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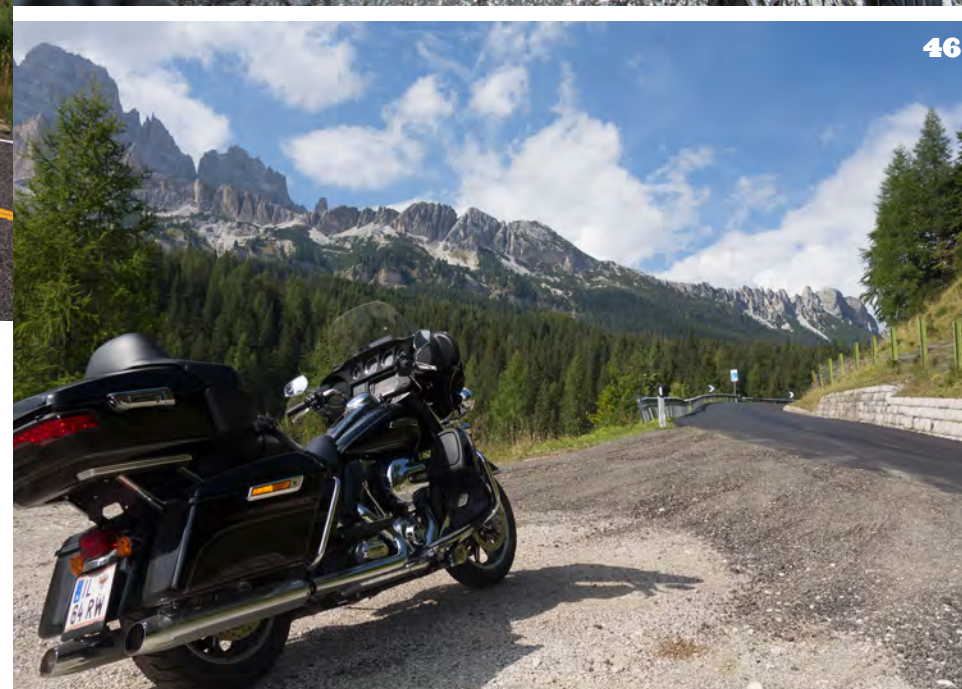
Introducing the 2016 Harley-Davidson® CVO™ lineup.

ON THE COVER

A 2016 H-D® Heritage Softail® Classic motorcycle completes the scene at New Mexico's White Sands National Monument, one of the stops on the Myths & Legends 2015 H.O.G. National Touring Rally. See Page 26 for more. Photo by **Mike Zimmerman**.



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INTAKE

FROM THE EDITOR

If Mama's Happy ...



HERE'S A QUESTION I NEVER HAD TO ANSWER UNTIL RECENTLY:

If your passenger falls asleep on the back of the bike during a ride, is that a good thing or a bad thing?

I've been blessed during my time at Harley-Davidson to be able to do a lot of amazing things on a motorcycle, but I recently got to do something really cool for the first time: I went on a long road trip with my wife, Erin.

This was a big deal for a few reasons. First, with two school-age kids at home, it's pretty rare for us to get any time alone. But taking off for nearly two weeks without them? Unheard of. Our trip to Austria (see European Vacation, Pages 46-51) was our first trip without the kids in 11 years.

Then there was all the stuff about riding two-up on a motorcycle to consider. I've ridden with passengers a few times over the years but never with someone as important as the mother of my children. Was she going to get freaked out by my riding? Would she be a backseat rider? Would she complain about being cold, wet, and miserable?

As it turns out, she was a great passenger. And once we worked out a good procedure for mounting and dismounting, we had no issues during the ride.

Here are a few other things I learned about successfully riding with a spouse or any other passenger for that matter:

- Slow down and speed up smoothly so your passenger doesn't look like a bobblehead doll.
- This is even more important if you both have full-face helmets, unless you like getting whacked in the back of the head yourself.
- Don't ever let your passenger get wetter than you.
- Don't ever let your passenger get colder than you.
- The last two are easier if your passenger is wearing *all the gear, all the time*.

Before the trip I suited Erin up with the best gear I could find: a leather FXRG® jacket with a liner, full-length gloves, a good rain suit, and a full-face helmet. About the falling asleep thing ... it happened in the middle of a corner descending a twisty mountain road in the Alps. As I leaned the bike into the curve, I felt a big shudder and weight shift at the back of the bike. It kind of freaked me out, so I yelled back, "What just happened?" No answer. A few seconds later, "I think I fell asleep."

The best answer to my question might be one final tip about successfully riding with a passenger: plan for plenty of coffee stops.

MATT KING

FEEDBACK



Ain't No Mountain High Enough

The Between the Lines article, "Because It's There," in HOG® 032 was very interesting and informative. I live in Montana and spend much of each (short) season riding back roads in the Rockies, Bitterroots, Cascades, and Cabinets. What a privilege! Several of Mike's suggestions are important and useful, but I'd like to add another one: invest in a GPS.

My wife gave me one for Christmas a couple years ago. I mounted it on my trusty 2009 Road Glide®, thinking it would be useful for navigation. And it was! But there was another huge benefit that I never realized until a trip to California. As I was leaning into a tight turn, I thought to myself, "I wonder what's on the other end of this curve; does it straighten out or tighten up?" Then I glanced at my GPS and could see the fairly long straightaway ahead. It's slick - I can "see" around the curves so I know what to expect next.

BILL GREER
Via email

I had a question about the Between the Lines "Because It's There" article. I consider myself an average rider, but when it comes to the twisties I have trouble. I find it difficult to balance my view of the road ahead with avoiding potholes, ruts, road repair deformation, and other obstacles. Here in California we have many such road hazards. How do you balance the road ahead with the road's various hazards?

ED OLDYNSKI
Martinez, California

That's a good question, Ed. One answer is "practice and experience." It's a skill to keep one eye (so to speak) on what's immediately ahead of you and one eye on what's coming up. Good "scanning" technique comes with experience, especially on challenging mountain roads. Perhaps more important is to always ride within your skill level. Don't be pressured by those you're riding with - or anybody else - to ride faster than you want to on such roads. Take them at a pace that makes you feel comfortable. —Ed.

Giving the Wave

I read Kevin Kohler's "Last Stop" in 032, and I agree with his institution of the hand salute. In H-D's words, "It doesn't matter what you ride - just ride." We're all out there on two wheels. We're all brothers and sisters in our endeavor to let go of the rat race for a bit. We're all in harm's way when a cager is texting in La La Land out on the road.

I give the wave as a slanted downward number one with my left index finger. The only times I don't salute are when I'm in difficult riding situations, like navigating a sharp turn, or when I need to use the brake and clutch levers. I salute anyone on a motorcycle, but I do hesitate when I'm passing a three-wheeler or a scooter. In the end, I guess I should honor them for operating that two-wheeler. Who knows, maybe that person on the scooter is practicing for the day when they get something bigger.

PETE SHEPPARD
Brookhaven, New York

"... H.O.G. chapters and members can be one of the greatest resources for learning about the best local places to ride and eat ... But I don't think these should be secrets. ... I think sharing this information would be one more way to take our H.O.G. membership to the next level." WALLY PEREZ, Jacksonville, Florida

I'm not sure who put Kevin Kohler in charge of deciding what the proper Harley wave is, but I'll wave how I want to. I'm not too concerned with being cool. I just returned from a ride from Tucson, Arizona to Durango, Colorado and back on my 2014 Ultra Limited and passed hundreds of waving bikers along the road. Most waved, and I gave them a happy, palm-up hello in return, just as I would if I wasn't riding. You can be as cool as you want - I'll just enjoy the ride.

ZEKE CARLSON
Tucson, Arizona

Divided Runaways

I just finished reading the article about the Highway Runaways in the latest HOG magazine. I've also seen several pictures through Instagram. I ride a Harley® motorcycle and would love to participate in a ride like this if the opportunity ever comes again.

SUSI MAGENHEIM
Via email

I'm disappointed by your coverage of the Highway Runaways and subsequent portrayal of women riders. The substance of the article was lost and overshadowed by photos that set back the dignity of any woman who has earned her place in the saddle. Where's the respect? A photo shoot of half-clad women draped over bikes is more appropriate for other categories of motorcycle publications. Where's the

story of the trip? The premise was great - following in Effie's tire tracks. But this (and the website) is just a series of photo shoots. I expected better.

C. A. "CAT" GRABOWSKI
Medford, New York

As Lana MacNaughton, who organized and photographed the Highway Runaways ride, describes her work, "I created The Women's Motorcycle Exhibition to document the new wave of modern female motorcyclists. I want to reveal the brave, courageous and beautiful women that live to ride. The show is a vehicle which promotes a new perception of female empowerment and inspires an independence and liberation through motorcycling." —Ed.

Onto the Iron Horse

Mike Zimmerman's "A Cowboy State of Mind" in 032 was a great article on the Wyoming rodeo scene, but you missed something. As an old, beat-up barrel racer I can assure you that once us cowpokes get too sore in our saddles to swing a leg anymore, we do find freedom again on the backs of iron horses. It's the exact same feeling of freedom we found aboard our trusted equine athletes. So while they might be busy now fighting for the right to ride in Vegas, the day will come when those same boys get a little gray (and a little wiser) and will swing their leg over some shiny iron.

LYNN STADEL
Hennepin, Illinois

TABLET

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GET THE DIGITAL EDITION OF HOG MAGAZINE for exciting bonus content: expanded photo galleries, behind-the-scenes interviews, exclusive videos, and more. Available for iPad, Android, and Kindle Fire tablets. Go to hog.com/tablet for details.



Ride to Eat

Responses to Glen Abbott's Rally Point call for favorite road food spots ...

As a member of the New River Gorge H.O.G.® Chapter, I look forward to our annual group ride to Paint Bank, Virginia to eat a meal together at the Swinging Bridge Restaurant – it has a bridge above it connecting one side of an upstairs gift shop to the other. A large working fireplace is the center point of the restaurant, and with cornhole and horseshoes, waiting before (or after) a meal is actually fun. But besides a great experience, the main reason to go there is for the buffalo burger and other buffalo entrées.

BILL KUHN

Summersville, West Virginia

On an annual Harley motorcycle road trip, I stopped in Salmon, Idaho at the Junkyard Bistro. The Garlic Junkyard Burger is entirely over the top, far beyond other burgers. I would go back to Salmon just for another and probably will when I head from California to Wisconsin next year. It's just that good.

BRIAN THOMAS

Woodbridge, California

Agawam Diner in Rowley, Massachusetts has great pie! We often have pie runs – ride there, have a piece of pie, and then ride some more!

STEVE LINSKY

Via email

If you're in Illinois and like crowds of bikers, Poopy's Pub n' Grub is the place to go. While it might be a laid-back biker bar where you can get tattoos and watch live bands, all you really need to do is order The Big Poop – a massive one-pound burger grilled to perfection. Heads up: You'll need both hands for this one.

JERRY TAYLOR

Plainfield, Illinois

Pass the Knowledge

Tim Budzien's article "Best-Kept Secret" in issue 032 really epitomizes Harley Owners Group®. My wife and I have been members of our local chapter for a year, and we go on just about every ride our chapter has. I've lived in the Fresno area for 36 years and thought I knew the place. Thanks to our group, we've been to dozens of back roads, eating joints, and out-of-the-way places. We'll have to keep riding with them because a lot of these places I'll never be able to find again! Thanks to our chapter's director and road captain, we've had a fabulous year of riding, including an eight-day, 2,500-mile trip – mostly on back roads – from Fresno to northern Washington.

JOHN LLOYD

Fresno, California

I agree with Tim Budzien that H.O.G. chapters and members can be one of the greatest resources for learning about the best local places to ride and eat (and have a beer). But I don't think these should be secrets. That's why when I was at the H-D 110TH Anniversary Celebration in Milwaukee, I asked a

H.O.G. executive, "What if there was a way that local chapters could submit and share their wealth of knowledge?"

But wait, there's a way! There's the H.O.G. website. How cool would it be when planning a trip to Austin, Texas if you could see where the local riders go for good Tex-Mex food and margaritas? It might take time to get all this information, but just think how incredible it would be to know where our fellow Harley riders hang out. It's just my opinion, but I think sharing this information would be one more way to take our H.O.G. membership to the next level.

WALLY PEREZ

Jacksonville, Florida

WHAT'S YOUR STORY?

We welcome your letters, photos, and riding stories. Please email yours to hogmagazine@harley-davidson.com or mail them to HOG magazine, P.O. Box 453, Milwaukee, WI 53201. Please include your name, address, and telephone number and/or email address. All submissions become property of Harley-Davidson. We reserve the right to edit submissions for length and content.

CORRECTION

In "Power to the Cruisers" and "One for the Ages" (HOG 032), we incorrectly identified the engine in some 2016 Dyna® and Softail® models. All 2016 Dyna and Softail models (except Softail Slim S, Fat Boy® S, and Street Bob® models) are equipped with the High Output Twin Cam 103™ engine.

FROM THE OWNERS GROUP

Operation Personal Freedom

RIDING A MOTORCYCLE IS A GREAT WAY for a military veteran to deal with the stress of returning home from active duty. But don't take my word for it – check out the powerful story of John Roberts in "Spotlight" on Page 24. It's the kind of story we want to hear more and more often as military personnel continue to come home from difficult circumstances overseas.

To help make more such stories possible, Harley-Davidson is extremely pleased to announce Operation Personal Freedom, an extension of our offer to provide free Harley-Davidson® Riding Academy rider training to all current and former U.S. military personnel. Plus, for 2016, we're also making the program available to first responders, including firefighters, police officers, and Emergency Medical Technicians (EMTs).

Harley-Davidson's official association with and support of the military goes back nearly 100 years. It's a natural fit, for a lot of reasons. For one, both are all about *freedom*, whether we're protecting it, exercising it, or celebrating it. For another, camaraderie is an important component of both riding and military service. And this is something I can attest to personally.

I bought my first Harley-Davidson® motorcycle while on active duty as a helicopter pilot with the U.S. Army. I learned to ride on base. My first riding partners were my fellow soldiers.



So I know how it feels to trust and depend on someone in tough conditions – as well as on the road. I also know how valuable riding can be when you're struggling to find some peace of mind to keep you going through difficult circumstances.

Through our training program, we've already taught thousands of veterans and active-duty military personnel to ride, at no cost to them. Our goal, through the end of 2016, is to teach thousands more. And hopefully right about now you're thinking, "This sounds great! What can I do to help?"

The answer, of course, is to spread the word. Even if you don't know any veterans or first responders personally, chances are you know somebody who does. Start a conversation. Thank them for their service.

Share your riding stories. Let them know what riding has done to change your life. And tell them about the program, so they can start to think about how much it might change *theirs*.

This really is an amazing opportunity. It can do a world of good for a lot of brave people doing very important jobs. All we have to do is let them know about it. (For complete information, visit h-d.com/hdsalute.)

I plan to do my part. Will you?

CHRISTIAN WALTERS

Harley-Davidson Managing Director, United States



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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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Chairman of the Boards

The iconic Harley-Davidson board track racers of the 1910s-20s provided the inspiration for the team at Yellowstone Harley-Davidson in Belgrade, Montana – U.S. winners of the inaugural Custom Kings customization competition. But those vintage bikes wouldn't stand a chance against this turbo-charged "next generation" board tracker, which started life as a stock H-D® Street® 750 motorcycle.

"One thing we learned is how great the Street models are for garage building," says team leader Alex Stewart. "You can create a masterpiece. It just takes a little creativity and passion."

The result is a unique and powerful creation – one that turns a lot of heads and draws interest from all over the world.

"We've received a number of calls from out of state on the bike, plus a lot of interest when it was on display at Sturgis. We even had a guy contact us from Australia about the bike! Locally, we have had a lot of great feedback, and everyone is really excited about the entire project."

In 2016, the Custom Kings contest shifts focus to Sportster® models, and you can follow the progress on Instagram and Twitter at #HDCustomKings.

Photograph by Kaes VanderJagt/24 Clicks Photography





Home of the Bravetown

Eugene Marino services the clutch hub on his Shovelhead chopper at Bravetown, a collaborative shop in Chicago. For a closer look at the Chicago riding scene, see "Cruising the Windy City" by Josh Kurpius on Page 38.

Photograph by Josh Kurpius



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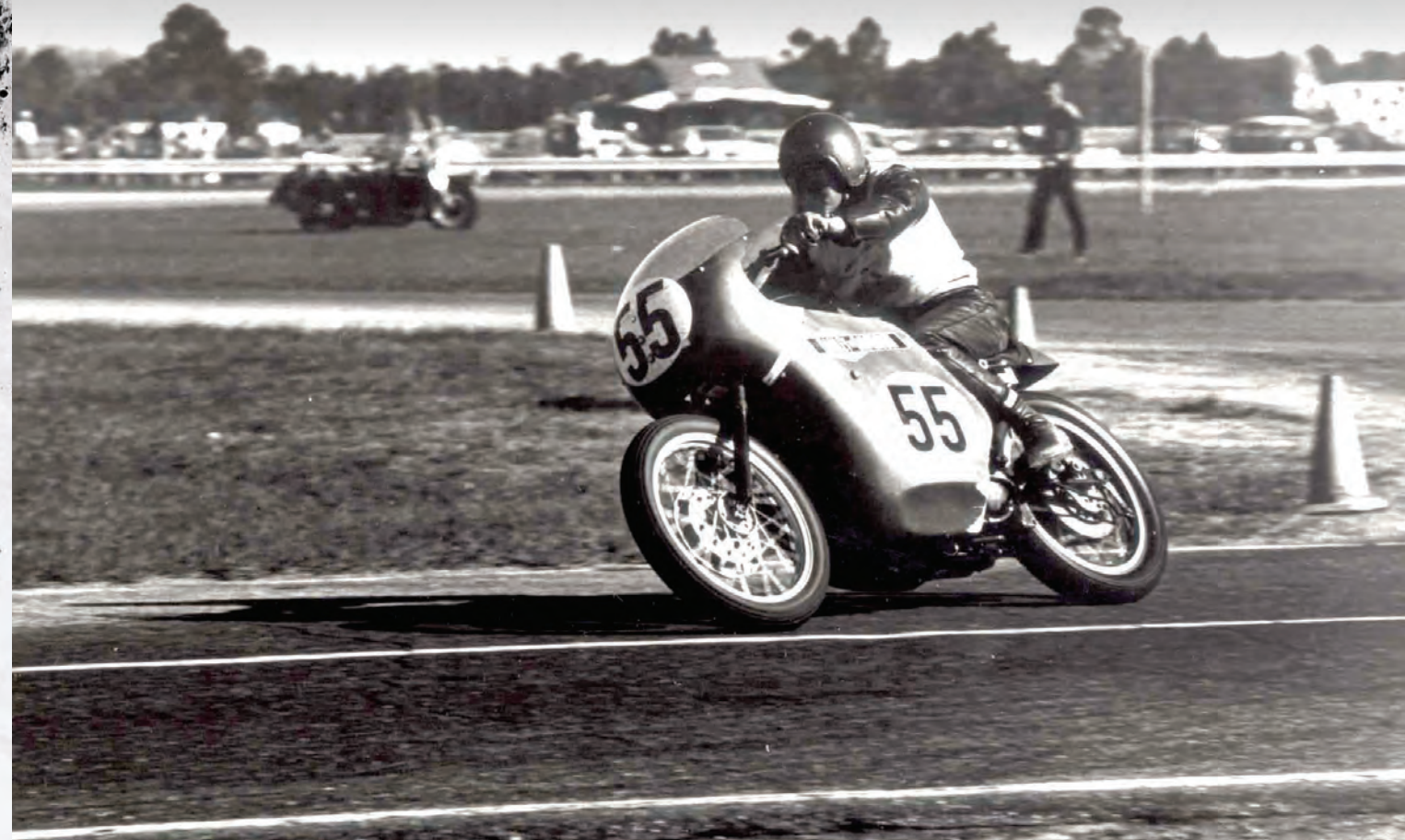
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THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



Daytona at 75

In 2016, Daytona Bike Week (March 4-13) celebrates its 75th Anniversary. Once synonymous with the Daytona 200 motorcycle race, which moved from the hard-packed sand of Daytona Beach, Florida to the high banks of Daytona International Speedway in 1961 (won by Harley[®] rider Roger Reiman), the rally has become one of the largest in the world and is for many the "official" start of riding season.



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

HARLEY-DAVIDSON MUSEUM®

History Unfolded



Think of the Harley-Davidson Museum,® and you probably picture a sea of antique and vintage motorcycles. But if you've visited the modern brick and steel building in Milwaukee, you know it houses much more than just bikes.

With more than 500 Harley® motorcycles on display and in storage, dating back to the 1903 Serial No. 1, the Museum does have a lot of bikes, but in terms of sheer numbers, non-motorcycle artifacts outnumber them

by a large margin. And a lot of those artifacts are paper.

"We have over 7,000 posters in our collection," says Archives Manager Bill Jackson, noting one large portion of the Museum's vast holdings that presents several challenges in terms of preservation and display. "Many of them spent decades folded up in filing cabinets, stored in folders with high acid content, and they are very fragile." Those folds and creases are part of the history of the objects, which the Museum also seeks to preserve.

The vintage posters are fascinating not only for their historical content but also as a study of how the Motor Company's approach to marketing has evolved over the course of more than 112 years. With subjects ranging from motorcycle sales and service, racing, and travel, they collectively present an illustrated timeline of key moments in Harley-Davidson history, as well as a visual representation of the company's evolving advertising and graphic design styles.

Over the years, the poster collection has been transitioned into more stable long-term archival storage, Jackson says, and those on display are framed in special plexiglass under ideal light levels to protect them from ultraviolet light. More recently the Archives Department has been working to digitize the collection as a means of preserving and sharing this fragile history.

"By digitizing the collection, we can reduce the wear and tear caused by handling, and preserve them for future generations," he says.

To browse a selection of the Museum's vintage poster collection, many of which are also available for purchase as reproductions, visit hdmuseum.artehouse.com.



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



5 THINGS YOU SHOULD KNOW ABOUT

Renew the Ride™

1 According to a survey of Harley-Davidson® motorcycle owners, 99 percent say one of the best aspects of motorcycling is being able to enjoy the great outdoors from the saddle of their Harley. Renew the Ride™ is all about protecting and preserving that freedom.

Harley-Davidson is partnering with the world's leading conservation organization, The Nature Conservancy, to ensure we can enjoy riding now and long into the future. **2**

3 Through Renew the Ride, Harley-Davidson is rallying its community of riders to get behind The Nature Conservancy's Plant a Billion Trees initiative and support the planting of 50 million trees by 2025.

For approximately each dollar donated, The Nature Conservancy can plant one tree in endangered forests in the U.S. and around the world. **4**

5 Harley-Davidson dealerships are getting involved by hosting Renew the Ride events and rides. Reach out to your local dealer to learn about any upcoming Renew the Ride events.

For more information about Renew the Ride or to sponsor the planting of trees, visit renewtheride.com.



DIVIDED HIGHWAYS

To Wave or Not?

WE ASKED: With a simple hand gesture, motorcyclists connect on the road without saying a word. Yet the wave isn't as simple as it seems. What are the right times to wave at a fellow rider? How do you wave? And do only Harley® motorcycle riders deserve your attention? How – and why – do you wave?

YOU SAID: I wave to everyone and most wave back, but most of the sport bike riders don't. Sometimes when they see I'm a woman, they don't wave. –LYNN M. ... **I find myself waving much more often to fellow cruisers – regardless of brand – compared to sport bike riders. I always return a wave to anyone who initiates it, but I almost never initiate a wave to a scooter rider.** –JOE W. ... Don't bro me if you don't know me. –JOE E. ... **When a young lady dressed in pink riding a pink scooter gave me the biker wave, you bet I waved back. It's not about what we ride but that we ride.** –VIC E. ...

On a group ride, the responsibility of the wave belongs to the sweep Road Captain, or there could be all sorts of confusion when hand signals are so important. –ERIC V. ... **I know older bikers who can no longer throw their leg over the saddle but have no trouble mounting a scooter. I think these riders are definitely deserving of a wave.** –MIKE B. ... In a world of lost civility, a simple gesture like a wave transports a person from isolation to a sense of community, even if only for a moment. It's powerful. –TIMOTHY W. ... **We may not agree on bikes, brands, or gear, but we're all out there in the wind, loving the ride.** –ZACH B. ... The wave shows our awareness of one another, as well as delivering a message: keep the rubber on the road, and have a safe and fulfilling ride. –JACKIE A. ... **One day when I was riding, a guy on a Harley wearing**



leathers, looking bad-ass, gave me the wave. I felt like I was now included. I give the wave to all bikers, no matter the type of wave; it all counts. –BILL K. ... I wave at pretty much any rider. It takes a certain type of spirit to ride, so why discriminate? –MARK W. ... **While I'm riding, it's my time, and I'm sorry, but I'm not waving at you while we pass each other on the highway.** –ERIC P. ... As much as possible, I wave at all riders. It's about acknowledging a brother or sister who also rides free! –GLENN W. ... **I believe the right time to wave is only when it's safe to do so based on road and weather conditions.** –BILL H. ... I see riders more worried about waving than paying attention to the road. –GREG S. ... **I give the index wave to dual-sporters. The Goldwing and BMW crowd get a half-"Disney" wave as a courtesy, but I wait for them to wave first.** –STEVE B.

NEXT QUESTION:

Basic Black or Extra Bling?

Chrome was once king when it came to accessorizing a Harley-Davidson® motorcycle. Today, flat black paint and a more minimalist approach have gained a lot of traction, especially among younger riders. What's your preference – and why? Does chrome still rule or is less really more?

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



It's Hot Inside

The inside of an internal combustion engine is a violent place, with thousands of tiny explosions taking place every minute. These explosions produce a lot of heat; managing that heat is crucial to engine performance.

Harley-Davidson now offers three distinct types of cooling systems on various motorcycle models:

TRADITIONAL AIR COOLING:

Heat is transferred to the cooling "fins" on the engine cylinders, where it's transferred to cooler air blowing across the engine. (Most H-D® models.)

LIQUID COOLING:

Heat is transferred to a liquid coolant, which is circulated between the engine and radiator, where the heat is dispersed into the air. (Revolution® and Revolution X™ engines on V-Rod®, and Street® 500 and Street 750 motorcycles.)

H-D TWIN-COOLING:

Uses a combination of air and liquid cooling. (Select Touring models featuring the Twin-Cooled™ High Output Twin Cam 103™ engine.)

Note: Revolution and Twin Cam engines incorporate nozzles that spray engine oil onto the undersides of the pistons to absorb additional heat.

These systems have different maintenance requirements to keep the engine working properly.

AIR COOLING:

Very low maintenance. Keep oil fresh (change according to Owners Manual schedule); keep cooling fins clean and free of debris; avoid running engine for long periods of time at low speeds in high temperatures.

LIQUID COOLING AND TWIN-COOLING:

- Check to make sure radiator cap and clamps are secure
- Check coolant at 5,000-mile intervals (scheduled maintenance); replace every 30,000 miles
- Use H-D® Genuine Extended Life Antifreeze & Coolant (P/N 99822-02) for optimum performance

INTERNATIONAL MOTORCYCLE SHOWS® (IMS)

Three Bucks Off at IMS



It's that time of year again: International Motorcycle Shows (IMS) season. And if you're a H.O.G.® member, you can save \$3 off the ticket price using the code **HOG16** when buying your tickets online. Visit motorcycleshows.com to order, and for complete show and schedule information.

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Slim down with the **WOMEN'S SMARTPHONE LEATHER WALLET** designed to neatly tuck away essentials. Styled from high-quality lambskin leather, the wallet features a twill lining and an interior pocket that will accept most smartphones, plus an ID window and three credit card slots. An exterior pocket is zippered. The wallet has a snap-tab closure and a detachable wrist strap, with crystal-and-stud embellishment and embossed graphics on the front.

\$55 P/N 99515-15VW

Hit the road in style with the **PREMIUM ROLLING TOURING BAG**, a versatile piece of motorcycle luggage equipped with smooth-rolling sealed ball-bearing wheels and a locking push-button two-stop extension handle. This bag features large exterior pockets with glove-friendly, ergonomically contoured zipper pulls and an oversized custom handle. The innovative spandex mounting pocket makes installation and removal a simple process – just slip the smooth low-profile band over the passenger backrest for a snug and secure fit, and cinch the bag in place with the adjustable mounting straps. Both the bag and its integrated rain cover feature 3M™ Scotchlite reflective piping and graphics for added visibility. Installation on a motorcycle requires a sissy bar upright, backrest pad, and luggage rack.



\$259.95 P/N 93300008

The **WOMEN'S LACE ACCENT HOODED HENLEY** is all about feminine details: sassy lace sides, sparkling buttons embellished with rhinestones, and more shiny rhinestone bling on the oversized wing artwork on the back. Wear it alone or as a layering piece over a tank or cami. The poly/cotton-blend Henley features raglan sleeves and raw-edge seams. Available in XS to 2XL and Plus 1W-3W sizes. **\$60** P/N 99149-16VW





Splendor from A to Z

The national parks of Utah.

Arches. Bryce Canyon. Canyonlands. Capitol Reef. Zion. Only California and Alaska have a larger collection of national parks than Utah, but acre for acre, no place beats Utah for natural splendor. With five amazing national parks within a few hundred miles, it may just be the most scenic area of the country.

ARCHES
There's little wonder how this unique park got its name. With more than 2,000 natural stone arches, as well as hundreds of soaring pinnacles and balancing rocks, it's like no place else on earth. The scenery itself is unbelievable. But there's also a rich human history to explore, dating back many thousands of years.
nps.gov/arch

BRYCE CANYON
Ever hear of a "hoodoo"? It's the name of a type of rock formation – a pillar of rock carved out by the forces of erosion. And Bryce Canyon National Park is full of them, making it a prime natural sightseeing destination, whether you view the hoodoos on two wheels, on foot, or even on horseback.
nps.gov/brca

CANYONLANDS
This park is divided into four districts defined by breathtaking canyons carved out by the Colorado and Green rivers. The "Island in the Sky" is the most motorcycle-friendly, with a paved scenic drive winding among the stunning scenery. "The Needles" and the "The Maze" offer a more rugged, unpaved back-country experience. The rivers

themselves comprise the fourth district, offering both flat-water and whitewater rafting opportunities.
nps.gov/cany

CAPITOL REEF
This park features an unusual natural formation called the Waterpocket Fold, described as a "geological wrinkle in the earth." Extending for more than 100 miles, only a small portion of it is viewable via paved road, but it's worth a visit for the unusual geographic features. And keep an eye out for the majestic desert bighorn sheep.
nps.gov/care

ZION
Zion National Park boasts a wide array of mountains, canyons, buttes, mesas, rivers, slot canyons, and arches. Zion Canyon is the highlight, stretching 16 miles in length and up to a half-mile wide. But the park is also known for its biodiversity, with four life zones that are home to an amazing variety of wildlife.
nps.gov/zion



Road Captain Recon

Tips from the Central Utah H.O.G.[®] Chapter

UNBEATABLE BURGERS

A choice place to eat is Eddie McStiff's on Main Street in downtown Moab. "It's the best bar and grill in town," says Rick Story, member and dealer representative for the Central Utah Chapter. "It's got great atmosphere, great cocktails, and the food is fantastic. Great burgers."



RIVER RUN

If you're riding to Arches National Park, don't miss Utah Highway 128, Story says. "It skims the southeastern edge of Arches going up the Colorado River. There's some really breathtaking scenery up there." You can pick up 128 on the south end of the park off U.S. 191 or to the northeast of the park from I-70.



THE ROAD TO PARADOX

South of Moab on U.S. 191 you'll find La Sal Junction and Utah 46. Take 46 east to Paradox, just over the state line in Colorado, for a fantastic mountain ride and an incredible view. "It goes down the face of a mountain to overlook a big valley," Story says. "It's a really fun ride, with lots of twisties and switchbacks."



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Riding to Live

John Roberts uses riding to help fellow veterans cope with PTSD.



the crazy idea that riding just might be in his future after all.

“I got the itch,” he says. “And I bugged my wife until she agreed it would be okay to try it again. So I bought a small used bike, just to give it a shot. I didn’t want to go crazy.”

The biggest challenge, due to the limited use of his right hand, was turning the throttle. But before long, he was back on the road. And the “small bike” was soon traded for another Harley –

When you spend a year in the burn ward of an Army hospital following a terrible helicopter crash, getting back on your motorcycle is not a top priority. Clinging to life takes precedence. So does dealing with intense pain. Later, thinking about how you might ever again live a “normal” life takes over.

But every now and then, that Harley-Davidson® motorcycle that has been sitting on your porch the entire time crosses your mind. Once you finally get out, will you ever be able to ride again?

For John Roberts, the answer, at first, was “no.” When he first walked out of the Brooke Army Medical Center in Houston (or “sorta” walked out, as he puts it), things didn’t look so good. He was recovering, after all, from third-degree burns over 80 percent of his body. His weight was down to about 90 pounds. His hands didn’t work very well – his right arm had been nearly severed.

He looked at his beloved Harley,® still waiting for him, and sold it.

Within a couple of years, however, things started to look up. He was learning to adapt to his injuries and overcome his physical limitations. And he started to get

which, in turn, was traded for the 2013 Electra Glide® Roberts rides now.

Just getting back on a motorcycle is inspiring, but it’s really just the beginning of Roberts’ story. Even more impressive is the work he has done with injured veterans. He has been working with vets for 19 years and has been with the Wounded Warriors Project virtually from the beginning.

In 2007, Roberts developed “Project Odyssey,” a retreat-based, peer-to-peer program designed to help men and women returning from combat and struggling with Post-Traumatic Stress Disorder (PTSD). He has long thought that riding together would be a great way for vets to bond, so when the opportunity to partner with Harley-Davidson came along, he didn’t hesitate. It was simple, he says, to transfer the principles of Project Odyssey into a riding-based program.

“This past Memorial Day we rolled out the first one,” he says, “a three-day ride from Houston, Texas to Baton Rouge, Louisiana and back. We had 10 veterans, 10 wounded warriors, who all were struggling with PTSD in some way. We had two individuals from the Motor Company, as well as Brantley

Gilbert, the country star, riding with us. We rode from dealership to dealership, and they all just rolled out the red carpet for the warriors. I mean, it was just an incredible three days.”

One thing returning veterans often struggle with, Roberts says, is the loss of camaraderie they feel in no longer being part of a unit. Being part of a group like that, sharing the road with veterans who share your same struggles, is very therapeutic.

“When you leave the military, you kind of lose a piece of yourself, your identity,” he says. “These riders, we had a couple who knew each other, but for the most part they were all strangers. And from the first day we all got together, we’re talking bikes, we’re talking military, about where we were in Iraq or Afghanistan, and we all started bonding immediately.

“And you’ve got to learn to trust one another when you’re out there riding in a group. So it really got them trusting each other, just like you do in combat.”

Most important, Roberts has seen concrete results in some of the warriors on the ride. One man in particular, he says, “has done a 180” since returning from the ride.

“He’s really just turned it around. A lot of these guys have really changed some of their thoughts, about PTSD in general, and about what they’re dealing with. They’ve made a real connection with guys who have the same passion they do and are struggling with the same issues.”

Roberts gets as much out of the experience as anyone, as PTSD never really goes away. Many years ago, I was where they are now – and I’m okay! I’m in a good place in my life. I have fully embraced my PTSD. It’s part of me, and it has made me stronger. But if I can let veterans know that what they’re dealing with is normal, and that there’s help out there, and that they can get through this and live a normal life ...

“If I can do that, I’ve done my job for the day.”

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Sorting Fact from Fiction on the
H.O.G.® Myths & Legends Tour

Story and Photos by **Mike Zimmerman**

MYTHS & LEGENDS

DISCLAIMER

It seems entirely clear that something happened near Roswell, New Mexico in July 1947 during a severe thunderstorm. Something strange. Something dramatic. Something mysterious. Something that the government doesn't want YOU to know about! But what? Was it just a malfunctioning weather balloon? The crash of some top-secret military aircraft? (There are test ranges nearby.) Or could it have really and truly been the wreck of an alien spacecraft? The truth, they say, "is out there" - though we may never really know. But be sure of this: In September 2015, something legendary happened in Roswell, when 250-plus riders landed in town to kick off the Myths & Legends 2015 H.O.G. National Touring Rally. I know. Because I saw it with my own two eyes.

Little Green Men

Whatever you believe about flying saucers and alien close encounters, Roswell is a fun little town that enjoys making the most of its otherworldly reputation. At the welcome dinner Sunday night, Mark Briscoe, executive director of Roswell's International UFO Museum and Research Center, shared a few words with what might best be described as a very "skeptical" audience.

No, he's not a nut case - though he acknowledged that his chosen field of study attracts more than its share of loony-tunes. And I appreciated that during his talk he didn't try to change anyone's mind. He just shared some of his own experiences, promoted the museum, and invited everyone to study the evidence on their own.

I'm not sure he made a big impact, but I did notice a few riders gazing cautiously skyward on their way out. No sightings were reported - unless the "Men in Black" got to everybody before I did.

All the UFO talk was just a prelude, of course, to the amazing riding to come. Pardon me if I overuse the word "spectacular" from here forward, as that's the description that comes most readily to mind. When you think of New Mexico and Arizona, you probably picture desert. But don't forget about the mountains. If you like wide-open spaces and big skies, there were plenty, but with lots of exciting twisties to go along.

And speaking of "otherworldly," New Mexico's White Sands National Monument has to be seen to be believed. I've never seen so much pure white sand in one place in my life - and without an ocean, bay, gulf, or Great Lake within hundreds of miles. Wear some heavy-duty sunglasses, slather on the sunblock, bring some water, and ride carefully on the packed-sand roads inside the park.

Our first two-night stop was in the small resort town of Pinetop-Lakeside, Arizona. At nearly 7,000 feet elevation, its mountain temperatures provided a

welcome respite from the desert heat. It also made a great launching point for the best riding of the trip: U.S. 191, a.k.a. the Devil's Highway. Boy, whichever



HOG® staff writer confused the Arizona Devil's Highway with the one in New Mexico did a real disservice to this incredible stretch of road! He should

probably be punished - or sent to Arizona to ride the road himself and report back.

Wait - that was *me*? Oh, yeah! Well, here's my report: This might be the best road I've ever ridden. I've been on prettier roads, and there are probably twistier roads. But I've never been on a *longer* twisty, pretty road. From Alpine to Clifton - 117 miles as the Harley® rolls - it just never lets up. I rode a long, twisting, 370-mile loop. I've had longer days, for sure, but I don't think I've ever shifted gears so



LEFT/ABOVE

Left: Cooling off after a hot ride through the White Sands. Above: Arizona's Devil's Highway may be the longest twisty road you ever ride in your life.

BELOW

Below: Alien egg about to hatch? No, the only "visitors" in this picture of the "world's largest pistachio nut" in Alamogordo, New Mexico are Jan Herold and Bob McCorkle, who made the trip from Fort Wayne, Indiana.



many times in one day. Twists, turns, up, down, cliffs, canyons, trees, you name it. About the only thing it *doesn't* offer is gas, so make sure you fill up in Alpine or Clifton before making the trek. And bring water!

A side note on riding in the desert heat: The old adage "but it's a dry heat" has some truth to it. Ninety-five degrees in Arizona is different from 95 degrees in, say, Louisiana. You don't feel the sweat, even though you're actually sweating buckets. It just evaporates so fast you don't get sticky. But you do get thirsty. I was pounding sports drinks like a panting dog at a fire hose, and I still felt thirsty half the time. Keep plenty of liquids on your bike and drink them before you think you need them.

The Devil's Highway adventure was capped by a wonderful evening at Charlie Clark's Steakhouse back in Pinetop-Lakeside. A couple of roaring fires kept the chill off, while delicious food (mouth-watering pulled pork), fine drink (H.O.G. provided a shuttle bus to and from the

hotel), and great company made the time pass all too quickly.

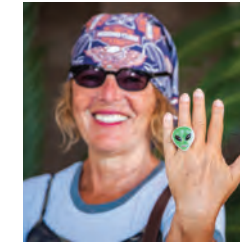
Gunfights and Grub

In the morning, the final push to Tucson lay ahead. Our rally accommodations were at the posh Loews Ventana Canyon Resort, where H.O.G. Events Manager Alan Fankhauser had negotiated the group a shockingly low two-night rate. Nice work, Alan! But here's a traveler's tip: Don't load your bike with the bottled water you find in the rooms there. They'll charge you *eight dollars* a bottle! The water from the sink is free – and so were the empty Powerade bottles I filled.

I would need to be well-hydrated for Friday's ride to legendary Tombstone, site of the historic "Gunfight at the O.K. Corral." To be honest, the visit was a little disappointing. Tombstone is very touristy, and I didn't get the sense that much history is actually preserved there. I wanted to be able to stand in a certain

spot, look around, and think, "Wow, this is where it all happened." But the actual O.K. Corral doesn't exist anymore.

That said, we all enjoyed a delicious lunch of Mexican fare, and the comedic gunfight reenactment we watched



was extremely entertaining. The performers had a lot of fun with the lively and vocal H.O.G. members who filled the bleachers. There

were also many other tours, stagecoach rides, shops, and museums to explore and experience.

Back at the resort, the Myths & Legends 2015 H.O.G. National Touring Rally was capped off with a memorable farewell dinner event in the open air beneath a breathtaking desert sunset. Sirloin steak, grilled chicken, mashed potatoes, corn on the cob, salad, and more, topped off with

BELOW

Below: Beautiful Saguaro National Park is just outside of Tucson, the tour's final destination.





ABOVE/BELOW
Above: Chilling out and warming up with some succulent pulled pork at Charlie Clark's Steakhouse in Pinetop-Lakeside, Arizona. Below: George and Nancy Poe, from Mount Morris, Illinois, top off the farewell dinner with one last dance.

a variety of Western-themed desserts. Onstage, a talented duo set the perfect mood with a variety of laid-back musical favorites. It was a great way to cap off a memorable event.

Down to Earth

It's amazing how far some people will come to take part in these tours - but not really, when you realize how special they are. Riders from 36 states were represented, along with a few from Canada and a couple, Jack and Joelle Latorre, who flew in from France. Chandler Calvert and Marshall Lyall rode in from Virginia Beach, Virginia on their matching 2015 CVO™ Road Glide® motorcycles. Chandler bought his first, and when Marshall saw it he just had to get one, too. Chris and Linda Duane and their crew rode in from Staten Island, New York. Rob Hinyub and Knolle Wegener rode from New Orleans with their friends Norris Lirette and Bob Simon. Thomas Schoettler and Petra Marquardt came from Sarasota, Florida, as part of an epic eight-week, 12,000-mile ride across America. And that's just scratching the surface. Truly every corner of America

was represented on this ride. The "official" mileage for the tour was 1,100-1,200 miles, depending on which option you took on Day 3 (Devil's Highway day). But that doesn't include *gettin' there* miles. And many riders chose their own routes to get from Point A to Point B to Point C. At the farewell dinner, Kris "Schoony" Schoonover, H-D H.O.G. and events manager, shared a story of the detour he took with Dee and Kevin Ketelson, from Bryant, Iowa, to out-of-the-way Coolidge Dam on the way to Tucson. And I even heard of one group that took a little side trip to the Grand Canyon. I myself made a few extra stops before and after the official event. The flexibility is one of the nice things about these rides.

The truth is, whether they stuck to the official itinerary or did their own thing along the way, everyone was clearly having a great time. And though I'm sure some of the stories will be stretched to near mythical proportions, it's all about letting the legend grow.

I was there. I saw it. It was real, and it was spectacular. And nothing you can say will convince me otherwise.



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One Love

Family Reunion at the National Bikers Roundup

Story and Photography by Glen Abbott



TOP: Mo' Chocolate and Lady Charlie proudly represent Distinctive Lady Ryders from the Pennsylvania Poconos.

BELOW LEFT: Camping, camaraderie, and conversation at the Roundup.

BELOW RIGHT: Hogs and H.O.G. members are well represented at the Roundup.

Sometimes it's great to go where everybody knows your name. Spend some time at the National Bikers Roundup (NBR), an annual gathering of traditionally African-American motorcycle clubs, and you just may feel the same way. Of course, it would be a stretch to say that everyone's going to recognize you at a rally that typically attracts more than 30,000 participants, but time and again you'll see many of the same friendly faces. "We call it a family reunion," explained Billy Walker, chairman of the 2015 rally, held at Darlington Dragway in Hartsville, South Carolina. "Once a year, we all see each other."

We Are Family

The National Bikers Roundup was started in Kansas City 38 years ago as a weekend

gathering of like-minded motorcycle aficionados. "Just to get the guys in the Midwest together," said founder Rozell "Breeze" Nunn.

Since then, attendance at the rally and camp-out have continued to grow, and today, the five-day NBR is the largest African-American camping rally in the country. The host city changes every year, with member clubs voting on the rally's last day where to hold next year's event. The idea is that your club has to represent to bring the rally home.

At a time when the phrase "motorcycle club" can carry negative connotations, the Roundup is all about peace and harmony - you won't find any so-called "one-percenters" here. "There's a lot of stereotypes about bike clubs and fights and things like that, but as you see, it's

peaceful," said Durand Eddins, a member of the Dream Catchers Motorcycle Club of Kansas City, Missouri. "We all come together to have a good time and enjoy each other."

"You can bring your wife, your kids, the grandkids," emphasized Nunn. "They can walk around, they can ride around safe, nobody's going to bother them, and they're not going to disrespect them."

Although the rally is predominantly a gathering of African-American motorcycle clubs, everyone is welcome. "Bikers, non-bikers, if you're in a club, if you're not in a club. All those things you can be here," Walker explained.

Harley-Davidson is one of the rally sponsors, bringing free demo rides; a Pin Stop for H.O.G.® members; and the JUMPSTART™ Rider Experience, where

potential riders get the opportunity to "ride" a Harley-Davidson® motorcycle mounted on a stationary platform.

Feasting and Fellowship

You don't have to camp to attend the rally, but regulars say you'll miss out on half the fun. Rally admission - \$20 if you're wearing club "colors" (including H.O.G.



gear) and \$30 for everyone else - covers five days of admission and your campsite, making it a real bargain. Attendees line up early on the first day for the best camping locations.

Stroll through the campgrounds, and you're greeted with the enticing smell of grilling meats; the buzz of electric generators; and the burble of laughter,



conversation, and music in the air. At one campsite, I found members of the Tampa, Florida chapter of the Buffalo Soldiers motorcycle club engaged in a friendly card game. The club is a national organization that honors the memory of African-American soldiers who fought with distinction in the Civil War and other conflicts. "This is my Big Dog, I'm Kitty Kat, and this is what we do," Kitty Kat explained. "If you ever see us in town, stop by, have some good food and some good company, 'cause we're good people!"

A group at a nearby tent concurred. "All you smell is barbecue," said Roosevelt Bryant, a.k.a. "Big Government" ("You can't beat big government!" he laughed). "You smell shrimp and fish being cooked, you smell crab pot boiling. You smell all



TOP: The campground is the place to relax, socialize, and meet friends old and new.

BELOW LEFT: Izola Brown, of Hawkinsville, Georgia, gets a kick out of the JUMPSTART™ Rider Experience.

BELOW RIGHT: “Big Dame,” of East St. Louis, Illinois, grills up some mouth-watering ribs.

that; that’s from being here on the spot.”

Kind of made me regret my decision to book a motel room.

H.O.G. members should feel right at home here, too. “It’s the same camaraderie,” according to Ron Dixon of Annapolis, Maryland, a member of the Flying Eagles Motorcycle Club from Baltimore. “I’ve been to a lot of H.O.G. rallies, and it’s pretty much the same – still the brotherhood. A peaceful thing.”

Unlike most H.O.G. rallies, there are no organized rides, but you won’t run out of things to do. Between a large vendor midway area, an entertainment stage, party tent, bike show, biker games, and drag racing (when the event is held at a raceway), the itinerary is packed.

Bikers with Soul

Over at the Harley-Davidson tent, I picked up a 2015 limited-edition Iron Elite patch, along with an event pin. Iron Elite is a nod to African-American riding, and the heritage and lineage that African-Americans have had with Harley-Davidson,” explained Brenda Wencka, the Motor Company’s project manager for consumer events. “Each year we feature a new individual on that patch and hand it out at events.” (See harley-davidson.com/ironelite for more stories and videos featuring African-American riders.)

Whether you’re at the Roundup, a H.O.G. rally, Bike Week, or any other motorcycle event, it’s really all about the people you meet – old friends and new.

At its best, this “one love” transcends the usual artificial, self-imposed boundaries that might keep us apart. We may not be solving the world’s problems, but during our time in the wind, those concerns seem to matter a little less.

“You meet friends, you meet people from all over,” said Trevis Helaire, from Breaux Bridge, Louisiana, a member of One Love Riders. “And then next year, you meet ‘em again, and it’s like you all just saw each other yesterday.”

“You’re amongst brothers,” according to “Big Dame,” from 618 Riders Motorcycle Club in East St. Louis, Illinois. “A whole bunch of bikers getting together, doing what we do, peaceful. Show ‘em one love. You can’t beat it!”

For more information on National Bikers Roundup, see nbrkcmo.com.

For Glen’s video from the event, check out the HOG® tablet edition. hog.com/tablet



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Cruising the

WINDY CITY

Story and Photos by **Josh Kurpius**

Stopped at the base of Willis Tower, which everybody still calls by its old name, the Sears Tower.

The truth is, I really don't prefer riding in the city all that much. I would much rather be on an open road riding west into a sunset and not see another soul for hours. Doesn't even have to be curvy, just ... **open**. But it's easy to find the beauty in every riding situation, whether it's relaxing, or testing your focus and endurance.

Stopping at lights sparks a lot of interaction, cracking jokes with each other or talking with people walking by.



In the city, you're dealing with traffic, chaos, distractions, noise, cabs, bike lanes, buses. But then you look up, and there's all of this amazing architecture. And there are people everywhere. I love mountains and switchbacks, but I also love the challenges of riding in Chicago. Speed up, slow down. People on their cell phones. You have that whole element. It keeps you on your toes, and there's a definite adrenaline rush.

There's so much to see and do in the city. And a lot of my best friends live in Chicago. I used to live there, too, but I just couldn't handle all the congestion; I needed to get away. Now I live in Rockford, a couple hours west. But I go into the city as much as I can between road trips. That's where the action is. You have all these amazing people to meet and places to experience.



PHOTOGRAPH BY JUAN HERNANDEZ

PHOTOGRAPH BY JUAN HERNANDEZ





Chicago has an incredible skyline, second only to New York City, in my opinion. And Lake Michigan makes it a really special place.

There's a rhythm to the city. It takes on a whole different feel depending on when you ride there. I try to avoid riding during the day, especially during rush hours when the traffic is really intense, and the sidewalks are filled with businessmen and women. And parking is a real bitch. Even for a motorcycle they make it difficult. You'd think they'd want to encourage motorcycles in the city to relieve some of the congestion, but it's not hard to get a \$100 parking ticket.

Around 7PM or 8 PM it starts to empty out, and you see a whole different crowd of people. More of the happy hour or tourist crowd. People out having a good time, not as serious as the business people. But around 1:00 or 2:00 in the morning is when it *really* becomes my flavor. The streets empty out and get quiet. Partiers and second-shifters haunt the streets and bars. It becomes a whole different city. Between 4AM and 5AM, if you're still up and just leaving the Continental, the city seems more like a glassy pond at sunrise: still as can be with the occasional splash of a fish. My favorite hours in Chicago.

Recently my friends and I took the 2015 HOG® project bike out for a spin through the city. Rain was a problem – as I understand it has been sort of a pattern with the Project Bike this year. Instead of



Above: Heading north on Michigan Avenue near Congress Street. **Right:** Stopping in at the Billy Goat Tavern, famous for the curse of the Cubs and the old “Saturday Night Live” “Cheezborger. Cheezborger. Cheezborger:” sketches.



“... around 1:00 or 2:00 in the morning is when it *really* becomes my flavor. The streets empty out and get quiet. Partiers and second-shifters haunt the streets and bars.”

PHOTOGRAPH BY JUAN HERNANDEZ





A Fine Finish Presenting the final 2015 HOG® project bike, in all its hand-painted custom glory. For a complete summary of all four stages of the 2015 customization process, visit hog.com/projectbike.

heading out on Saturday night as planned, we hit the streets on Sunday morning. Normally things would be pretty quiet then, but Chicago's annual Lakefront Marathon made things lively. We hit all the spots we wanted to ride and made a loop through the city like we usually do.

The others in our crew were Mark, Cody, Dan, and Tom. Along with 13 others, we're all part of a collaborative shop we call "Bravetown." It's our home away from home. A place to hang out with friends, work on our bikes, have a few cold ones, and sometimes just pass the time.

Starting from our shop on Grand and Western we headed east on Lake Street

(which runs underneath the "L"), south on Wacker past the Willis (Sears) Tower and further east through Millennium Park, then onto Lake Shore Drive heading south. Then we ran back up past Soldier Field and made a little stop at the Adler Planetarium. Then it was up Michigan Avenue past Grant Park to the Art Institute until it spit us back onto Lake Shore Drive. The crowds made it difficult to park and hang out like we otherwise would. And we couldn't get onto Lake Shore Drive heading north this time because "Bike the Drive" was going on. Besides that, it was a pretty great ride through Chicago. It always is when you're riding with good friends.

My buddy Lutchman (of Kendall Painting and Fabrication), who painted the tank, had the honor of riding the 2015 Wide Glide project bike. He's not used to such a luxurious ride; most of the bikes he usually rides are stripped-down choppers. But I could tell by the look on his face he was enjoying the change of pace.

Riding in the city is pretty amazing. It's not the same as riding into the sunset on a wide-open road or down a twisty coastline, but the beauty is in the challenge of fighting taxi cabs and seeing the diversity in the crosswalks. Because you never know what you'll find on the ever-evolving streets of Chicago.



EUROPEAN VACATION

A TWO-UP, TWO-WHEELED ALPINE ADVENTURE ON THE ROAD TO FAAKER SEE

Story and Photography by Matt King



U

ntil the invitation came from Edelweiss Bike Travel to join its European Bike Week tour, the thought of jetting across the Atlantic for a motorcycle tour

had never seriously entered my mind. I've always admired dazzling photos of riding in the Alps, with their picture-perfect lakes and villages, and twisty roads that defy engineering logic. Yet while I appreciated the beauty, with so many great places to ride in the U.S., the challenge of trying to get a bike over there and sorting out all the other arrangements had kept it low on my bucket list.

But as a partner in the Harley-Davidson® Authorized Tours program, Edelweiss, which has been hosting motorcycle tours around the world for more than 35 years, makes it their business to sort out all those details. All I needed to do was book a flight, pack my gear, and show up ready for eight awesome days of riding through Austria, Germany, Italy, and Slovenia, with a two-day break at European Bike Week – the largest motorcycle rally outside of the United States. Edelweiss handled everything else, including arranging a motorcycle, booking the hotels, and mapping the route. The tour package even included most of the meals along the way. It sure took the stress out of planning a riding vacation.

Getting to Austria was easy. My wife, Erin, and I flew from Chicago to Berlin, then to Salzburg – birthplace of Mozart – before hopping trains to the village of Seefeld in Tirol, a small ski resort about 30 minutes from Innsbruck, where we met our fellow tour participants: Sonia and Ricardo, a couple of doctors from São Paulo, Brazil, riding two-up; and H.O.G.® members Gene Rueckert, a building contractor from Cincinnati, and Dan Ross, a retired firefighter from

Detroit. Dan and “Gen-O” met playing adult-league baseball and have been riding together for more than 10 years, including on many H.O.G. touring rallies. Their joint mission on their first trip to Europe was to rack up as many ABCs of Touring points as possible. Our small group was the perfect size for a fun and friendly week of riding.

The first order of business after check-in was getting set up with my bike. Edelweiss has access to a huge fleet of late-model Harley® motorcycles, and I requested a bike I knew would be familiar to ride and comfortable for me and my passenger: a 2015 Ultra Limited.

It's here I should mention that even though I've worked at H-D for 10 years, before this trip Erin and I had never ridden together on a motorcycle for longer than 30 minutes. So despite considering myself a competent rider,

with experience on some of the most technical roads in America, I was a bit nervous about tackling so many unfamiliar Alpine passes with a passenger on board.

Most of my concerns were allayed during the opening briefing, where our multilingual tour guides Ted Goslinga, a retired Dutch Navy commando, and Rob Stoll, an American from Denver with Swiss-German parents, gave us the lowdown on what to expect during the ride ahead. They went over European road signs,

“THEY WENT OVER EUROPEAN ROAD SIGNS, SPEED LIMITS, GENERAL TRAFFIC NAVIGATION, GROUP RIDING, AND, MOST IMPORTANT, SOME TIPS ON HOW TO RIDE A MOTORCYCLE IN THE ALPS.”

speed limits, general traffic navigation, group riding, and, most important, some tips on how to ride a motorcycle in the Alps (see Between the Lines in issue 032 for more). As they explained the basics of corner entry and exit, late apexes, and negotiating tricky mountain switchbacks, the sound of scraping floorboards and my wife screaming in my ear flashed through my mind. But I'm happy to say, all those sounds remained in my imagination for the duration of the tour.

From Seefeld, we hit the road back to Salzburg, where we toured the historic



Old Town that lies at the foot of a spectacular castle perched magnificently above the city. We dined at the St. Peter Stiftskeller – an amazing restaurant carved into the rock face of the cliffs below the castle, which bills itself as the oldest in Europe – to the tunes of a Mozart-themed dinner opera. Jokes about the time a bunch of uncouth bikers crashed an opera amused us for the rest of the tour, but in hindsight it was one of the highlights of the trip.

On day two we packed up and headed to Germany, with a stop at Hitler's infamous Eagle's Nest in Berchtesgaden, which offered a stunning panoramic view from its perch 6,000 feet above sea level. Fortunately the weather was clear enough to appreciate the scenery below, but I think we were all a bit creeped-out by the building's sordid past. The whole time I was up there I was thinking about the scenes in HBO's “Band of Brothers” when Easy Company “liberated” Hitler's wine cellar, and it was interesting to learn that the building and much of the surrounding area remained under U.S. military control until 1995, when it was returned to the local Bavarian government. Today the Eagle's Nest houses a restaurant and is a popular tourist destination as one of the few intact Nazi-era buildings remaining in Germany.

From Germany we rode back into Austria through terrain that reminded me of the Smoky Mountains, to Gmunden, a resort town on the shores of Lake Traun. We enjoyed a great dinner and a few beers at our hotel, and woke up the next morning to find that the weekly farmer's market in the



The town square in Hallstatt, Austria.



H.O.G. members Gene Rueckert and Dan Ross were on a quest for ABCs of Touring contest points.



Top: A giant motorcycle sculpture signals that you have arrived in Faaker See. **Bottom:** Built in 1077, the Hohenzalzburg towers over Salzburg.



plaza next to the hotel had parked in our bikes and chase van. Watching our guide Rob negotiate with a flower seller to move his van so he could move ours was a highlight of the morning, at least until we got to Hallstatt, a touristy town on a lake near a massive salt mine that was packed with Japanese and Chinese tourists. We stripped off our rain gear long enough to wander the streets and grab some coffee and apple strudel (which became a daily ritual), and were amused when some tourists asked to take pictures with us. Harley riders really do stand out anywhere in the world.

We finished day three with a stop at the Red Bull Ring in Spielberg, home of the Austrian round of the Formula 1 world championship, before checking

into the coolest hotel of the trip, the nearby Schloss Gabelhofen, a genuine castle built in the 1400s and now owned by Red Bull's Dietrich Mateschitz. Yeah, we slept in a castle.

Waking up the next morning in a castle was cool, but I was pumped about ending the fourth day at Faaker See, a.k.a. the Sturgis of Europe. This was the whole reason I chose this tour in the first place. I figured if I was going to spend a week in Europe, the least I could do was get a firsthand look at how Harley-Davidson culture has established a foothold abroad.

Well let me tell you, it has grabbed more than a foothold. I knew we were big in Japan, but we're big in Germany and France and Italy, too. Faaker See

has a really cool vibe, and much like Sturgis, getting there and being there is as much about the riding as the event venue itself. The excitement built as we got closer to the event, with bikes from all over Europe (mostly of the Harley variety but other brands, too) amassing like a giant armada headed for a tiny lake in southern Austria. The scene that has sprung up around the lakeside resort of Faaker See looks a lot like any big U.S. rally, with scores of vendors hawking T-shirts, leather, and all sorts of motorcycle parts and riding gear, not to mention the bars, bands, burnouts, and all the other "unmentionable" stuff you see at rallies everywhere. There were loads of cool bikes all over the place, but what really struck me as most

different was how many fewer baggers I saw compared to home. But after riding through the mountains and villages of Europe, it's not surprising that smaller and lighter Dyna® and Softail® models outnumber Electra Glide® bikes by a wide margin.

Our two-day stopover at European Bike Week included day rides around the area, with routes through two awesome national parks in Austria and Slovenia. With 52 curves in 22 miles, the Nockalmstrasse northwest of Faaker See was worth the 10 Euro price of admission for the photos alone, and the road through Slovenia's Triglav National Park threw something completely unexpected at me: cobblestoned switchbacks on the ascent to the

summit. Trying to hold a line over the rough, uneven surface on the way up made me glad I wasn't descending them in the rain.

After two full days at European Bike Week, we packed up and headed out for the final weekend of the tour, but if I thought the highlights were over, I was in for a surprise when we hit the Dolomites of Italy – starting with the ride to Cortina d'Ampezzo, site of the 1956 Winter Olympics. Ripped from the pages of a European guidebook, Cortina is ringed with rocky spires that host spectacular light shows as rays of sunset and sunrise bounce off their peaks. The roads were spectacular, especially as we rose above the tree line and could fully appreciate the magnificent engineering feats required to cut a ribbon of highway over, around, and through solid rock. And nothing beats having Italian food in Italy.

The eighth and final day of our ride was planned to be the longest, with a route across two mountain passes through the Dolomites, but an unexpected road closure caused by a bicycle race forced a change in our plans. Fortunately the pass we detoured over and the sinuous road back down the other side into Innsbruck was another highlight of the trip, with a perfect mix of technical corners and panoramic vistas. You can ride a Harley

anywhere, but some roads are more perfect than others, and we definitely found one that day.

Back in Seefeld, we shared a final dinner together before our group went its separate ways, and I had some time to reflect on the ride. Even with some weather challenges and a few unexpected turns in the road, Edelweiss had planned and executed a nearly perfect tour. If I had to sum it up in a few words it would be great roads, great hotels, great meals, and great company all enjoyed on a great bike. There are many ways to visit Europe, but now that I've been there on a Harley, I think I know the best way.

Edelweiss Bike Travel covered some tour and accommodation expenses for this article. All opinions are those of the author and HOG® magazine.



H-D® AUTHORIZED TOURS

Harley-Davidson Authorized Tours are operated by independent tour operators selected for their proven ability to deliver outstanding experiences that reflect the Harley-Davidson lifestyle and the unique experience of seeing the world from the seat of a Harley-Davidson® motorcycle. Offering fully and semi-guided tours on four continents, including many custom tour options for groups large and small, H-D Authorized Tours operators can help you see the world in new and unexpected ways. For more information about Edelweiss Bike Travel and other Harley-Davidson Authorized Tours, visit H-D.com/tours.



POWER AND PRESTIGE

THE HARLEY-DAVIDSON® 2016 CVO™ LINEUP REACHES NEW HEIGHTS OF PERFORMANCE, STYLING, AND TECHNOLOGY.

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- A new integrated key fob activates both the electric luggage locking system and the proximity-activated security system, conveniently replacing two fobs with a single device.
 - New LED front turn signals combine modern style and long bulb life with increased light intensity for enhanced conspicuity.
- “Each year we work to make the new CVO motorcycles even more exclusive with content not available on a regular-

production Harley-Davidson, along with an extreme level of attention to detail in design and finish,” says Brian Nelson, Harley-Davidson principal stylist. “The goal is to create motorcycles that are visually exciting and thrilling to ride. Some CVO bikes make a wild statement, others express premium exclusivity, but they are all special motorcycles.”

For details on these premium Harley-Davidson motorcycles, visit h-d.com/cvo.



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ENTHUSIASTS

STORIES FROM THE OPEN ROAD.

1

Time May Change Me

I've been wanting to own a Harley-Davidson® motorcycle for years, but my family didn't want me to get one. They said it was too dangerous. But this year I got divorced and a lot of changes have taken place. This is one of them. You only live once, so you might as well ride during it.

GEORGES MEDAWAR
Via email

2 Never Too Late

I wanted a motorcycle since I was in my twenties, but life got in the way of that dream with being a professional photographer, homeschooling mother, and crafter. Now that I'm 50 and my 17-year-old son is almost grown, I decided it was time for a motorcycle. I love my Street® 750! Being an avid H-D enthusiast and officer of the Dragon H.O.G.® Chapter at Smoky Mountain Harley-Davidson, there's nothing like my time on the road with my bike!

KIMBERLY MARTIN
Knoxville, Tennessee

3 Riding on Nostalgia

My son Robert is currently on active duty in the Air Force with 17 years of service, while I'm retired. When we're at Sturgis, the ride out to Devils Tower is one of our favorites, and we always stop for that photo opp. I bought a 2013 Street Bob® bike I had built on the Harley-Davidson website because it reminded me of when I was 18 years old in 1968, riding a '68 XLCH. While I have a 2006 Street Glide,® I find myself throwing a leg over the Street Bob just for those memories. Robert has a 1990 Softail® Springer™ that has been on many trips to South Dakota. It was even on duty in Europe when he was in Belgium and Germany with the Air Force.

WAYNE REITZ
Via email



1



2



3

“I snapped this shot outside of Red Lodge, Montana on the way to the Beartooth Pass It was a five-day 1,800-mile run.”

4 Outrunning the Rain

I snapped this shot outside of Red Lodge, Montana on the way to the Beartooth Pass on my 2013 Softail Slim.® It was a five-day 1,800-mile run starting in Utah, to Idaho, Montana, and Wyoming, and back to Utah. There were lots of great roads along the way, including McCall, Idaho to Kooskia, Idaho, followed by 99 miles of curves from Kooskia to Lolo Pass and the Chief Joseph Scenic Byway. And as you can see, I like to travel light. I've put on 25,000 miles in the last two years. There's nothing like experiencing the country from the rumble of an H-D® motorcycle.

BRYAN ROBERTS
Riverton, Utah



5 Across Norway's Mountains

I took a 1,200-kilometer ride with my friend over six great Norwegian mountains. It was a fantastic ride on fabulously curvy roads. From the south of Norway, we rode 360 kilometers to Jotunheimen and spent the night at Bessheim Fjellstue, a wonderful place for mountain hikers. Then we rode the Trollstigen, a small curvy road up a very steep mountain. The view from the top was amazing! After a stop, we rode to Geiranger and Lom. Before heading home, we rode the Sognefjellet, where this picture was taken. In summer, there's often snow there. While riding back home, we both wished we had more time.

ROLF MARTHINSEN
Horten, Norway

6 First Timer

This is me on my first H-D motorcycle, a Sportster® 883 SuperLow®, riding for my first time to Sturgis! I rode with my husband for more than two years before I decided to take a class and get my own bike. I fell in love with H-D, and that was it. I rode as much as I could and even made a trip to my old hometown of San Diego. This gave me the courage to finally make the ride to Sturgis with my husband this year. You hear about all sorts of crazy Sturgis stories, but I wanted to see for myself, riding my own. We rode to Custer State Park, the Black Hills, and even saw Mount Rushmore. It was definitely an awesome adventure, and I look forward to future trips there.

DELFINA SMITH
Thornton, Colorado



EXHAUST

7 Working It Out

Every time I was done riding my 2010 Fat Boy® Lo I felt really happy, despite that I bought it without my wife's permission so *she* wasn't happy. One day I asked my wife if she wanted to ride with me, and after that she was totally hooked. The only problem was that the passenger seat made her uncomfortable, so she suggested I change to a new bike. Now I have a 2015 CVO™ Limited that takes her and me to places we've never explored.

CHIA-CHENG CHANG
Cypress, Texas

.....

8 One Helluva Surprise

My wife, Sandra, booked a surprise seven-day trip for us to Jackson, Wyoming. As our departure date got closer, she began to ask me strange questions about the differences between my Street Glide® and an Electra Glide®. This was uncharacteristic because she had never before expressed an interest in bike specifications. In the end, she couldn't keep her secret. Several days before our flight departed, she revealed that a 2015 Electra Glide motorcycle rental was waiting for us in Wyoming. We spent three full days riding around the Jackson Hole area, taking hundreds of photos and hours of video - this one is of us with the Grand Tetons in the background. What an amazing place to ride and a wonderful surprise!

DARYL REISINGER
Palmyra, Pennsylvania



7



7



8

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100 DOLLAR RIDES

Good-bye, New York

by SCOTT LINDNER

I had recently accepted a job at a company that would require me to relocate to St. Louis, Missouri. With a few days off, it was time for a ride.

Living in Putnam County, New York, I've had the pleasure of riding in northwest Connecticut and eastern New York on a regular basis. When I leave my house to go for a ride, I have two choices: head east over the Connecticut border or west through some of the best two-lane roads in New York. For those of you who live in New York City, you may consider this Upstate New York.

I decided that I would try to hit all of my favorite ride destinations, and this resulted in a 200-mile ride to some of the most scenic areas in Upstate New York on my 2006 Night Train.™ Thanks to my wife, Betty (the best wife ever), it's a fully customized bike. When I was buying it, she said she would have nothing to do with me buying a stock bike because I'd just end up bringing it back a dozen times getting everything I wanted. Fully chromed out with a lowered rear, an H-D® exotic paint kit, a Stage 1 Big Bore Kit, and a custom seat, it's exactly what I want.

Back to the ride ... I began at the intersection of Route 52 and Route 301 in Carmel, New York, and took 301 east through a number of reservoirs that support the New York City water supply system – a system created in the late 19th and early 20th centuries, made up of miles of protected reservoirs, aqueducts, and tunnels. You twist and turn through multiple lakes along this route to the Taconic. Seventeen miles south on the

Taconic to Underhill Avenue, I jumped on Route 129 to see Croton Gorge Park. Entering the park and crossing the bridge, you'll see one of the most amazing cascading waterfalls ever. It has been said that it's one of the largest hand-hewn structures in the world. I said farewell and was off to my next stop (but not before accidentally dropping my bike for the first time ever).

Once on my way, I made a left onto Route 129 until it took me to Route 9 in Croton. This road takes you up and along the east side of the Hudson River. Continuing up, you'll get to the Bear Mountain Bridge, which will take you west on Route 6. This two-lane twisting snake of a road takes you across mountains along the Hudson River – you'll be in awe of spectacular views of a river 150 feet below. Leveling out at the bottom of the mountain, I headed south on Route 9 to Bear Mountain State Park, followed signs to Perkin Memorial Drive, and took this extremely steep road to the stop. You might see 50 other motorcycles up here, all with the same goal of getting a tremendous view of the Hudson Valley. Next was 22 miles through Newburgh, Marlboro, and the many vineyards and apple orchards along the way.

Following Route 299, I got to the center of New Paltz – a throwback to the counter-culture of the late '60s and early '70s, and home to a state

university. The blend of college students and eclectic residents makes for some exciting people watching. After a stop for some amazing food, I headed to Lake Minnewaska – absolutely worth the \$5 park entrance fee. When you get to the top of the mountain, you'll be amazed to see a crystal-clear lake built into the top. Because of the limestone that engulfs the lake, algae can't grow in the water. Park your bike here, kick back, and walk around and check out the 90-foot waterfall that's fed from the lake. It's a magnificent sight as water winds through the creek above and cascades straight down into a deep pool below.

I completed a mental checklist of all the sites that I had intended to say my farewells to and realized that I had gotten to them all. So it was good-bye, New York ... hello, St. Louis.

(But now that I've been in St. Louis for a few weeks, I can't wait to explore Route 100 along the Mississippi River in Alton, Illinois!)

FOOD	\$15.25
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BETWEEN THE LINES

Touring 101

Things to consider before you take your first big motorcycle trip.

by MIKE ZIMMERMAN



So you've decided to take a long motorcycle trip. Your first one? Great! Welcome to the wide world of touring. Here are a few tips to help you get the most from your maiden voyage – while also providing (we hope) some food for thought for you touring veterans out there.

Before You Go

It's always good to have a plan, even if you don't necessarily stick to it. But before you start planning, you should ask yourself: "What's my tolerance for the unexpected?" Part of the adventure of motorcycle touring is you never know what's going to happen. How prepared do *you* need to feel? This will affect how much pre-ride planning you should do.

For instance, some people won't hit the road before booking a hotel reservation for every night they plan to be gone. Others prefer to play it by ear and take their chances. There's no such thing as the "correct" approach in this regard. But here are a couple of "in-between" suggestions to get you started.

Consider making a reservation for every *other* night or every third night. This will provide the comfort of having a few planned stops, as well as the ability to be flexible along the way. Another option is to make reservations a day at a time. Plan for the day before you leave in the morning. Check the weather forecast. Study the map. How far do you think you'll feel like riding today? Pick a destination and make a reservation before you set out or when you stop for lunch. That way you can take your time all day, if you choose, without having to worry about stopping in time to find a suitable hotel with rooms available.

And don't forget that the H.O.G.® Best Western Ride Rewards® program offers a number of ways to make finding a great, affordable hotel a little easier.

If you're the more adventurous type, leaving that choice to the last minute can be part of the thrill of traveling. And don't forget that if you're traveling with others, make sure you're all on the same page – regarding hotel stays, dining preferences, riding styles, etc. Traveling together can be a great way to grow closer to someone – or to drive a wedge between you. Don't wait until you're hundreds of miles from home to realize you have different expectations.

Also, even if your only real goal is to see where the road takes you, it's nice to have at least one planned "destination." It could be Vegas. Or Pikes Peak. Or Nashville. Or the ocean. Whatever. Having a goal gives your trip more sense of purpose and provides a greater sense of satisfaction when you get there.

Your Bike

Now that you have a plan, it's time to get your bike ready. Here are a few things to consider:

COMFORT – How far have you ridden on your bike? Any motorcycle can be a "touring motorcycle" if you want it to be, but hundreds of miles a day can wear you out a lot faster than trips around town. A test run might be in order to find out if, for example, you might want to consider putting on a more comfortable seat or adding a windshield.

CAPACITY – Have you thought about how you're going to pack everything you need? If you don't have saddlebags, you'll need to make sure you can securely strap a bag to the passenger pillion (assuming you're not carrying a passenger). Consider adding a backrest and/or luggage rack if necessary. A backpack is always an option, but make sure it's small enough to not interfere with that bag you just strapped on. And isn't heavy enough to cause fatigue over the long haul.

MAINTENANCE – Check your maintenance schedule. Is your trip going to be long enough for your bike to need an oil change? How do your tires look? Will you need a new one (or new set) before you get home? If the answer is yes, think about where and when you'd like to get this done. H-D® dealerships across the country are usually eager to help out "travelers," but they appreciate a heads-up when they can get it. Make an appointment a day or two ahead of time, if possible, to make sure the work can get done as quickly as possible.

It's also advisable to have your bike professionally checked out before you set out on any long trip.

Packing

Now it's time to think about what to bring – and how to pack it.

CLOTHES – Don't over-pack. You'll be surprised how little you can get by

on. Two pairs of jeans is plenty. Even *one* can be enough, depending on your willingness to wear dirty, sweaty clothes on the road. Tip: You're a *biker*. Nobody expects you to look clean and polished all the time.

That said, it's nice to have fresh clothes to wear to dinner. So consider packing two sets: One to wear while you ride, the other to wear after you stop for the night.

Remember that most hotels have laundry facilities, so take advantage of them. Also, wearing synthetic underwear and socks lets you rinse them out and hang to dry overnight on the shower curtain – with help from the hotel blow dryer if necessary.

RIDING GEAR – Again, how much you bring depends somewhat on your tolerance for discomfort. It's nice to be prepared for everything, but you're still going to have to make a few choices.

COLD – You never know when you might hit some cold air, whether it's in the mountains, in the desert at night, or just unseasonably cool temperatures. Dressing in layers is key, so you can add clothing as needed. Thermal underwear helps a lot and doesn't take up much packing space. If all you have – or are planning to bring – is a medium – or lightweight jacket, remember that a rain jacket and pants will break the wind and hold in a surprising amount of body heat.

Keep in mind that cold has a way of "soaking in" over time. The longer you ride the worse it gets. Riding for an hour or two in the morning cold (or as the sun goes down) is not nearly as bad as riding all day in frigid temps. If your schedule allows, there's no shame in waiting for the air to warm up before you set out in the morning.

Make sure you have a warm pair of gloves, especially if your hands are exposed to the wind (rather than shielded behind a fairing). And heated grips are a wonderful luxury. You'd be surprised at how having warm hands warms your whole body.

HEAT – Not a lot to say here (see *HOG*® issue 031 for more info on riding in the

heat), but a basic approach is to pack light, breathable clothing that will keep your arms covered while you ride. A mesh riding jacket is a great choice if you know it's going to be hot (and remember, if it cools off you can slip your rain jacket over it).

WET – A waterproof jacket of some sort is a must. Rain pants are a close second. Again, a lot depends on your tolerance for discomfort. Waterproof riding boots that are comfortable to wear while riding and walking should be a high priority; wearing them precludes the need to pack rain gaiters or overshoes. They're less important, however, if you're riding a motorcycle with lower fairings, which do a pretty good job of keeping your feet dry in the rain. When it's warm out, getting your jeans wet is not the worst thing in the world.

Miscellaneous

SUNSCREEN – Wear it, even if you don't think you need it. Nothing puts a damper on a trip like a sunburn on the first day. Trouble spots can include the back and sides of your neck, along with your wrists – that space between your gloves and the end of your sleeves. And yes, you *can* get sunburned through the face shield of your helmet.

NAVIGATION – Don't forget you can plan and download routes on the H-D Ride Planner (h-d.com/rideplanner). Also, in this age of easy GPS, there's still something about a good old-fashioned paper map for pondering the next leg of your trip. The H.O.G. *Touring Handbook* is full of them – and conveniently sized for easy packing.

In conclusion, please remember that these tips are just that – they're not *rules*. And they only scratch the surface of what there is to know about touring on a Harley-Davidson® motorcycle. The best source of information is your fellow riders and H.O.G. members – most of whom *love* to share their knowledge. So don't be afraid to ask, never stop learning, and never stop taking to the open road.

H-D MUSEUM®

Letters Home

Keeping spirits high as war rages on.

The Harley-Davidson family is not easily separated by time, distance, or war. During the World War II years, Harley-Davidson made sure riders serving in the armed forces continued to receive their issues of *The Enthusiast* magazine (the predecessor of *HOG*® magazine) overseas.

No location was too remote for the coveted magazines to reach. Soldiers and sailors serving in Italy, Sicily, North Africa, New Guinea, England, France, Libya, and countless other locations shared fond memories of pre-war motorcycling and stayed connected with activities back home through its pages. Many letters cited the frequent changes in deployment, but Harley-Davidson was able and willing to keep up and make sure the latest issues got through.

The durability of their motorcycles made an impression, as well. The most common bike in military service at the time was the 45-cubic-inch side-valve WLA. Modified from the civilian WL, over 70,000 trusty WLA motorcycles made their way into American and Allied service during the war. The WLA and other motorcycles made H-D the most prolific American manufacturer of Allied motorcycles by far.

Technical Sergeant Vincent J. La Morge wrote from New Guinea in March 1944, "They [WLA motorcycles] are the real thing for traveling in thick jungle trails. It reminds me of the good old days



out on a cross-country ride."

RCAF Pilot Officer Jimmy Braithwaite, a successful West Coast racer before the war, wrote from England in May 1944, "I still have my Harley-Davidson 45 and hope to use it again when I return home. I am looking forward to super motorcycles made by Harley-Davidson when the war is over."

Private Herb Peters, writing from Italy in June 1944, said, "I am sitting in my foxhole here on the front lines dodging shells and bullets, trying to think what I would do if I had my motorcycle here. I agree with the boys when they say the 45 [WLA] takes a beating over here."

Checking in from France (May 1945), PFC Orval A. Smith offered, "A lot of folks wouldn't believe me if I told them of all the places I've gone through on the little old G.I. 45. I've ridden pavements, rocks and mud six inches deep, forded streams and ridden on ice, all the same day, on runs delivering messages. Even jeep drivers might argue with me, but I've gone lots of places that the versatile jeep couldn't go."

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After the war, thousands of surplus WLA motorcycles remained overseas, while returning servicemen stripped down, chopped, and bobbed many more—turning them into machines that inspired generations of customized motorcycles to come, including one of Harley-Davidson's newest models, the Softail® Slim S.

In England, H-D agreed to let U.K. dealers refurbish and repaint viable WLA motorcycles. This undoubtedly helped the dealers recover from wartime a little more quickly.

In some cases, the bond that military riders had with H-D started before the war. It became stronger through the war and had a direct impact on the boom that followed. What started as a strategic move to gain military contracting turned out to be another cornerstone of the H-D heritage.

See more historic images in the *HOG*® tablet edition. hog.com/tablet

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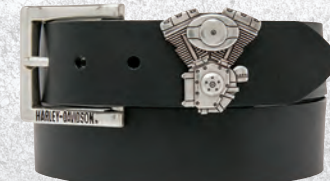
- 1 Pass the Buck Bifold HDMWA10987-BLK
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- 3 Sunday Morning Hip Bag HDWBA10237-BLK
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LAST STOP

Rider, Heal Thyself

by MACKENZIE WATT

Not long ago I picked up a recent copy of *HOG*® magazine and read an article about two women taking a motorcycle trip across the country. This immediately sparked many memories of my mom, Pauline Koinis, and her motorcycle when I was growing up. It all started 18 years ago, when she was told she might only have six months to live.

My mom – who, by herself, raised me, my twin brother, and my sister – suffers from something called Addison’s disease, essentially malfunctioning adrenal glands. It can lead to complete failure of these glands, which results in death. And that’s where my mom was headed. The only chance she had, the doctors told her, was to completely change her lifestyle and find ways to de-stress.

When one of her friends found out what was happening, he kindly gave her a one-of-a-kind Harley® Softail® motorcycle. He thought it might be just what the doctor ordered. The people at the H-D dealership tried to convince her to get something smaller to start with (my mom is only 5’-3”), but she refused. “If I can ride this,” she said defiantly, “I can ride anything!”

Well, she was right. She mastered that bike and has had six motorcycles in the

18 years since. The newest is her custom Night Train.™ But it was that first motorcycle that still provides the fondest memories.

Having a mom who rode a motorcycle, not to mention a Harley-Davidson, automatically made me the coolest kid in school. I always felt extra special getting dropped off or picked up, especially from soccer games. It was awesome to hear the roar of her engine a mile away and have someone ask me in awe, “Is that your mom!?” “Yes,” I would always answer with a big grin as I ran toward her.

The more my mom rode, the better she seemed to feel. It literally saved her life! But that didn’t stop us kids from using her riding “therapy” to our advantage. Sometimes when she would get mad at us about something, we would say to her, “Mom, go get on your

bike and get some French fries!” She would, and it always brought her back with a smile on her face.”

Today, as an alternative wellness coach and shamanic healer, my mom uses everything she has learned to help heal others. She teaches a B.U.F.F. (Beautiful, Untethered, Free, Female) boot camp and travels globally with her healing practice. She’s seen as a calming force – except, of course, when she pulls up on her magnificent muscle machine!

She laughs when people ask her how she can ride such a loud bike, while advocating practices like yoga and meditation. And she always surprises them by answering, “Riding my Harley is the most Zen thing I do!”

“You have to be 100% in the moment, in the now, when riding a motorcycle,” she explains.

Growing up on the back of a Harley motorcycle only got more fun and exciting with age. I grew taller than she in no time, which made it especially important for me to learn how to lean with her in the curves. And we always took the most scenic, most curvy roads.

Now I’m 23, and my mom still asks if I want to ride on the back of her bike. I always answer, “Mom, I’m three inches taller than you and easily 30 pounds heavier. It’s not going to happen!” I’m just not comfortable back there anymore. But hopefully, my brother and sister and I will be riding *alongside* her on our own Harley motorcycles someday soon.

When my mom started riding, there were very few women on the road, so she always wanted to see a bigger female presence in the motorcycle scene. Recently she started a new Facebook group, Sisterhood of the Highway, to help get more women interested in and excited about jumping into the front seat of a bike, and riding their way to freedom. She’s even helping a friend start a motorcycle touring company in Sri Lanka.

I hope that reading about my hero, my mom, will help inspire other women. Not just to ride, but to do whatever they need to do to live healthier, fuller, more satisfying lives. She has certainly inspired me. And I’m proud to say I’ve got the coolest mom anyone could ever hope for.



Ryan Winget
Service Technician
Harley-Davidson
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