike everywhere – from Cincinnati to New Orleans to Los Angeles to Seattle to Glacier National Park to Yellowstone and back again. All told, about 30,000 miles in two years.

Like the seasons, however, motorcycles come and go. I was entering a new season in my life and had to sell the bike. I traveled the world, got married, and adopted Henry. I made sure he knew his dad was a rider, though; two of his first “big” words were “cycle” and “helmet.”

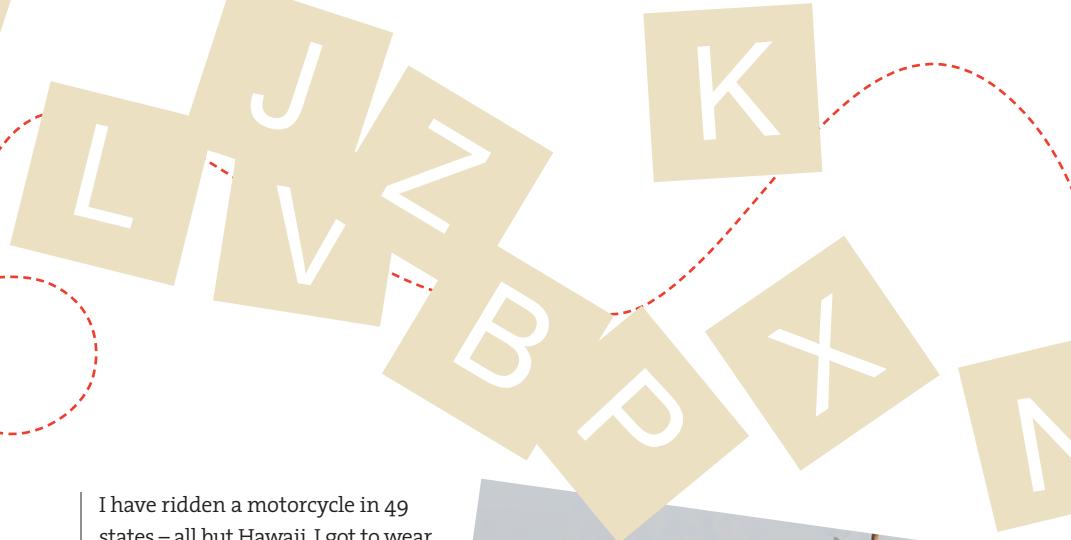
Last Thanksgiving, I came across a 1997 Mystic Green Road King for sale, just like my old one. Actually, a little bit nicer. And

TOURING BY THE BOOK

How I turned my quest for ABCs of Touring glory into something that will last much longer.

BY CHRIS KATZER
Fort Wright, Kentucky





I took one final rocket to Canada to celebrate my birthday weekend.

When all was said and done, I scored 107 points for the contest. More importantly, the book, filled with family history and pictures from cities all over the country, turned out great. It's something Henry can use to learn *his* ABCs, and that the whole family will treasure forever.

If not for the contest, my 2012 riding would have consisted mainly of commuting to work. But now (between the Sportster and both Road King bikes)

I have ridden a motorcycle in 49 states – all but Hawaii. I got to wear out a brand-new rear tire in one year, while getting reacquainted with the 1997 Mystic Green Road King, my long-lost love. Sometimes the memories of such relationships are better than the reality. But this was a rare instance when it was just as good.

Make that *better* – since I was doing it all for Henry, the newest love of my life. **HOG**



©2013 H-D, H.O.G. and Harley-Davidson are among the trademarks of H-D U.S.A., LLC.



GO TO HELL, MICHIGAN.

And lots of other great places with ABCs of Touring. Take pictures and win prizes, too. As if you need an excuse to escape Boring, Maryland. Discover Opportunity, Montana. Feel the pull of Gravity, Iowa. Or spend a night in Intercourse, Pennsylvania.



Get contest details and an entry form at members.hog.com

M₃

M is for Montgomery, AL. Daddy worked in this city and bought his first motorcycle.



N₁

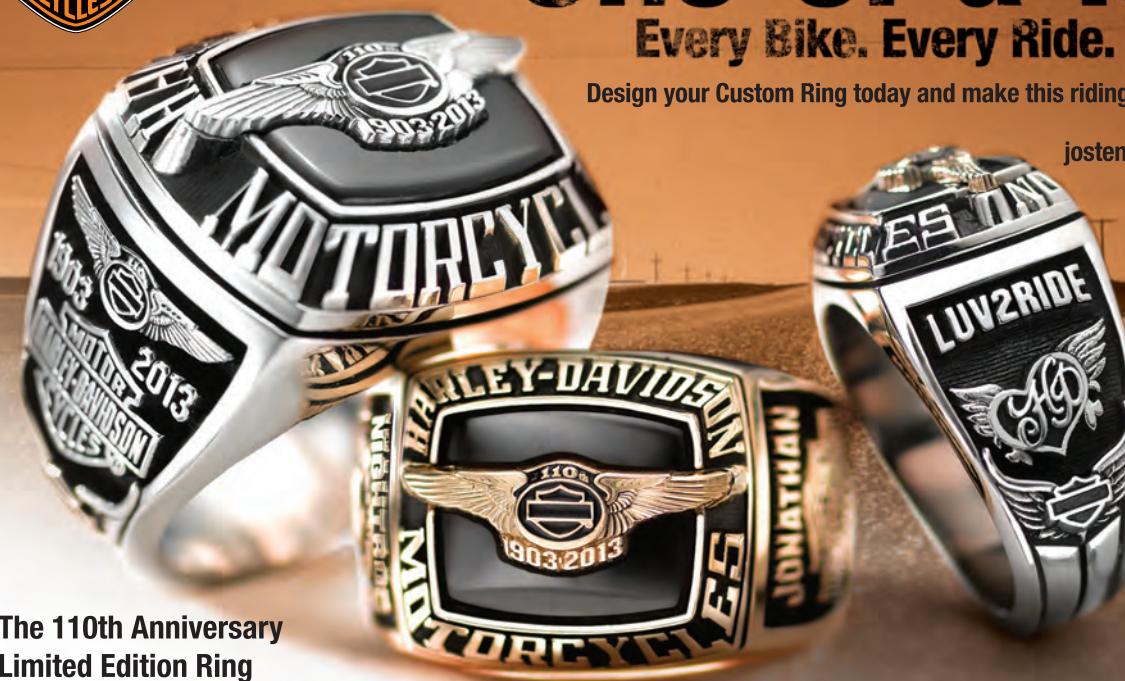
N is for Norman, OK. Mommy was born in this city.



One-of-a-kind. Every Bike. Every Ride. Every Ring.

Design your Custom Ring today and make this riding season one-of-a-kind.

jostens.com/harley-davidson



The 110th Anniversary Limited Edition Ring

1,903 rings will be made. Each ring is individually numbered on the inside of the band.

Sold exclusively through participating Harley-Davidson® Dealerships.



H-D, Harley, Harley-Davidson, HOG, 110th and Bar & Shield logo are among the trademarks of H-D U.S.A., LLC. ©2013 H-D. All Rights Reserved. Manufactured by Jostens, Inc. Under license from Harley-Davidson Motor Company. ©2013 Jostens, Inc. 12-1086

\$100 RIDES
Epic Adventures Don't Require Epic Dollars



Nothing Lasts Forever

It's hard to part with a Harley® you've loved for years. But the pain is eased by one last ride before you say good-bye. **BY CHARLIE ANDERSON**

I HAD BEEN TOYING WITH THE IDEA of upgrading my 1995 Sportster® for something bigger for a few years but always settled for the comfort of not having a monthly payment. Until I saw the new Sportster with the larger front wheel and sat on one. The decision was made ... moving on up.

I wanted to take one last memorable trip on the old '95, so I talked a couple of friends into riding from Maryland's Eastern Shore, up around the top of Chesapeake Bay and then on to York, Pennsylvania for a tour of the H-D Vehicle Operations.

Four of us would be making the trip: three on H-D® bikes and one abused soul on a Japanese import. But my first stop before joining my friends was to top off the fuel tank of my bike and my body at the Fast Stop around the corner. On the road by 8AM, we refueled at Wye Mills then cruised up routes 301 and 313, heading through the charming little towns of Galena and Port Deposit – the kind that take you back in time as we rumbled down the main streets. After taking the time

to marvel at the Conowingo Dam, we grabbed some lunch at the Susquehanna Inn and were off to York, arriving just in time for the 1:45 tour.

The tour was really amazing, and I would highly recommend it if you happen to be in the area. I had to restrain myself in the gift shop afterward with a reminder of my \$100 budget. After purchasing a couple of pins (had to get something for my wife) and a leather money clip, we gathered outside with plenty of daylight left.

A few miles down the road, we pulled into Laugerman's H-D and stayed long enough to buy a pin and abuse our friend about trading in his bike for some real American iron. As we pulled up to the red light out front, the sign read "Gettysburg 31 Miles," so we decided to take the scenic route home. I did a quick calculation of my funds and figured that if I took it easy on food for dinner I should have enough of the \$100 left for gas to make it home.

So we cruised through the Pennsylvania countryside along Route 30, enjoying the smell of farmland and fresh air. As we rolled into Gettysburg, we stopped at Battlefield H-D. You have to appreciate the history of this great country when you put down your sidestand next to a Civil War cannon in front of an H-D dealership.

As I looked over all the bikes there, my budget almost took a complete face dive. There was the bike I was looking for: a 2011 Sportster in Midnight Blue, used with just 84 miles on the odometer. After much contemplation, I decided to settle for the salesman's card and another pin. My \$100 budget had survived another stop.

We mounted up, and headed south toward Frederick and the mountains of Western Maryland. Ahead in the distance were a really nice rainbow and grayish clouds. While the rainbow made for a pretty sight, it also meant rain was ahead. We cruised on until my Sportster sputtered, thirsting for gas as I flipped over to my reserve tank. A quick stop for fuel and we drove on, hoping to beat the approaching storm.

Every biker knows the feeling of raindrops that sting like a thousand grains of sand blasting your face. The next overpass was a welcome sight, and we pulled up to let the summer storm blow through. Sometimes it's nice to pause and take in the world around you. Sitting under a highway overpass as trucks and cars swoosh by in the rain is one of those moments.

Everyone else, rushing to be someplace or get somewhere on time. We could relax on our concrete perch, watch the raindrops fall, and hear the thunder rumble in the distance.

When the rain had mostly passed, we drove on to the next exit and settled on a fast food restaurant to eat and let the roads dry themselves off a bit. Another calculation of the budget, and I treated myself to a hot fudge sundae for dessert before we set out toward Annapolis.

It was still daylight as we rolled onto the Preston Lane Memorial Bridge that crosses Chesapeake Bay and brought us back to the Eastern Shore. One last stop for gas on Kent Island, and we were good to go for the last leg down Route 50 to Cambridge. My friends each turned off as they headed to their homes, leaving me to ride the last six miles alone. I finally pulled into my garage at 10:30PM, 15 and a half hours and 417 miles later, tired but with a feeling of satisfaction. I'll be trading my '95 in soon, but it's nice that I got that one last ride. [HOG](#)



THE BOTTOM LINE

GAS	\$30.19
FOOD	\$19.20
SOUVENIRS	\$37.04
TRIP TOTAL	\$86.43

AUTH # : *****
OO APPROVED - THANK YOU

The \$100 Challenge If you have a \$100 Ride story to share, we want to see it. If it appears in HOG® magazine, we'll even foot the bill – in the form of a \$100 Harley-Davidson™ Gift Card. Keep your story to 750 words or less, including a list of your expenses. We also need photography from your adventure, including a photo of you. E-mail your submission with "\$100 Rides" as the subject line to hogmagazine@harley-davidson.com.

30

REASONS TO ATTEND A 2013 EVENT



2013 IS A BIG YEAR FOR HARLEY-DAVIDSON AND H.O.G.[®], with amazing opportunities to make it your most memorable year ever. Big or small, near or far, state rallies, global anniversary events, or even your local chapter events, there's no bad reason to get out and ride this year. Here are 30 great ones – just to get your juices flowing.



1

To show Milwaukee and the world that no one celebrates like H.O.G.

4

To add to your H.O.G. Mileage Program total.

6

TO ENTER YOUR FIRST RIDE IN SHOW.

2

TO DO AS ROMANS DO ... IN ROME.



3

To rack up some ABCs of Touring points at State H.O.G. Rallies.

5

Because you're going to need a new rear tire eventually.



8

To see if even H.O.G. rallies are bigger in Texas. (Yup.)

7

To broaden your horizons, test your limits, and blow your mind.

9

To compete in the H.O.G. Riding Skills Competition in Milwaukee.

12

TO DISCOVER AN AMAZING NEW LOCAL BAND.

16

Because Brazilian women are so ... Brazilian.

18

To try out the Best Western Ride Rewards[®] benefit on seven consecutive nights – in seven different states.



24

TO SHOW OFF YOUR PATCH AND PIN COLLECTION – OR START ONE.

27

To check "Alaska" and "Hawaii" off your bucket list.



13

To lay low in Hot Springs until the heat is off – just like Al Capone.

17

BECAUSE SOMETIMES PEER PRESSURE IS A GOOD THING.

19

To see what the moon looks like in Montana's big sky.

21

To hear the sound of 10,000 Harley[®] motorcycles parading through the streets of downtown Milwaukee.

25

To ride on the white-sand birthplace of the Daytona 500.

28

To make history on the inaugural Iron Adventure Run.

10

To help smash last year's total of 7,799,140 miles on the H-D[®] World Ride.

14

To dip your boot in the Atlantic, the Pacific, the Gulf of Mexico, a Great Lake, and the Mississippi River.



20

To help Ohio ("Birthplace of Aviation") and North Carolina ("First in Flight") settle their dispute over the Wright Brothers.

22

So you can tell your friends you rode all the way to London (Kentucky, that is).



29

To see all of Milwaukee roll out the red carpet.

11

Because towns with names like Great Falls, Thermopolis, Snowshoe, Spearfish, Caribou, and Kahului are always cool.

15

TWO WORDS: BIKER GAMES.

23

To fill up on cheese curds in Wisconsin, sweet corn in Iowa, Tex-Mex in Arizona, sushi in California, BBQ in Kansas, or cheesy grits in Georgia.

26

To get a 2013 edition pin at a H.O.G. Pin Stop.

30

DO YOU REALLY NEED A REASON?

Dream. Build. Enjoy!

Custom Homes for Toy-Lovers

3+car Garage/Hobby Shop
NO HOA • Homes from the **low \$100s**

8 miles to The Villages®, Florida
2012 Best Active Adult Communities



RV Garage/Hobby Shop



Request a
FREE BROCHURE
at www.WeirLiving.com



Obtain the property report required by federal law and read it before signing anything. No Federal Agency has judged the merits or value, if any, of this property.
Lake Weir Living ("LWL"), a collection of fine properties owned by Silver Springs Shores Investments, LLC ("SSSI") within Silver Springs Shores. LWL is on the TopRetirements.com 2012 list of 100 Best Active Adult Communities. Prices and availability are subject to change without notice. Homes are constructed and sold by Builders not affiliated with SSSI. SSSI and all Builders shall act as independent entities and not as a partnership or any other joint relationship. SSSI does not guarantee or warrant the obligations of, or construction by, such Builders, or pricing of homes. SSSI is simply the developer of the Subdivision in which the property is located and is not a co-builder acting on behalf of any Builder and SSSI is not responsible for any obligations, covenants or representations of a builder. This is not intended to be an offering to residents in any jurisdiction where prior qualification is required, and further information will not be provided prior to such compliance. VOID WHERE PROHIBITED BY LAW. The miles are approximate and shall not be relied upon. Use and storage of automobiles, motorcycles, RVs, boats and other similar items are subject to any homeowners association that may be formed in the future and any existing or future applicable local, state and federal building, land use, zoning or any other regulatory codes or laws. SSSI and LWL is NOT affiliated with The Villages (R). © 2008-2013, SSSI. See Terms of Use at <<http://www.weirliving.com/>> for any additional disclaimers. All rights reserved.

Toll-Free: 855-525-3934



Delayed Gratification

THIRTEEN YEARS AGO I made a down payment equal to about \$3,000 to buy a Harley-Davidson® motorcycle – before I met my girlfriend, my current wife – and it never materialized. I was 32 years old, and family took priority. Last Christmas I decided it was finally time, so I hurried and bought a H-D® Dyna® Street Bob®. Since then I've ridden more than 10,000 km (6,200 miles) to every part of Malaysia: highways, obscure back roads – you name it, I'll ride it. I've also enjoyed numerous Malaysian H.O.G.® rallies and am looking forward to the next SEAHOG (South East Asia H.O.G.) Rally. It will cover more than 2,500 km (1,550 miles) in six days, on Borneo island, with 150 bikers from five countries. Definitely worth waiting for!

TENG WEI
MALAYSIA





Southwest States of Mind

My wife, Karen, and I recently took a dream trip to visit national parks in Arizona and Utah. I rode my Harley-Davidson Electra Glide® Ultra Limited from Tennessee to Phoenix, Arizona, while my wife flew out. We then spent six great days riding together from there. We visited Sedona, Williams, Flagstaff, the Grand Canyon, and the Vermillion Cliffs in Arizona before heading to Utah for Zion and Bryce Canyons, as well as Kanab and all points in between! After Karen flew back to Tennessee, I had a great three-day trip back on my Harley,® 4,480 miles in all. A taste of heaven!

DOUG DUNCAN
DYER, TENNESSEE



Borrowed Time

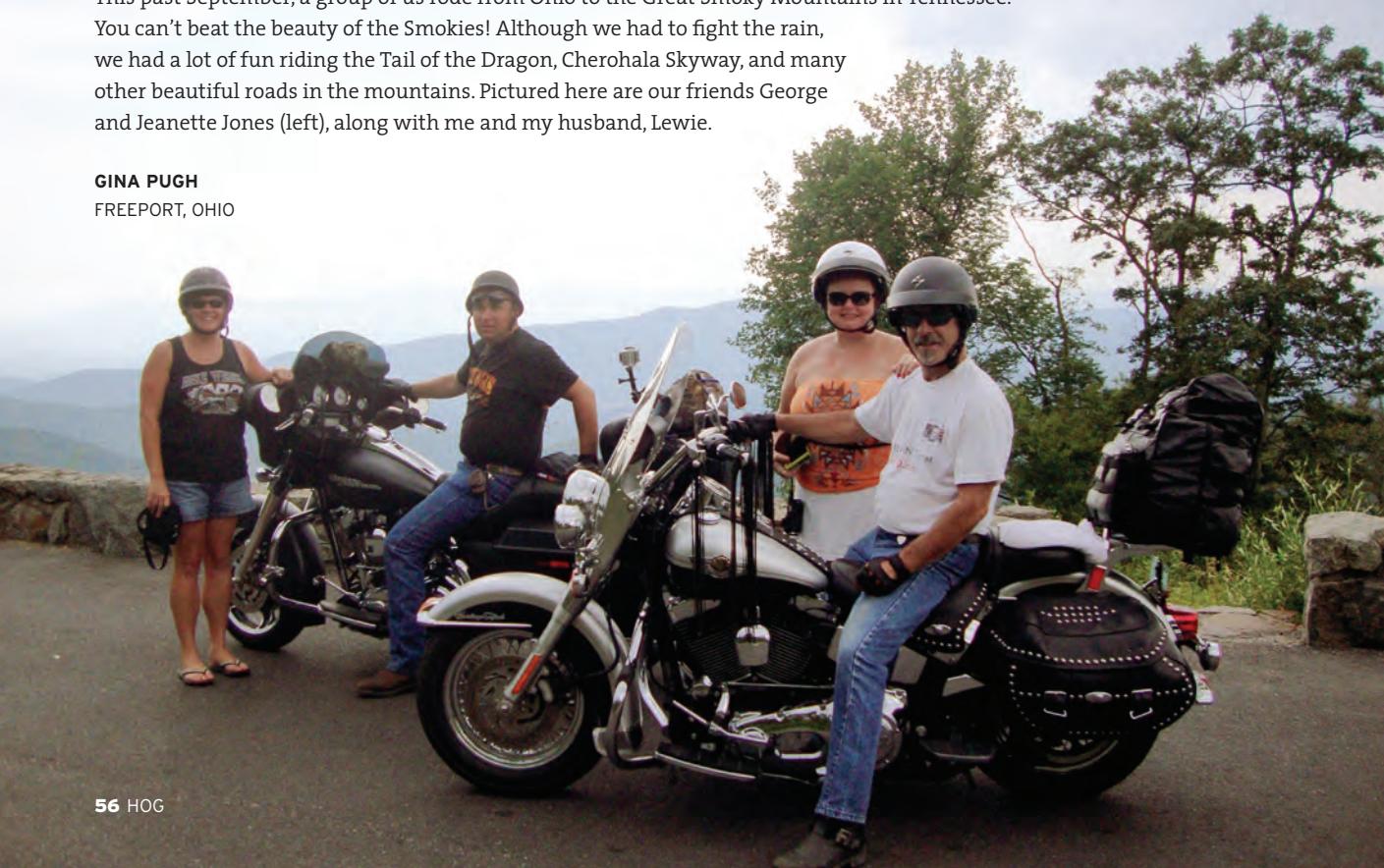
While on a day trip to J&L Harley-Davidson in Sioux Falls, South Dakota as we were headed back to Nebraska, we traded bikes with our son. He rode our 2011 Ultra Limited and we rode his 2012 Dyna Wide Glide® – and loved it! This picture was taken by our daughter, passenger on the Ultra, heading south on I-29. It was a great day riding with the kids, and this wonderful image captures a memory we'll always have.

GARY AND KARI RICHARDS
PONCA, NEBRASKA

Smoky Mountain Adventure

This past September, a group of us rode from Ohio to the Great Smoky Mountains in Tennessee. You can't beat the beauty of the Smokies! Although we had to fight the rain, we had a lot of fun riding the Tail of the Dragon, Cherohala Skyway, and many other beautiful roads in the mountains. Pictured here are our friends George and Jeanette Jones (left), along with me and my husband, Lewie.

GINA PUGH
FREEPORT, OHIO



The Perfect Ride

The title says it all: thirty years together and a 4,200-mile ride to Cape Breton, Nova Scotia – a ride that was featured in *HOG* magazine 016. We were married in 1982 and went to Nova Scotia for our honeymoon, so we decided to return on our 30th anniversary, this time on our 2008 Electra Glide Classic. It was two weeks of pure heaven. If you have a bucket list or just a passion to ride, head north and ride Cape Breton.

DAVE AND AMY ULICHNEY
NORTON, OHIO

Enthusiasts



Now or Never

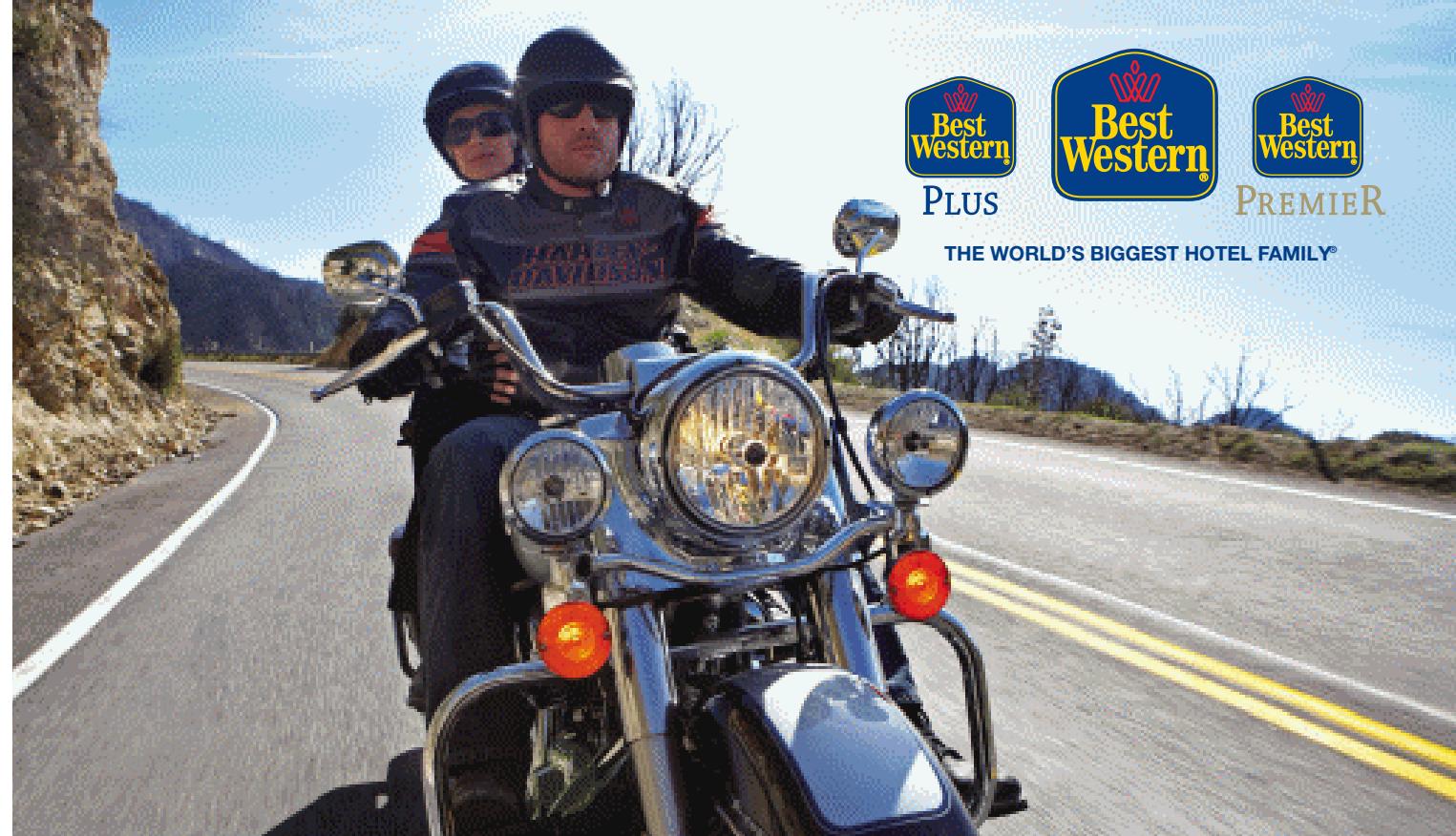
When I lost my job a couple years ago, I told my wife, Sheree, "If I don't go on a big adventure now, when will I go?" She said, "I'll see ya in a couple weeks!" I covered 500 miles a day, 12 days in a row – it was awesome! From Chicago to the Grand Canyon, across Hoover Dam, up the California coast, over the Golden Gate Bridge, up to the Columbia River in Oregon, over the Sierra Mountains and back to Illinois. Sheree rides now, too. For years I had been telling her that if she wanted a bike it was hers, and after she went to Sturgis with me in 2008 she said she wanted a trike. What do you do when your wife says she wants a trike? You buy her one! A 2010 Tri Glide.® As for me, I still love my 2000 Heritage Springer® as much as if it was brand new.

DEAN JOHNSON
ROCKFORD, ILLINOIS

Like Nana, Like Granddaughter

After retiring from the Army, I treated myself to a 2006 883 Custom. Then barely one year old, my granddaughter was clearly pleased with my purchase. Since 2006, as my skills improved and long-distance rides increased, I grew out of my 883 and moved up to a Softail® Deluxe, which was eventually traded in for a 2012 Street Glide.® My granddaughter is now 6 and more eager than ever to be a Harley rider when she gets older. It has been an honor and pleasure to be a member of the Harley-Davidson family.

THEO "LADY T" SACTORY
BALTIMORE, MARYLAND



Best Western®
PLUS
Best Western®
PREMIER
THE WORLD'S BIGGEST HOTEL FAMILY®

Take Our Rewards for a Test Ride

Best Western® has been known for many years as the heart and soul of American hospitality and travel. This is why we created our free Best Western Ride Rewards® program designed for Harley-Davidson® enthusiasts. H.O.G. Members are automatically upgraded to Platinum Elite status, so you'll earn free nights even faster.



Staying with us allows you the freedom to ride across the country to over 1,200 Rider-Friendly® hotels in the U.S. and over 85 in Canada*, so you're sure to find a Best Western that's right for your ride.



Visit **BWriders.com**® to book your trip and start earning your rewards.

<p>BEST WESTERN®</p> <p><i>Restful Stay and Value</i></p>	<p>BEST WESTERN PLUS®</p> <p><i>Enhanced Comfort and Service</i></p>	<p>BEST WESTERN PREMIER®</p> <p><i>Distinct Style and Plush Amenities</i></p>
--	---	--

Enroll & Book Today | BWriders.com | 1 888.BW2BIKE

* Numbers are approximate and may fluctuate. Best Western and the Best Western marks are service marks or registered service marks of Best Western International, Inc. ©2012 Best Western International, Inc. All rights reserved. Harley-Davidson, Harley, H-D, the Bar and Shield logo and H.O.G. are among the trademarks of H-D Michigan, LLC. Each Best Western® branded hotel is independently owned and operated.



Honeymoon Cruise

After my new husband, Ray, and I eloped on June 1, 2012, with my wedding dress rolled up and packed on the bike, we decided to take a “honeymoon cruise” Harley-style: on Ray’s 2010 Ultra Classic® to Niagara Falls. Our seven-week “cruise” covered 23 states and took us more than 15,000 miles, from Memphis, Tennessee to Pensacola Beach, Florida to Ontonagon, Michigan to Carrizozo, New Mexico. We rode over the Rocky Mountains, crisscrossing the Continental Divide at least a dozen times, staying on the two-lane highways and back roads as much as possible. We rode through the Badlands, Salt River Canyon, across the mighty Mississippi, and along the coast of several Great Lakes. We also saw devastation of the drought and damage from the forest fires, along with signs thanking firefighters for saving their towns and homes. We saw yellow ribbons of families waiting for the safe return of their loved ones and signs saying “God bless America.” When it finally came to an end, Ray and I both felt the same thing: tremendous pride in this great country.



MARY WESTBROOK
LEXINGTON, MICHIGAN

Family Ties

When I bought my new 2007 Ultra Classic, little did I know what a big part it would play in spending time with my daughter Madi. I bought the bike so my wife could ride two-up with me in comfort, but from the day I brought it home, Madi, then 11, wanted to ride with Dad, too. It started with rides around our local roads and two- to three-day trips. Then in 2009 we went on a 5,714-mile, 19-day road trip. Starting from Maryland, we visited Denver, Moab, Salt Lake City, the Grand Tetons, Yellowstone, and Sturgis. We rode over Loveland Pass and Beartooth Pass, among other breathtaking routes. Since then we have gone on several more cross-country trips. Now we have a new 2012 Ultra Limited, and although she’s 17 now, Madi still looks forward to big road trips with me. We’re closer than ever because of this wonderful machine, thanks to Harley-Davidson.



RICK CONNORS
FREDERICK, MARYLAND

.....
SEND YOUR SUBMISSIONS for Enthusiasts to hogmagazine@harley-davidson.com. Be sure to include high-quality photos, as well as your name, address, phone number, and email address. You can also mail submissions to Enthusiasts, c/o HOG magazine, P.O. Box 453, Milwaukee, WI 53201.



EYEWEAR



Style:
HDS 800 with
removable gasket

ROAD READY

EXPLORE THE OPEN ROAD MORE CLEARLY

Introducing the new 800 Series with AIER™ lenses from Harley-Davidson® Eyewear. Equipped with exclusively designed anti-fog, impact resistant and visually enhanced lens technologies for a superior riding experience. With the addition of an innovative water-repellent coating, you'll get to enjoy the ride, rain or shine.

[The new 800 Series features the exclusive AIER™ Lens technology.
Anti-Fog - IMPACTO - EVS Technology - Ri-Pel]

Visit your local Harley-Davidson® Dealer to see for yourself or call 800-980-8463 (U.S. Only).



Harley, Harley-Davidson and the Bar & Shield Logo are among the trademarks of H-D USA, LLC. ©2013, H-D, All Rights Reserved. Manufactured by Viva International Group under license from Harley-Davidson Motor Company

Read more about

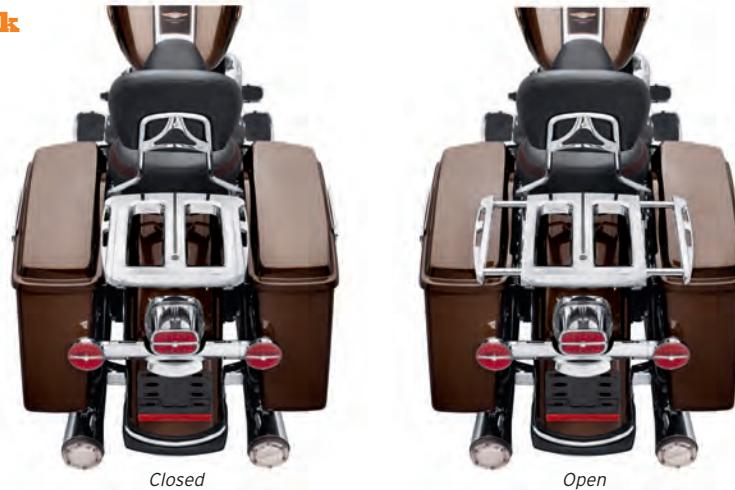


Get Fit Quick

New products from Genuine Harley-Davidson® Motor Accessories add comfort, ease, and custom styling to select motorcycles.

Adjustable Two-Up Luggage Rack

WITH TELESCOPING SIDE EXTENSIONS that allow you to customize its width in seconds, the new Adjustable Two-Up Luggage Rack is the ideal storage platform for a variety of touring gear. Unexpanded, the 12-inch-deep rack measures 12.75 inches wide. Press two buttons, and the slide-out extensions increase the width to 18.75 inches. Rigorously tested and approved by H-D, the rack features a 30-lb. load capacity, utilizes standard 4-point docking hardware, and incorporates internal wiring for accessory light kits. It's available in Chrome or Gloss Black for most 2009-later Touring models.



Air Wing Sissy Bar Upright

DESIGNED FOR most 2009-later Touring models, the two-up Air Wing Sissy Bar Upright matches passenger comfort and custom styling with easy detachability. Integrated internal wiring simplifies adding an LED Light Kit on the upright for increased visibility. It's available in Chrome or Gloss Black, and utilizes standard 4-point or 2-point docking hardware.

Reach for the Chisel

THE NEW Chizeled Handlebar offers a cutting-edge, mitered-look, but with cast tube elbows and removable Bar & Shield plugs that enable easy internal wiring. Tested and approved for durability by the Motor Company, the 1-inch diameter bar installs using the stock risers, and is available in Satin Black or Chrome for select 2007-later Sportster® and Dyna® models.



Electra Glo™ Fairing Edge Light Kits

ADD THE VISIBLE GLOW of white LED lights on the trim edge of 1996-later Touring models equipped with a bat-wing fairing. Easy to install with no cutting or splicing into the wire harness, the low profile, smoked housing conceals the lights when they're not illuminated.

FOR MORE INFORMATION on these and other Genuine Motor Accessories, go to h-d.com or visit your local H-D® dealer.

TAKING CARE OF OUR OWN.



YOU'RE PART OF THE HARLEY FAMILY. It runs in your veins. So keep your ride in the right hands with Harley-Davidson® Insurance—\$3,000 Accessory Coverage, Genuine H-D® Parts guarantee, Total Loss Replacement Coverage, H.O.G.® member discount and so much more.

ANNUAL POLICIES START AS LOW AS \$95*.

866-753-2975

INSURANCE THE HARLEY WAY.™

H-DInsurance.com

Preserving the Past

A conversation with Kristen Jones, Senior Curator at the Harley-Davidson Museum®, about preparing artifacts for posterity.



A pair of 1922 cylinders before (left) and after conservation treatment.

WHAT IS THE DIFFERENCE BETWEEN OBJECT PRESERVATION, RESTORATION, AND CONSERVATION?

KRISTEN JONES: It's a complex relationship. A museum sets out to *preserve* objects for posterity. Not just to have them around, but to use them as a record of the past and to educate on many different topics. We want them as close as possible to their "original state" – but that's not necessarily the condition it was in when it was first made. If the object was used by someone, it will show use and wear, and possibly alterations. If we want to tell a story about a particular thing owned by a particular person, we would want to *preserve* the object in the condition that the person left it.

On the other hand, if the goal is to represent an object as it was originally manufactured, we look to achieve that through *restoration*. That might mean replacing or repainting a few parts, etc., depending on how far you want to take it. But the problem with restoration is that if you restore a specimen, it becomes a recreation. You risk erasing layers of the object's history. We like to say that you can restore something an infinite number of times, but it's only original once. With motorcycles, we only undertake a restoration in an extreme circumstance, such as to correct inaccuracies if the bike has been restored incorrectly by someone else. We don't restore artifacts for the sake of having pristine specimens but for preserving what objects tell us about the past.

Finally, *conservation* is the actual treatment of objects – actions taken to stabilize, clean, or repair. This involves a lot of science. Because different materials have different chemical compositions, each is affected differently by the environment. All of this needs to be considered when you choose treatment. The basic tenet of conservation is "do no harm," so many conservators

also try to undertake treatments that are reversible, that don't permanently alter the object, whenever possible. Sometimes conservation treatment is also undertaken for aesthetic reasons, particularly if something is going to be put on public display.

WHAT ARE THE BIGGEST CHALLENGES?

KJ: Any conservation project is painstaking, often done in very small, incremental steps, to get it to the level you want to get to. Deciding what that "level" is can be the hardest part. The staff may all have different opinions, and you never want to rush. You have to remember you're working with old, rare pieces – sometimes things that are one-of-a-kind. You have to treat everything as irreplaceable, including the history of the piece and how that's visually apparent. Research is critical – understanding what something is made of and what its properties are is important to understanding how something will react to a particular treatment. Conservation treatment is typically fully documented in written and photographic form so there's a complete record of the process.

WHAT PARTICULAR CHALLENGES DO MOTORCYCLES PRESENT?

KJ: Bikes are very complex because they're made of many different materials, including metals, rubber, plastic, varnishes and paints, and leather. Each of these materials has its own requirements and composition. They react differently to the environment (light, temperature, humidity) and might even have different "inherent vice," a term used to describe chemicals that live within the object that are slowly destroying it. Leather, for instance, contains many harsh chemicals, residual from the tanning process, that eat away at the fibers. Sometimes you can treat this and other times you cannot, perhaps only slow it down.

WHAT ABOUT ITEMS OTHER THAN MOTORCYCLES?

KJ: We encounter all kinds of artifacts in our broad collection, all made from different materials: metal trophies, paper documents written in India ink, leather, paintings, photographs on paper, glass-plate negatives, fabrics such as wool sweaters and rayon shirts, ceramics, wood, and so on. We even have beer still in the cans, which we'll ultimately elect to empty and clean. Each of these objects has unique conservation needs, which is why we often look to outside experts for treatment.

Philosophically, in a museum, preservation for posterity is interpreted as "forever." We take many different measures to get as close to "forever" as we can, whether we're talking about a motorcycle, a leather jacket, or important historical documents.

.....
TO READ SOME OF Kristen's thoughts on preserving the Museum's "Tsunami Bike," see Backstage on Page 6.



THE ALL-AMERICAN TIRE

For nearly 30 years, Harley-Davidson® motorcycles have rolled out of the factory on the only motorcycle tires made in the U.S.A.—Dunlop tires, manufactured in Buffalo, NY. Despite worldwide economic challenges Dunlop never halted its efforts to advance the state of motorcycle tire performance, bringing innovations to riders that were developed at our Dunlop Proving Grounds in Huntsville, AL, and proven on highways and byways across America. And that means only one motorcycle tire company owns such a solid made-in-America connection with Harley-Davidson® motorcycle owners: Dunlop.



DUNLOP TIRE PROVING GROUNDS, HUNTSVILLE, ALABAMA

For more Dunlop tire information go to dunlopmotorcycle.com or call 800-845-8378. ©2013 Dunlop. Do not overload your tires. Never exceed vehicle load capacity found in your owner's manual. Never exceed maximum load molded on the tire sidewall. Check your tire pressure frequently and always before extended trips. Obey all traffic and safety laws. Dunlop does not endorse or encourage exceeding safe, legal speed limits.

Harley and Harley-Davidson are among the trademarks of H-D Michigan, LLC.

DUNLOP
ACCELERATE YOUR SOUL®

How Harley Made Me Human

A rented Road Glide® helps a father and son find common ground. **BY DARRELL J. LAFOSSE**



AS ANY PARENT CAN ATTEST, raising children is not an exact science. It's an insurmountable challenge with nothing but good intentions and energy. Normal teenage rebellion often obscures the positive influences you strive to impart, and there's little opportunity to see the result until you're either vanquished or victorious – if you ever see it at all.

This past winter, I had the good fortune of having my son Andrew and his partner, Samantha, meet us in Florida as we returned home to Nova Scotia. My wife, Sharon, and I had spent several months in Arizona, touring the Southwest on our Harley-Davidson® Ultra Classic® Electra Glide®. Andrew's visit would include his 27th birthday. It was the first time in several years we would be together on that date, and for weeks I wrestled with ways to make it unforgettable for all of us. Given that Andrew rode a Triumph Speed Triple back in Ottawa, and his constant harassment of me for riding "a lounge chair on two wheels," I made the decision to book a Harley® for his visit. A quick call to Space Coast H-D had a Red Sunglow Road Glide Ultra set aside for Andrew.

When I broke the news to him upon his arrival, the first challenge was, "How am I going to get there? – because I am certainly NOT riding on the back of your bike!" One must realize that my "boy" is 6-feet, 5-inches tall. After much discussion and, as usual, negotiation, he agreed to ride the 25 miles to the dealership with me, as long as all cameras were safely locked away. I could tell that he was somewhat apprehensive about riding something new. I'm sure being on a much larger bike than he was used to, under the watchful and sometimes critical eye of his father, did nothing to ease his concerns.

At the dealership, the staff was very helpful and patient. With the instructions and paperwork complete, off we went to pick up our partners. I was checking the mirror to see how he was doing when I saw a huge ear-to-ear grin peeking over the bike's big red

fairing! When we got home, we went on some short rides with the girls to make sure everyone was comfortable. At supper that night, even though I promised myself not to, I asked Andrew how he liked the bike. "Awesome!" was his simple response.

The next day dawned with perfect riding weather, so we headed north early toward New Smyrna, Daytona, and the National Seashore. Sharon and I had toured more than 6,000 miles on the Ultra Classic in Arizona, California, and New Mexico, but that paled in comparison to the joy of seeing our son and Samantha laughing and enjoying that big bike together. Scenes of the white beaches, green foliage, palm trees, and our son smiling on that bike will stay with us forever. After a swim at a deserted, pristine beach on the National Seashore, we paused to reflect on how lucky we were. We all felt like kids playing hooky from life's responsibilities. Andrew and I joked and teased each

I was checking the mirror ... when I saw a huge ear-to-ear grin peeking over the bike's big red fairing!

other, not like father and son, but, for the first time, like friends and riding partners. The big bikes had brought us to a common place where opinions and points of view were analyzed, adjusted, and accepted based on experiences and preferences.

Next stop was Daytona Beach and a ride on that world-famous stretch of sand. Just as I made the slow turn onto the beach, my front wheel hit some very soft, deep sand, and down we went! After a quick and embarrassing up-righting, dusting off, and unsuccessful attempt at being invisible, we moved on. Much to my son's credit, no chuckles could be heard coming from the Road Glide.

After several trips up and down the main drag of Daytona Beach, with the sun starting to set, we headed back to Cocoa Beach. Once again, the relaxing ride along the coast with my son in my rearview mirror was a gift. The laughter and memories we had shared seemed to provide confirmation that our best efforts as parents were good enough to somehow turn a little boy into a responsible, contributing adult. This feeling was solidified later when I handed Andrew a photo of us and asked him to sign the back.

"The old man and me on Daytona Beach," he wrote. "This was taken just after we all realized that he is in fact human. Love, Andrew."

Darrell LaFosse is a H.O.G.® member from Sugarloaf, Cape Breton, Nova Scotia.

IT'S NOT JUST A JOB IT'S KEEPING A LEGEND ALIVE

Work on something you believe in. Train to become a Harley-Davidson technician at MMI.

Get hands-on training and learn about everything from basic engine theory to Screamin' Eagle® performance. Surround yourself with people like you who know that it's more than just a motorcycle. And do it all at the only technical school in the country that provides a 100% Harley-Davidson approved program and nationwide graduate placement*.



2844 W. Deer Valley Rd. • Phoenix, Arizona 85027
9751 Delegates Dr. • Orlando, Florida 32837

For more information, call 800-334-6156 or visit MMITech.edu/Harley-Davidson

For more information about our graduation rates, the median debt of students who completed the program, and other important information, please visit our website at www.uti.edu/disclosure.



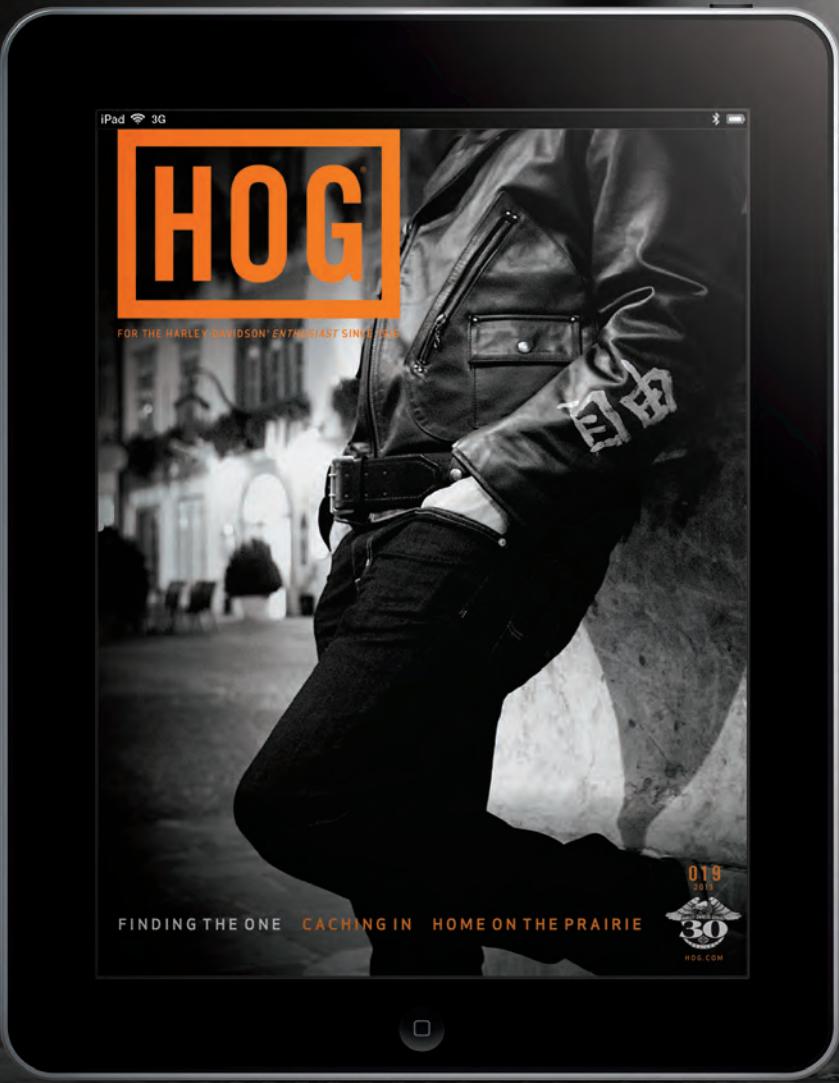
HOG® MAGAZINE
 P.O. BOX 453, MILWAUKEE, WI 53201
 1-800-CLUBHOG (1-800-258-2464)
 414-343-4896 (OUTSIDE U.S. AND CANADA)
 414-343-4515 (FAX)
members.hog.com www.harley-davidson.com

Presorted Standard
 U.S. POSTAGE
PAID
 HARLEY-DAVIDSON

**GET ALL THE LATEST
 H.O.G.® NEWS AND INFORMATION**
 with the exclusive members-only
 H.O.G. Insider e-newsletter.
 Update your profile at
members.hog.com to make sure
 you get yours each month!

MOVING? HOG is mailed Third Class and will
 not be forwarded. Please notify the H.O.G. office
 with any address changes as soon as possible.

P/N 99368-92VA
 ©2013 H-D ALL RIGHTS RESERVED. PRINTED IN THE U.S.A.



BORN TO RIDE
 THE NEW HOG® MAGAZINE iPad EDITION.
 Go to hog.com/tablet for more information.

