



\$6.99 CAN  
SUMMER 2014



FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1916  
CANADIAN EDITION ♦



## PARADISE ISSUE

LAURENTIAN CHAPTER RIDES THROUGH CARIBBEAN / TORONTO RIDER ESCAPES WINTER IN KEY WEST  
NOVA SCOTIA COUPLE EXPLORES TEXAS / CVO™ TURNS UP THE VOLUME / FIRST LADY OF RIDING: NANCY DAVIDSON

# PURE INSUBORDINATION.

H-D.COM/BREAKOUT

## 2014 Breakout™

Fat 18" rear tire, raked out front end, classic "Gasser" wheels, premium paint, exclusive graphics and a new tank emblem. This one stretches aggressive, factory custom muscle to new lengths. Take a ride. There's not an ounce of submission in it.

Visit your authorized *Canadian Harley-Davidson®* Retailer today or online at [www.harleycanada.com](http://www.harleycanada.com)

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

With the purchase of any new Harley-Davidson® model from an authorized Canadian Harley-Davidson® Retailer, you will receive a free, full one-year membership in H.O.G.® Always ride with a helmet. Ride defensively. Distributed exclusively in Canada by Deeley Harley-Davidson® Canada, Richmond and Concord. Deeley Harley-Davidson® Canada is a proud sponsor of Muscular Dystrophy Canada.



**TO BOOK YOUR PERSONAL TEST RIDE TODAY, VISIT [HARLEYCANADA.COM/TESTRIDE](http://HARLEYCANADA.COM/TESTRIDE)**

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# WELCOME / SUMMER 2014

"...NEVER GET SO BUSY WITH LIFE THAT WE DON'T HAVE TIME TO LIVE." - DANIEL WILLEY



"You don't need a therapist if you own a motorcycle."  
- Dan Aykroyd

## RELAX, GET GOING

You're too busy NOT to attend a Rally this year.

**ASK ANY RIDER** if they rode as much as they wanted to last year and you'll likely hear, "Can't say I did." It's a fact of life: we're all busy – busier than ever. And, of course, we all like to stretch a dollar as far as it can go. So let me offer you a couple of secrets to riding more this year.

First, getting your riding events on the calendar early is a sure-fire way to riding more, to discovering new parts of this great country, and to ultimately having more fun this year. Start by putting the Harley-Davidson® World Ride on your calendar for June

22 and 23, as we invite all Harley® motorcycle riders around the world to join H.O.G.® members for a Sunday and Monday of "Screw It, Let's Ride!" I personally will be joining some of my co-workers and international counterparts for a truly global riding experience. We aim to do our part to help surpass last year's record of more than 16 million kilometres logged for the H-D® World Ride 2014 edition.

Second, H.O.G.® events offer some of the best bang for your buck. They're planned for riders, by riders, with a ton of volunteer and sponsor support, and they're a great way to tap into the local knowledge of the best rides, the best places to stay, and unique, can't-miss destinations from fellow Harley-Davidson® motorcycle riders. As event organizers and participants of H.O.G.® rallies, we all have one thing in common: we all love to ride. If you love it too, we want you to join us! Some great examples of fun riding events in Canada can be found on pages 50 through 55 in this issue.

What a perfect way to spend three or four fun-filled days and nights of living the biker lifestyle: discovering the scenery, history, and breathtaking geography of the Great White North by day, and the friendly folks that make H.O.G.® a true family by night!

Log on to [hog.com/events](http://hog.com/events) for more information on these and other H.O.G.® events across the country and around the world.

And remember: you're too busy NOT to start planning your 2014 Great Canadian Road Trip right now! See you on the road ... and ride safe!

- Gina McNeil



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SEND US YOUR CONTRIBUTIONS TO:  
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[HOGMAGAZINECANADA.CA](http://HOGMAGAZINECANADA.CA)

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We care about you. Ride safely, respectfully and within the limits of the law and your abilities. Always wear an approved helmet, proper eyewear and protective clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® motorcycle and read and understand your owner's manual from cover to cover.

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## Editor's Note

### IT'S SUMMER ... NEED I ELABORATE?

Welcome to the Summer 2014 edition of *HOG*® Magazine Canada. For me, summer is all about family time, get-togethers, rallies, group rides, and riding solo, where I recharge my inner batteries on the open road as much as possible. This summer will be a great one for riders, as the Farmers' Almanac has forecast a warmer, drier summer than usual, with above average temperatures until the end of October. It will be a great opportunity and inspiration to experience new sights and sounds across this beautiful country.

Some of us are fortunate enough to have this same experience in our off-season as you will undoubtedly read in this edition of the magazine. I would encourage my fellow H.O.G.® members to share their riding stories and to submit feedback on the overall look and feel of the magazine or a particular article. As an incentive, H.O.G.® Canada will give away a \$100 Harley-Davidson® gift card drawn from the responses received to my question of the day. I have taken the liberty of repeating my question of the day from the previous edition, as I know that many of you will be journeying far and wide where we know no boundaries (except the water's edge – that may pose a challenge!). We have a great season lined up between our new models, Project RUSHMORE, our H.O.G.® Canada Pin Stops, and of course, our 2014 national and regional rallies. Be the star in your own adventure this summer. Safe travels.

Duarte Pita  
Editor, *HOG*® Magazine Canada

### Question of the day:

Where will the revolution of your tires take you this year?

### BAJA: LIFE & DEATH

Just read your article in *HOG*® Magazine Canada. I'm from the little hamlet of McGregor, just south of Windsor, Ontario. I enjoyed the story; my condolences on the loss of your friend. Take care and keep up the good work.

Noel Meloche  
McGregor, ON

I'm always interested in reading *HOG*® Magazine Canada from cover to cover as soon as it arrives – it's informative, interesting, well-written, engaging, and has done a great job articulating the message of Harley Owners Group®. In the last issue (Spring 2014), I enjoyed reading "Life. Death. Baja." by Simon Bois. It was sad, but it engaged the reader about life on the open road and how precious it is. It's also a story with an important safety lesson for everyone riding in the hot summer sun. I'm a certified motorcycle instructor, and I think this story should be

read by more people. Motorcyclists need to pay attention to their own health and well-being at all times, but even more so when riding in extreme temperatures. Heat exhaustion can sneak up on a person with little warning – everyone has to be extra cautious when riding in the heat. Thank you for sharing Simon's story.

Sent via email

I just read the article titled "Life. Death. Baja." and it touched me deeply. I have just returned from a bike trip in Arizona and California. I know what the dry heat can do and why it is so important to stay hydrated. My heart goes out to David's family and to his riding buddies. He was, however, doing what he loved and hopefully we will all be doing what we love when our time comes. R.I.P. David.

Gord Love  
Lindsay, ON

### THE GREAT LANE DEBATE

That was a great article in last edition's Pit Stop regarding lane positioning. An additional advantage of using Position 3 on two-lane roads is your visibility to other vehicles entering from side roads. It's essential to "S.E.E." and evaluate the danger of a line of vehicles waiting to enter or cross your lane of travel – especially if there isn't a string of other bikes or cars to prevent drivers from "shooting the gap". I will also weave slightly to flash my headlight in and out of their view window to assist in drawing their attention to my presence.

Sent anonymously via email

### EASY DOES IT

You are absolutely right: riding

in the rain (*HOG*® Magazine Canada, Winter 2014) can be unnerving. Remember to go slow and steady, and if the rain turns into snow, ride even slower and steadier, or stop altogether. This photo was taken in May 2013 on a Montana mountain pass (Highway 93). The day started out sunny, then it rained, snowed, and went back to being sunny once we were over the pass. Thanks for the great publication.

Rick Purvis,  
Fort Steele, Alberta



We welcome all letters and feedback to *HOG*® Magazine Canada. Letters should be 100-150 words. E-mail your feedback to [editor@hogcanada.ca](mailto:editor@hogcanada.ca) and put "Intake" in the e-mail subject. Include your name, telephone number and e-mail address. We reserve the right to edit submissions for length and clarity.

# BACKSTAGE

SUMMER 2014



*American actors Peter Fonda and Jack Nicholson with actor, director, and screenwriter Dennis Hopper on the set of his movie Easy Rider, in 1969*





## CYCLES & CINEMA

Motorcycles have long been the symbol of desire, evasion, wonder, and speed and nowhere is this displayed with such veracity as the silver screen. Every decade, every era, has a new motorcycle and rider that became its symbol and banner. These symbols in turn were highlighted in music, books, design, and of course, film. Motorcycle movies symbolize freedom, rebellion, and independence. The best movies portray not only stunning bikes but also a close-knit relationship between the movie character and the vehicle itself. In contrast to simple props, the motorcycles served as extensions of the characters riding them. Classic movies such as *The Wild One*, *Easy Rider*, and *On Any Sunday*, as well as newer films like *The World's Fastest Indian* and *Long Way Around* have made their mark in Hollywood history. Check out the "Cycles & Cinema" exhibit at The Deeley Motorcycle Exhibition in Vancouver, B.C., which celebrates these iconic movie motorcycles and their place in our culture.

*Always wear an approved helmet, proper eyewear and protective clothing.*

Stay with people who care.<sup>SM</sup>

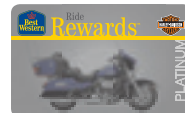


## Take Our Rewards for a Test Ride

Best Western<sup>®</sup> has been known for many years as the heart and soul of Canadian hospitality and travel. We care about what riders want in a hotel - that's why we created our free Best Western Ride Rewards<sup>®</sup> program designed for Harley-Davidson<sup>®</sup> enthusiasts. H.O.G.<sup>®</sup> members are automatically upgraded to Platinum Elite status, so you'll earn free nights even faster.

Staying with us allows you the freedom to ride across the country to over 100 Rider-Friendly<sup>®</sup> hotels in Canada\*, so you're sure to find a Best Western that's right for your ride.

We invite you to **Stay with people who care<sup>SM</sup>** and start earning your rewards.



**Enroll & Book Today | [BWriders.com](http://BWriders.com) | 1.888.BW2BIKE**

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# FRONT SHOP / SUMMER 2014

## NEWS

The Pope, trikes and poems

## BACKSTORY

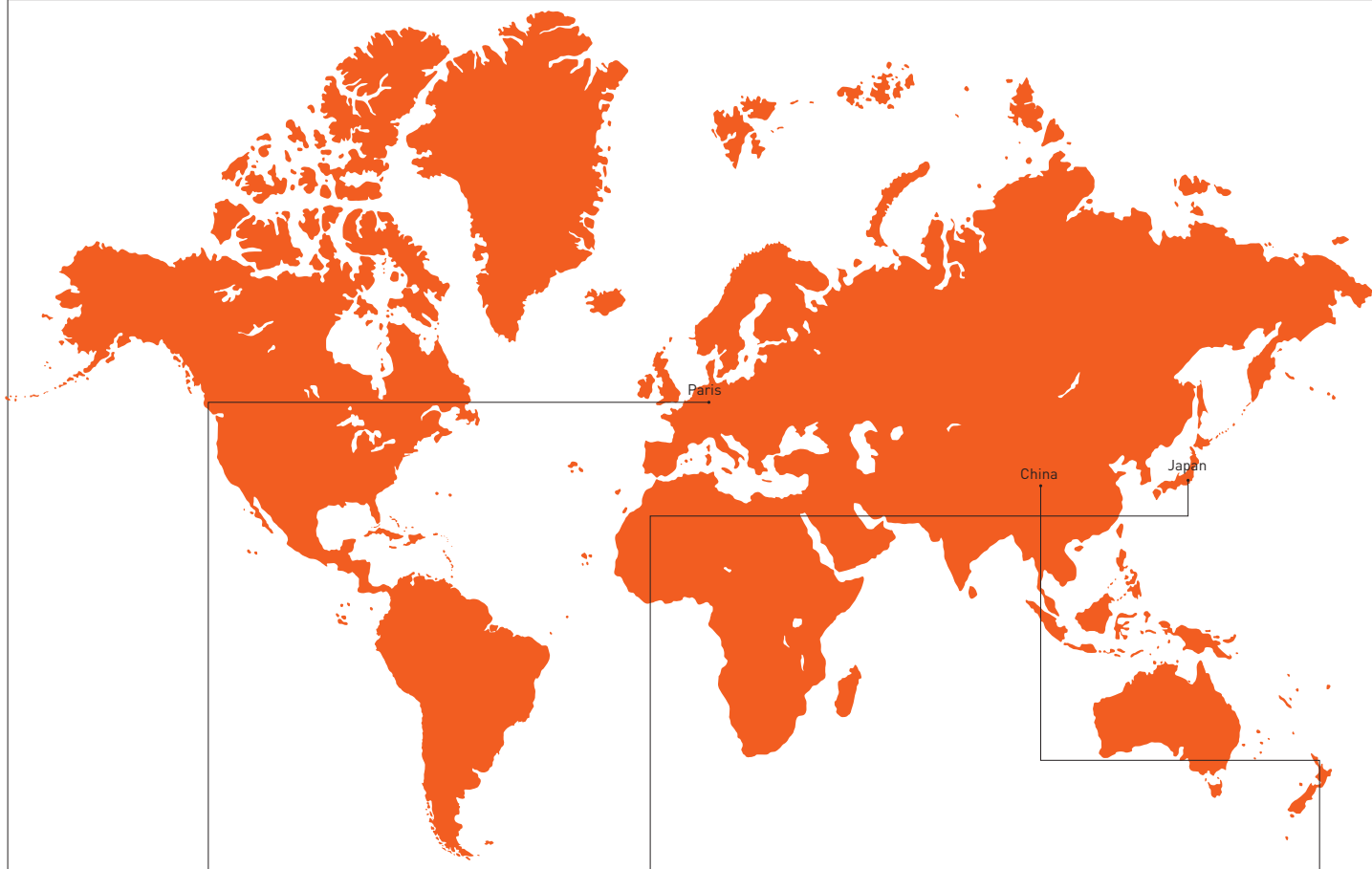
Motordrome: Most dangerous racing of all?

## GALLERY

A bit of everything from our readers



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



## POPE'S HARLEY-DAVIDSON® MOTORCYCLE SOLD

Pope Francis' Harley-Davidson® motorcycle is hitting the road after an unspecified European buyer bought it for \$367,500 (Cdn) including taxes and fees at a Paris charity auction.

Bonhams auction house said the telephone buyer agreed to pay far more than the expected pre-sale price of \$18,300 (Cdn) at the auction, held at Paris' Grand Palais. In a related story, a Harley-Davidson® leather jacket signed by Pope Francis sold for \$87,500 (Cdn), including fees.

It's unknown whether the pontiff ever rode the custom

2013 H-D® Dyna® Super Glide® motorcycle, which was a gift from Willie G. Davidson, Brand Ambassador, Chief Styling Officer Emeritus, and grandson of the co-founder of the Company. Money from the sale will be donated to charity Caritas Roma, which runs a soup kitchen and hostel for the homeless in Rome.

– *Associated Press*  
*Deeley Harley-Davidson® Canada.*

## THREE WHEELERS INTRODUCED IN JAPAN

Looking to penetrate the untapped three-wheeler market in Japan, Harley-Davidson Motor Company recently introduced its

Tri Glide™ Ultra Classic® model and soon will be launching its Harley-Davidson Street™ series of motorcycles in the country later this year. Japan is the second largest international market for the automaker after Canada. The launch of these two series in Japan could provide an impetus to the ambitions of the Company in the country. While 5 million people own motorcycle licences in Japan, more than 80 million people hold car licences. This adds a large potential Customer base for the Harley-Davidson® Tri Glide™ Ultra Classic® motorcycle, as trikes are classified as automobiles rather than motorcycles in the country. Harley-Davidson aims to attract consumers who

prefer the comfort and safety of four wheels but also wish to ride a motorcycle.

– *Forbes.com*

## TRAINING SCHOOL OPENED IN CHINA

The Harley-Davidson Motor Company will open a motorcycle training school in Chongqing, China, to capitalize on the city's high-end motorcycle market. The school will be for consumers who want to buy a motorcycle but don't know how to ride one. The Company expects to open additional training schools in four other locations in China, a move it says will increase sales of its product in that country.

– *cqnews.net*

# 2014 H.O.G.® PIN STOPS

## PD 13

Port Dover, Ontario  
June 13, 2014  
9:00 am to 4:00 pm  
[www.pd13.com](http://www.pd13.com)

Join Deeley Harley-Davidson® Canada and H.O.G.® Canada at the corner of Harbour and St. George Streets in beautiful Port Dover, Ont., and check-out the new Low Rider™ and SuperLow® 1200T motorcycles. H.O.G.® members will be able to pick up a free commemorative pin and chat with H.O.G.® Canada staff. We will also feature Project RUSHMORE motorcycles, the latest from MotorClothes® apparel, Harley-Davidson® Genuine Motor Parts & Accessories, and much more.

**H.O.G.® Canada also will be on site at the following locations during 2014:**

## BIKER'S REUNION

New Liskeard, Ontario  
June 27-29  
10:00 am to 6:00 pm  
[www.bikersreunion.ca](http://www.bikersreunion.ca)

## WHARF RAT RALLY

Digby, Nova Scotia  
August 27-31  
10:00 am to 6:00 pm  
[www.wharfratally.com](http://www.wharfratally.com)

As a reminder, you must be an international H.O.G.® member with a valid membership card and visit our pin distribution area during the stated hours.

# A GREAT RIDE, A GREAT CAUSE: MOTORCYCLE RIDE FOR DAD 2014

By Taso Mascalidis

It's been 13 years since the first Telus Motorcycle Ride For Dad took to the road in the fight against prostate cancer. What started out as one ride has grown to almost 30, with events taking place in every province across Canada. A driving force in the fight against prostate cancer, the Telus Motorcycle Ride For Dad, supported by Deeley Harley-Davidson® Canada, has donated more than \$13 million toward research and public awareness.

The ride is a day of fun for a serious cause – prostate cancer, the most commonly diagnosed men's cancer. Astonishingly, one in seven Canadian men will be affected in their lifetime, making prostate cancer the second leading cause of cancer death in



men. But the news isn't all bad: with the help of events such as the Telus Motorcycle Ride For Dad and the support of Deeley Harley-Davidson® Canada, more men are being tested early and research is being done to improve outcomes.

To encourage friends and family to give generously, Deeley Harley-Davidson® Canada is donating three gift certificates

valued up to \$5,000 that will be awarded to three lucky winners who raise a minimum of \$200 in pledges. The funds raised by the local Ride For Dad go to funding prostate cancer care and research in that community. Get involved: ride, volunteer, donate, or sponsor!

For more information on the Telus Motorcycle Ride For Dad, visit [www.RideForDad.ca](http://www.RideForDad.ca).

## TOURING ABCs: 1, 2 AND 3

CONGRATULATIONS TO THE TOP CANADIAN FINISHERS in the 2013 H.O.G.® ABCs of Touring Contest:



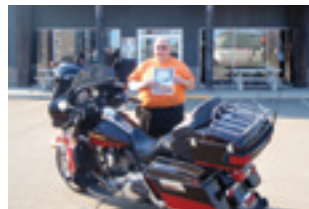
**FIRST PLACE - 105 Points [tie]**

Dave and Anita Unger from Fingal, Ontario



**SECOND PLACE - 94 Points**

William (Bill) Kelso from Sussex, New Brunswick



**THIRD PLACE - 89 Points**

Lou De Almeida from St. Thomas, Ontario

Thanks to everyone who took part in the 2013 contest, and remember: the contest has been redesigned for 2014, with simplified rules, new prize levels, and a chance to win a Harley-Davidson® Triple Vent System™ jacket and a Harley-Davidson Museum™ 6-inch rivet with a personalized inscription. Get the details and download an entry form at [hog.com](http://hog.com) – and don't wait to get started on your 2014 entry!

## 2014 RIDE FOR SIGHT



Come join the celebration. Ride for Sight is Canada's longest running motorcycle charity fundraiser. Weekend celebrations will take place in six regions this summer, from Alberta in the west, to Newfoundland and Labrador on the east coast. Ride for Sight events will be packed full of entertainment, including bike games, stunt shows, Show 'N Shines, vendors, live music, demo rides, free overnight camping, and motorcycle parades.

All funds raised by Ride for Sight go to the Foundation Fighting Blindness, a leading charity that funds sight-saving research in Canada. Register online at [www.rideforsight.com](http://www.rideforsight.com) and join us at a Ride for Sight event near you.



### EVENT DATES AND LOCATIONS:

#### Central Ontario

> Lindsay Exhibition  
June 6-8

#### Maritimes

> Wide Open Wilderness  
Family Campground  
June 13-15

#### Saskatchewan

> Elbow Arena & Fairgrounds  
June 20-22

#### Alberta

> Ponoka Culture &  
Recreation Complex  
June 20-22

#### Newfoundland and Labrador

> Gander Community Centre  
June 27-29

#### Northern Ontario

> Searchmont Resort  
July 11-13

## FRIENDS VS. BIKER FRIENDS

**Friends:** Never ask for food.

**Biker Friends:** Are the reason you have no food.

**Friends:** Will say "Hello".

**Biker Friends:** Will give you a big hug and a kiss.

**Friends:** Call your parents Mr. and Mrs.

**Biker Friends:** Call your parents Mom and Dad.

**Friends:** Have never seen you cry.

**Biker Friends:** Cry with you.

**Friends:** Eat at your dinner table and leave.

**Biker Friends:** Will spend hours talking, laughing, and just being together.

**Friends:** Know a few things about you.

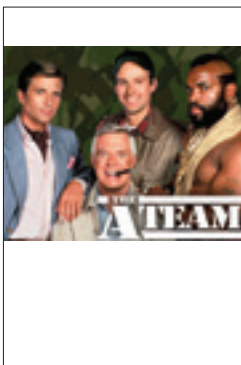
**Biker Friends:** Could write a book with direct quotes.

**Friends:** Knock on your door.

**Biker Friends:** Walk right in and say, "I'm Home!"

**Friends:** Are for a while.

**Biker Friends:** Are for life.



### HARLEY® ON SCREEN

H-D® Electra Glide® model, in *Every Which Way But Loose*, movie, 1978

H-D® Fat Bob® Super Glide® model, in *The A-Team*, TV series, 1983-1987

H-D® Softail® Custom model, in *RoboCop 2*, movie, 1990

H-D® Street Glide® model, in *Born To Ride*, movie, 2011



# TEST OUR METAL™

# TEST RIDE A NEW HARLEY-DAVIDSON® MOTORCYCLE TODAY... AND EXPERIENCE PROJECT RUSHMORE.



| RETAILER / EVENT                   | LOCATION            | DATE         |
|------------------------------------|---------------------|--------------|
| Gasoline Alley Harley-Davidson®    | Red Deer County, AB | Sun. June 1  |
| Sport Boutin                       | Valleyfield, QC     | Sun. June 1  |
| Ride For Sight                     | Lindsay, ON         | Fri. June 6  |
| Ride For Sight                     | Lindsay, ON         | Sat. June 7  |
| Voigt Harley-Davidson®             | Fort McMurray, AB   | Sat. June 7  |
| Voigt Harley-Davidson®             | Fort McMurray, AB   | Sun. June 8  |
| Freedom Harley-Davidson® of Ottawa | Nepean, ON          | Sun. June 8  |
| Mighty Peace Harley-Davidson®      | Grande Prairie, AB  | Thu. June 12 |
| Harley-Davidson® de L'Outaouais    | Gatineau, QC        | Fri. June 13 |
| Harley-Davidson® Montreal          | Montréal, QC        | Sat. June 14 |
| Harley-Davidson® of Prince George  | Prince George, BC   | Sat. June 14 |
| Harley-Davidson® of Smithers       | Terrace, BC         | Sun. June 15 |
| Harley-Davidson® Laval             | Laval, QC           | Sun. June 15 |
| Carrier Harley-Davidson®           | St-Hyacinthe, QC    | Wed. June 18 |
| Vision Harley-Davidson®            | Repentigny, QC      | Thu. June 19 |
| Edge Harley-Davidson®              | Lloydminster, AB    | Sat. June 21 |
| Redline Harley-Davidson®           | Saskatoon, SK       | Sun. June 22 |
| Bobcaygeon Bikefest                | Bobcaygeon, ON      | Sun. June 22 |
| The Shop Harley-Davidson®          | Sudbury, ON         | Wed. June 25 |
| Bikers Reunion                     | New Liskeard, ON    | Fri. June 27 |
| Bikers Reunion                     | New Liskeard, ON    | Sat. June 28 |
| Harley-Davidson® of Medicine Hat   | Swift Current, AB   | Sat. June 28 |
| Prairie Harley-Davidson®           | Regina, SK          | Sun. June 29 |
| Harley-Davidson® Winnipeg          | Winnipeg, MB        | Sat. July 5  |
| Mile 1 Harley-Davidson®            | Mount Pearl, NFLD   | Sat. July 5  |
| Mile 1 Harley-Davidson®            | Mount Pearl, NFLD   | Sun. July 6  |

| RETAILER / EVENT                | LOCATION               | DATE         |
|---------------------------------|------------------------|--------------|
| Ramsay's Cycle & Sport          | Sydney, NS             | Wed. July 9  |
| Privateers Harley-Davidson®     | Halifax, NS            | Sat. July 12 |
| Pete's Sales & Service          | Pembroke, ON           | Sun. July 13 |
| Red Rock Harley-Davidson®       | Cornwall, PEI          | Mon. July 14 |
| Toys for Big Boys               | Moncton, NB            | Wed. July 16 |
| Southern Georgian Bay Bike Week | Midland, ON            | Fri. July 18 |
| Southern Georgian Bay Bike Week | Midland, ON            | Sat. July 19 |
| Harley-Davidson® Rimouski       | Rimouski, QC           | Sat. July 19 |
| Prémont Harley-Davidson®        | Québec, QC             | Sun. July 20 |
| National H.O.G.® Rally          | Kingston, ON           | Thu. July 24 |
| National H.O.G.® Rally          | Kingston, ON           | Fri. July 25 |
| Eldrige's                       | Saint John, NB         | Fri. July 25 |
| National H.O.G.® Rally          | Kingston, ON           | Sat. July 26 |
| J.H. Stewart                    | Miramichi, NB          | Sat. July 26 |
| Harley-Davidson® Sept-Îles      | Sept-Îles, QC          | Wed. July 30 |
| Harley-Davidson® Côte-Nord      | Baie-Comeau, QC        | Thu. July 31 |
| R.P.M. Moto Plus                | Jonquière, QC          | Sat. Aug. 2  |
| Bécancour Harley-Davidson®      | Ville de Bécancour, QC | Sun. Aug. 3  |
| Shawinigan Harley-Davidson®     | Shawinigan, QC         | Sat. Aug. 9  |
| Carrier Harley-Davidson®        | St-Hyacinthe, QC       | Sun. Aug. 10 |
| Leo Harley-Davidson®            | Brossard, QC           | Sat. Aug. 16 |
| The Shop Harley-Davidson®       | Sudbury, ON            | Thu. Aug. 28 |
| Privateers Harley-Davidson®     | Halifax, NS            | Thu. Aug. 28 |
| Thunder Bay Harley-Davidson®    | Thunder Bay, ON        | Sat. Aug. 30 |
| Wharf Rat Rally                 | Digby, NS              | Sat. Aug. 30 |
| Wharf Rat Rally                 | Digby, NS              | Sun. Aug. 31 |

## MOTORDROME: THE MOST DANGEROUS RACING OF ALL?

*By Bill Jackson, Senior Archivist*

Known today as “boardtrack” racing, the “Motordrome” racetracks of the early 20th century have a special place in motorcycle history. It is not certain the exact date and place that the sport began, but boardtracks were being built by 1908 and the racing class quickly gained great popularity. The tracks were either oval or circular shaped with extremely steep banked curves. The surfaces of the tracks were composed of two-by-four inch wooden planks (laid on edge) or two-by-two inch wooden planks nailed to wooden frames. The lumber was almost always of a rough cut, to allow a better grip for the tires of the motorcycles. The steep banks of the tracks allowed for incredibly high speeds in excess of 200 kilometres per hour. Worse yet, it was also not unheard of for planks to break loose, or for large splinters to form. Woe to the rider who went down and slid into one of those splinters. And if that didn't add enough suspense, oil from the motorcycles often made the tracks slick. An infamous race in Newark, New Jersey, in 1912 took the lives of four spectators and four racers. Other races saw bloodshed as well, and while the sport remained popular with crowds, it lost popularity with the media and local governments. The periodicals began to call the tracks “murderdromes”, and by the early 1920s, boardtrack racing had been gradually outlawed by local and state governments across the U.S.





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

## MEMBERS GALLERY



**Bud Avery** and his wife from Halifax, N.S. in Wall, S.D., on a 22-day, 13,000-km road trip to Nashville, Tennessee last summer.



**Rick Johnson** and **Alice McLean** from Langley, B.C., reaching the top of Mount Baker in Wash., U.S.



**André Fortin** from Saint-Jean-Port-Joli, Que., in the Badlands.



Three amigос: **Richard** (Dad), **Francois** (Father-in-Law) and **Guillaume Ferland** (son and the one who sent in the photo) during a typical get-together for a family ride in July 2013.



**Ricki Kigel** from Thornhill, Ont., displaying her first place finish in the Trike class at the 25th Ont. Provincial H.O.G.® Rally in June 2013.

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



**Doug and Flora Miller** from Hagersville, Ont., taking a short rest along the Colorado River, off of Highway 95 in Utah, during their 9,300-km round trip to the Grand Canyon along Route 66 in September 2013.



**Jean Claude Corbeil** from Ste-Marthe-sur-le-Lac, Que., on his 2013 Harley-Davidson® Heritage Softail™ Classic Anniversary edition motorcycle.



Members of the Cape Breton Chapter on the Cabot Trail, Cape Breton Island, N.S., for the final ride of the 2013 season. Photo submitted by **Darrell Lafosse**.

## MEMBERS GALLERY



**Michael Beaulieu** from Rainbow Lake, Alta., on his first ever road trip on a Harley-Davidson® motorcycle from Golden, B.C., to Vancouver, B.C.



Winnipeg Chapter group photo on their 25th anniversary in the summer of 2013. Photo sent in by **Giorgio Celere**.



**Michael J. Callaghan** from North Vancouver, B.C., visiting Death Valley National Park in California, U.S.

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



**Bob Ruby** with his 2008 H-D® Heritage Softail™ Classic motorcycle and **Darrell O'Neill** with his 2010 H-D® Heritage Softail™ Classic bike, both of Goulds, N.L., visiting downtown Woody Point on the West Coast of Newfoundland.



**Keith Robinson** from Spencerville, Ont., near the Ogdensburg-Prescott International Bridge, in the summer of 2013.



**Michael** and **Barbara Festing** from N.S. at the Canadian Meet-up Rally in Milwaukee, Wis., during the 110th Anniversary celebrations of Harley-Davidson Motor Company.



**Glenn Davidson** from Oro Station, Ont., relaxing on his 2011 H-D® Heritage Softail™ Classic in Shady Valley, Tennessee, in June 2013.



Members of the Edmonton Chapter participating in a Charity Run from Edmonton, Alta., to the Summer Villages area in Pigeon Lake, Alta. Photo sent in by **Kim Switzer**.

*Cruising to*

KEYWAY



Story & Photos By  
DUSTIN A. WOODS

A tropical beach scene with several palm trees in the foreground and middle ground. In the background, a person is sitting on a log in the water. The sky is overcast. The word 'WEST' is overlaid in large, white, sans-serif capital letters across the middle of the image.

# WEST

*Toronto rider escapes winter's wrath on a Street Glide® Special motorcycle.*

# A visit to the Florida Keys is best experienced from the seat of a motorcycle.

**P**redictably, there comes a time each and every year when my feelings toward the cold greyness of the winter season transition from mere apathy and disdain to pure, unadulterated loathing. The timing may vary from year to year, but the record-breaking plethora of snow and sub-zero temperatures during this particular winter had me climbing the walls and looking to escape Mother Nature's icy wrath before I went postal.

This hatred is of course compounded exponentially for those of us who rely on two wheels, not only for mere transportation, but as the utter lifeblood of our being. With only five free nights to spare and an uncontrollable urge to ride, I researched destinations that would maximize both my sun exposure and seat time.

Hibernating over the previous months had allowed me to catch up on some classic books that I would have read in high school if I'd had an English teacher that was remotely competent. I found myself drawn to the works of literary giant Ernest Hemingway and was eager to find out more about his adventurous, and ultimately tragic, life beyond the pages of his classic works. I found that he spent the better part of a decade in Key West and wrote some of his most celebrated works there, including *For Whom the Bell Tolls*, which I happened to be reading. It seemed like an intriguing destination worthy of exploration.

As is the case with any travel, commute, or life in general for that matter, a visit to

the Florida Keys is best experienced from the seat of a motorcycle. Immediately after landing, I made a beeline to pick up a gleaming 2014 Harley-Davidson® Street Glide® Special motorcycle for the excursion. Strapping on my helmet and sliding on my Wayfarers, I settled into the saddle and felt the familiar 103 cu in V-Twin gurggle, then roar to life beneath me. Project RUSHMORE accomplished a great deal in making the Touring line models better travel companions, including improved aerodynamics, ergonomics, and an integrated GPS that made riding in a strange city much easier, not to mention safer.

Once I found my way to U.S. Highway 1 and pointed the nose of this Harley-Davidson® motorcycle south, my pulse slowed and my shoulders relaxed. Stress is a four-letter word in the Keys, and it doesn't take long to become acclimatized to the slower pace of life there. Grinning from ear to ear, I set my course to Key Largo and enjoyed the scenic ride to the sound of Waylon Jennings' booming voice echoing from my iPod through the speakers of the new infotainment system. As the sun dipped lower in the sky, the scent of salt water air floated on the warm breeze as I passed through the Glades National Park. Heeding the many warning signs along the side of the road, I kept a keen eye out for crocodiles.

My only mission for the first day was to snap a few pictures and make it to the Bayside Inn before dark. As I unpacked the impressively cavernous new one-touch







saddlebags, two men with deep southern drawls approached to admire the Street Glide® Special motorcycle. “Y’all better lock that bike up good and tight tonight otherwise she may not be there in the mornin’,” said the first. The sentiments were echoed by the second, who added, “Cuz she’s bea-ut-i-ful,” as they both nodded in approval.

Outfitted in distinctively striking Sand Cammo Denim paint, this was certainly not the only time the motorcycle would be complimented that week. The goal of Project RUSHMORE was to attract a new audience with more modern styling and features while also addressing small idiosyncrasies their faithful owners had been lamenting for years, without alienating them. It seems to be working.

The Bayside Inn is a popular spot for motorcyclists because of its location near the top of the Keys, but also due to the proximity of the rooms to the parking lot and Snook’s Bayside Restaurant right next door, where guests receive a ten per cent discount. Each and every evening, locals and tourists alike are invited by the sound of a conch shell horn to congregate on the patio of the beachside tiki bar to enjoy the sunset, a Florida Keys ritual. Sidling up to the bar to have dinner and enjoy some live music and a few cold beers as the sun went down, I made friends with Derek the bartender – a gentlemen who encapsulates merchants of mixology in the old school tradition. He introduced patrons to each other by name and hometown while telling entertaining



stories, effortlessly mixing cocktails and bussing tables at the same time. He even remembered my name and drink choice, cracking me an ice cold Yuengling before I could even sit down when I returned later in the week. If you happen to find yourself in that part of the world, tell him Dustin from Toronto sent you.

I awoke the next morning greeted by a blue sky and the sound of the ocean lapping at the sandy beach after a restful slumber. It was a magical feeling to realize that the only thing I had on my itinerary for that particular day was to explore the Florida Keys in the sunshine. Logging on to Facebook while I waited for my morning coffee to percolate, my feed was littered with friends and family lamenting the frosty temperatures and accumulating snow back home. It was then that I decided to go off the grid, shut off my phone and truly enjoy my time away.

As I continued my journey down U.S. Highway 1, I couldn’t get Joni Mitchell’s song Big Yellow Taxi out of my head. “They paved paradise and put up a parking lot,” has never rung more true than in the Florida Keys. The natural beauty and culture of the Caribbean has been replaced with the epitome of Americana. Connoisseurs of fast food restaurants or tacky souvenir shops will rejoice, but I’ll admit I was hoping it would feel more remote and less suburban. However, the landscape did change for the better as I approached the Glunz Ocean Beach Hotel & Resort in Key Colony Beach, where I’d be staying for the next two nights.

Assistant GM Eric Oestreich rolled out the red carpet for me and turned out to be a fellow Canadian. As the story goes, he was on vacation in the Keys one winter and couldn't bring himself to go back, so he decided to raise his family where the sun shines and the air doesn't hurt your face for half the year. The more time I spent there, the more I understood and grew anxious about returning home myself.

U.S. Highway 1 connects the Keys through a series of bridges of varying size,

including the massive Seven Mile Bridge that joins Knight's Key in the Middle Keys to Little Duck Key in the Lower Keys. It is a strange sensation to cross a seemingly endless bridge surrounded by turquoise water. Remnants of the old railway bridge can be seen in many places along the route, providing a glimpse into the history of the region. Completion of the Oversea Railway from mainland Florida was commemorated with the first train arriving in Key West on January 22, 1912, changing the Keys from

Locals and tourists alike are invited by the sound of a conch shell horn to congregate on the patio of the beachside tiki bar to enjoy the sunset, a Florida Keys ritual.



an isolated outpost reachable only by boat to an accessible destination for tourists and cargo. The railway was the brainchild of Standard Oil tycoon Henry Flagler, who barely lived long enough to see his vision and investment come to fruition.

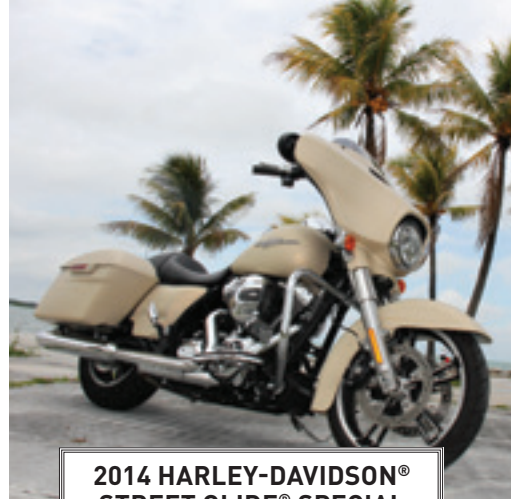
Reaching Key West and the zero mile marker for Highway 1, I toured around and took in the various sites, shooting an obligatory photo of the concrete buoy that marks the southernmost point in the continental U.S. The Keys are a mecca for watersports where tourists have the option to snorkel, scuba dive, jet ski, or take in a glass bottom boat tour or a sunset sail. Each and every evening people flock to Mallory Square like moths to the flame to take in what has been hailed as the best place to witness a sunset on earth.

Visiting the Shipwreck Museum was fascinating, as it recounts the colourful history of the island that was settled by wreckers who would plunder merchandise

and goods from ships caught on reefs or succumbed to violent storms, making it the richest city in the United States at one time. A deep-sea fisherman, bull-fighting enthusiast, and big-game hunter, I imagine it was this adventurous and rebellious spirit that attracted Ernest Hemingway to inhabit the island with his children and second wife (of four) Pauline. Purchasing a spectacular home constructed on the highest point of the island by wrecking magnate Asa Tift, the famous novelist's private residence has been maintained in the same condition and it serves as a museum in his honour. The site features the only pool in Key West; Hemingway's wife Pauline had it installed while he was away on assignment, for an unfathomable \$20,000. To put it into perspective, the entire estate was purchased years earlier for only \$8,000. Upon his return home Hemingway was understandably less than impressed and allegedly took a penny from his pocket, stating, "Here, take the last penny I've got!" Apparently Pauline thought it would be funny to commemorate the occasion by placing the penny in the wet cement, and it can still be found today. Along with many other artifacts, antiques, and books owned by the Hemingway family that still remain to this day, the property is inhabited by as many as 45 cats said to be the direct descendants of Hemingway's cat Snowball, many of which are polydactyl – meaning they have a sixth toe that resembles a thumb.

Hemingway wrote some of his most critically acclaimed work in the study of that home, including *A Farewell to Arms* and *For Whom the Bell Tolls*. He may have only spent nine years in Key West but his larger than life persona evidently had an indelible effect, as reminders of him can still be found all over the island. No doubt the Keys left an impression on him as well; it is impossible not to take a piece of such a unique place with you when you leave.

For more information on the Florida Keys visit: [www.fla-keys.com](http://www.fla-keys.com).



### 2014 HARLEY-DAVIDSON® STREET GLIDE® SPECIAL

The Street Glide® motorcycle is consistently the bestselling model of the Harley-Davidson® Brand, and the Special designation throws in several additional features, including a gloss black inner fairing, colour-matched fairing skirt, adjustable low rear shocks, and standard ABS. The result is a tighter, more comfortable, and intuitive Touring bike that has evolved into a more thought-out and sophisticated entity, without losing the essence of what riders loved. It pulls harder, stops faster, and is an all-round easier bike to live with.

Named Project RUSHMORE, the full lineup of model year 2014 Touring bikes have received significant refinements, contributing to the largest scale new model launch in the 110-year history of the Harley-Davidson Motor Company. At first glance, the casual riding enthusiast may not even detect that anything has changed from last year, but the 2014 Harley-Davidson® Street Glide® bike is a drastically different motorcycle than its predecessor, in a good way. Collectively, each bike received more than 100 updates, some more significant than others, such as the new high output version of the Twin Cam 103™ powerplant, which received liquid-cooling on the heavier models, though not on the Street Glide® model. All models benefit from a new airbox that increases intake airflow and a new cam that optimizes phase and duration, which results in better low-end torque and improved passing in the top gears. Encapsulating over 2,400 new part numbers over eight models, customers, employees, and dealers were sourced for input on updates that include infotainment, aerodynamics, and ergonomics. This list of small changes culminates in a big improvement.



# DANCE HALLS



**Nova Scotia couple scour Texan roads for the perfect slow-smoked delectables.**

# & BBQ BOYS



*Story & Photos By*  
**JEFF AND CATHY TRAFFORD**



**“Tying one’s horse to the hitching post in front of the 11th Street Cowboy Bar is as common as parking your custom Harley-Davidson motorcycle with one tire or the jiffy stand in horse dung.”**



There are two distinct and unavoidable smells riding the roads of Texas Hill Country. They interrupt your senses and distract your attention no matter how enraptured you are by the twisty farm roads and at the very least will make your eyes water.

**B**uzzards overhead and in the path of our rented Harley-Davidson® motorcycle point to the malodorous offenders as they drift above road kill and tear their nourishment from all sorts of decaying creatures. The mouth-watering wafting glory of Texas barbecue on the other hand is sometimes harder to trace back to its origin. On a hot breezy day, it could be a local culinarian napping away the afternoon while mesquite does its magic in the backyard smoker, or it could be just around the bend as big and bold as Two Fat Boys BBQ in Camp Wood, Texas.

There's only one Two Fat Boys BBQ owner nowadays. With a derogatory remark and a few curse words about his former partner's lack of business acumen, the remaining owner carves two Texas barbecue brisket sandwiches for our first experience with the real deal; done only as this state knows how. Of course, there are plenty of other regions that claim to know barbecue, but the saucy Southeastern or tangy Carolinian versions will never again suffice for this biker and his Mrs. In the coming days, we would search out slow-smoked proteins time and again as we coursed our way through Texas Hill Country and became immersed in Americana like never before.

We'd been planning the Texas ride for roughly a year and renting Harley-Davidson® motorcycles is fast becoming an annual event; this is our third consecutive fall adventure. Harley-Davidson® Authorized Rentals extends our Canadian season and takes us beyond the ride-able range dictated by work and too-short vacations. Riding in a foreign place never falls shy of expectations either, especially since our expectations are wide open. We seek out the flavour of the people and the countryside and take what they so willingly give. For the two of

us ... when we ride a motorcycle and the restraints of mental dispositions fall away, the experience finds us.

My wife and passenger is the consummate travel investigator, and picking the best routes for roads and small out of the way eclectic towns is her forte. From San Antonio heading directly into the land of dance halls, Shiner Bock beer, cowboys, and the Texas two-step, we were out of the city within 40 minutes of saddling the striking 2013 H-D® Road Glide® Ultra motorcycle. Our days were laid out with some motel reservations and a few open dates – in case we cared to linger or get out of town early. The first stop was Gruene.

The Gruene Harley-Davidson® dealership was one of those “smell it before you see it” occasions. Fortunately, it was barbecue that assaulted our senses and there were RVs, motorcycles, plumes of smoke, and a hubbub of activity in the vast parking lot and on the lawns of the shop. Good thing we were hungry because we weren't off the Road Glide® motorcycle for 10 minutes before being commandeered as judges for the barbecue chicken cook off. You've gotta be kidding, we thought. What are the odds that a couple of Canadians would end up sitting at a table selecting which of 13 chickens best represented the proud state of Texas and its world-renowned art of cooking over wood? We were assured that all we had to do was score what we liked. “You know what you like right?” the young lady said as she offered up beer to cleanse my passenger's palate between bites. Giddyup.

Gruene's iconic heart is the oldest continuously operating dance hall in the state. At mid-day, full of chicken, we sat back and swayed to the country originals being belted from its stage. The galvanized metal roof and worn wooden floors



conjoined by barn-board offered a big space to twirl your partner and an open-air effect that allowed the country music to fill the atmosphere inside and out.

Our first night accommodation reservation at the bunkhouse in Bandera, the Cowboy Capitol of the World, meant an afternoon of leisurely cruising from Gruene and getting seriously lost once didn't hurt a bit. Bandera is just as it claims. No pretense here, and tying one's horse to the hitching post in front of the 11th Street Cowboy Bar is as common as parking your custom Harley-Davidson® motorcycle with one tire or the jiffy stand in horse dung. The evening was picture perfect, with a calm that hung over the town so not even the old western windmills stirred. We partook of the local scene as long as we could until the day caught up with us. The drawl of Country and Western ballads curled around buildings, into back alleys, and lulled us to sleep in the rustic ambiance of Bunkhouse No. 1.

Up and at 'em; a much anticipated day two lay ahead. The Three Sisters (aka The Twisted Sisters) beckoned. U.S. roads 337, 336, and 335 start in Medina, wind through Leakey (pronounced Lakey), Camp Wood, and roughly follow the Frio River in a big enticing loop of 160 kilometres. Not long after breakfast, we came upon The Hog Pen in Leakey. As the name suggests, bikers aren't just welcome, they are this joint's bread and butter. Owners Buddy and Jaret, father and son duo, were generous with their recommendations and general

chitchat. Our lodging for the night was a stone's throw from "The Pen" so we checked in early at D'Rose Inn & Cabins to meet Deb, the proprietor, and off-load some luggage at our assigned hut. Advance exploration on the Internet warned us that Deb can be a tad grumpy, but we figured we could handle her! Deb only rents to motorcyclists and bicyclists and has for the past seven years. She said her model was proving to be a financial challenge but she's sticking to her guns on the decision. We took her advice to eat lunch at Two Fat Boys BBQ down the road and set out to find the "Sisters".

The Twisted Sisters didn't disappoint. While we've travelled more challenging and even frightening roads, these ones were an almost perfect blend of twists, steep drops on one side or the other, and stretches to catch your breath, relieve your grip, and let some blood flow back into white knuckles. Weekends can be particularly busy this time of year, but on the late October Sunday when we happened into the area, we owned the road. At home in Nova Scotia there's a 2008 Harley-Davidson® Electra Glide® Ultra Classic motorcycle in the garage, yet we were eager to try the frame-mounted shark nose fairing Road Glide® Ultra motorcycle for comparison's sake. The air stability (lack of buffeting) for both rider and passenger was incredible. The subtle wind resistance that transfers between the fork-mounted Bat Wing fairing to the rider was also gone. Any sense of the wind gusts – and we rode on a couple of gusty days – were absent on the Road Glide® Ultra model. The motorcycle handled effortlessly, and the smooth surfaced Texas roads and winding Hill Country terrain were just what the doctor prescribed. The refined 103 cu in upgrade from our '96 model aside, we really loved this motorcycle. Enough so that it will be our next Harley® motorcycle purchase.

Now proud to profess "I did the Three Sisters", as my new shirt purchase affirms, we landed back at D'Rose to avail ourselves of the barbecue in front of our cabin. With charcoal and cooking implements provided as part of the deal, we slowly heated the additional rack and a half of pork ribs we'd snagged at Two Fat Boys BBQ. Owner No. 1 let us sample one rib each at lunch, which ensured we'd pick up enough for supper plus a half rack to share



with Deb (to stay on her good side). Mmmmm ... what ribs!

After supper we took a stroll just up the road to The Hog Pen ... but alas the place was in darkness. It was Sunday night, but shucks we weren't ready to shut down yet. Not on just the second evening of our adventure. "Wait ... the door is open. And there's faint music." We stole a sneak peek through the doorway into the world of local Leakey Texas and were welcomed into the den of The Pen. Four Harley-Davidson® motorcycles surrounded the pool table. Two patrons were playing, two drinking beer and chatting, one was getting a haircut, and Jaret was overseeing the place. "We turn the outside lights off so tourists don't stop in, but you can be locals tonight." That was all we needed to hear. The town's hairdresser gave each of the staff a haircut and Lisa, the bartender, had foils

German heritage and a perfect staging point for two short rides. Just a jaunt from our hotel, "out in Luckenbach, Texas, ain't nobody feelin' no pain." Though we didn't run into Waylon, Willie, and the boys, we did sip refreshments in the post office and sit under a big shade tree to listen to some pickin' and a few stories. With a population of three (that's what the sign says), Luckenbach's sparse residents sure make the most of their celebrity. At dusk we rode to Old Tunnel State Park, just 16 kilometres from Fredericksburg. An

abandoned railroad tunnel that gives Old Tunnel its name is home to up to three million Brazilian free-tailed bats, and what a sight to see them come out to feed on moths as the daylight wanes!

Our final destination was Austin, "Live Music Capitol of the World". Famous Sixth Street delivered on the

promise and can hold its own against Nashville's Broadway with venue after venue pumping unfiltered music onto the busy sidewalks. The culinary options seemed limitless and we chose a good one, The Iron Cactus Mexican Grill & Margarita Bar, for cucumber margaritas, Ahi Tuna Ceviche, and a huge poblano pepper, stuffed with fajita chicken, pepitas, toasted pecans, dried cranberries, and pepperjack cheese. Austin deserved more time and a weekend would have probably shown off her revelry at its prime, but even a Tuesday night foray was fulfilling.

Returning the Road Glide® Ultra motorcycle to Caliente Harley-Davidson® in San Antonio on the fifth day was bittersweet. We had four more days in San Antonio to look forward to and a Tour-Pak® luggage and two side bags full of memories to hold us until the next Harley-Davidson® motorcycle rental quest takes us.



**“On a hot breezy day, it could be a local culinarian napping away the afternoon while mesquite does its magic in the backyard smoker ... ”**

done, all the while serving us with dye in her hair. Four hours and several Shiner Bocks and tequilas later we toddled off up the road to our cabin to sleep off the hospitality.

It was unusually hot in south Texas for late October, but our complaints about the heat fell on deaf ears. Texans could sure feel a chill in the air when daily temperatures only climbed to the upper 20 degree Celsius. One biker stop would tell us that they'd sold out of long sleeve shirts because "yesterday was cold here." Midway to Austin from Leakey is Fredericksburg, a fair sized town with

**CVO™ LIN**

**TURNS U  
VOLUME**



**E** *The mission of the Harley-Davidson® Custom Vehicle Operations™ (CVO™) line has always been to take the concept of a Factory custom motorcycle to the highest possible level by providing more of just about everything a rider could want in a motorcycle.*

# P THE



**W**hether it is paint, power, sound, or chrome, the CVO™ line aims to dial up the volume and value to 11, drawing from its deep well of Genuine Motor Accessories and engineering expertise. Add to that the elements of Project RUSHMORE – the intensive Customer-led product development process that transformed the model year 2014 Harley-Davidson® Touring motorcycles – and this is one of the most exciting years in the CVO™ line's rich history.

For 2014, the all-new CVO™ Softail® Deluxe motorcycle joins last year's lineup of the CVO™ Limited, CVO™ Road King®, and CVO™ Breakout™ motorcycles. Each CVO™ model is powered by a 110 cu in V-Twin powertrain, the largest-displacement Original Equipment engine offered by Harley-Davidson Motor Company, which is only available from the Factory in CVO™ model motorcycles. The 2014 CVO™ Limited model features the new Screamin' Eagle® Twin-Cooled™ Twin Cam 110™ engine with a combination of air-cooled and precision liquid cooling strategies that maintains peak performance under the most demanding loads and riding conditions. Other 2014 CVO™ models are powered by the Screamin' Eagle® Twin Cam 110™ V-Twin engine, rated at up to 116.5 ft. lbs. of torque. The Assist & Slip Clutch Pack provides a slip feature on downshifts to reduce loading of the driveline, and hydraulic clutch actuation to reduce lever effort and maintenance. All 2014 Harley-Davidson® CVO™ models are Factory-equipped with electronic cruise control, Anti-Lock Braking System (ABS), keyless ignition and the H-D® Factory Security System, and an indoor/outdoor storage cover with the CVO™ logo.

# SOFTAIL® DELUXE



*The CVO™ Softail® Deluxe model combines big features with an easy riding attitude. The low seat and dropped down centre of gravity make handling a breeze. And a detachable windshield and saddlebags come off quick when you feel like stripping down.*

**W**ide whitewall tires, the clean lines of the Harley-Davidson® Softail® chassis, and a distinctive Art Deco-style paint scheme are mated with a high-performance engine and tour-ready technology at the intersection of luxury and nostalgia. A Road Tech zūmo 660 GPS Navigator is integrated with the windshield. Convertible components – including a quick-detach windshield,

saddlebags, luggage rack, backrest, and passenger pillion – make it easy to transform the CVO™ Softail® Deluxe motorcycle from a touring machine to a boulevard cruiser in just minutes. With its low centre of gravity, 24-inch seat height, and other ergonomic details, the CVO™ Softail® Deluxe motorcycle is an ideal option for riders of smaller stature.





# BREAKOUT™

*Slammed and chopped style goes premium in the CVO™ Breakout™ motorcycle. From stunning details and finishes to brawny power, the only thing low about it is its silhouette.*



**W**ith its tough stance and authentic street swagger this low-slung Softail® chopper combines attitude with super-premium paint and custom detailing. Three extraordinary new paint schemes cover hand-polished steel sections on the fuel tank and fenders with tinted colour. A new Bomber black leather seat features tribal details. Contrast chrome

turbine wheels and a new chrome tank medallion add flash, while a new Heavy Breather™ high-flow intake and air cleaner highlight the powertrain. Chopped fenders expose beefy tires. A chromed cast-aluminum oil tank, wide chrome forks, and a low-mount speedometer, mounted on an integral riser, are among the fabulous details.

# ROAD KING®



*For the rider who wants it all, the bike that has it all: classic style, long-haul comfort, heavy custom details. Totally re-thought to give you more of that big road-eating grin.*

**T**he CVO™ Road King® motorcycle is a brash, high-performance bagger that dazzles on bike night and leads the pack on a weekend tour. Project RUSHMORE enhancements touch the CVO™ Road King® motorcycle in a number of areas, including Daymaker™ LED lighting, Reflex™ Linked Brakes with ABS, stout new 49 mm forks, reshaped saddlebags with One-Touch latches, revised hand controls, and sleek new front fenders. The CVO™ Road King® motorcycle also gets a dose of

Harley-Davidson® Dark Custom™ styling in 2014, with a host of new blacked-out components, including the handlebar, controls, mirrors, powertrain, and covers. New extended saddlebags wrap around the mufflers, and a new low-profile two-piece seat has an easy-to-remove passenger pillion. The high-performance Twin Cam 110™ V-Twin engine is fitted with a new tuned Heavy Breather air cleaner and intake runner.



# LIMITED

*We have rebuilt Grand American Touring from the ground up. In terms of power, features, and riding experience, this is the motorcycle you will find at the very top of the mountain.*

**F**or 2014, the super-premium CVO™ Limited is further refined by elements of Project RUSHMORE that enhance every aspect of the riding experience. Daymaker™ LED lighting, Reflex™ Linked Brakes with ABS, and the Twin-Cooled™ Twin Cam 110™ powertrain inspire rider confidence. The Boom!™ Box 6.5 GT infotainment system delivers eye-popping, ear-pleasing audio performance and a comprehensive suite of information technologies, including a color touch screen, Bluetooth® connectivity, and GPS navigation. The new batwing fairing incorporates a splitstream vent to diminish

rider head buffeting. Passenger seating has been revised to enhance comfort, and all controls and gauges are ergonomically improved. Beyond its Project RUSHMORE features, the CVO™ Limited motorcycle offers enhanced audio performance with a 75 watt-per-channel amplifier and Boom!™ Audio High Performance Boom!™ Bagger speakers, upgraded GPS navigation, premium pull-out luggage, and backlit hand control and dash switches. Offering the ultimate in comfort, convenience, power, and style, the CVO™ Limited motorcycle is a Touring motorcycle for the rider who really wants it all.



>> **FOR MORE, VISIT [H-D.COM/CVO](http://H-D.COM/CVO)**

# READY TO RIDE

Be ready to ride this season with these and other all-new Harley-Davidson® MotorClothes® products. Head over to [www.harleycanada.com](http://www.harleycanada.com) or visit your authorized Canadian Harley-Davidson® Retailer for more ideas.



## HI-VIS RAIN SUIT

Be ready for rainy conditions with this women's waterproof suit incorporating 3M™ Scotchlite™ Reflective Material for enhanced visibility to other motorists. Motorcycle-specific features include a hood that fits under a helmet, heat-resistant shields on the legs, and a storage bag for simple packing.

P/N 98288-14VW



## LOWER PROFILE, PASSING LINK HYBRID ULTRA-LIGHT HALF HELMET

The first low profile helmet worthy of Harley-Davidson® DOT approval. The hybrid fiberglass and aramid shell is 17% lighter than traditional fiberglass shells for long-riding comfort. Details include a wicking, anti-microbial soft liner and double D-ring chin strap. Meets DOT standards.

KBC, 1 lb. 6 oz.

P/N 98301-14VM.

## TAILGATER FULL-FINGER GLOVES WITH TOUCHSCREEN TECHNOLOGY

Dial. Swipe. Zoom. Type, all with your gloves on. The durable leather Tailgater pair is outfitted with touchscreen-compatible thumbs and forefingers for easy mobile device operation. Plus, their ergonomic design features pre-curved fingers, power-stretch knuckles, padded palms, comfort seams, and adjustable wrist closures.

P/N 98304-14VM



## VISIONARY MODULAR HELMET WITH RETRACTABLE SUN SHIELD

This men's helmet features a one-touch integrated tinted sun shield so you can quickly react to changing light conditions. The Advanced Channeling Ventilation System keeps your head cool with front-to-back airflow. It fits Harley-Davidson® helmet headsets, plus an outer compartment fits some non-Genuine H-D® Bluetooth® units.

P/N 98281-14VM







# FIRST LADY *of* RIDING

*Nancy Davidson has modelled the Harley-Davidson® lifestyle for more than half a century.*



.....  
**Willie and Nancy.  
Nancy and Willie.  
No matter what order  
you put them in, they  
always seem to be  
together.**

*Whether it's signing autographs in Sturgis or Daytona, raising money for MDA in Milwaukee, or travelling to Rome to ask the Pope for a 110th Anniversary bike blessing, wherever you find Willie G. Davidson, you're likely to find Nancy, the love of his life, by his side or snuggled up behind him on a Harley-Davidson® motorcycle.*

.....

*By Mike Zimmerman*

**SINCE  
1903**

*Photographs by Mark Brautigam.*

# And it's been that way for more than 60 years.

**L**ife in the Milwaukee suburb of Wauwatosa was pretty good in 1950. After the Great Depression, which lasted more than a decade, and five years of World War II, America had emerged on solid footing and was enjoying real prosperity for the first time since that dark October day in 1929.

In many ways, it was an idyllic time. Babies were booming, rock was starting to roll, and 16-year-old Nancy Schewe was a happy student at an all-girls high school. As the youngest of seven sisters ("After I was born, my dad went out and bought a male dog!" she says), boys were not a big part of her life. So it's easy to imagine Nancy's parents feeling a bit uneasy when motorcycle-riding Bill Davidson started calling on her.

"He looked like a blond Elvis Presley at the time," she says. "He had the rolled-up, tight Levis – you know, one roll at the bottom – black leather jacket, a crew cut."

He looked like a biker. And thanks in part to a misleading 1947 Life magazine article about hell-raising riders in Hollister, California, perceptions of bikers at the time were ... less than positive. But this was not an issue when it came to Bill.

"My parents loved him," Nancy says. "My mother thought he was just wonderful!"

Score one for the now-legendary Davidson charm.

At the time, Nancy knew very little about motorcycles – and even less about the Harley-Davidson® Brand. The Harley-Davidson Motor Company was well established, but not the global icon it has since become. Bill was just a guy from the neighbourhood, a friend of a friend, who happened to ride. If her parents had any misgivings about their daughter embracing the motorcycle lifestyle, Nancy did not. According to legend – and confirmed by Nancy – the couple arrived at their first date, a Halloween dance, by motorcycle. Given how cold late October can be in Wisconsin, Willie probably enjoyed Nancy



clinging tightly to him for warmth.

Before long, they were an item – and motorcycles were a regular part of their time together. In particular, Nancy remembers frequent excursions to the Great Lakes Dragaway in Union Grove or a strip in Illinois, where Bill and his friend "Red" liked to race.

As the 1950s marched on toward the 60s, Bill and Nancy's relationship grew. After high school, Nancy enrolled at a teacher's college in Milwaukee, while Bill studied fine art at the University of Wisconsin-Madison, and later at Art Center College of Design in California. Back home in Wisconsin, Nancy became a first grade teacher. They married in 1957 and three years later welcomed their first child, Karen. Sons Michael and Bill joined the family soon after.

After honing his skills for a few years with the renowned industrial design firm of Brooks Stevens, Bill (the elder, who would soon become known as "Willie G.") joined the Motor Company in 1963.

While Willie started the Harley-Davidson® Styling Department virtually from scratch, Nancy's life was consumed with child rearing. Of course, motorcycles remained a key facet of the Davidson home life. When the kids were little, Willie had a sidecar rig that was perfect for family rides. It had a reverse gear that allowed Willie to back the vehicle

out of the garage each morning while the kids gathered at the front window to watch. In the evening, they would await his return with equal excitement.

Willie's career continued to thrive, even as the Motor Company entered a difficult period in the 1960s, one that culminated in its purchase by AMF Corporation at the end of the decade. AMF seemed to understand neither the Harley-Davidson® Brand nor its market, however, and product quality suffered. By 1981 it was looking to sell the Company. So Willie and a dozen other executives joined forces to buy it back.

It was a huge investment – and a big risk for a man with a family to care for. But Nancy never wavered in her support. The now-iconic "buyback" was completed in June 1981. But there wasn't much time to celebrate. Turning the Company around would take a while, and things would get worse before they got better. The darkest moment came at the end of 1985, when the Company lost the support of its primary lender. A scramble to find new financing ensued.

In 1983, the Company launched something altogether new in the motorcycle world: Harley Owners Group®. With its focus on the most loyal Customers of H-D®, H.O.G.® proved instrumental in getting the Company back on the right road. It also provided new and exciting opportunities for Willie and Nancy – and often the whole family – to ride together, along with H.O.G.® members from all over the world.

"We were involved with H.O.G. right from the beginning," she says, "and have had some great adventures riding back and forth across the country."

In fact, she and Willie have logged so many miles together over the years, long-time H.O.G.® events manager Joe Dowd calls Nancy the "First Lady of Riding".

"From the first H.O.G. Touring Rally in 1993 until very recently, she rode on at least one H.O.G. Touring Rally every year," he says.

And while most H.O.G.® members are accustomed to seeing Nancy sitting behind Willie on a beautiful H-D® Touring motorcycle, there was a time when she rode her own Sportster® motorcycle – until major back problems made it too difficult. Fortunately, the passenger seat still fits like a well-worn leather glove. Beyond all the miles they've ridden and sights they've seen, what resonates most is getting to share those experiences with H.O.G.® members and other riders along the way.

"There isn't one event we go to where someone doesn't come up to us and say, 'This motorcycle has changed my life.' When we're out among thousands of riders, it makes us think about how many lives Harley-Davidson has touched. And hopefully we have, too," Nancy says.

Despite their low-key, humble approach – or perhaps because of it – Willie and Nancy have developed a high profile at motorcycle events. Long lines form at autograph sessions, where Nancy's signature is coveted nearly as much as her more-famous husband's. And where the signature on a jacket or vest or helmet may be the least

precious thing a rider takes away from the encounter.

Bill, of course, is not the only Davidson child to work for the family business. Karen is currently the creative director for the Harley-Davidson® MotorClothes® line, and Michael previously worked in the Retail Environment Group of the Company before joining the faculty at the Milwaukee Institute of Art & Design.

A career with Harley-Davidson was always encouraged but never assumed, Nancy says, and both she and Willie are proud that the family's association with the Company includes the next generation.

And while three happy and successful children (and one grandchild) are part of her legacy, so, too, is the important charity work she has done, with women's and children's causes in particular. In 2010, she was inducted into the Sturgis Motorcycle Museum Hall of Fame, citing her "true passion for the sport" and her service as "an ambassador for the Harley-Davidson Motor Company and a variety of charitable causes".

It's often said that behind every great man is a great woman. In this case, with Willie at the handlebars and Nancy in the passenger seat, it's quite literally true. As Harley-Davidson celebrated 110 years

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“... what resonates most is getting to share those experiences with H.O.G. members and other riders along the way.”

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of freedom in 2013, she and Willie have marked 56 years together as husband and wife – a relationship that spans more than half the existence of the Company. To thousands of riders along the way, she has personified what it means to love the freedom of the open road, without ever letting it lead too far away from home and family.

With Willie now officially "retired" (he uses the word loosely), they aren't planning on slowing down any time soon. To the contrary, they may just be stepping things up a little.

It's what they do. It's who they are. It's who she is.

"It's been a great ride," she says.

"And it's still going. Which makes it even greater."

# GRAB LIFE BY THE HANDLEBARS



## HARLEY-DAVIDSON® GLOVES

Our pre-curved gloves, equipped with Touchscreen Technology, offer a more comfortable ride by providing better grip on hand controls, reducing fatigue and protecting against wind, rain, sun and cold.



**TAILGATER FULL-FINGER  
GLOVES WITH TOUCHSCREEN  
TECHNOLOGY**



**BURNING SKULL FULL-FINGER  
GLOVES WITH TOUCHSCREEN  
TECHNOLOGY**



**CORA LEATHER & MESH  
FULL-FINGER GLOVES WITH  
TOUCHSCREEN TECHNOLOGY**



**CIRCUIT WATERPROOF  
GAUNTLET GLOVE**

# STOP IN TO FIND THE PAIR TO FIT YOUR NEEDS.

# BACKSHOP / SUMMER 2014

## PITSTOP

High-tech stopping power

Ready, set, stop! Braking technique

## RALLY RIDES

Highlights of the 2014 H.O.G.® Regional Rallies

18th Canadian National H.O.G.® Rally - Tentative Event Schedule & Registration Form

## RIDING STORIES

Bucket List: Couple realizes life-long dream ... all in one calendar year

Caribbean Islands: Laurentians Chapter rides through paradise

Beyond the Metrics: Family catches the riding bug

## ARCHIVES

Happy Go Lucky – Howard "Hap" Jameson

## EXHAUST

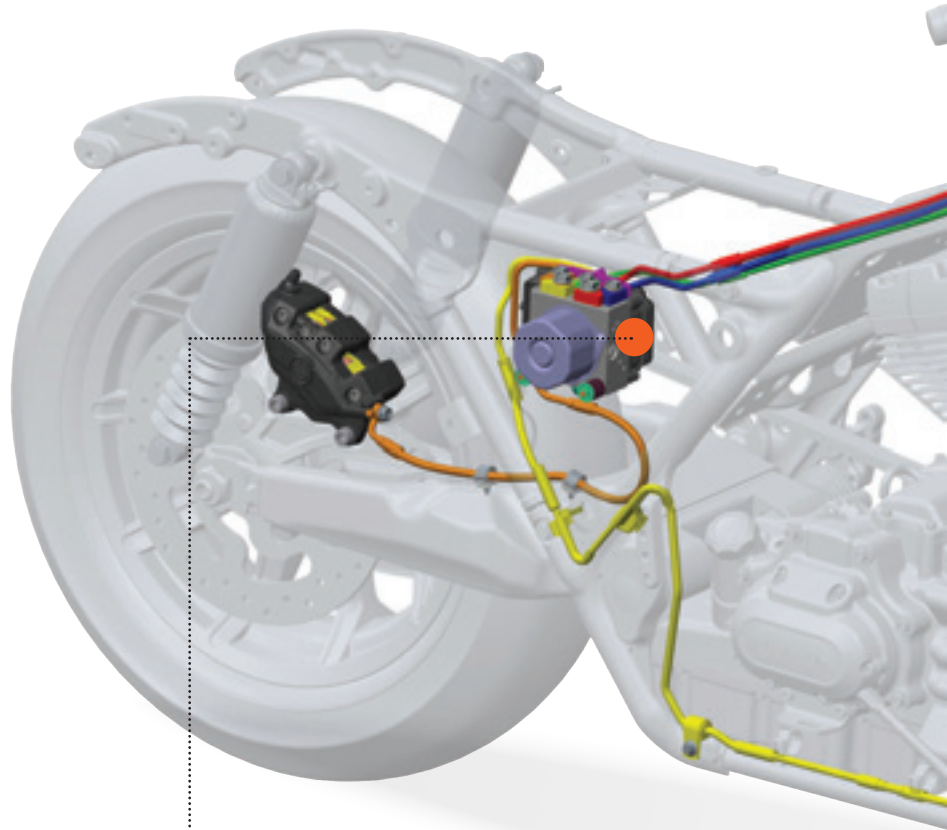
Bowlathon 2014: Moncton Chapter lends support to a good cause



## HIGH-TECH STOPPING POWER

Customizing your control with Reflex™ Linked Brakes.

**A**nti-lock Braking Systems (ABS) have been available on many cars for decades, and are now available in some form on all Harley-Davidson® models. ABS can improve a rider's confidence on slippery road surfaces by applying just the right amount of braking pressure to achieve maximum deceleration without causing the tires to lock up or skid. The new Harley-Davidson® Project RUSHMORE motorcycles take things a step further with available Reflex™ Linked Brakes with ABS. Unlike conventional unlinked front and rear systems that always operate independently, Reflex™ Linked Brakes use electronic controls to automatically apply some amount of front or rear brake force regardless of which brake the rider activates manually.



**Remember:** Advanced braking technology is not a substitute for good braking skills and habits (see Pit Stop on pages 48-49 for an overview). But it can help when conditions are less than ideal, improve rider confidence, and turn good braking skills into great ones.

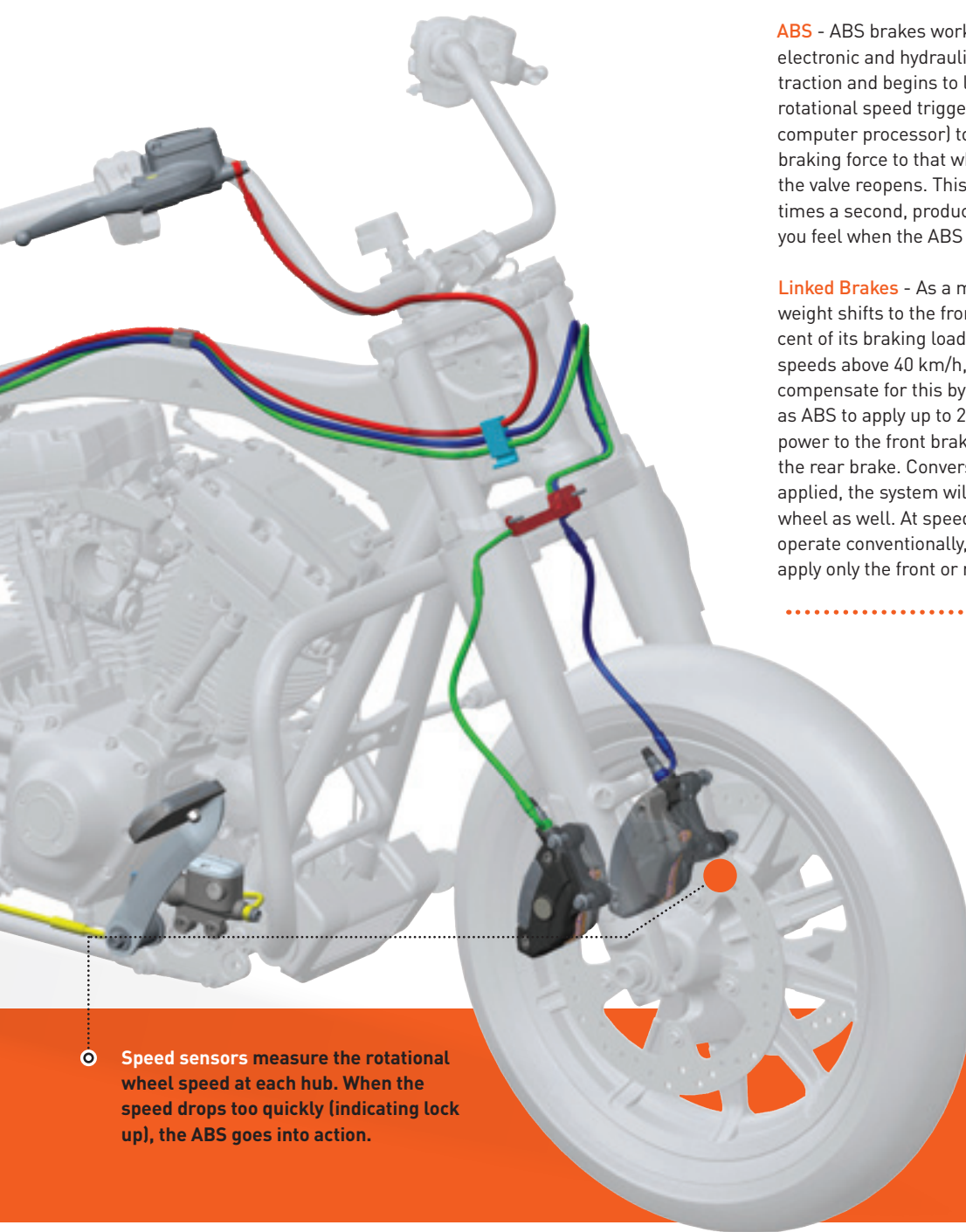
○ **The ABS controller** calculates how much braking pressure each wheel should receive. It also governs the linked braking system. Valves open and close according to the braking force required. The hydraulic pump applies braking pressure to each wheel.

## How It Works

**ABS** - ABS brakes work through a combination of electronic and hydraulic action. When a tire loses traction and begins to lock up, the sudden drop in rotational speed triggers the ABS controller (a small computer processor) to close a valve and reduce the braking force to that wheel. When traction is regained, the valve reopens. This process is repeated many times a second, producing the slight pulsing sensation you feel when the ABS is activated.

**Linked Brakes** - As a motorcycle slows down, its weight shifts to the front, transferring up to 70 per cent of its braking load to the front tire and brake. At speeds above 40 km/h, Reflex™ Linked Brakes help compensate for this by using the same control system as ABS to apply up to 25 per cent of the maximum power to the front brake, even if a rider applies only the rear brake. Conversely, if only the front brake is applied, the system will apply braking force to the rear wheel as well. At speeds below 40 km/h, the brakes operate conventionally, giving riders the flexibility to apply only the front or rear brake in special situations.

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○ Speed sensors measure the rotational wheel speed at each hub. When the speed drops too quickly (indicating lock up), the ABS goes into action.

## READY, SET, STOP!



As braking technology advances, good technique stays basic. By **Becky Tillman**

Recently, Harley-Davidson Motor Company introduced the new Reflex™ Linked Brakes with ABS as part of the new Project RUSHMORE motorcycle debut. Techies rejoice at such new developments, even as some motorcycle “purists” raise their voices in alarm. What both camps should know is that these new technologies offer good news for everyone, as both are designed to “be there when you need them” without detracting from the essential and intuitive rider experience. Good braking technique still matters – even as new advances help increase safety for everyone involved.

### ROOKIE

*Basic and Intermediate Techniques*

#### Basic Straight Line Braking

Keep the bike upright (with no lean) and pointed straight ahead as you apply both front and rear brakes simultaneously in a smooth, controlled manner.

- > Pull in the clutch and downshift as you slow down, all the way to first gear for a complete stop.
- > Keep your head up and your eyes forward (don't look down at the front of your bike).
- > Don't fear the front brake – it provides about 70 per cent of your stopping power.
- > When approaching a curve, slow down before you start to turn.

#### Emergency Stopping

- > Rule #1: Don't panic! Stay cool.
- > Apply both brakes smoothly and firmly.



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## “... EVEN THE BEST TECHNOLOGY CAN NEVER TAKE THE PLACE OF HUMAN SKILL, JUDGMENT AND EXPERIENCE.”

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- > If the back wheel locks up, do NOT let go of the rear brake. Keep the bike pointed straight ahead and “ride it out”. (Releasing the rear brake during a skid can result in a catastrophic “high-side” crash.)
- > On bikes without ABS, if the front wheel locks up, release the brake immediately and reapply.
- > Once you’ve stopped, check your mirrors for oncoming traffic and be prepared to accelerate out of the way if necessary.

### Factors Affecting Braking

- > **Road Conditions:** Any time the road surface is less than ideal (wet, oily, dirty, etc.), your stopping ability is compromised. Additionally, wet brakes will increase your stopping distance. Keep speed in check and be ready to start braking sooner.
- > **Vehicle Weight/Load:** If you’re carrying a passenger or cargo, remember that your required stopping distance will be increased.
- > **Condition of Brakes and Tires:** Bald tires and worn or poorly adjusted brakes can severely limit your stopping ability. Keep these and other vital systems well maintained.

## ROAD WARRIOR

### *Advanced Technique*

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#### Stopping in a Curve

Braking while turning puts extra traction demands on your tires and increases the possibility of one or both wheels locking up. In a curve, locking a wheel will almost certainly cause a loss of control, so it’s always better to avoid braking in a curve if you can. If you can’t avoid it, there are two basic strategies:

1. When conditions allow – depending on your speed, the sharpness of the curve, lane width, and traffic density – straighten your bike within the curve before applying the brakes. Then apply the same techniques you would for stopping in a straight line.
2. If you can’t avoid turning while you slow or stop:
  - > Apply both brakes as gently as possible (don’t brake harder than you have to).
  - > Braking will make the bike want to “stand up” and go straight, so you may need to apply extra pressure to the inside hand grip (remember the “countersteering” principle) to keep the bike leaning and turning.
  - > Finally, straighten the bike just before you come to a stop, downshifting as you go.

## ADVANCED BRAKING TECHNOLOGIES

### *Stopping in the 21st Century*

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Today, many Harley-Davidson® models feature an Anti-lock Braking System (ABS), which automatically adjusts brake pressure during hard stops to prevent the tires from “locking up” and going into a skid. In addition, select 2014 Project RUSHMORE Touring motorcycles also feature new Reflex™ Linked Brakes, in which the front and rear brakes are electronically linked to provide exactly the right amount of brake to each tire. No matter how much skill and experience you have on two wheels, both systems can help you become a better rider.

#### ABS Brakes

If you’re an experienced rider with good braking technique, there’s no reason to change your braking approach with ABS brakes. The system kicks in only when it’s needed – when the brakes are about to lock up – so you may never even know it’s there. However, it’s nice to know that if you do brake a little too hard, the system can react accordingly. Just be prepared to feel a slight “pulsating” sensation when the system is activated. (It’s not a bad idea to practice hard braking, in a straight line, in an open space to get a sense of what that feels like.)

If you’re a newer rider, ABS is not a substitute for good braking technique! Keep practicing your braking skills while you take comfort in knowing that the ABS will respond by adjusting the linking for the amount of brake applied, as well as vehicle speed, to achieve a more optimized brake balance in an emergency braking situation.

#### Reflex™ Linked Brakes

Unlike ABS, which is common in cars, Reflex™ Linked Brakes are likely something totally new for riders. However, as with ABS, it’s important to realize that the system is designed to add to existing rider control, not subtract from it. Experienced riders may never know it’s there.

One important point is that the linking part of the system is activated only at speeds above 32-40 km/h. At low speeds, the balance between front and rear brake pressure is completely controlled by the rider. At higher speeds, the system works in tandem with ABS to automatically apply the optimum balance of front and rear brake pressure for any situation. If you slam on the rear brake in an emergency, for example, the system will automatically apply the front brake as well, to optimize stopping ability in a wide range of conditions. Once engaged, the system remains activated, even as the bike drops below 32 km/hour, until you release the brakes or come to a complete stop.

Again, newer riders should still strive to learn and practice good braking technique in all situations ... because even the best technology can never take the place of human skill, judgment, and experience.

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

## SEA TO SKY BRILLIANCE

By Mandy McIsaac

The 14th Western Regional H.O.G.® Rally, set to take place July 3-5, 2014, in Squamish, British Columbia, will be a journey up the motorcycle-friendly Sea to Sky Highway, taking H.O.G.® members out of Vancouver and into a scenic backdrop sure to create lasting memories.

**T**he three-day event will feature scenic rides, poker runs, bike games, and parties.

The Vancouver Chapter has gone to great lengths to create an itinerary that highlights the attractions in and around Squamish. The Friday Poker Run will tour the stunning Brandywine Falls, dip into the quaint village of Pemberton, stop for lunch in famous Whistler Village, and end the day back in Squamish. The highest poker hand will take home \$500 cash. The evening's activities will be hosted in the West Coast Railway Heritage Park where multiple buses will chauffeur guests to and from the host hotel, the Executive Inn & Suites. Enjoy the tourist attraction's train rides and museum, followed by dinner



and music by Vancouver's rock sensation, Swayed.

On Saturday, attendees are invited to spend the morning cruising down the scenic highway back into Vancouver to visit Trev Deeley Motorcycles, Canada's first Harley-Davidson® Retail Store. Celebrate the ride alongside other Harley-Davidson® motorcycle enthusiasts with a complimentary pancake

breakfast and tour the Deeley Motorcycle Exhibition, currently featuring the exhibit, Cycles & Cinema. With just more than 70 kilometres to ride back to Squamish, the day will be spent browsing Cleveland Street and the Farmers Market, competing in bike games, and enjoying bike and car Show 'N Shines. Taking the party back to the West Coast Railway Heritage Park for the evening, Elvis &

Friends will follow the closing ceremonies and promises to croon to the crowds as the festivities carry on into the night.

The Rally Committee would like to invite everyone far and wide to join in the festivities for the weekend and to indulge in the breathtaking sights of British Columbia's Sea to Sky adventures. Space is limited, so register today! Visit [www.seatosky2014.com](http://www.seatosky2014.com).

# RIDE THE TIDE

By Simon Bigg

Atlantic Canadians are famous for their hospitality and friendliness and we won't disappoint at the 22nd Atlantic Regional H.O.G.® Rally.

**L**ocated where the Saint John River meets the Bay of Fundy, the City of Saint John, New Brunswick, is the perfect gateway to some of the most amazing scenery you can experience from your motorcycle. The Saint John Chapter and our local Retailer, Eldridge's, are proud to host the

22nd Atlantic Regional H.O.G.® Rally, running from July 17-20, 2014. The Rally will take you over historic covered bridges, onto quaint ferries, along spectacular coastlines, and through rolling hills and valleys.

The Rally kicks off the afternoon of Thursday, July 17, with a ride to the beautiful

village of St. Martins on the Bay of Fundy, then a meet-and-greet that evening, followed by a night on the town. Friday brings three more rides. We begin the morning with the Ferries and Covered Bridges Ride; in the afternoon we'll ride up the Saint John River Valley for the River Ride; and if you're looking for a longer adventure, you can take the day-long Fundy Island Hop Ride, which will take you through scenic coves and fishing villages, then onto the Deer Island Ferry over to Deer Island. That evening, Eldridge's will be your host at a Retailer party you won't soon forget, with dinner and live music.

Saturday brings more adventure with the Mystery Ride, the Show 'N Shine in historic King's Square, and biker games that afternoon at Harbour Station. Saturday evening we'll enjoy a banquet at the host hotel, the Delta Brunswick, with a great "Maritime Kitchen Party" meal. After dinner, we will take a short walk to the Market Square Boardwalk for live music. Sunday brings us to the last day of the Rally with a parade of flags through the city and then back to the host hotel for final goodbyes. So come and visit the greatest little city in the east for the 22nd Atlantic Regional H.O.G.® Rally and take in some Maritime hospitality. Visit [www.ridethetide2014.com](http://www.ridethetide2014.com) and check out the YouTube video [search: Ride the Tide 2014].





## OUR PRIDE ... OUR REGION

By Isabelle Blouin-Gagné

The Rally's coordination team and volunteers, the St-Hyacinthe Chapter, and Carrier Harley-Davidson® are proud to invite you to the 18th Quebec Provincial H.O.G.® Rally, running from August 14-16, 2014.

## HOGIN' THE PRAIRIE HIGHWAY

By Brad Carvery

Stop for a minute and imagine, if you can, H.O.G.® members from all over Canada and the U.S. hoggin' the highways from Lloydminster, Alberta, to Saskatoon, Yorkton, and into Regina, Saskatchewan.

**T**hat's what we intend to do for the 6th Prairie Regional H.O.G.® Rally, scheduled for July 10-12, 2014, in the wide-open province of Saskatchewan.

We start off the Rally from Edge Harley-Davidson® in Lloydminster on Thursday, July 10, 2014, with our traditional meet-and-greet. Friday morning we head towards Redline Harley-Davidson® in Saskatoon for some food and lots of fun. Saturday morning, we ride to Harley-Davidson® of Yorkton for lunch, and then on to Prairie Harley-Davidson® in Regina for our evening dinner festivities. During our Rally, you will experience breathtaking scenery

along more than a quarter million square mile area of road, forest and farmland, near the only training academy for RCMP recruits, in Regina.

You will be surrounded by old friends and make new ones while enjoying good food, good times, prizes, and more. If you have not been on a Rally, you must attend; it's all about the journey! Come and find out what great riding feels like around fellow enthusiasts.

So come with us on a new riding adventure and discover Saskatchewan while we are hoggin' the highway for the 6th Prairie Regional H.O.G.® Rally. Visit [www.hoginthehighway.excelhosting.ca](http://www.hoginthehighway.excelhosting.ca).

**T**he weekend will be packed with activities and unforgettable encounters! Our team is working hard to make the Rally your top motorcycle event this summer.

We are expecting quite a lively Chapter Challenge with the Observation Run called Les Montérégiennes, the traditional Poker Run and the Photo Rally that will lead you to unexpected situations and places! More than 500 Harley-Davidson® motorcycle owners will proudly show off their pride and joys in the streets of St-Hyacinthe during a parade on Saturday.

With all the hard "work" put in during the day at the

Chapter Challenge, you'll deserve to treat yourself to great entertainment during the evening. On Friday, the Retailer Dinner will make way for the sound of great Quebec blues guitarist Bob Walsh. On Saturday after the banquet, Éric Lapointe will rock your night. A long-time Harley® motorcycle owner and Carrier Harley-Davidson® spokesperson, Mr. Lapointe is enthusiastic about singing before hundreds of H.O.G.® members from all over Quebec!

If you are a regular to the Quebec Rally, you won't want to miss it. If it's your first time, be warned: once you experience it for yourself, you'll be hooked! Visit [www.rallyehogsthyacinthe.com](http://www.rallyehogsthyacinthe.com).





# MEMBER BENEFITS DO'S AND DONT'S

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

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

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

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

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

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

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

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

## WANTED

Harley Owners Group® (H.O.G.®), the largest factory-sponsored motorcycle club in the world with over one million members worldwide, is now seeking an elite individual to become the **H.O.G.® Regional Director for Western Canada**. This is a voluntary position, however a generous compensation program will be offered to the successful candidate.

Interested applicants are asked to forward a letter of interest, to include riding experience, knowledge base and history with H.O.G.®, as well as, resume to: [hog@harleycanada.com](mailto:hog@harleycanada.com)

### H.O.G.® Canada Team



Gina McNeil  
Manager,  
Enthusiast Services



Duarte Pita  
Communications &  
Events Coordinator



Yvan Lejeune  
Membership Services  
Coordinator



TBD  
Regional Director  
Western



Brad Carvery  
Regional Director  
Prairies



Vern Wilson  
Regional Director  
Ontario



Michel-André Roy  
Regional Director  
Quebec



Dale Williams  
Regional Director  
Atlantic

# THE GREAT CANADIAN RALLY

Kingston, Ontario  
July 24-26, 2014

Like all things truly Canadian (think hockey, cottaging, snowmobiles, and MOTORCYCLES!), the 18th Canadian National H.O.G.® Rally is sure to remind you why you love being a member of H.O.G.® in Canada. It's also our way of showing YOU just how much we appreciate your membership.

So come join us by the lake in the heart of Ontario's oldest city, beautiful and historic Kingston, ON, for three activity-packed days, and experience H.O.G.® like you never have before. We'll ride, we'll explore, we'll play, and we'll celebrate. (Don't worry, we'll feed and entertain you as well.)

## TENTATIVE EVENT SCHEDULE

### Thursday, July 24

Registration Open 12pm-9pm  
Welcome Social 8pm-11pm

### Friday, July 25

Registration Open 8am-5pm  
Bike Games 9am-12pm  
Retailer Lunch 12pm-3pm  
Ride Outs / Poker Run 3pm-5pm  
Official Rally Dinner 6pm-11pm

### Saturday, July 26

Registration Open 9am-12pm  
Parade 10am-10:45am  
Show 'N' Shine 11am-3pm  
Ride Outs 12pm-7pm  
Evening Entertainment – TBD

\*The event schedule as indicated is tentative and is therefore subject to change. All Rally registrants are encouraged to arrive early in order to enjoy the Rally activities that begin on Thursday evening.





# THE GREAT CANADIAN RALLY

18th Canadian National H.O.G.® Rally | Kingston, ON - July 24-26, 2014

## R E G I S T R A T I O N F O R M

### How to Register

1. Online at [members.hog.com](http://members.hog.com)
2. Call H.O.G.® Canada at 1-800-668-4836
3. Mail form to H.O.G.® Canada, 830 Edgeley Boulevard, Concord, Ontario L4K 4X1
4. Fax form to 905-660-3372

### Fees

| GROUP               | PRE-REGISTRATION<br>(April 1 - June 19, 2014)                                  | ON-SITE<br>(July 24 - 26, 2014) |
|---------------------|--|---------------------------------|
| Adult (16+)         | \$70 CDN   | \$80 CDN                        |
| Children (10-15)    | \$55 CDN   | \$65 CDN                        |
| Children (under 10) | <b>FREE!</b> They need to register, but they will not receive a Rally package. |                                 |

**Photocopies  
Accepted**  
Must be an active H.O.G.® member  
(Life, Full, or Associate) to register.

**Attendees** Registrations received after June 19, 2014, are not guaranteed a Rally package.

|  |  |
|--|--|
| <p><b>Name #1:</b> _____</p> <p><b>H.O.G.® #:</b> _____</p> <p><b>Phone #:</b> _____</p> <p><b>Email:</b> _____</p> <p><b>T-Shirt Size (circle one) :</b></p> <p><b>Men:</b> SM MD LG XL 2X 3X    <b>Women:</b> SM MD LG XL 2X</p> | <p><b>Name #2:</b> _____</p> <p><b>H.O.G.® #:</b> _____</p> <p><b>Phone #:</b> _____</p> <p><b>Email:</b> _____</p> <p><b>T-Shirt Size (circle one) :</b></p> <p><b>Men:</b> SM MD LG XL 2X 3X    <b>Women:</b> SM MD LG XL 2X</p> |
|--|--|

**Payment Type**     Visa     MasterCard     Cheque or Money Order

Total Amount: \_\_\_\_\_

Credit Card #: \_\_\_\_\_

Expiry Date: \_\_\_\_\_

**Confirmations:** Online registration will be instantly confirmed. Registrations received via mail or fax will be confirmed by email. Please be sure to include a valid email address.

**Cancellation Policy:** You may cancel your registration and receive a full refund by notifying H.O.G.® Canada by April 30, 2014. No refunds will be issued after this date. If you are unable to attend and have missed the cancellation window, please arrange for your package to be picked up in person on your behalf on-site. Packages will not be mailed.

**Host Hotel:** **Residence Inn by Marriott** Kingston Water's Edge – 7 Earl Street, Kingston, ON K7L 0A4 – Tel: (613) 544-4888

**Ambassador Conference Resort**  
(Kingston)  
246 guest rooms  
Tel: (613) 548-3605

**Courtyard by Marriott Kingston**  
128 guest rooms  
Tel: (613) 548-7000

**Best Western Plus Fireside Inn**  
(Kingston)  
74 guest rooms  
Tel: (613) 549-2211

**Holiday Inn Kingston**  
(Kingston Waterfront)  
197 guest rooms  
Tel: (613) 549-8400

**Queen's University – Victoria Hall**  
(Kingston)  
480 guest rooms  
Tel: 613-533-2531

**Fairfield Inn & Suites**  
(Belleville 73 km from Kingston)  
114 guest rooms  
Tel: (613) 962-9211

**Four Points by Sheraton**  
(Kingston)  
171 guest rooms  
Tel: (613) 544-4434

**Days Inn Conference Center**  
(Kingston)  
161 guest rooms  
Tel: (613) 546-3661

**Ramada Hotel Trenton**  
(Trenton 88 km from Kingston)  
108 guest rooms  
Tel: (613) 394-4855

**Delta Waterfront Hotel**  
(Kingston Waterfront)  
150 guest rooms  
Tel: (613) 549-8100

**Motel 6 Kingston**  
(Kingston)  
75 Guest Rooms  
Tel: (613) 507-6666

**Campsites available at:**

**1000 Islands – Kingston KOA** (Kingston)  
Cabin/RV/Tent Sites | Tel: (613) 546 – 6140

**Desert Lake Family Resort** (Kingston)  
87 sites | Tel: (613) 374 – 2196

Additional accommodations can also be found by visiting [tourism.kingstoncanada.com](http://tourism.kingstoncanada.com), [kingstonontario.com](http://kingstonontario.com), or [kingstoncanada.com](http://kingstoncanada.com).

\*Shuttle bus service will not be available at all hotels listed.  
† Rally packages are only available for on-site pick-up.

# READY TO RIDE

IN THIS ARTICLE WE SHOWCASE THE BEST WAYS TO KEEP YOUR BIKE IN OPTIMAL CONDITION FOR THE RIDING SEASON.

Only Genuine Harley-Davidson® Parts & Accessories are designed, tested, and manufactured to the same specification as those that came with your bike. Not only are they evaluated individually against their design specifications, but also on the test track as part of the complete motorcycle. By using Genuine Harley-Davidson® Parts & Accessories you'll ensure your bike remains at peak performance and maintains its long-term value. Keep your Harley® bike like new – go Genuine. For a demonstration of these products at work, visit your authorized Canadian Harley-Davidson® Retailer or go online to our newly redesigned “My Dream Harley” website, [accessories.harley-davidson.ca](http://accessories.harley-davidson.ca).

## TIRES



*The road less travelled rides better on good rubber.*

The Harley-Davidson® Brand has partnered with two of the premier tire brands in the world to create approved Harley-Davidson® co-branded tires. They are exclusively designed, tested, and approved to deliver optimum performance on each Harley-Davidson® motorcycle. The tires are engineered to deliver optimal riding quality, handling characteristics, and overall performance.

Dunlop® Harley-Davidson® Tire Series and Co-Branded Michelin Scorcher® Tires deliver an exceptional combination of durability, comfort, and handling designed specifically for Harley-Davidson® motorcycles. They can be visually identified by the bold “Harley-Davidson” script on the sidewall. Dunlop® Harley-Davidson® Tire Series are Factory-installed on current Touring, Trike, Softail®, Dyna® Fat Bob®, Dyna® Switchback™, and Sportster® Seventy-Two™ models. They can also be installed as a replacement tire on other specified models. The new D407T Touring tire is the highest-mileage Touring tire ever offered by the Harley-Davidson® Brand – it comes as stock on MY14 Touring models, and also fits '09-'13 Touring models. Co-branded Michelin Scorcher® Tires are Factory-installed on current V-Rod® models and most Sportster® and Dyna® models. They can also be installed as a replacement through authorized Canadian Harley-Davidson® Retailers, and are available exclusively through H-D® Retail Stores.

*For more information, speak to your authorized Canadian Harley-Davidson® Retailer or visit <http://accessories.harley-davidson.ca/education/consumables/tires>.*







## BATTERIES



### *Take charge of the horizon.*

Using a Genuine Harley-Davidson® smart charger means that your battery keeps its optimal charge when not in use. The 5 Amp Weather-Resistant Battery Tender gives you professional charging performance in a compact package. With a typical recharge time of one to two hours, this charger features advanced solid-state circuitry that constantly monitors the battery's charge and maintains the voltage without overcharging. The charger automatically switches to float mode and adjusts the charge rate up or down to keep the battery properly maintained for extended periods of time. The weather-resistant construction provides peace of mind in case of exposure to moisture during charging (PN 66000041).

For more information or to see other battery chargers, visit your authorized Canadian Harley-Davidson® Retailer or go online to [accessories.harley-davidson.ca](http://accessories.harley-davidson.ca).



## SURFACE CARE



### *This is as clean as bikers get.*

We understand how important a clean ride is to you; that's why we've spent thousands of hours formulating products designed specifically for Harley-Davidson® surfaces. Unlike common brands, these products are designed to protect your investment and will work together without adverse reactions.

- > Before applying any protective or cosmetic products, you should always start off by washing your motorcycle with Sunwash™ Bike Soap (PN 93600077).
- > To soften melted-on boot marks and tar from exhaust pipes, apply Boot Mark Remover (PN 93600069) and let it set for a few minutes. Then scrape away the gunk with a soft cloth.
- > The acid in bug splatter is damaging to surface finishes, so apply Bug Remover (PN 93600075), wait a minute to soften the residue, and then rinse away the debris.
- > **Is your leather looking dull?** Black Leather Rejuvenator's (PN 93600081) pigmented formula restores lustre, and Leather Protectant weatherproofs surfaces.
- > **Dirty whitewalls?** Apply Harley® Wheel & Tire Cleaner (PN 93600076) with the Soft Detailing Pad (PN 93600110) to make them gleam.
- > **Don't have time for a complete detailing session?** Use Harley® Gloss Detailer (PN 93600073) or Harley® Spray Cleaner & Polish (PN 93600084) for quick jobs between applications of Glaze Poly Sealant (PN 93600079). This cream combats fading and oxidation, and its ultra-fine levelling agent removes minor blemishes.

For more information, speak to your authorized Canadian Harley-Davidson® Retailer or visit <http://accessories.harley-davidson.ca/education/consumables/surface-care>.



## THE CALENDAR BUCKET LIST

Couple realizes life-long dream ... all in one calendar year.

By **Tony J. Eden**



**R**ealizing one's riding dreams is indeed special; achieving all of them in one year is truly unique. Having had many amazing rides on my 2004 Harley-Davidson® Electra Glide® Classic motorcycle, the year 2013 was to be a year of achievements. There are so many great rides in North America for Harley-Davidson® motorcycle enthusiasts, and my wife and I set out on a journey that would put our bodies, souls, and our

trusted rides in paradise.

Our journey began with our annual trek to Daytona Bike Week, touring down Main Street and through central Florida with our friends, Matt and Tessa, from Fort Worth, Texas, who were riding their Harley-Davidson® Street Glide® motorcycle. Next we headed south on Interstate 95 and U.S. Route 1 along the Florida Keys to the Harley-Davidson® dealer in Key West to pick up the traditional poker chip.

Riding our Harley-Davidson® motorcycle in eastern Canada and New England is great fun, but riding the Florida Keys and the Overseas Highway was a new treat for us.

Next up, we attended the Laconia Bike Week in New Hampshire to pick up our H.O.G.® U.S. commemorative pins and take the traditional ride on the Kancamagus Highway in the White Mountains. Having my friends Bud (riding a 2009 H-D®



Riding a long distance on an older motorcycle means having to pay close attention to service and maintenance. Even though my H-D® Electra Glide® Classic motorcycle has been Retailer-maintained "by the book" since I picked it up new in 2004, one is always keenly aware of keeping one's rides in excellent condition. While riding through eastern Ontario, we experienced a minor issue: I had finally worn out the toe shifter. I have had many positive experiences at H-D® dealerships throughout North America, and MotoSport Plus in Kingston did not let me down. Taking us in immediately, the issue was diagnosed before I could pick up my poker chip from the MotorClothes® apparel section of the Store. With a friendly smile and great conversation, the staff had us back on the road in fewer than 30 minutes.

We rode from Halifax to Niagara Falls, Ontario, spending a great night there with long-time friends and H-D® motorcycle enthusiasts, Mike and Lynn Sanderson, chatting about bikes, rides, and H-D® events. Early the next morning we hit the road with Mike on his 2012 H-D® Electra Glide® Ultra Limited bike and Lynn on her 2004 H-D® Heritage Softail™ Classic motorcycle. After a quick visit to Clare's Harley-Davidson® at Port Dover, we connected with two more long-time friends and riding partners, Bud and Linda, on their H-D® Electra Glide® Ultra Classic® motorcycle and began our journey west. With two

bikes riding two-up, we wanted to schedule regular stops to refresh our human batteries and fill our tanks. The H-D® app in our GPS device allowed us to easily find and make many stops at Harley-Davidson® dealers for a quick rest, and of course, to pick up a poker chip. Our next destination: the Harley-Davidson Museum™ in Milwaukee, Wisconsin.

As a Harley-Davidson Museum™ member, our entrance was easy and efficient, and the museum exceeded our expectations. Afterwards, we

enjoyed a meal at the on-site Harley-Davidson Motor® Bar & Restaurant before purchasing a t-shirt and a poker chip in the museum's gift shop.

After some amazing rides through the warm August weather in Minnesota and South Dakota, we arrived at Sturgis Bike Week – the 25th Bike Week event for us. For those who have had a chance to ride at Sturgis, you know that it is different from the other big Bike Week events. Not better, just different ... and awesome. The rides through the Badlands,



*Top: Getting ready for a ride at the Badlands National Park, near Wall, South Dakota.*

*Left: Riding on the Needles Highway, near Mount Rushmore.*

*Top right: The gang: Our official picture at the 73rd Sturgis Rally 2013.*

Electra Glide® Ultra Classic® motorcycle) and Rob (on his 2001 H-D® Street Glide® motorcycle) along made for enjoyable rides, company during the day, and evenings filled with great chats about our bikes and rides.

After a "Big Twin" service at our home base Retailer, Privateers Harley-Davidson® in Halifax, Nova Scotia, we prepared for the crown jewel of this year's adventure: Sturgis Bike Week in South Dakota.



## MY WIFE AND I SET OUT ON A JOURNEY

THAT WOULD PUT OUR BODIES, SOULS, AND OUR TRUSTED RIDES IN PARADISE. .....

Iron Mountain, Needles Highway, Spearfish Canyon, and of course, the Devils Tower Run, were incredible. The Harley® bikes handled like a dream through some of the more challenging stretches. Being with so many other Harley® motorcycle riders at Sturgis Bike Week reinforced the pride that we all feel as owners of a Harley-Davidson® motorcycle. Five days at Sturgis is never enough, but there was more to see before our journey would end.

Leaving Sturgis was bittersweet, but we knew that we had some fun rides ahead as we rode to our next event. With almost perfect weather conditions (except for one day of rain), we made the journey southeast through

Omaha, Kansas City, and Saint Louis, often stopping at H-D® dealerships for a rest and a poker chip before arriving in Nashville, Tennessee. If you like music and barbecues, then Nashville is the place to be.

A short ride from Nashville is the famous Tail of the Dragon road in North Carolina. I had the pleasure of riding my H-D® bike along U.S. Route 129 and through the Cherohala Mountains in 2012, but to ride the Dragon again with my friend Bud was special. The Dragon is a true test of one's riding skills and the quality of one's bike.

After two more days riding east, my odometer told me that my Electra Glide® bike was in need of routine maintenance. Harley-Davidson® of Danbury (in

Connecticut) was a convenient stop for routine service and a new rear tire. A reminder to riders to keep a close eye on wear and tear components while on a long trip. Thankfully, the H-D® network of dealers is always nearby and convenient, and the GPS app is a great tool to help you navigate.

The Sturgis portion of our 2013 journey took us more than 11,000 kilometres (roughly 7,000 miles) before arriving back home in Halifax. All that was left was a trip to the Wharf Rat Rally in Digby, Nova Scotia, for the model year 2014 Harley-Davidson® motorcycles reveal. Even though the Wharf Rat Rally is smaller than many of the other U.S. rallies we have been to, it is no less impressive.

We purchased our 2004 H-D® Electra Glide® Classic bike new in 2004, and even though we have truly loved this bike, the 2014 H-D® Project RUSHMORE bikes really caught my eye.

All said, we logged more than 20,000 kilometres in calendar year 2013, collected eight official H-D® event pins, and 40 dealer poker chips.

For me along with my wife and best friend, Valerie, as well as our good friends, many rides await. The Project RUSHMORE bikes are definitely something for me to dream about ... for now. My only question is what do I have to move out of the garage to make room for my trusted 2004 H-D® Electra Glide® Classic bike and a new Project RUSHMORE bike in 2014?



# A RIDE THROUGH PARADISE

Laurentians Chapter explores the Caribbean Islands.

By *Cheryl Haw*

**A**s with all trips, this one start with an idea – a seedling watered and fed with enthusiasm and a passion for exploration. The thought of a Caribbean cruise with our own bikes – yes, our own bikes – started when I saw a video of motorcycles rolling off a ship at Saint Martin. So, with this seed planted, I started looking up the logistics of this kind of a group trip and after 18 months of planning, I took off on this adventure with ten of my Laurentians Chapter colleagues: six women, four men.

We left home one Monday morning, our motorcycles already on their way; we were going to catch up with them the following morning at the port in Cape Liberty, New Jersey. Arriving at the port Tuesday morning, 10 minutes after our scheduled appointment, we found our eight motorcycles all alone, abandoned in a corner, covered in two inches of snow! This snowstorm sure made everything and everyone late, except for the cruise ship. We set sail for the south around 4 pm that afternoon. In high spirits, we met the other bikers

at a cocktail party. Members hailed from Quebec, Ontario, Cuba, Pennsylvania, Virginia, Connecticut, and New York – 47 people on 30 bikes and one trike. Out of 30 motorcycles, how many would you guess were women's bikes? Solo female riders accounted for at least one-third of the bunch! Wednesday was to be a day of rest, fun and exploring the ship, Thursday, a day at the beach in Labadee. But fate threw us a curveball. Due to a stomach flu epidemic on the ship, the captain had to sail directly to Puerto Rico. That

was unfortunate because we missed our day at the beach, our first port.

We rolled the bikes off under a small sun shower on Saturday morning. My dream of riding my own motorcycle on the island that I've been going to since the age of 9 was finally coming true. And not only to be on the island but to go to all the places (almost) that I wanted to see ... heaven on earth. We headed out to Condado, the beach part of the city of San Juan and continued on to Piñones, so named for the tropical pines majestically perched roadside to our right and the sea reflecting the sun's rays to our left. Passing by so many Puerto Rican-style food stands – the smoky barbecues and culinary aromas of their culture tickled our sense of smell.

After a "quick" rest stop, we headed for the El Yunque rainforest. What's the weather like in a rainforest? Of course, it was raining. Our host, Steve, stopped us in the parking lot at the entrance to the forest and thought it might be wise not to risk the mountain roads. Our Puerto Rican companion made us wait quite a bit for the rain to stop, and then we were going up the mountain. Imagine riding in a place where you see plants that you have trouble growing at home and here they stand in front of you big as a tree with leaves the size of a house window. In the driving rain, we had the opportunity to stop and take pictures of the famous La Coca Falls. As only true motorcycle enthusiasts can, we glorified riding in such a gorgeous place, and the rain only added to the enchanted atmosphere.

Going back down the road, the sun smiled at us again and did a good job of drying us off on our ride to the “kioskos” of Luquillo. Kioskos are a collection of about 60 locations over maybe half a kilometre where you can find anything from snack bar-type food to fine cuisine. There are a few bars, too. There are little souvenir kiosks, against the backdrop of the ocean where you can swim or just enjoy a nice walk along the beach.

But our ride wasn't even done yet. It was time to get back to San Juan. We took the highway and I tip my hat to the entire group that was able to slip through the San Juan traffic with finesse. Once in the old part of San Juan, to our right we saw the San Cristobal fort and before



## IN A NUTSHELL, EVERYTHING WAS PERFECT.

WE RODE ALONG SERPENTINE ROADS WITH VIEWS AT TIMES OF THE CARIBBEAN, AT OTHER TIMES, OF TROPICAL VEGETATION.

us, the San Felipe del Morro fort, two national historic sites. We went down to the port on cobblestone roads, Spanish-style buildings painted yellow, pink, green, blue on either side of the street – a feast for the eyes. Last stop before boarding, relaxing by Señor Frogs restaurant which is next to the Harley-Davidson® shop.

Sunday morning, we rolled our bikes off under bright blue skies, with the heat already rising at 7 am. Some motorcyclists from St. Thomas, including a few police officers, joined us to

guide us and block the roads. We drove on the left here – weird, because it's the US Virgin Islands, but of Danish heritage. Everyone seemed to be doing fine. I never saw anyone try to drive on the right.

What can I say about St. Thomas? In a nutshell, everything was perfect. We rode along serpentine roads with views at times of the Caribbean, at other times, of tropical vegetation. We stopped at one of the highest points of St. Thomas. The view of Magen's Bay and the ocean was breathtaking. We continued to snake along beautiful roads

through Red Hook toward Magen's Bay beach. The beauty of Magen's Bay was as enchanting as we'd seen from the top of the mountain. However, now we could go for a swim. A picnic on the shores of the Caribbean sea with a great bunch of people – ain't life grand!

But soon it was time again to ride. With a little feeling of sadness, our day at St. Thomas ended at Havensight Mall and Port. We had two hours to find a souvenir at the Harley-Davidson® store, shop for jewelry, perfume, liquor, or other souvenirs or simply relax

at the bar. We loaded the bikes onto the ship for the second time, now with greater ease as we were getting into a routine and we all helped each other without exception.

This was not at all the dream trip we had imagined. It was much better! It was an exceptional trip with exceptional people. We were 10 people who knew one another from the Chapter, but we didn't really know each other personally. One of us admitted to being scared of travelling with people she didn't know.

Simply put, we left as friends and returned with a family!

# BEYOND THE METRICS

Family catches the riding bug and hits the open road

By **Jamie and Trish Peirens**



**F**or most of my life, I have owned metric bikes. My most recent ride was a Kawasaki ZX-14 bike, which was quite challenging to ride two-up for long periods of time.

My father owned and rode Harley-Davidson® motorcycles for all but a few years while I was growing up. Like so many others, I secretly wanted a Harley® bike of my own, but never had the opportunity to purchase one until a few short years back. I traded my modified ZX-14 bike for a 2006 Road King® model in the spring of 2009. The motorcycle came with many extras, but what attracted me most were the handlebars, so I made a deal and purchased it. That was the beginning of a bike affair.

That first year my wife and I rode in comfort, confirming my father's oft-made suggestion for me to ride anything but a sport bike. And now I knew why: comfort and style.

That winter I stripped the bike down and added many upgrades, along with a new paint job (Mirage Orange Pearl). I called my father and asked if he'd like

to ride with us to Sturgis, South Dakota. He of course agreed, and before I knew it, it was time to head to the Rally. With my wife on the back and my dad by my side, we made what I hoped would be the first of many great trips to Sturgis.

After that first year, my wife, Trish, and I were hooked: we knew this was something we could always do as a couple and have fun doing it. Little did I know, Trish was already thinking about riding solo. I raised the idea of her getting her own ride, but she was already toying with the idea. Winter hit, and I upgraded my 2006 Road King® motorcycle; this time it was a total rebuild. When spring came, my wife had decided to take the local motorcycle training course. She booked a date and started looking at bikes. We found a great deal on a 2009 Softail® Deluxe motorcycle, purchased it, and then had to let it sit in the garage until she completed her course.

She would go into the garage and start her bike just to hear it run. When it got nice enough outside, she had me take her

**WITH MY WIFE ON THE BACK AND MY DAD BY MY SIDE, WE MADE WHAT I'D HOPE TO BE THE FIRST OF MANY GREAT TRIPS TO STURGIS.**

out to a secluded spot to teach her the basics before her course started. And yes, she stalled it and also laid it over (gently). All in all, she did very well. The weekend for her training course came and went, and to no one's surprise, she aced it.

I have a hard time getting her off the motorcycle nowadays; she finds it relaxing and soothing to hear the bike and feel the wind in her face. I started to wonder if she would be ready to ride her own bike to Sturgis this year. Without missing a beat, she rode the 1,480 kilometres along with almost 1,200 km in the Black Hills area, all with less than three months riding experience under her belt.

Fast forward to 2013, the 73rd Anniversary of the Sturgis Bike Rally, many miles from my first ride on my 2006 Road King® bike and my wife's second year on her 2009 Softail® Deluxe motorcycle. We had very inclement weather on the way down, and rode through rain almost half the distance. We set up our home away from home at the City of Spearfish Campground and waited for our south of the border friends whom we meet there every year. The rest of the week was a blur while we visited Needles, Iron Mountain, as well as Hulett, Wyoming, and so much more. We also took in the Kid Rock concert and of course it rained, but we wouldn't let that dampen our spirits.

The next day we were unsure how hard we would push ourselves on the ride home, but I knew we should get ahead of the rain that was expected later that day. We made a total of six stops that day as we rode 1,480 km to our front door.

The end of another riding season comes to a close and my 15-year-old son has caught the Harley® motorcycle bug now, too. He took his hard-earned money and purchased his very first bike: a 2006 Heritage Softail™ Classic model, a salvage project he will complete this coming winter with his grandfather and me. And so the tradition continues ...

## HAPPY GO LUCKY

The Harley-Davidson Motor Company owes a debt of gratitude to one of its earliest, happiest influences.

If time travel were possible, who wouldn't love to go back and talk to the founders of the Harley-Davidson Motor Company? If their schedules were full, a strong second choice would be a man named Hap.

Howard "Hap" Jameson, was born in Jacksonville, Illinois, in 1892. By 1910, he was making a name for himself racing motorcycles – and making regular visits to the local hardware store. In late 1911, the shop received a visit from H-D founder Arthur Davidson to see if the store's owner would be interested in becoming a Harley® motorcycle dealer. Arthur Davidson struck up a conversation with Howard – and promptly recruited him to work at the Company headquarters in Milwaukee, Wisconsin. Howard agreed, on the condition that the Motor Company pay his moving expenses. He boarded a train and moved to Milwaukee in January 1912.

His first job was in test riding, evaluating, and recommending improvements to new products. But it wasn't long before his knowledge of electrical systems caught the attention of the product development team (before he began working for Harley, Hap and his brother started an electrical company). He was put to work on one of the first "landmark" motorcycles: the 1915 11-J model, which incorporated new electrical lighting that illuminated the road better than its acetylene predecessors.

Jameson, a gifted rider and



Left: Howard "Hap" Jameson Top Right: Hap poses as a model in 1929. The woman's identity is unknown. Bottom Right: Hap regularly ascended to the top of chess championships. Here, he takes on a competitor in a Milwaukee tournament.

racer, often volunteered to lead rider tours, including one with the Short Grass Motorcycle Club of Kansas. Its members were so impressed with his sunny disposition they dubbed him "Happy" and made him their director. Over the course of his life, keeping Jameson away from club events, rallies, and hill climbs was impossible. Late in his career, he even used his electrical expertise to develop a photoelectric timing mechanism for hill climbs and other races.

By the late 1910s, Jameson was taking his expertise on the road to provide service training for the U.S. Army and police departments. His work with legendary H-D employee Joe Ryan led to the creation of the Quartermaster School for Army mechanics during World War I, known today as Harley-Davidson University.

Jameson was nothing if not multi-talented. On the road, he also helped dealers polish their

sales skills, while his photos frequently graced the pages of the Harley-Davidson® Dealer and Enthusiast magazines. His ample charisma also made him a natural in front of the camera; numerous advertising photos of the time featured his winning smile.

He could write too. In the 1920s, Jameson penned an advice column for the *Enthusiast* under the name "Uncle Frank". With a light and humorous style, the popular "Uncle Frank's Mailbag" invited readers to tease and challenge Jameson with their technical questions. He teased them right back – while skillfully answering their toughest inquiries, often in great detail. He also wrote in-depth articles about new models and authored a two-part history of the Motor Company in 1929.

Perhaps Jameson's greatest gift, however, was an innate knack for making Customers feel special and welcome. Any

visitor to the Milwaukee Factory who crossed paths with "Uncle Frank" received a free quart of oil. And when famed rider Vivian Bales made her historic ride from Georgia to Milwaukee in 1929, Jameson helped lead the escort the Company provided for her to Chicago on her ride home.

In 1946, Jameson left Harley-Davidson to become a dealer in Evanston, Illinois. At his departure, the Motor Company gifted to him the bike and sidecar that was his Company ride: a 1941 74 cu in FL motorcycle, purportedly the first one built. To the surprise of no one, he thrived at selling motorcycles until his retirement in 1955. He passed away in 1978, and in 2013, his son Bob donated photos and certain of his father's personal effects to the Harley-Davidson Museum™.

The Motor Company, its dealers, and its riders can all be thankful that H-D hired Hap Jameson in 1911 – and feel fortunate he made it to Milwaukee. On the train ride there, he struck up a conversation with a man who was so impressed by Jameson's knowledge and charm that he offered him a job on the spot. After receiving a gentle refusal, the man offered Jameson his business card, in case he might change his mind.

The name on the card? Henry Ford.

Go to [h-dmuseum.com](http://h-dmuseum.com) or visit the Harley-Davidson Museum™ to learn more about enthusiasts like Hap Jameson.



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## BOWLATHON 2014

Moncton Chapter lends support for The Kidney Foundation of Canada

By *Steve Rankine, Moncton Chapter Director*



### WITH EVERY GREAT CAUSE IS A **ROCK-SOLID SUPPORT SYSTEM.**

**W**ith every great cause is a rock-solid support system.

The Moncton Chapter put their goodwill and humour to work in support of the ever-important Kidney Foundation of Canada at the recent 2014 "Rena-Bowl 6" Bowlathon charity event in Moncton, New Brunswick.

Close to home for the Chapter, Lyne Stevens, the former treasurer – and wife of the assistant director – is a kidney transplant recipient.

This is the sixth year of the Rena-Bowl 6 event and the second year the Chapter has been actively involved, although members have participated on their own in the past. This year, at the Dieppe Bowlarama, the Chapter contributed close to \$1,000 through pledges and the silent auction. In addition to walking away with the trophy for most amount raised, the Chapter shared some laughs and enjoyed plenty of exercise while contributing to this

highly worthwhile cause.

The sole purpose of The Kidney Foundation of Canada is kidney disease research. This research has led to vast improvements in dialysis treatments and has made transplantation the treatment of choice for a growing number of patients. Since its creation in 1964, The Kidney Foundation of Canada has helped millions of Canadians suffering from kidney failure and related disorders such as hypertension, diabetes, urinary

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