



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

\$6.99 CAN
FALL 2013



2014 HARLEY-DAVIDSON® CVO™ LIMITED®

THE PROJECT RUSHMORE ISSUE

EXPLORING THE STREETS OF TORONTO / RIDING THE GRIZZLY TRAIL / B.C. TO THE BIG SUR / FREEDOM 55 RIDING
OPP: GOLDEN STANDARD / HOW TO RIDE THE TRIKE / 30 REASONS TO LOVE BEING A H.O.G.® MEMBER

INTRODUCING
PROJECT RUSHMORE
BUILT BY ALL OF US
FOR ALL OF US



Models Shown: Electra Glide® Ultra Limited®, Street Glide®, Road King®, Tri Glide™ Ultra and Electra Glide® Ultra Classic®

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.

They came straight out of the streets, the freeways, biker bars, scenic overlooks, and rallies. They came straight out of 110 years in the saddle and countless long rides where the destination didn't even matter. They came straight out of the dreams of thousands of riders. They came straight out of Milwaukee by way of every road on earth. And now they're taking us places we've never been before.

Introducing Project RUSHMORE and the next Harley-Davidson® motorcycles.
Built by all of us, for all of us.



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"... PEOPLE SOMETIMES
START RIDING A TRIKE
ASSUMING IT'S GOING
TO BE EASIER. **THIS
ISN'T REALLY THE
CASE. IT'S JUST ...
DIFFERENT.**"

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"They always say time changes things, but you actually have to change them yourself."
– Andy Warhol

CH-CH-CH-CH-CHANGES

Over the past few years, members of the H.O.G.® team from around the world have been working very closely with one another to reach out to our members for feedback on how we can create a unified approach to providing a much better and more valuable program and experience for all of our members.

Some of the key results from this collaboration include the new members.hog.com website, the updated Ride Planner, the Global Chapter Charter, the new Chapter Manager role, and the improved H.O.G.® merchandise process, just to name a few.

And we certainly do not plan on stopping there! In the next year you will see some really exciting changes coming down the road to ensure we are reaching out to each and every one of you in a way that is relevant and meaningful.

We want to be focused on the future and involve our members by embracing your thoughts and opinions on what you would like to see as the new logo for H.O.G.® for the next 30 years.

From the very beginning of the Harley Owners Group® in 1983, the "Official Riding Club of Harley-Davidson" has worn the same distinctive emblem. We're proud of the heritage, camaraderie, and passion it represents, and it has served H.O.G.® well for many years.

Now it's time to give a fresh new look to our classic logo – and we want you to help choose the new design. We want your voice to be heard as we continue to make H.O.G.® better than ever. We're making some updates to reflect the growth of H.O.G.® – just as the Harley-Davidson Motor Company has updated the iconic Bar & Shield more than a dozen times since its introduction in the early 1900s.

The current logo is not going away; it will still be available on pins, patches, and other H.O.G.® items. But now you'll have a choice. H.O.G.® is all about freedom, individuality, and self-expression.

And when you get right down to it, a club logo is only as legendary as the people it stands for. This is about YOUR VOICE, and YOUR CHOICE. So go to members.hog.com to vote!

We are viewing all of these positive changes with a mindset that sees beyond today into tomorrow, and we want to bring you along for the ride. Think of it like a "global" poker run ... where we have already seen a couple of our cards so far, but we still have some really neat stops left on our journey to make a full hand!

– Gina McNeil



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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

T'IS THE SEASON OF BEAUTY ... AND EPIC RIDES

What's not to love about the fall riding season? The temperature is a little cooler, Mother Nature paints the leaves with her brush in hues of red, yellow, orange, and brown ... and best of all, we're closer to completing another year of experience in the saddle. My most memorable riding experience happens to be in the fall, as I was riding next to a clear, crisp river down a tree-lined road, with the sun peeking through the rainbow-coloured canopy, shining its rays on the leaf-littered road.

You hold in your hands yet another great edition of *HOG*® Magazine Canada, chock-full of great member-submitted photos, articles, features, and techniques to improve your riding skills and enhance your experience. Thank you for making our publication that much more captivating. Please continue to share your adventures and pictures with fellow Canadian H.O.G.® members. I know my sentiments are shared among many others when I say that the magazine is nothing short of an inspiration to get out there and find your inner self on two wheels!

Duarte Pita
Editor, *HOG*® Magazine Canada

Question of the day:

What is your fondest Harley-Davidson® memory?

FREE YOURSELF

I think I finally get it. People talk about freedom, say things like "Live to Ride, Ride to Live" and all that biker philosophy stuff, but I think I can finally put it into words. We live in a materialist society. It's a society of luxury that most of the world can't comprehend because for much of planet Earth material success is unattainable. But in the western world, due to the vision of our forefathers who also sought freedom and revolted against oppression, we've built a society that rewards hard work and achievement. I think this is the essence of riding: joy. You head out on a trip, a real trip, not a day trip, but a trip where you go far enough out that you can't head back before nightfall. There's anticipation of adventure. Except for the gear you can stuff into your saddlebags, you're naked in terms of possessions. Bikers are different because they're bikers. Some people stigmatise bikers or Harley-Davidson® motorcycle riders and

think they have an attitude or something. I agree. I think that attitude is called being alive.

Peter Byrne, Vancouver, British Columbia

LOVIN' MY IPAD EDITION!*

Thank you for this wonderful new way to read *HOG*® Magazine Canada! As one who embraces new technology, I have the majority of my magazines coming to my iPad each month. One thing that makes this exciting for me is that, at 49 years old, my eyesight is quickly going downhill, but with the iPad edition I don't need glasses because the pictures really pop! Add in the digital extras, and you have my vote for a really cool upgrade. Thank you!

Sent anonymously via email

* Available for download on www.hogmagazinecanada.ca for members only.

ON THE CORNER

I appreciated the article by Becky Tillman on advanced cornering. The tips are especially helpful for those who may be new to riding, or for

those who have been riding for a while but who have never taken the time to study the physics and practical application of proper cornering techniques.

As someone who owns both a café racer and a Harley-Davidson® Touring bike, and who has ridden for 41 years, I have my feet firmly planted in both the sport and cruising genres of motorcycling. I frequently see novice cruiser riders positioning their bodies incorrectly, choosing the wrong line through a corner, entering a corner at the wrong speed, target fixating, braking poorly, etc. These mistakes not only make motorcycling more dangerous, but less enjoyable for the rider as well.

Sent anonymously via email

MOTHER OF ALL CURVES

I just read with interest the article titled "Curves Ahead" in the Summer issue. Great read, and hopefully it will help more riders love the roads we strive to find. On our most recent Forever Young Run - California Dreamin' Tour held in September 2012, I believe we found the "mother road" of all curves! I can tell you everyone's arms were sure tired after that run, and thankfully, all 76 participants made it safely!

**Mike & Marlene Gorman
Sharon, Ontario**



Correction: The correct author to the article titled "Quebec Provincial H.O.G.® Rally - All Invited" in *HOG*® Magazine Canada - Summer 2013, is Gilbert Bélanger.

We welcome all letters and feedback to *HOG*® Magazine Canada. Letters should be 100-150 words. E-mail your feedback to 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.

WHEN IN ROME

Harley-Davidson® Motorcycle Fans Gather in Rome for Historic 110th Anniversary Event.

An estimated 100,000 Harley-Davidson® motorcycle fans and riders from across the world took part in an epic, four-day event in Rome, Italy, in mid-June 2013. The event marked the European leg of the 110th Anniversary celebrations of Harley-Davidson Motor Company around the globe. Thousands of fans took part in a police-guided motorcycle parade from the port of Ostia through some of the most iconic sections of Rome, including past the 2,000-year-old Coliseum and a one-of-a-kind custom bike show on the Foro Italico grounds, where a range of Harley-Davidson® models were on display.

Perhaps the most famous person in Rome, Pope Francis, was presented with the Freedom Jacket and heard the story of its travels across the globe, starting with an epic visit to the Tibetan plateau last year. A visit to the Vatican on Sunday followed, where Pope Francis blessed thousands of Harley-Davidson® motorcycles and riders to the celebratory roar of V-Twin engines as he rode through the crowd in the popemobile.





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

Stay with people who care.SM



PLUS



PREMIER



Take Our Rewards for a Test Ride

Best Western[®] 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[®] program designed for Harley-Davidson[®] enthusiasts. H.O.G.[®] members are automatically upgraded to Platinum Elite status, so you'll earn free nights even faster.

Staying with us allows you the freedom to ride across the country to over 100 Rider-Friendly[®] 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 careSM** and start earning your rewards.



Enroll & Book Today | BWriders.com | 1.888.BW2BIKE

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FRONT SHOP / FALL 2013

NEWS

Grow Your Mo

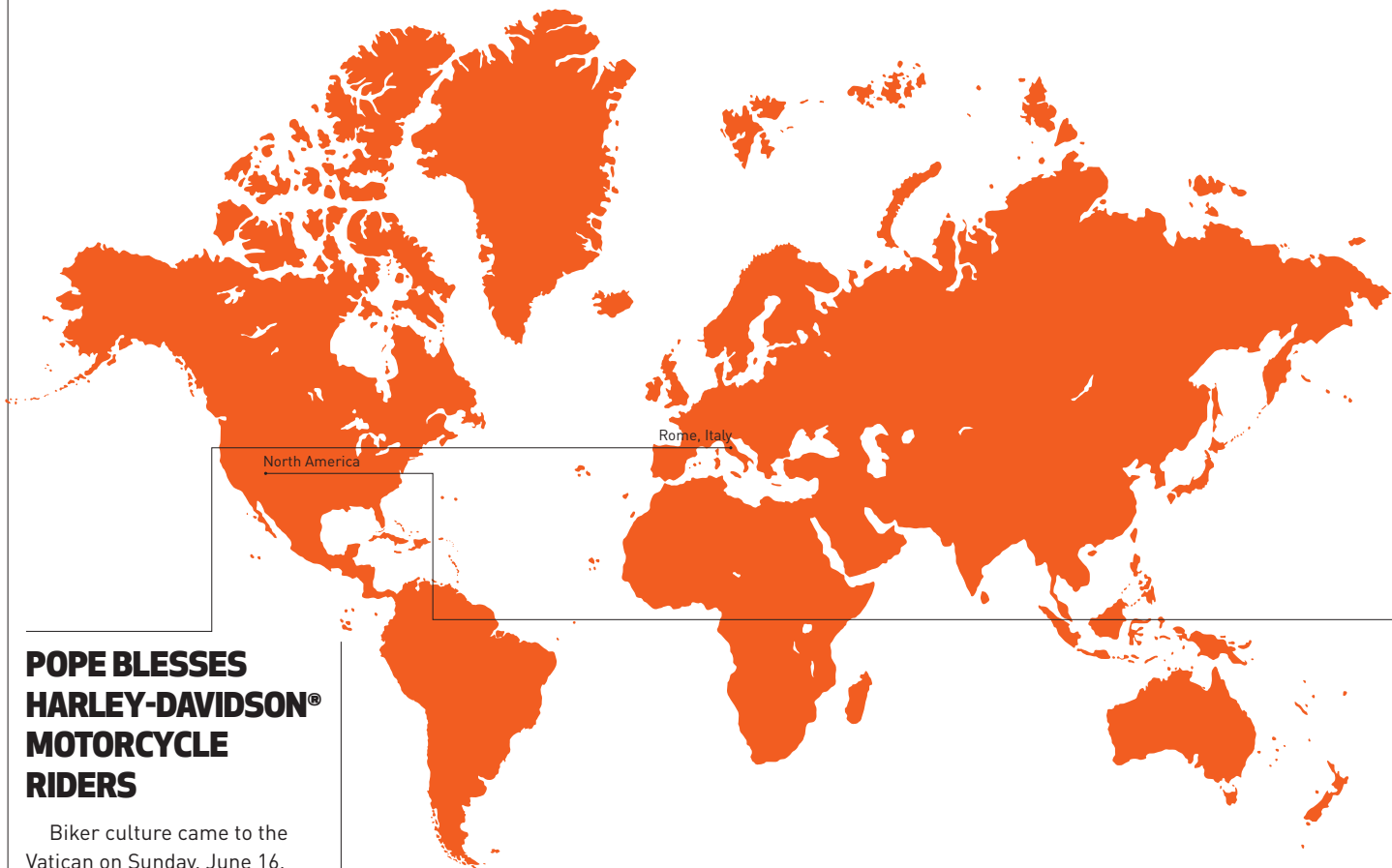
BACKSTORY

The 1980s Tariff: Harley-Davidson Motor Company makes business history

GALLERY

A Bit of Everything from Our Readers





POPE BLESSES HARLEY-DAVIDSON® MOTORCYCLE RIDERS

Biker culture came to the Vatican on Sunday, June 16, as Pope Francis blessed thousands of Harley-Davidson® motorcycles and their riders, celebrating the manufacturer's 110th Anniversary with a loud parade and plenty of leather.

Thundering Harley-Davidson® engines nearly drowned out the Latin recitation of the "Our Father" prayer that accompanied Francis as he greeted the crowd before Mass. Standing in his open-top jeep, Francis drove up the main boulevard leading to Saint Peter's Square, blessing the thousands of people in what was a giant Harley-Davidson® motorcycle parking lot. Once the service got under way, bikers in their trademark leather Harley® vests sat in the square alongside nuns and tens of thousands of faithful Catholics

taking part in an unrelated, two-day pro-life rally.

The main events were the Vatican blessing and a parade two days later that travelled past the Colosseum and other historic landmarks – adding colour, traffic, and noise to downtown Rome.

The Reverend Federico Lombardi, Vatican spokesman, noted that there were probably quite a few Catholic riders in the crowd, and that regardless, anyone is welcome to a papal Mass. "I know great people who have big bikes," Lombardi quipped.

HARLEY-DAVIDSON® WORLD RIDE TOPS 10 MILLION MILES

Motorcycle riders from around the world enthusiastically

joined members of the Harley Owners Group® on June 23 and 24 to shatter last year's record mileage total for the Harley-Davidson® World Ride by collectively logging more than 16 million kilometers, a 28 per cent increase over the 2012 total. Launched in 2008 as H.O.G.® Million Mile Monday, the annual event was expanded into the two-day Harley-Davidson® World Ride in 2012 to give more riders worldwide an opportunity to participate. In 2012, participants logged 12,551,156 kms, but this year, as riders celebrated the 110th Anniversary of Harley-Davidson Motor Company and the 30th Anniversary of H.O.G.®, both of which culminated this past Labour Day weekend in Milwaukee, they blitzed that

record by more than 25 per cent, tallying an official total of 16,122,339 kms. Riders logged their kilometers solo, in groups large and small, and through a variety of Retailer-led events around the world.

DUNLOP® TIRES NAMED AS THE OFFICIAL TIRES OF THE HARLEY-DAVIDSON® 110TH ANNIVERSARY

Harley-Davidson Motor Company is celebrating the passion, freedom, and independence of its 110th Anniversary by riding around the world and home to Milwaukee with Dunlop® as the official tire sponsor of the global anniversary events of

the Company. Both Harley-Davidson and Dunlop® enjoy a deep and respected tradition in the global motorcycling community. Dunlop® tires for Harley-Davidson® motorcycles are made in the USA, and have been mounted as original equipment on Harley-Davidson® motorcycles since 1984. Dunlop® is recognized as one of the world leaders in motorcycle tire design, engineering, and manufacturing excellence. Dunlop® is also celebrating a major anniversary of its own in 2013, marking 125 years as a tire manufacturer.

TOASTING 110 YEARS OF FREEDOM AND LIVIN' THE HIGH LIFE

Born across the street from each other in Milwaukee, Miller High Life and Harley-Davidson Motor Company have been making timeless American products for 110 years. Now they're making something together. On Wednesday, May 22, Bill Davidson, vice-president of the Harley-Davidson Museum™ and great-grandson of Harley-Davidson co-founder William A. Davidson, officially kicked-off a multi-year partnership with Miller High Life by helping brew masters make a batch of the Champagne of Beers. "It's incredible to think that Harley-Davidson and Miller High Life were born on the same stretch of road 110 years ago," Davidson said. "This partnership and our 110th Anniversary events in Milwaukee celebrate our common bonds, our shared history, and our bright futures."

NEW ACCESSORIES OFFERED FOR THE HARLEY-DAVIDSON® BREAKOUT™ MODEL



Harley-Davidson® Genuine Motor Accessories has released a number of new accessories designed specifically for the Harley-Davidson® Breakout™ motorcycle, which was recently introduced as a mid-year

addition to the 2013 Harley-Davidson® model line. These accessories also fit the 2013 CVO™ Breakout™ model. Visit an authorized Canadian Harley-Davidson® Retailer for complete fitment details.

The Breakout™ Sundowner™ Solo Seat (P/N 52000098) has a deep-bucket design and generous padding for long-distance comfort. The dished shape provides rider back support, and the wide profile minimizes pressure points. It's styled like the Original Equipment Breakout™ seat, with a textured vinyl inlay and Harley-Davidson® medallion

insert. For a two-up ride, combine the Solo Seat with the matching detachable Sundowner™ Passenger Pillion (P/N 52400066).

The Breakout™ Reduced Reach Handlebar (P/N 55800188) is shaped to provide the ideal balance of pull-back and width to place the rider closer to the controls in a comfortable, upright position. When combined with the Original Equipment Breakout™ curved risers, the Reduced Reach Handlebar provides an overall pull-back of 7 inches. This 1.25-inch diameter handlebar can be internally wired.

BY THE BOOK

It's pretty standard language: "For more information, consult your Owner's Manual." However, this is not canned corporate rhetoric; it's sound, valuable advice. Here are just a few ways your Harley-Davidson® Owner's Manual can help you get the most from your motorcycle experience.

INFORMATION. Some of the knowledge you'll want to access regularly:

- ▶ Recommended tire pressure
- ▶ Oil checking procedures
- ▶ Recommended service intervals
- ▶ Cleaning and general maintenance guidelines
- ▶ Battery/electrical maintenance and care
- ▶ Warranty details and considerations

IDENTIFICATION. Near the front of your manual is a "Personal Information" page where you should record your motorcycle's VIN, ignition key number, and (if your bike is equipped with a Hands-Free Security System) the hands-free key fob serial number.

LOCATION. If you store your Owner's Manual on your bike (a great place to keep it), it's probably best to record your identification information somewhere else (i.e. computer, smartphone,



or notebook), and keep it in a place where you can find it easily. You can also use the "Owner's Record" cards found in the back of the manual.

DUPLICATION. You can order a duplicate or replacement copy of your Owner's Manual at h-d.com/owners. Go to the Owners section or search for "Owner's Manual" in the search bar.

DIGITIZATION. If your Harley-Davidson® motorcycle is model year 2005 or newer, you can access its Owner's Manual at h-d.com/owners. You must have an online profile and list your motorcycle under "My Bikes".

TRANSLATION. Printed Owner's Manuals are available in almost 20 different languages, depending on the model and year. Remember: **for more information about your Owner's Manual ... consult your Owner's Manual.**

GROW YOUR MO: MOTORCYCLES, MOUSTACHES AND MEN'S HEALTH



Helping to change the face of men's health is the stuff of legends. In 2012, 587 legendary Mo Bros and Mo Sistas from within the Harley-Davidson® network in Canada, including many H.O.G.® members, helped to raise over \$180,000 in support of Movember. That total ranked 13th in Canada and in the Top 40 worldwide. Nationally, more than 247,000 Mo Bros and Mo Sistas, including the Top 4 individual fundraisers in the world, raised over \$41 million.

Participating in his first Movember campaign ever, Reed Ludwig of Medstead, Sask., was the second largest individual fundraiser last year. Reed raised just under \$100,000 as part of the Movember fundraising efforts

The "Legends Grow" ride is scheduled for Sunday, Oct. 20, and aims to raise awareness and registrations.

of MEG Energy, who pooled their efforts under a single individual. Reed's name was then selected from among all those who raised a minimum of \$100 to be the winner of a 2012 Harley-Davidson® Street Bob® motorcycle with customized Movember badging.

Funds raised in Canada support men's health issues, specifically prostate cancer and men's mental health initiatives.

"Each year we challenge

ourselves, our Retailers, and our H.O.G.® members to make the Movember partnership even stronger," says Brad Jandrew, Marketing Director with Deeley Harley-Davidson® Canada. "As we prepare to take part in our third Movember campaign, it's clear that this is a cause that resonates with our Core consumer, and we continue to look for ways to help raise funds and awareness." Pete Bombaci, National Director Movember

Canada, adds, "as someone who is an aspiring Harley-Davidson® rider myself, it's fantastic to see not only the team but the broader community get involved with Movember. I can't wait to see what this year's partnership brings."

WHAT'S NEW:

This year brings the start of a new Movember tradition: The "Legends Grow" ride is scheduled for **Sunday, Oct. 20**, and aims to raise awareness and registrations. Speak with your regional or local H.O.G.® Chapter Director, or contact an authorized Canadian Harley-Davidson® Retailer to find out how to participate in the ride.

By Taso Mascalidis



HARLEY® ON SCREEN

H-D® Heritage Softail™ Classic model, in Back to the Future Part II, Movie, 1989
2006 H-D® Sportster® model, in Ghost Rider, Movie, 2007
2008 H-D® Road King® model, in Rescue Me, TV Series, 2004-2011
2010 H-D® Softail® Rocker® C model, in The Mentalist, TV Series, 2008-2013

WE NEED YOUR STORIES



Yes, I'm looking at you – Canadian H.O.G.® members. We're on the lookout for more stories, anecdotes, narratives, essays, and tales of your riding adventures. Here are a few details of what we're looking for:

SUPERFANS!

Do you have a room or garage full of Harley-Davidson® motorcycles or memorabilia? Send us a picture with an overview of your collection.

ARE YOU LUCKY ENOUGH TO BE UNDER 35...?

If so, we'd love to hear your views on H.O.G.® – what it means to you, where you've been, or what you've learned from your time in the saddle as a H.O.G.® member? And, we'd even like to know what you would like to see more of!

TATTOOS

Send us a picture of your tattoo that celebrates the H-D® Brand and tell us the story behind it!

WOMEN RIDERS

Are you one of the many Ladies of Harley™ riders? What motivated you to learn to ride and grab life by the handlebars? What are some of the more memorable riding experiences that you've had on a Harley-Davidson® motorcycle?

PINS & PATCHES

Show us pictures of your favourite or most unusual H.O.G.® or Harley-Davidson® pins and patches, or send us one that features your complete collection, and share the story behind the ones that have special meaning or memorable experiences.

ARE YOU EXPERIENCED WITH AMPLE RIDING TIME ON YOUR SIDE?

Have you been riding Harley-Davidson® motorcycles longer than you can remember? What was the riding "scene" back then compared to the way it is now? Are there any interesting experiences from throughout the years that you'd like to share?

NOTE:

E-mail your story to editor@hogcanada.ca and include your name, telephone number, and H.O.G.® membership number. Photo submissions must be a minimum 2 MB files at 300 DPI resolution. We reserve the right to edit submissions for length and clarity.



YOU CAN'T KEEP A GOOD MOTOR COMPANY DOWN

The 1980s Tariff: Harley-Davidson makes business history.

The comeback or turnaround of Harley-Davidson Motor Company is widely considered one of the most incredible stories in American business history. Vaughn Beals (left), former Company President, met with former United States President Ronald Reagan in May 1987. The meeting was to celebrate the request by Harley-Davidson that the tariff on foreign motorcycles be lifted.

The lift was granted, proving that Harley-Davidson had regained its competitive edge. Impressed by the turnaround of the Company, President Reagan visited the York plant to offer his personal congratulations on the new commitment of the Company to its stakeholders. Since then, Harley-Davidson has enjoyed a place as a leader in the motorcycle industry.





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

MEMBERS GALLERY



Manon Drolet from Burlington, Ontario, within photo range of the Devils Tower in Wyoming.



Bruno Gagne's V-Rod® motorcycle caught in a snow storm on Luther Pass, Sierra Nevada, California.



Vaughn Rawding from Caledonia, Nova Scotia, at the Alaskan border in July 2012.

PHOTO SUBMISSIONS: Please send minimum 2 MB files at 300 DPI resolution to: editor@hogcanada.ca



Rob Buchanan from Kamloops, British Columbia, resting in Buchanan, Saskatchewan, on his way to Thunder Bay, Ontario.



Catherine Keller posing with her 2006 Custom Sportster® 1200 XL motorcycle in Calgary, Alberta.



Claude Roy from Petit-Rocher-Nord, New Brunswick, enjoying his vacation in Haleiwa, Oahu, Hawaii.



Pat Kelly from Stratford, Ontario, in St. Petersburg, Florida in March 2013.

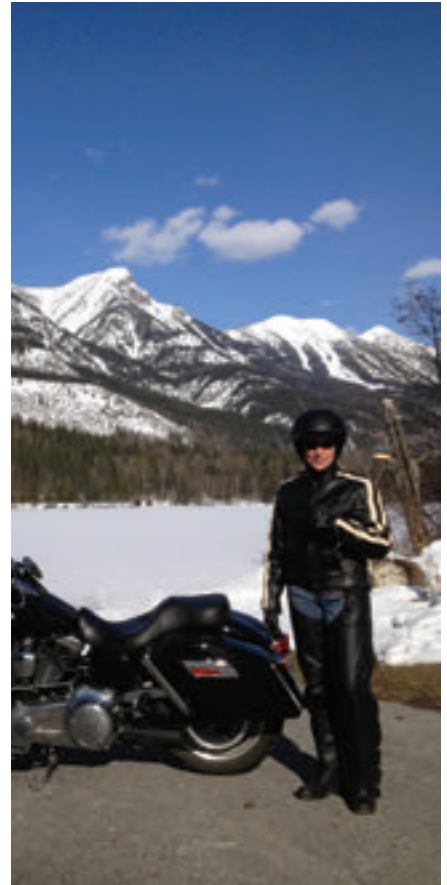
MEMBERS GALLERY



Daniel Lauzon from Saint-Anicet, Quebec, enjoying the springtime in Ogunquit, Maine.



Chris Miksic's bike from Georgetown, Ontario, in front of the Fontana Dam in North Carolina.



Lynda Cossey from Nakusp, British Columbia, with her 2012 H-D® Switchback™ bike at Summit Lake, British Columbia.



Arja Bingham, Steven Elsey, and Daniel and Sharon Elsey enjoying a family outing at Kakabeka Falls, Ontario.

PHOTO SUBMISSIONS: Please send minimum 2 MB files at 300 DPI resolution to: editor@hogcanada.ca



A July 2012 day trip to Cameron Lake in Waterton Lakes National Park in Alberta with the Lethbridge Chapter.



Chantal Croteau from Québec City, Quebec, enjoying a great summer ride on her 2012 H-D® Street Glide® bike.



Robert Butterworth and **Jackie Johnston** resting by the beach after a five-hour tour of the Caribbean island of St. Maarten.



Frank Davidson from Winterbourne, Ontario, cruising to Sedona, Arizona, on his holidays in March 2013.

DESTINATION

HARLEY-
DAVIDSON

DISTRICT
DISTRICT



ALTERNATIVE LIFESTYLE

By **Dustin A. Woods**. Photography by **Matt Barnes**

*Sometimes staying home
provides the best getaway*



Not too long ago, the area now known as the Distillery District sat abandoned and derelict, in danger of being destroyed in favour of condos and strip malls. Thankfully, after much debate it was deemed to be a heritage site and is now...

A HIP LITTLE POCKET *of* THE CITY *bustling with restaurants, shops & craft breweries.*

The ideal summer long-weekend experience for the typical Torontonian generally involves heading to a cottage or campsite to get away from the bright lights of the city and closer to nature. While I too enjoy time spent in sweet solitude, enduring countless hours trapped in stop-and-go gridlock sucking back exhaust fumes isn't exactly my idea of how to best spend my precious few hours away from the office.

Following a hectic spring of international business travel, and having been granted access to a 2013 Harley-Davidson® Street Bob® motorcycle, I decided that the Canada Day long weekend would be best spent right at home, getting familiar with this Lucky Green Flake monster and also getting reacquainted with my own beloved city. Being fortunate enough to travel all over the world for both business and pleasure, I have fallen in love with many beautiful cities, but have been feeling disconnected and out of touch with my hometown.

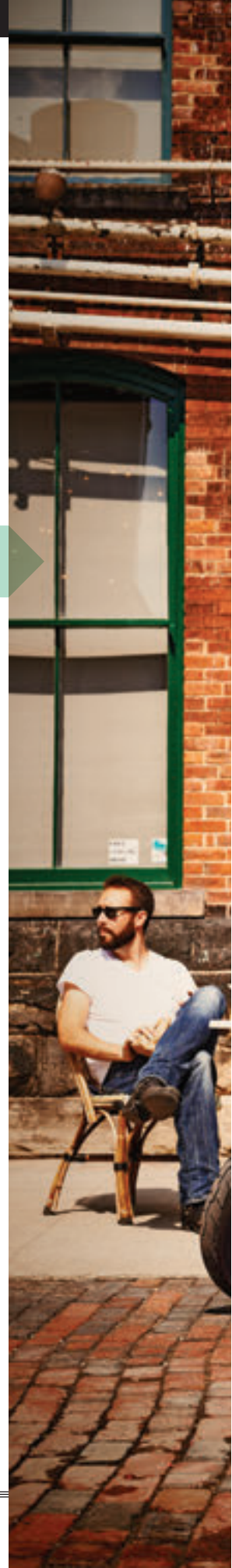
Recognizing that our city is certainly not without its shortcomings and problems, the people of Toronto are in a constant debate



over where to expand our transit system, what to do with our garbage and how to overhaul each and every one of our losing professional sports franchises. That being said, ours is a world-class city with immense culture, undeniable multiculturalism, and a vibrant pulse. The old

days of Toronto the Good, when shops were closed on Sundays, bars shut down at midnight, and you could fire a cannon down Yonge Street after 8:00 pm any night of the week, are long gone.

I'm no stranger to long trips, but the reality is that most fair-weather riders will use a Harley® motorcycle like the Street Bob® model for daily jaunts or weekend boulevard cruising. Just like all the best road trips begin, I started with a vague plan of places I wanted to hit, but left the rest to serendipity and chance. While I often play the role of map and camera-carrying tourist in other cities, in my 32 years of living here I had yet to explore some of Toronto's most well-known highlights that are considered a must-do for anyone visiting our fair city.





When you visit Toronto, the first suggestion each and every person will have is to visit the CN Tower. Why? Because it's there, I suppose. Recently surpassed by quite a large margin as the highest freestanding structure in the world by the Burj Dubai, Toronto's concrete communications tower and tourist attraction still offers a pretty damn good view, standing 147 storeys and 553.33 metres high. Boasting a movie theatre, a rotating restaurant, and various observation decks, the highlights for most people are the glass floor and the relatively new EdgeWalk, where visitors can walk above the restaurant, around the circumference of the building, while exposed to the elements and tethered to secured rollers. Experiencing the glass floor was surreal to say the least, but the only moment of fear was when an unattended child came running over and started jumping on the glass. Measuring 2.5 feet thick, there is little chance of a mishap, but it didn't stop me from nearly soiling myself in surprise. I'm sure it showed on my face. So why did it take me 32 years to do something most people do in a weekend? The same reason I don't visit the dentist — it can be expensive and not exactly the most enjoyable. Or so I thought.

When my Uncle used to babysit my sister and me as kids, he used to take us to Casa Loma, which means "House on the Hill". Majestically overlooking the city, I'm amazed at how many locals don't even know about the existence of this famous landmark. Exploring the turrets and secret tunnels as a child was magical, but appreciating the history and architecture as an adult is no less fascinating. The ostentatious dream of Sir Henry Pellatt, an entrepreneur and local businessman, construction of the castle began in 1911 and was sadly never finished. From an investment of \$3.5 million, 300 labourers and craftsmen worked for three years to construct the elaborate building, but Pellatt's financial woes forced him to vacate his beloved dream home and part with his belongings

Whatever you're looking for

TORONTO HAS IT.



*I may not have connected with nature or eaten s'mores around a campfire while singing Kumbaya but **I definitely had a smile on my face when I went to bed on Monday night.***

at a fraction of the price. It is a sad story indeed, but serves as a reminder to the city and its inhabitants of what we can accomplish when we dream big.

There is no shortage of options when it comes to good food in this city, so it really comes down to what you're craving and when. You could spend \$35 on Bymark's famous hamburger, surrounded by Bay Street types, or spend an hour in line waiting for the best pizza in town at Pizza Libretto. But the true diamond in the rough is a little known spot near Rosedale Station called Black Camel. Cooking up the best pulled pork and beef brisket sandwiches you'll likely ever ingest, they do it quickly, jovially, and without any pretense whatsoever. Don't let the long line scare you, it moves quickly. And do yourself a favour by trying the pulled pork

with arugula and charamoula mayo. No need to thank me.

Not too long ago, the area now known as the Distillery District sat abandoned and derelict, in danger of being destroyed in favour of condos and strip malls. Thankfully, after much debate it was deemed to be a heritage site and is now a hip little pocket of the city, bustling with restaurants, shops, a craft brewery, and popular event spaces that are packed every night of the week, all year long. I decided to stop in for an iced coffee to cool off on a hot day.

The Queen West strip offers a great bar scene, great shops, and superb people-watching, along with Trinity Bellwoods Park – a haven for individual expression and silliness each and every summer weekend. I had always wondered where

the colourful alley where Rick Mercer does his famous rants each week on the Rick Mercer Report is located. And as it turned out, it happens to be in this neighbourhood too, which made for a great photographic backdrop for the chromed and chopped Street Bob® bike.

Continuing my exploration of the city, I decided to cruise over to Kensington Market. There is really no better word to describe this neighbourhood than "eclectic". Bustling with a mix of hippies, junkies, and hipsters, local purveyors in the area include second-hand thrift shops, army surplus stores, independent bike and coffee shops, restaurants, bars – even cheese affineurs and fish mongers. Rumour has it that a Walmart may be invading this colourful neighbourhood, but I sincerely hope that is a false, because it



EASIEST RIDER



2013 HARLEY-DAVIDSON® FXDB DYNA® STREET BOB® MOTORCYCLE

It's impossible not to feel like Peter Fonda when you're in the Bobber Solo Seat of the Street Bob® bike, with your arms stretched out to the Mini-Ape Hanger handlebars and your boots working the Factory-installed forward controls. Blacked out and stripped down to elemental bobber purity, the Street Bob® model features a chopped rear fender, low-profile taillights, a side mounted licence plate bracket, black-laced steel wheels, and stainless steel spokes with an aggressive 19-inch wheel out front.

It also offers optional eye-catching flake paint schemes, inspired by classic '60s and '70s customs. New for 2013, Hard Candy Custom paint gives the motorcycle a large metal flake finish, which is accentuated by bold, funky finishes, pinstripe graphics, and a unique tank medallion.

The H-D1™ Factory Customization program has been expanded beyond simply Sportster® bikes to include the Street Bob® model as well. Buyers can log on to the H-D1™ site to configure their own unique Street Bob® motorcycle, choosing from available handlebars, seats, forward controls, wheels, and 14 different paint colour and style choices. The site lets you personalize your bike to your own distinct taste.

Boasting classic, minimal lines, the upgraded 103 cubic-inch V-Twin (Twin Cam 96™ is standard) along with the retro-style air cleaner cover, stamped with the Harley-Davidson Motor Company Bar & Shield logo, gives the engine an authentic soul and genuine Bobber character.

– D. Woods

would ruin one of the last corners of the city that has evaded corporate infiltration thus far.

With no shortage of nightlife to choose from, Toronto offers a variety of distinct scenes. Based on your age, tax bracket, and musical taste, you may prefer any number of establishments, each with their own rich personality. Thanks to condo developments, the once thriving entertainment district has slowly dispersed, with the bulk of the audience moving west down King Street. Most anti-establishment folks favour Queen Street West, but Ossington has also become a hotbed of nocturnal activity, with The Dakota Tavern being a personal favourite. Hosting incredible live acts and featuring an amazing house band, The Beauties, it has become a popular place on every night

of the week that it's open. The sign outside may explain why: Beer, Music, Whisky. Add women and motorcycles to that list and I wouldn't ever want to leave.

Whether you favour the pretentious upscale shopping of Yorkville or the down and dirty rock clubs of Queen West, the culinary delights of Little Italy and the Danforth or cold tea and Kung Pao chicken at 4:00 am in Chinatown, whatever you're looking for, Toronto has it. I may not have connected with nature or eaten s'mores around a campfire while singing Kumbaya, but I definitely had a smile on my face when I went to bed on Monday night. I may not have left the city limits all weekend, but I somehow still managed to clock over 300 kilometres rediscovering the ins and outs of my own city, and definitely rekindled the romance I'd been missing.

P R O J E C T

R U S H M

Research, design, and engineering at its finest. A fresh, new way of thinking about how to build motorcycles ... and it all starts with the rider experience. ▶



by Matt King

O R E



WHAT IS PROJECT RUSHMORE?

It's not a new model name, and it's much more than internal code for a massive research, design, and engineering project that represents a comprehensive refresh of the iconic Harley-Davidson® lineup of Touring motorcycles. At its essence, Project RUSHMORE signifies a new way of thinking about how to build motorcycles, combining years of research into rider experiences and decades of engineering expertise to deliver the most intensely Customer-led product enhancements in the history of the Harley-Davidson Motor Company.

The fruit of this fresh development approach can be seen and felt in the new 2014 Harley-Davidson® Touring motorcycle lineup – a family of motorcycles

that represents the most significant update to the Harley-Davidson® Touring platform in a generation, and one that delivers a thoughtful and comprehensive array of new features that address four fundamental areas of rider benefit: control, feel, styling, and infotainment. Let's take a closer look at how each of these come to life in the new 2014 Touring motorcycles.

► CONTROL

Confidence in your motorcycle means something different to every rider, but for many, it's ultimately about riding a motorcycle that responds to your inputs when and how you expect it to, and makes you feel like you are always in control of the machine and the situation. Power,

braking, handling, and lighting are all key functions that were addressed as part of Project RUSHMORE, and each contributes to the enhanced feeling of rider control in its own way.

High Output 103 ci Twin-Cam® engine:

All models in the Project RUSHMORE Touring lineup receive the new High Output 103 engine that delivers 5 per cent more torque and 6.4 per cent more horsepower than the standard Twin Cam 103™ powertrain in a Touring configuration, by means of a revised air intake and new camshafts. Development focused on delivering a significant increase in performance in the important range of 60-80 mph roll-on speed, which closely approximates the conditions encountered when executing a high-speed pass on the highway.

But there is even bigger powertrain news for two models, in the form of the new Twin-Cooled™ High Output Twin

Cam 103™ engine that appears in the 2014 Ultra Limited and Tri Glide™ Ultra models. Employing a revolutionary cooling system that strategically provides precision liquid cooling directly to the exhaust ports in the cylinders, the combination of air- and liquid-cooling strategies allows the Twin Cooled™ High Output 103 engine to maintain peak performance under the most demanding loads and riding conditions. Liquid coolant is routed through the cylinder heads into the area around the exhaust valves and then through ducted heat exchangers located in the left and right fairing lowers. The precision cooling system is thermostatically controlled, and uses an electric pump to circulate coolant, reducing cylinder head temperatures.

"A lot of people will walk by the bike and will never even realize that this technology we've developed is happening without them even seeing it," says Project RUSHMORE Chief Engineer Ben Wright.





"It provides very consistent performance in all operating conditions, and the rider doesn't even really know that it's on the bike. It's so well packaged and integrated that it's nearly invisible."

Hydraulic Clutch Control:

All 2014 Touring and Trike models except Road King® models are equipped with a new low-maintenance hydraulic clutch control that maintains the previous cable clutch-lever effort. Despite having stronger clutch springs, it provides consistent engagement and modulation in all operating conditions and provides consistent clutch-lever effort over the life of the vehicle.

Reflex Linked Brakes with ABS:

Unlike traditional motorcycle braking systems that require independent operation of the front and rear brakes, Project RUSHMORE's Reflex Linked Brakes with ABS apply just the right amount of front and

rear braking to balance the stopping power of the motorcycle. When linked braking is activated at speeds above 32-40 kilometers per hour, applying the front, rear, or both brake controls applies braking force to both the front and rear brakes in a proportion determined by the Reflex Linked Brake system to optimize performance. When starting from slower speeds, the brakes remain independently operated up to the 32-40 kilometers threshold to better enable slow speed manoeuvres in tight or unwieldy situations like parking lots, U-turns, or soft road conditions such as dirt or gravel, when you may prefer to modulate manually between the front and rear brakes. Once activated, the braking stays linked as your speed drops below the threshold.

Improved front suspension:

Stiffer triple clamps, larger steering head bearings, and larger 49 mm fork tubes (14 per cent larger than the 43.1 mm tubes

on previous Touring models) bolster the front end for improved steering response and road feel when cornering on all 2014 Touring models. Suspension damping has been re-tuned for a smoother ride over minor pavement irregularities like expansion joints and tar strips.

Lighting

"We want to see and be seen better." These were two of the loudest messages heard from riders during the Project RUSHMORE research. As a result, powerful Daymaker™ LED headlamps and Daymaker LED fog lamps now deliver a lighting pattern that is highly focused, with an outstanding ability to turn darkness into light. Lighting quality closely mimics natural daylight and further enhances visibility, while the bright-white colour is very conspicuous in traffic. The Daymaker headlamp has two D-shaped lenses: one that focuses light into a pool directly in front of the bike for outstanding

low-beam illumination, and another separate high-beam projector that delivers a super-bright, focused beam to penetrate deep into the darkness. Daymaker LED lighting is Original Equipment on the 2014 Ultra Classic® Electra Glide®, Electra Glide® Ultra Limited, and Tri-Glide™ Ultra Classic® Harley-Davidson® motorcycle models. Other models in the lineup feature a new dual halogen headlamp that significantly outperforms a single-element halogen headlamp in high-beam situations, because the low beam is also illuminated, increasing the total lumens output. On high-beam the dual halogen headlamp offers better punch and spread than the Daymaker LED headlamp, but does not offer the bright-white colour quality of the LED. The dual halogen headlamp is paired with halogen fog lamps on models so equipped.

► FEEL

How do you feel when you ride your motorcycle? A few answers may come to mind: I feel free. I feel adventurous. I feel comfortable. It was the vision of Project RUSHMORE to enhance all those feelings, but comfort is something that can be quantified, so that's where the team focused most of its attention.

Aerodynamics play a large role in how comfortable you feel on a bike, and on a bike with a fairing, head buffeting is an issue for many riders. As the Project RUSHMORE team tackled the challenge of reducing rider head buffeting behind a fairing, they faced a daunting task: how to improve rider comfort without dramatically altering one of the most iconic shapes in motorcycling – the bat wing fairing.

"When we got the assignment, we knew we were messing with the Holy Grail of motorcycle designs," says Brian Nelson, lead stylist on the program. "The bat wing fairing is one of the most successful motorcycle shapes in the world. We knew we couldn't change it too much, and that we needed to retain its tough-looking character."

The new bat wing fairing design, jointly developed by Harley-Davidson® engineers and stylists, began with initial development that was aided by the virtual science of

"When we got the assignment, we knew we were messing with the

THE HOLY GRAIL

of motorcycle designs."

- Brian Nelson, lead stylist on the program.

computational fluid dynamics (CFD). The aim was to reduce buffeting, while not completely isolating the rider in a pocket of dead air, and also to maintain the airflow necessary to cool powertrain components. Numerous prototypes were produced, tested, and refined on the computer, and the most promising designs made it to the wind tunnel at Wichita State University, where the Project RUSHMORE team logged more than 3,000 test sessions, gathering both objective data and subjective input from a variety of riders.

"As stylists, we needed to understand the principles of air movement with our fairing, because we wanted to maintain the character of our bat wing fairing, but we also wanted to improve upon it," Nelson says. "We needed to have first-hand experience with what really happens with the wind and rider comfort, so we went down to the wind tunnel and actually sat on the motorcycles wearing helmets wired up to record air pressure."

The most noticeable visual element of the new fairing is the splitstream vent

located below the windshield, which alters the air pressure behind the fairing and contributes to a significant reduction in buffeting. The non-adjustable vent is intended to remain open in almost all riding conditions, but it can be closed with a one-touch push-button to keep rain water off the dash panel area.

As part of the enhanced aerodynamic package, the standard windshield on the Ultra Classic® Electra Glide®, Electra Glide® Ultra Limited and Tri-Glide™ Ultra Classic® models has been lowered by 3.25 inches compared to previous models. Other alterations to the shape of the fairing include a new contour below the windshield, slightly more coverage in front of the hand controls, and more overhang of the headlamp. Even the shape and placement of turn signals were considered during aerodynamic testing, and all fairing-equipped 2014 touring models are fitted with bullet-shaped front signals. The compact shape and position of the airbox for the new High Output Twin Cam 103™ and Twin-Cooled™ High Output Twin Cam 103™ engines improve airflow around the rider and create additional leg room on the right side of the motorcycle.

In addition to the new bat wing, the fairing lowers for the Ultra Classic® Electra Glide®, Electra Glide® Ultra Limited and Tri-Glide™ Ultra Classic® models were also reshaped as part of overall aerodynamic testing and to accommodate the heat exchangers for models powered by the Twin-Cooled™ High Output Twin Cam 103™ engine, improving airflow to the rider, passenger, and powertrain. The adjustable vent is more effective and has a new handle that makes it easier to open.

► PASSENGER COMFORT

We've all heard the saying, if momma's not happy, nobody's happy. Nowhere is that more true than on a motorcycle, and we've heard from many of you who ride in the second seat that you'd like a little more room back there. So a big part of the Project RUSHMORE mandate was to address almost every aspect of the passenger seating area on models



equipped with Tour-Pak® luggage.

"We did a lot of trials with seating and passenger comfort. It was one of the key things that we wanted to go after with Project RUSHMORE," says project engineer Chris Ojstrsek. "First, we set up [internal] ride events, where we had Harley-Davidson® employees ride our bikes, both as riders and passengers. When people got off the bikes, we'd ask a bunch of questions: What did you like? What didn't you like? Where can we make improvements? Then we made changes, held more ride events to validate what we'd predicted or learned, and we went back and did it again, to make sure that we had it right. That's the kind of a process that we used all the way through the Project RUSHMORE development."



Compared to previous models, the new passenger seat is one inch wider and one inch longer, and the rear speaker pods are shifted outboard by one inch on each side. The height, width, angle, and shape of the backrest were changed to provide optimal comfort and improved lumbar support for a wide variety of riders. The shape and angle of the armrests are adjusted to keep passenger arms from slipping forward, and the saddlebag guards are reshaped and lowered to minimize contact with the passenger's calves and to create more legroom (all Touring models, except the Street Glide® have the new saddlebag guards). Passenger audio controls are to the right and in a position where they can be easily reached, while the passenger headset connection is now located on the left speaker pod.

► **STYLING**

We've already talked about what may be the most noticeable styling change to the 2014 Touring motorcycles, the bat wing

fairing, but the design team left very few of the styling features of the new motorcycles untouched. In keeping with the long-standing Harley-Davidson® design tradition of "evolution, not revolution", the changes are subtle and made with a deliberate intention to improve function and usability, rather than simply to chase trends or create change for its own sake. A key element that drove several of the styling changes was the adoption of a "One-Touch Design" concept, which applied to the Tour-Pak®, saddlebags, new jukebox compartment for electronic devices, fairing lower storage compartments, and fuel tank door permits greatly simplified opening and closing.

"We watched how people actually loaded luggage, and one of the things we learned is that most people hold something in one hand while they're trying to open the bag in the other. With our previous luggage, that was difficult to do," says Ojstrsek. "But we've made a big improvement. Basically one handle lifts it open, then you can put all your stuff in and load it up."

New Tour-Pak®

The low profile shape may create the appearance that the new Tour-Pak® luggage is smaller than its predecessor, but it actually has 4 per cent more capacity than the previous design and still holds two full-face helmets.

New Saddlebag

The new hard saddlebags have a sleeker shape that complements the Tour Pak® design and provides a small increase in capacity. One touch latch handles are located between the seat and the saddlebag, and feature a new hinge design that makes it easier to open and close the lid with one hand.

New Jukebox Compartment

The new jukebox compartment on the fairing dash features a USB port for charging and connecting to mobile phones and other electronic devices. The jukebox compartment features a cushioned bottom and water-resistant foam seal around the one-touch door.

New Fairing Lower Storage

The storage compartments in the lower fairings (Ultra Classic® Electra Glide®

model) offer 37 per cent more capacity than the previous design, and feature hinged doors with one-touch latches. A new sliding latch for the fairing vent door is easier to use.

New Hand Controls

The shape, feel, position, and function of all hand controls have been improved with a dished shape and angle that better fits the thumb or finger and provides positive engagement. Switch texture and keystroke were designed to provide better feel and feedback. The cruise control button is moved to the left-hand control so the right hand no longer has to maintain the throttle and engage the control.

New Gauges

Designed to be easier to read in all conditions, new speedometer and tachometer designs on all fairing-equipped models feature a 10 per cent larger viewing area and 68 per cent wider numbers. The warning lights and the speedometer screen are also larger and more visible. The fuel and volt gauges are 28 per cent larger.

New Fenders

All 2014 Harley-Davidson® Touring models feature a new contemporary front fender design that's more streamlined and cut slightly higher to expose more of the front wheel. It's also tilted slightly forward to level it with the ground. The rail and rubber bumper have been removed from the Ultra Classic® Electra Glide® and Electra Glide® Ultra Limited models, and the Road King® model have a sleeker tip light.

New Wheels

All Touring models feature new cast-aluminum wheels that are lighter and stiffer than previous wheel styles. The Street Glide® and Street Glide® Special models are equipped with the five-spoke Enforcer cast-aluminum wheel and feature a new 19-inch diameter front wheel. Other Touring models are fitted with the new 10-spoke Impeller cast-aluminum wheels, with an 18-inch diameter front wheel. All models have a 16-inch diameter rear wheel.

▶ INFOTAINMENT

Imagine you are out riding alone when your wife calls to ask you to pick up a litre of milk on the way home. In the old days, you missed that call, went home without the milk, and got the evil eye for not answering your cell phone. Now, imagine that call coming through your speakers or helmet-mounted headset. You stop for that litre of milk and she doesn't even know you were playing hooky from the office. Far-fetched? Perhaps. But entirely possible thanks to the state of the art Boom!™ Box audio systems available on many of the 2014 Touring motorcycles.

OK, maybe you don't want to imagine any of that because the last thing you need intruding on your state of riding bliss is incoming phone calls. There is a whole lot more to the new Boom!™ Box audio systems than mobile connectivity. Maybe you'll appreciate the voice recognition function that allows you to literally say the word and play any song in your playlist, or make a phone call, or find the nearest gas station, hotel, or restaurant using the integrated GPS. Or reading incoming text messages displayed on the radio screen without stopping to fish the phone out of your pocket.

Of course, the new Boom!™ Box systems also excel at the most basic and important of radio functions – playing music – and the options for syncing your favourite tunes are now practically endless. Through either a wired connection or Bluetooth wireless, music can be played directly from any compatible electronic device, including Apple iPods and iPhones, MP3 players, USB flash drive, and other mobile phones. You can even stream music wirelessly from online sources like Pandora or Spotify. And boosted by bigger speakers and more watts per channel, the sound is better than ever before.

"People have sat on the motorcycle and said, 'Wow, this sounds better than my car.' To have that feedback from people who weren't associated with the project was very rewarding as an engineer," says Ben Hodge, one of the engineers who developed the Boom!™ Box audio systems.





THE ONE & ONLY

By: Ed Sager

A Victoria couple's dream to ride the Pacific Coast Highway to the Big Sur becomes a reality.

“THE LANDSCAPE RANGED FROM SAND DUNES AND SURF TO TREE-COVERED HILLSIDES, THICK CHAPARRAL THICKETS, AND LUSH VALLEYS.”

I first laid eyes on the legendary Pacific Coast Highway in the spring of 1970, as my new bride and I pattered onto it in our under-powered VW van. It would be a dream to ride Highway 1 down to Big Sur on a real machine, I thought; something with half the tires and twice the horsepower, preferably a Harley-Davidson® motorcycle. And so, the seed was planted.

Fast-forward through 43 wedding anniversaries, various careers, children, grandchildren, and over half a lifetime of motorcycling. It took a few decades, but I finally moved up to a 2008 Harley-Davidson® Electra Glide® bike. Two years ago, my wife and I rode from our home in Canmore, Alberta, over the 3,337 metre high Beartooth Pass, and down into Yellowstone Park (Taming Beartooth, *HOG*® Magazine Canada, Spring, 2011).

Last year, we moved to Victoria, British Columbia, where I could ride year-round. Before we left, I had the experts at Kane's Harley-Davidson® Calgary – where we bought the Electra Glide® motorcycle – install a Screamin' Eagle® street-legal stage one upgrade along with a new rear

Dunlop tire, whose predecessor was already close to the wear bars after 23,000 kilometres. I had that long ride down the coast in mind, and wanted to be ready. In late April, when a massive high pressure system brought the promise of clear skies and warm weather to the entire west coast, from California to British Columbia, I told my wife that, “every time it gets sunny like this, I think about riding down to Big Sur.”

“You'd better go before the weather changes here,” she replied. “Last year, it was cold and rainy throughout May and June.”

I didn't need any more encouragement than that. Along the way, I would look up a buddy who I hadn't seen since college, which was more than four decades ago. My wife wasn't keen about riding the pillion on the lengthy Washington-Oregon stretch, so this trip would be solo. Using the Harley-Davidson® Ride Planner, I mapped the route from Port Angeles, Washington down to San Simeon, California. My plan was to ride on the top-half of the tank, taking frequent breaks to stay hydrated, energized, and alert.

Two days later, I rode onto the Black Ball ferry, M.V. Coho, in Victoria. After a pleasant

90-minute ferry ride across the Strait of Juan de Fuca, I rode off at Port Angeles, where a smiling U.S. Customs official wished me a safe ride. After topping up the tank at 40 cents a litre cheaper than what it would have cost me in British Columbia, I headed west – on the road at last!

Highway 101 winds along the snow-capped Olympic Mountains for about 90 kilometres, and then plunges south. It follows steep coastal cliffs and inlets, criss-crosses coastal rivers and sloughs, passes abandoned sawmills, and skirts tidal flats washed by salt air. Every few kilometres, a straight stretch beckons, with the temptation to crack open the throttle, which is probably why there was a state patrol car parked at the end as often as not. But I wasn't interested in making fast time, only good time. Motoring along at a relaxed 80 km/h, I didn't want the day to end. The Harley-Davidson® Ride Planner predicted my arrival in Astoria, 414 km away, in five-and-a-half hours, and was accurate almost to the minute.

The second day broke cool and cloudy, typical along the west coast. I was on the road by 7:00 am, wrapped in multiple layers

of polar fleece and my leather jacket, with a balaclava around my neck and insulated gauntlets on my hands. Even on warm days on the west coast, you can suddenly find yourself riding through a pool of damp sea air. The coastal winds can also be gusty, and I was grateful for the weight and stability of my Harley-Davidson® motorcycle.

trees. The highlight of my day was when I stopped at Healdsburg, California, for a long-overdue reunion with a buddy I hadn't seen for over four decades. Miraculously, neither of us had changed a bit, if I took off my bifocals and squinted real hard. We spent a wonderful afternoon on his deck overlooking the Russian River, reminiscing

good pie and coffee at Lucia Lodge Restaurant, where my wife and I had eaten a few years before. The view from the balcony is simply staggering and worth every penny. You only live once.

Later on, I passed the Point Piedras Blancas Elephant Seal Rookery, which was detectable about five kilometers downwind.

Hundreds of seals were sprawled across the sand, basking in the sunshine. The smell faded as I rode past and turned up to the Hearst Castle reception centre at San Simeon for a break and a phone call home.

Now headed for home, I wanted to make good time. A few kilometres south of San Simeon, Highway 46 climbs over a low coastal range and

"THE OLD HIGHWAY MEANDERS THROUGH STUPENDOUS REDWOODS IN HUMBOLDT REDWOODS STATE PARK, **WHERE I FELT DWARFED BY THE IMMENSE TREES.**"

The clouds cleared by mid-morning, turning into a near-perfect day for riding what seemed like an endless succession of curves. Also near perfect was a substantial late morning brunch at the Big Wave Cafe in Manzanita, Oregon, where we had spent a week at a beach house with our children and granddaughter a year earlier.

There was every variety of cyclist on the road, from the bearded biker aboard an ancient Harley® motorcycle, towing a homemade trailer – which had been his home for the last three years, he told me – to the bicyclist from Phoenix, pedaling to Alaska. Another biker, aboard a camouflaged URAL motorcycle, had his bulldog pup riding co-pilot in the sidecar. After riding just over 850 km, I stopped for the night at a Best Western Plus in Arcata, California, which offered a 10% discount to H.O.G.® members on top of the senior rate, and even included breakfast. Not a bad deal at all.

Just south of Eureka the next morning, I followed Highway 101 inland where it becomes the Redwood Highway. The old highway meanders through stupendous redwoods in Humboldt Redwoods State Park, where I felt dwarfed by the immense

about our youthful adventures hitch-hiking to San Francisco during the heydays of Haight-Ashbury and generally catching up on life, the universe, and everything. After a great dinner, I headed south, breezed over the Golden Gate Bridge, somehow navigated San Francisco's hilly streets, and stopped for the night at Half Moon Bay. I had finally arrived on the Golden State's legendary Highway 1.

I rode down Highway 1 the next morning thinking of Jack Kerouac's 1962 novel *Big Sur*, which had a big influence on today's generation of Boomers. Most of the viewpoints and pull-offs are on the coastal side, convenient for southbound riders, and I stopped often to savour the scenery and take photographs. It was Saturday, and the weekend had brought out dozens of surfers, standing on pickup truck beds, surveying the waves. The landscape ranged from sand dunes and surf to tree-covered hillsides, thick chaparral thickets, and lush valleys. Sixteen kilometres north of Big Sur stands the iconic Bixby Bridge. Built in 1932, it remains one of the top ten highest single span bridges in the world, and is undoubtedly one of the most photographed. About mid-morning, I stopped for a slab of outrageously expensive and outrageously

merges with Highway 41. It then runs east about 55 kilometres through hilly country to Highway 5. By the time I reached the turnoff in the Central Valley, I had peeled down to a T-shirt and jacket. The temperature had risen from a cool 15 degrees along the coast to at least 30° C. At the next gas stop, I topped up my bike with 12 litres of gas and myself with two litres of iced tea.

The Electra Glide® model has long legs. It cruised along rows of crops stretching to the horizon on both sides, easily pacing the 120 km/h traffic in the slow lane. Anything slower risked becoming a speed bump. That almost happened when I hit the first of two stretches of unmarked highway where the pavement had been ground down for repaving. Fortunately, the Electra Glide® model also has good manners, and handled the sudden crosshatches and furrowed pavement with equanimity.

On this stretch, my fuel efficiency plummeted from as high as 4 litres per 100 kilometres while meandering down coastal roads, to an abysmal 7 litres per 100 kilometres. I'd never had mileage drop that low, even when riding two-up across Montana at 120 km/h against strong winds, so I concluded it was probably due to the E10 ethanol-laced "near-beer" that passes

for gasoline at some California pumps.

By the time I hit Santa Nella around 7:00 pm, after around 750 kilometres, I was ready for a cold shower and a dip in the pool at the Best Western Plus.

Highway 5 begins to climb out of the steamy Central Valley at about Redding, and the temperature dropped. At Weed, I turned onto Highway 97 and dialed back to a more relaxed pace. Mileage improved significantly with a fresh tank of ethanol-free premium at Klamath Falls, Oregon. By evening, I was ready for a rest at a Best Western in Redmond, Oregon, which is just north of Bend, after riding for over 900 kilometres.

On the final morning, I headed north toward Portland via Highway 26. About mid-morning, somewhere in Mount Hood National Forest, I toed down to downshift for a grade. Instead of clicking down a gear, the heel shift lever bumped the back of my boot. That's odd, I thought; it's not supposed to work that way. It was the first time I had experienced any mechanical problem with

the Electra Glide® motorcycle.

I pulled off on a forestry side road and had a look. The shift rod was flopping loose. Somehow, the dogleg at the rear of the shift rod had slipped off the transmission spline. I reached down and immediately branded my hand, which I do about once a year to remind myself that exhaust pipes get hot. After uttering a few appropriate expressions of pain, I fished out the tool roll, where I also keep the bandages. With a penlight, I could see a pebble wedged above the spline, between the dogleg and the case. Possibly it had worked the dogleg loose. Gloves on, I ticked the stone loose with the blade of the Leatherman tool that lives in the saddlebag. Then, for half an hour, I vainly tried to slide the dogleg back onto the shaft.

Was it time to call for roadside assistance? No. No bars were showing on the cell phone. However, the Harley® bike was still in fifth gear. Foot-paddling down the road, I chugged back up to speed,

thankful for the big 96's broad torque band. At least it can't get much worse, I thought. It got worse. Dark clouds gathered around the shoulders of Mount Hood as Highway 26 climbed to over 1,200 metres at the foot of the ski hills. It started to rain. It's only rain, I thought, just before pellets of hail began to ping off the windscreen. The hail turned to sleet as the road twisted down through murk and muck away from the summit. I was glad to have Dunlop tires with good tread. Fortunately, there were frequent pull-offs, so the traffic that was backing up behind me could pass. Around noon, I dropped out of the clouds and pulled off with a sigh of relief at an abandoned gas station in Sandy, Oregon. It was not the most fun I'd ever had on a bike.

An obliging Clackamas County deputy popped up his patrol car laptop, googled Harley-Davidson® Retailers and wrote out directions to the closest one, which was about 25 kilometres away. I dug out the H.O.G.® Touring Handbook and dialed. No luck. Latus Motors was open, but he didn't have any staff available on Monday, otherwise he would have sent out a truck. The next Retail Store, in Vancouver, Washington, was closed according to the robotic phone lady. I resolved to schedule any future break-downs for Tuesday through Saturday, and to carry a Thuraya satellite phone.

About 18 kilometres down the road, in Gresham, I pulled off at a Firestone Retail Store to see if I could borrow some tools. Jay Schwartz, the friendly manager, saw my plight, and with a master mechanic's sure touch, managed to fit the dogleg back onto the shaft. I shimmed the dogleg in place with a patch of leather from the flap of my tool roll and three thick plastic zip-ties. No longer shiftless, I headed for British Columbia.

Five hours later, after motoring smoothly from Olympia through Seattle in the convenient high-occupancy vehicle lane, I rolled into the Tsawwassen, British Columbia ferry terminal, and took a short ferry ride home ... my dream ride realized. That's the thing about dreams. You can't wait too long or they never come true.





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THE

GRIZZLY

TRAIL

Courtesy of Joern, Theo and the Rhein Neckar Chapter



➔ *Members of the Rhein-Neckar Chapter in Germany boldly tackle the Pacific Northwest, racking up more than 5,000 kilometres and a lifetime of experiences.*

With Ultra Classic® Electra Glide® motorcycles rented from Eastside Harley-Davidson® in Bellevue, Washington, the intrepid adventurers sped north into Vancouver, British Columbia. Joern, our road captain, had devised a first-class agenda with all kinds of entertainment built into the tour.

For the first evening in Canada, we flew to a remote restaurant on a bay that was just a few kilometres from the edge of the city. However, first we were treated to a flight over the city of Vancouver and the adjoining bays. Afterwards, a stretch

limousine took us back to the downtown hotel. For the next five days we were on Vancouver Island for our bear- and whale-watching itinerary. Via Victoria and a subsequent east-west crossing of the island, we reached Tofino, the whale and bear observation centre on the island.

During two boat excursions, we were lucky enough to spot bears near the edge of the water, and a couple of whale fins too. At Knight Inlet Lodge, we reached another highlight of our spectacular journey: a hotel built on a gigantic pontoon, which

was to be our home for a day-and-a-half-long guided bear watch.

With the exception of our road captain, we did not know what highlights awaited us ahead. We observed the bears from motorboat gliders, and then stopped on "Bear Island" – where our guide seemed more nervous than we were! We took a trip by speedboat along the 110-kilometre-long inlet, saw a waterfall shower, had a kayak trip, and spotted many grizzlies, black bears, and bald eagles. The family atmosphere on the swaying hotel complex, the hospitable guides, and the tasty food around a cozy stove ... so many amazing experiences!

Our heads buzzing, we journeyed on to scenic Port Hardy, the departure point for our 15-hour trip along the Inside Passage, a coastal waterway that extends from Alaska all the way south to northwest Washington State. Here, we had sufficient time to absorb our experiences so far and to enjoy the magnificent scenery of the barely inhabited western isles off the coast

of British Columbia. A good breakfast, lots of free time, and wonderful weather on the passage whiled away 15 hours in no time, and a superb sunset greeted us at our destination in Prince Rupert.

Back on our Harley-Davidson® motorcycles at last, we rode along the Trans-Canada Highway towards our unknown destination, catching up on missed kilometers. Via Fort Saint James, Smithers, Vanderhoof, and Dawson Creek, we travelled to Hinton, Alberta, the entrance to Jasper National Park, east of the Rocky Mountains.

Our direction was now south-south-east. After Dawson Creek, we reached the northernmost point in our journey, and the obligatory photo of the Mile 0 marker on the Alaska Highway was taken. Despite the good weather and pleasant driving temperatures of around 18°C, we travelled through

regions that had recently been battling with the elements, which had left the roads barely passable in places. To avoid a 1,200 km detour, we waited on the roadside for a pilot vehicle. It was probably three hours before we were pattering for 90 minutes behind our guide in first gear and at minimum speed. The destruction due to recent landslides and the extreme volumes of water did shock us somewhat. Had our tour been two days earlier, it would have come to a halt right there. But we were lucky with the water; and in its honour, we took a bath at Miette Hotsprings at the entrance to Jasper National Park. This must have put the weather gods in a good mood, as throughout our entire journey, we had only about 20 hours of rain.

We observed the bears from motorboat gliders, and then stopped on "Bear Island" – where our guide seemed more nervous than we were!

BEAR ISLAND



From then on, the highlights followed one after another in rapid succession. Visiting various H-D® Retailers, we reached the endlessly beautiful ranges of the eastern Rocky Mountains and the National Parks that have been created within them. Not even the many pictures we took could give the tiniest insight into the grandeur of these mountain ranges. A visit to the Columbia Icefield and the Athabasca Glacier gave us a glimpse of the snowy area that is said to provide 75 per cent of Canada's water supply. The icefield is up to 375 metres thick in some places, and its meltwater feeds large rivers in every direction. Despite seven metres of annual snowfall, the glaciers grow smaller each year.

Back in the depths of the Bow Valley Parkway in the early evening, we reached the Fairmont Chateau Lake Louise Hotel in its eponymous town located in Jasper National Park. That same evening, settling into the chateau while the rain fell, we witnessed a beautiful sunrise as the moon disappeared from view. Many of the hotel guests, who had slept badly during the full moon phase, were up and about at 4:30 am to view this display of natural splendour. Our stay in this dream hotel, a grand relic of the Canadian railway construction, was much too short, but the scenery provided by the turquoise lake against the backdrop of the Rockies was phenomenal indeed.

Our tour took us on through Banff National Park to Pincher Creek, Alberta, where a gondola trip to Sulphur Mountain awaited us, as well as a flat-car ride on the Bar U Ranch. Still more-or-less on the border between British Columbia and Alberta, we crossed into the United States and drove into Glacier National Park in northwest Montana. In deep snow, we reached the Logan Pass, which had opened just two days before. Without a doubt, Glacier National Park is one of the most beautiful national parks in the United States, although it is unfortunately less well known due to its off-the-beaten-track location. Here, we had a lot of fun in the snow and a wonderful winding tour through a constantly changing mountain landscape.

Already at the end of our journey, we looked ahead once more to the province of British Columbia and a route that would take us from Kalispell, Montana, to Cranbrook, Nakusp, and Kamloops, and then on to Whistler, British Columbia, which hosted several events at the 2010 Winter Olympics. On our way back, we

and purchased the last H-D® t-shirts of our tour. We had had no mishaps, and although the bikes were very dirty, they were returned to the Retailer without a scratch. On the final evening, we visited Seattle's Space Needle and enjoyed an evening meal in its high-level revolving restaurant – a fitting end to the experience of a lifetime.



The icefield is up to 375-metres thick in some places, and its meltwater feeds large rivers in every direction.

visited Fort Steele, British Columbia, an historic town from the gold-mining era, took a few ferries in lieu of the non-existent roads, and stayed overnight on the historic Hat Creek Ranch in Cache Creek. There was still just a little time to go souvenir shopping in the Olympic Village before setting off the next morning for our final destination: Seattle, Washington.

So the official stretch of our journey was over. A little later, we returned the bikes



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BACKSHOP / FALL 2013

PITSTOP

Fat Bob®: Barrel-Chested Head Turner

Sportster®: New ABS for 2014

Three-wheelers: How to Ride Them

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The O.P.P. Golden Helmets

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BARREL-CHESTED HEAD TURNER

The Harley-Davidson® Fat Bob® model has always struck a broad-shouldered pose with its burly tires and the double-barreled stare of its twin headlamps.

By **Charles Plueddeman**

The Harley-Davidson® Fat Bob® model has always struck a broad-shouldered pose with its burly tires and the double-barreled stare of its twin headlamps. It's the member of the Dyna® family that best defines aggression, and for 2014, the Fat Bob® model gets a dark make-over that turns it into a back-alley bully that's more aggressive than ever.

"We wanted to take the Fat Bob [model] further into the Dark Custom realm, and one of our inspirational thoughts was Mad Max meets NASCAR," says Harley-Davidson® Styling Manager Tony Pink. "The compact, chopped lines of the new rear fender, the angle of the shocks, and the slanting tank graphics all line up to

create an aggressive new stance that's reinforced by the new blunt-cut mufflers. The high-contrast laser-etched details on the black wheels relate nicely to the tank graphic. Bring it all together and the Fat Bob® [model] is ready to reassert its presence on the street."

The most obvious styling change is the new rear fender, which is trimmed off at an angle and replaces the previous bobtail fender. Its shape makes the motorcycle seem more compact. Stashed within the end of the new fender is a twin-circle LED tail light, meant to complement the twin headlamps, and an integrated licence plate bracket. Black replaces chrome all over the Fat Bob® model, including the powertrain and air cleaner

cover, rear shock covers, triple clamps, headlight trim rings, console, and battery box cover. The Aluminum Slotted Disc wheels are powder coated black and finished with a laser-engraved Harley-Davidson® logo and rim stripe.

The Fat Bob® model retains its signature "Tommy Gun" 2-1-2 collector exhaust with slotted chrome shields, but the system is now finished with new blunt-cut mufflers, replacing the previous slash-cut pipes. The seat has a comfortable new form with a perforated covering with silver stitching that reinforces the performance connection.

Since its introduction for the 2008 model year, the Fat Bob® model has offered more than attitude – it's also

a blast to ride. The rigid steel backbone of its Dyna® frame, a pair of thick 49 mm fork legs, and chassis geometry that's tuned specifically for its wide, knobby-tread tires make the Fat Bob® model a cruiser that's more than willing to carve up back road corners. A rubber-mounted Twin Cam 103™ engine, rated at 99 ft-lb of torque at 3,500 RPM, delivers significant poke, while dual front disc brakes haul the Fat Bob® model down in a hurry. The Fat Bob® motorcycle is still one stout dude.

OTHER 2104 DYNA® FAMILY HIGHLIGHTS:

Two new colours – Amber Whiskey and Sand Camo Denim – debut on the Fat Bob® model for 2014.

Options include the H-D® Smart Security System with proximity-based, hands-free security fob, and Anti-lock Braking System (ABS).

The Twin Cam 103™ is now standard on the Super Glide® Custom and Street Bob® models (replacing the Twin Cam 96™ on those models).

The Wide Glide® and Switchback™ models now feature standard Anti-Lock Brakes.



SPORTSTER® MODEL LINE GAINS ABS FOR 2014

The 2014 Harley-Davidson® Sportster® motorcycle models represent diversity in style, but remain among the most accessible motorcycles in the Harley-Davidson® lineup.

By **Charles Plueddeman**



THERE'S A HARLEY-DAVIDSON®
SPORTSTER® MODEL
**TO FIT THE STATURE, VISION,
AND ATTITUDE OF ANY RIDER.**

From the Dark Custom™ menace of the Iron 883™ and Forty-Eight® models to the easy-handling ride of the SuperLow® model; from the radical chopper rake of the Seventy-Two™ model to the Factory-custom options of the 1200 Custom model, there's a Harley-Davidson® Sportster® model to fit the stature, vision, and attitude of any rider.

Now, the confidence-inspiring control offered by an Anti-lock Braking System (ABS)

is an available option for all 2014 Sportster® motorcycles. The five-model Sportster® lineup also features updated hand controls, new brake components, and an optional H-D® Smart Security System with new keyless ignition.

All 2014 Sportster® models are equipped with a new braking system that includes a larger 300 mm diameter front rotor, more-rigid front and rear calipers with larger 34 mm pistons, and a new

high-efficiency aluminum front master cylinder. Front and rear brakes are Factory fitted with braided stainless steel brake lines that enhance brake feel. Offered as a Factory-installed option, ABS is designed to help the rider maintain control during braking events, especially those that happen in less-than-optimal conditions. The ABS components on a Harley-Davidson® motorcycle are packaged to be virtually invisible, preserving the

uncluttered styling of the area around the wheels.

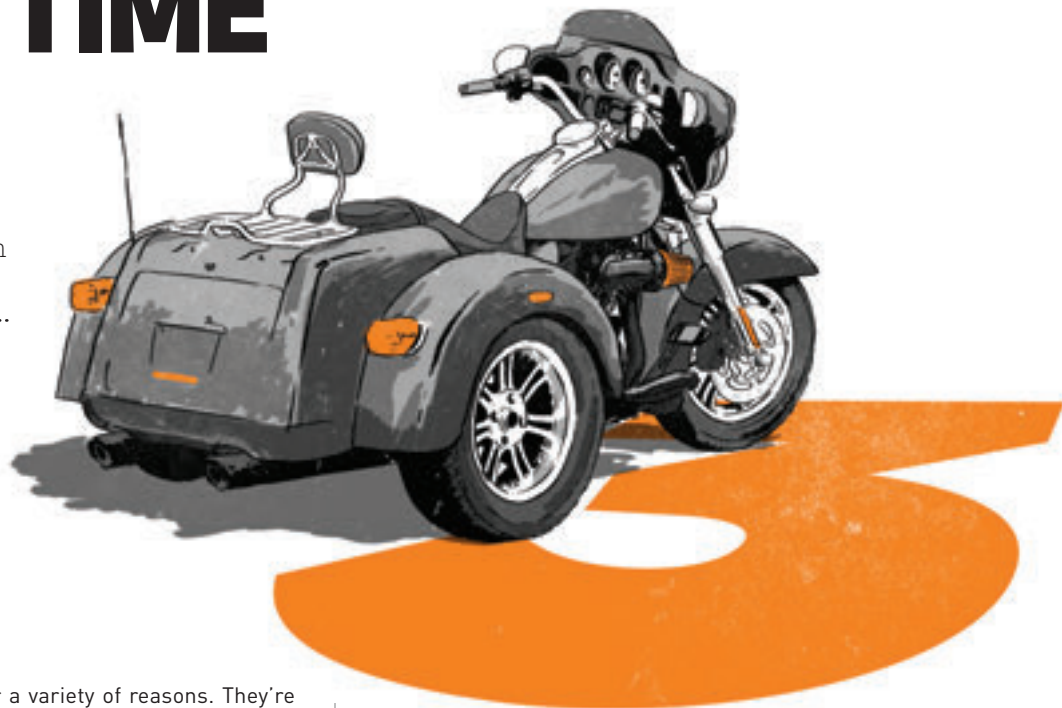
An all-new electrical system supports a new analogue speedometer with a digital tachometer and restyled ergonomic hand controls. A left-hand trip switch toggles through screen displays on the speedometer, including an odometer, tripmeter, and the new gear indicator and RPM display. The electrical system also adds the feature of keyless ignition to the H-D® Smart Security System, available as a Factory-installed option for all Sportster® models. The Smart Security System features hands-free operation with a proximity-based security fob that automatically enables or disables the ignition.

Eleven new colours and two-tone colour combinations, plus new graphics, will be offered on the 2014 Sportster® models (not all colours are available on each model), including three new Hard Candy Custom™ metal flake colours: Hard Candy Volcanic Orange Flake, Hard Candy Voodoo Purple Flake, Hard Candy Chrome Flake.

THREE-WHEELIN' GOOD TIME

With proper training, technique, and practice, riding a three-wheeled motorcycle offers its own unique kind of fun.

By **Becky Tillman**,
MSF RiderCoach
Trainer/Harley-
Davidson Motor
Company



TRIKE BASICS

People choose to ride trikes for a variety of reasons. They're great for those who have limited use of their legs. They're often popular with older riders or those who just don't want to have to worry about holding up a heavy motorcycle. Still others enjoy riding trikes because they provide a unique riding experience. But when it comes to steering, a trike is a completely different animal.

Monty Lish, Chief Instructor of the Sidecar/Trike Education Program for the Evergreen Safety Council in Seattle, Washington, says "people sometimes start riding a trike assuming it's going to be easier than riding a two-wheeled motorcycle. This isn't really the case. It's just ... different."

"Steering, braking, everything's different," states Lish. "Even if you're an experienced two-wheeled rider, other than knowing where the controls are and how to operate them, we consider you a novice when you start one of our classes."

One thing that can mislead beginners is that from the rider's perspective, a trike looks like a conventional motorcycle. It's easy to forget that the rear end is much wider, and this can lead to scrapes and scratches from misjudging the space required to manoeuvre in tight spaces. It also means that maintaining proper "lane position" is not really a consideration, since a trike generally uses the entire lane, much like a four-wheeled vehicle. But a trike's biggest differences become apparent when you try to steer.

A GOOD TURN

The basic approach to cornering on a trike is the same as with a two-wheeler: slow to an appropriate entry speed, initiate the turn, and then roll steadily on the throttle to accelerate out of the turn. Also, be sure to always turn your head and look ahead as far as possible through the turn.

For two-wheelers, which all countersteer, this sequence is sometimes called "Slow, Press, and Roll", where the press refers to how you press on the handgrip in the direction you want to turn. However, a trike uses direct steering, which requires the opposite action. That is, you turn the front wheel in the same direction you want the trike to go, just like your car. To turn left, you pull on the left handgrip while pushing on the right one.

"For beginners, this comes pretty naturally," Lish says. "But [for] someone who's been riding a two-wheeler for 20 or 30 years, it takes some getting used to."

A more difficult adjustment to make is how to lean into the corner and shift your weight. On a two-wheeler, the leaning happens naturally. On a trike, you have to deliberately lean to the inside of the turn – and possibly shift your weight slightly in the saddle – to change direction.

"Some people come into it and say, 'I'm just going to sit there, hang onto the bars, and ride it.' And some people are small enough that they can do that. But for most riders, it's good to get in the habit of shifting your weight and leaning to the inside of turns. And that takes some practice."

This more active technique takes a little more effort than steering a conventional motorcycle. To take some of the load off your arms, turn your upper body and shoulders slightly into the turn as you steer. With practice, you'll find that less effort will be required this way.

Sometimes inexperienced trike riders feel they can't really swerve to avoid a dangerous situation, but experienced riders understand this isn't really the case. This skill just takes practice and a different technique.

"I often ask, 'Do you ever swerve in your car?'" Lish says. "Well, yeah." Then why wouldn't you do it on a three-wheeler? Remember, a swerve is just two quick turns: one to miss the object, one to straighten back out. On a three-wheeler, the key is shifting your weight to the inside for each of those turns."

Another concern trike riders express is that they might turn too sharply and lift the inside wheel – and even flip over. Yes, this is possible, but it's just another example of why good technique is so important. If you sense a wheel leaving the ground, roll off the throttle, shift your weight to the inside even more, and gently apply the brakes.

STOPPING POWER

When it comes to braking, trikes have a few natural advantages over two-wheelers. Generally, trikes have more braking power for several reasons:

- ▶ A trike's three tires – the rear of which are generally wider than conventional motorcycle tires – provide a much larger contact area with the road surface.
- ▶ Trikes are generally heavier, with more weight concentrated over those wide, rear tires.
- ▶ There's not as much front weight shift during braking.
- ▶ A trike won't fall over if the wheels lock up.
- ▶ All of this means that a trike rider is free to brake more aggressively than a two-wheeled rider can.
- ▶ If your vehicle should go into a skid, the method for correction is much the same as in a car. If you hit a slippery spot and go into a skid at speed, roll gently off the throttle and turn slightly in the direction of the skid. If one or more wheels lock up while stopping, release the brakes for an instant to get the wheels rolling again and then reapply the brakes a little more gently.
- ▶ Another advantage to stopping a trike is that you can keep the front wheel at an angle all the way through a turn. This makes stopping safely in a turn much easier because you don't have to worry about straightening the front wheel as you stop to avoid falling over.

"... PEOPLE SOMETIMES START RIDING A TRIKE ASSUMING IT'S GOING TO BE EASIER. **THIS ISN'T REALLY THE CASE. IT'S JUST ... DIFFERENT.**"

FOOT NOTE

One final tip: Don't forget that you don't have to put your feet down when you stop! In fact, it's better to keep them on the floorboards or footpegs – to keep them out of the way of the rear wheels.

By keeping your feet on the floorboards, your eyes on the road ahead, your weight shifted to the inside of a turn, and your expectations grounded in reality, riding a three-wheeled motorcycle is so much more than a two-wheeled substitute. It becomes a unique and thrilling experience all its own.

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

Sources: Motorcycle Safety Foundation's "You and Your 3-Wheel Motorcycle" and the Evergreen Safety Council's Sidecar/Trike Education Program. Some of the letters we receive more or less ask: "What about trikes?" So we decided to address some of the concerns that three-wheeled motorcyclists have about handling their machines.

HOW ABOUT YOU? Do you have a topic you'd like to see addressed in Pit Stop? Tell us about it by writing to editor@hogcanada.ca.

GOLDEN STANDARD

The Ontario Provincial Police Golden Helmets Motorcycle Precision Team has been around a long time – actually, since 1963. They are now celebrating 50 years of superb riding skills and continue to thrill audiences at fairs, festivals and parades across the province.



Photographs courtesy of the Ontario Provincial Police.

Jim Hickling, a retired Ontario Provincial Police Golden Helmets member, began his motorcycle law enforcement career in 1959 as a traffic enforcement constable. He had ridden motorcycles for several years prior to that, on a 1945 Harley-Davidson® bike, although the exact model isn't known. When he picked up his police-issued motorcycle at O.P.P. headquarters, the garage superintendent had a mechanic drive the

bike to the Canadian National Exhibition grounds in Toronto, Ontario. He then had Jim kick-start the motorcycle and ride it around the grounds. Jim obviously passed the test and was able to ride the fleet bike back to his detachment.

Along with nearly 25 other O.P.P. recruits with motorcycle riding experience, Jim began mandated training in 1963 at Camp Borden and soon the Golden Helmets Motorcycle Precision

Riding Team was born. Jim was one of the first members of the Golden Helmets and remained with the team until 1970. He continues to be very proud of the Golden Helmets and remembers fondly the close interaction he enjoyed with the general public during the team's various performances. One instance stands out in his memory, and that was when the team travelled to New York City to perform in Central Park for the public and dignitaries alike. This was only a ten-day excursion in 1967 in honor of Canada's centennial, but the memories are strong to this day. The event was hosted by the New York Police Department and they treated their Canadian brethren with great respect and dignity. It was believed that 40,000 New Yorkers attended the performances over the course of those few days.

Jim retired 20 years ago and still strongly believes that the Golden Helmets Motorcycle Precision Riding Team is a great public relations tool for the O.P.P. He hopes they continue to display their skills: "I never get tired of watching them perform, wishing I were still with them," he says.

Today, the team comprises 20 regular Patrol Officers, including the Ride Master, a commentator, and a civilian motorcycle technician from the O.P.P. Garage Operations. Each team member must have successfully completed a three-week motorcycle course as well as at least one season on motorcycle patrol, and must be in good physical condition. The motorcycles used by the Golden Helmets are black and white Harley-Davidson® Police special motorcycles, regular patrol motorcycles weighing 385 kilograms with 1,690cc engines. During each 30-minute performance, the riders take their machines through a series of complex patterns intended to demonstrate the manoeuvrability of the machines and the riders' skills. Although a nucleus of the team stays on from year to year, there are always changes and each spring new members have to be trained. The ride season begins in May and the team executes an average of 30 performances a season.



O.P.P. GOLDEN HELMETS 1963-2013

1963, O.P.P. Commissioner Eric Silk mandated that all O.P.P. motorcycle patrol officers receive training, as many were found to be lacking in skills and the appropriate equipment. The idea for a precision riding team was born after training provided at Camp Borden, under the leadership of the school's commander, Lieutenant Colonel B.W.E. Lee, proved to be very successful.

1963, the team was officially founded as a public relations exercise that went by the name "The O.P.P. Motorcycle Precision Team". Their first performance was at the Barrie Fall Fair that same year. Unfortunately, a crash marred this first performance and two members (Provincial Constables Don H. Pursley and G.H. Winter) broke their legs. The group decided to continue and the team made it to the Norwood Fair several weeks later for its second performance.

1964, the team was being referred to as the Golden Helmets. O.P.P. Superintendent Keith Wellstead (now retired) was among the first group of Golden Helmets and credits much of its creation to Commissioner Eric Silk.

1971, the Golden Helmets Program was suspended at the end of the season after the death of Provincial Constable John Verral during a presentation at the Simcoe Fair on October 8, 1971.

1975, the O.P.P. reinstated the Golden Helmets Precision Motorcycle Program.

1975-1984, There were more than 200 performances from 1975 to 1984, most of which were at Fall Fairs, but they also completed an Eastern and Northern Tour at different times in mid-summer.

1991, In June 1991, due to front-line police service delivery issues, the program was disbanded.

1997, Deeley Harley-Davidson® Canada offered corporate sponsorship to re-establish the program. The team has been performing ever since.

2013, marks the 50th Anniversary of the team's formation in 1963.

* SAFETY FIRST *The following are safety guidelines advocated by all law enforcement agencies:*

- › See and be seen. Make eye contact with motorists, use hand signals, and always signal lane changes.
- › Do not drink alcohol or use drugs and ride.
- › Don't follow too closely. Leaving space gives you time and distance to make an evasive manoeuvre and to avoid a collision.
- › Always ride at a speed suitable for weather and road conditions.
- › Over one-third of motorcycle collisions occur at intersections; approach them slowly.
- › Look ahead for potential threats like potholes, other vehicles and loose gravel. The sooner you see it, the more time you have to react.

30 REASONS TO LOVE BEING A H.O.G.® MEMBER

H.O.G.® CELEBRATES THREE AMAZING DECADES

There are far more than 30 reasons to love being a H.O.G.® member, but here are our top picks – in no particular order – to help you celebrate and look forward to the next 30 years of unforgettable adventures.



1

The thrill of potentially finding your picture in *HOG*® Magazine Canada.

2

Because nothing tastes better than coffee and donuts before an early morning Chapter ride.



3

**“FRIENDLY
EXTENDED-FAMILY
TO BE A PART OF.”**

– Linda Vaillancourt,
Toronto, Ontario

4

“The feeling of being part of such a large global family, and owning such an iconic motorcycle that no other brand comes close to. The sexiest machines in the world.”

– Greg Rose, Flowers Cove,
Newfoundland

5

“Because at 50 years old, I finally realized my dream ... freedom! Weekends without known destinations. [The] Harley-Davidson [Brand] has changed my life for the better!”

– Danielle Perras,
Saint-Alexandre-d’Iberville,
Quebec

6

The great rides available at hogmagazinecanada.ca.

7

The thrill of collecting a one-off commemorative pin at a H.O.G.® Pin Stop.



8

The peace of mind that comes from standard H.O.G.® Roadside Assistance and the added security of extra coverage.

9

To be inspired to ride by the stories in *HOG*[®] Magazine Canada, eNews, and members.hog.com.

10

To read *HOG*[®] Magazine Canada on your iPad.

11

THE DESIGN, ORIGINALITY, AND COLLECTABILITY OF THE RENEWAL PINS AND PATCHES.

12

The instant connection with hundreds of thousands of fellow members around the world.

13

“The lifetime of friendships – although you may not see each other daily, it always feels like no time has lapsed when you reconnect.”
– Crystal Wiersma, Edmonton, Alberta

14

To enjoy your favourite photos at members.hog.com.

15

To brag about the kilometres you've ridden with the H.O.G.[®] Mileage Program

16

VIP treatment at participating Best Western Hotels.

17

The all-new members-only website: members.hog.com.

18

It's the only way to get *HOG*[®] Magazine Canada.

19

The exclusive H.O.G.[®] membership opportunity at the Harley-Davidson Museum™.

20

Because you've always wanted to ride to Greenwood, B.C., to scratch the letter 'G' on the 2013 ABCs of Touring.

21

“To attend great H.O.G. regional and provincial Rallies across our great Canadian landscape.”
– Renée Lessard, Saint-Henri-de-Lévis, Quebec

22

“The convenience, readability, and accuracy of the annual Touring Handbook – or as I refer to it, my Harley[®] bible!”
– Bernard Kendall, Sainte-Julie, Quebec

23

“Because nothing beats great friends during our charity rides, on great bikes!”
– Garry MacInnes, Windsor, Ontario

24

“A sense of confidence and comfort in knowing that you belong in a group with others that share the same passion for the H-D[®] Brand and lifestyle”
– Joan Race, Port Alberni, British Columbia

25

“Simply put, H.O.G.[®] enhances exponentially the overall experience of owning and operating a Harley-Davidson[®] motorcycle”
– Eric Elliott, Stanstead, Quebec

26

“Being able to stay current with what's happening across the globe, seeing the best spots to ride. Also, some excellent articles in the magazine.”
– John McFadden, Cremona, Alberta

27

“It's impossible to pull up beside another Harley[®] [motorcycle] owner and not share a sense of camaraderie, called 'Live to Ride, Ride to Live'.”
– Peter Byrne, Vancouver, British Columbia

28

“The benefits that come along with a membership.”
– Robert Bachtold, Kelowna, British Columbia

29

Knowing that you're a part of something much larger than simply owning a bike.

30

“THE FRIENDLIEST HARD CORE BIKERS YOU WILL EVER MEET.”
– Duarte Pita, Richmond Hill, Ontario

GEARED FOR TOURING

Enhance your touring experience with these storage solutions from Harley-Davidson® Genuine Motor Accessories

PREMIUM LUGGAGE FOR TOURING

The Harley-Davidson® Premium Touring Luggage Collection is comprised of eight unique pieces that expand your gear options for touring. Each is formed of 1680 denier ballistic nylon material with a UV-resistant coating. The bags feature integrated rain covers. Both the bags and rain covers are highlighted with 3M™ Scotchlite™ Reflective Material for enhanced visibility in low light and nighttime riding conditions. Multi-purpose, interlocking D-rings enable quick attachment of other Harley-Davidson® luggage pieces, bungee cords, or cargo nets.



SHRINK SACKS

Shrink Sacs maximize your motorcycle's luggage capacity by compressing bulky clothing to a fraction of its size. Simply load the bag with soft goods, seal it, and roll it to express the air. Each kit includes three bags, a carry handle, and a label area to mark contents. The medium Shrink Sack fits in saddlebags, Premium Luggage, and Tour-Pak® luggage. The large Shrink Sack fits Tour-Pak® luggage, Tour-Pak® Rack Bags, and touring bags.



TOUR-PAK® RACK BAG

Featuring a reinforced plastic tub that maintains the bag's shape and protects belongings, the new Tour-Pak® Rack Bag delivers 20.5 x 13 x 9.5 in of storage capacity, with six spacious pockets. It mounts on a Tour-Pak® luggage rack and is easily removed for overnight stays.

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For more information on these and other Genuine Motor Accessories,

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UNITED BY INDEPENDENTS

ASK TO HEAR THE INNOVATION FOR YOURSELF

FREEDOM 55

Empty nesters discover their reclaimed freedom on the road.

By **Andy & Anne Wiebe**

I've had my motorcycle licence since I was 16 years old and have ridden bikes of various brands, including Honda, Ducati, Yamaha, and Suzuki. We married in 1973 and the kids came along shortly after that. We focused on raising a family, buying a house, a car, and the like. I didn't have a motorcycle for many years, mostly because we couldn't afford the toys. Once the kids graduated, got married, and headed off on their own, I started thinking about motorbikes again. It had always been a dream to travel all over North America with my wife, Anne. I purchased several motorbikes before we settled on a 2004 Harley-Davidson® Ultra Classic® Electra Glide® motorcycle. I later purchased a 2007 Ultra Classic® Electra Glide® motorcycle, and two years after that, traded it for a new, 2011 Ultra Classic® Electra Glide® motorcycle, which we are riding today.

In the winter of 2012, we put our bike on a trailer and towed it to Mesa, Arizona, where we found a place to stay and enjoyed many day trips. On one of these trips, we rode two hours to Sedona and enjoyed the hilly scenery there. We also really enjoyed the sites in nearby Jerome and Prescott. Jerome was built on the side of a mountain; I realized while riding there that I had better have all my bulbs burning in all those switchbacks. We spent a week at a time on the



THE TUNNELS AND ROCK FORMATIONS ON THIS RIDE THROUGH THE TOWN OF CUSTER ARE UNFORGETTABLE.

road, and ended up in Palm Desert, California. Between Cottonwood and Palm Desert, we experienced a wind and sand storm like never before. It was dangerous but we were able to keep it together until we got to an off-ramp, where the strong winds got the better of me. When I came to a stop, I couldn't hold the bike any longer and it fell on its side. There we were, standing beside a downed bike in the middle of the lane with traffic backing up quickly. Embarrassing I know, but that is what happened; thank God for

the fine young gentleman who came to our rescue.

We stayed with friends for a few days and enjoyed a steak barbeque, cold beer, and amazing wine. We swapped stories and had a lot of laughs. We left Palm Desert, drove south through the hill country, and were quickly back in Arizona, where we stopped in Yuma. We carried on to Tucson and took a tour through the airplane bone yard – the Pima Air & Space Museum – which is very interesting and well worth the stop. If you are ever

in Tucson, it's a must-see: rows and rows of jet engines, airplane bodies, and even a VIP plane that Jacqueline Kennedy once flew in. We then went on to Tombstone, where we caught a re-enactment of the Gunfight at the O.K. Corral. I met a fellow on the street with a holster and Colt 45 pistol, a gun that I have always wanted to handle. He allowed me to hold it but I dared not pull the trigger, as I had heard that carrying a loaded pistol in Tombstone is legal. By nightfall, we were ready to head home to Mesa. This had been an amazing ride and a great experience.

Anne and I have taken many motorcycle trips together but had yet to visit the Black Hills in South Dakota. We've also wanted to visit Sturgis, South Dakota, so this year we made the trip. And although we did not experience Bike Week, we loved visiting the area and really had a good time riding. The weather was amazing for the time of year: lots of sunshine and 27 degrees Celsius every day. The colours and scents were intoxicating, and as anyone who rides a bike knows, those sensations are more amazing on a bike than in a car. We stayed in nearby Hill City and enjoyed the town's hospitality and fine dining. We then took in Mount Rushmore, the Crazy Horse Memorial, and the Needles Highway; now that is some fine sightseeing and riding. The various tunnels



COLOURS AND SCENTS WERE INTOXICATING, AND AS ANYONE WHO RIDES A BIKE KNOWS, THOSE SENSATIONS ARE MORE AMAZING ON A BIKE THAN IN A CAR.

on Highway 87 were so much fun; it was fascinating to see how the road was hewn out of the rock. I had to coax Anne to look over the edge, as she does not like heights, but we really needed some pictures of this beautiful sight. The tunnels and rock formations on this ride through the town of Custer are unforgettable. We loved the Iron Mountain Road that took us north to Keystone, where we spent a good portion of the day just looking at the shops and enjoying the local restaurants.

We stopped, of course, at the Harley-Davidson® Dealer in Sturgis and made a contribution to the local economy. We can't pass a Harley® Dealer without getting a souvenir, but then, most of you already know that!

We also stopped at a place called the Loud American Roadhouse to have lunch and a cold drink. The food was great and the service was excellent with smiles all around.

Following a tip (and directions) from an employee at the Harley® Dealer, we headed off to Spearfish Canyon, near North Lawrence. After a few wrong turns and yet more directions, we found our way quite easily. On our way back

north, we stopped in Sheyenne Crossings, where we met another couple riding; they were from back home, and we spent some amazing time together. We then rode through the town of Lead and returned to Hill City via the Vanocker Canyon Road. We finished the day off with a steak supper and a glass of fine wine at the Alpine Inn; now that's some fine European dining! A lesson learned in the Black Hills of South Dakota was that it's

impossible to take the wrong road; it's just another great way to get to where you're going.

All in all, we spent one week in Hill City taking day trips. By the time we left, we realized we had only scratched the surface of all there is to enjoy in the area. We made our way back home safely and are currently planning our next road trip. We have grandchildren in Squamish, British Columbia, so that must be our next big adventure!

HOOKED ON TOURING

Novice touring riders embarks on an epic 17-day adventure through Utah, Colorado, Arizona, and Idaho.

By **Michele Hengen**

My husband Les and I are new to the world of touring by motorcycle.

In 2010, we purchased our Harley-Davidson® Electra Glide® Ultra Limited motorcycle, and have loved every moment we've gotten to spend on it. We live in Alberta, so our season for riding is short. To increase the time we can spend on our bike and to give us a home away from home, Les customized a 32-foot cargo trailer. He provided comfortable living quarters and a large garage in the back to haul our bike and gear. We chose the Electra Glide® model for its ease of storage and riding comfort. I am also an amateur photographer, and the trunk space easily fits my equipment with some room to spare.

Reflecting on our 17-day road trip, there are many moments that stand out. We rely heavily on our H.O.G.® Touring Handbook to determine where we should establish a home base for the recommended rides. On March 18, we headed south with our bike safely strapped down, which was a painful learning process! This was followed by two days of getting far enough south to find weather that was warm enough for us to ride in.

Our first ride was a loop from Richfield, Utah, through Panguitch and Escalante,



RIDING ALONG DESERT VIEW DRIVE PROVIDED LOTS OF OPPORTUNITIES TO STOP AND GAZE IN AWE.

and then back to Richfield. Though we didn't stop at Bryce Canyon on this trip, there were similar picturesque landscape formations along the route. After a picnic lunch at the Escalante Visitor's Center, we were treated to some absolutely amazing views and riding as we

headed to Boulder. It was well worth the ride!

From there, we did the loop through Zion National Park and moved camp to an area around St. George. Zion is beautiful, with many terrific photographic opportunities. The town of Springdale, Utah, at its

entrance has some funky shops and galleries, and is a great first stop to stretch before you head into the park. Heading east out of the park continued to provide all sorts of beautiful vistas, but heading back west was a frigid ride over a pass. We wore heated gear, but we were



without a ride to the Grand Canyon. Flagstaff provided a home base from which we explored Sedona one afternoon (we could have spent much more time there) and the Grand Canyon the next day. We entered the park at the South Rim entrance, but if you want to avoid long line-ups, the east entrance would be better. The Canyon is beautiful, and riding along Desert View Drive provided lots of opportunities to stop and gaze in awe.

Our next camp was at Monument Valley in Utah. On the way, we stopped at Cameron's Trading Post, where you could purchase artwork and souvenirs – it's worth a stop. Les and I toured through this area several years ago, but I had recently read in a tour book that Monument Valley had limited access for travellers, so at the time, we by-passed it. Over the years, we regretted that decision, so on this trip, we took the time to drive through the area that had public access. Wow! It was worth it! Unfortunately, the road was too rough for our bike, but we enjoyed the magnificent monuments from our truck.

Then, the plan was to stop for a few days in Moab. With the Jeep Safari event happening, our timing was not perfect, but we were booked up and continued on to Green River. We thoroughly enjoyed the quieter campground and were still close enough to Moab to easily take in all that it had to offer. For the next few days, we

relaxed in the mornings and rode in the afternoons, taking in Goblin Valley, Little Wild Horse Canyon, Arches National Park, and Canyonlands. A highlight was the drive from Moab to Cisco. We drove this short stretch in the late afternoon as we were heading home, and we were totally in awe of the red cliffs along the Colorado River.

Unfortunately, it was time to start heading home, but we broke the return trip back into three days with a stop at Lava Hot Springs, Idaho, and Missoula, Montana. The hot

springs were a treat, and Missoula was warm enough to unload the bike one last time for a short ride. We drove the first half of the recommended ride to Lewiston and once again drove through some snow at the top of the pass! The next day, we drove by Flathead Lake and then crossed the border back into Canada.

This was our third major trip with our bike and trailer, and it will certainly not be our last. Next fall, Southern British Columbia and Washington, here we come!



Top: My husband, Les Hengen, on Highway 128 going northeast out of Moab, Utah. Left: Cameron Trading Post, Arizona. Above: A souvenir store in Hackberry, Arizona; they had all sorts of old memorabilia in their yard.

not prepared for the sub-zero temperatures that we rode through for about half an hour.

Our next destination was Kingman, Arizona, where we took a couple of rides on the legendary Route 66. We rode the winding road to Oatman, and the next day headed east to Seligman. A treat for me was Hackberry, where I spent quite a bit of time photographing the vintage cars and trucks at the Hackberry General Store. Of course, no trip to northern Arizona would be complete

LEARNING THE ROPES

Ontario rider learns that you're never too old to explore new passions.

By **Dona Brown**



Not quite a bucket list but more of a “things to do”, this story begins when I was about to turn 50 and I decided that there were still a few things that I hadn’t done yet, particularly on two wheels. My husband had ridden a police bike for a few years, so getting his support turned out to be quite easy, as long as I took the Canada Safety Council’s rider training course. My local college just happened to send out a continuing education course schedule that included the motorcycle M1 course, the first step in obtaining a full rider’s licence under Ontario’s graduated licensing program. So I signed up, wrote and passed the beginner’s test, and then I was off to take the Safety Council course.

There were only a few ladies in the class amongst the many male students, a mix of young and old. I’m pretty sure I was the oldest student in the class. After the classroom lectures were done, we headed out to our entry level, 125 cc bikes. They were light enough that I could walk mine out without much ado. Then – imagine this – we actually had to start them up and get on them. Next, we had to ride around in circles one after another. I’m sure the huge gap between me and the bike ahead of me had the instructors wondering if I was afraid of “following too close” (that was my excuse, anyway). What I didn’t have was the right footwear: the boots I was wearing were just too heavy and

cumbersome for the little gear shifter and brake pedal, and I wasn't navigating through any of it too smoothly. One of the instructors even offered me his boots! When the day was over, I was on the hunt for more suitable footwear.

The next day, I gained much more confidence. I was riding in circles and weaving around pylons with everyone else. Learning emergency braking techniques was a little trickier. I wasn't so keen on getting my speed up just so I could then slam on the brakes. What was the value in that? Oh well, I had to do as I was told if I wanted to pass. After we were all well-rehearsed on the final day, we each took our riding test. We were told that if we dropped the bike or crossed the lines, we were done. After the first bike was dropped (and the rider out), I certainly felt stressed. Fortunately though, I didn't drop my ride and so I was good to go with an interim (M2) licence in hand.

We lived out of town in a small subdivision with paved roads. I started riding my used, non-Harley-Davidson® motorcycle around the subdivision. I remember how excited I was to actually get up to 50 kilometres per hour. I quickly learned that paved is good and gravel is not. Our driveway was a mix of sand and gravel. One day while getting off the bike, I put my kickstand down as usual and started to dismount. The kickstand sank into the sand and down "we" went. Actually, I really didn't want to damage my used 1986 bike, so I went down just to cushion its fall from grace. Luckily for me my husband was in the garage. He picked up the



WHAT DID WE SEE, BUT A PAIR OF MATCHING MOTORCYCLES, GLEAMING AND GLISTENING IN THE BRIGHT LIGHTS. **THEY WERE BEAUTIFUL!**

bike so I could get out of my predicament. Like I said: paved is good, sand and gravel are not.

As I continued my trips around the subdivision, I was very mindful of sand and gravel kicked up onto the paved roadway. I wondered why there were so many inattentive drivers swerving off the road onto the shoulders, spreading around potentially dangerous material. I've learned that these drivers are everywhere! What driving school did they come from? They wouldn't have passed my motorcycle course – they clearly drive outside the lines.

Then the day came when I could actually drive 80 kilometres per hour. I felt like my training wheels were about to come off and I was actually going to venture out onto a

county road. And so I did, ever so gently. I am sure that my knuckles were white under my black gloves. As I met up with an oncoming motorcycle, the rider waved at me. I wondered who it was and how he/she recognized me. I couldn't tell if the rider was male or female and my eyes were pretty much fixed ahead of me, making sure I didn't hit anything. A few more outings on that same road and every oncoming rider continued to wave. What was with this? Who were these people? I told my husband about this and was informed that motorcycle riders wave at each other. Strange, I thought, but okay, I'll roll with it. The next time I was out I tried "the wave", but I was not going to let go of the handlebar, so I pretty much just

lifted a finger or two (hope it was the right finger).

It didn't take long until I was riding on a major highway. Unfortunately, to get to a destination where you could get a cup of coffee or a snack from where I lived, you had to drive the distance. I really was in the boonies! My bike was not designed for distance ... nor was my butt. Time for a bigger bike, my husband said, so we started shopping around.

Around that same time, we both retired and were living temporarily in Kingston, Ontario, while our retirement home was being built. We stopped in at the Harley-Davidson® Retailer in Whitby and what did we see, but a pair of matching motorcycles, gleaming and glistening in the bright lights. They were beautiful! One was an Ultra Classic® bike and the other a Heritage Softail™ Classic bike with more bling than any gal could ask for. In my mind, they were calling our names, beckoning us to adopt them. Elated, we test-rode a couple of demos. I must admit that the test drive was actually a big selling point for us. I was indeed nervous, because here we go again, another engine size increase to 1,585 cc ... but I could not believe the difference! This bike was easy to handle, with evenly-distributed weight and a smooth ride.

My husband thought I should have something easier to handle with proper weight distribution before I took the M2 exit course. So we traded in the old for the new and have never looked back. And yes, I actually did pass the course – thanks for asking.

We've since ridden our bikes to Sturgis and back, twice.

2014 REGIONAL/ PROVINCIAL RALLIES

> Squamish, B.C.

> Regina, Sask.

> Saint John, N.B.

> Saint-Hyacinthe, Que.

July 3rd-5th, 2014

14th Western Regional H.O.G.® Rally
Squamish, B.C.

July 10th-12th, 2014

6th Prairie Regional H.O.G.® Rally
Regina, Sask.

July 17th-19th, 2014

22nd Atlantic Regional H.O.G.® Rally
Saint John, N.B.

Aug 14th-16th, 2014

18th Quebec Provincial H.O.G.® Rally
Saint-Hyacinthe, Que.





MEMBER BENEFITS DO'S AND DONT'S

H.O.G.® **yearly packages** are sent upon renewal. If you have a July 2013 expiry date for instance, you can renew in January 2013 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.

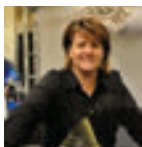
Members receive the year-specific H.O.G.® **pins and patches** when renewing. In the first year of H.O.G.® Membership, the H.O.G.® (eagle) pin and patch are sent out, not the year specific ones. These are received for the first time on your first year of membership renewal.

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

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

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DESIGNING A CELEBRATION

A behind-the-scenes look at the making of the unique Harley-Davidson® anniversary branding.

While the rich heritage of Harley-Davidson Motor Company is celebrated continuously, special attention is being given to marking the birth of the Company in 1903. As far back as 1913, just five years after the incorporation of the Company (and ten years after it was founded), the founders reflected on how far they had come from humble beginnings. In modern times, the tradition is to observe the anniversary of the Company every five years with parties, rides, and commemorative products. The distinctive anniversary logos and the coveted, limited-edition bikes



Above: 85th, 95th, 100th and 110th Anniversary Edition motorcycles, each with special, limited-edition trim. Top Right: Studies for the 100th Anniversary logo. Bottom Right: Samples from the paint development process for the 110th Anniversary models, alongside pigments used in making the final colours.

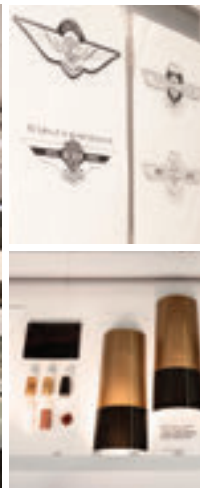
pay tribute to the longevity of the Brand and provide inspiration as we look forward. The industrial design process that yields these special hallmarks is explored in *Designing a Celebration*, the newest exhibit at the Harley-Davidson Museum™.

Since the 75th Anniversary, a special logo or family of logos has been designed by the Harley-Davidson® Styling Department. These designs generally hearken back to emblems of the past, most notably the eagle wings and the H-D® Bar & Shield, which first appeared together in the 1930s. Hand-lettered scripts provide unique, never-before-seen lettering.

Versatility is a key quality, as the logos will be used on all sorts of merchandise, from motorcycle trim to jewellery to embroidered clothing. *Designing a Celebration* gives us a glimpse into this complex artistic process, from raw “napkin” sketches to computer-aided drafts.

Styling’s Manager of Graphic Design, Paul Martin, explains the philosophy behind logo design: “A logo has to be viewed as a whole; it needs to be read graphically rather than culturally. Culturally we read left to right, top to bottom. In designing logos, you have to think of it as a silhouette ... a pleasing silhouette with very good balance and harmony.”

Chief Stylist Ray Drea further describes the thought process: “The first step is determining the composition. What are the components and their proportions? How big is the Bar & Shield going to be in this design? How are you going to do the wings? Will they be vertical or horizontal? How many feathers? Will it have a fine texture? Will it be basic, more art deco? And so forth.”



For the 110th Anniversary, two logos were created: a single directional wing for the tank medallion and a double-winged, symmetrical version for other bike trim pieces and merchandise. The design process was a collaboration. Willie G. Davidson got things started with a set of initial sketches. The options were reviewed and then refined in collaboration with Ray Drea and others in Styling. Paul Martin finalized the 3-D design.

Since its 85th Anniversary, Harley-Davidson has broadened the scope of its celebrations and increased the efforts put into commemorating each subsequent anniversary

with truly special “Factory Custom” Anniversary bikes. *Designing a Celebration* shows how the special editions push the envelope. Ray Drea elaborates: “We want that Anniversary bike to be special, but we are also using its design as leverage to challenge ourselves.”

By way of example, the cloisonné tank medallion on the 90th Anniversary bikes was an unheard-of extravagance in 1990s motorsports. The “liquid metal” finish on the 100th Anniversary bikes set a new standard in mass-produced painted surfaces and required a six-year development process to perfect. While the buffed-bronze medallions and rich, detailed paint scheme give the 110th Anniversary Edition bikes the look of one-off, custom works of art. In fact, each of the medallions is hand-buffed, so no two are exactly alike.

Because these are collectible motorcycles, classic paint schemes that stand the test of time are chosen. Since there are Anniversary editions across many different models, the scheme has to look as good on a Sportster® model as it does on a Touring bike. In the case of the 110th Anniversary Edition models, the colours were chosen to serve as a beautiful background for the bronze nameplate. Dozens and dozens of formulas were mixed over several years and scrutinized not only for how they would look on a Retail Store floor, but also (and most importantly) for how they would look in direct sunlight.

These unique logos, finishes, and features don’t come easily; unparalleled creativity, experimentation, and energy go into each one. From pearl coats to polished metal, the smallest details are subject to intense design analysis.

THE GARAGE MARKETPLACE

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CANADIAN EDITION

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It's time to pick a new logo to represent the official riding club of Harley-Davidson. And because true classics never go out of style, we're talking about an evolution, not a revolution. Just some small changes to keep a timeless look up to date.

H.O.G.® is your club. this is your logo. So we want your voice to be heard. We've created four new options, and now it's up to you to pick the one you like best.

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TYING THE KNOT AT AN H-D® RETAILER

Photo and text provided by Duke's Harley-Davidson®



For the past year, Sue and Don Brown have shared their love of the road.

Now, they've used that same passion to share their love for each other.

The Chatham, Ontario couple were recently married at Duke's Harley-Davidson® outside of Blenheim, Ontario. They joked about the idea at first, but then decided to go for it, believing there was no better place. "We just wanted something that's simple and something that's us," Don said before the ceremony. The wedding party, decked out in Harley-Davidson® MotorClothes® apparel as well as flowers in the official Harley-Davidson® Brand colours, stood on a platform in front of an array of motorcycles.

"I thought about it, and

thought why not?" said Sue, who has more than 30 years of riding experience. "Short of grocery shopping, we take our bikes everywhere."

She got her motorcycle licence before her car licence, and never looked back. Don has been on a bike for only about a year, but says there was no peer pressure needed. Although she did end up teaching him how to ride, "I've always wanted to, and never got around to it," he said. Don favours a Harley-Davidson® Fat Boy® motorcycle, while his wife rides a Harley-Davidson® Sportster® model. Sue acknowledges that they are usually busy with work, but are looking forward to their honeymoon that will last all summer long, and will see them riding the open roads.

★ THEY JOKED ABOUT THE IDEA AT FIRST, BUT THEN DECIDED TO GO FOR IT, **BELIEVING THERE WAS NO BETTER PLACE.**

She recognizes that she also shares a special bond with other Harley® enthusiasts, especially if one is stranded on the side of the road. "You meet the most wonderful people," she said. "There's no Harley® rider in the world that wouldn't stop and help me."

Duke's Harley-Davidson® general manager, Chris Hall, knows that riding is a lifestyle

for many people. Sue and Don's wedding was the first to ever be held at the Retailer and he believes it was the first at any Harley-Davidson® Retailer in Canada. He's pleased the Browns chose the shop for their special day, and said that other couples are welcome to do the same. "[They're] not just good Customers, but great people," said Hall.

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SEPTEMBER 2013

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