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Welcome to a modern take on what's been putting big grins on the faces of Sportster® motorcycle riders for decades. 1200cc of Evolution® V-Twin engine. Quick handling. And throwback 70's custom tank art because we were there. The new Iron 1200™ motorcycle. If you strip the thrill of riding to its bare essence, this is what you get.



h-d.com/sportster

IRON 1200™





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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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THE CANADIAN RIDING SEASON BEGINS!

SPRING HAS FINALLY SPRUNG, which we can tell from the multitudes of dandelions here in Southwestern Ontario and from the number of eager bikers back out on the open roads. At the start of every year's riding season, I encourage you to take a rider training course to brush off those winter cobwebs – or, at the very least, spend some time on your own practicing emergency stopping, quick hazard avoidance and tight turns. Dustin Woods' story (pg. 36) shares some really great tips on this very topic, garnered from his recent experience on the HOG® Road Captain Course. If you're riding as a Road Captain presently and haven't yet taken this course, now is the time.

Having taken the HOG Road Captain course myself, I can attest that the skills you learn, or maybe just refresh, will consistently come into play on any group ride. From the incredibly scenic routes in the Gaspé region of Quebec, all the way to the breathtaking vistas and twistas (apologies: I was desperate to fit a rhyme in here somewhere) of Tenerife in the Canary Islands, no ride is ever straight, clear and boring – thankfully. On a related note, here's potentially the most useless fact you will learn today: Did you know that the canary bird was named after the Canary Islands, and not vice-versa? But I digress...

Check out the dream-evoking articles on pages 18 and 46, respectively, of a recent press ride on the wicked new Sport Glide in Tenerife, Spain, and the travel tales of the Gaspé Peninsula brought to us by Larry Cross.

May 5 marked International Female Ride Day, and we were lucky enough to have writers on the ground in both beautiful British Columbia and Toronto. The image on the front cover of this issue is from one of the many rides celebrating women in moto that took place across the globe on that first Saturday in May. Hopefully you also had a chance to check out our series supporting women in the sport on our social channels (@harleycanada #harleycanada) last month.

Last issue we introduced the awesome Iron 1200™ and Forty-Eight® Special models as the newest additions to the Sportster® family, but what we didn't show you then was the unique launch event in Milwaukee. The incredibly talented and humble Charlie Stockwell, straight out of London, England, and a lover and customizer of all Harley-Davidson® motorcycles everywhere, was the talent behind the customization of a Roadster™ model in the build-off leading up to the indoor sticky track race at Flat Out Friday. Afterwards, the four bikes from the build-off were joined by dozens more at the Mama Tried bike show that weekend. You can read all about it on page 25.

And with that, although I should be encouraging you to read on, what I really want to say instead is get out there and ride. The summer ahead is always too short, the road trip plans always too numerous, and this year, the 115th Open House events at your local dealership plus the awesome 115th Anniversary events in Prague and Milwaukee too plentiful to pick just one. (Don't forget to pick up your 35th Anniversary-branded HOG pins in your travels. See page 59 for the list of Pin Stop locations across Canada this summer.)

Ride on, ride on, ride on. And then send us your tales from the road before our next issue goes to print at the end of the summer.

Karen Mayberry

Consumer Experience and Public Relations
Harley-Davidson Canada



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**SEND US
YOUR
STORIES**

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



THE MYSTIQUE OF THE FEMALE RIDER

From a male's perspective, I loved "The California Sisterhood" article by Vancouver rider Becky Goebel in the March issue. We have something very similar for ladies held here in Texas: Lace, Grace & Gear. I want to pass on something I wrote some time ago about the power and mystique of women bikers:

There is nothing sexier than when, in the distance, a sweet, deep, recognizable rumbling sound is heard that first catches the ear – and then, in amazement and with a captivity that is invigorating, the wind is suddenly carved away as the magnificent and gorgeous flow of rare beauty races by, untouchable, and the man caught in the mystery watches helplessly, left only to dream.

Chip Littler
Houston, Texas

RIDE FOR AS LONG AS IT TAKES

With every day and every errand an excuse to ride, the weekends aren't that critical. I plan for the yearly tours. Cross-Canada from the Okanagan Valley, British Columbia, to Newfoundland took five weeks. The Sturgis 75th Anniversary and lots of sights on the way home, done. The Baja Peninsula is next as a dry run for mainland Mexico to the Yucatan and Guatemala. The crowning glory on my bucket list is shipping my bike to Australia for a couple of months, then finally to the UK and Europe for as long as it takes! In between there are lots of rides in Canada and the U.S. My goal is to be healthy and strong enough to ride two wheels to Sturgis 100, at 79 years young by then.

Bill Friesen
West Kelowna, BC

HELLO, MOTORCYCLE

My daughter, Merrin Marie Shaji, wrote a poem about motorcycles. Here it is:

No matter how old you get your engine is always so pure and young,
scars of the rides that made you stronger,
memories created with you to last a lifetime,
the sound of the thunder of your pipes keeps me safe from all harm,
bumpy roads that you always made sure led to good things,
you never let me down with your bright headlights,
unconditional love from you,
you gave me a sense of strength even when you were just parked in the garage,
all I can say is thank you for giving me a sense of freedom as a woman,
thank you for letting my hair fly in the breeze,
making me feel confident,

thank you for teaching me that life's a journey and to live to the fullest because the ride will teach you to appreciate the small things in life, love you my strong motorcycle,
Goodbye, motorcycle

Shaji Jose
Scarborough, Ontario

MISTAKES I'VE MADE

My buddy and I were heading to Sturgis and our first stop was in the mountains of New Mexico. Our camp spot was off a dirt road and we decided it would be fine to take our Dyna® models off road for a little bit. Well, the road was washed out pretty bad and there were many ruts. We were headed up a steep incline. I was in the lead and we were taking our time. I crossed over a rut, my back tire lost momentum, and I went to put my feet down and couldn't touch the ground because the ruts were so deep. I ended up tipping over but was able to get out of the way to stop my 2002 FXDX from crushing me. My first thought when looking at my bike laid over was how stupid I was going to look with my banged-up bike heading to the Sturgis rally. But upon further inspection, my bike and almost everything (minus a bent clutch lever) was saved thanks to my newly installed crash bar/highway peg mount. Lesson learned: Do it again, because the views from the camp spot were unbelievable!

Paul Rudolph
Via email

BOOM! BOX CONCERNS

Since the introduction of the Boom! Box, there have been many questions regarding the use of the GPS. Many are of the opinion that the H-D® GPS operates mainly like the ones found in cars, thus with no flexibility. Some have mentioned that H-D GPS can only be uploaded from Ride Planner, and that Garmin BaseCamp is not compatible.

Many of us have been using Garmin over the years and have been fully satisfied. The question: Is the Boom GPS as good as those, as flexible? For example, can the Boom! Box GPS sustain a 15-day ride? It would be nice if we could have an article in *HOG® Magazine Canada* to clarify those points.

Normand Gauthier
Laval, Quebec

The GPS integrated in our 2014-later Boom! Box infotainment systems can accommodate a wide range of riders' needs. The infotainment software and the dealer database are continually being updated to correct bugs and upgrade the functionality. The software is designed for end users to perform upgrades directly (found under the "Owners" tab at harley-davidson.com/ca). To download pre-planned rides, see maps.harley-davidson.com. For riders loyal to their Garmin units, we also offer connectivity kits for the Boom! Box which override the internal GPS (dealer programming of infotainment system is required). Thank you for your feedback.
– **John White, Lead Technical Support, Harley-Davidson Canada**

ISLAND DREAMIN'

This year I am celebrating 50 years of riding, having bought my first motorcycle at just 12 years old. Last year, for my birthday, a friend bought me a four-day loan of a Harley® at a charity auction. I choose an XL1200 Roadster™ and rode around our beautiful island of Jersey for four days. It was just heaven. There's a great range of coastal and rural roads to cover, and a large Harley-Davidson® community on the island, so the setup for riders is fantastic – not to mention that it's the sunniest place in the British Isles! I covered more miles than my other bike, a Triumph, had covered in five years – not bad on

an island of only nine miles by five (14 by 8 kilometres)!

At the end of my dream four days riding around Jersey, it was sadly time to return the Harley. My wife, Pam, had never seen me so happy. By the time I arrived at the shop, she had bought me the Roadster for my birthday. Happy times!

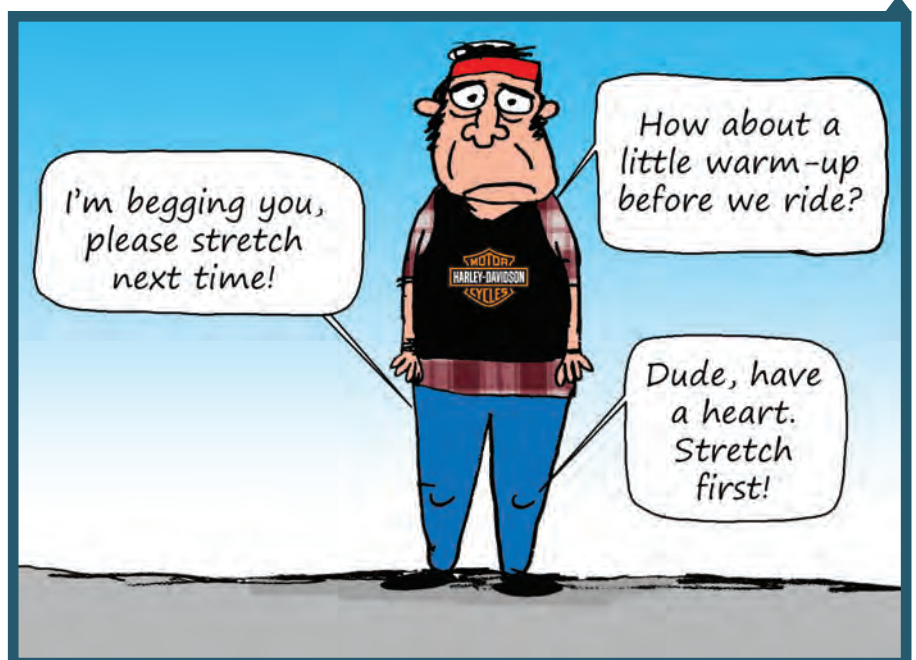
Paul Bell
Jersey, United Kingdom

LIMBER UP FOR THE ROAD

I'm sure you've done an article on stretching exercises for H-D® riders, but now would be an ideal time to have one in *HOG® Magazine Canada*. I know riders stretch prior to riding throughout the season, but what about prepping for the riding season?

With riding season quickly approaching, it would be a wonderful read for those who cannot ride all season due to weather – and, indeed, with so many Harley® motorcycle riders riding into their later years (myself included). I thought about it as I got off my Ultra today after a short 70-kilometre ride, and my hips and knees were barking at me. As a 70-year-old rider, it might be time for me to check out some stretching exercises – I'm just not ready for the total yoga thing!

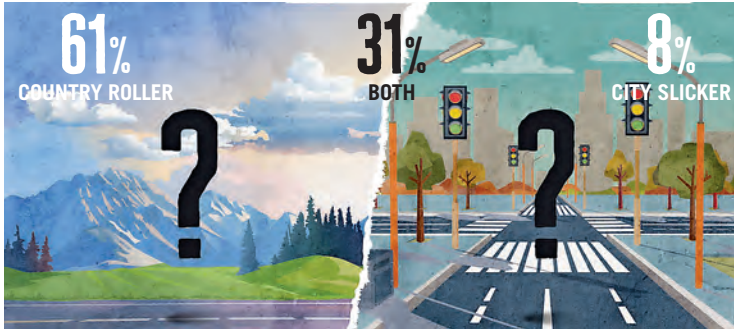
John Macdonald
Via email



DIVIDED HIGHWAYS

CITY SLICKER *or* COUNTRY ROLLER?

WE ASKED: Are you an urban explorer who loves showing off your polished chrome under the city lights? Or do you prefer getting back to nature and taking your Harley-Davidson® motorcycle off the beaten path?



I love exploring the back roads. Seeing all the sights nature has to offer gives me a sense of freedom. –Luke V.V. ... **Off the beaten path – I love exploring on my Harley-Davidson motorcycle!** –Kyle H. ... After a week of commuting, I look forward to heading away from the city traffic and out to the country. –Mike D. ... **Nothing is cooler than riding to a city party on a Harley® and parking at the entrance.** –Dan D. ... I prefer a two-lane country highway. There are too many distracted drivers in populated areas. –David S. ... **I urban-explore while commuting, but to relax I head out of town, away from the traffic.** –John M. ... My bikes begin each ride with polished chrome, but that's to increase visibility when I hit the back roads. –Rex F. ...

I love showing off my shine under the lights, but there's nothing like a long ride in the country and taking in the beauty surrounding us. –Garrett T. ... I live near the Santa Monica Mountains. I love to go off the beaten path; my bike and I are one as we weave through the turns. –Peggy S. ... **How about riding to a dealership to hang out with fellow riders? Ours is a second home for many of us, whether "city slicker" or "country roller."** –Les M. ... Harleys aren't made for stop-and-go traffic. I only ride in the city when it's essential. –Mel S. ... **I'm a country roller – fewer stop signs and lights!** –April A. ... Rural rides are best, with an occasional gravel road or a U-turn ... or both! –Joan W.

NEXT QUESTION:

PINS AND PATCHES *or* PLAIN AND SIMPLE?

Do you like to display your chapter allegiance – as well as pins and patches from events, rallies or HOG® Mileage Recognition – on your riding jacket? Or do you prefer your outer layer to remain unadorned and free from personalization?

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

5 THINGS ABOUT THE HARLEY-DAVIDSON 115TH ANNIVERSARY PARADE

A parade of Harley-Davidson® motorcycles thundering through the streets of Milwaukee to the cheers of thousands of spectators is a highlight of every H-D Anniversary celebration. Here's what you need to know about this unforgettable event...

1 Hometown Procession
Thousands of bikes will head out Sunday, September 2 at 1 p.m. from Miller Park, home of the Milwaukee Brewers, through the city to Veterans Park on the shores of Lake Michigan.

2 Summer Ensemble
The first Harley-Davidson anniversary to feature an official parade was the 85th in 1988. At the 110th Anniversary in 2013, more than 6,500 bikes snaked from Miller Park to the Summerfest grounds.

3 Flying the Flag
HOG chapters from around the world are invited to participate in the Chapter Parade of Flags. At the 110th Anniversary, more than 400 chapters took part.

4 Young Ambassador
In 2013, 16-year-old HOG member Parker Anderson of Appleton, Wisconsin, had the honour of wearing the Harley-Davidson Freedom Jacket in the 110th Anniversary Parade, at the end of the jacket's year-long journey to H-D events around the world.

5 Parade Participation
Chrome Rally Pack holders are guaranteed a pass to enter the parade, but there are many other ways to earn one leading up to and during the anniversary weekend. Visit h-d.com/115 to find out more.

115TH ANNIVERSARY – MILWAUKEE, AUGUST 29–SEPTEMBER 2

THE 115 EPICENTRE: PARTY IN MILWAUKEE



for more information. Great Lakes Dragaway, Union Grove, Wisconsin – August 31, Noon–10:30 p.m.

Harley-Davidson Beach Racing at Bradford Beach

In what promises to be some gritty racing action, vintage and modern bikes will tear around an oval course on the sandy shoreline of Lake Michigan. Watch Friday practice before the main event on Saturday. Free and open to the public. 2400 N. Lincoln Memorial Drive, Milwaukee; August 31, time TBD; September 1, 3–8 p.m.

Close out the weekend on Sunday, September 2, with the Harley-Davidson 115th Anniversary Parade through downtown Milwaukee. Thousands of riders from around the world will join the procession as fans line the route. The parade lands at the Moto-Carnival at Veterans Park for a final celebratory hurrah.

A complete list of 115th Anniversary events and activities – including Rides Home details, Rally Pack details and their exclusive benefits, organized local rides, tour routes, factory tours, street parties and local dealership activities, as well as lodging and camping information – is available at h-d.com/115.

The Harley-Davidson® 115th Anniversary celebration in Milwaukee, August 29–September 2, will be a party for the people, with multiple venues and free events throughout the city and a generous injection of super-charged moto-culture.

Among acres of free outdoor activities, the Harley-Davidson Museum™ is the epicenter of the 115th Anniversary activities in Milwaukee. The Museum will host entertainment on two stages, motorcycle field games, a custom bike show, tattoo artists, local food and more; and, of course, admission to the Museum itself is always free for HOG® members.

All weekend long The Full Throttle Saloon

will serve up high-wire motorcycle thrill shows, the Wall of Death, live music, and more at the Harley-Davidson 115th and HOG 35th Anniversary Moto-Carnival at Veterans Park on the Milwaukee lakefront.

Three motorcycle racing events will add high-octane excitement to the anniversary weekend.

Flat Out Friday Powered by Harley-Davidson will feature bar-to-bar indoor flat-track racing action. Panther Arena – August 31, 7–10 p.m.

Run What You Brung Powered by Harley-Davidson Drag race side by side and keep getting back in line to show 'em what you got. Twin Stunts All-Harley Show will have three performances. Visit greatlakesdragaway.com

SILVER LINING

Kamloops rider Russell Spooner takes home ABCs second place.

After finishing second place overall in the ABCs of Touring contest in 2018, Canadian L. Russell Spooner reflected, “People ask me why I spend so much time riding and why I won’t slow down. But people don’t understand ... I really do live to ride.”

Hailing from Kamloops, B.C., Spooner

has been riding Harley® motorcycles for 50 years, attending at least a few rallies each year. The ABCs contest challenges riders to accumulate points by documenting their rides through various checkpoints.

Spooner collected 173 points, just one point behind James Taylor of Feeding Hills, Massachusetts, making him the only Canadian in the top 10 (Douglas Parke of Kelowna, B.C., was 12th). There’s no doubt that Spooner is a committed rider – his many ex-employers can attest to his need to ride, since he would often leave a job to follow the call of the open road.

Simply put, Spooner lives, breathes and sleeps Harley®.





FLAT OUT FUN

Flat Out Friday in Milwaukee in February was a sticky mess. The indoor track was doused with soda syrup, allowing for a grippy surface and maximum traction. Riders primarily from the American Midwest and other parts of the country, Canada and Europe raced on homebuilt street motorcycles in front of a large crowd reaching nearly 10,000.

Photo: John Dunbar



DAY



#FLATOUTFRIDAY

INDOOR FLAT TRACK

FRIDAY

LEY-W

INTAKE GALLERY

GET IN TOUCH

We welcome your photos and riding stories. Email your submission with "Enthusiasts" as the subject line to hogmagazine.ca@harley-davidson.com, and include your name, city, province and contact details.





1

1. BIG RIDE WITH FRIENDS

Recently, my friends and I took a cross-country trip from Florida, west through Texas into New Mexico, Colorado and Wyoming, ending up in Sturgis, South Dakota. Of course, we visited all the Harley-Davidson® dealerships along the way.

SCOTT MARCHETTA

Via email

2. MY FIRST RIDE

I had been wanting a motorcycle for several years. Having just turned 50 in 2017 and going through a wee bit of a

midlife crisis, I decided it was time because I had my heart set on a SuperLow® XL1200T.

Now, to say my wife was pleased would be false. She wasn't happy, but I did manage to talk her into going for a ride and she kind of likes it now. But the real kicker is she loves the women's clothes. I got her several Harley® shirts, Harley riding boots, a Harley riding jacket and a Harley leather coat. It is easy to get her to go into a Harley dealership now. Thanks Harley-Davidson!

CHIP MICHAEL

Via email

Intake Gallery

3. IRON-CLAD PARTNERSHIP

This picture was taken right after our wedding ceremony. We met nearly five years ago through mutual riding friends, while I was riding a 2012 Iron Sportster® and my soon-to-be husband was on his 2005 Fat Boy®, which I now call my own. We have taken many road trips together over the years and we always look forward to adding more kilometres to our beauties.

TRYSA AND TOM STEPPINGS

Green Valley, Ontario

4. AUTUMN MAGIC

Here is a photo of me and fellow Huronia HOG® chapter member Peter Churcher (with the white helmet) enjoying the spectacular fall colours near Bala, Ontario, in late October 2017.

WAYNE MCCURDY

Barrie, Ontario

5. SHE'S A BEAUTY

The proud new owner beside her Bobber Project, Marilynn Clement!

PATRICK LECHASSEUR

Vercheres, Quebec

6. ONE COOL GNOME

My wife and I took a friend to St Lucia.

MORGAN ENNIS

Decatur, Texas

7. QUEBEC TO HOOVER

In November 2017 I rented an Ultra Milwaukee-Eight® at Las Vegas Harley-Davidson, where I received outstanding service, and rode to Red Rock Canyon and Hoover Dam.

ANDRÉ DI VITA

Saint-Augustin-de-Desmaures, Quebec

8. STILL GOING STRONG

Still riding on Big Red (a 2009 H-D® Classic) on November 26, 2017, near Medicine Hat, Alberta!

BRIAN BANNERHOLT

Medicine Hat, Alberta



3



4



5

9. 12 BEAUTIES AND COUNTING

In November 2017 I picked up my 12th Harley® from Trev Deeley Motorcycles in Vancouver: a 2017 Road King®. Trev Deeley customized it with a 19" front wheel, chromed front end, polished discs and painted parts switched from a Road King Special, giving the bike the stretched saddlebags! I've been riding over 40 years, have my 800,000 kilometre pin from the HOG® Mileage Program and have ridden every province and state. I've ridden in Australia and have taken my Harley over to Europe three times, once for four months for a solo ride through 20 countries.

DEBORRAH MACPHEE-MUNRO
Burnaby, British Columbia



6



9

10. HAPPY CUSTOMER

After riding metric bikes for years, I decided it was time to move up to the best and purchase my first Harley-Davidson®, a 2017 Limited. Mitch at Barrie Harley-Davidson was excellent in helping me and my wife with our new purchase. The first order of business was an East Coast trip with the new Limited, putting on close to 6,000 kilometres. The bike ran and performed like a dream. This photo shows me with my new bike at the start of the Cabot Trail on Cape Breton Island, Nova Scotia.

DAVID LORING
Huntsville, Ontario



7



8



10



11



12



13



14

11. CALIFORNICATION

Here's my 2006 Fat Boy®, California-style with a beach bar, air suspension, 36-inch fishtail and springer bag.

PATRICK LECHASSEUR
Vercheres, Quebec

12. NEW JOURNEY

I'm a new HOG® member. I posted a pic on my Facebook page and my buddy said I should submit it to *HOG® Magazine Canada*, so here it is. It's me and my 2002 V-Rod®.

STEWART CURRY
Ottawa, Ontario

14. MASKED BANDIT

CODY GAMBLE
Echo Bay, Ontario

15. ANGEL THE BARBER

During our Route 66 trip starting from Mirabel, Quebec, we had the opportunity to see the famous Angel – the barber of Route 66 – in Seligman, Arizona, on June 29, 2017. We had one of the most wonderful trips of our lives during our 11,000-kilometre journey. We went from Mirabel to Chicago, at the very start of Route 66 – where we took this photo – and all the way to the end of the road in Santa Monica, California. But the highlight of the trip was meeting Angel the barber.

CLAUDE BEAUMIER AND JOANNE BERTRAND
Mirabel, Quebec

16. PINK, BLUE ... AND CHROME

My wife and I went on a trip for our 10th anniversary, travelling on the beautiful and scenic Icefields Parkway. From the breathtaking mountainous views to the wildlife, it was a trip we hope to repeat.

EMANUELE BULFON
Jasper, Alberta



13. IN THE FAMILY

I have been riding motorcycles literally all my life. Now I am doing it with my son and grandson. This past summer, we rode to Newport Beach, Oregon, by way of Glacier National Park and back through Yellowstone, a 10,000-kilometre trip. Not long after we returned home, my grandson, son and I toured some of our home state of West Virginia. I cannot express how it makes me feel to share my love of riding with my children and grandchildren. I wish everyone could experience the three-generation feeling!

JAMES S. (STEVE) TINCHER
Via email



Tenerife

A GLIDE THRO



BOUGHT

ISLAND LIFE



What better way to explore the beautiful island of Tenerife than on the new 2018 Sport Glide...

**“THE DESCENT
BEGINS AND
SUDDENLY YOU’RE
SURROUNDED BY
LAVA FIELDS”**



TENERIFE – SMALL, BUT PERFECTLY FORMED

To the human eye, Tenerife is not a large island. You could lap it completely by car in a couple of hours. Yet on a geological scale, it's massive – sculpted layer upon layer by successive volcanic explosions that go back millions upon millions of years – and rises to a peak of 3,718 metres above sea level.

As an enclave of Spain, Tenerife feels familiar in many ways. But there's certainly plenty to discover on this stunning island just 300 kilometres from the border of Morocco and the Western Sahara.

It makes sense to start in the south and head north. But first, get your bearings: the TF-1 is the highway that cups most of the south side of the island – it's useful but a little dull. The TF-5 services the north-eastern side, and there are two airports: TFS in the south and TFN in the north.

It may be tempting to take the well-trodden path up to the volcano (Pico del Teide) via Arona and the TF-51, but you're likely to get caught up in holiday-rental traffic. Instead, take the TF-54 off the TF-1 through San Isidro and keep going to Granadilla. Take the sharp left, then right on the TF-21 signed to Vilaflor. You'll wonder what the fuss is about – until the road opens out onto a glorious stretch of two-lane Nirvana that snakes alongside the Montaña Colorada Natural Monument.

The stunning sights continue as you pass through Vilaflor, but then the descent begins and suddenly you're surrounded by lava fields – it almost seems like hell has frozen around you. Teide is another 1,000 metres up, and there's a cable car that will take you to the summit – the highest point in all of Spain.

As you drop down the north side of the island towards Santa Cruz, the scenery is transformed once more and everything around becomes lush and green due to the change in climate across the island.

Another distracting route down the south-western side is to take the TF-38 down to Chio from the TF-21 – in its upper reaches it cuts straight through a vast lava field and provides an amazing view to the left, out to sea and the small island of La Gomera.

THE HARLEY-DAVIDSON® SPORT GLIDE

What better way to traverse this beguiling island than on a bike that is equally full of surprises. After an absence of 25 years from the H-D® range, the Sport Glide name is back in action, and ninth in the lineup of 2018 Softail® motorcycles.

For a start, while it takes its styling cues

Tenerife

from the fully dressed Street Glide®, it's a much more compact proposition. It boasts a relaxed riding position and easy ground reach thanks to the carefully contoured seat and forward-set footpegs, while the curvaceous handlebars sweep back gently to meet you. And while the 1,745cc Milwaukee-Eight® engine may now be familiar, it still doesn't fail to impress with its easy, effortless torque – 107lb-ft (145Nm) at just 3,250rpm.

Controlled by throttle-by-wire, the rider's connection to this torque is superb. And while the engine is solidly mounted, twin balance shafts ensure that the H-D character and soul is felt from the very first rev. The gearbox is precise, and each ratio snicks home sweetly. Everywhere you look, you notice how clean the overall design is: no messy cables, pipes or plumbing on display, just a glorious black and chrome V-twin engine inside a carefully made motorcycle.

And make no mistake: the Sport Glide, with its monoshock Softail rear suspension and dual-bending valve front forks – tied together by a stiff tubular steel frame – handles brilliantly. The grippy roads around Tenerife are a good test of any bike, and the Sport Glide passes every exam, taking on the tightest of corners with a nudge on the bars, a brush of brake and a gentle dollop of throttle.

Then there's the inbuilt flexibility. The svelte fairing comes off with just 30 seconds' effort, and can't be removed while the steering lock is on. Likewise, the lockable rear bags unclip rapidly, so you can go from practical commuter/tourer to long 'n' low cruiser *fast*. While the fairing's wind protection is noticeable at highway speeds, you can strip it off when rolling at a more relaxed pace. There's even a USB charging port tucked away to the left on the steering stem – another nice touch.

Yes, the Sport Glide will bash out big distances in a straight line, and jink through a busy city with absolute ease. But in truth it lives for the corners, especially on the gorgeous routes around Tenerife – haul it up hard, carve a beautiful arc to the apex, pick up the gas early and fire it out of the corner and on to the next, with a beautiful rhythm.

For more information on the Harley-Davidson Sport Glide, and the rest of the 2018 Softail range, visit www.harley-davidson.com





DO...

Ride H-D on Tenerife

The authorized H-D dealership is based in the north of the island, and will happily rent you a bike – maybe even the new Sport Glide.

Pick your time to go

Tenerife is a well-trodden tourist destination that serves up year-round sun. Visit in the winter for temperatures that are still comfortable – 15 to 20 C – with quieter roads. Take care, though – the base of Teide can have snow, and the northern part of the island can be hit by frost and ice.

Keep a close eye on...

Rental hatchbacks driven at 15 km/h with the passenger waving a selfie stick out of the window. They may be about to: stop randomly/perform a U-turn/reverse wildly/do all three in succession. They definitely won't be looking out for motorcycles.

DON'T...

Expect to ride for weeks

While Tenerife is the largest of the Canary Islands, there's only so much to explore – although it's enough to keep you busy for two or three days.

Entirely trust a GPS

If you're using one, what seems like a perfectly sensible shortcut to link up two pieces of decent road may rapidly turn into a vertical, gravelled climb...

Forget to pack sunscreen

The effect of the sun's UV rays is multiplied at altitude, so it's easy to burn very quickly on mountainous routes.


HARLEY-DAVIDSON® 115TH ANNIVERSARY



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Brewtown Throwdown
bike build highlights
Mama Tried Motorcycle Show.

Story by Dustin Woods
Photos by Brett Smith and Jonathan Griffith

LEGENDARY H-D® CUSTOMIZER

CHARLIE STOCKWELL

HELPS HEAT UP MILWAUKEE

With more than 150 Harley-Davidson® custom

builds under his belt, Charlie Stockwell is no stranger to the stress of short timelines and impossible expectations – but working on a bike he has never seen before, with teammates he has never met and a 48-hour turnaround before the big reveal to a massive audience, is next level.

Recognizing that many, if not most, Sportster® model owners will customize their rides to suit personal style and preferences, the Motor Company decided to pull the covers off the new 2018 Iron 1200™ and Forty-Eight® Special models at the Mama Tried Motorcycle Show in February and pit four teams against each other in a bike build-off called the Brewtown Throwdown. Mama Tried showcases hand-built bikes and engines from as far back as the early 1900s, so the options for aesthetics were pretty much a clean

slate. Joining a team made up of mechanics, media and Harley® staffers, Stockwell flew over from England to participate.

Now head of design and custom at Warr's Harley-Davidson in London, Stockwell started at the dealership 22 years ago sweeping floors and brewing tea while studying art and graphic design. Then he convinced the higher-ups to let him build a custom bike. Thanks to his dynamic Energizer Bunny-like enthusiasm and keen attention to detail, his inspired, high-quality custom builds have been getting attention all over the globe. Through the global community of social media, he is able to share his projects with a wider audience, which has garnered him a massive Instagram following. It doesn't hinder his popularity that he happens to be a humble, wickedly talented and infuriatingly handsome bloke with a British accent who does amazing things with motorcycles.

He's also used this level of influence to make



positive contributions to those in need. While attending the Bangkok Motorbike Festival, he designed a collection of T-shirts whose proceeds went to benefit the Foundation for Slum Child Care Bangkok.

"The motorcycle industry is about passion and having fun," says Stockwell. "It

brings people enjoyment, but no significant benefit to humanity on a grand scale. I recognized that there was an opportunity to use this influence to help people and was overwhelmed by the level of generosity we encountered."

Now in its fifth year, Mama Tried is an annual indoor event located in H-D's backyard that showcases projects from backyard builders to professional custom fabricators. Named after the famous Merle Haggard song about a mother who (fruitlessly) tries to keep her son on the straight and narrow, this year's show had more than 100 bikes on display – from choppers and bobbers to café racers and hill climbers. It was the perfect place to unveil a pair of out-of-the-box customs.

As the successors to the Iron 883™ and Forty-Eight® models, the new bikes capture the essence of the models they replace, but offer revised styling cues like





mini-apes and '70s-inspired tank graphics with the added performance from the bored-out 1,202cc Evolution™ V-twin. Looking to keep the motorcycle passion fire stoked over the long, cold Milwaukee winter, the weekend was filled with activities to celebrate the culture and sub-cultures of motorcycling, including flat track racing and a good old-fashioned biker build-off. Among the many highlights of the action-packed weekend, the Brewtown Throwdown consisted of four teams, 48 hours and carte blanche to customize a Sportster to be unveiled at the Flat Out Friday flat track races.

Meeting for the very first time the night before to plan their attack, each team was told that this was merely for fun and not a competition, but everyone wanted to create the best bike possible and show the other team who was boss. As the beer flowed, so too did the inspiration, as well as the goal of getting other teams to give up their secrets.

Considering the bikes had to be shipped to meet the deadline, it meant that there was virtually one day to complete the build. Not only was there an impossibly tight timeline, but working with a team of strangers in someone else's shop with their tools added even more complexity. Working against the clock, there was still time made to film Facebook Live segments and posts to Snapchat and Instagram to share the builds with followers.

With a past of building performance-influenced custom motorcycles, it was no surprise that Stockwell pushed for just that.

"I wanted to build a flat track-style custom bike, as we would be revealing the





**// THE NEW BIKES
CAPTURE THE ESSENCE
OF THE MODELS THEY
REPLACE, BUT OFFER
REVISED STYLING CUES
LIKE MINI-APES AND
'70S-INSPIRED TANK
GRAPHICS ... //**

NEW MODEL HIGHLIGHTS

Iron 1200

The new Iron 1200 features the 1200 Evolution engine, blacked-out treatment to powertrain, air cleaner and exhaust, 1970s throwback tank art, a café racer-inspired solo seat, black mini-ape handlebars, nine-spoke aluminum wheels and fixed speed screen.

Forty-Eight Special

Highlights of the Forty-Eight Special include the 1200 Evolution engine, bold 1970s-inspired tank graphics and badging, large triple clamps and 49mm front forks, Tallboy® handlebars, emulsion rear shock with a screw pre-load adjuster, black split nine-spoke aluminum wheels and a ribbed solo seat to complete the minimalist style.



motorcycle at Flat Out Friday and Mama Tried,” Stockwell says, reflecting on the experience. Team Roadster, as they became known, congregated at Milwaukee Harley-Davidson to start transforming a stock Harley-Davidson 1200 Roadster™ model. Up against three other teams who were each given one of the two new models as a starting point, they decided to make it into a race-ready flat track machine.

“We had no idea who was building what style and wouldn’t find out until the annual Flat Out Friday event,” says Stockwell.

As if the tight deadline wasn’t harsh enough, Mark Atkins (Rusty Butcher) arrived at the shop to have the clutch replaced on his Harley-Davidson Street® 750 flat track bike so he could get back to practicing for the race. It then occurred to the team: since

they were building a flat track machine, why not enter it into the H-D Hooligan race, too? After making a few calls to get clearance to race, they would need a rider who wasn’t already participating. Given only a few hours’ notice, Thor of See See Motorcycles came to the rescue – piloting a bike that had been in pieces strewn across the floor just the day before to the semi-finals. More than 10,000 people attended to watch the spectacle at the Bradley Center, with another three million viewers watching online via H-D’s social media channels.

Team Roadster stripped down the engine to install a Stage 4 kit, swapping the air cleaner and adding a custom aftermarket 2-2 high-level stainless steel exhaust system and high-flow intake for style and performance. A set of

lace wheels arrived just in the nick of time. Stockwell’s contributions also included one of his signatures, a streamlined fuel tank modified with aluminum plates. In the end, the team emerged with something they could be proud of that

reflected performance, inspired by the track.

Despite the pressure, the vibe was fun, albeit competitive.

“Visitors flocked to Milwaukee in mid-winter from around the globe to come and hang out, have fun and check out some amazing bikes,” says Stockwell. “The atmosphere was awesome.”

The results of the build-off, much like the teams themselves, were all very different and unique: a chopper, a bobber, a café racer and a flat-tracker.

“Of course, I prefer the bike we built to the others,” says Stockwell. “But I was impressed not only with what the competition created, but also the variety of what can be done with a stock Sportster. It provides the perfect platform for those with a smaller budget trying to achieve that out-and-out custom look right out of the box.”

Stockwell sums up the experience thusly: “I can’t wait for next year! We had fun with motorcycles, met new people and made friends. That’s what life is all about.”



THERE'S 4 MILLION
MILES OF ROAD,
PICK ONE AND GO!
JOE "TOOLS" ROSE



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the **NEW** Girl **POWER**



International Female Ride Day celebrates the growing female rider community.

Story by Becky Goebel @actuallyitsaxel
Photos by Ashley Barker

Anyone who knows anything about the motorcycle world knows that the women's motorcycle community has been exploding in the past few years. The awareness and confidence of the community have grown through the influence of the internet, the growing number of women's-only meet-ups and the new generation of "girl power."

International Female Ride Day (IFRD) has taken place around the world for the past 12 years. It's a campaign to highlight and profile the female motorcycle rider. Its mission is to build and underline





PHOTO: THE MOTO FOTO | DAN LIM



awareness of female motorcyclists of every culture around the world while simultaneously encouraging other women to take up riding.

The first Saturday in May is the day we celebrate IFRD. This year, the day landed on May 5, and thankfully the sun was out across the country. Meet-ups happened in every major city in North America and were easy to follow online through the Instagram, Facebook and Twitter hashtags #JustRide and #IFRD. Canada's main meet-ups were in Vancouver and Toronto.

I hosted Vancouver's first International Female Ride Day in 2014, a meet-up at a shop in the Downtown Eastside. Four women showed up. The year after, 12 women showed up, and every year since, the

attendance has doubled. The Vancouver meet-up I hosted this year at the Trev Deeley Motorcycles Harley-Davidson dealership was no exception – more than 100 women showed up.

Like many of the other IFRD rides across the world, the Vancouver gathering starts with us drinking coffee, showing off our bikes and raffling off all types of prizes. At noon, we depart on a group ride. This year, we rode to Deep Cove and lined up our bikes along the ocean. It's such a powerful feeling to look in your mirror and watch a never-ending sea of women on bikes coming over the hills. I am so proud to be a woman rider on this day, and every woman riding past us shares an extra-happy salute. It's simply my favourite day of the year.

In Toronto, a similar ride

was going down. Nearly 40 riders took to the streets to celebrate freedom and sisterhood. Montreal is also jam-packed with women riders, many of whom gather on this special Saturday and show their support to their fellow lady bikers. Women riding groups such as The Litas and women from HOG chapters across the country gather in their towns to celebrate. Some women use the day as the reason to get back on their bikes after a long winter or to depart on a long road trip.

Although International Female Ride Day is a relatively new celebration, many of the women who come to these meet-ups have been riding much longer than the 12 years the event has been going on. Some very experienced women show up, and I have





taken much influence from them. There are also some brand-new riders who are on their first ever group ride. The camaraderie is very positive right from the get-go, and the two worlds collide before the group ride even happens. Many women learn how to ride in a group at this event, learn new things about their bikes and move forward from the day inspired and feeling awakened to the powerful community of women on bikes.

Following International Female Ride Day, many women spend the summers meeting up for smaller rides, gathering for pub nights and creating plans for their rides down to another women's-only ride that happens every year in the Pacific Northwest: The Dream Roll. The Dream Roll is the second-largest gathering of women on motorcycles in the world and is another amazing celebration of women on bikes.

There is a whole community out there to help women learn how to ride, find a bike that is right for them and connect them with other women who are like-minded. International Female Ride Day is an amazing tool to help women get together, but ultimately it is the women who make the effort to gather, shake each other's hands and connect with each other on an emotional and personal level that makes this community what it is. Riding side by side next to your fellow lady riders is a feeling like no other, and I encourage all women, no matter your age or style of bike, to meet other women to ride with and do trips with.

Find more information about International Female Ride Day at: motoress.com/international-female-ride-day



LEADING THE WAY

HOG® Road Captain Course improves habits and sharpens skills.

By Dustin Woods
Photos by The Moto Foto | Dan Lim





Riding with a large group is a relatively new experience for me. Since most of my buddies have sold their bikes over the years to buy engagement rings, the majority of my adventures are done solo. Having participated in only a couple of short group rides since joining HOG®, I figured that attending the Road Captain Course through the Rider Training Institute would improve my skills and teach me the right way to do things before I picked up bad habits. The program demonstrates not only the subtle nuances of riding in a pack, but also the many factors that help contribute to a positive experience for all who partake.

Starting off the morning by ensuring all participants were able to safely manoeuvre their machines, we practiced various slow-speed exercises and emergency braking. After that, instructors Steve and Shawna explained the various roles and responsibilities of the Road Captain, who leads the ride, the Slot, who follows second, and the last rider in the formation, called the Sweep. Steve stressed that large groups can be cumbersome and challenging to control, so it is better to break off into smaller, more manageable ones.

A Road Captain's responsibility goes well beyond simply riding first in line.

It is important to map out a route with considerations for fuel, restrooms and, of course, coffee. Prior to the kickstands being raised, the Road Captain is recommended to greet each rider to introduce themselves while gauging riders' experience and the condition of their motorcycles. Collecting names, cell numbers and emergency contacts is also advised.

While the Road Captain is responsible for knowing the route and keeping the proper pace, the Slot provides an extra set of eyes to anticipate potential hazards and situations that could interrupt the procession. The Sweep monitors the behaviour of the group and ensures nobody is left behind.

Next, we discussed proper lane placement for larger groups and hand signals to communicate among riders before practicing our skills in a series of lead-and-follow exercises on city streets and a very busy highway.

Assembling a group of riders with a wide spectrum of experience and ability and different motorcycles is a complicated and challenging affair, one certainly not to be taken lightly. There are an infinite number of variables, but it is important to limit the number of possible complications and dangers to ensure a safe and successful ride for all.

TOP 5 ROAD CAPTAIN TIPS

5 Proper Formation
Ensure riders keep the right formation and pace for conditions and riding ability.

Pre-ride Meeting
Be familiar with the riders in your group and their bikes. Summarize hand signals and the plan for the day so there aren't any surprises.

3 Be Prepared
Know the route and plan for as many variables as possible. Tools, duct tape and Tylenol are never a bad idea either.

Keep the Pace
Consider the traffic, road and weather conditions, along with ability and comfort for all riders.

1 Communication is Key
Use radios to communicate with the Slot and Sweep riders and use hand signals often to keep the group in the loop.

4

2

Two-wheel therapy

Best friends reconnect after 18 years
and embark on a memorable journey.

By Sgt. Clay Carter, Royal Canadian Air Force

I will admit that when I rode down the hill into Revelstoke, British Columbia, I was on and off the throttle. I was keeping comms open throughout day. Brooksy had texted when I was stopped in Field for fuel that he was at the Ramada. He had been riding all day from Chilliwack, British Columbia, and I from Edson, Alberta, via Cold Lake.

Brooksy and I met back in 1999 in the sand-ridden Petawawa, Ontario. The two of us hit it off right away on a warm weekend in May. We were waiting to start our Combat Engineer Qualification Course Level III. Both of us were from small towns, Brooksy out of Sawyerville, Quebec, and I from Edson.

We were eaten alive by our battle school staff and the mosquitoes in the training area alike. There was no escaping the daily routine of inspections, drill, physical training and, of course, combat engineering. An experience like that does two things to a person: makes you twice the man you were and forges friendships that last a lifetime.

On completion of battle school, the two of us were posted to 1 Combat Engineer Regiment in Edmonton. Long days of sharpening shovels were made less painful by

discussing the Harley-Davidson® of our choice and the epic ride we were going to take one day.

Years passed. It was now 2009 and we had our Harley®s: Brooksy had an '05 Dyna® Wide Glide®, while I had an '06 Road King® Custom. But we had one issue – we were on opposite ends of the country. Brooksy retired from the military in Chilliwack, and I had remustered to the RCAF Fire Service posted to Halifax, Nova Scotia.

Returning from a day out on our Harleys, we would touch base and discuss where we rode to and how the ride was. Yet every conversation ended discussing our trip one day. All we knew for sure was that the ride would include the Rocky Mountains.

Fast-forward to 2017. I had been posted to Cold Lake since 2015, and life had hit me with significant changes. I was now separated, and my only child decided to stay back in Halifax. With no wife and no kid, all I really had was work and my bike. Brooksy was adamant that since we stood in provinces next to each other, it was time to do our trip. I was hesitant, as anyone who has gone through separation knows that finances can be tight. Brooksy

just laid it on the line to me: “I’ve got the hotels covered – you get a meal here and there. Sound good, brother?” I had to swallow a little bit of pride but now I knew this was meant to be.

I made sure Brooksy would be able to hear me coming down the hill into Revelstoke after a couple of high-RPM downshifts. There he was, waiting outside giving the old thumbs-up. I swear he hadn’t changed a bit. After a couple hugs and “holy s*#ts,” it was as if 18 years were crammed into a day.

We took the time to check out each other’s new rides, as Brooksy was on a 2012 Ultra Classic® and I on a 2007 CVO Ultra Classic. The two of us were giddy with how these big baggers handled the highway. Brooksy said, “We are truly blessed with these bikes and this trip.”

We took some time out to fill our guts at a local steak and pizza shop. While throwing back some food, we completed a thorough map recon from my HOG® Touring Handbook. After pinching ourselves to remind us that we were actually doing this, we decided our next stop tomorrow would be Nakusp.

The next morning, we were into the throttle and on our way to readymade tents in Nakusp. I had Googled the best places to stay while

on a bike and Riders Retreat was first in line. It was just amazing – you get to cook your own food with a supplied outdoor kitchen, and there are hot showers, a great bunk to rack out, and a fire pit to sit around with other bikers and start up some conversation.

While in Nakusp we hit up the local hot springs. The ride alone was just wicked for the twisties. No more Alberta chicken strip on the rear tire – I pretty much wore the tire back to being round. The hot springs were amazing – crystal clear and oh-so-hot on our weary bones. You can escape the crowds in the secluded location, which makes the outing very peaceful after a day on the highway. The night was great sitting around the propane burner campfire (there was a severe fire ban) striking up conversation. When morning sprung, it was time to get back on the iron – this was a road trip adventure.

Our hostess at Riders said that one of the best rides in the area was down to New Denver and then heading east across to Kaslo. The ride did not disappoint. The New Denver stretch had some good cornering and was very scenic. Once in New Denver,



we figured we should do a morning coffee and get something to eat. To this day I have no idea what I had for breakfast, as the peanut butter and jam-stuffed cookies are all that I can visualize. If you're ever in New Denver, you have to check out Inspirations By Sanderella for the best cookies bar none.

Once we had our fill of cookies, Brooksy and I made tracks toward Kaslo. This is where I started to grind my floorboards. The road was crazy: inclines, declines, left-rights, straightaways – one of those roads where you can test yourself physically and really get into some cornering. We had a blast; we still talk about that stretch of highway to this day. Take the old 31A; you will not be disappointed.

The highway was considerably friendlier down to Balfour, where we caught the ferry across to Kootenay Bay. After lunch at the café on the wharf, we boarded the bikes and made our way across. Ferry operators in the area are pretty switched on. The bikes are loaded to the front of the ferry, and therefore when departing the operator will scuttle the bikes off first. The road from Kootenay Bay to Creston isn't as white-knuckle as the 31A, but she has her excitement. As soon as you crest the hill from the waterfront, it's on. I led with Brooksy on my tail and, to our amazement, a couple from Texas on a late-model CVO Road Glide® Ultra right with us all the way (more floorboard grinding).

Creston was a quick fuel and coffee stop, and once the bikes and ourselves were filled with refreshments, we headed onward to Cranbrook for the night. We decided to

head to the Creston dealer in the morning, as Brooksy wanted to have his brakes looked at and I needed an oil change. As luck would have it, the shop was at minimum manning on a Monday morning, so we had to settle in for a long morning, even with the service staff rushing us to the front of the line. We've all been there – on the road, when you are just looking at something simple, more issues rear their ugly head.

Brooksy's brakes just needed a clean, which was nice to hear. I, on the other hand, had to decide what I wanted to do with my back tire. Being 300 pounds and habitually into my throttle, my back tires have a shortened life span. The mech was super-helpful, saying, "You should be able to make it back without issues, although you may be rolling the dice." So, on came a new tire. Tires always seem more expensive when you weren't prepared to buy them.

Now that our wallets were a little lighter, we wasted no time getting back on the road. We pulled over about half way to stretch and rip off a couple of sets of push-ups. We both have done longer trips in the past, and those long days in the saddle sometimes wear on rider and butt alike. We found that when stopping for fuel or just pulling over to stretch, getting into the prone and ripping off 25 indeed helped. It must be that getting the old body down to the pavement and then working a little core sorts a fella out.

The road towards Golden was beautiful. The route consisted of winding curves mixed with long straights surrounded by foothills.

The first half of our five-day trip had been absurdly hot, but the second half was starting to cool off. This made for a beautiful late afternoon ride.

The next morning was gorgeous – a little cool, but the sun was shining, which made all the difference. Both of us were totally surprised to see a couple of Tesla fuelling stations located at the park across from our hotel. I had never even seen one before, so I was quite curious to check them out. I guess this is a sign of the future, one I'm probably not ready for, as I will stick to the sound of my CVO 110 motor running on hi-test.

She was a cool ride that morning, the coldest morning so far, and there was a fair amount of construction that slowed down the ride. The day started to warm a little once we hit Field, where we did a fast stop for gas and then charged on. The weather was great for a bit once we turned north onto 93 for about the first 20 minutes. Then the Rocky





Mountains held up to their reputation as the day started to feel like winter. We had to pull over and warm up!

Once we cracked off a couple sets of push-ups, we rode on to Saskatchewan River Crossing, Alberta, where we headed west on the 11. The scenery changed altogether; it was just awe-inspiring: vast teal blue lakes surrounded by mountain peaks skirted by winding sand dunes and beach heads.

Brooksy and I both had the same feeling; our adventure together was about to end. This was our last day together, so our stops were a little more frequent to drag out the day. We stopped for a few more push-up clinics to admire the lakes on the way. The sets of push-ups had built up an appetite, plus it was time to feed the Ultras with some fuel. You can get yourself quite a tasty burger at the Nordegg Resort Lodge next to the gas station.

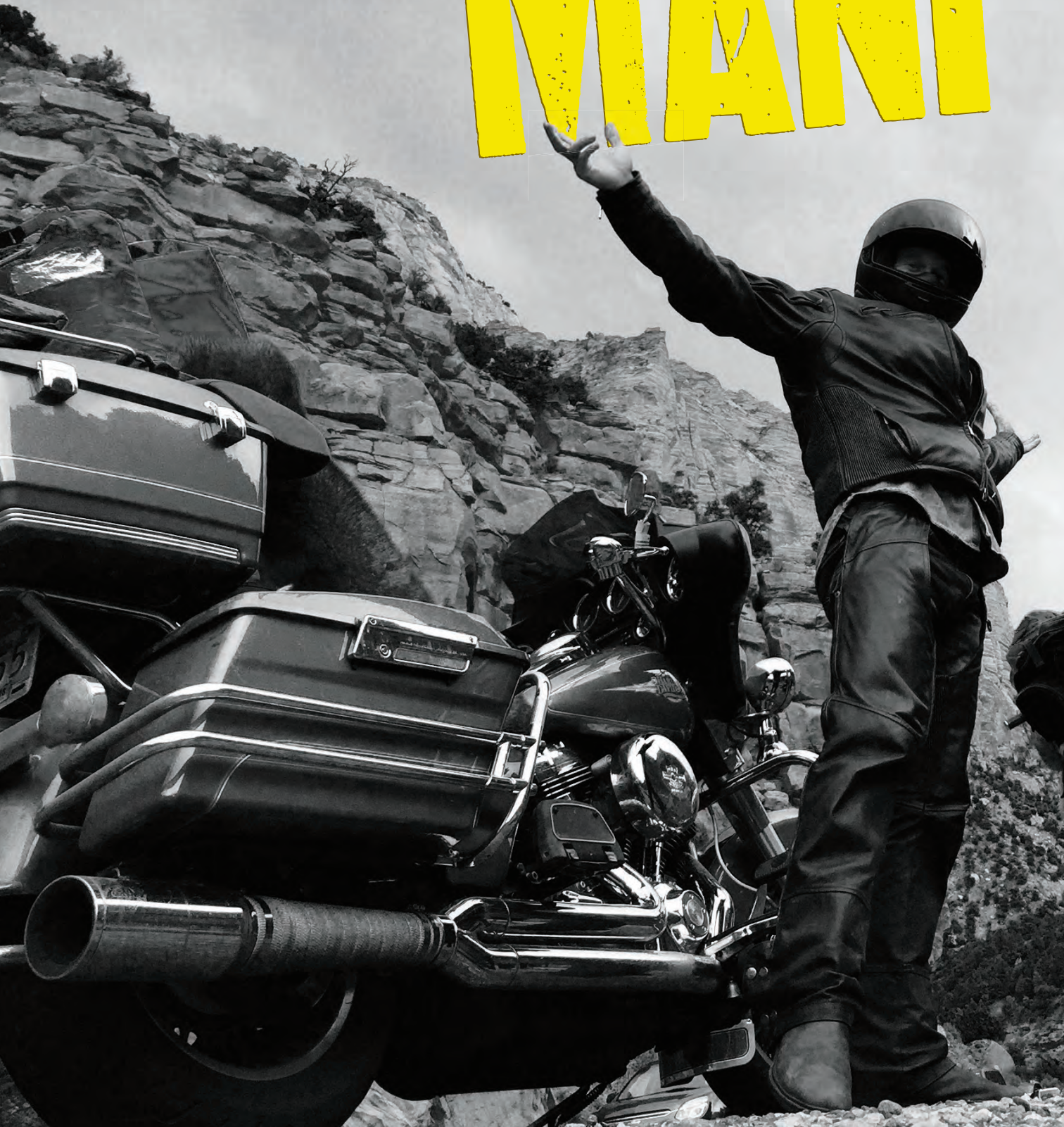
This was it; we knew that the next stop was us saying goodbye for now – well, until next year’s trip. We would cruise west on 11 until we met the turnoff to Cynthia/Lodgepole. Let me just say that the old secondary 620 heading up to Lodgepole isn’t marked very well.

It was hugs and handshakes and a lot of “until next year, man.” That was one of the best trips of my life, riding with my brother Brooksy. Getting out on the road and finding your next curve to lean into, all while finding yourself, is the best feeling I ever had. My brother saved me just by pushing to get me out on two-wheel therapy. With all the changes that I had last year, along with the ups and downs, I must admit that I felt a little claustrophobic. I tell you: open road, Rocky Mountains, a Harley-Davidson and your best friend can fix that quick.



An 8,000-kilometre jaunt from

MANI



TO CALI

Father and son bond on an open road trek from Manitoba to California.

Words and photos by Kevin Small



DAY 1 — HIT THE ROAD

After months of talking about a riding trip, my son Konner and I are sitting in a hotel room in Glendive, Montana. We left Beausejour, Manitoba, first thing this morning, leaving behind the prairie we are accustomed to. We flew down the I-29 fighting crazy wind. With sore necks and running on the last fumes in our tanks we made it to Fargo. I was relieved to turn west down I-94 and enjoy a smoother ride. We hit a lot of flat road coming down but soon it'll become worth it.

A nice lady approached us at a gas station near the border between North Dakota and Montana, asking if she could take pictures of our bikes. She talked about her love of bikes, her husband and their ranch in Wyoming, where she invited us to stay the night. Unfortunately, the timing never worked out.

Leaving the gas station, the sun was just starting towards the horizon, leaving the sky colour-stained. The weather was perfect. Curving our way around rolling hills and small valleys, we were living the biker dream.

DAY 2 — TO YELLOWSTONE

We headed out first thing this morning. Bound for Beartooth Pass, we continued along I-94. As we reached the first of the mountains, the adrenaline started pumping.

We started climbing. Through U-turn after U-turn, we slowly rose along the mountain, not realizing how high we really were until looking at the other mountains for perspective. We pulled off at a beautiful lookout with snow-topped mountain peaks in the distance and a birds-eye view of Red Lodge.

We met three other bikers there: a most charismatic older gentlemen, his kind wife and their friend. The older gentleman said he knew we were hard-core when he saw the layer

of bugs on our windshields and our sheepskin bucket seat set-ups. On saying our goodbyes, he gave Konner a hug, saying he lost a son 10 years ago and Konner reminded him of his son.

We proceeded up Beartooth, the lakes way below. We reached snow at the top and soaked up the gorgeous views. Down the backside, we found a secret waterfall that we'd been told about back in Miles City. It cuts through the mountainside and is truly majestic.

Next was Yellowstone National Park. The trees, lakes, rivers and everything else were tremendous, besides the tourists forcing us to a painfully slow pace. We were almost happy to get out of there! After an hour of riding in the dark, we found a room in Alpine, Wyoming. Exhausted, we fell asleep thinking of everything we had done and of all that was ahead of us.

DAY 3 — INTO THE DESERT

This day was something! We headed out on a foggy and cold morning. From Afton we rode south to the I-80, a series of twisty roads through canyons with nice sweeping corners. The stretch to Salt Lake City was a real treat – I love these stretches of interstate that sweep and twist up and down through the mountain ranges; it's easy to pass and we ride hard and fast.

Going through Salt Lake City is wild – traffic is heavy and moves fast, so you have to be super-alert, hard on the throttle, fingers on clutch and brake, but we sliced and diced our way through. South of Salt Lake we hooked up with US 6, which took us to US 50 and out to the desert.

As the road and sky opened up, strong emotions stirred. I thought about the California coastline and the miles in front of us as we entered the desert. The vastness of the sky and land, so big and open, the sky so blue. We were riding fast and yet it seemed we were hardly moving.

Finally, we rolled down a hill into Austin, Nevada, in a surreal state of mind. We found a little hotel, The Pony Express. I love these little old motels that are well cared for and have character. I always wonder about the people – what is it like running this motel in this little desert town?

DAY 4 — FROM THE DESERT TO THE BEACH

We pulled out of Austin and once again were on a big open desert road flying



along with mountain ranges on both sides of us, pure awesomeness. We turned south off of 50 onto 361 and stopped in Hawthorn. This town was really cool – it seemed to be stuck back in time. Outside the town were some bunkers in the desert, and our waitress at breakfast said weapons were stored out there – she shared some interesting stories about some being set off and unexpected window blowouts.

We headed south for Yosemite National Park, flying through the desert and closing in on the mountain range in the distance, with the sky incredibly blue. Yosemite was beautiful: the forest, a waterfall and crystal-clear mountain lakes. As we left, the road passed through tunnels, twists and turns as it wound along a rushing river.

As we left Yosemite, the temperature had to be nearly 40 C, but knowing we were closing in on the coast was exhilarating. As daylight slipped away, we swept and carved our way through one last small mountain range before rolling into Monterey. After some missed turns, wrong roads, and some directions from a guard who stopped us from entering a restricted area, we found ourselves on the beach. It was incredible – I could hardly believe we were there.

To think we left home Saturday morning and Tuesday night were

in California – it was a surreal moment.

We took it all in, watching the waves crash on the beach. What an incredible moment to share with my boy.

DAY 5 — A BIG DAY FOR BIG RED

Waking up, still fresh with exhilaration from reaching the coast, we went to visit her again. On our way, we pulled over when my bike – Big Red – finally reached her 100,000-kilometre mark. After a quick celebration and a few photos, we took the coastal highway one more time to Big Sur. There we found the road damaged and blocked off. Turning back, we stopped often to take pictures and absorb the views along with the sweet, salty, fresh air.

We discovered a nice turnout where a big rock sits on the edge of the cliff, so we climbed up for the view. We sat and marvelled at the ocean for quite some time. It was the trophy view of our journey. Darker clouds covered the sky and it lightly rained off and on.

We were 4,000 kilometres from home and both had to work on Monday, so it was time to get going back up to Monterey and then south down Highway 101. Produce fields covered the area, backed by small mountain ranges.

We got on the 58 East, which turned out to be crazy, with tight turns and

constant twists. Barren land surrounded it all. We went twisting through rolling mountains, along roads that reminded me of the Needles Highway in South Dakota but without the height and pretty view.

In Bakersfield we had a good stop at the Harley® dealership, checking out the new 2018 models. Afterwards, we made miles down Highway 58, turning north up I-15.

DAY 6 — RIDING ZION

Up and at it, the air was crisp, fresh and cool. We continued down I-15, right through Las Vegas, and headed towards Mesquite, Nevada. We spotted an old-fashioned diner called Peggy Sue's and had to eat there. The walls were decorated with Elvis Presley, Marilyn Monroe and similar memorabilia. Walking out of Peggy Sue's, warm air hit our faces. The morning cold had burned off into a beautiful day. We stripped off the leather jackets, rode north up I-15 and turned onto Highway 9 to enter Zion National Park, where the road wound through tall red rock and mile-long tunnels.

Exiting the park, the rain was just starting and the weather cooled off

quickly. Heading for dark skies, we suited up in raingear and went on. We rode north up Highway 89 and connected to I-70 Eastbound. What a scenic interstate! Tall red cliffs and climbing and descending through valleys. As we approached the state line, we could see the mountains of Colorado in the distance. Although the rain had stopped, an ominous cloud seemed to linger just ahead of us. Being able to jump into a hot shower in Fruita, Colorado, was a blessing after a cold and wet afternoon.

DAY 7 — A RIVER RUNS THROUGH IT

Up early again, we set off flying along the I-70 East toward the mountains. It was cool and crisp, but the sky was clear — what a relief after the previous half-day of cloud, rain and cool temps. Soon we were carving through mountain ranges with a river rushing on our right.

Past Denver, it's big, open, mostly flat country; visibility is good and we rode hard and fast, always mirror-checking that Konner was right there behind me. I've come to love the sight of him with those cool apes, fists in the wind, hauling ass!

Late in the day we turned north

on 81 at York, Nebraska, and drove up to Norfolk. As the sun was going down, the air still warm, we took in the final hour with only our vests on. We put on roughly 1,300 kilometres today — it was a good one!

DAY 8 — HOME

This trip was going to end in the rain and cold, but we had so much amazing weather we couldn't complain a bit. We headed north on 81 as the sky lightened, but all we could see were clouds in the distance. It wasn't long before we were running in and out of rain. Then highway construction had us waiting and the skies opened up hard — not fun being at a standstill when that happens.

Later we were rolling along, and in the distance the sky looked nasty, with clouds from extremely dark to white and grey. Before we knew it, it was above us: heavy rain, then hail. There was no shelter, so stopping did not seem like a good idea. I kept a close watch on Konner while trying to get through this and not crash. Thankfully the hail stopped and it turned back to pouring rain. We saw a gas station up the road and got under the roof over the fuel islands. We were so soaked, it was as if we had jumped into a lake, but both of us were thankful to have made it through and we couldn't help but laugh at our misfortune.

After warming up a bit inside we headed back out as it continued to rain off and on, mostly on, to Watertown, South Dakota. We turned onto I-29 heading north and started to get more breaks in the rain. We went back to just riding hard, knowing home was not far away and pounding off the miles.

Crossing the border into Canada, it was a weird feeling. There was an overwhelming sensation of what we had just done, and at the same time we were numb and freezing. Pulling into the yard, we were cold, excited and calm at the same time. It was an epic experience we will never forget. We strolled over to the house, settled in and of all things, the wife was watching *Common Ground*. Even though we were frozen, we grabbed a couple beers and joined in to watch the show.

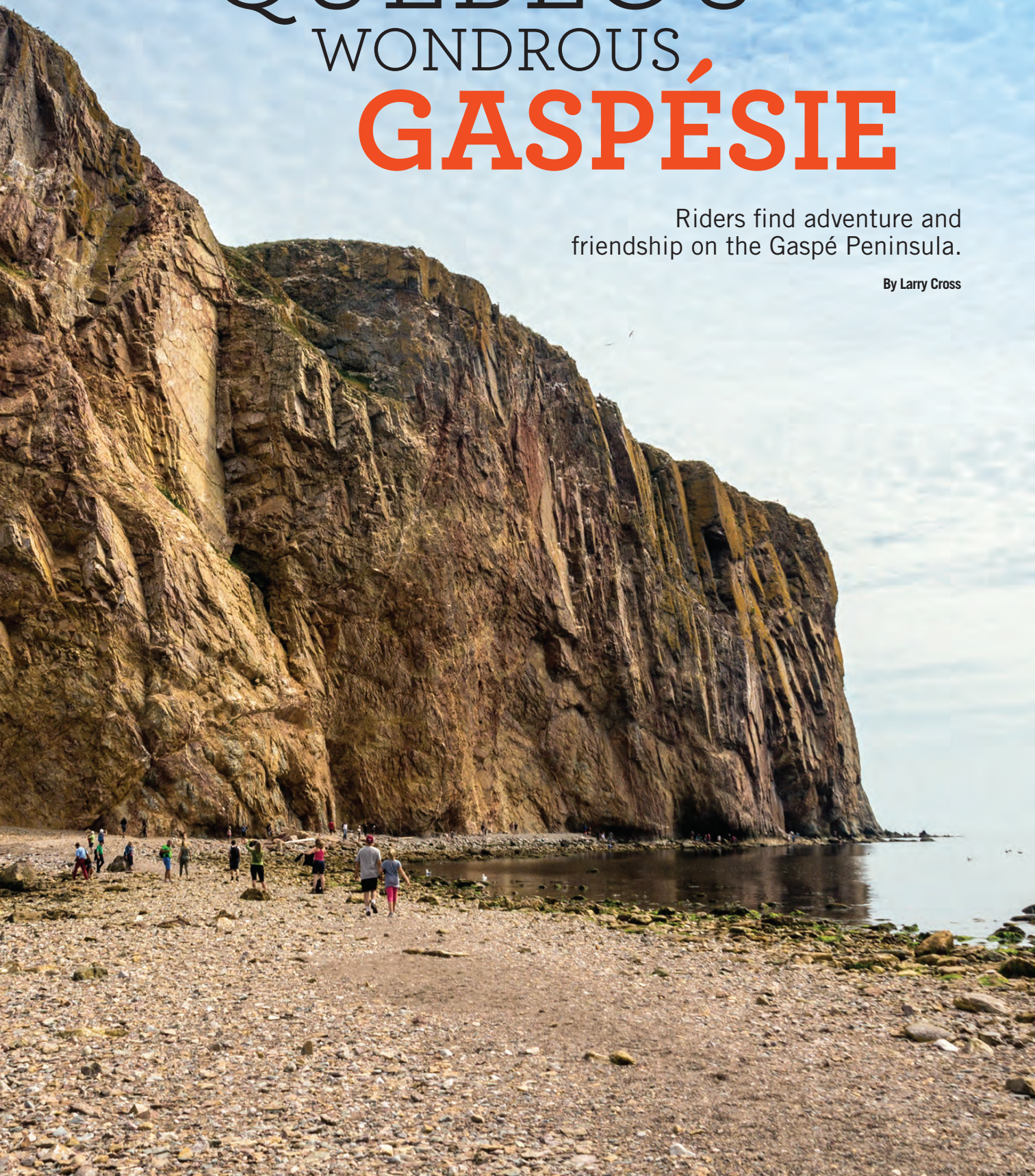
I love this motorcycling life, and it's an awesome bonus to share it with one of my kids.



QUEBEC'S WONDROUS, **GASPÉSIE**

Riders find adventure and
friendship on the Gaspé Peninsula.

By Larry Cross





I am writing this story the day after storing my Harley® for the winter, as I now have time. It's a bit of a sad day, but there is always the spring to look forward to!

We (Kelly and I) packed up the Harley on July 7 and left for the Gaspé Peninsula. We made it from Rockwood, Ontario, just past Montreal to Drummondville, Quebec, on the first day. It threatened to rain the whole way but never did. It seemed like the rainclouds were only above the road we travelled. It was a great ride and we met bikers heading to the Cabot Trail.

The next day we biked to Sainte-Flavie, just past Rimouski, and stayed at a great place on the water called Le Gaspésiana. The

breakfast was amazing! When we got to Rimouski, we headed into very black weather, lightning and so on. I remember passing a large group of bikers heading the other way at high speed. We were heading into this at high speed! We hit a hailstorm and kept driving through it, but about an hour later we were in sunshine.

The following day was the best ride, as we were along the coast. The ride was spectacular; it reminded me of the Cabot Trail. We got to a point where we headed into the park on the tip of the Gaspé Peninsula, where there was nothing but bush. My gas was running low and it was getting late, with no stations in sight

and the town of Gaspé 60 kilometres away. We finally made it to the coast out of the bush and to a gas station, running on fumes.

We made it to our hotel in Percé before sunset. The room was beautiful with a deck and a view to die for. It looked like we were looking down on Whoville!

The next day we took a boat cruise to Bonaventure Island, where we saw 30,000 birds or so. They were on little rock ledges – amazing. We walked to Percé Rock (we had to time this, as you can only walk there when the tide is out).

We headed to New Brunswick the next day with Caraquet as the destination. Crossing the bridge from Quebec to

New Brunswick at Campbellton, we heard this very loud Harley behind us. We looked back and saw a guy with ape hangers, a German helmet and a young girl on the back. I waved him to come beside me, and he asked where we were going. I said, “Caraquet,” and he said, “Follow me!” We rode together for a bit before stopping. It turns out he and I had worked at the same place in New Brunswick years ago – small world. He had his daughter on the back.

We then journeyed towards Bathurst but stalled out. The bike started again, went for a bit, stalled out again and wouldn't idle, so we decided to head to the Miramichi Harley

dealership. Now, since the ride between Bathurst and Miramichi was all bush (for about two hours), we were afraid that if we broke down we would be eaten by bears or wolves, but we made it to the bike shop.

The staff there are wonderful (side note: while we waited for them to look at the bike, we discovered that my daughter Larissa's pic had made it into *HOG® Magazine Canada*). They fixed the bike and we headed to Fredericton to visit relatives and then to Caraquet. The next day we drove along the northern coast of New Brunswick. On our way back we took the Matapédia route based on advice from another biker. It was another awesome drive.





BEST FOOT FORWARD

We talk to Leslie Padoll about the journey that led her to create motorcycle footwear specifically for women and how riding fuels her passion for the creative process.

As told to Jeremy Pick
Photography by David Carlo

Artisan

As a motorcyclist for more than 10 years, I'd struggled to find riding gear designed to meet my needs on and off the bike.

The biggest problem was finding riding boots that hit the right place in the spectrum between fashion and function. I'd wanted durability as well as quality, comfort and style.

I'd begun my trade as a commercial tailor working in the fashion industry, which means everything from TV to alterations for red carpet events. I've created one-off pieces, which helped with the initial process of designing and making motorcycle gear.

A friend had introduced me to Jordan Adoni, the owner of the shoe brand Modern Vice, and we created a fashionable yet functional women's motorcycle boot. We collaborated under the name BH&BR X MV, which has now become independent brand Breaking Hearts & Burning Rubber, representing my creative passions



and the love of motorcycles.

Jordan had a lot of input in helping me to develop the sole of the boot. The materials needed to elevate the boot weren't available in the women's market, so we used a men's Vibram lug sole and created a custom built-up heel. This gave the boot a cool utility look with the durability that Vibram is known for.

I'd wanted to use specific oiled leather, which is used for chaps because it's so tough, but I had to approach tanneries to get them to cut it to the right weight for boots. The biggest part of the development process was testing the boots. I'd started with two styles and made a pair for myself and a pair each for two of my friends; then I jumped on a plane, grabbed a bike, and the three of us took off from Los Angeles for a week-long trip up the coast to Portland, Oregon, and back. After the trip, I made a bunch of adjustments to the design.

That was just the beginning. I was soon making an impact within the women's motorcycle community, which led to expanding into jackets, gloves and other accessories. Recently, we've teamed up with Vibram, and I designed their first sole specifically for women's motorcycle boots.

The most important thing about my work is transparency and integrity. It has been special working at the Made in Midtown factory in New York City because it feels like the first time I've been able to articulate my ideas without hesitation. I don't want to make anything I myself wouldn't wear. I've been wearing the same boots for the past two years – 30,000 road miles (48,300 km) and countless adventures – every day.

I really didn't consider myself a motorcyclist until I got on a Harley-Davidson® motorcycle. After years of having vintage bikes and only going as far as I could trust them, I got a new 2013 Sportster® Iron 883™. That bike made me feel like I didn't have any limitations. Three bikes later, I'm on a 2001 FXDXT Dyna® Super Glide® T-Sport® with a



113-inch Evo mag-fired four-speed jockey, built by SL NYC. This chopper has everything from a Knucklehead transmission to vintage split tanks off of a Shovelhead. I'd wanted a vintage bike, but my mechanic said I'd want more from my bike. So we built one.

It's hard to find a balance when I'm juggling fashion jobs with the business, but once I start riding I stop focusing on work. I take a lot of solo trips, and every time I pack up my bike I know I'm going to come back better than when I left.

When I'm not working, my life revolves around my motorcycles. I love the fact that the women's riding community has grown in the last few years, and there's the chance to grow further. I want to be a part of that. Through the language of motorcycles, multiple opportunities have opened up for the future.

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A MULTI-COLOURED PARADISE

With its great mix of roads and natural surroundings, compelling history and cities rich in art and culture, Italy is the perfect destination for touring enthusiasts. Plus, it has the right road for every Harley-Davidson® motorcycle and rider.

The Isola delle Correnti beach, in Sicily



Seaside, mountains, hills, plains, sunny coastal rides, winding roads up mountainsides, high-altitude passes with dizzying drops, forests blanketing gentle slopes, routes past medieval castles and roads running straight to the end of dry land... Greek and Roman temples, Christian churches in a host of different styles... whatever your preference, and whatever road suits your Harley-Davidson motorcycle best, if you opt for Italy you are bound to find what you are looking for.

From the peaks of the Dolomites to the timeless tranquillity of Capo Passero and the Isola delle Correnti, Italy offers a huge diversity of roads and geographical surroundings like no other country in the

world. While it's nice to visit the obvious, world-famous locations, it's largely better to keep well off the beaten track and go where your curiosity takes you. You will surely come across a beautiful scenic road you didn't know about, or a tiny medieval hamlet perched on the top of a hill.

With most months tending to offer a mild and temperate climate, Italy is appealing to bikers virtually all year round. Here are three potential destinations for your biking trip to Italy: one in the north, one in the centre and one in the extreme south. Remember that these are simply suggestions drawn from the myriad options Italy offers.

Regional Profile

THE TRIVENETO – LAKES, MOUNTAINS AND SEA

Few parts of Italy offer the variety of the northeast, with its three regions of Veneto, Friuli-Venezia Giulia and Trentino-Alto Adige complementing each other with a never-ending choice of geographical, cultural and historical settings. Cities that are unique for the style of their monuments and their structure, such as the Venice of the Doges and Roman Verona, are a counterpoint to the busy seaside resorts and destinations popular with bikers, such as Lignano Sabbiadoro.

The Gardesana Orientale SR249 from Sirmione to Riva del Garda skirts Lake Garda, showcasing magical scenery and picturesque towns such as Sirmione, Lazise, Garda, Torri del Benaco and Malcesine, all of which are good for a break. The route via the Palladian Villas, crossing the provinces of Verona and Padua, is another interesting option for a bike tour.

However, the Dolomites and the roads ascending them are the region's truly unrivalled asset. Running through magnificent natural surroundings and past massifs such as the Marmolada, Cristallo, Tre Cime di Lavaredo, Crosa Rossa and Sassolungo are strips of tarmac that climb high to command memorable views from the top.

One possibility, which is considered a must by many bikers (and cyclists), is the Four (or Five) Pass Ride. A ring traced by the SR40, SS242, SS243, SS244 and SP27 roads passing Corvara, Arabba, Canazei and Selva reaches the Campolongo, Pordoi, Sella, Gardena and Falzarego passes in a hundred or so kilometres that are a constant mix of hairpin bends, challenging sections, plains and spectacular descents. It's hard to imagine anything better!

Farther east, close to the border with Austria, is the SR13 – better known as the Pontebbana road – which plays with the Tagliamento and Fella rivers and will treat you to breathtaking passages in the Canal del Ferro valley.

TUSCANY: THE PROMISED LAND

Some places in the world are every biker's dream, ones that absolutely must be visited on a motorcycle: regions such as the North American West, Provence and North Africa. Well, if Italy, too, can boast its very own Mecca for bikers, Tuscany is certainly it. The rolling Chianti hills with their undulating roads



Isola di Levanzo, Sicily

are perfect for Harley® motorcycles. There are medieval villages steeped in history, such as Monteriggioni (praised by Dante in his *Divine Comedy*), and San Gimignano with its towers and cuisine that attracts visitors from all over the world. This all combines to make Tuscany a foolproof destination for an excursion or even a longer holiday.

From the Tyrrhenian coast with the trendy Viareggio and Forte di Marmi to inland cities such as Lucca, Volterra, Pisa and Siena, all roads have their own appeal. You simply can't go wrong if you travel the Chiantigiana road (222) between Florence and Siena, lined by acclaimed villages such as Greve (with its wine museum), Panzano and Castellina.

Farther south is Val D'Orcia, its rolling hills dotted with cypresses and its magnificent scenery, excellent red wines and the ancient splendour of the towns of Montepulciano, Pienza, San Quirico D'Orcia and Montalcino.

This part of Tuscany is crossed by one of the most important consular roads of Ancient Rome, the Via Cassia, which linked the capital to Florence. Now called the SR2, the Via Cassia offers delightful surroundings with wide-open bucolic views. Its route southwards is the optimal way to reach Rome, following in the footsteps of the Empire.

SICILY – THE CROSSROADS OF CIVILIZATIONS

Few lands can boast memories of so many different eras and civilizations as Sicily. From Greeks to Romans and from Arabs to Normans, successions of peoples have made their mark on the Mediterranean civilization. Just leave Palermo and travel southwards on an imaginary road into Greek history to Segesta, with its magnificent temple standing solitary atop a hill; sit before it and listen as the wind plays with its mighty columns.



The Doge's Palace and Campanile in St Mark's Square, Venice



A dramatic view of Florence



Then continue southwards across Selinunte, one of the world's most important sites of the Hellenistic civilization, until you reach Agrigento and the wonders of the Valley of the Temples, dominated by the majestic Temple of Concordia. The route follows roads crossing landscapes that are both fairytale and harsh, scorched by the sun in the summer months.

At the centre of the island, reached along undulating roads past golden wheatfields, is Villa Romana del Casale, which features frescoes and mosaics that illustrate life in Imperial Rome.

Farther east is an area distinguished by Sicilian baroque style, and cities such as Noto with its Cathedral of San Nicolò, a UNESCO World Heritage Site. The road ends with picture-postcard views of Ragusa Ibla and Syracuse on the island's east coast.

Virtually all the island's inland roads are splendid for biking, passing through hills, canyons and forests. Sicily is also a triumph of nature – don't miss the coves and limestone cliffs of the Zingaro Nature Reserve on the east coast of the San Vito Lo Capo peninsula, in the Gulf of Castellammare; or the step-like forms of the Scala dei Turchi, a white cliff rising sheer above the sea situated on the coast in the province of Agrigento; or the moonscape slopes of Mount Etna, admired while travelling on the SP92 road that climbs the volcano's slopes.

Finally, return to the other side of the island, where you started, to learn more about two of the island's age-old traditions: those of the salt works (Trapani is the ideal destination for this) and the mattanza – the violent yet fascinating ancient method of catching Bluefin tuna.

BIKING AND CULTURE

From Turin to Pompeii via Florence – to mention but a few of the country's heritage sites – is an axis along which lovers of sculpture, painting, architecture and history can fill the days of their trip. Certainly Rome, with its Ancient Roman monuments and the majesty of the Vatican, is a compulsory waypoint for all those who see travel as an opportunity to add to their cultural enrichment. Nor can we overlook the gastronomic traditions of all the Italian regions, another legendary legacy that delights all those who choose Italy as their destination. Enjoy magnificent local pasta or a grilled Fiorentina steak in one of the myriad family restaurants that fill Italy's countless old villages, with their paved streets and crenellated walls.

A WIDESPREAD NETWORK OF REFERENCE POINTS

Wherever it leads, any Italian trip can rely on points of reference for a safe journey. First and foremost are Italy's Harley-Davidson® dealerships – key to those riding a Harley® motorcycle in Italy. They form an accessible network and are only too happy to help riders with anything from customer assistance to the purchase of clothing and anything else you might need for your trip.

Travelling also calls for comfort, and Italy provides visitors with plenty of hospitality for all budgets, from prestigious hotels to extremely comfortable B&Bs – you will thoroughly enjoy the hospitality in this land at the heart of the Mediterranean. We look forward to welcoming you soon...



The beautiful town of San Gimignano, in Tuscany



FIND YOUR NEAREST DEALERSHIP



There are many dealerships across Italy – to find out where, visit h-d.com and click on “DEALER LOCATOR” at the top of the homepage.

THE FREE DOM GAME

Feel like riding Route 66? The Crew 2 video game shrinks the United States to an online playground that lets you ride the iconic American highway, among many other places...

Words: Alan Dykes





If you've never ridden Route 66, then it's probably on your bucket list. But while Harley-Davidson® and HOG® embody the spirit of freedom, it's not always practical to head south at a moment's notice to fulfil those epic dreams of adventure. However, the recent release of video game *The Crew 2* from Ubisoft makes this possible in some style.

The first time *HOG* Magazine Canada heard about the game was in a promotional video released last October, which featured the CEO of Ubisoft riding an Iron 883™ model. So we couldn't wait to speak to Ahmed Boukhelifa, CEO of Ivory Tower, the French company that develops the game for Ubisoft, to find out more about *The Crew 2* and how they've worked with the Harley-Davidson Motor Company.

CREATING AUTHENTICITY

Released on PC, PlayStation 4 and Xbox One this summer, the game not only features more than 9,000 square kilometres of scaled-down U.S. landscape, it also lets you drive cars, pilot planes, skipper powerboats and – crucially – ride Harley® bikes. But it's not just the ride that caught our eye; it's the level of customization available and the amount of work put into creating

authentic digital motorcycles.

The Crew 2 works in an online environment – you drive or ride with and against real people. You'll be able to create a “crew” of up to eight players, or join several crews, with people all over the world. Existing friends, family or chapter members, fellow riders you met at a rally, or even just someone you've made friends with playing the game – you can arrange to meet in this virtual world, decide where to go and what to do, and then just do it.

JUST LIKE THE REAL THING

“It's Harley-Davidson!” Ahmed exclaims. “When you talk about riding all over the U.S., Harley-Davidson comes to mind immediately. For a long time we've wanted to include Harley in the game, and that's why we're super-excited to be able to build this partnership.”

To recreate in-game Harley-Davidson motorcycles, Ivory Tower went far beyond just copying publicly available imagery. They got the real bikes, they rode them, they visually captured them from all angles and then added detail using technical and CAD data from Milwaukee.

“We have to have the real bike... it's all about the emotion it conveys. If you

want a true experience, you have to feel it. Then, afterwards, we needed lots of hard facts, too – all the details about the engines, because simulation is the core of our game. We also did a recording session in Milwaukee, where we took the bikes out of the factory and recorded them on track to get the true sound.”

And then there's modelling the bike's handling: “Once we add all these parts to the game our designers ride the bikes again and again to try to make it as close to the real experience as possible.”

The Crew 2 is impressive in its level of visual detail. It's still very obviously a game, but everything works – the speedometer, the gears – or, as Ahmed puts it: “They're true to the original and work like the real thing.”

A SENSE OF SPACE

The game aims to show off many of the most iconic locations in the United States, with more than 10,000 kilometres of road to traverse. Although you can't yet visit the home of Harley, you can visit downtown Chicago, as well as New York, Miami, Las Vegas and lots of other major cities. But there's as much fun to be had in the vast expanses between the cities, as Ahmed explains. “We wanted to bring the sense of space... the mountains, the desert, huge iconic places like the Grand Canyon.”

PUTTING YOUR PARTS ON

The game is all about progression – earning in-game cash allows you to purchase new vehicles, as well as upgrade and customize your existing ones. This is all managed in your in-game house. “Your house is like a luxury garage,” says Ahmed. “In the middle of your living room you have your vehicle, and you can change whatever you want.”

You start out with a factory model, and then it's time to have some fun. “It was important for us to create something that's true to the Harley-Davidson experience,” says Ahmed. “We push the freedom for the player to really customize their bikes and make them unique. You can change the exhaust, the handlebars, front lights, rear lights, fenders, mirrors; it's all you can imagine.” And yes, you can tune the engine and go wild with the paint job, too!

After you've learned the ropes and progressed a little way through the game, the first Harley-Davidson bike you'll be able to unlock is the Iron 883. Many real-life riders start out on a bike like the Iron 883 before progressing to bigger models, and in *The Crew 2* it will be no different.

The 2017 Street Glide®, which also appears in the game, will up the power with its Milwaukee-Eight® engine. Due to contractual arrangements, Ahmed couldn't yet reveal which other models will be available, but if the original edition of *The Crew* (released in 2014) is anything to go by, there will be regular game updates and more motorcycles revealed soon.

“THEY GOT THE REAL BIKES, THEY RODE THEM, THEY VISUALLY CAPTURED THEM FROM ALL ANGLES AND THEN ADDED DETAIL USING TECHNICAL DATA FROM MILWAUKEE”

COMMUNITY AT THE CORE

As well as the bikes themselves, there is a specific part of the game world that's designed just for Harleys: “We have elements that are specifically for bikes, for example, the incredible Harley-Davidson race. This is almost 20 minutes long and will take you from Las Vegas to Yosemite National Park. It starts on the strip in Las Vegas and goes up through the hills. Doing that with your crew is a mix of adrenaline and discovery.”

What sets apart *The Crew* game series is its community – nearly four years after its emergence, the game remains popular, with people continuing to meet up and race across the vast landscape. “You have this huge world, with whole communities of crews taking part: street-racing, off-road, freestyle and highway racing. Each of those communities organizes

events, and each event you go to will build your story and your following. Even when you are done racing, you also have lots of tools to have fun with – for example, the camera, which allows you to take pictures as you ride – or even video, which you can upload to YouTube.”

Finally, we quizzed Ahmed on what it's like to work with Harley-Davidson – has it been what they expected? “It's exciting because we've wanted to work with them for a long time. With Harley-Davidson, it was really love at first sight. They had already seen *The Crew* and imagined what it would be like with motorcycles, so the first contact was very positive. We reassured them that we wanted to recreate their bikes with depth, and they supplied us with everything we needed – engineering data, colour data, visual data and access to the real bikes.”

And, as you'll see from the artwork on these pages, this close collaboration paid off in the visual impact of *The Crew 2*. Video games may never be able to fully recreate the sensations of rolling down the open road and the beating heart of a real Harley, but for those winter months when the chrome is staying dry, it's worth knowing that at least one game will let you explore the U.S. on a Harley and create your own crew of like-minded riders.

To check out the cool promotional video showcasing Harley-Davidson's involvement in the game, visit youtu.be/ADU82T7NXnU



HARLEY-DAVIDSON® CANADA

2018 Rally and Pin Stop Dates

This year marks the 115th Anniversary of Harley-Davidson® and 35 Years of HOG®. We look forward to seeing you at the upcoming Regional Rallies and Pin Stops across Canada; as well, please join us at the flagship rallies in Prague and Milwaukee to celebrate both anniversary occasions!

2018 RALLIES:

July 5–7: **Quebec Regional HOG Rally** – Saint-Jérôme, Quebec

July 5–8: **115th Anniversary Rally** – Prague, Czech Republic

July 12–14: **Western Regional HOG Rally** – Kelowna, B.C.

August 2–4: **Atlantic Regional HOG Rally** – St. John's, Newfoundland and Labrador

August 29–September 2: **115th Anniversary Rally** – Milwaukee, Wisconsin

2018 PIN STOPS:

Friday the 13th – Port Dover, Ontario – April 13

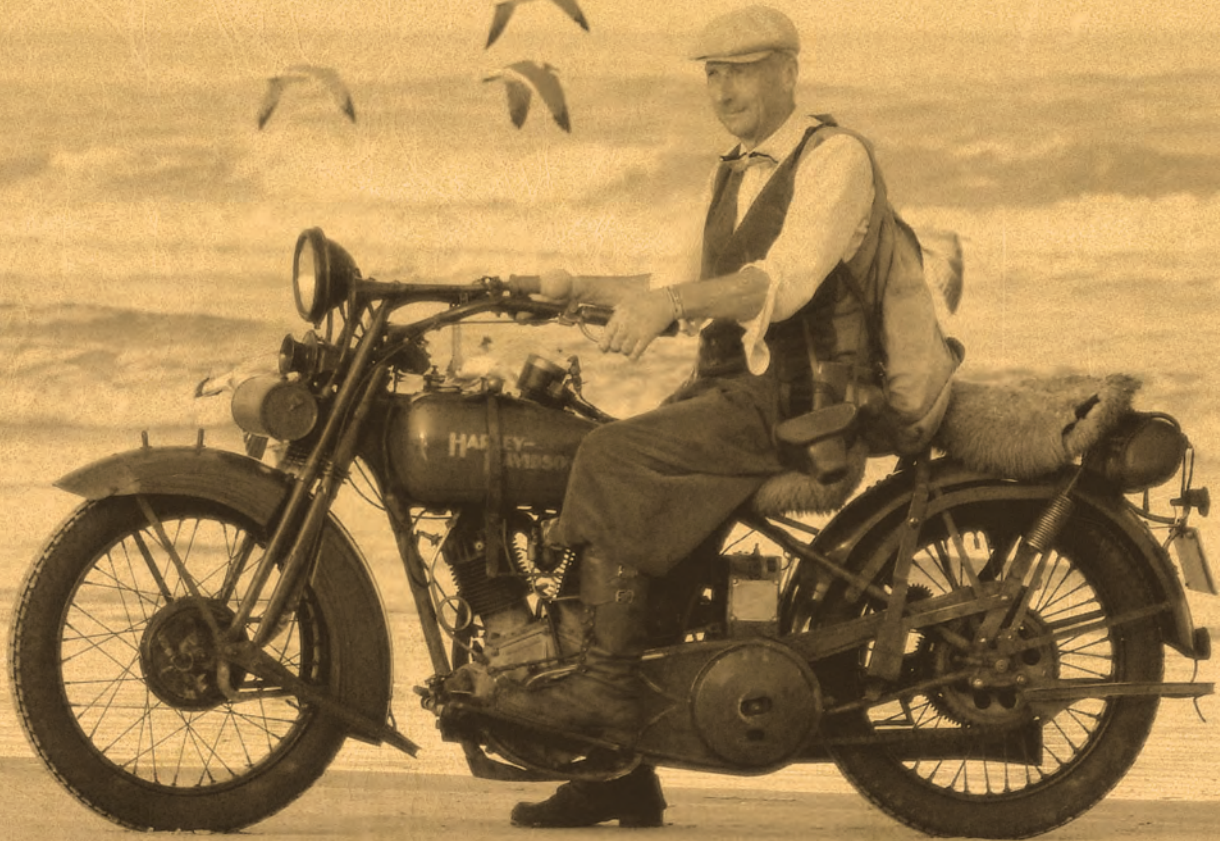
Friday the 13th – Port Dover, Ontario – July 13

Hawkesbury Bike Fest – Hawkesbury, Ontario – September 1–2

Wharf Rat Rally – Digby, Nova Scotia – August 29–September 2

ALL EVENTS DETAILS CAN BE FOUND AT:

www.hog.com



The JD that came home

German HOG® member Peter Schmidt

came into possession of his rare 1928 Model JD through a chance meeting at a classic car show in the former East Germany in 1982. Since then Peter and his bike have covered more than 30,000 kilometres, including two trips to North America – and the bike still has its original paint, nickel finish and pistons.

“I bought the bike from its first owner, who had purchased it from a dealership in Bischofswerda, East Saxony, in 1928,” says Peter. “The bike had been stored since the Second World War, with a mileage of 32,839, but I managed to bring it back to life within a day. That also brought to life my desire to travel with the bike.”

That desire had to wait until the fall of the Berlin Wall, when travel outside the former East Germany became possible. Peter decided to ship the bike to North America in 1993 to mark the 90th birthday of Harley-Davidson with a five-week ride through southern Canada and the northern United States, and a pilgrimage to the bike’s birthplace in Milwaukee. New tires, chains and battery were fitted, but otherwise the bike retained its originality.

Peter loved that trip with his JD so much that he immediately began planning his next North American trip – for the 100th Anniversary of Harley-Davidson in 2003. That year also saw two other anniversaries: the 75th birthday of the bike, and the 65th birthday of Peter himself.



**“IT IS STILL
UNRESTORED, AND
THAT IS THE WAY
IT SHOULD STAY”**

That second trip saw Peter cover 28,000 kilometres, taking in not just Milwaukee – and a meeting with Willie G. Davidson – but Niagara Falls, Daytona Bike Week, New Orleans, Texas and the full length of the original Route 66 from when the bike was born in 1928.

Back in Germany, Peter checked the bike over and replaced the valves and piston rings, but otherwise the bike remains just as it was when it left the factory. “It is still unrestored – the paint and nickel are still unchanged, and that is the way it should stay,” says Peter.



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





EXHAUST

OBSERVATIONS OF A RIDING COACH

Are you ready for your report card? You should look much farther down the road. When cornering, you need to start turning your head to where you want to go instead of looking straight in front of you. You must learn to swerve through counter-steering; apply the throttle, clutch and brakes more smoothly; and give immediate attention to your emergency stopping skills. In short, many of us are hovering between a C+ and B-.

Story by John Sandberg

Those are the observations of two motorcycle safety coaches who for decades have watched thousands of motorcyclists repeat the same mistakes. The truth is, when it comes to riding motorcycles we're all students in need of some additional homework.

Ray Petry and Don Rains are certified riding coaches who spend their weekends helping new and experienced motorcyclists become better riders. They have seen it all, and they're here to impart a few simple lessons to help us ace the challenges that come with riding safely.

MAXIMUM BRAKING

As the project manager of the Harley-Davidson® Riding Academy and a certified coach since 2004, Petry has witnessed more riding schools and road miles than most. When asked what riding skill is the biggest challenge for most riders, Petry doesn't hesitate:

"Maximum braking," he says. "It's not something that most of us utilize on a daily basis, and it's a skill that erodes without practice. But occasionally a circumstance arises that requires maximum braking force, such as a car pulling out in front of us."

When it does, riders should follow the correct protocol regardless of whether they have ABS or not: square the handlebar so that it's straight and smoothly apply both front and rear brakes; once the load transfers to the front tire, gradually increase braking force to the front brake until you come to a stop (or your speed is adequate for the situation).

Petry still comes across experienced riders who don't use the front brake, which provides 70 per cent of the total available stopping power.

"Among certain riders there's a false belief that using the front brake will result in a crash," he says. "Using either brake wrongly can result in a crash, but not using the front brake more than doubles the distance needed to stop."

How can you become proficient at proper maximum braking?

"Practice quick stops every time you roll your bike out," says Rains, a Riding Academy and MSF-certified coach since 2001. "Quick, well-executed braking is part of the foundation of safe riding. It's a skill that requires repeated practice."

MASTER THE SWERVE

A well-executed swerve is another skill that deserves more of our attention. Like the quick stop, it's an evasive manoeuvre

"THE BEST APPROACH TO SAFE RIDING IS A STRATEGY THAT AVOIDS EMERGENCY MANOEUVRES"

that might go months without being called upon, only to present itself when a shovel falls out of the landscape truck just ahead of you, a pedestrian talking on a phone walks onto the road, or a cooler skips the family vacation to the lake.

When the time comes to execute it, you know the procedure from having practiced a few times each month: If you want to initially swerve right, press the right side of the handlebar forward. This is called counter-steering, and it's the most effective way to quickly initiate a turn. Immediately follow up this initial swerve by pressing on the other side of the handlebar to return to the original direction of travel.

Swerving isn't always the best evasive manoeuvre, as traction, road hazards and other traffic will affect the decision to swerve versus slowing down or stopping, but it must be an available reaction.

SEE YOUR FUTURE

Quick stops and effective swerves are two skills every motorcyclist needs in their quiver, but Petry's riding philosophy is to rely on riding strategy more than skills.

"The best approach [to safe riding] is a strategy that avoids emergency manoeuvres," he says.

And the best way to avoid most dangers? Look ahead!

"In my experience, many riders commonly look just past their front wheel rather than scanning as far ahead as the horizon," he says, "If you're only looking two seconds in front, you're only going to have two seconds to react."

By constantly scanning everywhere from one to 12 seconds (or farther) ahead, you'll give yourself ample time to react to potential hazards rather than relying upon a swerve or quick stop. The strategy of scanning far ahead also applies to corners.

"Looking through the exit of a corner and turning your head to get a full view is one of the most common areas of improvement I see for all motorcyclists," says Rains. "It's right up there with emergency braking."

While looking ahead is the first order of business, riders should also constantly evaluate the things they're seeing. What's the road surface like? Are there potholes, debris or wet pavement? Is another

motorist displaying the telltale signs of inattentiveness? The visual clues are there – from the overloaded vehicle to the garbage truck that's dropping some of its contents – it's just a matter of seeing them and then reacting accordingly to maximize the space and time to react.

That might mean flashing your brake lights, creating more distance between yourself and motorists ahead, changing lanes and/or having an escape route.

SMOOTH OPERATOR

Lastly, Petry emphasizes that being smooth with the motorcycle is an important part of managing traction and maintaining control.

"Being smooth is about managing traction," he says. "By smoothly applying the brakes, throttle, clutch and handlebar inputs, you'll maximize your traction without overwhelming the tires' contact patches."

The internet is loaded with videos of motorcyclists who over-apply their brakes and/or throttle and hit the deck as a result. Similarly, an abrupt shift while leaned over in the middle of a corner can upset the motorcycle's chassis and put you off course.

Avoid these circumstances and unintended internet infamy by riding smoothly and deliberately.

PRACTICE MAKES PERFECT

There's one word that Petry and Rains repeat over and over when discussing safe motorcycling: practice.

It's the foundation of all successful learning and skill accumulation, and it's the basis of how all Riding Academy coaches teach New Rider and Skilled Rider courses. On that same note, both men are firm believers in continuing rider education. Rains sums it up best:

"One riding course won't make you an expert. Take additional training courses on a semi-regular basis and always practice, practice, practice!"

Have a comment or question about this story? Share it with us via email at hogmagazine.ca@harley-davidson.com or mail it to **HOG® Magazine Canada, 100 New Park Place, Suite 330, Vaughan, Ontario, L4K 0H9.**

BASEBALL IN THE DELMARVA PENINSULA

By Shawn Yeisley

It was a partly sunny spring day when I climbed on my 2006 Wide Glide® and took off for the Delmarva Peninsula to visit sites tied to five baseball Hall-of-Famers and one five-time all-star: William Aloysius McGowan, William Julius Johnson, Victor Gazaway Willis, James Emory Foxx, John Franklin Baker and William Beck Nicholson.

My first stop was Cathedral Cemetery in Wilmington, Delaware, for the grave of Bill McGowan, the first and only Delaware Native to be inducted into Cooperstown, before heading to the grave of Negro League legend “Judy” Johnson at Silverbrook Cemetery, also in Wilmington.

Next up was the grave of Vic Willis at St. John’s Cemetery in Newark. The sun finally broke through, and I realized that I’d forgotten sunscreen. That was the first time I got out my wallet on the trip. I walked into a drug store and bought sunscreen and two ounces of beef jerky – the ultimate food for road trips.

The roads for these first three graves included city streets and I-95, so there was nothing special about them at all. US 301 south of Middletown, Delaware, is a very different story. I got off 301 onto MD 313 to head for Sudlersville, Maryland. The town is the birthplace of the most famous of these players by far, Jimmie Foxx. His grave is in Miami, so that had to be ignored for this particular ride. There is a statue that honours him in the centre of the town, so I settled for that.

I got back on my ride and headed down MD 313, which is very rural and beautiful. I passed into Catherine County and later Talbot County. While I was focused on baseball, and these players were heroes within their own milieu, Talbot and Dorchester Counties are known for the more important figures of Frederick Douglass and Harriet Tubman, respectively. Portions of MD 313 are part of Maryland’s Underground Railroad Byway. I got on West MD 328 and rolled right into Easton, a neat little town loaded with history.

I reached the grave of Frank “Home Run” Baker in Easton’s Spring Hill Cemetery. There I ate my beef jerky and a bag of almonds. The clouds started to come in when I climbed back onto the bike and headed for West US 50. The Ocean Gateway isn’t much fun until one leaves the city limits of Easton; then it opens up nicely. I took US 50 to one of my favourite roads in the area, MD 213, which has the distinction of running through three county seats.

Chestertown, Maryland, is where “Swish” Nicholson was born and died. I would have ridden to see Swish’s grave at Saint Pauls Kent Churchyard, but as the clouds became sprinkles, I satisfied myself by getting a picture of his statue in Chestertown. I got on MD 291 and headed back to US 301. I stopped in Middletown, Delaware, to score some gas, more beef jerky and a protein bar.

I met my beautiful wife at Judy Johnson Field at Frawley Stadium back in Wilmington, the home of my beloved Wilmington Blue Rocks, the Advanced A Carolina League affiliate of the Kansas City Royals.

We snagged several hot dogs and a couple of water bottles at the stadium. The Blue Rocks players were wearing special jerseys to commemorate the Memorial Day Weekend, and the team had a raffle with the jerseys as prizes. With the tickets I bought for US\$10 (C\$12.60), I ended up winning the jersey worn by Jecksson Flores, a light-hitting third baseman. The Rocks had an eighth inning rally that turned a 2-0 deficit into a 4-2 win. That amazing evening was capped by some stellar fireworks.

All in all, I had a day full of adventure for US\$84.30 (C\$106.15).

FOOD	US\$30.86 (ABOUT C\$38.80)
SUNSCREEN	US\$7.99 (ABOUT C\$10.15)
BASEBALL TICKETS	US\$22 (ABOUT C\$27.65)
RAFFLE TICKETS	US\$10 (ABOUT C\$12.55)
GAS	US\$13.45 (ABOUT C\$17.00)
TOTAL	US\$84.30 (ABOUT C\$106.15)



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If you have a \$150 Ride story to share, we want to see it. If it appears in *HOG*® Magazine Canada, we'll even foot the bill – in the form of a **\$150 Harley-Davidson Gift Card**. Keep your story to 750 words or fewer, including a list of your expenses. We also need photography from your adventure, including a photo of you.

Email your submission with “\$150 Rides” as the subject line to hogmagazine.ca@harley-davidson.com



MY FATHER'S HANDS

I bought my first Harley-Davidson® motorcycle in 2015, nearly 10 years after my father had died. A swirl of emotion went through me that day. My father had never owned a Harley® bike, had never ridden one, but I was certain he'd approve.

Story by S. W. Capps

As I signed the papers, I caught sight of my hands. They weren't my father's, not by a long shot. Dad's hands were rarely clean; his palms were calloused, his grip unbearably strong. As a young Missourian, he'd earned a reputation as a fighter with those hands; challengers came from miles around to test the kid from Moundville. In later years, he would win bets by bending an enormous spring that no one else could budge.

"Those hands are magic," people would claim. And they were. Time and again I watched him pluck leaves from the backyard maple and change them into dollar bills, the neighbourhood kids cackling with wonder.

He performed magic in the garage, too. One of my earliest memories is of him transforming an old lawnmower into a minibike. At three years old, I was too young to ride it by myself, but Dad made me his co-pilot. He held me close as we rumbled down the road, his enormous hands guiding mine.

It wasn't the first time he'd transformed the ordinary into the extraordinary. In 1943, while serving as a U.S. Army Technical Sergeant in New Guinea, he built the equivalent of a Jet Ski – 30 years ahead of the real deal – out of two old belly tanks and a propeller. He and his fellow GIs took turns

riding it through the waves, his creation bringing a little happiness to a dismal situation.

He spent a lifetime providing joy with those hands, whether it was strumming the guitar, making the world's best blueberry waffles, or tossing a ball with his sons.

A tool and die maker by trade, Dad could fix or build almost anything; his reputation as a wrench turner was unparalleled. As a result, an endless stream of motorcycles flowed into our driveway, each with a conundrum its owner couldn't solve. He would never turn anyone away, and he would never charge them.

When I was 10, I begged him for a motorcycle of my own. I still don't know how he did it, but after months of scrimping he brought home a new Honda XR75. It was – and still is – one of the best days of my life.

I put thousands of miles on that bike, from dirt roads in the San Bernardino Mountains to makeshift ovals in the Rio Hondo Riverbed. When I dumped it, his hands were there to lift me up. When the bike broke down, they were there to fix it. And it was his idea to take our one and only motorcycle road trip.

In the summer of 1977, he suggested that we take our bikes to Tombstone, Arizona. "Bikes?" I questioned. The little XR was the only one we owned. Grinning, he showed me a crate of old motorcycle parts that a friend had gifted him. "I'll have it running in a month," he promised.

Thirty days later we were rolling down I-10, a borrowed trailer behind us, our bikes strapped inside. We'd never taken a father-son trip before. We stayed in cheap motels, ate at roadside diners, and visited every tourist trap along the way.

When we made it to Tombstone, my dad was in paradise. A lifelong fan of the Old West, he'd dreamed of gunfights at the O.K. Corral, seats at the Bird Cage Theatre, and walks through Boothill Graveyard. We did it all. And we rode the wheels off of those bikes. We were more than a father and son that week. We were riding buddies. Best friends.

I lost my best friend on Veterans Day in 2005. And though cancer had ravaged his 87-year-old body, it hadn't touched his hands. No, sir. On the day he died, those hands looked as strong as ever.

A decade later, when I rode my Harley motorcycle for the first time, I did what most of us would do – smiled uncontrollably and snapped lots of photos. One of them leaped off of the screen. My new Ultra Classic® model was framed in a curtain of Douglas fir, a beam of heavenly light illuminating the passenger seat. My smile grew. After all of those years, Dad was still with me. I'd been his co-pilot once, and at that moment he was mine.

When I ride these days, my thoughts often stray to my father. I think about the sacrifices he made, the things he taught me, the joy he brought to my life. And I swear I still feel his hands resting on my shoulders and guiding me down the road.





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