

HOG® MAGAZINE CANADA | FEBRUARY 2017 | CIRCLING LAKE MICHIGAN | TEXAS AND THE ALAMO | VIBRANT VANCOUVER

FEBRUARY
2017

HOG®

CANADIAN EDITION

WHERE IT ALL BEGAN

A LOOK BACK AT THE MOTOR COMPANY'S
FIRST 100 YEARS IN CANADA

Harley-Davidson

100 YEARS

107
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2017 Harley-Davidson® Road King® motorcycle with Limited Edition Anniversary paint kit, available at Canadian H-D Dealerships.
Photo: The Moto Foto | Dan Lim



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INTAKE

FROM THE EDITOR

Let's Make Riding Great Again



Don't worry, this column is not about politics, because at Harley Owners Group™ we don't need an election to tell us what our members love most about Harley-Davidson and HOG.® The answer is obvious: riding!

Like America, riding motorcycles has always been great for a lot of reasons. Every ride brings with it new sights, sounds and smells you've never experienced before. There are no red states or blue states when you're riding a Harley,® just wide-open highways, byways and interstates.

A great ride helps you disconnect and clear your head of all the clutter and detritus of modern life. In a world where it's nearly impossible to unplug from a screen or untether from the 'net, riding a motorcycle is one of the best ways to get off the grid for a few hours. If the Russians hack your email, you can deal with it when you get home.

Riding brings people together like nothing else. We can all relate to the experience of rolling in for a quick fill-up

only to have it turn into a 20-minute rendezvous with a new best friend. There are no political parties at a gas pump. When a Harley is on the scene, everyone has a story to tell and memories to share. The only deplorables are the poor unfortunate folks who've never experienced the joy of riding in the first place.

The American election of 2016 is long over. The only decision we as HOG Nation need to make in 2017 is to ride more miles, and the opportunities to do that are huge. You can sign up for the HOG Mileage Program, compete in the ABCs of Touring contest, make plans to attend a HOG rally or join a local HOG chapter. It's up to you, and only you, to decide to do any or all of those things. There will be no recounts, and the Electoral College doesn't get a vote.

Here at HOG® Magazine Canada, we're gearing up for an exciting year of riding. We'll be travelling to more events and upping our game in the content area. We're looking to share more of the action and excitement of HOG with you through print, video, digital and social media channels. Maybe we'll even start a Twitter account. #RideMoreMiles

MATT KING

FEEDBACK

An inspiring read

I must say that the last issue of HOG® Magazine was your best ever. I think it had the perfect blend of history, current events, features and photography that I have seen in any enthusiast magazine. I pass along my issues to others in hopes that they, too, will get the riding fever. Every time I get through an issue, I get the hankering to take a longer ride, and this time was no exception. Thanks for an outstanding publication.

TONY GRAY

North Wales, Pennsylvania

The best therapy

Thank you, Leticia Cline, for providing HOG readers "The Best Therapy" when you honoured your father and brought his spirit to life so beautifully in your Last Stop article in the December issue. Your pride and love came through so clearly in your written word, and I feel that I know the man, and his daughter, in some small way. If "Smiley" were with you now, he would have so much to smile about, watching you and your son.

As a father with daughters who have ridden with me - and who also have fallen asleep on the back - I was moved to read of the profound influence that such a wonderful man had on his daughter. I hope to pass along a gift like that to my girls, and to my boys, as well. I would be proud to leave even half of that gift in my wake.

Thanks again for sharing your deeply personal tribute to your father. And all the best to you on the road.

STEVE BLUMENFIELD

Fairfield, Connecticut

Catching up with a great

Thanks so much for the article on Ben Bostrom. I've been a fan of the Bostrom brothers (both Ben and Eric) since the late '90s, and it's great to hear that Ben's love of riding was rekindled on his Harley-Davidson® motorcycle. For those readers unfamiliar with Ben's racing, the peak of his career saw him riding as well as anyone on the planet. In one season of racing during his World Superbike effort, Ben won five rounds of racing – in a row! I hope that my wife and I (on our Road King® motorcycles) meet up with Ben and his new bride somewhere on a desert highway this coming year.

MILES RAINS

Everett, Washington

A good investment

The response that the editor gave to an Intake letter entitled “Knowledge is power” in the December issue about using a trickle charger hit home for me.

I own a 2002 Dyna® Super Glide® model, which I purchased new in March 2002. Fast-forward to July 2016. I had just replaced the original battery. When I bought the Super Glide at the dealership, the salesman told me that a trickle charger would be a good investment because in Michigan we have a few months of down time and it would make my battery last longer. I use the trickle charger when I don't ride for about two to three weeks at a time and in the winter. Bottom line: A trickle charger is a very good investment.

WAYNE BRYSON

Fenton, Michigan

Another vote for the Milwaukee-Eight™

Decades ago, I heard a young woman proudly proclaim that she loved riding a Harley® motorcycle because she liked the feel of warm oil running down her leg. H-D has come quite a long way since then, especially with the Milwaukee-Eight™ incarnation.

Usually I don't buy a product the first year it comes out, to give the manufacturer time to work out all of the bugs. But after reading review

HOG® Magazine Canada writer Dustin Woods at Halibuton Waterfront in the Ontario Highlands



after review of the Milwaukee-Eight that concluded, “Harley got everything right,” I had to take a test ride. So, I did, on a 2017 Road King® model. And am I glad I did. There's not enough space here to list everything I like about the bike.

The irony is that more than a year earlier my wife asked me if I wanted to buy a new bike. I said, “No. I like my bike” (a 2008 Softail® Deluxe). I did like that bike. But I like the Road King even more. And my wife said she's really comfortable sitting back there. She's glad we bought it, too.

BOB KOTOWSKI

Lewes, Delaware

Undiscovered treasure

On your trip to New York, I can't believe you missed one of the most important sites for motorcycle enthusiasts. That is the Glenn H. Curtiss Museum in Hammondsport.

As a motorcycle innovator, he was building cycles even before H-D, and became the “Fastest Man on Earth” in

1907 on a V8-powered motorcycle.

Look him up – you'll be disappointed that you missed it.

PETER SCONDRAS

Piffard, New York

Head for the Highlands

I recently retired from my position as borough manager of Waynesboro, Pennsylvania. Being a restless sort, I felt lost and needed something to continue contributing to the community.

After reading “Riding the Highlands” in the Fall 2015 issue of HOG, I found my mission. Waynesboro has a Renfrew Park and the Highlands' Calabogie Boogie Trail goes through Renfrew, Ontario – a natural match. I teamed with the Waynesboro Area Gala Cancer Auction and the local newspaper, *The Record Herald*, to do a solo fundraising ride. I saddled up, charged my iPad, packed the Nikon into the H-D® luggage and set off on my biggest adventure in years.

I visited the H-D® Retailer in Kingston, met Renfrew's mayor (*I am*

a government guy after all), attended a meeting of Renfrew's Rotary Club and had an opportunity to meet the best photographer of the 1000 Islands area – and met some interesting town folk. The '10 Heritage draws a crowd – I think because it's just such a beauty – you can bet they're not looking at me! In the end, I had a totally enjoyable time, met some interesting folks and raised almost \$2,000 to combat cancer. The Highlands are as attractive as they appear in the article. Do not miss an opportunity to see this wonderful area – it is a great ride.

LLOYD HAMBERGER,
Waynesboro, Pennsylvania

The best advice

I have been riding for 40 years, starting in the dirt and eventually moving to the street. I'm a lifetime HOG® member and currently ride a 2011 CVO Ultra Classic® model I bought new. I thought the Between the Lines "Mistakes You've Made" article in the December issue contained some of the best rider safety awareness information ever published. You would do me and the riding public a great service if you would continue to include this section (with new information) in every edition of HOG magazine.

RON L. REED
Mill Creek, Washington

We agree, Ron! We had a great response from this feature and will run another "Mistakes You've Made" in Between the Lines in a future issue of HOG Magazine Canada. If you have tips for riding safely, share them with us via email or mail (details below right). In the meantime, here are more of your stories ... -Ed.

Patience is a lifesaver

While riding on Interstate 80, I approached a slower moving vehicle in the right lane. Checking my mirrors, I saw a faster moving tractor-trailer rig approaching in the passing lane. My intention was to slow down and wait for the truck to pass, and swing in behind it.

Constantly checking the mirrors, I waited for the truck to pass. When it did, I started my swing into the left lane. To my surprise, there was a van following the truck so closely that I had been unable to see it until it was right beside me.

Because I had reduced my speed I was able to swing back into my lane, avoiding both the van and the immediate problem in front of me. It was a close call.

Waiting a few more seconds to allow larger vehicles that can block your view to totally clear your space, especially at interstate highway speeds, may save your life. It's a precaution worth taking.

AL LINDSEY
Pontiac, Illinois

Slip and slide on I-95

I smelled what I thought were diesel fumes coming from a truck in the traffic in front of me on Interstate 95 near Fredericksburg, Virginia. It was a Saturday afternoon in August, and it had started to rain. Traffic was packed, but still moving at 120-125 km/h. I noticed a slow side-to-side wiggle in my CVO Ultra, and, worried the rear tire was going flat, I pulled to the shoulder to check it out. I looked fine, and so did the front tire. I concluded I had been too sensitive about ripples in the road surface, so I hopped back on my bike and began accelerating. But when I shifted into third gear and pulled out onto the highway, my rear wheel spun! The road was like ice, and it took a few seconds to realize it had just been resurfaced. The "diesel" fumes were oil coming up from the asphalt as the rain soaked in. I had almost no traction, and the cars around were oblivious to the problem – they had four wheels! I slowed down to about 65 km/h, stayed far to the right, and got off at the next exit. The lesson: Be careful on new asphalt in the rain!

CLYDE FINDLEY
Springfield, Virginia

Correction

The "2016 Canadian HOG® Rally Rides" feature in the December 2016 issue (page 47) incorrectly listed Michel Roy as the rally coordinator for the Quebec Rally in Saguenay. The rally coordinator was, in fact, Luc Tremblay. HOG® Magazine Canada regrets the error.

WHAT'S YOUR STORY?

We welcome your letters, photos and riding stories. Please email yours to hogmagazine.ca@harley-davidson.com or mail them to HOG® Magazine Canada, 100 New Park Place, Suite 330, Vaughan, Ontario, L4K 0H9. Please include your name, address and telephone number and/or email address. All submissions become property of Harley-Davidson®. We reserve the right to edit submissions for length and content.



Ron L. Reed

FROM HARLEY-DAVIDSON CANADA

Get Ready to Roll – Riding Season Is Nearly Here



By the time this latest edition of HOG® Magazine Canada reaches your mailbox, we'll have only a month to go before the first day of spring. In some parts of Canada, that means the much-anticipated start of riding season – though for the rest of us, there could be another month or two before the snow melts and the spring rains arrive to wash away the saltiness of winter.

There is no time like the present to begin planning for the upcoming season. Whether that means reaching out to fellow chapter members to ideate and negotiate this year's long ride adventure, or just spending a few minutes thinking through what service or new accessories the bike needs, the winter months are slowly dropping away. Before you know it, we'll all be back out there where we most love to be. Open roads. Fresh air. No clocks.

I hope you've seen the 2017 Rally Schedule (page 25) and had a chance to register. If not, registration sites for the Western, Prairie, National and Quebec rallies are now open, so do not pass Go – head straight to registration before your top picks sell out. Whether it be a long ride across the country or a short jaunt from home, we hope to see many of you at the Canadian National HOG® Rally July 27–29 in the nation's capital, where we'll celebrate you (HOG!) and 100 years of Harley-Davidson in Canada as well as the 150th birthday of this amazing country we are all so blessed to call home. Lots of great events and entertainment are planned, and we can assure you this is a rally you won't want to miss.

Rider training is also a hot topic around this time of year, and regardless of whether you've taken a course before, those cobwebs can grow thick over the winter long months. Why not get back in the saddle with a refresher basic course, or maybe a skilled rider

course to help further develop your foundational safety manoeuvres? Even if you've been riding for decades, enjoying the exuberance of new riders by partaking in a basic rider training course can bring much enjoyment – and, more importantly, give you a chance to further your skills like emergency stopping and manoeuvring under the tutelage of a skilled rider training instructor in a controlled environment.

As we celebrate 100 years of Harley-Davidson in Canada, you'll notice a number of articles that we hope you'll find interesting and educational. You, after all, have helped to shape Harley-Davidson into what it is in Canada today, and we'll be spending some time in the next few editions recognizing that. Another great way to partake in the anniversary is to participate in our new **H-D 100 Challenge** contest, available through the EatSleepRIDE app. Simply download EatSleepRIDE from your app store (Apple or Google), hit the "Challenge" page and sign up for the contest. Riders can collect points by visiting H-D dealerships across Canada, visiting iconic Canadian locations, stopping into events like Test Our Metal™ demo days, riding defined routes or even just logging open kilometres. For every 500 points collected, participants will receive a digital ballot for a chance to win a brand new Street Glide® Special with a limited edition anniversary paint kit. There are also 500 secondary prizes of genuine H-D® merchandise to be won.

However you choose to prepare for this riding season, one thing we all have in common is that we're only a month – or maybe two – away from getting back out there. So get that spring cleaning done as early as you can and nail down those house projects because we have places to get to, friends. See you out there soon!

KAREN MAYBERRY
Lead, Consumer Experience and Public Relations
Harley-Davidson Canada



Editor in Chief
MATT KING

Design and Production **ARCHANT DIALOGUE** · Publishing and Content Director **ZOË FRANCIS-COX** · Creative Director **JON LILLEY**

Copyeditors **MATT COLLEY & AMY REID** · Editorial Assistants **CIARA JACK & HAZEL COMPTON** · Art Director **RICHARD BERRY** · Production Designers **CORAL MCCLLOUD & LUCY PERKINS**

Digital Designer **RUPERT BURROUGHS** · Production Manager **KAY BROWN** · Account Manager **KATHERINE BERRYMAN** · Studio Manager **NICKY WRIGHT**

February 2017 Contributors **GLEN ABBOTT, MATTHEW JONES, JOSH KURPIUS, MICHAEL LICHTER, DAN LIM, JEREMY PICK, CHARLES PLUEDDEMAN, JOHN SANDBERG, CARLAN TAPP, DUSTIN WOODS**

Canadian Editorial **FRESH AIR PUBLISHING** · Editorial Director **GORDIE BOWLES** · Copyeditor **CHRISTINA NEWBERRY**

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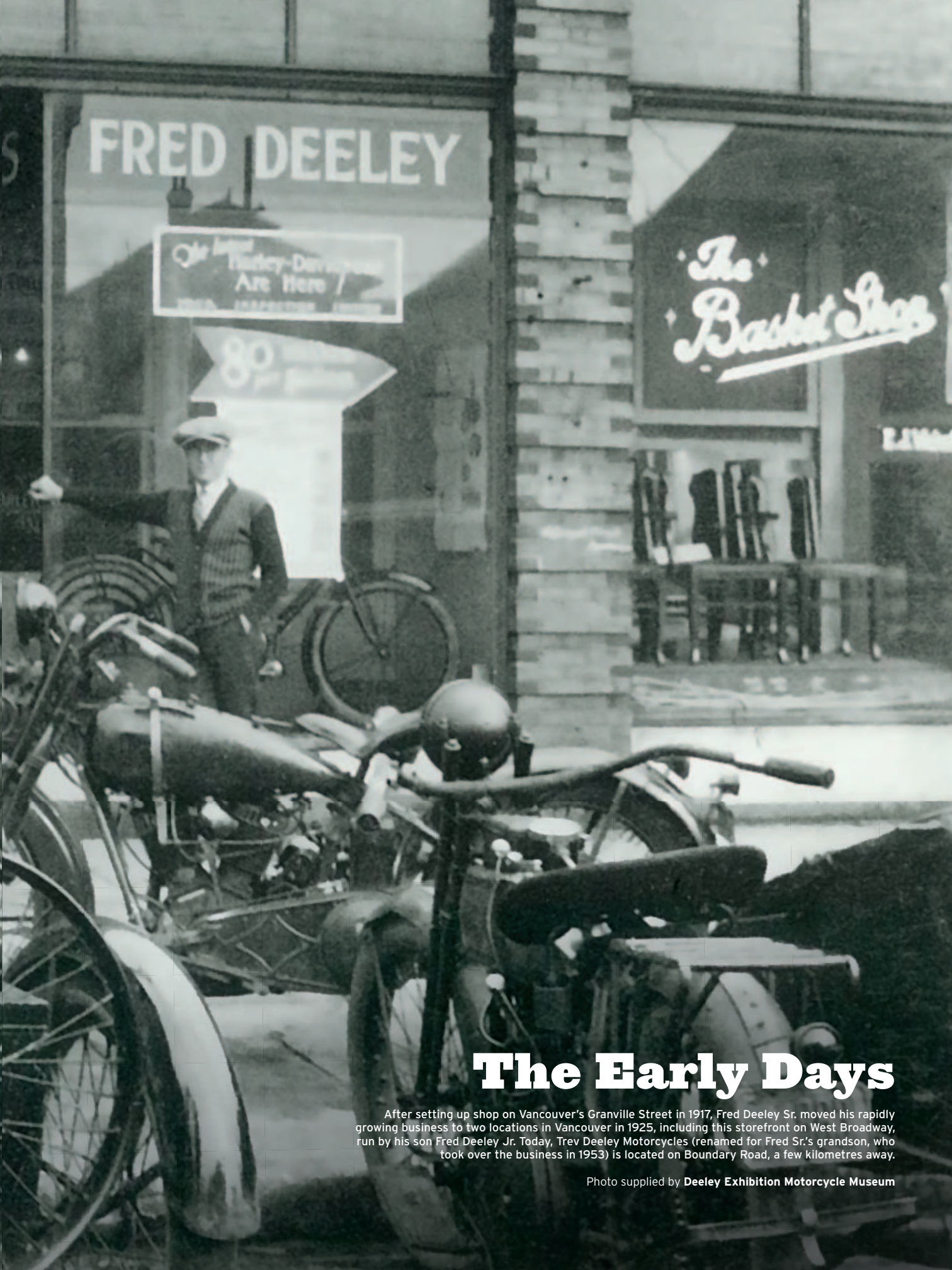
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The
Basket Shop

The Early Days

After setting up shop on Vancouver's Granville Street in 1917, Fred Deeley Sr. moved his rapidly growing business to two locations in Vancouver in 1925, including this storefront on West Broadway, run by his son Fred Deeley Jr. Today, Trev Deeley Motorcycles (renamed for Fred Sr.'s grandson, who took over the business in 1953) is located on Boundary Road, a few kilometres away.

Photo supplied by **Deeley Exhibition Motorcycle Museum**





The Race of Gentlemen comes to the H-D Museum

At the intersection of speed and style, the annual Race of Gentlemen has become a must-see motorsports event dedicated to vintage American hotrods and motorcycles. This summer, the Harley-Davidson Museum™ will bring together vehicles, artists and personalities that make up The Race of Gentlemen for a special exhibit running from June 16 to September 4 in Milwaukee. In addition to displaying bikes and cars from past events, The Race of Gentlemen exhibit will explore the passionate and devoted lifestyle TROG participants bring to this sandy spectacle through photography and other artifacts.

Photograph by **David Carlo**

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THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



Golden Ambassadors

In 1963, Ontario Provincial Police Commissioner Eric Silk created a training program for O.P.P. motorcycle officers at Canadian Forces Base Borden. Led by school commandant Lieutenant Colonel B.W.E. Lee, the officers soon formed a precision riding team named for the force's gold sparkle helmets. Fifty-four years later, the team continues to perform on 1690-cc Harley-Davidson® Police Special models, which they also use on patrol.

Photo by Dustin A. Woods



HOG EVENT

Daytona Bike Week

The 76th Annual Daytona Beach Bike Week is around the corner, and if you aren't already packed it's not too late to plan a ride down. As always, HOG® and Harley-Davidson have a full slate of activities in store for those making the yearly pilgrimage to kick off their riding season in sunny, sandy Florida.

The main Harley-Davidson display is again located at Daytona International Speedway from March 11-18. We'll be demoing the 2017 Touring bikes powered by the new Milwaukee-Eight™ engine, along with the rest of the 2017 lineup. We're also partnering with three of Bike Week's most iconic Main Street bars to be the Official Motorcycle Sponsor at The Bank & Blues Club, Dirty Harry's and the Full Moon Saloon all week long. These bars are the Official Harley-Davidson Party Headquarters, and Full Moon Saloon will also host two special HOG Rally Rendezvous parties for members and guests Sunday, March 12, and Thursday, March 16.

For more information about Bike Week and to download the event app, visit h-d.com/Daytona

Schedule Highlights

Harley-Davidson New Product Display and Motorcycle Demo Rides

Daytona International Speedway
Saturday March 11 through Saturday March 18, 9 a.m. to 5 p.m.

Harley-Davidson Main Street Party

Featuring arena rock tribute band Hairball
Dirty Harry's on Main Street
Monday, March 13, 7 p.m. to close

HOG Rally Rendezvous

Full Moon Saloon on Main Street
Sunday, March 12, and Thursday, March 16, 6 to 9 p.m.
Open to HOG members (and one guest) with a valid membership card. Each attendee will receive two drink coupons and one food coupon. Capacity is limited.



HOG® PIN STOPS

More Pin Stops for 2017!

If you're a fan of HOG® Pin Stops, you'll be happy to know that we've expanded the list of stops for 2017. And if you don't know what we're talking about, then you owe it to yourself to find out. In short, Pin Stops are a chance to chat with a HOG representative or other members, grab a commemorative pin or just relax and hang out in the shade when you're visiting any of the events and rallies where HOG is setting up shop this year to meet and greet members. See the complete list with dates and locations at members.hog.com/en_CA/website/events.



HOG TOURING RALLY

Lewis and Clark: The Expedition Returns

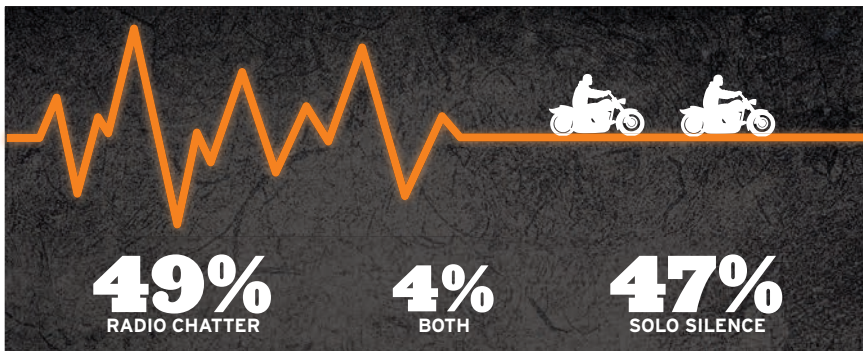
Sunday, July 10, through Friday, July 22, 2017, Portland, Oregon, to St. Charles, Missouri

Registration is now open for HOG's Lewis and Clark: The Expedition Returns riding rally, and space is filling up fast! Starting in Portland, the rally will take riders to nine cities along the famed route, with stops at numerous museums and interpretive centres, group meals and other special gatherings, as well as some spectacular riding. Highlights include Montana's Beartooth Pass and a ride through Yellowstone National Park. Visit hog.com/events for more info or to sign up.

DIVIDED HIGHWAYS

Riding chatter or solo silence

WE ASKED: When riding with friends and loved ones, do you like to chat about your ride as you go? Do you use a riding communications system? Or do you prefer the silence of the open road, and catch up when you stop for coffee or arrive at your destination?



YOU SAID: The CB radio has been a very helpful piece of equipment when on long and short trips; it's always on. The folks I ride with all have them. -Jerry C. ... **The sounds and the feeling we get while riding are why we ride. We can always yack at a rest stop or coffee stop.** -Jim B. ... Communication is a necessity. It offers the safety of letting others know of upcoming turns or lane changes, or of obstacles in the roadway. -Denny V. ... **In my occupation as a pilot I'm told when to do it, how to do it and where to do it. On the bike, it's my way. Ironically, I refer to my time on the Harley as "quiet time."** -Tim R. ... I won't have a bike without a CB radio, as I enjoy talking to my best buddy or to the

group that I'm with. -Chuck H. ... **Me, I ride to escape all the static of modern technology, all the distractions that take away from the ride, to just be free and absorb the passing countryside, not to miss the sights that may only come once in a lifetime.** -Mark H. ... When I started riding my own bike six years ago and my husband turned the wrong way too many times, I decided that headset communicators were necessary for a happy and safe riding experience! -Susan C. ... **I enjoy listening to the tire noise on pavement, the motor tones and, most of all, the wonderful rumble of the exhaust.** -David H. ... Ride connected for safety, if for no other reason. -Robert R.

NEXT QUESTION:

Commuting cruising or open-road riding?

Do you like to tackle the daily commute aboard your Harley® motorcycle, or do you prefer to unleash it on the open road in your spare time? Do you feel that having your bike waiting for you as you step out of the workplace is the ultimate freedom, or do you savour the moments when you can ride for pure pleasure?

» Send your thoughts to hogmagazine.ca@harley-davidson.com with "Divided Highways" in the subject line. We'll publish the best responses in the next issue.

5 THINGS ABOUT

100 years of Harley- Davidson in Canada

1 Cruise the Capital

The party of all parties for HOG® members and Harley® motorcycle enthusiasts in Canada will take place July 27-29 in Ottawa, celebrating the 100th Anniversary of H-D operations in the country. The National HOG Rally coincides nicely with Canada's 150th birthday. Visit ottawahog.com for more.

Celebrate the History

During this centennial anniversary, H-D Canada will recognize its storied history while looking to the future. Milestones include Fred Deeley's opening up shop on Vancouver's Granville Street in 1917, and the 1973 formation of Fred Deeley Imports Ltd. between partners Don James, Trev Deeley and Harold Lenfesty. See page 21 for the complete Canadian timeline.

3 Ride the Maple Leaf

In addition to the National HOG Rally, HOG rallies are scheduled across the country in Kamloops, B.C. (July 13-15), Red Deer, Alta. (July 27-29), and Quebec City (July 20-22).

Test our Metal™

Canada's iconic Test our Metal™ demo ride experience continues for its 29th straight year. Follow @HarleyCanada and #TestOurMetal on Facebook, Twitter and Instagram for photos.

5 Strength in Numbers

The total head count for HOG members in Canada has reached 94 chapters and 46,000 members, making its membership the second largest in the world after the United States.

The Light Fantastic

Talk about curb appeal. The new Harley-Davidson® Spectra Glo™ Lighting System is designed to blanket your bike in brilliant colour using RGB LED technology to produce more than 500 colour options, controllable with a waterproof, handheld, wireless fob. Simply select one of the seven base colours – yellow, green, teal, white, blue, pink or red – and dial in the shade you desire. Then choose between solid, flash or fade modes with a tap of the remote control.



Spectra Glo™ LED Light Pod Kits

Light Pods can be used to add general lighting almost anywhere on the bike. Ground-facing pods produce a neon-like pool of light on the pavement. Pods hidden below the tank or behind covers reflect onto chrome surfaces to double the splash of colour. These compact, flexible pods can be chained together in longer strips, or placed

individually and connected by jumper wires. Each pod features three individual RGB LEDs, and includes a tough adhesive backing for easy placement. Begin the installation with the 6-Lamp Starter Kit P/N 68000213, \$149.95 (pictured) and add on with 4-Lamp Expansion Kits P/N 68000214, \$99.95

NOTE: Some local regulations prohibit using coloured or indirect lighting during vehicle operation on public streets. Check local regulations before installation. Installation of Spectra Glo kits may require the separate purchase of model-specific wiring harnesses or jumpers. See an Authorized Harley-Davidson Dealer for fitment details. U.S. pricing shown.



Spectra Glo™ LED Lighting Controller Kit

The core of the Spectra Glo system is the compact and waterproof lighting controller box installed beneath the seat and activated with the wireless fob to sync the colour and mode selection between all LEDs. Designed specifically for Harley-Davidson motorcycles, the controller won't interfere with the bike's electronics. The low-draw LED lamps have a one-hour auto-shutoff feature to preserve the battery. P/N 68000218, \$99.95



Spectra Glo™ LED Fairing Vent Light

The 12-LED array mounts behind the Batwing Split Stream Fairing Vent, but doesn't block airflow or vent function. Fits 2014-later Electra Glide®, Street Glide®, Ultra Limited, and Tri Glide® models. P/N 68000194, \$109.95

Spectra Glo™

Footboard Inserts

Carved out of the slip-resistant rubber insert are LED illuminated bands that softly glow to match the selected Spectra Glo colour. Footboard Inserts fit Original Equipment or accessory D-shaped footboard pans. Spectra Glo Rider Board P/N 50500492, **\$229.95**; Spectra Glo Passenger Board P/N 50500495, **\$189.95**



Warranty 101

Harley-Davidson factory warranties offer customers the kind of protection that inspires confidence and are a strong selling point when you're considering buying Harley-Davidson® products. Hopefully you'll never need to use yours, but just in case, it's important to have a clear understanding of what the warranties do and don't cover. Let's start with the basics...

BY DEFINITION

A warranty is a legal contract between a customer, retailer and manufacturer. It provides remedies to repair or replace parts that malfunction or fail within the coverage period under specific terms and conditions. A warranty provides uniform standards and promotes timely and complete performance of warranty obligations. Under Harley-Davidson warranties, Harley-Davidson Motor Company warrants that an Authorized Dealer will repair or replace failed components

during the warranty period, after which the company reimburses the dealer for parts and labour.

WARRANTIES:

- are offered to customers who purchase items such as H-D® Genuine Motor Parts & Accessories, general merchandise and motorcycles, and differ depending on the type of product
- don't cover damage, abuse or misuse by an Authorized Dealer or customer
- don't cover dealer-related workmanship issues

LIMITED WARRANTY

Like all vehicle manufacturers, Harley-Davidson does not offer a Full Warranty. Instead, Harley-Davidson offers a Limited Warranty that contains reasonable restrictions regarding the responsibilities of the manufacturer or seller for the repair

or replacement of the item. For example, the Harley-Davidson warranty is limited to two years and does not cover certain items that require periodic maintenance, like brake pads and oil changes.

CLAIMS

Warranty claims are important to dealerships and customers, but also to the Motor Company because they provide a measurement for tracking quality concerns and issues. Accurate reporting creates awareness of product issues. By carefully recording the complete, fully detailed history of every claim you file, you add to the company's knowledge base and help ensure that our merchandise performs as advertised.

If you have a question about the warranty on any Harley-Davidson product, or need to file a claim for a motorcycle or product you've purchased, visit your nearest Harley-Davidson Authorized Dealer.

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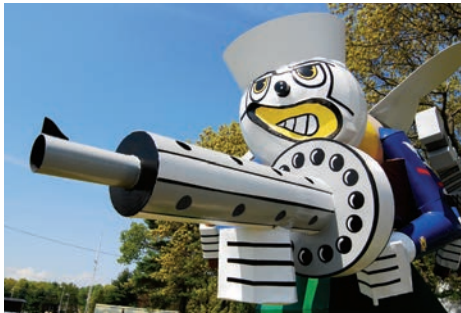
youtube.com/harleycanadaofficial



South County Sojourn

Riding **Rhode Island's** Seacoast

Pass through the stone archway of The Towers along Ocean Road in Narragansett, and the rocky shores of the Atlantic sit off to your left, seagulls glide overhead and an ocean breeze cools the summer air. You're in the heart of Rhode Island's South County. Although that's not the actual name of the county – a fact even many Rhode Islanders don't realize – the southwestern coastal region of the state has been called that for as long as anyone can remember.



SEA AND SUN

It's not for nothin' that Rhode Island is known as the Ocean State, and South County is home to some of the state's favourite beaches. U.S. Route 1 and scenic State Route 1A are the keys to the coastline, leading you through Wickford, Narragansett and points south. Along the way, stop at the Seabee Museum and Memorial Park off of Route 1 (Post Road) in North Kingstown. Look for the famous "Fighting Seabee" statue – a giant bumblebee wearing a sailor's cap and clutching a machine gun and monkey wrenches – the mascot of the Naval Construction Battalion based at nearby Quonset Point from 1942 through 1994.



WICKED WICKFORD

The village of Wickford, settled in the early 1700s, is home to one of the largest collections of original Colonial-era dwellings in New England. From U.S. 1, take State Route 1A and head down Main Street to Wickford Harbor, where you'll likely see lobstermen baiting their traps or returning with the day's catch. Continue on 1A along the coastline through Narragansett and follow Ocean Road past Scarborough State Beach to the tip of Point Judith. An octagonal brownstone lighthouse has stood sentinel there since 1857.

GALILEE AND JERUSALEM

The popular and picturesque nearby town of Galilee is home to the state's largest fishing fleet and a seemingly endless supply of fresh seafood. Head over to the stone jetty to watch the comings and goings of fishing boats, pleasure craft and charter boats. Across the channel lies the village of Jerusalem, the state's other biblically named town. From Galilee, follow State Route 108 back to routes 1 and 1A for a relaxing 50-kilometre ride to Watch Hill, a historic Victorian-era summer resort community and the most southwestern point in Rhode Island.



Road Captain Recon

Tips from the Ocean State HOG® Chapter

SET A SPELL

South County is a favourite destination for Ocean State HOG members. "There's great scenery, restaurants and places to just sit along the side and look out at the ocean," says Road Captain Dan Barnette. A favourite stop is the Narragansett Seawall on Ocean Road. "You'll find lots of bikers there, and on a clear day you can see Block Island."

LOCAL FLAVOUR

You haven't tasted the saltwater soul of Rhode Island until you've had chowder and clam cakes. Hot, crisp and chewy, these deep-fried balls of dough mixed with pieces of chopped clams are a local delicacy. Barnette recommends George's of Galilee or Aunt Carrie's. Chapter members also like to stop for homemade ice cream at Brickley's on Route 1A in Narragansett.

SHAKE IT OFF

Watch Hill sits on a bluff overlooking Block Island Sound, providing a scenic end to a South County sojourn. "Watch Hill is beautiful," says Barnette. "You have the Watch Hill Carousel and a small main street with a lot of mom and pop businesses." Among the resort community's mansions, Taylor Swift has a summer home here. "You never know who's gonna show up!" says Barnette.

For more information:
southcountyri.com
seabeesmuseum.com

100 YEARS OF HARLEY- DAVIDSON IN CANADA

A LOOK BACK AT WHERE IT ALL BEGAN

2017 is a big year for Harley-Davidson in Canada; it marks the centennial anniversary of the first H-D retail store in this country.

In 1917, Fred Deeley Sr., a recent immigrant from England, began selling Harley-Davidson® motorcycles at his Fred Deeley Ltd. store on Vancouver's Granville Street. Now located on Boundary Road and renamed Trev Deeley Motorcycles, the destination shop is the fourth-oldest Harley-Davidson® retail store in the world. (Dudley Perkins Co. Harley-Davidson in San Francisco is the oldest.)

Here are some more notable moments from Harley-Davidson's 100 years of history in Canada.

1917

Fred Deeley Ltd. takes on the Harley-Davidson® line.

1925

Fred Deeley Sr. expands the business to two locations, a bicycle store and a motorcycle shop. His son, Fred Jr., runs the latter.



1942

44 Knuckleheads are custom-built for the Canadian Armed Forces, featuring a variety of unique parts specified by the Canadian military.



LATE 1940s

The Deeley Booth at the Pacific Northwest Exhibition (P.N.E) features the "competition corner" showcasing Trev Deeley's trophies and his 1940s Panhead racing bike.



1953

Trev Deeley becomes general manager of Fred Deeley Motorcycles.



1962

The Fred Deeley Service School opens to train the local police department how to properly ride Harley-Davidson motorbikes.



1973

Partners Don James, Trev Deeley and Harold Lenfesty form Fred Deeley Imports Ltd. to become the exclusive Harley-Davidson distributor in Canada. Deeley Harley-Davidson Canada is born.



1975

Trev Deeley and Don James take a 6,500-kilometre trek across Canada to commemorate Harley-Davidson's 75th year and personally visit their dealer network across the country.

Fred Deeley Motorcycles is renamed Trev Deeley Motorcycles after the dealership is sold to Trev Deeley and his partners.



1976

Malcolm Hunter joins the Deeley staff to run the office and computerize the company.

1982

Malcolm Hunter becomes vice-president and a partner of Fred Deeley Imports.



1985

Trev Deeley joins the Motor Company's board of directors, making him one of the first three outside directors in the history of the Company.

Chris and Carol O'Neil start the first Canadian HOG® chapter, known as the Windsor HOG Chapter, after attending the first National HOG Rally in Nashville, Tennessee.

1988

Dawne Deeley, daughter of Trev Deeley, becomes the fourth generation of the family to join the business. Test our Metal™, Canada's premium demo ride program, is launched.

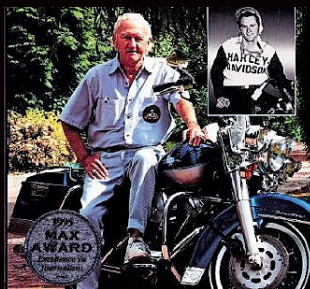
1993

The Trev Deeley Museum opens its doors.

1994

Deeley: Motorcycle Millionaire by Frank Hilliard is published by Orca Books.

Canadian Miguel Duhamel, son of legendary Yvon Duhamel, rides the VR1000 in its Daytona 200 debut.



1995

Don James, CEO of Fred Deeley Imports, receives the Canadian business entrepreneur of the year award.

Trev Deeley is inducted into the Canadian Motorsport Hall of Fame.

1997

Trev Deeley becomes the first Canadian to receive the Dudley Perkins Award for his outstanding contribution to the sport of motorcycling.

Deeley Harley-Davidson Canada begins sponsoring the Ontario Provincial Police Golden Helmets Precision Riding Team.

2002

Trev Deeley passes away on May 28.

2007

The Deeley Motorcycle Exhibition (formerly known as the Trev Deeley Motorcycle Collection) officially opens in the expanded location of Trev Deeley Motorcycles in Vancouver, B.C.



2008

Deeley Harley-Davidson Canada distributes a record number of motorcycles to 70 Retail Stores in Canada.

2010

Don James, CEO of Deeley Harley-Davidson Canada, is inducted into the Canadian Motorcycle Hall of Fame.

2013

The Ontario Provincial Police Golden Helmets Precision Motorcycle Riding Team celebrates its 50th anniversary.

2014

Project Rushmore brings a host of updates to the Touring lineup, including a new twin-cooled high-output Twin Cam 103™ engine, an air- and liquid-cooled V-twin.

2015

Deeley Harley-Davidson Canada transitions distribution to The Motor Company's new subsidiary, Harley-Davidson Canada.

Harley-Davidson Riding Academy programs are introduced by two Alberta dealers: Edge Harley-Davidson and Kane's Harley-Davidson of Calgary.

2016

The new Harley-Davidson Roadster™ model is unveiled in May at the infamous Friday the 13th event in Port Dover, Ont. Harley-Davidson launches the Milwaukee-Eight™ engine for its touring motorcycles - the Company's first major engine redesign since 1998.

1903 | A Harley-Davidson Cafe, the first of its kind in the world, opens for three months in Toronto, Ont., in partnership with Fahrenheit Coffee.

Voigt Harley-Davidson in Alberta becomes the third dealership in Canada to offer Riding Academy training.

The Canadian arm of HOG® encompasses 94 chapters and 46,000 members, making its membership the second largest in the world.



2017

Harley-Davidson marks 100 years in Canada.

HOW THE DEALER NETWORK GREW

1919 - Alberta's first Harley-Davidson Retailer, Edmonton, Alta.

1926 - Brooklands Motorcycle Works, Victoria, B.C.

1936 - Prairie Motorcycle, Regina, Sask.

1945 - Poole's Harley-Davidson, London, Ont.

1949 - Pont-Viau Motorcycles, Laval, Que.

1950 - John Berger Harley-Davidson Sales and Service, New Waterford, N.S.

1955 - Rocky's Harley-Davidson, London, Ont. (taking over the former Poole's dealership)
Poole's Harley-Davidson, Hamilton, Ont.

1972 - Prairie Harley-Davidson, Regina, Sask.

1973 - Cameron's Motorcycles, Perth, Ont.

1974 - Cariboo Motorcycles, Port Moody, B.C.
Centre de Moto Harley-Davidson, Inc., Longueuil, Que.

1980 - Harley-Davidson Montreal, Montreal, Que.
Pont-Viau Motocyclettes, Laval, Que.
Ab's Motorcycle Shop, Oshawa, Ont.
Kitchener Harley-Davidson, Kitchener, Ont.

Bibeau Moto Sport, Jacola, Que.
G.P. Motosport Inc, Plessisville, Que.
Sport Boutin Inc, Valleyfield, Que.

Motos & Sports Julien Inc., Saint-Casimir, Que.

1975 - Kamloops Superbike, Kamloops, B.C.
D & M Cycle, Chatham, Ont.

1979 - Triple S, Blairmore, Alta.
Goulet Moto Sports, Hawkesbury, Ont.
Harley-Davidson of Prince George, Prince George, B.C.

1978 - Harley-Davidson of Winnipeg, Winnipeg, Man.
Thunder Bay Harley-Davidson, Thunder Bay, Ont.
Clare's Cycle and Sports, Fenwick, Ont.

1977 - Gaslight Coachworks, Morden, Man.
Robinson Motorcycles, Wheatley, Ont.

Harley-Davidson of Edmonton, Edmonton, Alta.

1981 - Boileau Moto Service, Acton Vale, Que.
NJN Motosport Inc. in Saint-Prime, Que.

1982 - Toys for Big Boys,

Moncton, N.B.
Harley-Davidson of Southern Alberta, Calgary, Alta.

1983 - Kane's Motorcycle Shop, Calgary, Alta.
Harley-Davidson of Yorkton, Yorkton, Sask.

Pete's Sales and Service, Pembroke, Ont.
MotoSport Plus, Kingston, Ont.
Entreprises Denis Boisvert, Inc., Lennoxville, Que.

1984 - Northland Leisure, The Pas, Man.

1985 - Kane's Harley-Davidson, Kelowna, B.C.
Harley-Davidson of Smithers, Smithers, B.C.
Eldridge's, St. John, N.B.
Hi Tech Toys, Winsloe, P.E.I.
Prémont Harley-Davidson, Quebec City, Que.

Medicine Hat, Alta.
The Harley Shop, Milan Podsednik, Fort McMurray, Alta.
Cycle World, Scarborough, Ont.

1990 - G&H Harley-Davidson, Red Deer, Alta.
Harley-Davidson of Whitehorse, Whitehorse, Yukon

1988 - Redline Harley-Davidson, Saskatoon, Sask.
Steve Drane Harley-Davidson, Victoria, B.C.

1989 - O'Hara's Harley-Davidson, Delta, B.C.
Medicine Hat Harley-Davidson,

1987 - Ramsey's Harley-Davidson, Sidney, N.S.
Moto Sport Blanchette, Inc., Trois-Rivières, Que.
Quinlan's Harley-Davidson, Huntsville, Ont.
Cycle West, Chilliwack, B.C.

New Richmond Mécanique Sport, New Richmond, Que.
Poole's Cycle Ltd, Hamilton, Ont.

1986 - Hurst Harley-Davidson, Ottawa, Ont.
Bob McKay's Harley-Davidson, Shallow Lake, Ont.
Pro Cycle Ltd., Dartmouth, N.S.

Barrie Harley-Davidson, Barrie, Ont.
RPM Moto Plus, Saguenay, Que.

1991 - Jacox Harley-Davidson, Mississauga, Ont.
Harley-Davidson of Peterborough, Peterborough, Ont.

1992 - Cycle City and Recreation, Mount Pearl, N.L.
Davies Harley-Davidson, Richmond Hill, Ont.
Lethbridge Harley-Davidson, Lethbridge, Alta.
Kootenay Harley-Davidson, Cranbrook, B.C.

1994 - Heritage Harley-Davidson, Edmonton, Alta.

1995 - Lone Star Harley-Davidson, Winnipeg, Man.
Thunder Road Harley-Davidson, Windsor, Ont.

1996 - Harley-Davidson of Chilliwack, Chilliwack, B.C.

1997 - Harley-Davidson of Toronto, Toronto, Ont.
Harley-Davidson of Cranbrook, Cranbrook, B.C.

2005 - Harley-Davidson de L'Outaouais, Gatineau, Que.
Longley Harley-Davidson, Peterborough, Ont.

2006 - Sherbrooke Harley-Davidson, Sherbrooke, Que.

Privateers Harley-Davidson, Halifax, N.S.

2004 - Red Rock Harley-Davidson, Charlottetown, P.E.I.
Shawinigan Harley-Davidson, Shawinigan, Que.
Duke's Harley-Davidson, Blenheim, Ont.

2002 - Badlands Harley-Davidson, Medicine Hat, Alta.
Mighty Peace Harley-Davidson, Grande Prairie, Alta.

2003 - Harley-Davidson Victoriaville, Victoriaville, Que.
Mackie Harley-Davidson, Oshawa, Ont.

1998 - Langley Harley-Davidson, Langley, B.C.

1999 - Gasoline Alley Harley-Davidson, Red Deer, Alta.

2000 - Harley-Davidson of Fort McMurray, Fort McMurray, Alta.
JH Stewart Ltd. Miramichi, N.B.

2007 - Trails End Harley-Davidson, Yellowknife, N.W.T.
Vision Harley-Davidson, Repentigny, Que.
Harley-Davidson of the Kootenays, Cranbrook, B.C.
Laval Harley-Davidson, Laval, Que.
Mountainview Harley-Davidson,

Chilliwack, B.C.
Barnes Harley-Davidson Langley, Langley, B.C.

2009 - Harley-Davidson Côte-Nord, Baie-Comeau, Que.
Carrier Harley-Davidson, Saint-Hyacinthe, Que.
Carrier Harley-Davidson

Drummondville, Drummondville, Que.
Bécancour Harley-Davidson, Bécancour, Que.

2010 - Edge Harley-Davidson, Lloydminster, Alta.
Mile 1 Harley-Davidson, Mount Pearl, N.L.

Freedom Harley-Davidson, Ottawa, Ont.

Sept-Îles Harley-Davidson, Sept-Îles, Que.

Leo Harley-Davidson, Brossard, Que.
Gaslight Harley-Davidson, Morden, Man.

Blackbridge Harley-Davidson, Cambridge, Ont.

2017 - St-Jérôme Harley-Davidson, St-Jérôme, Que.
Pollicaro Harley-Davidson Oakville, Oakville, Ont.

Gasoline Alley Harley-Davidson of Kelowna, Kelowna, B.C.
Barnes Harley-Davidson Kamloops, Kamloops, B.C.
Clare's Harley-Davidson Port Dover, Port Dover, Ont.
Pfaff Harley-Davidson, Richmond Hill, Ont.

2013 - Voigt Harley-Davidson, Fort McMurray, Alta

2014 - The Rock Harley-Davidson, Sudbury, Ont.

2016 - Banff Harley-Davidson, Banff, Alta.

2011 - Moto Route 66 Harley-Davidson, Sainte-Marie, Que.

2012 - Fox Harley-Davidson, Owen Sound, Ont.
Calgary Harley-Davidson, Calgary, Alta.

2017 CANADIAN HOG® RALLIES



> Kamloops, BC

> Red Deer, AB

> Quebec City, QC

> Ottawa, ON

July 13-15
**WESTERN REGIONAL
HOG® RALLY**

*Kamloops, British
Columbia*

WesternRegionalRally.hog.com

July 20-22
**QUEBEC REGIONAL
HOG® RALLY**

Quebec City, Quebec

QuebecRegionalRally.hog.com

July 27-29
NATIONAL HOG® RALLY

Ottawa, Ontario

CanadianNationalRally.hog.com

July 27-29
**PRAIRIE REGIONAL
HOG® RALLY**

Red Deer, Alberta

PrairieRegionalRally.hog.com





**48 HOURS IN
VANCO**



STORY BY DUSTIN WOODS, PHOTOS BY
FRANKIE MILLER AND DUSTIN WOODS

I've often said that Vancouver is one of the most beautiful cities on the planet ... when the sun is shining. That simple caveat is one that makes most people nod in agreement while making Vancouverites grimace with contempt. When the clouds disperse, the city comes alive. People jog, cycle and brazenly smoke joints on park benches and picnic blankets, enjoying magical views of the ocean and mountains. While locals may brag about warm sunshine, T-shirts and tulips in March, they also experience a hopelessly long, dark, dreary and damp winter – the kind of weather that makes you want to bring a toaster into the bathtub with you.

Weather isn't the only matter in which Vancouver is a city of extremes. It's a metropolis centre of unimaginable wealth and alarming poverty. It's not uncommon to see a Rolls-Royce, Lamborghini or Range Rover vehicle piloted by a young driver with a green "N" sticker on the back of the auto, signifying a new driver. But visit the Downtown Eastside and you'll think you've stumbled onto the set of a *Walking Dead* episode taping in progress. Gaunt, weak and weary, lost souls scour the streets for unlocked bicycles, scraps of food, spare change and smack, the life long gone from their tired, vacant gaze.

It's a city I hadn't felt excited about visiting ever since my longtime girlfriend decided to move there and marry the guy she was cheating on me with. We'd spent time there together over the years, and there were still plenty of spirits left in the air, casting a proverbial dark cloud over the city regardless of the weather forecast. Having to travel there for a client meeting that was going to take all of an hour, I didn't see much point in turning around and flying home right away. So, I stuck around and spent the weekend exploring the city, trying to embrace how Vancouverites and

visitors enjoy their time there, and do my damndest not to run into my ex.

Adding to the fun, I booked a 2016 Harley-Davidson® Street Bob® model for the weekend from Trev Deeley Motorcycles, a massive H-D® dealership with a museum that features a variety of irreplaceable motorcycles. The themed displays seem to change every time I visit, so it's always worth checking out. I was a big fan of the Twin Cam 103™ powerplant when it was introduced in the Project Rushmore Touring bikes a few years back, but I like it even more when it's mated to a lighter bike, like the Street Bob. Without much of an agenda, I figured I'd meet up with some old friends and see where the weekend went.

Vancouver has a number of unique neighbourhoods, each appealing to different snack brackets and social classes. Thanks to lady jetlag, I awoke abruptly to a beautiful sunrise over the harbour adjacent to the Granville Island Hotel, where I was staying for the weekend. Home to quaint independent coffee shops, art galleries, restaurants and, of course, Granville Island Brewing, the "island" has an urban bohemian vibe that caters mostly to tourists and families.

The city's lack of a vibrant nightlife is somewhat curious, especially considering the amount of caffeine Vancouverites must consume to keep its copious coffee



shops operating. There was once a street corner where Starbucks inhabited two stores right across from each other. I'm exaggerating only slightly by saying that you can practically spit from one coffee shop to the next across the entire city.

It may be a Western hub of commerce for many corporations, but Vancouver's proximity to the ocean and mountains also makes it an ideal place for recreation. If you happen to be up early on a Sunday morning, it quickly becomes apparent why Saturday nights are so tame in the city. Everyone seems to be wearing running shoes and lululemon, eager to get out the door for yoga, stand up paddleboarding or a hike.

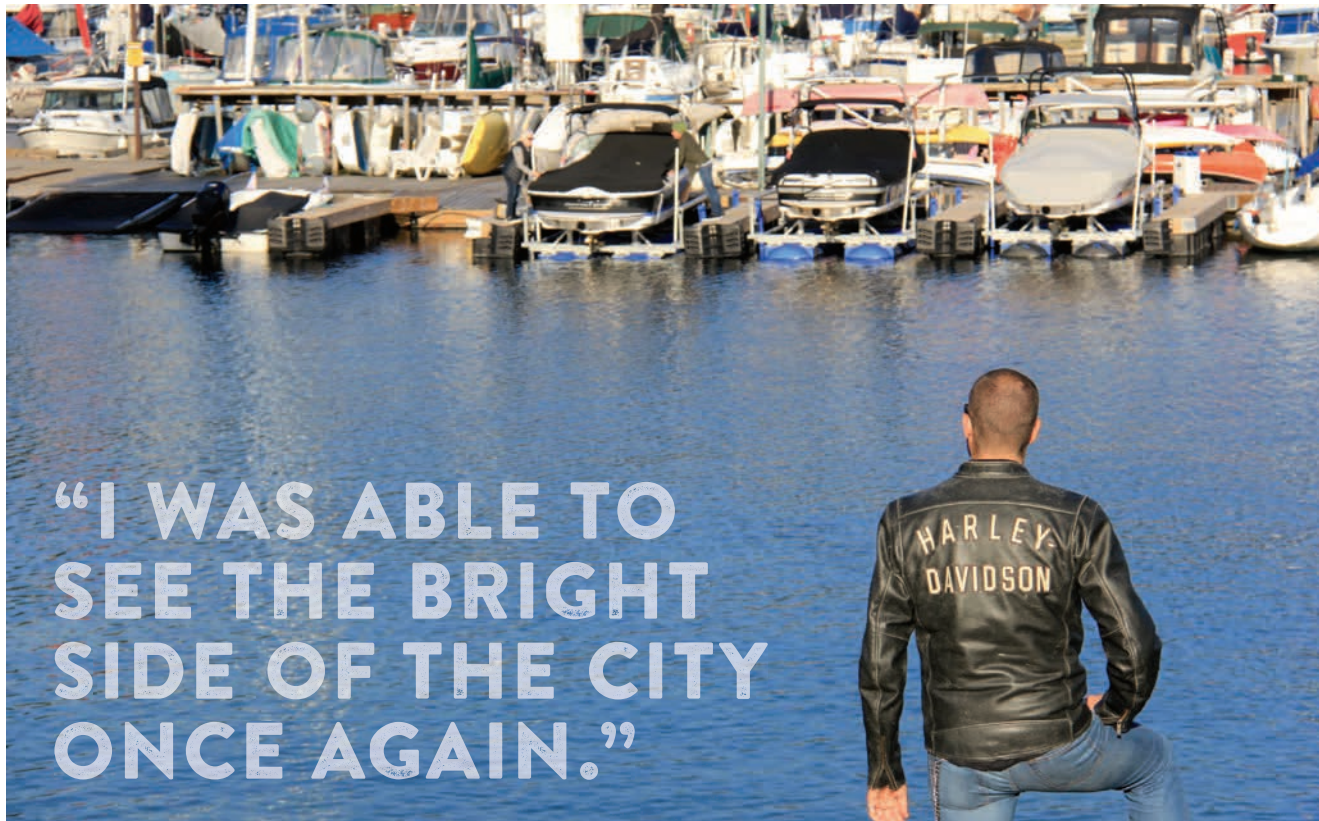
Whether you take the Sea to Sky Corridor to Squamish or ride up Mount Seymour Road, it doesn't take long to find yourself surrounded by epic, seemingly pristine wilderness should you feel like escaping the city. I rarely miss an opportunity to head over to Raglan's for one of the best burgers I've tried – named "The Republican" – after being introduced to it several years ago by my good buddy Matt, who lives in North Vancouver. It's about as big and rich a burger as you'd want to eat in one sitting, and Raglan's has an excellent list of craft beers if you aren't riding. It's a great place to stop en route to Marine Drive heading up to Lighthouse Park. The hike down



**“I’VE OFTEN SAID
THAT VANCOUVER IS
ONE OF THE MOST
BEAUTIFUL CITIES ON
THE PLANET.. WHEN
THE SUN IS SHINING.”**







the hill is worth it for the view of the city skyline. Amid the rugged, natural beauty, you'll see up to 12 mammoth freighters sitting idle, in queue to be called into the inner harbour of Vancouver's bustling port.

Spending more than a little time in the city over the years, I've managed to make some friends there, including my photographer buddy Frankie, who met up with me at various points throughout the weekend. His wife isn't so much a fan of him riding a motorcycle, and he's a big fan of his wife, so understandably he opted to stick to his Subaru. We met for lunch on the sunny patio of WildTale in Yaletown. Owned by those responsible for The Flying Pig restaurants, WildTale caters to a discerning crowd, with its white linen tablecloths and delectable menu. We were quite happy to enjoy a lighter, healthy meal after gorging ourselves the night before at Mamie Taylor's in Chinatown.

The latter establishment, which offers comfort food (meaning most of the fare we sampled was deep fried) of exceptional quality and flavour, is clean and classy, but eclectic and without a shred of pretentiousness. Opened in 2013 by Ron Oliver and Simon Kaulback, Mamie Taylor's also serves a host of southern-style cocktails. We were quite fascinated

ESCAPING THE CITY

LOW MILEAGE: SEA TO SKY

The ride up the Sea to Sky (Highway 99) is legendary for a reason. Stop for a bite in Squamish to be home by lunch, or continue on up to Whistler and Pemberton to be home in time for dinner. The beautiful roads and pristine scenery continue on for as much time as you have to spend.

MEDIUM MILEAGE: HELL'S GATE

Located at a narrow point of the Fraser Canyon, the area was first documented in the journal of Simon Fraser. The scenic ride to Hell's Gate features serpentine asphalt and seven tunnels. The area is home to a unique history documented from the early days of exploration, Trans-Canada Railroad construction, the gold rush and salmon fishing.

HIGH MILEAGE: KAMLOOPS

If you have a few days to spend in the area and want to use Vancouver as a hub to start and finish your excursion, the ride to Kamloops offers outstanding roads through rugged landscape, including Coquihalla Pass, which offers spectacular views from its elevation of 1,244 metres.

by the unassuming gem we'd stumbled upon, and Oliver explained the rationale for everything from the location and décor to the food and cocktail menu. "When you dream about starting your own restaurant, you have an idea of what it will be like," Oliver said. "We wanted to create the kind of place where we would want to go ourselves." Try the smoked tuna. And the ham grenades. And the Scotch eggs. Heck, do what we did and try everything!

I also serendipitously embraced the opportunity to get together with a lovely young lady I happened to meet while I was in town. I had suggested that she wear jeans and "sensible shoes" for our date that evening, and she was surprised and excited when I showed up on the gleaming black Hog with a spare helmet for her. After touring down to Kitsilano and over to the University of British Columbia campus, we rode around Stanley Park and took in the sunset over English Bay before enjoying some Asian cuisine: not a bad way to spend an evening. Experiencing all of the good things Vancouver has to offer and surrounding myself with good people, I was able to see the bright side of the city once again. After all, the best way to get rid of bad memories is to make new ones.

2017

ROAD KING[®] SPECIAL

BY CHARLES PLUEDDEMAN





The new Harley-Davidson® Road King® Special is as subtle as an oncoming locomotive. Bathed in menacing black, stripped of most chrome ornamentation, and powered by the muscular Milwaukee-Eight™ 107 engine, it takes the versatile Harley-Davidson Touring platform in a dramatic new styling direction, transforming the classic and very traditional Road King® model into a low, dark and sinister factory-custom bagger.

“The Road King has always reflected the purity of the Harley-Davidson FL riding experience,” said Harley-Davidson Vice President of Styling & Design Brad Richards. “There’s no fairing, no Tour-Pak® and no audio system. You can see the road rolling under your front wheel. By exchanging chrome surfaces for black and lowering the bike’s profile, we’ve moved the Road King into a very current space in the custom bagger scene while retaining the soul of that riding experience.”

A dark front end topped by a massive gloss black headlamp nacelle is the signature styling element of the Road King Special. The bike’s engine guard, handlebar and hand controls, mirrors, turn signals, engine covers, air cleaner cover, mufflers and exhaust shields also feature black surfaces.

“Chrome was retained only on some key engine components,” said Harley-Davidson Designer and Stylist Dais Nagao. “The lower rocker boxes, pushrod tubes and tappet blocks are finished with chrome to emphasize the V-twin shape of the Milwaukee-Eight 107 engine. We added a new engine-turned air cleaner insert, a finish that’s also featured on the tank console.”

A new 10-inch-tall (25 cm), 1.25-inch-diameter (3 cm) mini-ape handlebar that’s



exclusive to the Road King Special puts the rider in an aggressive riding position that's also comfortable for long runs on the open road.

"When you sit on the Road King Special, you instantly feel bad to the bone," said Richards. "That handlebar puts your hands up high, fists out. Look out over that big, black nacelle and roll on the torque from the Milwaukee-Eight, and the bike pounds down the boulevard like a gleaming locomotive rolling through a train yard at midnight."

New gloss black Turbine cast-aluminum wheels include a 19-inch (48-cm) front wheel topped by a low-profile fender. At the rear, stretched saddlebags flow over the mufflers to provide a slammed-to-the-ground appearance without altering suspension travel. A rear fascia panel fills



the space between the saddlebags and rear fender, and a low-mount licence plate module completes the tight, low lines of the rear end.

The Road King Special delivers comfort and control enhanced by the all-new front and rear suspension components featured on all 2017 Harley-Davidson Touring model motorcycles. New emulsion-technology rear shock absorbers offer 15 per cent more pre-load adjustment than previous standard Touring shocks, with a single knob to easily adjust pre-load for the weight of passengers and gear. Once set, the pre-load won't leak down or require further adjustment. The front suspension features new double-bending valve suspension technology that delivers linear damping characteristics. Reflex™ linked brakes with ABS and the Harley-Davidson Smart Security System are standard equipment on the Road King Special.



Powered by **MILWAUKEE-EIGHT™**

The Road King Special is powered by the new Milwaukee-Eight 107 engine that produces 10 per cent more torque than the Twin Cam 103™ engine it replaces, through increased displacement, a higher compression ratio and four-valve cylinder heads with 50 per cent more intake and exhaust flow capacity. Dual spark plugs for each cylinder contribute to more efficient combustion. A single internal counter balancer cancels 75 per cent of primary vibration at idle for a smoother, more refined riding experience, while retaining the classic feel of a Harley® V-twin engine. A richer exhaust tone meets all global noise and emissions standards, yet resonates with a pleasing rumble.

The Milwaukee-Eight 107 engine offers improved rider and passenger thermal comfort. A precision cooling strategy targets a flow of oil around the hottest areas of the cylinder heads. A new knock sensor for each cylinder enables more precise timing control. The rear exhaust pipe is repositioned, and the exhaust catalyst is relocated to move heat away from the passenger. Idle speed is lowered from 1,000 to 850 RPM. The charging system delivers 50 per cent more output to the battery at idle to better support the power demands of accessory lighting, performance audio, and heated gear and other accessories.

The Road King Special will be offered in Vivid Black, Charcoal Denim, Hot Rod Red Flake Hard Candy Custom and Olive Gold.





TEXAS TRAVELS

REMEMBERING THE ALAMO AND CRUISING THE COAST

I'm all for remembering the Alamo – it's an icon of Texas history, of course – but I'm ashamed to say my visit there was almost an afterthought. I was more excited about seeing the Toilet Seat Art Museum, and I made a beeline there from the San Antonio airport, even before picking up my rented Harley® motorcycle. I'd previously spoken by telephone with the museum's artist and founder, 95-year-old retired master plumber Barney Smith, and he sounded like quite the character.

In person, he didn't disappoint. "I've been working on toilet seats for over 50 years," claimed the animated, somewhat frail gentleman, who was donning a red, white and blue shop apron. He carried a bamboo walking stick that he used as a pointer as he led me through the "museum" – a cavernous garage behind his home stuffed floor to ceiling with toilet seats hung from the walls and rafters.

BY GLEN ABBOTT



SEATS OF GLORY

"I've got 1,225 toilet seats hanging in my museum," he explained. Each one takes him anywhere from 20 to 200 hours to transform from toilet to treasure. You could call Smith a Picasso of the Potty, a Caravaggio of the Commode, even a Rembrandt of the Restroom. That is to say, the guy is a bona fide toilet seat artist. If every picture tells a story, every one of Smith's toilet seats does, as well.

Each one has a theme, and most are decorated with related objects and artwork on the lids. The seats display everything imaginable – one even includes a piece from Saddam Hussein's toilet, given to him by a returning soldier who fought in the second Gulf War, and a couple more are decorated with patches given to him by visiting HOG® chapter members. "This is the bikers'," he said, gesturing toward one of the seats. "They came from Murfreesboro, and they all signed it, and that's a picture of them. I love for bikers to come by."

I'd timed my Texas trip to coincide with Fiesta San Antonio, a colourful annual blowout that began in 1891 with a single parade celebrating the heroes of the battles of the Alamo and San Jacinto. The event has grown over the past 125 years to include 11 days of parties and parades celebrating the history, culture and spirit of San Antonio.

My plans included taking in one of the parades, touring the San Antonio Missions National Historical Park and, naturally, the Alamo – couldn't forget that. Later in the week, I'd pick up a Harley-Davidson® Ultra Limited from Caliente H-D and take off for the Texas Gulf Coast Region for some sightseeing and riding with members of a couple of local HOG chapters along the way.



**"IF EVERY
PICTURE TELLS
A STORY,
EVERY ONE OF
SMITH'S TOILET
SEATS DOES,
AS WELL"**

HISTORY & TRADITION

That evening's Texas Cavaliers River Parade took place along the San Antonio River Walk, a picturesque urban waterway that winds through the city's centre. As dusk turned to darkness, a flotilla of decorated barges plied the waterway, and the river echoed with a cacophony of duelling music and sound as spectators lined the banks. The parade has been one of many Fiesta highlights since 1941 and was inspired by the colourful boats in the floating gardens of Mexico City.

Before leaving town a couple of days later, I toured the San Antonio Missions National Historical Park, a series of four Spanish Colonial Missions that, along with the Alamo, are a UNESCO World Heritage Site. Established between 1718 and 1731 to spread Catholicism and the Spanish empire, the four missions within the park remain active parishes – truly living history. The Alamo, built in 1744 as a mission, became a military garrison in the early 1800s. Over a 13-day siege from February 23 to March 6, 1836, defenders of the Texas Revolution – among them frontiersman Davy Crockett and Colonel Jim Bowie – fought a much larger contingent of Mexican Army soldiers, and in the final battle most of the 200 defenders perished. "Remember the Alamo!" became the battle cry in Texas's fight for independence from Mexico.



GALVESTON, OH GALVESTON

Two days later, I stood at the Authorized Rentals counter at Caliente H-D, where I met up with Frank Knapp, director of the Caliente HOG Chapter. He waited as I filled out paperwork for a 2016 Ultra Limited in Cosmic Blue Pearl (a colour that looks as good as it sounds). We hit the road, Frank accompanying me aboard his Road Glide® Ultra to Shiner, 160 kilometres away. Rumbling east on U.S. Route 90 Alternate, we wound past prairie, pastures and oil pumpjacks.

Longhorn cattle eyed us warily as we rode by, their protruding horns appearing almost comically long to someone like me who doesn't often get to see them. Red and yellow wildflowers added vivid contrast to a sea of green grass. Texas is the second largest U.S. state after Alaska, and its varied terrain provides a never-ending source of enjoyment for bikers. "We have rolling Hill Country, flat lands to farmlands to oil fields; a little bit of everything," Frank says. "You can be riding the entire day and still be in Texas." It's true what they say - everything's bigger here.

In the town of Shiner, we toured the historic Spoetzl Brewery, home of Shiner, an iconic - and might I say, quite tasty - Texas beer. Founded by Bavarian immigrant Kosmos Spoetzl in 1909, the brewery ships more than six million cases a year all over the country. That count likely includes a case or two consumed at



"YOU CAN BE RIDING THE ENTIRE DAY AND STILL BE IN TEXAS"

my home in Florida over the average year - just sayin'.

After our tour, Frank returned to San Antonio, and I continued on to the Gulf Coast, where I spent the night in Galveston, thinking of the lyrics of a Glen Campbell song: "Galveston, oh, Galveston, I still hear your sea winds blowing ... I still hear your sea waves crashing ..." The city is no stranger to wind and waves. Over the years, Galveston has borne the brunt of several devastating hurricanes. The most tragic occurred in 1900, when more than 6,000 lives were lost.

The next morning, I rode along the seawall and stopped at the 1900 Storm Memorial, a bronze sculpture installed in 2000. The haunting monument features the upper torsos of a man, woman and child clutching each other, and one of the man's arm is outstretched to the heavens.

"By the 1870s and '80s, this was the largest city in the state of Texas," according to Dwayne Jones, executive director of the Galveston Historical Foundation. "Up until the 1900 storm, Galveston was the shining star along the Gulf of Mexico."

As often happens in my travels, I left town wishing I'd planned a longer stay. From the Hotel Galvez & Spa - an elegant beachfront Spanish Mission-style hotel opened in 1911 and known as the "Queen of the Gulf" - to the shops, restaurants and cafés of the Strand Historic District near the city's wharf, to its bountiful supply of Victorian-era architecture, there's a lot to see and do there, and my short visit didn't do it justice.





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POINTS SOUTH

The next morning, I met up with 15 members of the Corpus Christi HOG Chapter for a tour of the USS Lexington – pretty good turnout for a weekday! The Lexington is a Second World War-era aircraft carrier that saw action in the Pacific Theatre. With a wartime crew of 3,000 and a weight of around 30,000 tonnes, this was one kick-ass ship. The Lex was the oldest working carrier in the U.S. Navy at the time of its decommissioning in 1991 and opened to the public as a museum in 1992. “My dad was on the USS Lexington during World War II,” chapter member Dennis Lugg told me. “I’m trying to picture being in his shoes, what it was like being out at sea for months, in battle conditions and all.”

Chapter member Chad Hammer served on aircraft carriers after he joined the Navy in 1990. “Coming on this aircraft carrier today brings back memories,” he said. “Not so much the visual; it’s the smells.”

After our Lexington tour, Corpus Christi HOG Road Captain Richard Smith led a smaller group of five riders to South Padre Island, my last stop along the Texas Gulf Coast, about 320 kilometres south. Riding along U.S. 77, there’s nothing – only open land. That’s the King Ranch. At nearly 334,000 hectares, it’s bigger than the state of Rhode Island and is the largest ranch in Texas.

At South Padre, a couple of the group members turned around to return home, but Richard and his son Dean would stay in town overnight and ride partway back to San Antonio with me in the morning. Richard told me about a trip he’s planning



“COMING ON THIS AIRCRAFT CARRIER TODAY BRINGS BACK MEMORIES. NOT SO MUCH THE VISUAL; IT’S THE SMELLS”



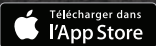
in memory of his friend and fellow chapter member Jim Clark. Jim died in an accident in 2015, but they’d planned on riding from Corpus Christi to Canada and down to Key West together, 18,000 kilometres or so. So Richard planned to ride the route himself over the summer. “That’s what he would have wanted,” Richard said. “Jim was always up for a ride, and we accumulated a lot of road miles together.”

Before leaving town the next morning, we stopped for a quick visit to Sea Turtle, Inc., a turtle rescue centre on South Padre Island. “Our mission is three-part,” explained Megan Chilcutt at the centre. “We rehabilitate and release sea turtles back into their natural environment, we do nest conservation, and then we do education.” They do good work, and I’d recommend stopping in to see them if you’re on South Padre Island.

The last stop on this jam-packed trip was in the small town of Edinburg, at the South Texas Motorcycle Museum. It’s an unobtrusive structure with an equally unobtrusive sign – easy to miss but worth seeking out. Dozens of vintage and newer motorcycles, including early Harley-Davidson® models, are on display. Accumulated by a retired local surgeon, the collection is ably maintained by museum curator and secretary/treasurer Dave Garcia, a.k.a. “Dirty Dave.”

Frank from Caliente HOG had invited me to a chapter “progressive dinner ride” if I returned to town in time. I didn’t, sadly, but I know Texas has more hidden treasures for me to discover. So until next time, amigos! Thanks for the memories.

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Challenge

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†NO PURCHASE NECESSARY. Open January 6, 2017 to July 29, 2017 to legal residents of Canada who have reached the age of majority in their jurisdiction of residence and have a current motorcycle licence valid for operation in their jurisdiction of residence as of the date of prize fulfillment. 500 secondary prizes available to be won, each consisting of one (1) genuine H-D merchandise prize pack (approx. value \$50 each). One (1) grand prize available to be won by secondary prize winners: one (1) Harley-Davidson® Street Glide Special Motorcycle with a limited edition 100 Years of Harley-Davidson in Canada paint kit (approx. value \$28,000). Odds of winning depend on number of eligible entries received and skill in accruing points. Math skill test and App registration required. Rules: <https://pages.m.harley-davidson.ca/H-D100challenge>. ©2017 H-D or its Affiliates. H-D, Harley, Harley-Davidson and the Bar & Shield logo are among the trademarks of H-D U.S.A., LLC.



RIDE IN COMFORT WITH HARLEY-DAVIDSON® WINDSHIELDS

Adapted from a Shop Talk article by Katie Maloney

Bucking the wind is a natural part of riding, and while the idea of a little wind in your face is romantic and enjoyable, a steady barrage of the gusty element can be downright tiring. A proper windshield helps manage airflow around the front of the motorcycle, tames wind blasts and creates a pocket of still air for improved rider and passenger comfort. To help you determine which windshield is best for you, here's a basic primer on how to go from wind-blown fatigue to easy, aerodynamic riding by selecting the right windshield.

WINDSHIELD BASICS

Windshields are available in multiple styles and heights to accommodate individual needs. The trick is to select the right size and style of windshield for your bike, riding style and conditions. Proper height allows you to look over the windshield while the airflow rises up and over the top of your head. To avoid looking through bug splats and road grime, choose a windshield that tops out just below the rider's line of sight. To further protect yourself from the elements, create an air management system by combining windshields with air deflectors. All Harley-Davidson® windshields are made from hard-coated polycarbonate - a tough, resilient material that resists abrasion and scratching, and offers protection from rocks and other road debris.

FORK-MOUNTED WINDSHIELDS

Fork-mounted windshields are available in both detachable (with attached docking points) and quick-release designs. Quick-release windshields attach to a bike's fork tubes with stylish die-cast lever-locking clamps that result in a clean, custom look without the leave-behind docking hardware. Fork-mounted windshields are quick to attach or detach, and the transition requires no tools.

Sport

The sport style windshield protects the rider from wind and debris, but maintains a contemporary look with a sleek profile that hugs the front headlamp.

Compact

The compact style windshield combines the classic Harley-Davidson windshield shape with a minimalist edge that offers full protection from the elements. This tough, hard-coated polycarbonate windshield is available with traditional polished or gloss black horizontal and vertical braces.



King

Contoured to divert the wind around the rider's helmet and hands, the king-size windshield provides maximum weather protection for long-distance riding comfort. Its traditional polished braces and mounting brackets are designed to blend with your customizing style.

Ventilator

Just as the name implies, the ventilator style windshield offers integrated clear injection-molded vents that can be opened or closed to adjust airflow based on riding conditions. In the open position,

a cooling airflow is redirected across the rider's chest that's perfect for riding on a warm day. When the vents are closed, the shield provides maximum wind and weather protection. If neither of these options suits the conditions, it can be popped off in a matter of seconds and you are on your way, unencumbered and happily windblown!

Wind Splitter

The Wind Splitter windshield features an exclusive fingertip-adjustable centre vent that reduces turbulence behind the windscreen. When open, the airflow fills the area behind the shield and helps to smooth the flow of air over the top of the screen and around the rider. The revised flow reduces helmet bobbing and neck fatigue. The open vent also provides cooling airflow at low speeds and in city traffic.

Engineered to provide the riding comfort of a larger windshield, this low-profile screen has a contemporary contour that keeps the shield below the rider's sight line to avoid looking through road grime. Like the other fork-mounted windshields, the Wind Splitter's easily detachable design allows you to remove it in a matter of seconds.

FAIRING-MOUNTED WINDSHIELDS

The next options are windshields that offer protection and style for bikes with a fixed fairing. They come in two styles.

Standard

Available in several heights to meet any rider's needs, this traditional shape provides great weather protection and an unobstructed over-the-top view.

Wind Splitter

Styled to complement the shape of H-D® fairings while still providing great protection from the elements. These windshields are available in multiple heights to offer better wind protection than the stock windshield.

AIR AND WIND DEFLECTORS

Deflectors are designed to maximize rider comfort by extending the windshield's coverage for superior protection in any weather. Here are a few of the options.

Adjustable Air Deflectors

These deflectors feature an infinitely adjustable friction pivot that holds the wing in position to direct the air where riders need it most. Close the vent to direct the airflow around the fairing or open the vent to maximize airflow. Available in dark or light smoke finishes, the deflectors are easy to install and come complete with hardware.

Road Glide® Wind Deflectors

This style of deflector has a snap-fit design that redirects the airflow that rises between the fairing and fork tubes. This can dramatically reduce head buffeting.

Soft Lowers

Soft Lowers can help you squeeze a little more time out of the riding season by providing wind and mud protection for your legs and minimizing cold updrafts that can cause head buffeting.

Fork-Mounted Wind Deflectors

These scooped deflectors channel the airflow and direct the rush of air and turbulence around the rider.

TAKE A DEMO RIDE

Many Harley-Davidson dealers participate in the Windshield Demo Program, so you can try before you buy to avoid ending up with a pile of useless plexiglass in your garage. Visit h-d.com to find one near you.





LONG WAY

'Round the Lake

CIRCLING LAKE MICHIGAN WITH
HARLEY-DAVIDSON® AUTHORIZED TOURS
BY GLEN ABBOTT

“Suit up if you got ’em!” barked Jeff, the leader of our motley riding crew, as we dismounted our motorcycles. His military-sounding instruction referred not to gas masks and flak jackets, but to rain gear. And judging from the ominous black clouds in the distance, it was damn good advice.

We’d crossed the Mackinac Bridge onto Michigan’s Upper Peninsula (U.P.) several minutes earlier in bright sunshine, but as our group of nine motorcycles rumbled westward on U.S. Highway 2, the headlamps of approaching vehicles burned brightly, a chill wind cut across Lake Michigan and the skies darkened. You didn’t have to be Ferdinand Magellan to foretell our immediate future.

Stopping on a wide section of shoulder along U.S. 2, those of us who had ’em suited up. Back on the highway, raindrops began to fall, lightly at first. The sky dulled to a shade of slate grey. Tiny whitecaps spread across the giant lake and lapped gently ashore. A line from a *Seinfeld* episode popped into my head: “The sea was angry that day, my friends. Like an old man trying to send back soup in a deli.”

The skies were angry as well. Over the next two hours, we pressed on through a deluge of varying intensities, passing shacks and souvenir stands advertising exotic delicacies like “pasties” (a type of Cornish meat pie, pronounced “past-ee”) and smoked fish. Mom and pop motels, whose vintage marquees likely would have once proudly boasted of wonders within, like colour television and air conditioning, lined our route. We were two days and 800 kilometres into a four-day, 1,800-kilometre circumnavigation of the country’s third-largest Great Lake, riding a route designated the Lake Michigan Circle Tour.

Kickstands Up

The previous morning, we’d gathered in the showroom of Illinois Harley-Davidson on Historic Route 66 in the Chicago suburb of Countryside, Illinois, for introductions and a pre-ride breakfast. Lead guide Jeff Smith and chase guide Mike Papp represented Windy City Motorcycle Tours, Harley-Davidson’s newest Authorized Tours provider. Over the following days, we would share many miles with the team – Jeff, the authoritative, take-charge type you’d expect as team leader, and Mike,



“The sky dulled and tiny whitecaps spread across the lake”



whose laid-back good nature and quick rejoinders made him Jeff’s perfect foil – along with much laughter.

“The trip’s all planned for you,” explained Jeff. “The route, the hotels and booklets for everyone with detailed directions. You can follow along, or you can ride your own ride.”

I was immediately impressed by the diversity of experience represented by our riders. On one end of the spectrum, 75-year-old Mike Weresch had travelled on two wheels all over the world since the mid-1950s; on the other, 39-year-old Krystian Maleszewski proudly rode his first bike, a brand new V-Rod® Night Rod® Special he’d bought six weeks ago. A young couple came along on a Softail Slim® and a CVO Road King®, another couple rode a Tri Glide® and the rest of us had Ultra Limited models, a Road Glide® and a Road King.

With the exception of yours truly – the lone Floridian – everyone lived in the Chicago area. To my ears, their distinctive regional accents brought to mind one of my favourite classic Saturday Night Live skits, in which a roundtable of Chicago sports superfans loudly and repeatedly proclaim adoration for their favourite team, “Da Bears!” (I know that to those Chicagoans I was the one with the accent, but I couldn’t help myself.)

Tunnel Vision

On the road, we made quick work of the nightmarish but necessary interstate highway hellscape of northeastern Illinois and northwestern Indiana – tolls, trucks, traffic and trailers. Our first glimpse of water came an hour later, at Indiana Dunes National Lakeshore, nestled along Lake Michigan’s southern shore. We parked and eagerly walked onto the sandy beach to take a group photo and some obligatory selfies. For the remainder of our four-day trip, we would ride mostly state, local and U.S. highways that comprise the bulk of the Circle Tour.

Crossing the Michigan border and heading north, the air felt cooler, the scenery greener. Our route hugged parts of the lake and the edge of Manistee National Forest. Approaching our overnight destination of Manistee, golden rays of late afternoon sunshine highlighted giant, lazily spinning wind turbines that seemed to sprout from nearby fields like cornstalks.

Our group gathered bleary-eyed in the

“We’d gone from a disparate band of strangers to a cohesive group sharing miles and memories”



hotel parking lot at 6:45 the next morning as Jeff briefed us on the day ahead. Among the highlights: the Tunnel of Trees, a 30-kilometre stretch of Michigan State Route 119 between Harbor Springs and Cross Village. It’s a winding, scenic, narrow road, parts of which run along a high bluff overlooking Lake Michigan. “I think it’s the prettiest road of the trip,” Jeff announced.

On the road from Manistee, farms and apple orchards dominated the landscape. Michigan is the country’s third-largest apple producer – in 2015, more than 11 million trees yielded almost 24 million bushels of the fruit. Our trip, in mid-September, came in the middle of fall harvest. In some orchards, the trees remained stippled with red apples, and giant rectangular bins on the ground awaited filling; in others, the fruit had been harvested and the trees sported a shade of monochromatic green.

More wonders lay ahead. Near the township of Leland, we passed a sign that read, “45th Parallel: Halfway Between Equator & North Pole,” an interesting, if random fact. Later, in Charlevoix, I separated from the group and stopped at a roadside monument for the “World’s Largest Cherry Pie” – at least, that’s what the sign proclaimed.

For me, this sort of roadside kitsch is impossible to resist. The display featured a four-metre-diameter pan used to bake a monster 6,350-kilogram pie for the town’s cherry festival in 1976. Records were made to be broken, however, and my research revealed that Traverse City, Michigan, snatched away the title 11 years later with its own 12,700-kilogram version. Then, in 1990, the town of Oliver, B.C., claimed the title with a humongous pie weighing more than 17,000 kilograms. This whole sugary showdown sounds like a tempest in a pie tin. Strangely craving a cup of coffee and a slice of pie, I caught up with the group later at a gas stop.

The Tunnel of Trees proved to be exactly as promised. Slow and curvy, there’s no centre line and few places to pull over to take photos. M-119 is packed with evergreen and hardwood trees and partly blanketed by a leafy canopy, offering glimpses of Lake Michigan from along its bluffs. In Cross Village, we dined at Legs Inn, a historic, quirkily decorated stone-and-timber restaurant known for



its Polish specialties. We were near the northern tip of Michigan's Lower Peninsula, and after lunch we crossed the Mackinac Bridge into the You Pee (uh, U.P., that is). The eight-kilometre-long "Mighty Mac" is an impressive structure – the fifth-longest suspension bridge in the world and the longest in the Western Hemisphere.

Capes in the Wind

As described earlier, our ride through the U.P. was a rainy one, and the sun didn't break through the clouds until just before we arrived at our hotel that evening. At dinner, Alex and Lynda Duff endured some good-natured ribbing from the rest of the group about their failure to anticipate inclement weather. "It was brutal," admitted Alex. "About 135 miles (217 km) of rain with no rain gear and no windshields on our bikes."

"Learning curve!" Lynda laughed. "But it was fun."

Not surprisingly, these shared moments of food, drinks and laughter following long, scenic days on the road are a highlight of



group trips, something you don't get to experience when riding alone. "You kind of bond on the road; it's fun," remarked Marge Anzalone, who accompanied her husband, Steve, on their 2015 Tri-Glide. Added Steve: "It's like I've known these people all my life, and we've only been together three days. That's one of the high points, meeting different people, different riders, with different experience levels and different personalities."

"This brings people together who love the same thing, and that's riding motorcycles," explained Jeff. "People build friendships on these rides, and often I see them ride with these same people afterwards, on their own."

"We've got 12 new friends," observed rider Dan Van Arsdale. "Great roads, incredible scenery - it has been an awesome trip." New rider Krystian was beaming. "Riding a Harley® was always my dream," he told me. "I love it; I really love it. I'm getting experience, and this trip is a great lesson for me; I've learned a lot."

Of course, we weren't finished yet, and we spent the next day exploring Door County, Wisconsin, a beautiful peninsula surrounded by the waters of Lake Michigan and Green Bay. Door County is sometimes called the Cape Cod of the Midwest, and it's easy to see why. Quaint small towns and fishing villages dot the 110-kilometre peninsula, and outside Sturgeon Bay, all of the motels and restaurants are mom and pop places. We ate lunch at Wilson's Restaurant & Ice Cream Parlor, an Ephraim landmark since 1906, then continued north and rode some nice twisty back roads to the ferry dock at the tip of the peninsula. Turning south once again, we encountered a few drops of rain, but fortunately (and no doubt to the great relief of Alex and Lynda) the clouds dissipated nearly as quickly as they'd appeared.

Our trip reached its conclusion the next morning in Milwaukee at the world-class Harley-Davidson Museum,™ where we were treated to a special guided tour. "The VIP Tour is designed for dealerships to bring in HOG® members and other riders from their community," explained tour guide John Bonow. "It takes you through the Museum and gives you a brief history of the company and the product, and also behind the scenes into the Archives area, where we store documents and motorcycles that are not on display



for the rest of the public to see." For rider Tom Myers, the Archives reminded him of the final scene in *Raiders of the Lost Ark*: "They opened the security door, and we walked into a warehouse where floor to ceiling, as far as you can see, are Harley-Davidson motorcycles of all vintages, styles and sizes. It was so impressive." (For more on the Museum, see h-dmuseum.com.)

Over the course of our four days on the road, we'd gone from a disparate band of strangers to a cohesive group sharing miles, memories and new friendships. We said our goodbyes outside of the Museum, and the rest of the group mounted up to return home to Chicago. I stayed behind and sat on a bench in the Museum's courtyard, enjoying the sunshine and cool fall weather. Minutes later, I watched as another group of riders, all dressed in star-spangled red, white and blue outfits à la Evel Knievel, rode in, parked and began taking photos of each other in front of the giant "Harley-Davidson" lettering on the Museum's exterior. After a flurry of photographic activity, the group rode off as mysteriously as it had appeared, capes trailing in the wind. Obviously they hadn't just ridden 1,800 kilometres around Lake Michigan as we had, but I imagine they probably had a pretty good ride, too.

For more information about Windy City Motorcycle Tours or Harley-Davidson Authorized Tours, visit windycitymotorcycletours.com and h-d.com/tours

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MEET THE *Daddy!*

HOG® Magazine Canada spoke with leading custom bike painter David Gallet - "Daddygraph" - at his French studio about his business and the inspirations that influence his work and life.



my work as a custom bike painter covers the entire range of technical custom painting –

from traditional pinstriping to murals, graphics and, in particular, intricate metal-flake designs. It's been a long journey, though at 44 I still consider myself young. In the process of developing my skills, I've had the honour of working with some of the world's leading custom builders, such as Zen Motorcycles and School Bar Atelier, as well as most of the leading European custom builders, including Fred Krugger and Riverside Motocyclettes, both winners of the AMD World Championship of Custom Bike Building with my paintwork.

I started young; as a child, I was always drawing and sketching designs. At school, my art teacher suggested I go to an art college, but the idea of being told what to do has never appealed to me, so I was self-taught from then on, apart from some formal training in lettering. At 15, I began



painting the helmets of my Mobylette-riding French friends, and word of mouth quickly attracted more work. After a spell of military service, I drove trucks for a living and painted in my spare time, always working on pushing boundaries with my range of techniques. It soon became clear that my real passion – and talent – lay in painting rather than driving, and my professional career began to develop.

I work from my studio in Sorgues, near Avignon in southern France, with word of mouth bringing in commissions from leading custom bike builders. My work now covers all aspects of the Kustom Culture movement, including hot rods, guitars and surfboards – in fact, anything that can be painted. My love of the original master of American custom art, Kenny Howard – a.k.a. Von Dutch – has also brought my name to more

mainstream prominence, including a clothing range interpreting his designs for a young, contemporary audience.

Once my work started appearing regularly on custom bikes, I received an invitation from *Freeway* magazine to demonstrate my pinstriping and painting talents live at custom shows. This proved to be a success and led to a series of magazine features revealing my step-by-step techniques for intricate painting, from pinstriping to tiki designs, hologram roses and water droplet effects, hopefully encouraging a new generation of painters to join the growing custom scene.

My inspiration comes from many sources, not just from the world of motorcycles. Von Dutch was a major factor; he's a legend in the world of pinstriping due to his distinct style. But I'm also inspired through my work with students at the art school where I teach, which exposes me to new ideas. I even designed my own tattoos. And riding, of course, is important for my creativity, to clear my mind and to let new ideas flow.



Motorcycles have always been part of my life and always will be.

My aim is to grow the business in new directions, as well as to develop my talents further. More customers want graphics specific to them, so I'm working on custom designs for motorcycle helmets; each one is unique, and clients are prepared to pay for that. At the art school, I'll also continue to focus on teaching aspiring painters the skills of custom painting. And I'll be making my work more accessible through custom painting anything from skateboards to bowling pins, as well as continuing to work with the best custom bike and car builders in the business.

HOG® members attending the Euro Festival at the Golfe de Saint-Tropez in May can see me in action at the Freeway Village customizer area. And hopefully my work will be adorning the winning bikes in that famous custom bike show.

ENTHUSIASTS

STORIES FROM THE OPEN ROAD

1 Riding buddies

A group of riders from Langley, B.C., makes the trek south to Mt. Baker, Washington, to climb to the alpine. Left to right: Jerry Mervyn, Larry Lowe, Dave and Annette Holiga, Gerry Weins.





2 **Father and son**

Rugged terrain, beautiful scenery, fiery hot weather and even snow were almost all of what we expected as my dad and I embarked on a western adventure. After six months of planning, we loaded up our Harley-Davidson® Touring models one cool summer morning in Ohio, and headed out west for a three-week exploration of our beautiful homeland!

After travelling almost 11,000 kilometres in 22 days, and hitting 16 beautiful states, it was time to head back and park our Hogs at home! Riding in the west was an experience of a lifetime, but being able to do it with my dad made it all the more meaningful!

That's something I'll remember for the rest of my life. Me, my dad, our Harley® motorcycles and the open road - by far the best adventure a boy and his dad could have asked for.

JOSH HORNE

North Canton, Ohio

EXHAUST

3 Amazing adventures

Seventeen years ago I was a skirts-and-high-heels professional, with no thought of ever riding a motorcycle. But my 30-year-old daughter called to tell us she had bought a Harley motorcycle, and my husband jokingly told her to buy us one. I thought he had lost his mind. He ended up buying a 1990 Heritage Softail,[™] and a month later I bought a 1994 Heritage, wondering what I could possibly be thinking.

Now I can't imagine not riding. It was the best decision I've made and has been such fun, allowing my husband and me to have amazing adventures covering more than 330,000 kilometres riding through all 50 states of our beautiful country, and eight Canadian provinces, on my four Heritage Softails.

We lost our daughter to a GBM brain tumour at the age of 33, but we know she's our guardian angel who rides with us. Riding has been our therapy. We recently spent our 50th wedding anniversary on the road going to Nashville to enjoy country music. I recently turned 70 and hope to keep riding for many more years.

LYNDA FOGERSON
Amarillo, Texas

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4 Moving on up

When I read about the *Harley and the Davidsons* mini-series, I was very excited to watch it and learn some more about the company. I watched with great admiration for these men who came together, formed the idea and then made it work. I sure am proud to be a part of the HOG[®] family of brothers and sisters across the world who all share a love for these amazing machines that Bill Harley and the Davidson brothers designed so many years ago.

MARC MULKEY
Cedar Creek, Texas



3



4



5 Selfie satisfaction

October is the best month for riding in North Georgia, western North Carolina and East Tennessee.

After a great day on my 2008 Dyna® riding “the Dragon” in Deals Gap and many miles on the Blue Ridge Parkway, it seemed time for a rest to enjoy the changing leaves of the parkway.

It was a perfect day on the bike in a beautiful part of the country.

JIM SISCO

Braidwood Ridge NW, Georgia

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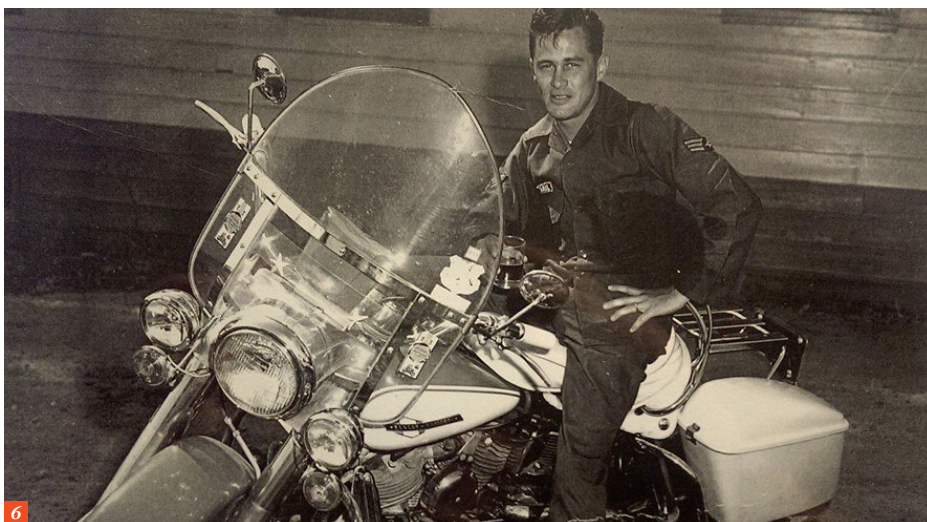
6 Daddy cool!

This is a picture of Dale M. Gail, the coolest dad ever! All four of his sons ride, and we try to be as cool as he was.

DAVID GAIL

Sedalia, Missouri

.....



7 Heritage classics

I recently retired from the United States Air Force after more than 20 years of service. After travelling around the world for all of those years it was time to get back to my roots, which have always involved Harley-Davidson. I grew up in Indianapolis, Indiana, where my father gave me my first ride on a 1970 FLH when I was two years old.

My family and I settled in the state of Washington and currently own six motorcycles in our collection: all 100 per cent original H-D® bikes. This includes a 1962 FL with the original tires, paint and chain as it had when it left Milwaukee, and a 2015 FLRT. They all have a unique story and special meaning to my family.

RICHARD MARTIN

Orting, Washington



EXHAUST

8 Destination: Nova Scotia

Last summer, I accompanied two friends on my first multi-day tour up to Nova Scotia. We ended up riding about 4,200 kilometres in eight days. I have never spent so much time on my 2014 Road King®, and really appreciate the bike more now. Nova Scotia is beautiful; the people are friendly and riding the Cabot Trail was terrific.

This photo shows my riding companions, Jim and Pete, in front of the Bay of Fundy at low tide.

ALLEN ZUBATKIN

Plymouth, Massachusetts

9 Last Chance Saloon

Here is a recent photo I took of Last Chance Saloon in Wayne, Alberta. It's a popular watering hole for bikers and families alike, complete with bearskins, old kerosene lamps, antique photos and a one-of-a-kind working band box, including bullet holes in the wall.

YVON LANDRY

Edmonton, Alberta

10 In search of Shafer

In October, I set out on a 3,400-kilometre ride that included Devil's Highway in Arizona, Monument Valley and the North Rim of the Grand Canyon. The highlight of the trip, by far, was the Shafer Trail/Potash Road. I started by the potash plant just outside of Moab and rode up the switchbacks. Although the road was pretty rough in spots, it was a truly beautiful ride.

I ride a 2000 Road King® with more than 77,000 miles (123,900 kilometres) on the odometer, and it's still taking me to some cool places.

STEVE ROSE

Ontario, California





11 Wedding belle

Vincent Côté of Repentigny, Que., sent in this great photo from his daughter's wedding on August 8.

12 Standing proud

Giuseppe Rizza of Toronto shows off his Harley® motorcycle.

Submit photos to:
hogmagazine.ca
harley-davidson.com



12



BETWEEN THE LINES

10 Tips to Beat Rider Fatigue

Story by JOHN SANDBERG

Motorcycle accident statistics clearly indicate that the vast majority of accidents involving collisions with another vehicle, usually a passenger automobile – the driver of the other vehicle didn't see the motorcycle before the collision (or didn't see the motorcycle until it was too late to avoid the collision).

We can't control other motorists, but we can control ourselves. And one important strategy for controlling ourselves is to maximize our alertness, which reduces our reaction time to the dangers imposed by other motorists and road debris, as well as our own misjudged braking requirements and excess speed on curves.

In short, we need to stay fresh and alert at all times. Here are 10 key strategies for doing so:

1 Sleep Like a Baby

Fully rested is the best condition to begin a long ride or trip. That means getting a full night's sleep before departure, as well as beginning the day's ride at a realistic time (rather than at the crack of dawn).

2 Ditch the Freeway

The more interesting the route – those that require more mental engagement and use of the motorcycle's brakes, gears and steering – the more engaged we'll be as riders. Likewise, many riders claim that they stay more alert when they refrain from using cruise control. This means taking the winding back roads, which are more enjoyable than the hypnotic drone of freeway miles and more likely to keep you alert.

3 Stop Before It's Needed

A surefire way to ride so long that you get tired is to ride so long that you get tired. Think about that for a minute, then break the habit by stopping before tiredness sets in, via planned stopping points at distances that are short enough that they don't induce tiredness (every two hours or less). This is particularly important when riding in a group, where different riders will have varying stretches during which they're likely to stay alert.

4 Move That Body

When you do stop, exercise lightly for a few minutes by walking or stretching. This will stimulate both your body and mind, with a lasting effect. As a bonus, walking a block or two through a new town will increase the likelihood of seeing something interesting or striking up a conversation with someone new, either of which are the source of adventure that most of us seek on a motorcycle.

5 Drink Like a Fish

Yes, drink water like you're a fish. And yes, this means you'll need to make frequent pit stops, which is precisely the point. Think of it as a forced positive feedback loop. It also means that you're less likely to become dehydrated, which can lead to dizziness and a slower reaction time.

6 Eat Like a Bird

Eating large, carbohydrate-heavy meals will give you a big, quick shot of sugar, but can also lead to a sugar crash that's exacerbated by long, energy-sapping digestion. Instead, eat like a bird. That means having smaller, more frequent meals of primarily protein (nuts, meat, beans, dairy), which produce a longer and more sustainable energy supply. And by eating small amounts, you'll avoid that couch-crashing slumber that occurs after you eat a gut-busting portion.

7 Nap Like a Baby

Human beings are hard-wired to need naps, although most of us short-circuit this wiring through various coping

mechanisms. If drowsiness begins to affect your trip, pulling over into a suitable location and taking a short nap will take you off the road at a time when you need it, and recharge your system for the remainder of the day's ride.

8 Communicate

Riders who use electronic communication systems to converse occasionally with a riding partner report feeling more alert and engaged. Even the simple act of waving to other riders can be enough to stimulate your mind and body into greater alertness. As a bonus, your courtesy waves to other motorists will make you a leading ambassador for improved relationships with all road users.

9 Pass For Position

Sitting behind another motorist for a long period of time can lull your brain into a dull form of cruise control. Avoid that trap by moving ahead of other motorists as necessary to more fully engage your senses and alertness.

10 Don't Fight the Wind

A key strategy for reducing fatigue is to eliminate its source. Wind is a primary source of fatigue for motorcyclists, as both audible noise and a tiring force against your torso. Wearing earplugs and a full-face helmet, as well as using a windscreen, will reduce the impact of wind and keep you fresher for longer.

How do you stay fresh and alert while riding? Share it with us via email at hogmagazine.ca@harley-davidson.com or mail it to HOG® Magazine Canada, 100 New Park Place, Suite 330, Vaughan, Ontario, L4K 0H9.

H-D MUSEUM

H-D and the Shriners

Among the collection of Harley-Davidson® motorcycles in the Archives stands a single Hollywood Green and Birch White 1958 FL model. Built as part of a run made exclusively for The Ancient Order of the Mystic Shrine, its story is as unique as its appearance



In 1958, a dealer requested that Harley-Davidson prepare a fleet of FL motorcycles for a customer, a local chapter of the Ancient Order of the Mystic Shrine, now known as the Shriners. The 1958 FL models ordered differed from the normal production bikes in many ways, the most obvious being the paint – a combination of Hollywood Green and Birch White that

created a unique two-tone bike. This creative pairing may have been lost to history if the factory hadn't made one too many. Eleven were sent to the dealer, and one stayed behind.

That extra bike is now part of the Harley-Davidson Archives collection. It exemplifies a relationship that developed between the Motor Company and the Shriners – a fun-loving spin-off from the

Freemasons that was founded in New York City in 1870.

Members amused themselves and their communities through various activities, but became famous for their fantastic and colourful street parades. In the late 1800s and early 1900s, delighted crowds might see the Shriners leading an elephant or maybe astride a camel. After the dawn of motor vehicles,



watchers could look forward to fleets of scooters, motorcycles and miniature cars.

That two-tone 1958 FL motorcycle is the earliest Shriner bike in the Archives collection, but bikes became popular with members many years before. Images of Shriners mounted on gleaming white Harley-Davidson models started appearing in *The Enthusiast* in 1931. These riders were escorts for dignitaries, such as

the Imperial Potentate, the head of the international Shriner organization.

The first official Shriner motorcycle unit was established by a Kansas City, Missouri, chapter in 1948. The Ararat Temple unit rode in six parades that year on heavily chromed Harley® motorcycles, each glowing with 22 multi-coloured lights. The “motorcycle units” grew in popularity, and more

sprouted up at temples across America. Although the Shriners mounted many different makes, the motorcycle of choice was Harley-Davidson.

There’s no evidence in the Archives that the Harley-Davidson factory had any role in preparing those motorcycles for the Shriners. The green-and-white 1958 FL is the earliest bike known to have been custom ordered from Milwaukee for the group.

It wasn’t until the 1960s that it became clear the Company was involved. Harley-Davidson sponsored an award given to the first-place drill team at the annual Shrine Convention and Drill Competition. Then, in 1966, the first page of the Confidential Price List sent to dealers included specific instructions for ordering fleet vehicles, including Shriner bikes. “Each vehicle order should be ordered on an individual order form. Only in those cases where fleet orders are placed, such as Police machines, Shrine machines, or golf car fleets, should more than one vehicle be ordered per order form.” It was the first mention of an official Harley-Davidson Shriner bike in an internal company document.

Many local Shriner chapters today support motor units or cycle corps. Although motorcycle-mounted Shriners love riding, their playfulness supports a more serious cause. Established in 1920, the Shriners Hospitals for Children are the main beneficiaries of the Shriners philanthropy. The motor units and cycle corps ride in parades, and sponsor events such as “Ride for the Kids” to raise money to help fund the 22 hospitals in the United States, Canada and Mexico. And since 1966, Harley-Davidson has honoured these philanthropic efforts by offering the Shriner motorcycle to its members.

Still, there are many unanswered questions. Who were the first Shriners to ride Harley motorcycles? When did the company make its first Shriner motorcycle? Like many puzzles about Harley-Davidson history, this one may remain unsolved.



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

100 DOLLAR RIDES

A Vibrant Fall Ride

STORY BY STEVE LINSKY

We were in Gloucester, Massachusetts – “America’s oldest seaport.” Our group is made up of a core bunch of riders – about 12 – but due to family and work there’s usually only four or five who go, and not always the same guys. In front for this trip was Jim Capillo on his 2015 Ultra, followed by Jim Pacheco on his 2009 Road King,[®] then Darryl Wonson on his 2015 Ultra. Picking up the rear was me on Ursula, my 2014 Tri Glide.[®]



Our fall foliage ride began with heading up Route 133, then Route 1. The first stop was at Pat’s Diner for breakfast. Pat is a very spry and youthful 86-years-young lady who made sure we got a table with a view of our bikes.

On the road again, as we reached Portsmouth, New Hampshire, and entered Route 16, the colours began to show their magic. Turning on Route 11, then Route 153, it was all small towns and country roads. The leaves were vibrant, the weather (for then) excellent.

Traffic was light, considering that it was fair season. As we got close to Conway, the traffic backed up, which gave us a chance to view all of the colours and beauty around us. We

crossed Route 16 and entered West Side Road. Farmland surrounded us on both sides, and again, no traffic. After a short hop and a left onto Passaconaway Road, we crossed the Albany Covered Bridge, took a left, and it was on to the scenic Kancamagus Highway. We stopped at the Lower Falls rest area for relief and enjoyed taking a few photos. A nice lady complimented my trike but said her car was better in the rain. I explained that little boys splash in puddles, and big boys drive their Harley[®] motorcycles through puddles! Then we were off to Bear Notch Road, a curvy up and down through the woods. Again, we were bombarded by the gorgeous colours of the leaves and trees.

With a turn onto Route 302 in Bartlett, we rode north until our next stop at the Willey House in Crawford Notch. In August 1826, a landslide took the lives of the nine family members who left the house to escape the rising river, only to be crushed by rocks, yet the house survived. Leaving there, we went further north on Route 302 to catch some lunch at Fabyan’s Station, an old train station

that has been restored to a beautiful eatery. It’s at the entrance to Mount Washington and across from Bretton Woods ski area. Again, the beauty in this area could only be described as awesome. A little more north, and we travelled through Twin Mountain.

Next was Franconia Notch, a major pass through the White Mountains, and into Lincoln for fuel. By then it was getting colder, and the clouds were a lot darker. All fuelled up and suitably dressed, we headed down Route 93 to save a little time. As it turned out, a bus had decided to go up in smoke and delayed our progress. Fortunately no one was hurt, except the bus. We took to more back routes, and, although it was by then too dark to enjoy the colours, it still made the ride better. The little off-and-on rain just added to the experience.

We arrived back in Gloucester at 8:30 p.m. It was pure riding bliss over 565 kilometres. For the most part, the weather was good, the company of my fellow riders was fantastic and, of course, there’s no better feeling than to ride your own Harley-Davidson[®] motorcycle for the day. No stress. No worries. Just mile after mile of beautiful scenery and good company.

FOOD	US\$32.26 (ABOUT C\$43)
GAS	US\$25.78 (ABOUT C\$34)
TOTAL	US\$58.04 (ABOUT C\$77)



THE \$100 CHALLENGE *If you have a \$100 Ride story to share, we want to see it. If it appears in HOG® Magazine Canada, we'll even foot the bill - in the form of a \$100 Harley-Davidson Gift Card. Keep your story to 750 words or fewer, including a list of your expenses. We also need photography from your adventure, including a photo of you. Email your submission with "\$100 Rides" as the subject line to hogmagazine.ca@harley-davidson.com*

LAST STOP

The Power of Social Media

Story by DAVID E. MILLER

The saying goes that it's a small world – and it's smaller now than ever before. Social media has made it easier to connect with people, and, as I discovered on a recent road trip, it can also reunite you with something that you thought was lost forever.

I decided to take a two-hour ride to visit a friend in Cincinnati to get together for lunch. After a good afternoon, I took the back roads to my hometown of Columbus, Ohio, where I came across an accident. The traffic was held up for around 30 minutes, and it was hot, so I turned off my 2010 Street Glide,[®] stretched my legs and changed my shirt. While parked, I must have dropped my key fob, and it must have been under my bike because the bike started right up.

Once the standstill broke, I travelled for about 90 minutes, and on my way home I stopped at a local cigar shop. Much to my surprise I couldn't restart the bike, and the alarm went off, squealing like a stuck pig. My face turned red, and I thought I must have dropped my keys in the shop. Nope! They were nowhere to be found. After a call to my wife, who lovingly drove over with my spare, I was able to get the bike



home. I was so frustrated that I had to share on my Facebook page what had happened before having a nightcap and going to bed irritated. That's when the world came to the rescue, proving how good most people can be.

I woke up very early and couldn't stop thinking about where I might have lost my keys, ready to get back on the bike to head south to look for them. I poured my first cup of coffee and got on the computer. A Facebook alert popped up – a friend three states away in Nashville, Tennessee, posted a picture to my wall of a set of keys, with the message, "Dave, where did you lose your keys, and are these yours?" Boom! They were. I couldn't believe it.

She told me that a gentleman who

was travelling from Wilmington to Washington Court House, Ohio, where he lives, saw them on the road. He passed them at first, but decided to turn around and pick them up. When he got home, he posted his find on a group for Fayette County garage sales. He simply said, "I found this key fob on the way home from work – did anyone lose it?" It didn't stop there. The post was shared more than 550 times, which is where my friend comes in. She saw it on her friend's wall and copied the picture to send to me!

Long story short, I made contact with the kind man and made arrangements to pick up my keys by the weekend. Thanks to the power of social media, I was on the road again.



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