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Positively Freeing

The band that was playing at the Full Moon Saloon was nearly drowned out by the mass of V-twin engines outside. Everybody was packed together, buzzed from the fact that they had ridden from all over the country to be there, on the Florida coast. It was Thursday, March 12, in Daytona Beach.

The following morning we heard that the remainder of Daytona Bike Week was canceled because of concerns about the coronavirus. Within a few days, “stay at home” orders began spreading across the United States. What until then had just been a story on the news was suddenly very real for everybody.

You don’t need me to tell you how challenging the weeks since then have been. I’m sure it has been difficult for you. It certainly has been hard for the men and women who work at Harley-Davidson. Production in our plants across the U.S. has been halted. Our Milwaukee headquarters stands empty and silent. You read the news every day, and it’s hard to stay positive.

The only silver lining in all of this is how a crisis can bring out the best in people. That’s certainly true for the Harley-Davidson riding community. We’ve been hearing stories of riders volunteering to deliver food or medical supplies to those stuck at home.

The same riders who raise hell on Daytona’s Main Street are also raising their hands to help out people in need.

The other thing about the various “stay at home” orders is that they really do remind us that the outdoors is something to appreciate. The sun came out last weekend, and I got my bike out of the garage (a Gloss Black 2016 Dyna® Low Rider® S, since you asked).

I rode out of Milwaukee and headed west along some rolling Wisconsin county roads. With the late-afternoon sun on my face and the wind knifing through my helmet, I felt my shoulders drop. The stress and claustrophobia of isolation melted away, and I was reconnected with why we do this: why we design and build bikes, and spend all of our time telling the world about the pleasures of riding. Motorcycling creates space ... space for your thoughts, space for your feelings, space for your soul.

As we all work through this challenging time, I wish you and your families the very best. And I hope that you get some time in the saddle, to find for yourself that energizing freedom and space.

**JON BEKEFY, GM OF GLOBAL BRAND
MARKETING, HARLEY-DAVIDSON
MOTOR COMPANY**

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A Legend Turns 50

The now-delayed 2020 season marks the 50th anniversary of the Harley-Davidson® XR750, a motorcycle raced, wrenched on, and admired by American flat track racers and fans to this day.

Launched in 1970 in response to new AMA equivalency rules, the XR750 was developed by Harley-Davidson Race Team Manager Dick O'Brien and his crew to replace the highly successful but now obsolete Harley-Davidson KR750 model.

Powered by an engine based on the Harley-Davidson Sportster V-twin, the XR750 utilized modified cast-iron heads and cylinders, a magneto instead of generator, and improved oiling. In 1972 a new, more powerful XR750 alloy engine was introduced that enhanced the bike's potency on the track.

The perfected machine dominated flat track racing for decades to come. Between 1972 and 2008, the XR750 would win 28 of 37 AMA Grand National Championships in the hands of racing legends Scott Parker, Jay Springsteen (in the lead, right), Chris Carr, and many others. The XR750 has racked up more wins than any other motorcycle in AMA racing history and earned the distinction of being the "most successful race bike of all time."

The XR750 was also a cultural icon off of the track with legendary stuntman Evel Knievel at the handlebars. Knievel performed on an XR750 at the height of his career from 1970 to 1976, inspiring a generation to ride, and a few to jump, their motorcycles.

Photo courtesy of the **Harley-Davidson Archives**





Ignition

Updates from the world of H.O.G.[®] and Harley-Davidson.



United We Will Ride

In the midst of the global COVID-19 pandemic, the choices we make about how and where we ride are more important than ever. The health and safety of our entire H-D family is our primary focus during this unprecedented time. Throughout the pandemic, Harley-Davidson has been focused on ensuring the health and safety of our employees, dealers, and riders.

It's a testament to our community of riders and enthusiasts that the question we're being asked most is, "How can I help?" You may have heard stories of how riders are using their motorcycles to deliver food and supplies to neighbors, or PPE to local hospitals. If you're healthy, able, and understand the risk involved,

this is a way that you can make a difference in your community.

In addition to our Harley-Davidson Foundation's gift to the United Way COVID-19 Community Response and Recovery Fund, we're aiming to raise more in a way that only Harley-Davidson can. Up for auction will be a special edition LiveWire electric motorcycle – custom painted, loaded with carbon fiber accessories, and signed by the Davidson family. This one-of-a-kind model will be delivered to the winning bidder.

To learn more about the Motor Company's response to the COVID-19 crisis and find out how you can help, visit h-d.com/covid.

LiveWire 24-Hour Record

In April, a Swiss rider named Michel von Tell rode a Harley-Davidson[®] LiveWire[™] model 1,000 miles in less than 24 hours to set a new world record for an electric motorcycle. He relied on the LiveWire motorcycle's standard DC Fast Charging system to make quick charge stops, according to reports from Electrek and Elektroauto-News.

Von Tell generally used 25-minute charge stops during his round-the-clock ride that ultimately spanned four countries. Beginning in Zürich, Switzerland, the first leg covered around 124 miles to reach Stuttgart, Germany. From there, von Tell rode the approximately 93-mile distance back and forth between Stuttgart and Singen, Germany, on the A81 highway. After six legs, interrupted only by charge stops, he headed to Ruggell, Liechtenstein, to finish the 24-hour ride.

The final count of 1,070 miles obliterated the previous record, set in 2018 on a Zero S model. For the 2018 record, a team of riders switched off while riding the Zero S bike around a test track. In von Tell's record-breaking run, he did the trip solo and used public roads, riding in traffic.





The Ride 365 Chapter Challenge Winners Are ...

The results of the 2019 Ride 365 Chapter Challenge are in. The overall national winners are the Fort Lauderdale H.O.G. Chapter, with 1,860,300 miles ridden for the Total Mileage category, and the Fresno California H.O.G. Chapter, with an average of 11,935 miles ridden per member for the Average Mileage category. Each winning chapter receives a commemorative plaque and a free pizza party for all members, along with a personal visit from their regional manager.

RIDE 365 CHAPTER CHALLENGE BY THE NUMBERS

59,924,065: Miles ridden by chapter members
3,137: Average miles ridden by chapter members
618: Number of participating chapters
177: Individual members who rode more than 25,000 miles in 2019



HD.TV Goes Live!

The Motor Company is excited to share that Harley-Davidson.TV – a free global streaming platform celebrating the community, history, and experiences of riding – is now live on a screen near you.

Harley-Davidson.TV features a variety of programs in its 24/7 library of content for riders and aspiring riders around the world. There are four channels that explore the places, people, and history of Harley-Davidson motorcycles.

To mark the debut of Harley-Davidson.TV, the documentary film “Willie G. Davidson: Artist, Designer, Leader, Legend” is available for immediate viewing. This documentary is an exclusive look at the life, legacy, and incredible talents of the former senior vice president & chief styling officer of Harley-Davidson Motor Company.

Harley-Davidson.TV is currently available for streaming on desktop and mobile devices at Harley-Davidson.com/TV.

Divided Highways

Off-road Dirt Devil *or* Adrenaline-fueled Pavement Pounder?

We asked: This year Harley-Davidson is launching two new motorcycles, the Pan America™ adventure bike and the Bronx™ street fighter, that will open opportunities to explore more roads in new ways. Which one has you more excited?

The Pan America – without question. I live at the top of a hill in rural Missouri on a dirt road. This bike will fulfill the needs of those of us who are more off the grid. —**Kent C**

At age 55, the Pan America would be my choice. It would've been the Bronx 20 years ago – but I'd still love to ride it! —**Frederick V**

After retiring and moving back to the Black Hills of South Dakota, I spend a lot more time exploring gravel roads. I think the Pan America would be perfect. —**Roger R**

I live in suburban Philadelphia, so I'd go for the Bronx based on my riding style and available roads. That being said, I think an off-road Harley® will be welcome. —**David G**

Looking forward to test riding and possibly buying the Bronx. —**Jim**

The Pan America. For the last few years, I've been going nuts on which bike I was going to try to make into a dual sport. —**Jaime V**

After 15 years of big Harley-Davidson Touring bikes, I'm ready for the Pan America to come out, so I can hit the back roads of America! —**Kyle H**

I've owned motorcycles for 65 years, and during that time all of them have seen dirt at some point, so I'm looking forward to the Pan America the most. —**Jake H**

I'm a woman and have been riding my own motorcycles for 22 years. I've always been a loyal Harley-Davidson owner but switched to another brand when I started riding sport bikes. Enter the Bronx, and now my stable will be filled exclusively with Harley-Davidson motorcycles! —**Alley E**

I've been looking at adventure motorcycles the past two years. I've ridden Harley motorcycles since 1966, so I like the idea of the Pan America. —**Dan K**

The Bronx street fighter looks amazing, and I can't wait to ride it. Being from the Bronx, I'm eager to see how H-D has put it in bike form. —**Julian P**

I can't wait for the Pan America. I might have to finally trade in my old, tired Buell Ulysses and take the new bike down the TransAmerica Trail. —**Ryan**

I can't wait to try out the new Pan America adventure bike. I think it will go nicely with my 2017 Ultra Classic.® —**Steve T**

Next Question:

Group Riding or Solo Excursions?

As the COVID-19 pandemic restrictions begin to ease, how will it affect your riding experience? Are you eager to get back to group riding, or will you go solo for a while longer?

Send your thoughts to hogmagazine@harley-davidson.com with “Divided Highways” in the subject line.

THE NEWBIE'S GUIDE TO STURGIS

WORDS BY LEMMY

ILLUSTRATION BY NORAH PERRY

***“YOU RIDE A HARLEY? THAT’S COOL.
EVER BEEN TO STURGIS?”***

Even non-riders ask this question a lot, because for many who know little else about motorcycles this classic American motorcycling event has formed an image in the public consciousness. If you haven’t made the pilgrimage out to the Black Hills just yet, here’s a guide of what to expect and how to get the most out of your visit to this epic event, whether or not it’s your first.

“YEAH. MY FIRST TIME WAS BACK IN ‘20. IT WAS PRETTY WILD.”

13 MILES TO STURGIS



23 MILES TO STURGIS



STURGIS IS A PLACE ... AND AN EVENT

The event we're talking about is technically called the Sturgis Motorcycle Rally, which began its life as the Black Hills Classic. Hosting riders for the 80th time in August 2020, it's officially owned and promoted by the city of Sturgis, South Dakota. Confusingly, few people actually use either official moniker. To most, it's simply "Sturgis." Don't be embarrassed if you didn't know it was in South Dakota, either. It's a small town, kinda in the middle of nowhere, which is part of the reason riders like it.

17 MILES TO STURGIS

ALL ROADS LEAD TO STURGIS

STURGIS OR BUST

WELCOME TO
Legendary Sturgis
CITY OF RIDERS

DON'T TAKE THIS TOO SERIOUSLY

You probably don't need many pointers if you've ridden a long way to any other major rally. But if you've never been on a really long trip, I'd posit that Sturgis is arguably one of the best to cut your teeth on for two reasons. First, it's *super* spread out geographically, which means you can bounce from the fringes of the gathering (about an hour in any direction from the epicenter) to get as close to the action as you desire – and bounce back out again if it gets overwhelming.

The second reason I like this event for rookies is that Sturgis relies very heavily on the rally for its economic well-being. Ergo, event management is like a religion there. You may have to cough up a lot of dough on your trip, but the event is superb because this ain't anybody's first rodeo. The town, the citizens, and the businesses have all been hosting riders just like you for many moons, and they're very good at it. Things just work, as they must to keep things running smoothly for the hundreds of thousands of riders in attendance.

WELCOME TO LEGENDARY

STURGIS



WELCOME RIDERS

PAPPY HOEL CAMPGROUND

PAPPY HOEL CAMPGROUND

FULL THROTTLE SALOON

FULL THROTTLE SALOON



MAIN STREET

BLACK HILLS

MT. RUSHMORE

THE STURGIS BUFFALO CHIP

BUFFALO CHIP

CAN YOU HANG?

Sturgis is a shindig – a very serious one. The event really is one long, bizarre carnival. Zac Brown bowling with a midget (er, “little person”)? A scantily-clad bartender doing body shots off a grizzled, inexplicably shirtless old man laying on said bar? *This stuff happens.* Living a little recklessly, for some, is not limited to the motorcycle.

If that sounds like you, you need to know the heavy hitters, party-wise, in the area. The Full Throttle Saloon is a good-times farm, also home to the Pappy Hoel Campground, the official campground of Harley Owners Group® during the rally. The Sturgis Buffalo Chip® is outside of town, too. In fact, it’s so big (almost 600 acres!) it’s actually legally its *own* town. Be sure to stop by to check out the Motorcycles as Art™ exhibit. And if you’re rolling through town, I think One-Eyed Jack’s gets to about the correct level of “out of control,” but that’s certainly not the only bar on Main Street that can claim that!

BUY A SET OF TIRES

Sturgis can be a two-week party if that's what you want to make it. But please don't! You'd miss some of the best riding available in our country on account of a hangover – a really awful trade-off. The vast natural beauty surrounding Sturgis really can't be overstated. The Black Hills are nothing short of breathtaking, with great roads in seemingly all directions. A new set of tires (and maybe an oil change) to log as many miles as you can while you're in town – and out of town – will be not so much an expense as an investment.

SHARPEN YOUR PENCIL

If you ride a Harley® motorcycle, I'll presume you're more interested in history than the average American. If that's true, you should stop by Deadwood, upon which you can spit from Sturgis; they're that close. Deadwood was home to Wild Bill Hickok; Calamity Jane; Seth Bullock; and Al Swearengen, the coolest villain you probably never heard of, unless you're a fan of the HBO series. You know what makes history interesting? Really colorful people whose real lives are a great story. At Sturgis, you feel like you're a part of it.

PARADE MODE ACTIVATED

From July to September, the whole city turns into a speed trap. You'd think with half a million motorcycles there'd be no way the cop shop in town could deal with all of them. You'd be wrong. On my first trip, a guy I was with got pulled over for going six over the speed limit. Six.

H-D has thoughtfully installed the EITMS on late-model bikes, and you'll use it in South Dakota. At temps nearing 100 degrees, plodding along Main at four miles an hour, your rear cylinder will deactivate to keep your huevos from frying. If you want to cut around the traffic and actually get somewhere, take the side streets. Lots of parallel roads are untraveled, but keep your speed down! Due to that heat, too, you might want to think about throwing synthetic oil in your bike prior to leaving if you want to feather your clutch and see the sights at walking pace.

If you haven't guessed by now, this goes double for drinking and riding. Cops seem to love hanging out at the outskirts of town (the Buffalo Chip comes to mind immediately) in order to pop those who went from Twisted Teas to twistin' throttles. Tie one on intelligently.



NO RESERVATIONS

... is no way to approach this event. Don't rely on finding a cheap place to crash once you get close – lock down your lodgings before you pack a saddlebag. And if you're willing to camp, your options open up a lot. Renting out a whole house if you're traveling in a group can also be a sound plan. But unless you're a true nomad, you'll want to book far in advance a place to sleep.

YOU DON'T HAVE TO RIDE THERE (BUT YOU SHOULD)

Trucks and trailers and planes and rental motorcycles and professional motorcycle-haulin' people all exist, and for good reason: They permit one to spend money to save time.

Without a doubt, you might take flak for trailering or flying in from someone who elected to ride. But sometimes getting a huge chunk of time off work isn't feasible. And for some riders, the prospect of grinding out lots of heavy miles on the long slab that is I-90 isn't exactly appealing. I've done the Sturgis thing both ways: I've ridden, and I've flown and ridden a bike that wasn't mine. When I had someone else handle the hard work, I "did" Sturgis more efficiently. I had the same rally experience in a condensed time frame.

PACE YOURSELF

You'll note I've mentioned (semi) nudity, booze, natural wonders, and historical figures ... all in the same article. Sturgis is a place of extremes. Main Street is packed shoulder to shoulder most of the time. It's enough to get claustrophobic. But you can also head out of town for a ride and get really lonely. You can crawl at a maddeningly slow pace down Lazelle Street, then a few minutes later be running 80 miles an hour on an empty two-laner. You can imbibe too much beer or smoke one evening, and then overdose on natural beauty the next morning. (Or afternoon!)

I alluded earlier to the massive scale of the rally, and to me that's a Sturgis-exclusive benefit. The sheer magnitude of the rally – and related events and venues – allows you to have some very different experiences day by day and even hour by hour. ●

FOR MORE INFORMATION AND UPDATES ABOUT THE RALLY,
VISIT STURGISMOTORCYCLERALLY.COM OR H-D.COM/STURGIS.

Like and Share!

A professional social media influencer reveals her secrets to creating great motorcycle photos.

Words and photos by **Kalen Thorien**

We've all experienced it. We reach a stunning destination on our Harley-Davidson® motorcycle and grab the nearest person to take a picture, only to receive an out-of-focus photo with half the bike cut out. Having the ability to self-document your travels is the best way to avoid the unfortunate tourist photo, a skill that allows you to capture and share all of those great memories that you make on the road.

I picked up my first camera seven years ago for my solo motorcycle trips and have learned a lot since. Here are some basic tips I want to share

with you that can elevate your travel photography, and some ideas for creating engaging content for social media platforms like Facebook and Instagram, or just for your own memories.

Photography is a joyous hobby, and once you establish a good foundation of skills the world really does open up. Play around. Experiment. Get weird. Convey an emotion through imagery. Document your travels through thoughtful photography. Riding a motorcycle is the best feeling in the world, so let that be expressed through your camera lens. Let's start with a few fundamentals: light, angles, composition, editing, and gear.

Kalen Thorien, a 30-year-old adventurer from Salt Lake City, Utah, can usually be found on the open road with a tank full of gas and head full of wild ideas. Her adventures began during a 10-year career as a professional extreme skier. That ignited a need to always be exploring, and once she bought her first Harley-Davidson motorcycle there was no turning back. She has ridden around the U.S. and deep into the heart of mainland Mexico, and recently completed a trip across Europe. Follow her adventures online at kalenthorien.com.





Build Your Followers

You have some great photos and you're ready to share them with the world via social media, but how do you know what your audience wants? The equation that generates a successful social media following varies from person to person, but the key themes are action, landscape, or lifestyle. Do some testing and see what people like. I've learned that I usually have to be in the photo to get a good response. For others, landscape photography may be a strength. For stunt riders, it's all about the action. Don't be scared to get personal. People want to know your story, so being your authentic self is most important. Just remember: always post quality. Take the time to compose and edit your work. Your audience will grow if you deliver consistency. And if it doesn't work you can always hit "delete."





1. LIGHT

Fundamentally, photography is all about light. Early mornings and late evenings are best for taking photos during what photographers call the golden hour – that gorgeous warm light that saturates the landscape. I try to schedule my route to arrive at scenic locations in the morning and evening. But that isn't always possible, so don't be dismayed if you find yourself somewhere gorgeous midday. Between composition and editing, you can still create an emotional image. I took this one at the top of the Beartooth Pass at roughly 2 p.m. I cropped out the bright sky, and just focused on creating depth and grandeur.

2. ANGLES

Another simple trick is to move around and try different angles. Many great photos aren't taken at eye level. Getting lower or higher creates dramatic angles, allows you to isolate the subject, and can direct the viewer's eye where you want it to go. I've climbed in trees, tied my camera to light posts or fences, and once even placed it in the middle of a stream. Always contemplate your viewpoint, and don't be scared to play around and get creative.

3. COMPOSITION

Composition is setting up your image so it's balanced and captures all elements you want to include. Remember the "Rule of Thirds": basically splitting your frame into three rows vertically and horizontally, so you have nine squares. The theory is that if you place your subject in the intersections or along the lines your photo becomes more balanced and draws the viewer into the image.

When composing an image, try to fit everything into the frame to avoid awkward crops. This photo shows my failure at this. If I could redo it, I would make it a bit wider to get the tree on my left fully in frame.







4. EDITING

The range of opinion on how much to edit an image varies. Some old-school photogs say less is more, while the new school will tell you to take full advantage of modern technology. Here's my take: The photo in the camera is the image you saw. Editing creates the image you felt, so go for it. I use the photo editing software Lightroom, which does take some practice, but there are a lot of great editing apps for your phone or computer that can help you turn the image you saw into what you experienced. In this case, not only did my editing enhance my picture, it actually saved it from poor lighting. ●

Gear

Modern phone cameras are pretty incredible, but even the best can't produce an image comparable to that of a "real" camera. There are three levels of camera technology: "point-and-shoot," mirrorless, and DSLR [digital single lens reflex]. I use a Sony a6500 mirrorless lens camera. This camera combines the smaller size of a point-and-shoot model with interchangeable lens options and image quality close to that of a DSLR. It's perfect for on the go and stows easily on the bike.

My next must-have piece of gear is a full-size tripod. Because I often ride solo it's tough to capture great shots without a tripod. Most newer cameras feature built-in Wi-Fi that lets you use your phone as a remote shutter control instead of using the timer on the camera.

Another great tool is a POV camera, like a GoPro. You can use one to record video, but it will also pull some dynamic stills when mounted on the handlebar or your helmet for a cool angle.





WOUNDED WARRIOR
PROJECT

HARLEY-DAVIDSON

Harvey Paige: A Man of Many Hearts

Riding with the Wounded Warrior Project's
Rolling Project Odyssey.

Words by **Peter Jones** Photos by **Josh Kurpius**

H.O.G.® member Harvey Paige was deployed six times to Afghanistan and Iraq. After being discharged from the service, he returned home suffering from post-traumatic stress disorder (PTSD) and traumatic brain injury (TBI), with no idea how to fix himself. Paige has since been able to regain his life through work, family, and the Wounded Warrior Project® and its programs, such as the Warrior Care Network and Rolling Project Odyssey.

The Wounded Warrior Project (WWP) was founded in 2003 and organizes numerous Project Odysseys featuring different activities for post-9/11 veterans who work together in adventure-based learning programs. Harley-Davidson has been a sponsor of the Rolling Project Odyssey since 2015.

Project Odyssey helps warriors manage PTSD, TBI, and other combat stress through adventure-based learning that encourages a connection with fellow veterans and nature. In Rolling Project Odyssey, motorcycle riding becomes the catalyst for the program to provide mental health education. Regional rides bring wounded warriors together, where they tend to connect with new comrades who share the same issues, proving to each other that they're not alone in suffering.

Born in Blackwell, Oklahoma, Paige now lives outside of Little Rock, Arkansas, and is a master technician at Toad Suck Harley-Davidson® in Conway, Arkansas. Paige enlisted in the Army in January 2001. "I joined as a 20-year-old after getting in trouble in New Orleans and being offered a deal by a judge," he recently explained. "He said, 'You like to fight? Join the military.'"

Paige was deployed into combat in October 2001, leading to a total of six deployments, six Improvised Explosive Device (IED) detonations, and six Purple Hearts. He suffered eight concussions, six from those IEDs, one from a bomb that bounced after him before exploding, and one from getting hit in the head with an armored vehicle door. Although his story is intense, it's right in line with those of so many other veterans.

"After the second time, I just thought getting blown up by IEDs was part of it," Paige said. "I always felt fortunate because I wasn't hurt, per se; I was wounded, but just a concussion and maybe broken bones. I've seen a lot worse. After the sixth time, they said I was done; my leg was messed up pretty good."

Asked why he reenlisted so many times Paige said, "It was an adrenaline rush. For the comradery, the passion. I wanted not so much to serve my country but to serve my brothers in arms. I don't know if it's bad to say this, but I never felt that I fought for my country. I fought for the guy next to me. I never wanted to let them down or abandon them."

Paige didn't know he was suffering PTSD/TBI until he returned home. "As far as PTSD, I never thought about it while I was in," said Paige. "The combat was there in my dreams, not nightmares. It was more like wondering how I could have done things better. Once I got out, I learned that that's what PTSD is. I could cope with it while deployed because trying to do better was part of my job. When I got out, I had no job to apply myself to, so I lost who I was. I was scared of myself. It all started coming back, and at first I was still in a

wheelchair so I couldn't go anywhere. The walls were closing in, and I was trapped. I had no use for myself. The army said I was broken and that they were done with me," Paige continued.

"They never prepared us for life after we get out. We had to do things in war we were taught as children to never do. I don't blame the VA. There are so many of us [that] they are understaffed."

When Paige reached the bottom, he tried to kill himself, but the pistol he used – which had never misfired in combat – on that day misfired. Then his 8-year-old son walked in on him and asked him why he was so sad. That was Paige's turning point. He knew he couldn't get better on his own, knew he needed help, and knew he wanted to get better. So after three years of "really dark times" he finally sought that help.

Needing a new passion, Paige went to school for small engine repair. That led to entering the SkillsUSA technical competition. He won a state contest, then earned third place in the nationals

I get to be who I once was. When I ride, when I'm on my Harley, it makes me normal.



in his second year of competing. Through that he also won a scholarship to the Motorcycle Mechanics Institute (MMI). He was hired at a Harley® shop, working his way up from sweeping floors to changing oil and more. He then enrolled in MMI in Orlando, Florida, graduated in the top of the class, and was hired back at that same shop as a staff technician.

While Paige was finding himself through his work, he was also taking part in the WWP. "When I went on my first odyssey, in 2015, I learned different tools to cope with things," said Paige. "I learned how to open up and talk about it. Before that I was taught to keep it inside. My daddy taught me not to talk about it. All of us in the program have a bond that doesn't need to be spoken. We're like a big family because of that. We can let our guards down."

Paige knows that every day is an opportunity to work toward the future. He said that he now has the same drive and passion as if he were putting on all of his gear and rolling out on patrol. "When I fix a bike I get to test ride it," said Paige. "I get to be who I once was. When I ride, when I'm on my Harley, it makes me normal."

"During the time I was in the service, I lost 12 guys," said Paige. "I was there when they died. Since I've been out and home, I've lost 14 comrades to suicide. I want to show others there is a bigger purpose, and ways to deal with it and cope with it. Four years ago, I never could have been able to open up to you about any of this." ●



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24 Hours in Vancouver

A British Columbian rider returns to the coast to rediscover the magic of her home city.

Words by **Becky Goebel**
Photos by **Jack Madeley**





Canada isn't known for its winter riding. While the rest of the country shivers under a blanket of snow, the West Coast hunkers down for a few months of chilly rain, conditions that make it too cold to ride safely and comfortably most days.

But every once in a while winter mellows out and gives riders living in Vancouver, British Columbia, a perfect day of sunshine. On the crisp January morning we've chosen for our ride, the city is stunning, with amazing mountain and ocean views. It's still too cold for some of the classic local routes that head out of the city and into higher elevations, but 24 hours of urban riding is just enough to skim the surface of what Vancouver has to offer.

HOME SWEET HOME

Since moving away from Vancouver a year and a half ago, I've been dying to get back and reconnect with friends and the city I love. So making the most of a break in the weather sandwiched between a downpour one day and a snowstorm the next, I grabbed my friend Carle Brenneman – an Olympic snowboarder and avid motorcyclist who knows the streets of Vancouver like the back of her hand – and headed for Trev Deeley H-D® to pick up a couple of bikes.

Carle spent the day on a brand-new Iron 883™ and I rode a 2017 Sportster® Forty-Eight® model with a bright yellow fuel tank, the perfect bikes to get us around the city. Carle led the way to her home zone of North Vancouver, riding alongside the ocean and under bright green pine and Douglas fir trees. We took the first exit off the Ironworkers Memorial Bridge onto the Dollarton Highway toward Deep Cove. This is one of the most popular routes within the city: a single-lane, ocean-view ride to a beautiful little town that has brilliant coffee shops, great hikes, and amazing views over Howe Sound. From there, we would normally take the Sea to Sky Highway north toward Whistler, with a stop in Britannia Beach for coffee, but we were freezing, so we headed back into town to grab lunch.

FOOD LOVER'S PARADISE

There are more than 600 sushi restaurants in the Vancouver area, and my favorite spot is Tentatsu on East Hastings at Nanaimo Street. We parked our bikes out front and ordered everything I've missed over the past year: sushi rolls and hot soup, sashimi, and deep-fried tofu.

Food in Vancouver is famously good because of the city's diversity. From world-class Chinese dumplings and dim sum to upscale modern Indian; from Peruvian to Italian to Greek – you get the idea. It's a gastronomic paradise, where choices range from the strictly authentic to inspired mash-ups that blend elements of the city's



multicultural communities to create a uniquely Vancouver cuisine. And freshly caught West Coast seafood is some of the best in the world.

URBAN JUNGLE

With our bellies full, it was time to get back on the road. First up was Lions MFG, a chopper shop in the Downtown Eastside. You can stop by on your bike and park right in its curbside parking area. The storefront features locally made clothing, and the vibe is warm and inviting. The staff members are a real fount of knowledge, and have great insider tips for all of the fun things going on around the city and within the Vancouver motorcycle scene.

We then got back on our bikes and rode over to CRAB Park at Portside along the waterfront. It's the best place to shoot photos of motorcycles in front of the city skyline, with a close-up view of the port and the trains that provide the rest of the province with products and resources. It's also where alcohol was smuggled in during the Prohibition era, and rumor has it that there may be secret tunnels underneath the area leading into Gastown and Chinatown, which border the park.

DOWNTOWN DELIGHTS

We took a quick ride into Gastown, where cobblestone streets are lined with beautiful Victorian buildings. Though it's just a few blocks away from the business district, this historic part of town has a completely different vibe. Named for saloon proprietor John "Gassy Jack" Deighton, Gastown is a great place to find a cozy bar or restaurant, and it's where you'll find Vancouver's famous steam clock.

The city's downtown area has evolved into an interesting mix of unique neighborhoods. Right next to Gastown, you'll find Canada's largest Chinatown, packed with interesting markets and in some places looking very much like it's still the 1890s, when the area was founded. Toward the southeast you'll find Yaletown, the former warehouse district that's now all glass towers and dog parks. It's a thrill to feel the vibe around you change so completely as you ride through the different parts, but it has to be said that this area can be a tough place to ride a motorcycle if you aren't used to busy urban traffic. If your goal is to get closer to the mountains, you can skip the entire downtown core using either of the two bridges (Lions Gate or the Ironworkers Memorial) that connect the city to the North Shore.

HUGGING THE COAST

Our ride back to Trev Deeley along the shoreline roads on the Sportster bikes was a real blast. They are perfect for riding around Vancouver, as the size and ease of maneuvering are suited to quick parking and getting around safely. The next morning we woke up to a blizzard. Vancouver doesn't often get snow, and when it does it's generally gone quickly. Sure enough, by 7 p.m. the snow had disappeared, and the roads were dry. That's just the way this city is – totally unpredictable, totally wonderful, and totally the best place to cruise bikes around. ●





From the Owners Group

Getting Through It Together

Words by **Tim Budzien, Manager, Harley Owners Group®**

As I write this, activities for most H.O.G.® chapters around the world are on hold as we all adjust our lives to ride out a pandemic that has had a staggering impact on so many lives, on so many levels. Quite a few of us may be disappointed that we haven't been able to engage in social riding and a lot of the normal activities we've been looking forward to just as a new riding season has arrived. Some of us may be prohibited from riding for pleasure, even solo. And it's also likely that there are members of your H.O.G. chapter or your broader riding community who are at the front lines battling this pandemic. In some places, this work is exhausting and terrifying. You may know those who have been very sick, or even died, after contracting COVID-19.

Times like these can be disorienting and disruptive; normal never looked so good. So while we wait this out, let's take some time to appreciate the community and fellowship that riding a motorcycle, and being a H.O.G. chapter member, affords us. Riding a motorcycle can lift the spirit, recharge the mind, and relieve stress. Many of us have discovered that those benefits are amplified when the experience is shared, either on

the road or at the destination. It's that social aspect that makes participating in H.O.G. events, from local rides to major rallies, so important to many members. It's not just about the bike. The people we ride with make the experience special. That's the glue that bonds us as riders.

But even if we aren't able to ride together, we can still work to keep that bond strong. Technology offers many ways we can stay connected, from a simple phone call or email to video conferencing apps that make it possible to host a gathering from your garage. This would be a great time to organize a little H.O.G. outreach to chapter members who you know have been especially challenged economically or emotionally by the pandemic. Offer some encouragement and start planning the rides you'll take together when the world begins to open up.

And when that time does come I predict an explosion of pent-up energy and enthusiasm among riders around the world as we're able to reconnect and reassemble, and make up for lost time and missed miles. In the meantime, let's all stay safe and supportive. We can ride this out together, so that we can ride together again.



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GAS

How to put the chips down
and eat healthy on the road.

STATION

Words by **Eva Rupert**
Photos by **Stephanie Gonot**

GOURMET





On a weekend campout or a weeklong cross-country ramble, one of the things that punctuates every great motorcycle trip is the meals. Whether you're sharing a humble pot of rice and beans, or slicing into a perfect cut of steak, food is best savored after a brilliant day of riding.

Throughout my years of riding, I've taken my food game from ramen-ruining amateur to filet mignon executive chef. The Gas Station Gourmet seminars that I teach at moto events around the country developed out of a combination of necessity and creativity. So often on motorcycle trips I found myself off the beaten path with food options limited to items on the shelves of a rural Quickie Mart. Faced with a meager selection and low-nutrient foods I started thinking that there have to be better ways to eat healthy on the road and with limited ingredients. I started serving up Gas Station Gourmet recipes while riding with friends; whipping up culinary awesomeness on even the

most rugged motorcycle trips, often paired with one of my custom cocktails.

Nutrition is a balance between the four macronutrients: protein, fats, carbs, and fun. Just kidding! –fun isn't one of the macros, but I fully believe that it's an essential ingredient on your culinary road trip. Gas Station Gourmet dishes are generally protein-centric, and I always do my best to get some good fats in there, because fat is delicious and healthy if you do it right. That said, some of the dishes are just plain fun to eat, and the joy of noshing on Spam Sushi simply outweighs the super-charged sodium content. Everything in moderation, right?

Before you head out on your motorcycle trip with the intention of rockin' out the roadside culinary scene, you're going to have to plan a bit. You can get most of the Gas Station Gourmet ingredients in convenience stores, but for a high-octane deliciousness rating you should pack your mess kit accordingly. I always stash my favorite hot sauce, curry powder, and fresh garlic in my panniers. I enjoy Asian-inspired

dishes, so I love bringing along rice noodles and wasabi peas, although you can always substitute those with Top Ramen® and Flamin' Hot® Cheetos® crumbles!

If you have serious dietary limitations, you might have to get creative with your Gas Station Gourmet substitutions. Some of the dishes include potentially problematic ingredients like gluten and dairy, but for those of us without restrictions my Soba Salad made from ramen and chunky peanut butter, or Cheeseacado Guac Dip featuring avocados and cottage cheese, make for a perfect meal!

Like riding, cooking is an adventure. Keep trying new things, push the limits a little bit, be creative, and have fun. Presented here are a few of my favorite Gas Station Gourmet recipes to get you started, but with a little creativity the options are nearly endless.

I look forward to crossing paths with you out on the open road or around the campfire sometime soon, but in the meantime kickstands up and bon appétit!

POTATO CHIP EGGY SCRAMBLE

4 Eggs
 2 Tsp. Half and half
 2-3 Tbsp. Onions and/or garlic
 – minced
 1 mini-bag Kettle® Brand potato
 chips – lightly smashed
 1/3 C Stir-ins (deli meat, bacon
 jerky) – finely chopped
 1 stick String cheese – chopped
 Oil or butter for cooking
 Hot sauce

Serves two

This breakfast of champions features potato chips – think eggs and hash browns all rolled into one. Kettle Brand Chile Verde or Jalapeño potato chips are my go-to for this dish, but any hearty chip will do. You can also dress up your scramble with ham, turkey, or finely chopped jerky. A bit of diced string cheese tossed in at the end makes this extra delicious and don't forget to garnish liberally with your hot sauce of choice!

PREPARATION

Chop up the string cheese and give the chips a light smashing. Whisk the eggs and half and half together in a separate bowl.

Heat the oil and lightly sauté the onions/garlic, and stir in any meat. Reduce the heat to medium, add the eggs and chips, and lightly scramble.

When the eggs are half cooked, add the cheese and briskly scramble. Garnish with hot sauce and a potato chip chiffonade.





DIRTY DEVEILED EGGS

2 Pre-cooked hard-boiled eggs
 2 Tbsp. Beef jerky – minced
 1 Tbsp. Mayo
 1 Tsp. Mustard (Dijon if you
 can find it)
 1 Tsp. Pickle relish

Serves one

Thanks to the paleo movement gaining traction with long-haul truckers, hard-boiled eggs are readily available in gas stations. Pre-cooked and peeled, these protein-packed treats are ready to get gourmet. Why eat 'em plain when you can impress your friends with this roadside snack?

PREPARATION

In true Gas Station Gourmet fashion, the condiments should be available in the roller food caddy next to the perpetually spinning hot dog machine. So if you're just making a couple of eggs, grab a packet of each condiment to dress up your yolks. If you're cooking for a group, however, please be respectful and buy larger quantities from the gas station shelves.

Slice the eggs the long way and pop the yolks out into a bowl. Mince the beef jerky (hickory smoked is my favorite flavor for this dish) and add to the yolks along with the mayo, mustard, and relish. Stir it all up and scoop back into the whites. Garnish with more finely chopped jerky or crushed Flamin' Hot Cheetos for an extra kick.



SPAM SUSHI

4 Sushi nori sheets*
 1 Boil-in-the-bag white rice
 ½ block Spam® – julienned
 ½ can Whole cooked carrots – julienned
 2 Tbsp. Rice vinegar (although any vinegar will do)
 1 Tbsp. Honey
 1 Tsp. Soy sauce
 ¼ C Plain instant mashed potatoes
 Mini-bag Flamin' Hot Cheetos – crumbled

Makes four rolls

*No nori? No problem! Make this dish without it, and it becomes Spam onigiri, and it's just as delicious! Onigiri is a Japanese-style sticky rice ball with something yummy inside.



The secret to great sushi is perfect sticky rice, and when you're out on the road that's just not going to happen ... unless you have some instant mashed potatoes. For Spam Sushi, you'll want to hit the Asian section of your home grocery store to get nori wrappers to toss in your tank bag before peeling out.

This is a great recipe to get creative with. The Spam and carrot combination is delicious, but you can also add thinly sliced veggies, like cucumbers, green onions, and avocados ... or swap out the Spam for canned tuna mixed with sriracha and mayo, and make it a riff on the classic spicy tuna roll.

PREPARATION

Bring water to a boil and drop in the bag of rice for 10-12 minutes; err on the softer side, because we're going for sticky here. For best results, allow the rice to cool to room temperature before proceeding. While the rice is boiling, smash up the Flamin' Hot Cheetos. Julienne (aka French cut) the Spam. Ditto for the carrots.

Once cooled, put the rice in a bowl and add the vinegar, honey, and soy sauce.

Begin stirring gently to combine and slowly sprinkle in the potato powder. Depending on the brand of instant potatoes, it will take up to 1/4 cup to achieve the perfect stickiness. Don't go overboard with the potato powder. The rice should be subtly sweet and just a touch tangy, and the potato powder should virtually disappear ... leaving you ready to roll with perfect sticky sushi rice!

Lay out a sheet of nori and smash the rice down into a 1/4-1/2"-thick layer in the center of the nori sheet, leaving about 1" free of rice on either end of the seaweed. Lay the Spam and carrots in a line down the center of the rice, perpendicular to the direction you're about to roll in and liberally sprinkle the Cheetos over the rice.

Make the sushi like you're rolling off the throttle as you come into a turn: press firmly and smoothly roll the nori away from you. Once you've reached the far end of the roll, moisten the un-riced strip of the nori with a dab of water to stick the seaweed to itself.

Slice into 1/2" pieces with your sharpest knife. Wipe your knife clean between slices if it gets sticky to prevent tearing the nori.

Finally, line the rolls up on a plate and garnish with a bit more of the Flamin' Hot Cheetos crumbles. I like to serve these rolls with some wasabi peas on the side for that authentic sushi kick! ●

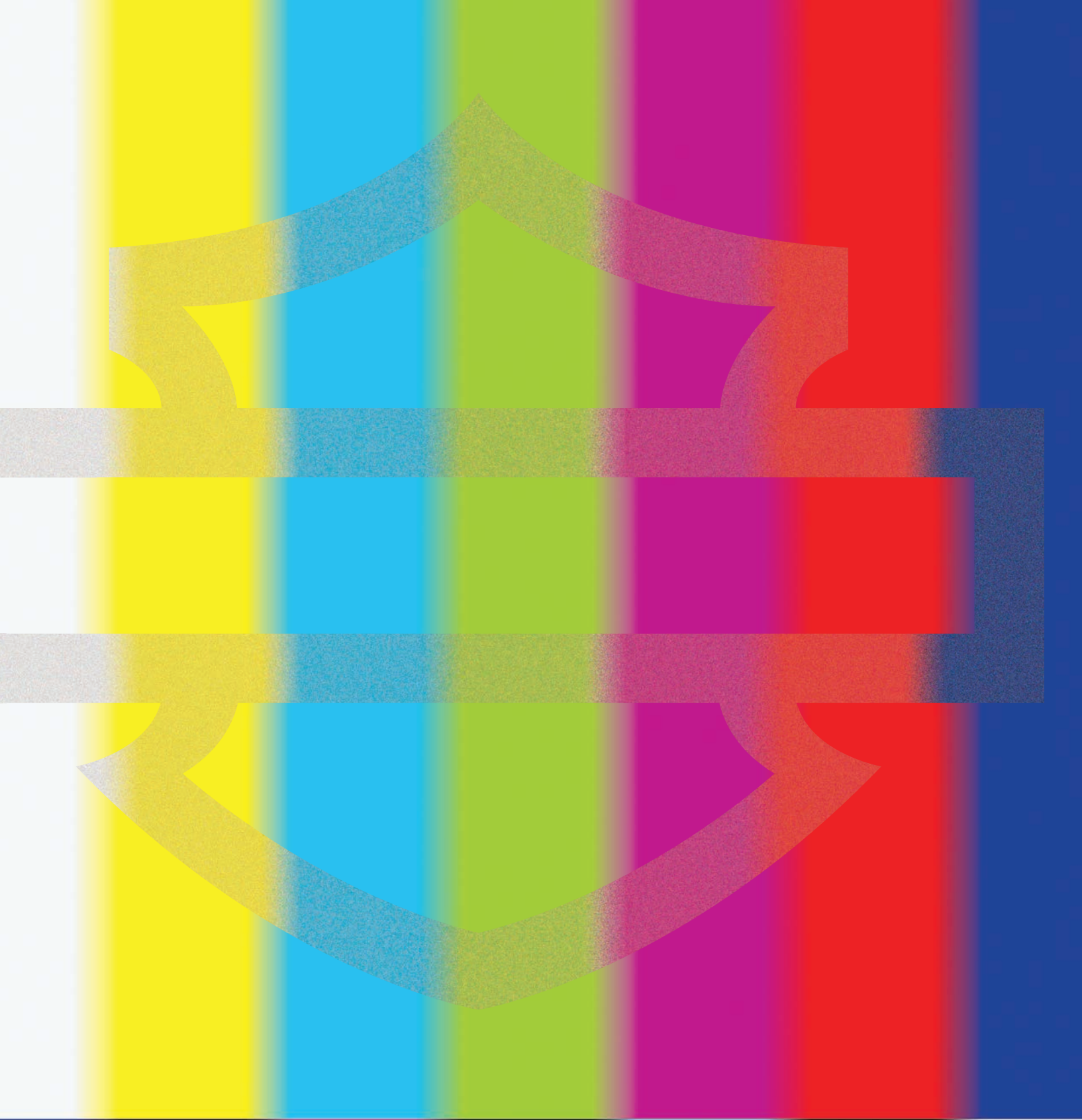


Eva Rupert is the Motorcycle Community Ambassador for Overland Expo, an event for do-it-yourself adventure travel enthusiasts, where she teaches her

Gas Station Gourmet class in person. The event hosts classes related to four-wheel drive and adventure motorcycling, plus inspirational programs, demonstrations, and a large expo featuring hundreds of vendors of adventure travel equipment, camping gear, bikes, vehicles, and services.

Passionate about two-wheeled adventures and crowd-pleasing cuisine, when Eva's not on her motorcycle, cooking dinner, and whipping up cocktails for everyone who shares her campfire, she makes her home in Bisbee, Arizona, and runs the Jonquil Motel, a vintage motor lodge with plenty of bike parking out front.

evarupert.com / @augusteva
 overlandexpo.com / @overlandexpo



Into the Wild

For photographer Ben Christensen, Western is a way of life. A recent father-and-son road trip gave him the chance to express that philosophy on two wheels.

Words and photos by **Ben Christensen**

My earliest and fondest memories all occurred outdoors and with my family – especially my dad. I grew up in Tempe, Arizona, and was raised to love being outside. During summers and on weekends, we'd go horseback riding, horse packing in the mountains, camping and hiking, backcountry skiing, waterskiing, you name it. When I think about it, if we weren't out there exploring, we were getting inspired for our next adventure – huddled around the living room television watching a spaghetti Western with Clint Eastwood or Lee Van Cleef.





NO PLACE LIKE HOME

The pairing of Arizona's landscapes and my dad's enthusiasm for the natural world is without doubt the reason that I fell in love with the Western lifestyle. He instilled in me a deep respect and reverence for the great outdoors where we spent so much of our time together. I take that with me everywhere today.

My family and I are in Mesa now, and I wouldn't dream of living away from it again. I truly believe that there's no better place to experience the "Wild West" than in Arizona. It has so many historical sites, like the Tom Mix Memorial down in Pinal County and the Sonoran Desert, and seemingly endless bodies of water. Then, of course, there are dozens of ghost towns and trading posts to visit.

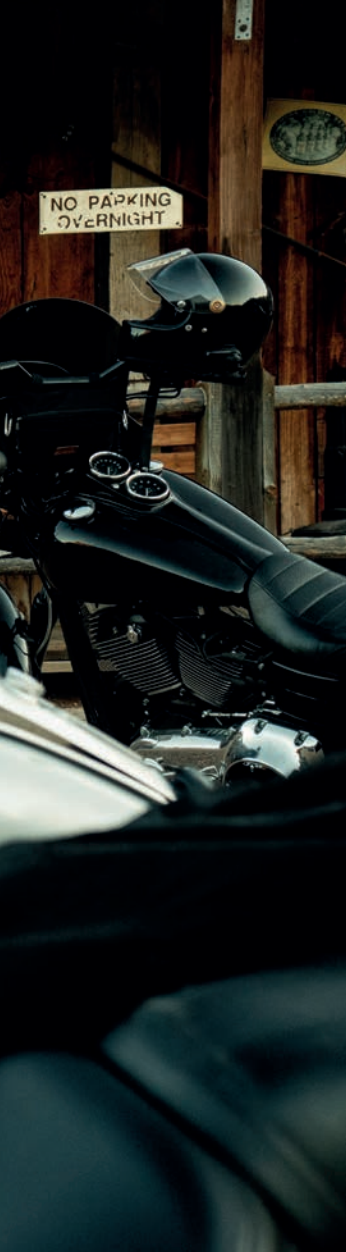
SHARING THE JOURNEY

I got my first Harley-Davidson® motorcycle nine years ago, and I've taken it all over – or, rather, it has taken *me* all over – and not just in Arizona. I've ridden from California to Canada, to Portland and to Utah. There's nothing quite like packing your entire life onto your bike and getting on the road for a while.

My dad has been watching me do these rides for nearly a decade now, and every time I get home he's the first one to ask, "So, how was it?" For many years, it has felt like my dad experiences the Harley-Davidson lifestyle through me and through these trips.

Dad has always loved motorcycles. He had a bike in college and has ridden different kinds of bikes for as long as





I can remember. But he has never really experienced a good, long ride on a Harley® motorcycle. So it occurred to me one day a few months back that it was high time he experienced one of these rides for himself. That's when I started to plan a trip.

MAKING MEMORIES

Putting the trip together was actually pretty simple. I rented two motorcycles, a Heritage Classic and a Road King®, through EagleRider Rentals & Tours for three days for my dad and me. He flew from Utah to Arizona, and we set out with a relatively relaxed plan to hit some classic Western history spots and, of course, to take in a few for the sake of old memories.

The first stop we made was Canyon Lake, Texas. It's one of the most beautiful places I've ever been and an incredibly special place for both of us. Growing up, my parents would take all of my brothers and sisters out on the lake every Monday. We'd pick up Albertsons chicken on the way (if you know, you know) and water ski until it got dark. Then we'd eat as a family while watching the sunset. It was such a gift riding up to Canyon Lake on a Harley motorcycle with Dad by my side, visiting the place that meant so much to both of us back then and still today.

From there, we made our way to Tucson and Saguaro National Park, two places that are so classically Arizona and must-sees. Along the way, we'd stop at these classic Western-style bars to eat and talk



about the route, and all the gorgeous things we'd seen.

For my entire life, Dad's been the one showing me the ropes. Against the vast, almost bewitchingly beautiful landscape of Arizona, my dad taught me what it means to live joyfully and with purpose. To be able to provide him with an experience I knew he'd enjoy so much – well, it felt like giving just a little bit back. It was everything I'd hoped for and then some.

Plus, it has to be said that the Harley high just doesn't go away! It's only been a few months since we took to the road, and my dad already can't wait for our next trip. And I'll tell you what ... neither can I. ●

Visit benchristensenphoto.format.com to find out more about Ben and his work.

Next Ride

Virginia is for (Motorcycle) Lovers

Ride the Back of the Dragon for Appalachian scenery and curves galore.

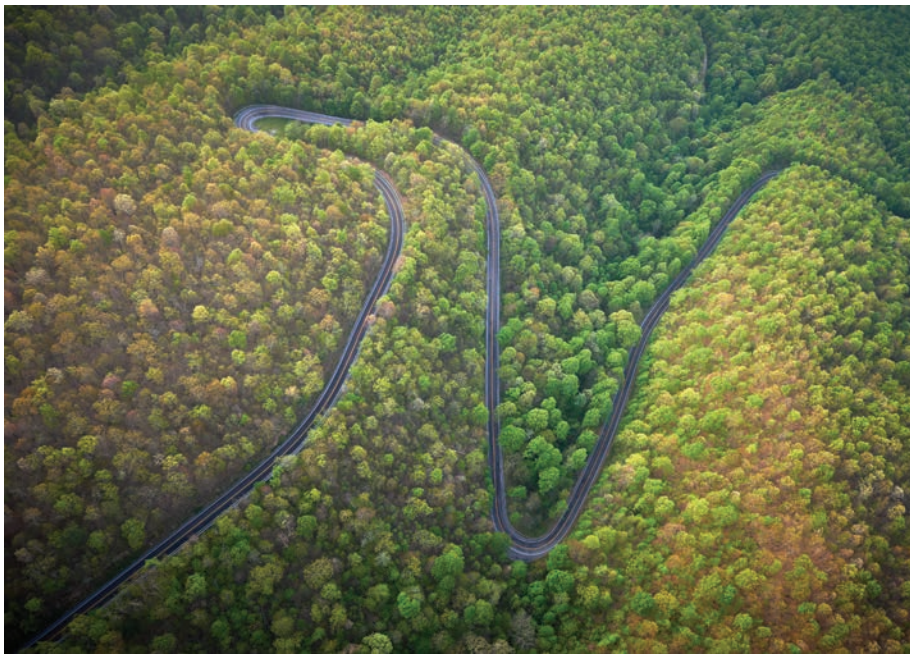


PHOTO: VIRGINIA TOURISM CORPORATION

Amid the pantheon of reptile-themed motorcycle roads, the Back of the Dragon in southwest Virginia may not be as famous as another Dragon that comes to mind. Before its official designation by the state legislature in 2012, Virginia State Route 16 between Marion and Tazewell was known mostly to local and regional riders, but afterward its popularity exploded. The road now attracts some 75,000 riders a year, helping breathe new life into what had been a dying coal-mining region.

CCC NOW MEANS “CURVES, CURVES, CURVES”

Constructed by the CCC (Civilian Conservation Corps) during the depths of the Great Depression, the route twists and turns for 32 miles over and around three

mountains, boasting – by some counts – 438 curves on its course through the Appalachians (for comparison, the “other” Dragon, located at Deals Gap on the Tennessee/North Carolina border, claims 318 curves over 11 miles). Climbing to elevations of nearly 3,500 feet, it has been compared to a roller-coaster ride.

FEED THE HUNGER

With all of the riders drawn to the area, restaurants and cafes have sprouted in Tazewell, and a new visitor center was scheduled to open by Memorial Day weekend. Located at 592 Main Street, the Back of the Dragon Center offers a coffee shop and frozen yogurt, along with the obligatory selection of Back of the Dragon souvenirs, like hats and T-shirts. Just look for the 18-foot-tall dragon statue outside!



Tips from the
Old Dominion
H.O.G.® Chapter

SEE FOR MILES AND MILES

“It’s a great ride with a lot of scenery,” advises Steve Nelson, past director of Old Dominion H.O.G. Chapter with Black Bear H-D® in Wytheville, Virginia. “When you get up on the mountain, especially in spring and fall, you can see far out into the valleys. You’ve got lots of curves, lots of bends, and the road is in good condition. There are a lot of elevation changes and switchbacks. It’s one of the better rides you’ll go on.”

FALL BACK, SPRING FORWARD, RIDE ON

Any time of year is a good time to ride Back of the Dragon, save for the depths of winter amid snow or ice. “In early October, you’ll get great fall colors,” Steve explains. “But by early November, you’ll see more scenery without the leaves on the trees. And around the first of May, when the weather breaks, it’s great scenery, too.”

‘CUE AND BREW

Among area restaurants, Cuz’s Uptown Barbeque on U.S. 460 in nearby Pounding Mill is a chapter favorite. “I like the brisket and pulled pork,” says Steve. “And they’ve got a Carolina vinegar-based sauce that’s really good.” Another popular option is Painted Peak Brewing Company on Tazewell’s Main Street, which offers a good selection of food.

For more information:

- backofthedragon.com
- blackbearhd.com
- cuzs.com
- paintedpeakbrewing.com
- visittazewellcounty.org

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Share Your Story

We welcome your photos and riding stories. Email your submission with "Enthusiasts" as the subject line to hogmagazine@harley-davidson.com and include your name, city, state, and contact details.



Enthusiasts

Tales from the open road.



1 **NEAR YET SO FAR**
Getting lost on winding country roads while out on our Harley-Davidson® motorcycle has always been our adventure together. We live in Upstate New York, where those opportunities are endless. Sometimes it feels like we're in a faraway place, seeing mostly old homes, farms, and little towns. We really enjoy stopping and browsing in the old stores, getting a bite to eat at a diner or bar, and just talking with the locals. Sometimes enthusiasts feel like they have traveled the world yet are never far from home.
Charlie and Gina Slyer, via email

2 ROAD LAWS

I've owned several H-D® bikes over the years and currently ride a 2016 Road Glide® Ultra. My son Paxton had always dreamed of joining me on a road trip some day. A year ago he bought his first Harley® motorcycle, a 2006 Sportster® 1200 Low, so last summer we spent a week riding to and in the Smoky Mountains, enjoying the twisties and views. I recently retired after 32 years as a police officer, and he followed in my footsteps, being hired as a police officer by my old department.

Ed Bergin, Eagle, Wisconsin

3 TOUR OF THE YEAR

My dad introduced me to touring on motorcycles, and every year we go a little further. I have a 2016 Road Glide Special, and Dad has a 2016 Road Glide Ultra, which make the miles *much* more pleasant. We have taken annual trips to York, Pennsylvania (the H-D factory tour there is amazing!), as well as to West Virginia, and have ridden the Tail of the Dragon numerous times and the Natchez Trace Parkway. My father is a rain god – wherever he goes we get rained on, but it's all part of the fun!

Nick Tucker, via email

4 GREAT FIRST TRIP

During my first trip on my brand-new 2019 Softail® Low Rider®, I stopped at Great Sand Dunes National Park just outside of Alamosa, Colorado, with the Sangre de Cristo mountains in the background. I love my bike!

Lisa Wynn, Englewood, Colorado

5 THE FEELING'S MUTUAL

Motivation and inspiration from my brother's motorcycle club got me to accomplish something on my bucket list. After earning my riding certificate, it took me three months to purchase my first motorcycle: an H-D® Street® 500. I was just chillin' with a couple of friends and not looking to buy at the time, but we stopped at Cowboy's Alamo City Harley-Davidson®, and "boom!" that bike was calling my name. What a great feeling!

Beatriz Muzquiz, Crystal City, Texas







6



7

6

SMALL-TOWN HERO

Jack Bailey's small-town H-D dealership had an open door for "kids" who were interested in riding motorcycles. I got my first bike from him and was hooked. Pioneer riders and dealers like Jack (pictured above) introduced young people to the "magic" of the Harley-Davidson experience.

Don Mowrey, DuBois, Pennsylvania

7

BREAK OUT

My wife and I failed at our state's "shelter in place" but excelled at "social distancing"! On a 75 F April day, we broke out on our 2017 Road Glide Ultra to enjoy the spring wildflower bloom in the Sierra Nevada foothills – a much-needed therapy session!

Russ Maly, Clovis, California



8

8 IF NOT NOW, WHEN?

A month before a planned extended family ride to the 2019 Sturgis Rally my dad had a heart attack. Unfortunately he couldn't go but gave his blessing for us to. His famous saying is, "If not now, when?" and has motivated us to enjoy life to the fullest.

Whitney F. Sargent, Marana, Arizona

9 PICTURE PERFECT

My daughter, Kara, and I took a motorcycle trip through the Finger Lakes Region to the High Falls area of Rochester, New York. She wanted some bike images to use, so we conducted a little impromptu photo shoot on the brick-lined streets next to the Upper Falls of the Genesee River.

Troy M. Cusson, via email

10 A RELIABLE FRIEND

I was hoping to reach 200,000 miles in 2019 on my 2005 Softail Deluxe that I named the Creamcycle, and I would have except for an unfortunate accident. The Creamcycle had taken me through all of the Lower 48 United States and eight Canadian provinces. It was beyond reliable, and a joy to ride for 15 years!

Christine Vandenberg, Byron Center, Michigan

11 ALWAYS AN ADVENTURE

Last November my son, Tyler, on his 2007 Sportster Low and I, on my 2013 Street Glide,[®] headed to Key West, enjoying each island along the way. The ride over the Seven Mile Bridge was especially spectacular. We explored old Key West, ate fresh crab claws on Duval Street, and camped along the ocean on Big Pine Key. The next morning at breakfast Tyler said something that resonated with me: "Dad, what's so fun about motorcycling is every time you saddle up it's a new adventure to look forward to." That also captured the essence of my seven-day experience riding to the Sturgis Rally and the Colorado Rockies with friends from the Fort Lauderdale H.O.G.[®] Chapter just a couple of months prior. Time spent together on our Harley-Davidson motorcycles has presented many bonding moments, and I look forward to many more.

Scott Ferguson, Coral Springs, Florida



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Five Kitschy Roadside Attractions

There's nothing better than finding a bit of classic roadside kitsch to add some spice to your riding adventures. Check out these five self-proclaimed "world's largest" attractions for your next road trip ...



LARGEST TEAPOT

Chester, West Virginia

A giant teapot in Chester, West Virginia, began life in the 1930s as a 14-foot-tall barrel promoting Hires Root Beer in Pennsylvania. After being moved to West Virginia in 1938, handles and a spout were added, and, voilà!, a giant teapot was born. Serving as a concession and souvenir stand for many years, the structure is now on display in a grassy field near a busy highway. wvtourism.com/wv-biggest-bestest/



2

TALLEST THERMOMETER

Baker, California
A towering 134-foot steel thermometer in Baker, California, commemorates the highest earth temperature ever recorded (134 F in

BAKER CA CHAMBER OF COMMERCE

nearby Death Valley on July 10, 1913). At its base sits a gift shop called Temp 134 that sells lots of "tallest thermometer" souvenirs. Even better, LiveWire™ electric motorcycle owners will find an ultra-fast DC charging station there! worldstallestthermometer.com



3

WORLD'S LARGEST CATSUP BOTTLE INC.

LARGEST CATSUP BOTTLE

Collinsville, Illinois

Listed on the National Register of Historic Places, the World's Largest Catsup Bottle is actually a 170-foot water tower that was built in 1949 outside of the G. S. Suppiger Company food products plant in Collinsville, Illinois. The towering "bottle" portion is 70 feet tall and holds 100,000 gallons of water, the equivalent of 640,000 20-ounce bottles of catsup. catsupbottle.com



4

LARGEST PISTACHIO

Alamogordo, New Mexico

A 30-foot concrete pistachio towers above McGinn's Pistachio Tree Ranch (also called PistachioLand) in Alamogordo as a memorial to its founder, Tom McGinn, who passed away in 2008. McGinn started the pistachio farm and vineyard in 1980, and it now includes 12,000 pistachio trees and 14 acres of grapes. pistachioland.com



5

KANSAS TOURISM

LARGEST BALL OF TWINE

Cawker City, Kansas


When Frank Stoeber started winding together bits and pieces of twine in 1953, he could have hardly imagined that the resulting ball would one day grow to a circumference of 45 feet and weigh almost 27,000 pounds, containing more than 8 million feet of sisal twine. The ball is a work in progress, and continues to grow as visitors attach bits of twine and the city holds its Twine-a-thon each year. cawkercitykansas.com/ball-of-twine.html



A Stitch in Time

How the ancient art of chain stitching made Bill Farrelly famous.

Words and photos by **Steven Richards**



With his neck craned forward and his eyes fixed on the tissue-thin stencil in front of him, Bill Farrelly slowly turns the hand crank of his well-oiled century-old Cornely sewing machine, watching as the needle punches through a denim vest and leaves behind a delicate chain of looped stitches, snaking one by one to form a back patch: a flaming grim reaper with a smoking shotgun in its bone fingers.

Farrelly envisioned none of this for himself, but then again he never imagined much of a future. Ask him how he came to be a 30-year-old chain-stitching sensation who embroiders for Hollywood's most fashionable performers, and he'd say, "I never planned on anything happening, and I never set long-term goals or really any goals, but ... things just started happening in my life." He's as ambitious as he is aloof, and he works full time out of his living room

in beautiful Redondo Beach, California, creating custom chain-stitched patchwork. Which is wild when you consider that up until a few years ago Farrelly had never before sewn.

His archetypal suburban upbringing in the lake town of Denville, New Jersey, ended when Farrelly discovered skateboarding and punk rock. He says, "It was all I cared about, every single day, and it took over everything." When an older friend introduced him to dirt bikes, Farrelly struck a deal with his parents to buy one if he made honor roll for an entire year, which he did. Farrelly didn't want to attend a traditional college, and he would've happily worked at his stepdad's auto body shop, but his mom wanted him to earn a degree. A friend had graduated a year prior and moved to Charlotte, North Carolina, to attend The Art Institute, and Farrelly followed his friend south, enrolled, and after two years returned home



with an associate's degree in graphic design.

Then Farrelly met a girl and followed her to Los Angeles, and not long after he found himself newly single and of the legal drinking age in one of America's most debaucherously fun cities. "I tell my friends that are from California that California isn't a real place to people who aren't from here ... it's so far away for a kid from a small town in New Jersey, and you can get into any sort of trouble you want to out here." Farrelly found a screen-printing job that paid \$10 an hour, and he jokes, "There were a lot of hungover days on that job." A few years passed in a blur before he saw a posting for a graphic designer at a made-in-America menswear company, and in the corner of its downtown office was a chain-stitching machine being used as an industrial ornament. Farrelly walked past the machine every day for a year before stopping to see how it worked.

Chain stitching is described as "drawing with thread," a 3,000-year-old practice that many still associate with 50s-era poodle skirts and varsity letterman jackets. Its present revival is a response to the rise of boho-cowboy chic, since much traditional Western wear is heavily chain stitched. Farrelly became a fan of chain stitch after he first saw it on social media; a few of the tattoo artists he followed took up the craft, turning their flash artwork into patches.

"It was hard to find someone who knew how to fix the machine, and when I finally did find this old dude in L.A., then I had to find out what kind of thread worked, what materials, what kind of stabilizer I needed ... it was a long process getting the machine to work, and then learning to chain stitch was a whole thing after that," he says.

Farrelly practiced the craft after hours, beginning with small patches and monograms that “looked like trash,” but slowly chain stitching took over his life, like skateboarding and punk rock did when he was a teenager. After his employer closed its doors in 2017, Farrelly felt like he could make a living as a freelancer, splitting his time between graphic design and embroidery, but soon chain stitching became Farrelly’s only business. In a year’s time, his income doubled, and the following year his work caught the attention of Cathy Hahn, stylist for rapper Post Malone, who drops off garbage bags filled with the pop artist’s jackets, shirts, and pants to transform. “Cathy and Post started sharing photos, and playing shows and going on talk shows, and things just went crazy from there,” Farrelly says, and now he embroiders outfits for rock band Greta Van Fleet and Orville Peck, the masked country singer.

When he isn’t at his Cornely, Farrelly is on the seat of his heavily customized ‘93 Sportster® motorcycle or his pink ‘51 Panhead, built by Jeff Bloedorn at Sweatshop Industries. “I lucked out with this one, because all you gotta do is oil it, and I have a good group of friends who keep me on the road.”

Farrelly didn’t plan to be where he is today, but he considers that attitude a part of his success. “I never really set goals because I don’t know if I’m afraid of not reaching them or what, but that’s how I’ve been my whole life. Life’s good right now, so I’m just going to keep doing what I’m doing because that’s been working for the past couple of years ... just live day by day and see where it takes me.” ●

Bill Farrelly’s Instagram:
@staychillbill



Primary Colors

Exclusive to the Road Glide® Special model, these two new Harley-Davidson® Special Edition Two-Tone Paint options feature patriotic flair highlighted by a bold “Number One” logo in red and blue on the tank, and the convenience of factory installation and warranty.

Available in Billiard Red or Billiard Blue, each with Stone Washed White highlight, this bold paint scheme features a Harley-Davidson script logo over the secondary color on the lower saddlebags, a wide stripe in the secondary color down the center of the front fender and the fairing, and the classic “Number One” logo in red and blue on the fuel tank. Saddlebag latches are color-matched.

The base price of the 2020 Road Glide Special model with Special Edition Two-Tone Paint option is \$29,699, with quantities limited to 750 of each colorway in the United States.





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100 Dollar Rides

A Long-awaited Return

Words by Emanuele Morisano

Sometimes life puts us on an unexpected path. Back in 2016 I found myself having to leave my home of Texas and move to the Northeast. One of my last rides in Texas was to visit County Line Beer Joint, a little bar in the middle of nowhere, just on the border with the dry county of Throckmorton.

I had very good memories of that place and the ride to get there: Just a year before, I had been there with my best friend who was visiting from Italy. A few weeks later I left Texas, but I promised myself that if I ever came back my first ride would be to the same place.

After more than two years, I returned to Texas with a new job. I also had a new bike. After visiting 45 states and logging 156,491 miles on my 2008 Road King® model, I traded it in for a new 2019 Softail® Low Rider® motorcycle.

It was time to honor the promise I had made to myself, so on a Friday morning in mid-October I left home for a one-day ride. The weather was beautiful – clear skies and temperatures above 70 F. You can always rely on Texas country roads being nice and quiet,

which makes the ride even better.

One rule I have is never to ride the same road twice if there are alternatives. So I decided to take the long way. Once out of the Fort Worth area, I headed to Wichita Falls to visit Red River Harley-Davidson®, following State Highway 148.

After visiting the dealership, I had hoped to enter Oklahoma via the Red River crossing on I-44, as it's one of the most scenic crossings on the Texas border. Unfortunately, time was not on my side, so instead I headed southwest following State Highway 79 to Throckmorton, where there are a few interesting steel statues to see. For me, the most impressive was the world's largest steel longhorn (it is Texas, after all!), just a few miles west of town.

After stopping at a gas station for a



quick burrito for lunch, I was ready for my ultimate destination.

The atmosphere at the bar was very nice and relaxed. I had a good time chatting with the local cowboys and farmers, who don't meet many strangers. They were surprised I rode all that way just to spend time in that little place! I was extremely happy to be there and hung a dollar on the wall to mark my return to Texas.

Afterward, I made my way home following U.S. Route 180 to the Dallas-Fort Worth area, with a big smile on my face. I soon hit rush hour in the city, which reminded me how much I was already missing the open roads that I had just left behind.

At the end of the day, I had taken a 433-mile ride, and made some great new memories and stories to tell friends!



Fuel: \$23.02	Total:
Food/drink: \$5.94	\$32.46
Tip: \$2.50	
Dollar for the wall: \$1.00	

If you have a 100 Dollar Rides 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 600 words or fewer, including a list of your expenses. We also need photography from your adventure, including a photo of you. Email your submission with "100 Dollar Rides" as the subject line to hogmagazine@harley-davidson.com.

Riding Tips

Cornering Basics (And a Bit Beyond)

Words by **Mike Zimmerman**

COUNTERINTUITIVE

Let's start with countersteering, since it applies to some concepts that come later. If you know how to ride a bicycle or a motorcycle, you know how to countersteer. It's just that many of us don't *realize* that's what we're doing. And then sometimes

when we think too hard in certain situations we accidentally fight against it.

I'll never forget my first big ride. I was a novice rider, making my way to a H.O.G.[®] event through some wonderful, curvy roads in the beautiful Ohio countryside. It was great, but I was having trouble making

Q uick: If you want to turn left on your motorcycle, in which direction should you turn the handlebar? If you answered "left," chances are you're not turning your motorcycle as effectively as you'd like. This principle is known as "countersteering" – and it's just one of the techniques you need to practice and be proficient at when cornering your motorcycle.

my bike do what I wanted it to do. I felt like I was *forcing* my way through the curves rather than gliding through them, and it was starting to get a little frustrating.

Then I remembered learning about countersteering in my riding class. Instead of trying to *turn* the handlebar (and the



front wheel) in the direction of the curve, I started pushing forward on the handlebar on the inside of the curve. To turn right, I pushed on the right handlebar; to turn left, I pushed on the left.

The effect was like magic. All of a sudden, the bike started easily dropping into the turns, leaning the way I wanted it to go with only slight pressure on the bar. Rather than struggling to stay on the safe side of the yellow line, I was soon gliding through the corners like a seasoned rider.

The reason countersteering works has to do with gyroscopic forces of the wheels. When we push forward on one side of the handlebar, those forces cause the bike to lean and result in a change in direction. The handlebar barely moves, but the motorcycle leans into the turn.

But you don't have to understand the physics to know that it works. Try it! I promise you'll like it. Once you've got the basics down, here are a few more advanced techniques you can apply to get even more out of every corner you encounter.

LINE IT UP

Let's go back to those twisties in rural Ohio. Slow, Look, Press, and Roll (see sidebar) applies differently here. We're not talking about sharp 90-degree corners, but gradual twists and turns of varying severity. Picking the right "line" to ride will minimize tension and maximize fun.

The most basic way to take on a curve is to approach it from the "outside" (the left part of the lane on a right-hand turn), glide

to the inside as you ride through it, and then back to the outside as you exit. This has the effect of reducing the radius of the curve, and will help you maintain more speed and control through the curve. Again, turn your head and look through the curve – and remember your countersteering technique: press right to go right; press left to go left.

LEFT, RIGHT, LEFT

"S-curves," multiple curves in rapid succession, create special challenges. If you approach the first curve as described above, you may not be best positioned to take on the next one. The same principles (start on the outside, etc.) apply, but you may have to get a little creative to work your way through. Use your best judgment to decide the best approach. Err on the side of caution (slow down even more if you're not sure), and try thinking of a challenging set of curves not as an obstacle to overcome but as a fun puzzle to solve. Keep your attitude positive and stay relaxed!

SIGNS AHEAD

Here's a veteran tip: Those little yellow signs with a "speed limit" entering a curve? Pay attention! Not because you'll need to stick to that speed, but because they'll give you a clue how sharp the turn is. If it says "15 MPH," for example, you'll know a pretty sharp curve is coming. Be prepared to slow to a speed at which you feel comfortable and confident.

KEEP LEARNING

We've really just scratched the surface here when it comes to cornering. Remember that there's no better teacher than experience. And while practice may not make perfect, it will definitely make you a better rider. Always ride within your own comfort zone (don't be pressured by what other riders may be doing). Consider getting some qualified instruction (such as a Harley-Davidson® Riding Academy class). And whenever possible try out new techniques in a controlled environment before taking it to the streets.

If knowledge is power, experience is what helps you control it. Apply these principles in your riding, and soon you'll be enjoying your time on two wheels more than ever before.

FOUR-STEP PROGRAM

The basics of cornering can be summed up in four steps: Slow, Look, Press, and Roll.

1 Slow: It's common sense, but it's also essential. As you're approaching a turn, roll off the throttle and slow to a speed at which *you* can successfully navigate the curve. Unless you're on a racetrack, "late braking" is not a badge of honor. Many accidents are caused by entering a turn with too much speed.

2 Look: As you approach the corner, turn your head (not just your eyes), and look in the direction you want to turn. For one thing, turning your head will subconsciously help you turn the motorcycle in the direction you want to go. Additionally, turning

your head helps give you a clearer view of what's coming. Check to make sure your path is clear of any obstacles or hazards. Adjust your intended path if necessary. If anything is in your way, you may also need to slow further. Visualize you and the bike moving through the turn in a safe, efficient manner.

3 Press: Here's where the countersteering comes in. To initiate the turn, press forward on the handlebar in the direction you want to go. This will begin a lean and get the motorcycle turning.

4 Roll: As you enter the turn, start rolling on the throttle smoothly and gently. This will accomplish several things. For one, it will help you maintain your

speed and counter the natural tendency to continue slowing down. Also, gradual acceleration will stabilize your motorcycle. Finally, as you begin to exit the turn, steady acceleration will naturally help return you and the bike to an upright position and back up to speed to continue on down the road.

One more thought:

It's important to not overthink this process. Understanding it will help you navigate corners more smoothly and confidently, but as you gain experience it will become more natural. Slow, Look, Press, and Roll will become part of who you are as a rider, freeing you to think less about technique and more about enjoying the ride.



Letters

WHAT'S YOUR STORY?

We welcome your letters, photos, and riding stories. 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, and telephone number and/or email address. All submissions become property of Harley-Davidson. We reserve the right to edit submissions for length and content.

Looking to the Future

The article "48 Hours in the Quiet" [*HOG* 052] was a great read for two main reasons. First, it was a good story that kept my interest and contained some unexpected good humor. Good job, Mr. Richards! Second, it appeared to be a realistic description of the benefits, value, and challenges of a LiveWire™ electric motorcycle owner. I think there are a lot of us watching the LiveWire model closely, and waiting for range and charging opportunities to reach prime-time possibilities. Day rides for me often hover at 200 miles, so it's not right for me yet.

It seems clear, though, that urban riders or those who travel 100 miles a day have everything they could ask for in the LiveWire.

John Marsh
Fredonia, New York

TRAVELING LIGHT

I had read the letter "Leaders of the Packing" [*HOG* 051] several times and then couldn't resist responding. For a trip from North Central Texas to Phoenix, Arizona, the writer packed four pairs of jeans, eight T-shirts, eight pairs of underwear, and eight

pairs of socks. I don't think I own that many of any of those items!

I have ridden from Phoenix, Arizona, to Sturgis (by way of all of the southeast Utah national parks; Jackson Hole, Wyoming; Grand Teton and Yellowstone national parks; Beartooth Highway; and Devils Tower) and back, and I've taken a quarter of those things. Enjoy the freedom (and smells) of the road, and when your own smell starts winning out, stop at a laundromat.

Doug R
Via email

THE BEST MEDICINE

Although we're in isolation during the COVID-19 pandemic, I still see bikers out there enjoying solo rides and consider the motorcycle to be the ultimate form of "outdoor activity." I couldn't imagine my life without it. I've never felt closer to God than when I'm alone on the road with my bike; it's my therapy and medicine. As I've grown older and my children have moved away, my wife and I have found a new sense of happiness and adventure on the bike. Harley-Davidson isn't just a brand; it's truly a lifestyle that can be whatever you make of it. We choose to make it positive. Enjoy the ride!

Johnny White

Via email

STORY WITH TWISTS AND TURNS

When I read the Next Ride "Counting Curves" article in *HOG 052*, the mention of Backbone Rock, "the world's shortest tunnel," on TN-133 sure hit home. Last September my wife, Deb, and I rode up to

the "tunnel" on my 2008 Ultra Classic® while traveling with our good friends and regular riding companions Al and Tam. We left western New York on a mission to see Tennessee. After great visits to Nashville and Knoxville, we headed to Johnson City to attend the Hills n Hollers H.O.G.® Rally. When we arrived at our hotel we were greeted by an active construction site! The hotel chain never contacted us about its status. Just like the workers who hand carved the top of Backbone Rock to allow the smokestack of their company's locomotive to pass through it, we needed to resolve our problem. We found rooms about 20 miles outside of Johnson City and spent the next three days thoroughly enjoying northeastern Tennessee and western North Carolina. We rode so many curvy roads that at one point I was ready to be on a straight stretch – and that had never happened to me before!

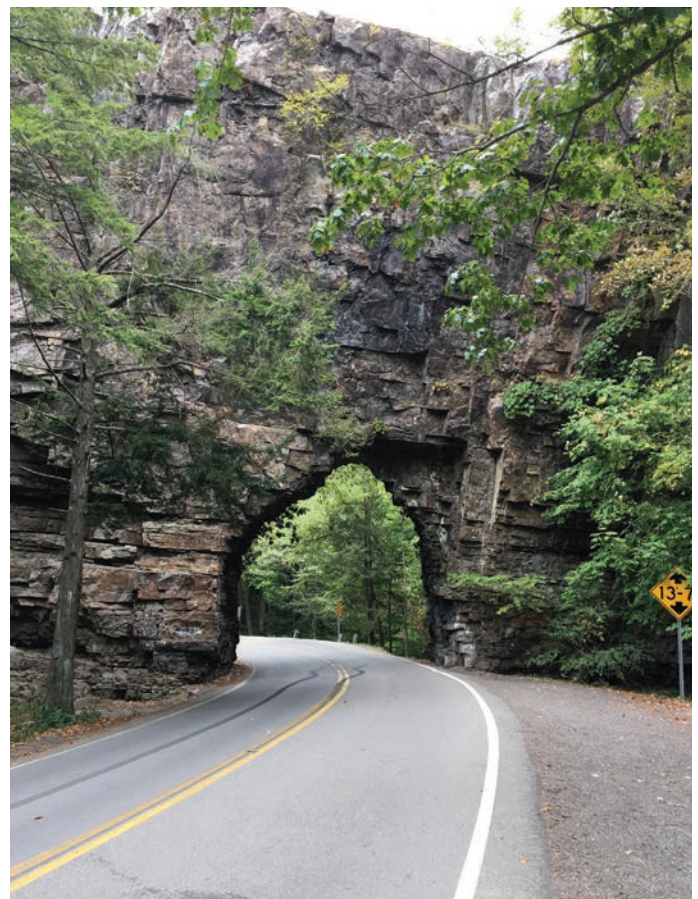
Mike Dujanovich

Orchard Park, New York

CONFIDENCE IN THE SADDLE

I enjoyed Michelle Jans' article ["Accidental Thoughts," *HOG 052*], and admire her and her husband's resilience after coming off of their bike. I started riding 25 years ago, bought my first Harley-Davidson motorcycle in December 2014, and became a H.O.G. member shortly thereafter. I now have three H-D motorcycles.

I have spent most of my life with the motivation of riding pushing me through the tough times, both personally and professionally. My latest bike, a 2016 Ultra Limited that I purchased new, is waiting for me to tour the country. However, I had an accident in my car last fall that has made me question the risk versus reward of riding. I have learned that in an accident it's an uphill battle fighting medical insurance, auto insurance, and even the recovery process, and I see those costs only skyrocketing if an accident occurs while riding. After all, the general population has the opinion that anyone →



riding is asking for it and that no one is at fault for not seeing a bike.

I'm writing because I want answers. Michelle and her husband somehow found the strength within to resolve to always ride. I really want to stay in the riding community and enjoy what I have loved most of my life, but I also recognize that an accident on a rural road involving air evacuation and significant injury could easily bankrupt a person, even if the other driver is at fault. As one of my instructors says, "They may be at fault, but you're going to pay for it." It would be great to do an article on the psychology of getting back on the bike after an accident or near miss. There's a lot of effort to attract new riders, but some of us would like to remain riders and would appreciate some advice at a time when the roads seem to be more dangerous than ever for motorcyclists.

Bryan Woosley

Via email

A BIRD'S-EYE VIEW

I recently bought a 2020 Harley-Davidson® Road Glide® Special with the Eagle Eye Special Edition Paint set at my local H-D® dealership. When I pulled into

my driveway I noticed the odometer hit 20 miles, and then I saw a shadow pass over the gauges. When I looked up, a bald eagle was flying over. It circled my house and flew off. I couldn't believe that the moment I got home with my new motorcycle with an eagle painted on the tank, at mile 20, an American eagle flew over. It's the most American thing that has ever happened to me.

John Quinlan

Cincinnati, Ohio

READY FOR THE OPEN ROAD

Here's a picture of my Sport Glide® motorcycle taken on April 2. She's all dressed up with nowhere to go. My son and nephew already have four trips planned for when the COVID-19 "stay at home" order is lifted. The scooter's clean, maintained, and ready for the dance. One good thing about having to stay at home is that it has been a great time to catch up on maintenance.

Al Turner

Denver, Colorado



HOG



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Summer Miles

Tour in comfort on long – and hot – summer days with gear and accessories from Harley-Davidson. The Women's Performance Shirt with Coolcore Technology performance fabric provides wicking power to swipe at sweat for a cooling feel. The Men's H-D® Triple Vent System Trostel Leather Jacket features patented triple vents and two-way zipper cuffs, with Coolcore lining for customized cooling. The touchscreen-compatible Women's Cora Leather & Mesh Full-Finger Gloves have mesh panels for added comfort while gripping the handlebar. Add a dark and aerodynamic look to your bike with the Black Streamliner™ Collection, featuring raised chrome stripes against the gloss-black surround. Put your body in the proper touring position to eat up miles on the Sundowner™ Smooth Deep Bucket Seat, with generous padding for maximum rider and passenger comfort. Sized for a long weekend, the Overwatch Large Sissy Bar Bag features a cavernous main compartment plus a drawbridge-style outer pocket with removable tool pouches.

1 Men's H-D® Triple Vent System Trostel Leather Jacket

P/N 98053-19VM, from \$495.00

2 Women's Performance Shirt with Coolcore Technology

P/N 99220-19VW, from \$85.00

3 Women's Cora Leather & Mesh Full-Finger Gloves

P/N 98295-14VW, \$55.00

4 Overwatch Large Sissy Bar Bag

P/N 93300120, \$229.95

5 Black Streamliner™ Hand Grips

P/N 56100411, \$99.95

6 Sundowner™ Smooth Deep Bucket Seat

P/N 52000128, \$359.95



ALASKA
THIS WAY



H.O.G.[®]
RALLIES 2020

1. July 30-August 1

Iron Adventure H.O.G. Rally
Farmington, CT

2. September 9-12

Bikes, Bourbon
& Bluegrass H.O.G. Rally
Lexington, KY



H.O.G.[®] TOURING
RALLIES 2020

A. August 6-10

Run to the Fun H.O.G. Rally
Milwaukee, WI to Sturgis, SD

B. September 15-19

Bay, Lakes & Sea H.O.G. Rally
Annapolis, MD to Portland, ME

C. October 13-22

Museums H.O.G. Rally
Birmingham, AL to Milwaukee, WI



**H.O.G.® CHECK-INS
2020**

- 1. August 8-15**
Sturgis Motorcycle Rally
Sturgis, SD
- 2. September 3-6**
Milwaukee Rally/Harley-Davidson
Museum® Milwaukee, WI
- 3. September 23-26**
Bikes, Blues & BBQ
Fayetteville, AR

**Due to COVID-19,
all details are
subject to
change.
Visit [H-D.com/](https://www.harley-davidson.com)
events for the
most up-to-date
information.**

10FOR20 Featured Rides



DONNER PASS



Nine miles west of Truckee, CA | 160 Miles

In 1846, the Donner brothers' wagon train allegedly turned cannibal here while snowbound. More biker friendly outside of winter, take the Donner Pass Road past Donner Lake and Donner Pass to the Yuba-Donner Scenic Byway.



BLACK MOUNTAIN, KY



Harlan County, KY | 168 Miles

Black Mountain is Kentucky's highest point at 4,145 feet. From Lynch on State Route 160, take Black Mountain Ridge Road just before the state line to follow the Wilderness Road Heritage Highway to Cumberland Gap and Pinnacle View Road.



BEAVERTAIL LIGHTHOUSE



Jamestown, RI | 35 Miles

Beavertail Lighthouse stands at the tip of Conanicut Island, separating Narragansett Bay's east and west passages. From Ocean State H-D® in Exeter, ride Ten Rod Road, then cross the Jamestown Bridge over the bay to Jamestown and down to Beavertail.

For full details of each ride, plus other recommended rides, download the 10 Rides for '20 ride guide at [H-D.com/ride365](https://www.harley-davidson.com/ride365).

Exhaust

A Very Special Collection

Words by **Blayne Regan**

Some say I'm determined, others call me crazy, and even more think I'm obsessed. I may well be each of these things, but above all I enjoy having a challenge and a purpose.

It all started back in February 2018 when I visited my local H-D® dealership and saw the 115TH Anniversary poker chips. I had already been collecting H-D poker chips since 2011, so it was only natural that I wanted a 115TH chip. Flipping the chip in my fingers, I got to thinking that it would be neat to collect 115 of the 115TH. And that's how my great challenge began!

I live in Iowa, which means there's snow more months than not, and I knew that I'd have to be ready to go when the weather cleared. Since I had time before the riding season began, I started calling all of the dealerships in the states surrounding Iowa to figure out who stocked the 115TH chip. Once I had that list created, using Ride Planner I began to map out day trips to dealers that were within 100 to 800 miles of me. I also mapped out trips that were farther away – about 1,200 miles – which would require an overnight stay. Once the snow melted, I started to take off each weekend on my 2017 Ultra Limited® bike in search of my treasures.

In May, I rode out to Washington, passing through South Dakota, Wyoming, and Montana. That trip and the weekend trips netted me 58 poker chips. I was halfway to my goal, but that wasn't good enough – I wanted 115! I knew I'd have to toss my net farther.

During the summer, my wife and I take vacations on the bike. We pick a few states – usually a couple but sometimes up to five – and we visit all of the dealerships in those states. At each one, we buy a poker chip. That summer, our first trip was a tour of the Utah, New Mexico, Nevada, Oregon, and Oklahoma dealerships. If they had the 115TH chip, I picked one up. However, not every dealership stocked the anniversary chip. I collected 16 chips from those states, and at the end of June I was 65 percent into my goal, with two more trips to come.

Our next vacation was a tour of the Georgia, Alabama, and Arkansas dealerships. I added 12 more chips to my collection – 75 percent of the way toward my goal. By that time, summer was two thirds over, but I still needed 29 chips. I cast my net wider



and farther in search of more.

In September, I took my last week of vacation and mapped a route that would take me through Tennessee, Alabama, Florida, Louisiana, Texas, and Arkansas. It wasn't very successful so far as the chips were concerned, as I encountered an obstacle: Some dealerships had sold out of the anniversary chip. I was beginning to worry that I wouldn't achieve my goal, and time was running out – just like the chips were.

By October, I had accumulated 105 poker chips. I was so close and yet felt so far away, as I didn't have any more time available to ride, and even

if I did I'd have to ride far.

I refused to give up, but I was running out of options. In desperation, I turned to the one thing that would ensure success – eBay. But I felt that was cheating because in my heart I couldn't count the chip if I hadn't visited the dealership on my bike. However, it was then that I had an epiphany: I would only buy chips on eBay for those dealerships that I had visited previously on other trips! With that, I purchased the remaining 10 chips and completed my collection.

The final tally is as follows: a total of 121 chips from 23 states and one Canadian province. Overall, I rode 37,000 miles!

A Harley-Davidson Fat Boy motorcycle is parked in front of a large black semi-truck cab. The motorcycle is black with chrome accents, including the engine covers and exhaust pipes. The truck cab is also black and features a large chrome grille with a Harley-Davidson logo in the center. The scene is set in an industrial area with a building in the background.

Ordinary has been terminated.

Meet the Fat Boy® 30th Anniversary Limited Edition, a celebration of one of the most iconic motorcycles ever created by Harley-Davidson. Blacked-out from fender to fender, this is the legendary custom rolling with dark style and even more dominating presence. Unleash it. And carve out a legend of your own. Visit your local Harley-Davidson® dealer today.





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The miles you ride show your dedication to freedom and the open road. Whether an afternoon getaway or a transcontinental journey, every ride brings us closer together. The Ride 365 program offers rewards and recognition at numerous levels. Keep track of your mileage, because miles count.

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