



# HOG<sup>®</sup>

FOR THE HARLEY-DAVIDSON<sup>®</sup> ENTHUSIAST SINCE 1916  
CANADIAN EDITION ♦



PG  
28

# HIGH ROLLERS

*2015 CVO™ motorcycles  
hit the jackpot in Vegas*



CARPE DIEM: SEIZING THE MOMENT AND TOURING THE OKANAGAN >> BIG GUITAR COUNTRY: THE ROLLING GREEN HILLS OF TAMWORTH, AUSTRALIA >> PACK IT IN: TIPS FROM A WELL-TRAVELLED RIDER-WRITER-PHOTOGRAPHER

SUMMER  
2015  
\$6.99 CAN.



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With the purchase of any new Harley-Davidson® model from an authorized Canadian Harley-Davidson® Retailer, you will receive a free, full one-year membership in H.O.G.® Always ride with a helmet. Ride defensively. Distributed exclusively in Canada by Deeley Harley-Davidson® Canada, Richmond and Concord. Deeley Harley-Davidson® Canada is a proud sponsor of Muscular Dystrophy Canada. ©2015 H-D or its affiliates. HARLEY-DAVIDSON, HARLEY, and the Bar & Shield Logo are among the trademarks of H-D U.S.A., LLC.

# LIVE WITH CONVICTION



UNITED BY INDEPENDENTS

## RIDE WITHOUT COMPROMISE

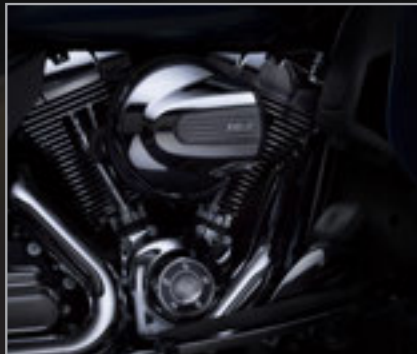
This is about making your own rules. Answering to no one. Riding whenever, wherever you want in a relentless pursuit of freedom. And taking your experience to the next level with Project RUSHMORE enhancements in control, infotainment, style and feel. Ignoring the status quo has never been more satisfying.

### ENHANCED STYLE AND FEEL



- Splitstream vent
- Improved rider and passenger ergonomics
- Sleek, modern styling

### OPTIMUM CONTROL



- High Output Twin Cam 103™ engine
- Reflex™ Linked Brakes with ABS
- Daymaker™ LED headlights

### INFOTAINMENT



- Boom!™ Box 6.5 GT Infotainment System
- Voice Activated Control
- Touch Screen Navigation

# CONTENTS



## 28

ADVANCES IN  
PREMIUM SUSPENSION  
TECHNOLOGY CAN GIVE  
RIDERS MORE CONTROL  
AND BETTER COMFORT,  
**AS IN THE NEW  
HARLEY-DAVIDSON®  
PREMIUM DYNA®  
SUSPENSION SYSTEM.**

page 48 



## 35

### » Departments

#### 6 WELCOME NOTE

Change is in the air.

#### EDITOR'S NOTE

Destination: Everywhere.

#### 7 INTAKE

Letters from our Members.

#### 9 FRONT SHOP

#### 10 NEWS

Harley-Davidson® Project LiveWire™ Experience Tour expands.

#### 14 BACKSTORY

Sealed with a brick.

#### 16 GALLERY

Photos and stories from the field.

#### On the cover:

2015 CVO™ Limited

#### 45 BACK SHOP

#### 46 PITSTOP

Pack It In: Tips from a well-travelled rider-writer-photographer.

The Shocking News: Ride quality and performance in one premium system.

#### 52 RALLY RIDES

2015 H.O.G.® Events

#### 58 RIDING STORIES

Destination Unknown: Following the front wheel to unexpected places and adventures.

The Zen of Riding: The joy of the journey is being one with the machine.

The Grand Ride: A three-week "live to ride" adventure takes friends across the continent and back.

#### 66 ARCHIVES

Arthur Davidson: A keen business sense, loyalty, good humour, and hard work fuelled this pioneer to a distinguished career in the industry.



# THE RISE 'N SHINE ISSUE

HOG® MAGAZINE CANADA

SUMMER 2015

## » Features

### 22 **BIG GUITAR COUNTRY**

Rolling green hills and the great riding roads of Tamworth, Australia, home of the legendary Big Golden Guitar. *Story by Sam Maclachlan and photographs by Mark Watson/Incite Images.*

### 28 **HIGH ROLLERS**

2015 CVO™ motorcycles hit the jackpot in Vegas. *Story by Matt King and photographs by Wes Allison.*

### 35 **CARPE DIEM**

Seizing the moment and touring the Okanagan with the help of an Ultra Limited motorcycle. *Story and photographs by Dustin A. Woods*

### 41 **COURAGE BY FIRE**

Langley Chapter riders endure the heat in a ride for the ages. *Story and photographs by Greg Tunner.*



22



## Welcome Note

### CHANGE IS IN THE AIR

In today's environment, anyone looking for the pace of change to slow is likely to be sorely disappointed.

**Change is especially important for organizations:** As the world evolves, Customer needs change and grow, creating new demand for new types of products, benefits, and services, and opening up new areas of opportunity to meet those needs. Without change, it would be impossible to meet the evolving needs of a growing base of loyal Customers and new members.

If you're a Chapter member, chances are you've experienced some great changes as your officers come back from H.O.G.® Officer Training (HOT) raving about all the new ideas they can't wait to implement. HOT benefits everyone – even those who are not Chapter members – by helping the few prepare to serve the many by engaging new members and creating more participation. HOT is where Chapter officers learn how to bring the H.O.G.® experience home to the Chapter, to the local level, where the real magic happens by changing “the way it's always been”. Simply asking “why?” can lead to new ideas and new innovations that directly impact experience and participation.

Remember that H.O.G.® is primarily a members-run club. The Harley-Davidson Motor Company provides high-level leadership and a framework for organization, but it's your fellow members who really make it all happen. That's why we take training so seriously. So the next time you're at a Chapter event or H.O.G.® Rally, take a moment to thank the organizers for all they do. They'll appreciate it – and will most likely thank you for making it all worthwhile.

- **Gina McNeil**, *Manager, Enthusiast Services*

*“Accept what is, let go of what was, and have faith in what will be.”*

- *Unknown*



## Editor's Note

### DESTINATION: EVERYWHERE

**SUMMER IS FINALLY HERE, USHERING IN THE LATEST EDITION OF HOG® MAGAZINE CANADA.**

It's chock-full of great photos, stories, tech tips, and a new Destination Ride section that's sure to impress (see pages 22-27)! If you've ever wondered how it would feel to ride a motorcycle in places like Australia, Egypt, Brazil, or New Zealand, your wait is over. This marks the start of a series of international features sharing the dos and don'ts of local culture, food, and the riding experiences of some of our H.O.G.® collaborators from around the world.

We are often reminded to enjoy the beauty around us. This always holds true when riding solo or with a group of friends, surrounded by the beauty of nature or the city. Our friend Greg Tunner shares his sweltering experience riding in the Washington State area and why it's important to remain hydrated and appreciate the beauty around you – as it might not always be there (see pages 41-43).

I must admit that I can always use an extra hand (or saddlebag) when packing for a multi-day road trip. Although I've been riding for years, I never seem to have enough space – maybe I'm just over-packing? Mike Zimmerman shares his secrets to packing smart and light (see pages 46-47). I have a new appreciation for synthetic underwear and socks!

Lastly, a quick reminder to visit the various Canadian Regional and other North American H.O.G.® Rally websites, as information is regularly added and updated (see pages 52-55). Ride safe and often, but, most importantly, just RIDE!

- **Duarte Pita**, *Editor, HOG® Magazine Canada*

**Question of the issue:**  
What's your ultimate dream ride destination?



### EDITOR'S PICK DARE TO DREAM

I wish I had the fortitude (and funds) to ride through Africa like Roberts Jones. He seems so confident in himself and his bike. I am planning short trips within the U.S., and want to include a cross-country ride on my bucket list. I wonder if he had trouble finding fuel. Great article! Keep up the good work!

– Sent via email



### THE RECYCLER

In the Rally Rides section of the last edition of *HOG* Magazine Canada, there is a mention about what to do with old Harley-Davidson shirts. We had some of our old shirts made into a quilt. Not only does it look great, it keeps us warm on chilly nights. And I still wear the rest!

– Sent via email

### BABY, IT'S COLD OUTSIDE

My wife, Debbie, and I look forward to your articles about rides and riding tips. We were surprised that one of our favourite cold weather tips was not included in the Pitstop "Give the Cold the Cold Shoulder" article in the last issue, and thought we should share it.

Years ago, while we were riding home from the Laughlin River Run, we encountered some cold temperatures. We could not afford heated gear in those days and were already bundled up. Our friend gave us a simple cold weather tip: wear rain gear to block the wind, even during sunny weather. We gave it a try and were surprised to learn that it made a huge improvement!

Nowadays, we have heated riding gear; however, we still occasionally get caught without it, and this remains our go-to trick!

– Sent via email

I would like to add a few points to John Sandberg's article about winter riding. First, while it is dangerous to ride with snow on the road, snow alongside the road is not necessarily a major hazard. Sunny afternoons with cold temperatures can make for enjoyable and safe riding, because the sunshine dries the pavement, and the cold temperature keeps the snow from melting. However, watch out for salt! Salt on the road reduces your traction and attacks the metal on your bike. Come spring, you will have one hell of a wash job to deal with, but when it's done you will have the satisfaction of knowing all your riding buddies think you're crazy.

– Sent via email

### GLASS HALF FULL

Thank you for the Archives article "Not All Bad" in the Spring 2015 issue; it was a great read.

I have owned a number of AMF Harley-Davidson motorcycles, and still have a couple (along with some pre- and post-AMF motorcycles). While others dislike them, I explain that if it had not been for AMF, the Harley-Davidson Motor Company probably would not be here today. The AMF successors learned from earlier mistakes, and made some of their own, but look where we are now. Thank you AMF. And thank you Harley-Davidson!

– Sent via email

### Correction 1:

*HOG* Magazine Canada regrets excluding the byline for the author and photographer of the feature story "Into Africa" in the Spring 2015 issue. The story was written and photographed by Roberts Jones.

### Correction 2:

*HOG* Magazine Canada incorrectly identified the dates for the Missoula, Montana, rally in the Spring 2015 issue. The correct dates are July 16-18, 2015.



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# KINGS OF THE ROAD TRIP



Roll up and save 10% or more on your room. Earn bonus points toward free stays.\*



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# FRONTSHOP

SUMMER 2015

## NEWS

Harley-Davidson® Project LiveWire™ Experience Tour expands.

Top Canadian ABC finishers.

Two up or two bikes?

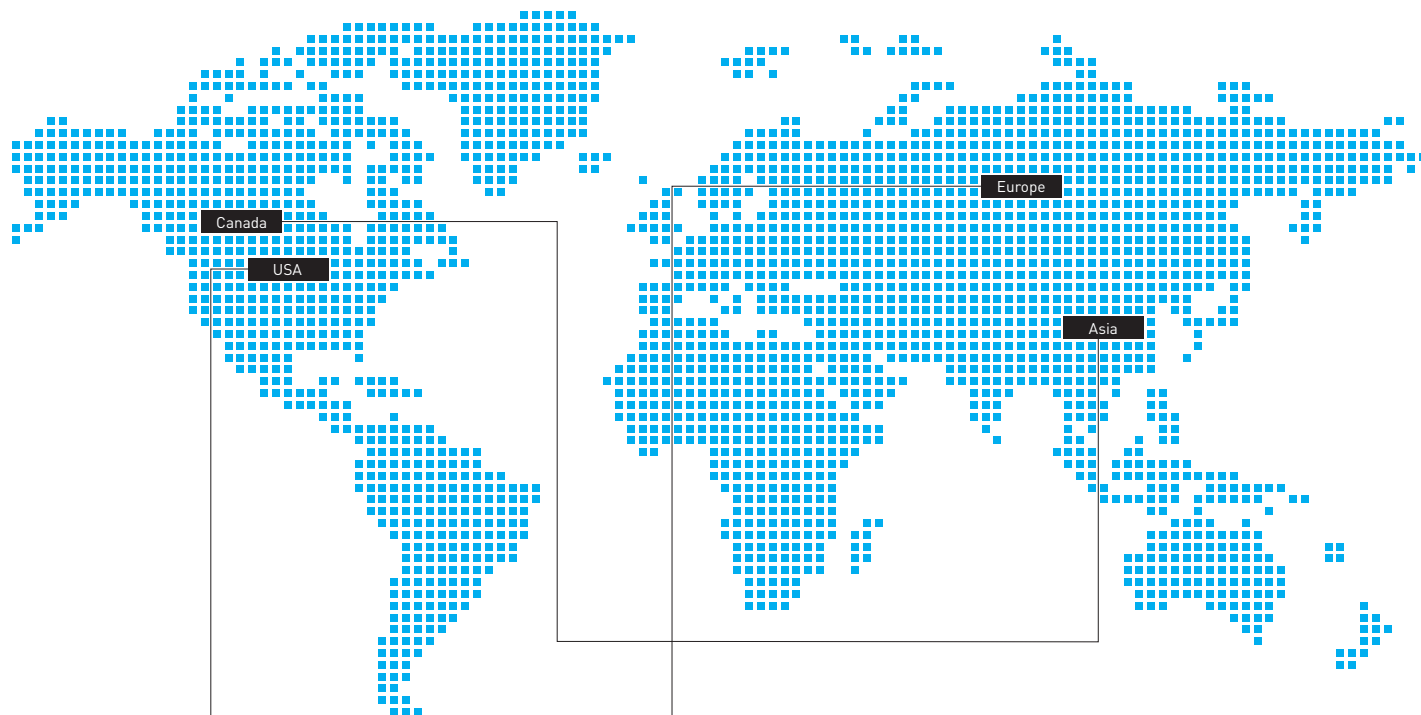
## BACKSTORY

Sealed with a brick

## GALLERY

Photos and stories from the field.





## AN INNOVATIVE APPROACH TO ADVANCE THE POSSIBILITIES OF PERSONAL FREEDOM

The Project LiveWire™ motorcycle blends the Company's styling heritage with the latest technology to deliver a new expression of the signature Harley-Davidson® look, sound, and feel. The motorcycle offers a visceral riding experience with exhilarating acceleration and an unmistakable new sound. Fans can learn more about the Project LiveWire™ motorcycle at [projectlivewire.com](http://projectlivewire.com). More information about specific dates and locations will be posted on the website as details become available. Harley-Davidson also invites anyone interested in the possibilities of the future to follow and engage with the Company on its social media

channels, including Facebook, Twitter, and Instagram.

## H-D® PROJECT LIVEWIRE™ EXPERIENCE TOUR EXPANDS

Riders around the world will have the chance to help shape the future of the Project LiveWire™ motorcycle, the first electric motorcycle from Harley-Davidson Motor Company, as the Company's Project LiveWire™ Experience tour expands globally in 2015.

Building on the excitement of the debut of the Project LiveWire™ motorcycle last year, select consumers in Asia, Europe, Canada, and the United States will have an opportunity to ride and provide feedback on the bike, helping to guide the development of the new

motorcycle, beginning with events at Malaysia's Sepang International Circuit.

"Project LiveWire has reset expectations about what a Harley-Davidson motorcycle can be," said Harley-Davidson Chief Marketing Officer, Mark-Hans Richer. "The first phase of the Project LiveWire Experience tour provided valuable feedback about the features and experience riders expect from an electric Harley-Davidson motorcycle. This year we're expanding that experience to a global audience to gain even deeper insights from riders to help us shape the future direction of this exciting technology."

While not for sale, the Project LiveWire™ motorcycle was specifically designed for the purpose of seeking insight into rider expectations of an electric Harley-Davidson®

motorcycle. The Project LiveWire™ Experience tour invites Customers to test ride and learn more about the story of the motorcycle and provide feedback on their experience. Even those who don't yet ride will have the opportunity to feel the power of the Project LiveWire™ motorcycle through the Jumpstart™ demo – a simulated riding experience.

In 2014, more than 15,000 Customers provided feedback on the Project LiveWire™ motorcycle, including more than 6,800 who took demo rides as part of a 30-stop tour across the United States and at a special consumer event for Latin American Customers in Miami, Florida. Longer term plans for Retail availability of the Project LiveWire™ motorcycle will be influenced by feedback from riders during the Project LiveWire™ Experience tour.

## HARLEY OWNERS GROUP® OFFICIAL CHALLENGE COINS

H.O.G.® members everywhere can now join in the proud tradition of challenge coins. Minted by official Harley-Davidson® licensee Northwest Territorial Mint, the Harley Owners Group® national challenge coins are available to all H.O.G.® members. The American-made solid brass coins feature the official Harley Owners Group® logo on one side and the Harley-Davidson® Bar & Shield logo on the reverse.

The challenge coin tradition, a source of pride for soldiers



in every branch of the Military, is now building momentum among Harley® riders. Just as a Harley-Davidson® motorcycle is not merely transportation, a challenge coin is not merely a token. A Harley® challenge coin in your pocket is a tangible way to show your spirit of

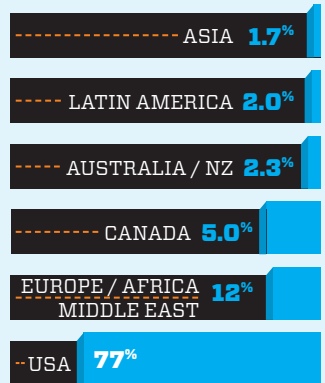
independence and pride of ownership of your piece of the American motoring legend.

The solid brass H.O.G.® national challenge coin is exclusively available to H.O.G.® members through the Harley Owners Group® website at [www.hog.com](http://www.hog.com).

## ACTIVE H.O.G.® MEMBER COUNT

(as of February 28, 2015)

From its beginnings in 1983, the Harley Owners Group® has grown to nearly one million members worldwide. More than just a motorcycle club, we are brothers and sisters from all walks of life who share a common passion for an American legend and a lifestyle.



## TOP CANADIAN TOURING ABCs FINISHERS

→ The H.O.G.® ABCs of Touring is an alphabetical "scavenger hunt" for you and your Harley-Davidson® motorcycle! Earn points and win prizes by collecting photos of yourself, your motorcycle, and "official signs" from A to Z!

**CONGRATULATIONS TO THE TOP CANADIAN FINISHERS** in the 2014 H.O.G.® ABCs of Touring contest:



**FIRST PLACE – 102 POINTS:**  
Bill Kelso of Sussex, NB



**SECOND PLACE – 97 POINTS:**  
Jerry Kubik of Lethbridge, AB



**THIRD PLACE – 91 POINTS:**  
John Buchanan of Kamloops, BC

**Thanks to everyone who took part in the 2014 contest, and remember:** the contest has been redesigned for 2015, with simplified rules, new prize levels, and a chance to win a print/image from the Harley-Davidson Museum™ signed by Bill Davidson, an exclusive ABCs of Touring contest wall clock, and a Harley-Davidson® FXRG® jacket. Get the details and download an entry form at [www.hog.com](http://www.hog.com) – and don't wait to get started on your 2015 entry!

**What does it mean to us?**



A reason to stand on the pegs.



What's a seat belt?



Good times ahead!



## REVVING OUR ENGINES IN THE FIGHT AGAINST PROSTATE CANCER FOR 15 YEARS

By Taso Mascaldis

**M**otorcycle riders across Canada are celebrating 15 years of revving their engines for the fight against prostate cancer with the TELUS Motorcycle Ride For Dad. Supported by Deeley Harley-Davidson® Canada, ride events since 2000 have raised more than \$15 million. Taking place in more than 30 cities throughout May and June, each ride consists of a parade, poker run, prizes, and much more.

The ride is a day of fun for a serious cause – prostate cancer, the most commonly diagnosed men’s cancer. One in seven Canadian men will be affected in his lifetime, making prostate cancer the second-leading cause of cancer death in men. But the news isn’t all bad. Because of events like the TELUS Motorcycle Ride For Dad, and the support of Deeley Harley-Davidson® Canada, more men are being tested early and research is being done to improve outcomes.

To encourage friends and family to give generously, Deeley Harley-Davidson® Canada will donate a gift certificate valued at \$5,000, to be awarded to one lucky winner who raises a minimum of \$200 in pledges.

Most importantly, the funds raised by each local TELUS Motorcycle Ride For Dad go to funding prostate cancer care and research in that community. Get involved: ride, volunteer, donate, or sponsor! To register and learn more about the TELUS Motorcycle Ride For Dad, visit [www.RideForDad.ca](http://www.RideForDad.ca).

## TWO UP OR TWO BIKES?

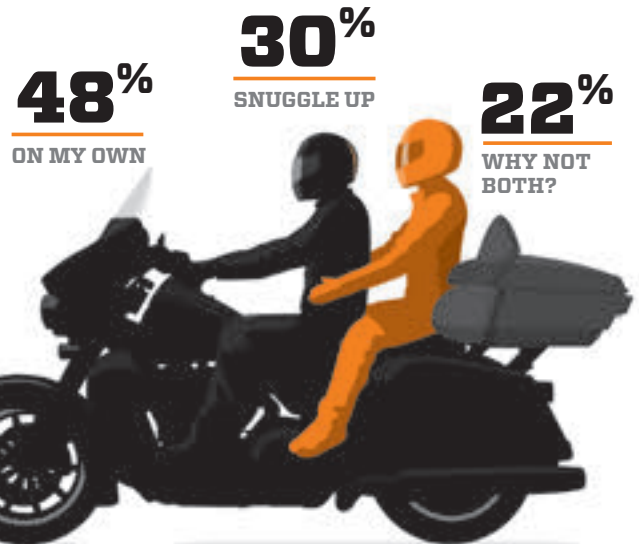
### H.O.G.® ASKED:

*These days, more and more women are moving from the back of the bike to riding alongside their partner on their own motorcycle, while other women still prefer the view from the passenger pillion. Where do you sit?*

### YOU ANSWERED:

Why would you want to ride behind your man? All the fun is up front! – **TERESA G.**

**I fell in love with my bike and will never look back, and, luckily, I have a wonderful husband who respects my riding skills. – TRACY G.** Either passenger or rider is good for me, as long as we’re riding and sharing the experience together. – **HELEN H.** **I love taking tight twisty turns, cruising over rolling hills flanked by summer wheat, and enjoying the majesty of the open highway; it’s my ride, my speed, my way. – DEBBY A.** I’m the navigator, weather reporter, and photographer. We make an awesome riding team, and I love every moment seated behind him! – **MELINDA L.** **Wrapping my arms and legs snugly around my man, floating across the roads with the sights and sounds. In a word, romantic! – CINDI C.**



### HARLEY® ON SCREEN

- H-D® Duo Glide motorcycle in *The Mask*, movie, 1985
- H-D® XR 750 motorcycle in *Ocean's Thirteen*, movie, 2007
- H-D® WLA 45 motorcycle in *Captain America: The First Avenger*, movie, 2011
- H-D® XR1200X™ motorcycle in *Fast and Furious 6*, movie, 2013

# DEELEY

HARLEY-DAVIDSON.

## CANADA

### DEAR FELLOW H.O.G.<sup>®</sup> MEMBERS:

As you may be aware, here at Deeley Harley-Davidson<sup>®</sup> Canada, we have come to an agreement with the Harley-Davidson Motor Company to take over distribution operations in Canada as of August 4, 2015. The decision for direct distribution in Canada is solely based on aligning us with the global business strategy of the Motor Company. I assure you, it has nothing to do with performance. The move has already been made in other major markets, including Brazil, Australia, and Italy. In Canada, we were one of the few remaining markets with a third party distribution agreement.

This will mark the end of a long, very fulfilling, yet bittersweet journey with many happy roads travelled, beautiful country rides, and some great memories with the incredible people I have met through the H.O.G.<sup>®</sup> family. Like on any long ride, you have to embrace the detours. When asked to become the exclusive distributor for Harley in 1973, Fred Deeley Imports Ltd. was formed. Having represented Deeley Harley-Davidson<sup>®</sup> Canada for close to 40 years, H.O.G.<sup>®</sup> has always been considered part of the family and a key contributor to our growth. I take great pride in saying that H.O.G.<sup>®</sup> is as strong today as it ever has been, and has an incredible and promising future. To that point, Deeley Harley-Davidson<sup>®</sup> Canada will fully support H.O.G.<sup>®</sup> until August 4.

Personally, I am excited to remain part of H.O.G.<sup>®</sup> through Trev Deeley Motorcycles here in Vancouver, and both Janice and I will continue our membership through the Vancouver Chapter. We know there are many more good times ahead. In fact, it was just last year that I was given more than 110 reasons to love the sport, celebrating with many of you at the 110th Anniversary and 30th H.O.G.<sup>®</sup> Anniversary in Milwaukee.

I wish nothing but the best for Harley-Davidson Canada as they implement their global strategy in Canada and look forward to many years of happy riding and continuing to meet with H.O.G.<sup>®</sup> members across the country. Janice and I are hoping to attend a few of the regional rallies this summer and we will also continue our 25 year commitment to the Kamloops Ride for Muscular Dystrophy – a Hunter family tradition!

The last 40 years have been one heck of a ride. Thanks for your passion and commitment to the sport of motorcycling, I look forward to seeing you on the open road!

Sincerely,  
Deeley Harley-Davidson<sup>®</sup> Canada  
**Malcolm Hunter**  
*President & Chief Operating Officer*





## Canadian H.O.G.<sup>®</sup> VIP Check-in-August 5, 2015

\* Stay tuned for more details in the H.O.G.<sup>®</sup> HOTWIRE - July 15th, 2015  
(sign-up for the above eNewsletter @ [www.hogmagazinecanada.ca](http://www.hogmagazinecanada.ca))





## SEALED WITH A BRICK

To seal a new 75-year deal as the official motorcycle of the Sturgis Motorcycle Rally, Jeff Wick of Harley-Davidson Motor Company ripped a few bricks out of the historic front entrance of the Company's Milwaukee headquarters with a Street™ 750 motorcycle on January 15. The bricks will be transported by riders to Sturgis, South Dakota, in the coming months to be used in the construction of a new, permanent Harley-Davidson® plaza on Main Street. The plaza will be the new home of Harley-Davidson at the rally, which is celebrating 75 years in 2015. To learn more about the Sturgis Motorcycle Rally (August 1-9), visit [h-d.com/sturgis](http://h-d.com/sturgis).

*Photograph by* **Ryan Messier**

*Closed course. Do not attempt. Professional rider.*

# MEMBER'S GALLERY



**PHOTO SUBMISSIONS:** Please send minimum 2 MB files at 300 DPI resolution to: [editor@hogcanada.ca](mailto:editor@hogcanada.ca)





1. **Ivan Prasin**, formally of Mississauga, ON, now residing in Switzerland and exploring Europe on his Harley-Davidson® motorcycle. This picture of his 2010 H-D® Ultra Classic® Electra Glide® model was taken in Switzerland during the fall season.



**PHOTO SUBMISSIONS:** Please send minimum 2 MB files at 300 DPI resolution to: [editor@hogcanada.ca](mailto:editor@hogcanada.ca)



**2. René Corbeil**, of Gatineau, QC, and his 2012 H-D® CVO™ Road Glide® Custom model, fall 2014.

**3. James and Kitty Osborne, Rob Malcolm, and Cheryl Vinnai**, all of Brantford, ON, during a trip to Lynchburg, TN.

**4. Mario Boudreault**, of Canton Tremblay, QC, visiting a H-D® dealer somewhere in Western U.S.A. in July 2014 during a 13,000 km, 29-day road trip.

**5. George Hauffe**, of Edmonton, AB, and his viewpoint as he is mesmerized by the beauty and cleanliness of his H-D® Road King® motorcycle.

**6. Bound for Milwaukee, WI, in 2013. Left to right: Carson Buhnai, Dwight James, Gordon Johnson, and Phil James.** Photo by Gordon Johnson.

**7. Ron Beattie** and the Old Strathcona Chapter at the annual Edmonton Classroom on Wheels ("COW") bus charity ride to deliver their donation in support of the Centre for Family Literacy.



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11

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**8. Gary Szilagyi**, of Pointe-Claire, QC, briefly taking his eyes off the 318 curves during the “11-mile stretch” of the Tail of the Dragon in 2014.

**9. Grant Twiss**, of Mission, BC, just outside Lytton, BC, visiting the Fraser Canyon on his 2014 H-D® Street Glide® Special model.

**10.** A thank you to the Ladies of Harley™ (LOH™) from the Newfoundland Chapter, who had a great year in 2014 raising money and collecting food and clothes for a local women’s shelter as part of their community involvement.

**11. Rodney Bakken**, of Edmonton, AB, stopping at the Rogers Pass Summit on his way home from a three-week tour of BC.

**12. Jean-Marie Bourque** and **Jacqueline Lemyre**, of Saint-Bruno, QC, on the Tail of the Dragon, September 2014.



# BIG GUITAR COUNTRY

Rolling green hills and great riding roads – Tamworth is the Aussie country town that is **the home of a huge country music festival and a legendary Big Golden Guitar.**

Words by **Sam Maclachlan**

Photos by **Mark Watson/Incite Images**



#### **NOTE TO READERS:**

Welcome to **"Destination Ride"**, a new feature section in HOG® Magazine Canada, where we show you the world and rides of a lifetime to inspire your next journey.

– Editor



If you've never heard of Tamworth, Australia, imagine a town sheltered in the shadow of a certain large Golden Guitar and not a whole else lot to offer, besides "both" kinds of music: country and western.

But look a little deeper and you'll find some of Australia's best riding roads. You will also discover an amazing collection of two-wheelers, and that the many hills surrounding the Tamworth basin – in the heart of New South Wales – provide eagle-eye views of a region that offers so much more than just music.

My usual touring companion, Mark "Watto" Watson, and I found ourselves up early and searching for buckets of coffee and our standard monster breakfast on our first morning in Tamworth. That meant heading for Peel Street, the tree-lined centre of town with the most breakfast establishments. We needed to decide which way to point our steeds first: a short day loop out to Hanging Rock and back, or hit the magical Oxley Highway to Port Macquarie – visiting via this road is worth the ride alone.

On our way to breakfast, we spotted a statue of Smokey Dawson (a famous Australian country music performer who recorded from 1941 to 2005) and, after explaining to a clueless Watto the legend we were in the presence of, ol' Smokey and I had a quick chat and a laugh. He seemed a bit quiet for such a music and television legend, but we were in a rush, so it made it easy to end the conversation.



**S**urrounded by fried bacon and eggs, we decided a day in the local area was the best bet. We hadn't spotted the Big Golden Guitar yet, which surprised me because for some reason, I had figured it to be so monstrous it could be seen from any point in Tamworth. The legend of that guitar had turned it into a lightning rod of epic proportions in my mind, so we decided to head up to the Oxley Lookout on the edge of town to see if we could spot it.

Watto was astride a Road Glide® Special motorcycle, which made a spectacular sight

when cruising the surprisingly heavy Peel Street morning traffic. He made quite the noise, too, with music – perhaps judged inappropriate for the home of the Country Music Festival – blaring from its speakers. Watto did not care.

My relatively subtle Night Rod® Special motorcycle, still had a few heads turning as we convoyed to the very top of the Oxley Lookout. It turned out to be a great place to start because Tamworth is spread out beneath you, and includes the tantalizing view of the beginnings of the Oxley Highway heading east out of town, as well as the Nundle Road where we would be heading a bit later on.

To my genuine disbelief, however, we still couldn't see the Golden Guitar. Had it been stolen? Or was it simply smaller than my imagination had built it up to be? I was



### TAMWORTH: HOW TO GET THERE

Known in Australia for its country music roots, Tamworth is a small but active town, especially during the Tamworth Country Music Festival, the second largest music festival in the world, in late January. The city was the first in Australia to use electric street lights in 1888, earning the moniker "First City of Lights". The town is located 420 km north of Sydney, about the halfway point between Sydney and Brisbane – on the western side of the Great Dividing Range. **TO GET THERE:** Daily direct flights from Toronto to the Sydney Airport via Air Canada with domestic connection flights from Sydney to the Tamworth Airport via QantasLink or Brindabella Airlines. – *Gordie Bowles*



“Our loping style was more about **gathering up the kilometres than winning an imaginary race.**”



clouds, and close to no traffic were the features of our ride, with long sweepers scattered along its length. It's not a challenging road, but the surrounding countryside is atypical of the New England region – and on a bright sunny day, it's hard not to become immersed in the sedate pace of the area.

The road skirts Chaffey Dam, and it's worth peeling off into the lookout to catch sight of the locals enjoying camping on its shores, and towing their squealing children around the lake on inflatable doughnuts. Despite being high above them, the water carried their voices clear as a bell to our position. “How beautiful is this place?” someone asked. They didn't need an answer. It had been a good two and a half hours since we had eaten, so that was enough to get us back on our bikes and headed for Nundle.

It's one of those places you arrive in and mutter, “What a cool town”. We noted the pub served lunch, but first stopped in at the Odgers and McClelland Exchange Store. It was full of stuff I never knew existed, such as spelt liquorice, and the prices meant buying souvenirs wouldn't break the bank. If you have a “browser” as a pillion or pilot however, don't let them anywhere near the place – you won't get away for hours.

Nundle is that relaxed of a town that we noticed an elderly man doing “blockies” in his motorized wheelchair, complete with his pet dog asleep on his feet. No one batted an eyelid.

Our grumbling tummies led us to the pub for lunch before heading for Hanging Rock. It's only a short eight km blast up the Nundle Road, but the road is fun and, as usual for the area, scenic. There is a pair of dams that make for a great rest spot at the top, even though they are not as large as the Chaffey expanse of water.

Heading back to Tamworth, we had a choice of either the way we came or the New England Highway, via the sealed Lindsays Gap Road. We chose the latter for reasons of variety, but also because as highways go, the New England is a good one. It also gives a taste of how many Tamworth visitors will approach the town, and I'm happy to report, it's an easy ride in, as opposed to a stupefying boring approach.

When we got back to Tamworth, it was time to hit the impressive Powerhouse Motorcycle Museum (*see sidebar*). By the time we managed to tear ourselves away and were mounted up again, the sun was on its way out, so it was



determined to be able to just find it, rather than look it up or ask for directions.

We'd search later – the next step was heading for Nundle and then Hanging Rock. Why there? Because Nundle is a cool name for a town – and a local had told us at breakfast that it was a good ride. If you're thinking Hanging Rock is the place Miranda shouldn't have gone up to, don't ... it's not. But it is a little town perched on top of a hill accessed by a twisty road, so it's very much worth checking out.

We headed to Nundle on the Tamworth-Nundle Road, and it's one bit of bitumen truly deserving of the “scenic” tag. Big fat hills, fluffy white



**SNAKES ALIVE!**

Our visit to Tamworth country coincided, rather unfortunately, with the peak activity of the region’s snake population – or so it seemed. I narrowly avoided running over one slithery critter as it skittered across the road, a situation you want to avoid, as an injured and pissed off reptile joining you at the bars, having been flicked up by the wheels, is not as fun as it may sound.

“It’s not a challenging road, but the surrounding countryside is atypical of the New England region – **and on a bright sunny day, it’s hard not to become immersed in the sedate pace of the area.**”

time to find this bloody guitar. We spotted one of those brown tourist signs with Golden Guitar on it, and headed off in the suggested direction, eyes scouring the sky for this golden monolith. Instead, we found it in a fast food restaurant’s car park, clearly in need of a fresh coat of paint and “only” 12 m high. Underwhelmed doesn’t even begin to describe how I felt.

Allowing a fast-food franchise the prime position next to this iconic big attraction (think Coffs Harbour’s Big Banana) is baffling for a town that hangs its cowboy hat on the Country Music Festival, though the attached Big Golden Guitar Centre is pretty cool.

That night, we ate at the Quality Hotel

Powerhouse, the hotel attached to the Powerhouse Museum, and owned by an epic bike nut. The restaurant is of quality in both food and service, but be prepared to pay for it – it ain’t cheap! It’s worth it on special occasions, though.

Discussion over dinner – we were aware many of our fellow diners figured our age and maleness meant we were perhaps “special friends” – centred around the ride the next day. The Oxley Highway occupies the same place in my head as the Golden Guitar had (right up until we actually saw it), the difference being I have ridden the Oxley numerous times, so I know its legendary curves to be true. Watto, on the other hand, hadn’t. I just didn’t have the words to adequately explain what he was in for, so I kept my mouth shut and waited until he could find out for himself.

We set off early the next morning, and it wasn’t long before I could sense Watto smiling in his helmet. By the time we arrived at the Walcha Royal Café, he was a convert.

And there was a whole lot more to come!

The café was populated by all sorts of riders and bikes, which meant it was a sure thing that the road ahead would be populated by all sorts of speed-detecting devices as well. That didn't matter; the road is generously speed posted for most of it and our loping style was more about gathering up the kilometres than winning some imaginary race.

Having said that, I nearly overshot our next scheduled stop of Gingers Creek, as myself and the Night Rod® Special motorcycle were in some sort of rhythm at that point. It's one of those roads that lets you lose yourself in concentration, or settle back and allow the wondrous scenery to take over your senses. Yes, some other riders can take it all a bit seriously, but let them go and do their own thing, and you are free to do yours!

Recent bushfires had left some roadside bush tattered, but that ensured better vision through some corners ... which helped a lot because the corners are endless. The sweepers are better suited to life on a Harley-Davidson® motorcycle than some of the tighter corners, but both are fun with the right attitude. For me, a lot of the fun was the obvious enjoyment Oxley virgin Watto was experiencing, as he swung the Road Glide® motorcycle from apex to exit again and again and again. The radio was well and truly off at this point – he just needed the Harley® motorcycle rumble to keep himself amused.

We eventually passed a portable speed camera set-up between Wauchope and Long Flat, the latter of which reminded us of coffee, and we finished off the ride with exactly that, sitting beside the gently ticking bikes. It sure was one epic ride, and I doubt Watto will ever forget his first time on the Oxley.

Our arrival in Port Macquarie signalled the end of a memorable few days in the Tamworth region. I have all but forgotten the disappointment of the not-so-Big Golden Guitar, though it's not hard to understand why the first white explorer through the region waxed lyrical about the place. That explorer was John Oxley (hence the name of the highway) and while he may have become a bit romantic about the whole thing, he was part of a time that needed more than Google Maps to discover parts of the world. As he passed through the Peel Valley in 1818, he said: "It would be impossible to find a finer or more luxuriant country than its waters ... no place in this world can afford more advantages to the industrious settler than this extensive vale."

Tamworth is definitely luxurious, however, and mixed with excellent rider roads. With the capacity to house and entertain masses of people, and the flavour of one of Australia's oldest inland towns, Tamworth is so much more than a music festival.

Just don't expect too much from the Big Golden Guitar ...

## POWERHOUSE MOTORCYCLE MUSEUM

Front and centre is the owner's customized 1996 Fat Boy® motorcycle. It's the only bike on display the owner actually rides, and it's as fastidiously maintained as the rest of them.

The rest are concours-condition machines, as well as some original-condition limited-edition late models. It is an impressive reflection of motorcycle history, and when you start adding up the hours each bike must have taken to rebuild, it boggles the mind. The astounding thing is that of the 60 on display, there's another 140 or so to come!

The iconic film *On Any Sunday* plays non-stop in the museum, and there's a good chance you will have watched most of it by the time you come out. Watto and I did, anyway. Watching those fearsome Harley® XR 750 flat trackers in action stands the hairs of the neck to full attention, particularly when you spot what passed as "track safety" in the late 60s! The museum isn't large, but the power of the memory-making, legend-inspiring machines enshrined within make it one of Australia's best.



# HIGH R



# COLLECTORS

*2015 CVO™ motorcycles hit the jackpot in Vegas.*

.....  
Story by **Matt King** & Photographs by **Wes Allison**



# V

**egas, baby! What better place than Sin City to appreciate the flashy Custom Vehicle Operations™ lineup of the Harley-Davidson Motor Company.** Dripping with chrome, slathered in luscious paint, and loaded with custom Parts & Accessories, CVO™ motorcycles draw attention like a high roller with a hot pair of dice. But if you think CVO™ models are all about the bling, don't bet on it.

**A**lthough the CVO™ Road Glide® Ultra and CVO™ Limited motorcycles sit like a royal flush atop the Harley-Davidson® Touring model family, outfitted with glitzy finishes and custom flourishes that would make any rider drool, both bikes are serious riding machines equally at home cruising a neon-bathed boulevard, carving a twisty back road, or loping through big sky country.

Like the CVO™ Limited model launched in 2014, the new-for-2015 CVO™ Road Glide® Ultra model benefits from all of the updates introduced with Project RUSHMORE, including its Screamin' Eagle® Twin-Cooled™, Twin Cam 110™ engine, redesigned One Touch saddlebags and

Tour-Pak® carrier, Boom!™ Audio 6.5GT infotainment system with touchscreen and 3D GPS, Reflex™ Linked Brakes with ABS, stout 49 mm front forks, and improved passenger seating.

With nearly identical specifications from their steering heads to their back ends, these two models also perfectly showcase how the Limited's handlebar-mounted bat-wing fairing and the Road Glide® motorcycle's frame-mounted fixed fairing result in two very different riding experiences. It has long been said that most riders either love the Road Glide® fairing or hate it, but more than just looks separate these fairing designs.

The Road Glide® fairing has two defining

characteristics that complement its unique styling. First, mounting the fairing directly to the motorcycle's frame isolates the handlebar from the effects of wind, preventing the transfer of vibrations into the rider's hands, and takes some weight off the front end. As a result, the handling feels lighter and more precise in many riding situations. Second, the fairing places the gauges and radio farther away from the rider, creating a more open and expansive cockpit view from the rider's position, compared to the up-close-and-personal feeling of the bat-wing fairing, which many riders prefer.

These features have always been true of Road Glide® models, but the big news



## The RIDER'S VIEW

Colour-matched inner fairings on both CVO™ models highlight two very different rider views. Left: Gauge and radio placement is up close and personal on the CVO™ Limited model. Right: The fixed fairing of the Road Glide® Ultra model offers a more expansive forward view but places the radio controls about 2 inches closer than previous models.





for 2015 is the redesigned fairing, which updates the shark-nosed design with state-of-the-art aerodynamics resulting from hundreds of hours of wind tunnel testing. The styling of the new fairing not only brings it a step or two into the future, but also creates performance that's otherworldly in comparison to the old design.

The key to the fairing's aerodynamic performance is the triple splitstream vent system that combines a horizontal slot below the lower edge of the windscreen with a pair of vertical openings framing the Daymaker™ reflector LED headlamps. The combination of these vents with a 13.5-inch-tall windscreen creates a pocket of still air in front of the rider that reduces noise and head buffeting to extraordinarily low levels, according to Harley-Davidson® Motorcycle Product Planning Manager, Michael Goche.



"We were able to start with a clean sheet of paper and apply lessons learned when designing the new bat-wing fairing that debuted with Project RUSHMORE in 2014," Goche says. "The result is an amazing leap forward in terms of comfort for the rider, with aero performance that is unmatched in the category of premium Touring motorcycles."

The 2015 CVO™ Road Glide® Ultra motorcycle also features revised rider ergonomics. Where the older models were favourites of particularly long-limbed riders, a new 1.25-inch diameter handlebar places the grips 5.5 inches closer to the rider at an improved wrist angle that will fit a wider range of riders more comfortably. The new fairing also places the radio controls about 2 inches closer to the rider, making tuning easier for non-ape-armed riders, and the redesigned storage compartment doors in the lower part of the fairing are much easier to open (the right-hand compartment houses a USB infotainment connection). At 5 feet, 9 inches, this writer can attest to fitting much more comfortably on the new model than its predecessor, but taller riders may prefer a more stretched out position, which can be achieved with an accessory handlebar.





***“The result is an amazing leap forward in terms of comfort for the rider, with aero performance unmatched in the category of premium Touring motorcycles.”***

There isn't much to say about the iconic bat-wing fairing of the CVO™ Limited that most riders don't already know, other than that aerodynamic performance has been greatly improved with the Project RUSHMORE redesign. Adjustable air deflectors mounted on the lower edges of the fairing allow for fine tuning of the airflow on hot or cold days, and with a plethora of windscreen options available from Harley-Davidson® Genuine Parts & Accessories, wind protection can be dialed in perfectly for any size rider.

Fairing design aside, there are as many similarities between these two CVO™ models as there are differences. Both bikes are fitted with an optimal selection of parts to make them ideal long-distance touring machines, as we proved on a rapid freeway blast back and forth from Los Angeles in blustery early-winter conditions.

The wind and weather protection offered by both models was outstanding, and the heated seats and grips were much appreciated during hours-long stints at temperatures that hovered around 10 °C,

as were the adjustable highway pegs attached to the engine guards and the vented lower fairings. The Daymaker™ LED headlamps on both models turn night into day, and LED brake and running lights make a visual statement that's both flashy and classy, and right at home on the Vegas Strip.

The power locks are a nice touch when you roll up to park and unload your bike, as you don't have to spend time fumbling with keys to make sure you locked all the saddlebags. With one-hand operation from either the key fob or a button on the inner fairing, everything locks up tight, including the fork lock.

The Boom!™ Audio system is enhanced with upgraded speakers, and its amplifiers are worthy of the CVO™ badge. It provides a top-of-the-line infotainment experience, whether you're streaming your favourite tunes from a smartphone app, navigating with GPS, making phone calls, or monitoring incoming text messages.

Overall, the enhancements of Project RUSHMORE, combined with improved aerodynamics and ergonomics, make the



### **TRIPLE SPLITSTREAM VENTS**

Along with the horizontal slot below the windscreen, the vertical vents framing the headlamps can be closed with the push of a button to keep out the elements if conditions warrant. When open, all three vents combine to create a pocket of still air that produces unmatched rider comfort.



2015 CVO™ Road Glide® Ultra motorcycle arguably the most capable long-distance touring machine Harley-Davidson has ever produced, which may be fighting words for fans of the CVO™ Limited and other bat-wing fairing Touring models. In Vegas, everybody loves a winner, but here there really isn't one – because riding any CVO™ model is like hitting the jackpot.



## THE OTHER CVO™ MODELS

### CVO™ Softail® Deluxe Model



Retro paint, wide whitewalls, and classic Softail® lines elevate vintage style to classic art with the CVO™ Softail® Deluxe model, an easy-riding motorcycle with modern performance and tour-ready technology. Convertible components – including a quick-detach windshield, saddlebags, luggage rack, backrest, and passenger pillion – transform the CVO™ Softail® Deluxe model from touring machine to boulevard cruiser in minutes. A Road Tech™ zumo® 660 GPS navigator is integrated with the windshield, and its low centre of gravity and 24-inch seat height make the CVO™ Softail® Deluxe model an ideal option for riders of smaller stature.



### CVO™ Street Glide®



The 2015 CVO™ Street Glide® motorcycle packs more combustion and audio power than any previous model, with the Screamin' Eagle® Twin-Cooled™, Twin Cam 110™ powertrain, offered for the first time in a Street Glide® model, pumping out a stout 115 ft-lbs of torque, plus four three-way speakers and two 300-watt amplifiers cranking out sound better than you've ever heard. Custom features include polished chrome Aggressor wheels, extended saddlebags, a custom CVO™ seat, Daymaker™ LED headlamps, and Wind Splitter windscreen, plus all of the standard Project RUSHMORE features, such as the Boom!™ Box 6.5GT infotainment system with touchscreen and GPS.



# Carpe Diem

*Seizing the moment and touring the Okanagan with the help of an Ultra Limited motorcycle.*



Story and photos by **Dustin A. Woods**

***Life moves at such a brisk pace that there is rarely a convenient time to take a holiday.*** The older you get, the more career, financial, familial, and various other domestic obligations shackle you to a routine that can be difficult to break free of. For the better part of a decade now, two of my oldest and closest friends have been living at opposite ends of Kelowna, BC, and I have been promising to visit but never quite making it for one reason or another.

**“The future depends on what you do today.” – Mahatma Gandhi**



**R**ecently, a mutual friend dropped dead at 35 from a massive and completely spontaneous heart attack. That reinforced with stark gravity that life can be tragically short and that tomorrow is never promised. It was the catalyst for several changes in my life, including booking a flight to visit my friends Jon and Mark as well as their respective wives and children, whom I hadn't seen since they were in diapers.

Since the weather in the Okanagan Valley is far more favourable than Ontario's in the spring, I decided it was a good time to travel to a location where the air didn't hurt. I packed up my riding gear and flew to Kamloops with plans to rent a 2015 Harley-Davidson® Ultra Limited motorcycle. Stepping off the plane at the tiny airport, I couldn't help but smile as the sunshine and a warm breeze touched my face. After a record-breaking Ontario winter, I was suffering from severe riding withdrawal symptoms that immediately subsided when I arrived at Kamloops Harley-Davidson® and fired up the familiar 103 cubic-inch V-Twin of the Project RUSHMORE-updated touring bike.

With nothing on the itinerary my first day but to arrive, pick up the Ultra Limited motorcycle, and enjoy the area,

I toured around town and pointed the big bike towards the squiggly lines on the dash-mounted GPS screen, which took me up to the top of Sun Peaks Resort. Briskly traversing the winding roads up to the summit, I had

to take great care in some of the corners, where road sand had yet to be cleared away from the winter. The trip to the summit of the small ski village was worthwhile for the ride itself, but the view wasn't half bad either.

Situated at the convergence of the two branches of the Thompson River near Kamloops Lake, Kamloops – Tk'emlups in the Shuswap language, Secwepemctsin – means "the meeting of the rivers". European settlement changed the area from a fur-trading hub and fishing village into a region that relies more on industry and agriculture, but, as in most of the province, outdoor adventure activities of all kinds are enjoyed year round.

Encapsulating this experience is a 4x4 I came across that had both a windsurf board and a snowboard on its roof. Both could easily be used in the same day if you timed it right.

The mountainous desert reminiscent of California's landscape also features an impressive array of old cars that would have succumbed to time and been devoured by salt corrosion years ago elsewhere in the country but continue on here as timeless, if faded, daily drivers.

In my research on the region in advance of my trip, I came across several endorsements of the Dreamcycle Motorcycle Museum just off the Trans-Canada Highway in Sorrento, between Kamloops and Salmon Arm.

In only its third year of operation, the museum is unassuming from the road but turned out to be well worth stopping for. I would recommend it for any motorcycle enthusiast, whether your visit is a stopover while exploring the incredible roads in the area or the destination itself.

The museum is a retirement project for owner and manager Mike Lane. But it's a professional operation that will elicit feelings of severe jealousy from any motorcycle enthusiast and inadequacy from even the

**“European settlement changed the area from a fur-trading hub and fishing village into a region that relies more on industry and agriculture, but, as in most of the province, outdoor adventure activities of all kinds are enjoyed year round.”**

most serious collector. Featuring a drool-worthy gift shop filled with a diverse collection of aspirational items, an intimate theatre where motorcycle-themed films play continuously on a loop, and an impressive workshop where projects are refurbished or restored, the highlight of Dreamcycle is obviously the motorcycles themselves. Lane's collection comprises rare models from well-known brands like Honda, Kawasaki, and BMW, as well as lesser known brands some may never have heard of, like the ill-fated BSA and Ariel, and even the elusive Vincent. While some of the models are shockingly low-mileage examples, prototypes, or one-of-a-kind race





bikes, the museum's crown jewel is Lane's recently acquired 1911 Pierce-Arrow, which is prominently displayed at the entrance to the collection. Lane wanted this bike so badly that he traded his beloved Ferrari for it. "I can always buy another Ferrari one day if I want to," Lane said to justify his decision. "But the opportunity to find another Pierce-Arrow in this condition would never happen again."



And, of course, no collection of unique and historic motorcycles would be complete without what is perhaps the world's most recognizable motorcycle brand. Lane's collection features an ultra-rare Harley-Davidson® 1977 XLCR. One of only 3,133 examples in the world, this Willie G. Davidson-designed model has found new life as inspiration for the Street™ 750 and 500 models – but it wasn't that popular in 1977. "Surprisingly, some of the least sought-after models of their time are now the most expensive and collectible," Lane said as he walked me through the various displays.

Lane's collection also features a pre-production 2002 VRSCA V-Rod® model provided by the Harley-Davidson Motor Company for the factory technician training courses at Grande Prairie Regional College in Alberta, and a one-of-a-kind 1996 Screamin' Eagle® Dyna® model that was used in the Screamin' Eagle® Parts catalogue to showcase the new line of accessories.

As much as he would love to own thousands of motorcycles (wouldn't we all), Lane acknowledged the need to pick a theme and stick with it in order to have any kind of focus or consistency. "What I'm looking for are rare bikes with an interesting history or unique design characteristics," explained Lane, who is not only the owner and proprietor, but also chief mechanic, occasional custodian, and personal tour guide.

Bikes are constantly coming and going at the museum, so you never know what you'll find, and Lane doesn't post the collection on his website because he believes the bikes should be experienced in person rather than read about on the Internet.

Leaving the museum for lunch in Salmon Arm before heading towards Vernon by way of winding and scenic back roads rather than Highway 97B, I reflected on how inspiring it was to meet someone like Lane who has embraced his passion and pursued his dreams. Life truly is too short to spend it doing things that don't serve to promote our personal growth or fulfillment. I take solace in the fact that my recently and prematurely deceased friend Derek passed away while exploring the world with his beautiful wife. There is never a good time or scenario to meet one's maker, but I like to think that his last moments were happy ones.

They say that friends are the family you choose, and I consider both Mark and Jon to be family. Navigating our formative years together, we shared the many victories and defeats of childhood and adolescence, continuing to be friends to this day regardless of the miles that separate us. As is the case with old friends, once we



were all together, we immediately slipped into the familiar status quo of jokes and insults – the personification of male bonding.

Mark enjoys riding his British Café Racer around Kelowna year round, but Jon hadn't been on a motorcycle since his uncle took him around the block on his Fat Boy® model as a kid. He was excited at the prospect of going for a ride despite having to ride pillion.

"I borrowed a buddy's motorcycle gear, and I've got a pair of





cowboy boots,” Jon said. “Is it weird if two hetero dudes ride on the same bike?” I responded that it wasn’t exactly conventional practice but that I was fine with it, providing he could manage to keep his hands to himself.

While we both felt a little bit like Jim Carrey and Jeff Daniels riding the scooter in the film *Dumb and Dumber*, carrying the added weight and drawing more than a few stares was worth it to experience the surrounding roads

**“Life truly is too short to spend it doing things that don’t serve to promote our personal growth or fulfillment.”**

on two wheels rather than from the passenger seat of Jon’s luxury SUV. Leaving his house in Glenmore, we travelled across the William R. Bennett Bridge and up Westside Road along the west side of Okanagan Lake. We learned quickly that the signs warning of road-crossing rams should be heeded, since we met eyes with a number of them during our afternoon ride, which also took us further south down Boucherie Road to the Okanagan’s world-famous wineries.

Despite warnings from my cab driver that night about my proposed route the next morning, I opted to take Highway 97C to Merritt, then 5A to Kamloops, where I would return the Ultra Limited model and fly home. Known as the Okanagan or Coquihalla Connector, the 220-kilometre stretch of expressway has very few exits, little traffic, and a “suggested” speed limit of 120 km/h that, as far as I can tell, no one seems to pay attention to. The steep elevation changes and higher speed limit allowed the new aerodynamics and engine dynamics of the Ultra Limited model to really shine through. At its highest altitude, the Pennask Summit reaches 1,728 m above sea level and often experiences snow, which I learned firsthand. Colder and possibly a little wiser, I made it through the ordeal unscathed and arrived safely at my destination. The whirlwind weekend of travel was short lived and left me exhausted for the workweek ahead, but the recollections of vast, pristine landscapes, memories made with new friends, and connections fortified with old ones will continue on.



### BEST WESTERN RIDE REWARDS PROGRAM

In Kamloops and Kelowna, I stayed at Best Western properties, the exclusive Harley-Davidson® hotel chain, and saved 10 percent with the Harley® rate plan available at [www.BWriders.com](http://www.BWriders.com). Rider-friendly hotel amenities include a wipe-down station and VIP bike parking, and the Harley-Davidson® Ride Planner has a hotel-mapping feature that shows available hotel properties along your proposed travel route. H.O.G.® members who enrol in Ride Rewards are automatically upgraded to Platinum Elite status.

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# COURAGE BY

# FIRE

## Langley Chapter riders endure the heat **in a ride for the ages.**

**O**n long trips like this one, we do some thorough planning, including route and fuel stop selection, and researching road conditions, closures, and weather forecasts. We post a description of the ride for our members a few days ahead of time, and anyone can come along, as long as they understand what they're getting into. In this case, though, I don't think any of us knew what we were getting into, and we might have changed our minds had we known what was actually ahead of us – even though the roads through the Cascades are some of the greatest on the continent.

*Story and photography by Greg Tunner*

When nine members of the Langley Chapter started out on an 850 km ride through the Cascade Mountains in the summer of 2014, there were about a dozen forest fires burning in Washington State. We knew it was going to get hot,

## BUT WE HAD NO IDEA WE WERE HEADING STRAIGHT INTO HELL.

The trip began with a good breakfast at Bob's Burgers in Sumas, Washington, just four blocks across the border, which serves as a great rally point for many of the Chapter rides we make in the area.

Then it was kickstands up at 8:00 am, and we were off on the first leg of the journey, which took us south on Highway 9 to Sedro-Wooley, then east on State Route 20 towards Marblemount for a fuel stop before heading up through the Cascades. We knew we had a lot of ground to cover, so we planned to stop about every hour and a half for water and fuel, with some extra scenic stops at the North Cascades National Park entrance for a photo, at the Diablo Lake lookout, and at the South Early Winters Spire and Kangaroo Ridge lookouts, about a mile before the famous hairpin curve. This area is really a highlight of the entire highway. At the last lookout stop, we were glad to have the chance to take a layer off and get something to drink, as the heat of the day, even at that altitude, was starting to climb.

A half-hour later we dropped out of the Cascades into Okanogan County, and the temperature shot up about 10°C in ten minutes. By noon, when we got to the Western-themed town of Winthrop, with its wooden boardwalks and early twentieth century facades, we were steaming. The bikes were already reading air temperatures over 32°C and climbing fast. We stopped for a quick lunch at the Old Schoolhouse Brewery, where staff told us that overnight, forest fires had burned up against the west side of the Columbia River, closing the road we were heading for.

A quick check of the map book confirmed we had an alternate route – the highway we had planned to take also ran on the other side of the river. Little did we know what we were riding into.



As we headed south to Wenatchee on Highway 97, the fires were actively burning on the west side slopes of the river. We looked across at miles of black, smouldering, burned-out slopes, spotting the occasional flash of a sage bush bursting into flame. It was hot, smoky, and very uncomfortable. By now, the temperature was topping 43°C. We were feeling it, and it was still getting hotter with every kilometre.

Being on the east side of the river also meant we were in full sun for this entire leg. There was no shade, and our heads were starting to boil in our black helmets. We stopped for an impromptu but very necessary water break near Orondo, and were impressed by the coordinated efforts of several helicopters flying past us at regular intervals to drop water on the smouldering slopes just a kilometre or two away. The air conditioning at the local gas station – and the slushies in our hands – were heavenly, and we gave the clerks a chuckle as we dropped ice down our shirts and struggled with brain freezes. The temperatures peaked at about 45°C, and none of us were in any rush to get back out there. One lesson I learned – evaporative cooling vests are worth every penny, and mine saved my sizzling back on this ride.

Highway 97 became State Route 2 as we approached Wenatchee, crossing the Columbia River and heading west into the hills – and finally some shaded roads. By now the ride had become more of a survival journey than a tourist trip. We were all fading fast and looking for the next chance to cool down again. The plan was simple: find ice cream in the small Bavarian-themed town of Leavenworth, another unusual town in the middle of Washington State. When we hit the first red light, we looked to our left, and were staring directly at a Marble Slab Creamery outlet – our salvation. Ice cream has never tasted so good.



At this point, we still had more than four hours of riding ahead of us. We are strong, and we look after each other; when we were confident everyone was feeling good and our core temperatures were down, we set out into the mountains. About an hour later, a couple of us realized we should have fuelled up in Leavenworth, so we rode easy until we came to the first station we'd seen since leaving town – somewhere near May Creek – with a 25 km range remaining on one bike and 18 km on another. Gas stations aren't always convenient when you're riding through state and national parks, and I'm always surprised

at how quickly a half tank of gas seems to run low when you're focused on the roads ahead.

By now, it was nearing 6:00 pm, and the temperature had finally started to drop – down to a cool 39°C. We discussed the plan to get back to the border, and we all agreed to ride non-stop the rest of the way since we had enough fuel to make it. I honestly can't remember too much of that last leg other than great scenery. We wound our way out of the Cascades, following the Skykomish River to Monroe, then heading northwest to Everett, where we found the I-5 and headed back to Canada.

This trip was one for the books, and likely the overall toughest ride any of us have ever done. Iron Butt rides don't always have to be high milers – the challenge level and intensity of the ride also count. But the struggle was worthwhile for a long day of riding tight corners through deep canyons, along several different rivers, overlooking some incredible mountains and valleys.

As tough as it was, we were lucky to get through just before the fires got really bad. By the end of the summer, the area we rode that day was ravaged by dozens of forest fires, including four separate forest fires that connected as they grew, becoming the Carlton Complex Fire, the largest in the State's history. In the 36 hours before our ride, the Carlton Complex Fire grew from 72 to 870 square kilometres. This one fire would eventually burn more than 1,000 square kilometres, cutting power to Winthrop and much of the surrounding county, and destroying more than 300 homes. It closed State Route 2 near Leavenworth a few days after we rode through.

I want to give a special nod to our members, Harvey Antonensen and Kate Cannata. Harvey made this ride with us on his seventy-fourth birthday. Harvey is one tough old man, and we're happy to know him. Kate only discovered solo riding three years ago, and she has worked hard to become a strong rider – better than a lot of people I know who've been riding for a lot longer. She rode this trip solo on her 2014 Street Glide® motorcycle.



**Nine members of the Langley Chapter – from left:** Perry and Jean Making, Don Jackson, Hart Bergmann, Kate Cannata, Jim Smith, Greg Tunner, Harvey Antonensen, and Brad McFadden – looking fresh, just an hour into an epic eight bike, 12.5 hour, 850 kilometre ride that included several hours of riding in 43°C heat.

# THE SUMMER BLACK LABEL COLLECTION



[H-D.COM/MOTORCLOTHES](http://H-D.COM/MOTORCLOTHES)



## EXPLORE YOUR DARK SIDE

INTRODUCING THE NEW HARLEY-DAVIDSON® SUMMER 2015 BLACK LABEL COLLECTION. MOTO-INSPIRED STYLES IN SLIM, MODERN FITS THAT ARE RAW AND REBELLIOUS TO THE CORE. MADE FOR THOSE BRAVE ENOUGH TO STEP OUT OF LINE. STOP IN TO TRY ON THE GEAR DESIGNED TO KEEP YOU RIDING

# BACKSHOP



**SUMMER 2015**

## **PITSTOP**

Pack It In: Tips from a well-travelled rider-writer-photographer.

The Shocking News: Ride quality and performance in one premium system.

## **RALLY RIDES**

2015 H.O.G.® Events

## **RIDING STORIES**

Destination Unknown: Following the front wheel to unexpected places.

The Zen of Riding: The joy of being one with the machine.

The Grand Ride: A three-week "live to ride" adventure.

## **ARCHIVES**

Arthur Davidson



Getting organized and staying organized are two different things, of course – and I’ll admit that I’m better at the former than the latter ...

**Still, the better I start, the better I finish.**

## Head Gear

I’m a fan of my full-face helmet – for both the wind protection and the added safety it provides. The problem is that when I start a journey on an airplane, the helmet is bulky and difficult to pack.

Even when I take a big suitcase on wheels, it eats up a lot of space. It helps, though, to stuff something inside the helmet. That’s usually where I put my riding gloves – taking care, of course, not to damage the inner foam core, because even a small dent can detract from its effectiveness.

I like to make sure that the Retail Store providing the bike is okay with me leaving my suitcase there. No one has ever said no – and if it’s a Harley-Davidson® Authorized Rentals situation, that service is included automatically. Also, keep in mind that if your plans include a Harley-Davidson® Authorized Rentals bike, you have the option of borrowing a helmet for the duration of your ride.

## Footwear

Consider that your riding boots may not make good walking shoes. Some do, some don’t. If yours don’t, it’s wise to have a pair of sneakers handy for time spent off your bike. My boots are what you might call “cowboy” style. I love how they feel and the protection they provide while riding, but I can’t walk very far before they start to rub me the wrong way.

I learned this lesson at Niagara Falls on the 2004 Great Lakes Ontario Tour, where I ended up exploring the grounds for probably two hours. By the time I got back to the bike, my dogs were barking. Since then, I always make sure to have a pair of sneakers handy, because I never know when I might want to wander down a hiking trail or take a walk around a city.

When packing for a plane ride, it’s sometimes tempting to wear the boots and pack the sneakers. But again, I never know when I might have to walk – or run – across a major airport to make a connection. I compensate for the bulkiness of the boots in the luggage by putting items, like socks or a rolled-up t-shirt, inside of them.

## Box It

Since airlines have started to charge for checked baggage, I sometimes ship a box of gear, including my helmet, to the Retail Store ahead of time. Again, it’s best to let them know it’s coming. If you can, it’s also helpful to get a pre-paid and printed label to make return shipping hassle-free.

## Bag It

I’m a big fan of zipper-lock plastic bags: larger ones for clothing, smaller ones for things like batteries, camera cables, and cell phone chargers. It helps keep things organized and makes it easier to take out just what you need.

Getting organized and staying organized are two different things, of course – and I’ll admit that I’m better at the former than the latter. Often, by the end of the day, stuff is out of the bags and crammed indiscriminately into whatever space I can find. Still, the better I start, the better I finish.

## Where to Put It

Ideally, I like to pack most of my “outerwear” – rain gear, extra jacket, sneakers, and so on – in the right saddlebag because it’s easier to get at quickly. I reserve the left for all of my other clothing and stuff I won’t need until I stop for the night. And I use the Tour-Pak® luggage carrier for my camera

gear and other items I need to access frequently, like a map, spare gloves, snacks, water, sunscreen, and the like. I say “ideally” because it can vary depending on the needs of a particular trip.

Everything in the left saddlebag goes into one bag. Lately I’ve been using a lightweight nylon “stuff sack”. It balls up to almost nothing in the suitcase but is big enough to hold everything that goes in the saddlebag, and it’s got some extra room to put the sneakers or a few other items when I’m unloading. If all goes well, I can get everything from the motorcycle to the hotel room in a single – if sometimes awkward – trip!

## Hold Back

On a short trip, or if you’re bringing an extra piece of luggage, you may find yourself with “plenty” of room. Resist the temptation to fill up every available space. Leave a little room for items you might buy along the way. Also, if you have to work to get every little thing onto your bike, remember that you’ll have to do it every morning on the road.

If you do buy more than you care to pack up, consider shipping a few things home. Most Retailers will be happy to help you with this – especially if you just bought something from them.

## Down the Road

No doubt, packing is an art form – and largely a matter of personal preference. What works well for some might not make sense for others, and the needs of an individual trip can disrupt any well-worn packing plan. We’ve really only scratched the surface here. Always consult the accessory and cargo recommendations in the Safety First section of your motorcycle owner’s manual for additional information.

*How do these tips and strategies compare with your own? We’d love to hear your favourites. Send them to [editor@hogcanada.ca](mailto:editor@hogcanada.ca), and we’ll share the best ones with your fellow members.*

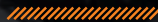
» Mike Zimmerman is a H.O.G.® member and longtime Harley-Davidson® enthusiast.

# The Shocking News

*Ride quality and performance in one premium system.*

For years, riders have often faced a dilemma when it comes to choosing upgrade suspension systems:

**do you pick a high-performance ride  
or a comfortable one?**





“Riders tell us – especially those who ride with passengers, on rough roads or in urban environments – that they’d like a more premium suspension offering that improves ride quality and performance. And those two don’t always go hand in hand,” says Harley-Davidson® Parts, Accessories, and Customization Product Manager, Jim Horan.

The trade-off, in general terms, is that performance suspension products have traditionally been stiffer to keep the tires in closer contact with the road in corners and uneven surfaces, making the ride feel bumpier. Softer “comfort” suspensions, on the other hand, cushion the blows for a more comfortable, luxurious ride, but trade that for softer handling.

Today, the choice is not so stark. Advances in premium suspension technology can give riders more control and better comfort, as in the new Harley-Davidson® Premium Dyna® Suspension System.

## The Basics

To understand how your suspension system operates, it’s important to realize that it’s a two-part system, consisting of springs and shock absorbers or dampers. Each performs a specific function.

Springs do most of the “heavy lifting” in a suspension system. They support the weight of the motorcycle and rider, compress to

absorb bumps in the road, and extend to keep the tire in contact with the road as the bump is passed (and vice versa for a dip in the road). A stiffer spring (measured in “spring rate”) extends more readily to improve traction but transfers more force back to the rider as it compresses.

The limitation of springs alone as a suspension system is that they continue to compress and release (or rebound) well after a bump or depression has been passed. If you ever see a car bouncing freely up and down as it goes along the street, you can bet it’s “riding on springs” alone, without functioning shocks or dampers.

Shock absorbers have the job of regulating, or damping, the speed at which the springs compress and rebound, and keeping them from oscillating back and forth.

The quality and character of your ride is determined largely by the spring rate of the springs and the damping rate of the shocks and forks. With the exception of air springs (such as those found in the rear suspension of H-D® Touring models), the spring rate is generally determined by spring selection. Damping, however, is adjustable to fine-tune your ride. In addition, adjusting the amount of “sag” and “preload” is also crucial to properly setting up a motorcycle for a given rider.

Your choice of suspension system can also affect things like ride height. Shorter springs and shocks will lower the bike overall for a “slammed” look or to suit a shorter rider.

## Better vs. Best: Damper Rod vs. Premium Cartridge

Damper rods, such as those found on most stock Harley-Davidson® suspension systems, are a basic and reliable damping technology. They use a simple piston design to compress the springs and seal in oil. Small holes and valves allow oil (hydraulic fluid) to flow between chambers, with the size of the holes and valves dictating the amount of damping provided. They provide a quality basic ride but not much in the way of adjustability.

In contrast, a premium cartridge design uses a series (or “stack”) of small, flexible, washer-like shims attached to a piston inside the shock absorber body to control the flow of oil and the amount of damping. As more pressure is applied to the shim stack, the shims flex more, allowing oil to pass through more quickly and better absorb sharp suspension inputs.

Premium suspension systems first started appearing on Harley-Davidson® Touring models in response to Customer feedback and requests.



## Product Features

"Our suspension products are developed as a system," Horan says, "which means that we design and tune the front and rear as a package. Riders can choose to run just a front or rear suspension upgrade, but the full benefit will be accomplished via installing the complete system."

"Key to the inner workings are the valve stack and the 36 mm piston," Horan adds. "The pre-load adjustment has a much wider range than the OE shocks and also a very fine tuning range. So you can adjust in 10-pound increments, as opposed to 30-40 pounds at a time."

## Real-World Durability

As with all Genuine Harley-Davidson® Parts & Accessories, components of the Premium Dyna® Suspension System undergo the most rigorous testing in the industry.

"At Harley-Davidson, we build motorcycles," Horan says. "We don't just sell parts and pieces, we offer components that are part of the overall integrated vehicle. That's key. These suspension products are tested to the same high standards for performance, durability, and longevity as any OE component."

This includes ride handling and laboratory testing to impart a lifetime of wear and tear to truly understand how these components will perform and hold up over time in real-world riding situations.



# PREMIUM DYNA® SUSPENSION SYSTEM

## » PREMIUM REAR FORKS

- › The nitrogen-gas-charged emulsion design of the rear shocks reduces the potential of shock fade under extreme conditions. They feature high-performance, lower viscosity oil to improve the feeling of small/initial quick inputs.
- › The rear shocks also include a new urethane bumper to improve bottoming resistance.
- › Threaded pre-load adjustment accommodates a large range of loads and allows for finer tuning than OE shocks.
- › Damping is controlled by a 36 mm piston and valve stack to allow the shocks to react more quickly, providing a controlled yet plush ride feel.



## » PREMIUM FRONT FORKS

- › The new single-sided cartridge, contained in the left front fork, is engineered to provide improved control and confidence under hard braking while delivering excellent bottoming resistance.
- › The single-side cartridge controls damping via a piston and valve stack rather than the OE orifice design. This results in better ride feel, regardless of road input.
- › The triple-rate spring in both sides, combined with improved damping control, allows the forks to absorb bumps under hard braking, giving the rider more control while resisting wheel hop.





# MEMBER BENEFITS DO'S AND DON'T'S

H.O.G.® **yearly packages** are sent upon renewal. If you have a July 2015 expiry date for instance, you can renew in March 2015 to receive your package at the beginning of the season. Your membership will still expire in July 20XX (depending on your renewal term), but you will receive your materials sooner — so you don't lose any months of membership by renewing early!

H.O.G.® and H.O.G.® **Roadside Assistance** are two separate companies, working closely together but with separate enrolment / renewal systems. To upgrade your package, please call Customer Service at toll-free 1-866-209-8270. To call for emergency service, please dial 1-888-443-5896. You must call this number to receive the necessary assistance as per your H.O.G.® membership benefits. **Calling another towing service and submitting receipts after the fact is not the proper procedure and will not be reimbursed.**

Motorcycles must be enrolled in the H.O.G.® **Mileage Program** first before kilometres can be claimed; this applies to all bikes that you

want to claim mileage (including rental bikes). Please enrol at your local Retailer, as they are required to sign the form to validate the number of kilometres.

Members receive the year-specific H.O.G.® **pins and patches** when renewing. In the first year of H.O.G.® Membership, the H.O.G.® (eagle) pin and patch are sent out, not the year specific ones. These are received for the first time on your first year of membership renewal.

Free H.O.G.® Membership from a new bike purchase is **transferable** to an existing full member or associate member.

**Renewal updates online** will be visible within the members only area approximately 10 days after their completion. Online profiles for access to hog.com can be created for new memberships within 10 days of your enrollment being processed.

For delivery of **H.O.G.® materials**, please allow 4-6 weeks for delivery as this can vary depending on the local postal service in different areas.

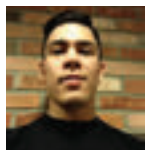
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Manager,  
Enthusiast Services



Duarte Pita  
Communications &  
Events Coordinator



Jaden Rioux  
Membership Services  
Coordinator



Len Bowman  
Regional Director  
Western



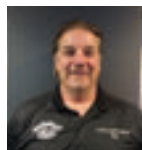
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PRAIRIE REGIONAL H.O.G.® RALLY  
CALGARY, AB  
JULY 16-18

WESTERN REGIONAL H.O.G.® RALLY  
VICTORIA, BRITISH COLUMBIA  
JULY 2-4

PACIFIC NORTHWEST  
H.O.G.® RALLY (WA/ID/OR)  
PORTLAND, OR  
AUG 27-29

MISSOULA, MT  
JULY 23-25

SHERIDAN, WY  
JULY 9-11

STURGIS MOTORCYCLE H.O.G.® RALLY  
STURGIS, SD  
AUG 1-8

ALEXANDRIA, MN  
JUNE 25-27

SIOUX FALLS  
RAPID CITY, SD  
JUNE 11-13

GUNNISON, CO  
JUNE 18-20

TOPEKA, KS  
MAY 28-30

LAUGHLIN RIVER RUN  
LAUGHLIN, NV  
APRIL 23-25

LAS CRUCES —  
ALBUQUERQUE, NM  
SEPT 9-12

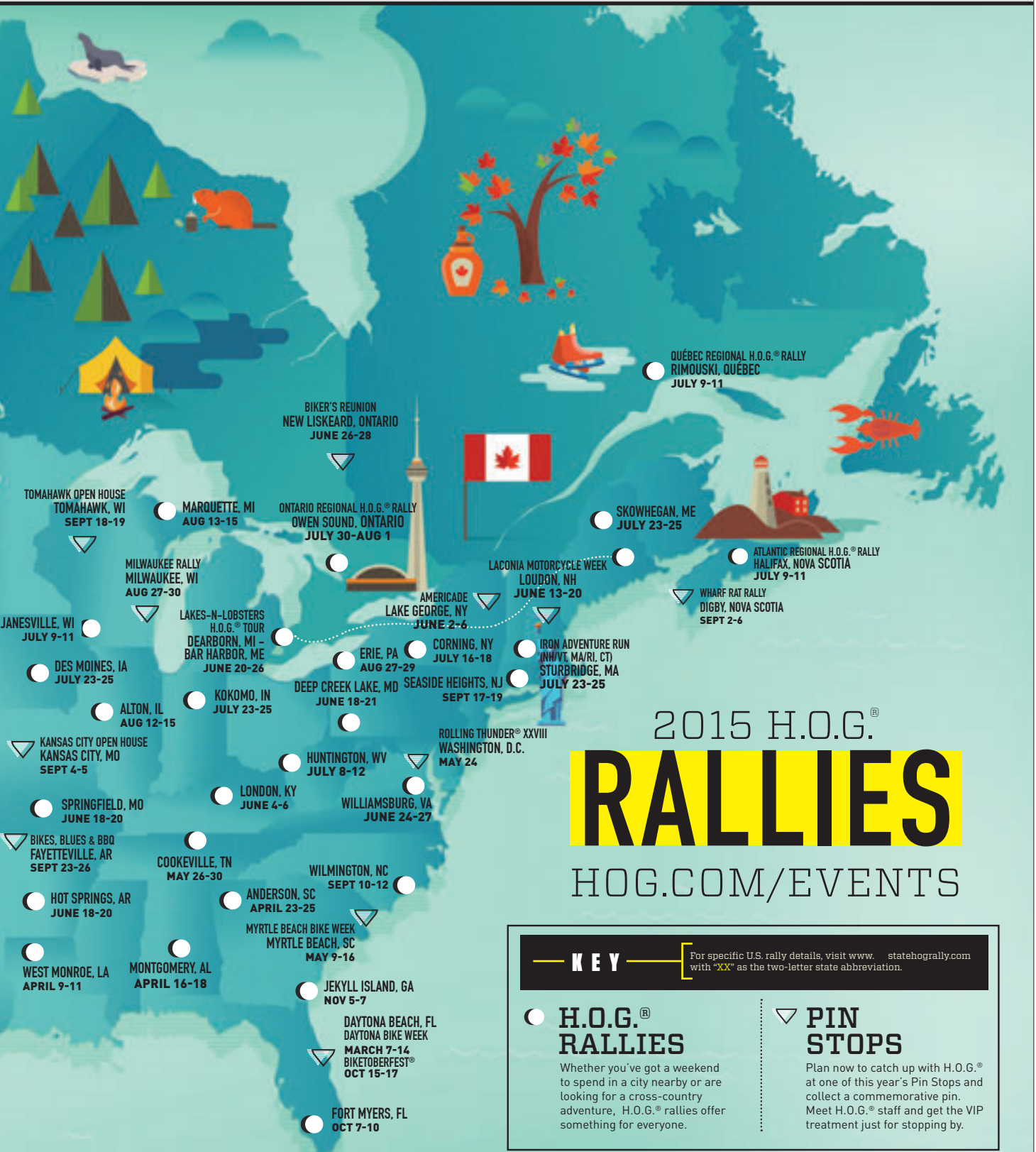
POTEAU, OK  
SEPT 10-12

YUMA, AZ  
OCT 22-24

TYLER, TX  
MAY 14-16

FAIRBANKS, AK  
JUNE 11-13

HONOLULU, HI  
OCT 9-11



2015 H.O.G.®

# RALLIES

HOG.COM/EVENTS

**KEY**

For specific U.S. rally details, visit [www.statehogrally.com](http://www.statehogrally.com) with "XX" as the two-letter state abbreviation.

**H.O.G.® RALLIES**

Whether you've got a weekend to spend in a city nearby or are looking for a cross-country adventure, H.O.G.® rallies offer something for everyone.

**PIN STOPS**

Plan now to catch up with H.O.G.® at one of this year's Pin Stops and collect a commemorative pin. Meet H.O.G.® staff and get the VIP treatment just for stopping by.

*Event details subject to change.*

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[H-D.COM/ACCESSORIES](http://H-D.COM/ACCESSORIES)

# CANADIAN STOPS



**Western Regional H.O.G.® Rally**

**Victoria, BC – July 2-4, 2015**

[westernregionalrally.hog.com](http://westernregionalrally.hog.com)

Are you "doin' it the Island way"? Come to Vancouver Island in July for the 15th Western Regional H.O.G.® Rally to enjoy everything the Pacific Ocean and British Columbia have to offer. Victoria is an island destination hidden from the hurried world, offering a unique blend of old-world charm and new-world experiences. In Victoria, heritage architecture, colourful gardens, and traditions like afternoon tea mix with outdoor adventure, authentic culinary experiences, and an enviable cocktail and craft beer scene.



**Atlantic Regional H.O.G.® Rally**

**Halifax, NS – July 9-11, 2015**

[atlanticregionalrally.hog.com](http://atlanticregionalrally.hog.com)

Welcome to Halifax, Nova Scotia, and the 23rd Atlantic Regional H.O.G.® Rally. Scenic rides, local entertainment, lively Maritime culture, endless nightlife, and old and new friends await you. The Central Chapter, the South Shore Chapter, and Privateers Harley-Davidson® are very excited to entertain you in Canada's Ocean Playground. We welcome you to experience what Halifax and the surrounding areas have to offer. "The Pipes are Calling!"

**Quebec Regional H.O.G.® Rally**

**Rimouski, QC – July 9-11, 2015**

[quebecregionalrally.hog.com](http://quebecregionalrally.hog.com)

The Bas-Saint-Laurent Chapter and Harley-Davidson® Rimouski would like to welcome you to the 19th Quebec H.O.G.® Regional Rally in the beautiful city of Rimouski. Here you will find breathtaking scenery and legendary Lower St. Lawrence hospitality. "The Rally team and I have been working feverishly to prepare a Rally that is sure to be memorable; we are looking forward to seeing you!"  
– Denis St-Onge, 2015 Rally Coordinator



**Prairie Regional H.O.G.® Rally**

**Calgary, AB – July 16-18, 2015**

[prairieregionalrally.hog.com](http://prairieregionalrally.hog.com)

Come to Calgary for the Stampede, stay for the Rally! Plan to arrive a little early and take in the world-famous Calgary Exhibition & Stampede, July 3-12, for ten days of true western hospitality. Then, take three days to enjoy the many local attractions, or take off and explore the scenic riding in the Rockies only 80 kilometres to the west. We look forward to providing you with an awesome and memorable Rally. "Good company, good food, good music, and great rides."

**Ontario Regional H.O.G.® Rally**

**Owen Sound, ON – July 30 – August 1, 2015**

[ontarioregionalrally.hog.com](http://ontarioregionalrally.hog.com)

The Owen Sound Chapter and Fox Harley-Davidson® invite you to the 2015 Ontario Regional H.O.G.® Rally. At the foot of the Bruce Peninsula, Owen Sound offers some of the best scenic roads in Ontario. Coming from Northwestern Ontario or the Ottawa area, take the MS Chi-Cheemaun ferry across Georgian Bay from Manitoulin Island to Tobermory and ride south on any of the scenic routes along the bay. Visit [www.ridegreybruce.com](http://www.ridegreybruce.com) and [greybruceescape.com](http://greybruceescape.com) to plan your trip to the Owen Sound area.



# HERE'S TO ANOTHER LEGEND. HAPPY FATHER'S DAY.



**BOOM!™ Audio Stage II Speakers**



**Water Resistant Handlebar Mounted Phone Carrier**



**Premium Ride Emulsion Shocks**



**Black Inner Fairing Rejuvenator**



**Screamin' Eagle® SE120ST Street Performance Crate Motor**



**Screamin' Eagle® Street Cannon Mufflers**

## TOUGH. HONEST. REAL. JUST LIKE DAD.

THIS YEAR, BE SURE TO GIVE DAD SOMETHING HE'S GOING TO LOVE. WITH OVER 10,000 GENUINE HARLEY-DAVIDSON® PARTS & ACCESSORIES TO CHOOSE FROM, WE'RE SURE TO HAVE SOMETHING TO PUT A SMILE ON HIS FACE.



[H-D.COM/ACCESSORIES](http://H-D.COM/ACCESSORIES)



# YEAR AT A GLANCE

**KEY**  
**H.O.G.® RALLIES**  
**PIN STOPS**

For specific U.S. rally details, visit [www.XXstatehogrally.com](http://www.XXstatehogrally.com) – with “XX” as the two-letter state abbreviation.

## MARCH

DAYTONA BIKE WEEK  
 DAYTONA BEACH, FL  
 MARCH 7-14

## APRIL

WEST MONROE, LA  
 APRIL 9-11

MONTGOMERY, AL  
 APRIL 16-18

ANDERSON, SC  
 APRIL 23-25

LAUGHLIN RIVER RUN  
 LAUGHLIN, NV  
 APRIL 23-25



## MAY

MYRTLE BEACH BIKE WEEK  
 MYRTLE BEACH, SC  
 MAY 9-16

TYLER, TX  
 MAY 14-16

ROLLING THUNDER® XXVIII  
 WASHINGTON, D.C.  
 MAY 24

COOKEVILLE, TN  
 MAY 26-30

TOPEKA, KS  
 MAY 28-30

**NOT ALL THOSE WHO WANDER ARE LOST.**  
*J.R.R. Tolkien*

## JUNE

AMERICADE  
 LAKE GEORGE, NY  
 JUNE 2-6

LONDON, KY  
 JUNE 4-6

FAIRBANKS, AK  
 JUNE 11-13

SIoux FALLS – RAPID CITY, SD  
 JUNE 11-13

LACONIA MOTORCYCLE WEEK  
 LOUDON, NH  
 JUNE 13-20

GUNNISON, CO  
 JUNE 18-20

HOT SPRINGS, AR  
 JUNE 18-20

SPRINGFIELD, MO  
 JUNE 18-20

DEEP CREEK LAKE, MD  
 JUNE 18-21

LAKES-N-LOBSTERS H.O.G. TOUR  
 DEARBORN, MI –  
 BAR HARBOR, ME  
 JUNE 20-26

WILLIAMSBURG, VA  
 JUNE 24-27

ALEXANDRIA, MN  
 JUNE 25-27

BIKER'S REUNION  
 NEW LISKEARD, ONTARIO  
 JUNE 26-28



## JULY

WESTERN REGIONAL H.O.G.® RALLY  
 VICTORIA, BRITISH COLUMBIA  
 JULY 2-4

HUNTINGTON, WV  
 JULY 8-12

SHERIDAN, WY  
 JULY 9-11

JANESVILLE, WI  
 JULY 9-11

ATLANTIC REGIONAL H.O.G.® RALLY  
 HALIFAX, NOVA SCOTIA  
 JULY 9-11

QUÉBEC REGIONAL H.O.G.® RALLY  
 RIMOUSKI, QUÉBEC  
 JULY 9-11

CORNING, NY  
 JULY 16-18

PRAIRIE REGIONAL H.O.G.® RALLY  
 CALGARY, ALBERTA  
 JULY 16-18

IRON ADVENTURE RUN  
 (NH/VT, MA/RI, CT)  
 STURBRIDGE, MA  
 JULY 23-25

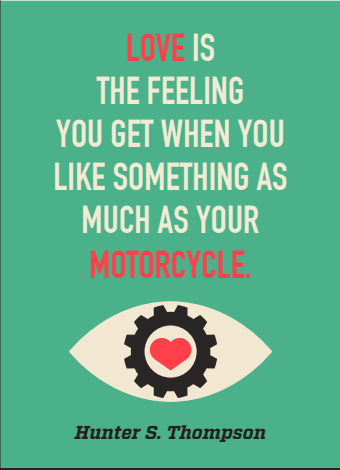
DES MOINES, IA  
 JULY 23-25

KOKOMO, IN  
 JULY 23-25

MISSOULA, MT  
 JULY 23-25

SKOWHEGAN, ME  
 JULY 23-25

ONTARIO REGIONAL H.O.G.® RALLY  
 OWEN SOUND, ONTARIO  
 JULY 30-AUG 1



## AUGUST

STURGIS MOTORCYCLE RALLY  
 STURGIS, SD  
 AUG 1-8

ALTON, IL  
 AUG 12-15

MARQUETTE, MI  
 AUG 13-15

PACIFIC NORTHWEST  
 H.O.G. RALLY (WA/ID/OR)  
 PORTLAND, OR  
 AUG 27-29

ERIE, PA  
 AUG 27-29

MILWAUKEE RALLY  
 MILWAUKEE, WI  
 AUG 27-30



## SEPTEMBER

WHARF RAT RALLY  
 DIGBY, NOVA SCOTIA  
 SEPT 2-6

KANSAS CITY OPEN HOUSE  
 KANSAS CITY, MO  
 SEPT 4-5

LAS CRUCES –  
 ALBUQUERQUE, NM  
 SEPT 9-12

POTEAU, OK  
 SEPT 10-12

WILMINGTON, NC  
 SEPT 10-12

SEASIDE HEIGHTS, NJ  
 SEPT 17-19

TOMAHAWK OPEN HOUSE  
 TOMAHAWK, WI  
 SEPT 18-19

BIKES, BLUES & BBQ  
 FAYETTEVILLE, AR  
 SEPT 23-26

## OCTOBER

FORT MYERS, FL  
 OCT 7-10

HONOLULU, HI  
 OCT 9-11

BIKETOBERFEST®  
 DAYTONA BEACH, FL  
 OCT 15-17

YUMA, AZ  
 OCT 22-24

## NOVEMBER

JEKYLL ISLAND, GA  
 NOV 5-7

# DESTINATION UNKNOWN

Following the front wheel to unexpected places and adventures.

By Lynda Cossey



**T**he only known destination at the start of our trip was Squamish, BC, the site of the 14th Western Regional H.O.G.® Rally. After the Rally, our plan was to follow the front wheels of our bikes to wherever they would take us.

We said goodbye to friends, old and new, at the Rally, and headed north along Highway 99 (Duffey Lake Road). It was, unfortunately, cool and raining, as we drove along this route, which is a wonderful mountainous highway for those who love twisty winding roads. At the north end of the highway, we passed Pavilion Lake, a research lake used by the Canadian Space Agency and NASA to study microbialites, ancient carbonate rock formations that are rare in freshwater.

The sun came out as we continued heading north along Highway 97, passing 70 Mile House and 94 Mile House to spend the night in 100 Mile House, located 100 miles from Lillooet, the start (Mile 0) of the 1860s Cariboo Gold Rush Trail to Barkerville. From 100 Mile House, we passed the aptly named 101 Mile Lake, 103 Mile Lake, 111 Mile House, and 150 Mile House, as well as the famous 108 Mile Ranch. We continued north toward Prince George, enjoying the wonderful feeling of being on an open road with the wind in our faces and the sun on our backs, admiring the many lakes in this area. As we rode, the topography changed – the roads began to have gentler corners, and the hills became much smaller than the great mountainous roads we had left behind on the coast. It's obvious why people love riding the roads in southeastern BC!

The front tire continued north along Highway 97. We stopped in McLeod Lake. How could we not be intrigued by the sign at the General Store and Post Office boasting not only hunting and fishing supplies but “most everything else”? From there, we passed a small town named Progress to arrive in Dawson



In Northern BC, the horizon stretches out flat in all directions, and the sun takes a long time to set – it was still light at almost 10:00 pm. **By this point, we had seen a black bear, deer, and a mama moose with her two babies.**



Creek, which is Mile 0 of the Alaska Highway, and rode a short way north on the Alaska Highway just to say we had been on it. For interest, the elevation in Dawson Creek is 654 m, and Prince George is at 575 m, compared to where we started after the Rally in Squamish – pretty close to sea level at 5 m.

In Northern BC, the horizon stretches out flat in all directions, and the sun takes a long time to set – it was still light at almost 10:00 pm. By this point, we had seen a black bear, deer, and a mama moose with her two babies.

Heading east from Dawson Creek toward Athabasca, AB, along Highway 49, we were stopped in the small town of Eaglesham and informed that Highway 49 east was closed because of a fatal accident. We could either turn around or take a detour north. North it was.

After seven kilometres on gravel, we joined the paved Highway 740 and headed toward the town of Peace River. This included a crossing in a ferry pulled by a tugboat – a unique way to cross a river! From Peace River, we headed along

Highway 2 to the Town of Slave Lake, located on the southeast tip of Lesser Slave Lake, the largest lake entirely within Alberta's borders. In May 2011, a third of the town was lost in a forest fire, and the burnt trees are still noticeable when you arrive in town.

The days were now sunny, but the wind had been relentless since we left Dawson Creek, so we headed south on Highway 44 to Edmonton (with a visit to a Harley-Davidson® Retailer) and then on to Camrose. We prefer to ride on the less travelled highways, a concept reinforced by riding through a city.

We continued south towards Lethbridge, passing the town of Vulcan. We are not Trekkies, but it was interesting to look around the info centre with all its Star Trek paraphernalia.

On the straight roads of the wide open prairie, we passed quite a few oversized units being moved. These buildings and pieces of equipment take up more than one lane of the road, so we were glad to be on the bikes, making it easy to give them plenty of room.

In southern Alberta, wind turbines line the hilltops, and we passed through quite a few wind farms near Lethbridge. Dotting the landscape, they look small, but these massive towers can be 120 m high, with blades up to 30 m long.

We headed toward home (Nakusp, B.C.) on Crowsnest Highway 3, and stopped at Frank Slide, near the Alberta-B.C. border. In 1903, more than 82 million tonnes of limestone slid into the valley and onto the town of Frank within 100 seconds, making it the greatest landslide in North American history.

We continued west, heading home via Creston to Castlegar on Highway 3, then to the South Slokan junction on Highway 3A and north on Highway 6 to Nakusp. Our ride was just short of 4,000 km, and we had been gone for 12 days. It was time for a load of laundry and some cleaning up, and to start getting ready for our next trip, where we'll follow the wheel once again.



# THE ZEN OF RIDING

The joy of the journey is being one with the machine.

By Desiree Taylor



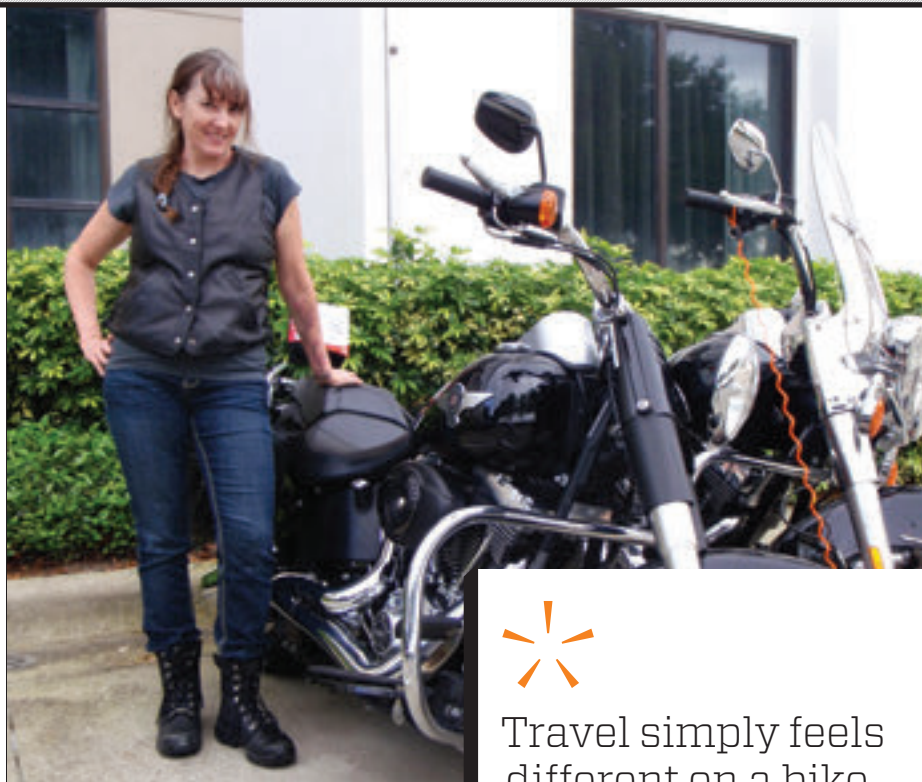
I've been riding all my life, but it wasn't until last year that I was able to buy my first Harley-Davidson® motorcycle – a 2011 Fat Boy® Lo model. My partner has had a Harley® motorcycle for years, and we love the long rides. I wrote this essay during one such ride last summer, on my new H-D® motorcycle. I hope you like it.

I'm a fortunate rider who goes on many long trips – the kind where you're putting 500-800 kilometers in the saddle, and you have plenty of time to think, enjoy, and be in the moment. During a summer of many long, lonely stretches of straight roads, my thoughts turned to what makes riding as wonderful as it is. What is it that calls us to the road – and not just to the road, but to a motorcycle? Really, there is nothing else like it.

Motorcycling is a visceral experience that can't be duplicated. It starts with the feel of the machine beneath you – the powerful rumble of the engine and the response when you accelerate, shift, turn or brake. It is impossible to feel like a separate entity on a bike – you are one with the machine. Ride long enough and every action becomes almost instinctual.

Then comes the rush of the outside, the wind against your face – sometimes as soft as a kiss, sometimes a hard, cold slap. We are subject to the temperature with every ride, sometimes starting out the morning in the bone-chilling cold only to strip down to t-shirts by the afternoon. Riding through mountains and forests can bring temperature swings around each curve and corner or in the fluctuations from sun to shade. When riding through an arid area, I look forward to irrigated fields, as both the temperature and moisture level change when you pass through the swath of cool green. Searing heat can switch to blessed cool in an instant.

Riding is an immersion in the scents of the world that change with the landscape, too. Every region has its own smell, from the sharp pine of the mountains, to the wet earthiness of the rainforest, to the seaweed tang of salt air. Even the desert has a scent – dry as bones, salted with your own sweat. Fields of sweet, freshly cut hay have me breathing deeply, only to be assaulted by the rank earthiness of a feedlot. Riding into the evening brings its own magic, as the earth seems to exhale and the air explodes with delicious smells. It's a kind of aromatherapy all its own. I try to commit the scent of every



new road to memory, but it's overwhelming.

Then, there's the physicality of the ride: the flash and stream of the yellow lines of the road under your wheels, the feeling of travel, of movement, of slicing through the air. The bumps, shudders, and curves of the road are not softened by a hard chassis, and there is no sealing yourself off by shutting a window. Feeling the road and leaning into the curves is the joy of being part of the machine.

Then, there are the bugs. Ah, the bugs! And I don't just mean the ones decorating the bikes. I'm talking about the bees that bounce off your face, leaving a bruise, or the wasps that decide your helmet is a good place to hitch a ride. My favourites are the grasshoppers that coat the hot country roads. The first rider sets them off, and it looks like insect popcorn gone wild. The second rider takes the brunt of the leaping insects, and man – they sting!

Travel simply feels different on a bike. The road unwinds, and the land reveals itself to you in an almost personal way. The very nature of riding requires constant awareness, and I believe riders actively see more of the world. On a motorcycle, it is truly not about the destination – it's about the ride, and I wouldn't trade it for anything!



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**On a motorcycle, it is truly not about the destination – it's about the ride, and I wouldn't trade it for anything!**

# THE GRAND RIDE

A three-week “live to ride” adventure takes friends across the continent and back.

Story by *Mike Geiss*. Photos by *Mike Geiss and Ian Lambert*

**I** have logged more than 40,000 km riding with my buddy and best friend of almost 40 years, Ian Lambert. I ride a 2007 Ultra Classic® Electra Glide® motorcycle freshly upgraded to 103 ci, and Ian rides a 2014 Road King® CVO™ motorcycle. We try to ride mostly secondary routes, using roads recommended in the H.O.G.® Touring Handbook as much as possible, and stop at Retail Stores to collect Retailer pins and poker chips.

This trip was three years in the making. Our past trips have all been about 14 days long, but this one was 21. We are all about the ride, so the added days allowed us to travel further and see more places.

We left home on a cool but sunny Sunday morning in early June. We headed west to Sarnia, Ontario, and crossed into the U.S.A. We headed north to cross the nine-kilometre Mackinac Bridge, which connects the upper and lower peninsulas of Michigan, and headed east on US 2 along the sandy shores of Lake Michigan. The beaches and sand dunes along the lake are awesome, but you have to watch for sand on the roads. We ended our first day in Gladstone, Michigan, near the Wisconsin state line.

The next morning started off cool, but became warm and sunny as we continued west on US 2. In the early afternoon we crossed the mighty Mississippi River and headed into Minnesota, then headed south to US 14 west. With a speed limit of 100-110 km/h, farmland, very light traffic, and small towns, it is a great way to cross Middle America. We stopped in at a Harley-Davidson® dealership in Mankato, found a motel for the night, and got some much-needed sleep.

We continued on US 14 west with the sun shining, both getting that racoon look with our tanned faces and sunglass lines. The cruise control was set at 110 km/h, the tunes were on, and it was just another



couple of hours to Rapid City. For us, Rapid City was really the starting point of the “wow factor” in terms of sights and things we wanted to see. Within a 160-kilometre radius there are three national parks, lots of historic towns, and some of the most beautiful scenic hills and mountains you will ever see.

We had just pulled in to the motel parking lot in Rapid City when the skies opened up. The downpour and wind were unreal, and lightning bolts were flying all around us – we were grateful we were not still on the road.

Our first stop the next day was at the H-D® dealership in Black Hills, as I was having an electrical issue with my bike. The service tech informed me it would take at least a few hours to have the bike looked at and diagnose the problem, but the service manager offered me a deal I couldn't refuse: instead of waiting around for half a day, I could rent a 2014 H-D® Ultra Limited model for \$60. Within an hour, I was touring the Badlands loop. Our first stop was the awesome Mount Rushmore. We then headed to the Crazy Horse Memorial, a must-see. Did you know that all four

18-metre-high heads on Mount Rushmore could fit inside Crazy Horse's head? At the end of the afternoon we returned to the H-D® dealership in Black Hills. It turned out that the system relay on my bike was defective. They charged me \$10.99 for the part plus \$90.00 for the diagnosis and labour. Cheapest repair ever! I was one happy man.

After a good night's rest, we continued on to the historic town of Deadwood. We visited the H-D® dealership in Deadwood, and then rode to the town of Sturgis and the H-D® dealership in Sturgis. Our next destination was north on US 24 to Devils Tower, made famous by the movie *Close Encounters of the Third Kind*. It was just awesome to see. You just don't realize how big it is until you stand on the pathway around the bottom of the tower.

We headed west on US 16 through Big Horn National Forest. While getting gas in Worland, a brother biker pulled up and we got to talking about our travels. He recommended that we check out Bear Tooth Pass, which had just opened the week before. We took his advice and were glad we



## It seemed like we rode from **one paradise to the next.**

did. The pass has an elevation of 3,336 m. At the top there were still 3-5 m snow banks on either side of the road and it was cold. The lookout, which I believe is the highest point of the pass, was spectacular. You could view the snow-covered mountains and see for hundreds of kilometres.

We headed west on US 212 and came back down to earth and warmer temperatures. We entered Yellowstone National Park from the northern entrance and took the east side down south. We saw every wild animal you could imagine: lots of buffalo, a black bear with two cubs, and an elk. Our next stop was Grand Teton National Park. It seemed like we rode from one paradise to the next. The mountain range there was even higher, with a huge lake wrapped around it. We travelled as far south as Jackson and spent the night in Jackson's Hole.

The next morning we travelled back up north past Grand Teton and back into Yellowstone, this time taking the west side road north through the park. The

weather was just crazy. We hit a heavy snow squall at 2,400 m that lasted for 25 minutes. We stopped at the H-D® dealership in Yellowstone, and ended our day in Livingston, Montana.

The next day, we travelled north on US 89 to Great Falls and stopped at a H-D® dealership in Big Sky. We had planned to ride through Glacier National Park, but it turned out the "road to the sun" was covered by giant snowdrifts. We detoured around the very scenic southern end of the park, then headed north and called it a night.

We entered Canada and travelled to Cranbrook, and west on Highway 3 along the Kootenay Pass, a scenic route through the mountains and the Okanagan Valley, stopping for the night in Osoyoos.

The forecast was calling for three days of cold and more rain, so we decided to head back south in search of some sunny skies. We were successful, but we witnessed some wildfires in Washington State and saw many firefighters with

helicopters and water bombers. We spent the night in Kelso, Washington, near the Oregon/Washington border.

We had our oil changed at a H-D® dealership, and then continued our journey. We finally made it to the Pacific Coast, following scenic coastal Highway 101 south towards California. So far, we had travelled more than 6,400 kilometres.

The weather stayed sunny and warm as we travelled south. We went to Drive-Thru Tree Park, so named for the tree with a cut-out in the bottom that you can drive a car through. This "Chandelier" tree is 2,400 years old, 6.5 m in diameter, and 96 m tall. Highway 1 took us through some more amazing redwood forests and back out to the coast, where we travelled along the cliffs. We made it to San Francisco, and rode up to a lookout that offered a great view of the Golden Gate Bridge, the city, the bay, and Alcatraz, stopping at a motel just south of San Francisco.

We continued on US 1 down through

Santa Cruz and crossed over Big Sur, then down into Santa Maria, Santa Barbara, Malibu, and Santa Monica beach. The north coast of Los Angeles was hot and the traffic was crazy. We stopped for the night and got up early for a quick tour of the area before the traffic jams started.

It was a sunny day with temperatures in the 30s. Our first stop was Venice/Muscle Beach, where we bought the requested tees for the family. It was then on to Hollywood, where we checked out the famous Walk of Fame. We had a quick visit at a H-D® dealership in Hollywood, and then went up to the Griffith Observatory to get a picture of the Hollywood sign. We headed northeast on US 2 and rode through Angeles National Forest, ending the day in Barstow, California.

We rode through the Mojave Desert on Route 66. Man, it was hot (over 40°C)! We inadvertently rode through a “live ghost town” and drove through a staged shootout, where the spectators took more pictures of the two guys on Harley® motorcycles than the cowboys with the guns. We stopped at the famous Road Kill Café, and spent the night in Flagstaff, Arizona.

The next morning, the sun was blazing, and we were off on a 560 km desert run to Albuquerque, New Mexico. We both needed new tires, and a H-D® dealership in Thunderbird turned out to be the perfect place to stop. The dealership had free beverages and snacks with a full lounge and big-screen TV to enjoy while our bikes were serviced. We ended our day in Santa Fe, New Mexico.

The next day was sunny and hot as we rode through Carson National Forest. The



**We rode through 17 states and two provinces for a total distance of 13,914 km in 21 days, and every bit of it was exciting and challenging for both us and our bikes.**

roads were excellent, with switchbacks running up and down the mountain range. It was an awesome scenic route. We continued on to the upper plains with an elevation of 2,590 m, and had some challenging crosswinds hitting us as we crossed into Oklahoma. We spent the night in Guymon, Oklahoma, and then continued

on US 64/60 east towards Missouri. All day, storm clouds seemed to be chasing us, but we managed to stay just ahead of them. You don't want to mess around and get caught in any storms in this area; after all, we were in Tornado Alley.

We stopped in the town of Jet, Oklahoma, to get a couple of pictures and take a break. We were just thinking it looked like the storm we had been outrunning all day was catching up to us when the town's air raid siren went off. Ian and I both jumped up and started looking around. I don't know why the siren sounded, but we sure weren't hanging around to find out. You will never witness two guys book it out of town faster. We rode as far as Springfield, Missouri, where we spent the night.

Next, we crossed into Kentucky. We decided we needed to get on the Interstate if we wanted to get home by Sunday. The weather, however, won the day's race. We ran into some very heavy downpours that were just impossible to ride in. We made it as far as the middle of Kentucky and had to call it a day, spending the night in Elizabethtown.

Our last full day of riding looked like another rainy day, but the weather goddess was on our side and the skies began to clear as we started our trek east on US 64 to US 79 north. We rode from the middle of Kentucky to the north side of Grove City, Pennsylvania (approximately 800 km), where we stopped for our final night.

Our three-week adventure was an awesome experience from start to finish. We rode through national parks and small towns, survived a snowstorm in Yellowstone, rode Bear Tooth Pass at 3,336 m and -6°C, experienced West Coast Highways 101 and 1 from Oregon to Los Angeles, saw some of the biggest trees in the world, got the famous Hollywood sign picture, and saw the Walk of Fame. We went through the Arizona and New Mexico deserts at +40°C, hit some challenging crosswinds in the high plains, and rode through some of the heaviest rain in Kentucky. We rode through 17 states and two provinces for a total distance of 13,914 km, and every bit of it was exciting and challenging for both us and our bikes.

We are already looking forward to our next adventure. Where it will take us has yet to be determined, but for us the destination is not as important as the journey on our bikes.







SERIOUS GRILLS *for* UNSERIOUS TIMES



# ARTHUR DAVIDSON:

A keen business sense, loyalty, good humour, and hard work fuelled this pioneer to a distinguished career in the industry

By *Maria Schoeberl, Archivist*

**B**orn on November 11, 1881, Arthur Davidson was only 20 years old when he teamed up with his childhood friend, William S. Harley, to work on their idea for a motor-driven bicycle. Arthur had developed a pattern for a small, air-cooled engine, and William had earlier experience building bicycle frames. So, like other early automotive pioneers, they spent their free time tinkering with their designs, hoping to develop a working product. When they needed a skilled mechanic, Arthur wrote to his brother Walter, a railroad machinist, praising the virtues of his and William's new motorcycle.

Arthur's enthusiasm was infectious, and Walter moved to Milwaukee in 1903 to work on what was then only a blueprint. Soon, William Davidson joined the effort, and the first Harley-Davidson® model was built.

The Harley-Davidson Motor Company was incorporated in 1907, with Arthur as Secretary and General Sales Manager. Arthur's outgoing personality, good sense of humour, and passionate belief in the Harley-Davidson® product made him the natural choice to take charge of sales at the new Company. He tirelessly travelled the country recruiting Retailers and establishing a strong Retailer network. In the process, he foresaw the need for skilled mechanics who understood the specific

needs of Harley-Davidson® motorcycle owners. The development of the Harley-Davidson® Service School stands as one of his legacies.

Arthur was particularly skilled at recognizing new trends that would help Company sales efforts. He was quick to implement the use of advertising, the merits of which were just being recognized in the early decades of the twentieth century. And, when instalment buying plans began to emerge, Arthur helped to organize the Kilbourn Finance Corporation in 1923, and served for many years as its President.

In his professional career, Arthur remained consistently active. In the 1940s he served as President of the American

Motorcyclist Association and the Motorcycle and Allied Trades Association. Because of his keen business sense, he served as Director for such companies as the Koehring Company and the Kellogg Seed Company. His personal interest in youth activities and outdoor sports led to earnest involvement with the Milwaukee Boys' Club, the YMCA, the Izaak Walton League, and the Boy Scouts of America, from which he received the scouting's highest award for distinguished service.

Arthur Davidson was the last surviving member of the four founders when he and his wife were killed in a tragic automobile accident in Milwaukee on December 12, 1950.



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\* Vehicle shown may vary visually by market and may differ from vehicles manufactured and delivered. See your Retailer for details.

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## SATURDAY, JUNE 27 - SUNDAY, JUNE 28

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