



# HOG<sup>®</sup>

FOR THE HARLEY-DAVIDSON<sup>®</sup> ENTHUSIAST SINCE 1916  
CANADIAN EDITION ♦



## UNDER THE HELMET

The people within  
H.O.G.<sup>®</sup> Canada



ELECTRIC 66 – PROJECT LIVEWIRE™ >> AWESOME ADIRONDACKS >> A CENTURY OF SUCCESS >> MOTOTIPS  
THE ART OF ANTICIPATION >> 2015 REGIONAL H.O.G.<sup>®</sup> RALLIES >> A PACIFIC COAST HIGHWAY JOURNEY

WINTER  
2015

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THANKS TO MODERN  
TIRE TECHNOLOGY,  
RIDING IN THE RAIN  
**IS MORE MANAGEABLE  
THAN EVER.**

*page 48*





# THE PEOPLE ISSUE

HOG® MAGAZINE CANADA

WINTER 2015

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*Story and photographs by Alex Chacón*

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2014 marks the official centenary of the long Harley-Davidson® history in racing. From board-track and road races to hill climbing and even ice racing, the story is as varied as it is victorious.

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*What is your inspiration to ride?*

## GET AWAY FROM MY EX-WIFE

## Welcome Note



*Feedback is  
the breakfast of  
champions.*

~ Ken Blanchard

## WHEN YOU TALK, WE LISTEN!

As much as you belong to H.O.G.<sup>®</sup>, it belongs to you!

**WHEN WE INITIALLY STARTED ON OUR ROAD TO TRANSFORMATION**, we started by talking directly to our riders. We tested positioning and imagery with many of you around the world to discover what resonated most deeply. What we discovered was that the most relevant, emotionally powerful positioning for H.O.G.<sup>®</sup> is centred around the adventures of great rides and the camaraderie that comes from sharing it with like-minded individuals.

We also reached out to you for feedback when it came to the development of our new H.O.G.<sup>®</sup> mother Brand logo. More than 100,000 members from around the world responded and helped make the choice that we now display worldwide. Members continue to give feedback on additional logos and graphics.

As H.O.G.<sup>®</sup> continues to undergo a transformation, crossing the bridge from its rich heritage onto the road to the future, we are providing more platforms for you to share your opinions via our most recent HOG<sup>®</sup> Magazine Canada survey, membership survey, and Rally event surveys. Believe me, we hear you and truly appreciate and value all of the feedback you have provided. The important insights you have shared lead to a tough decision about the Canadian National Rally (*see page 57*) and will also help us work towards bringing new energy to the greatest motorcycle club in history, making the H.O.G.<sup>®</sup> message resonate more powerfully with current members and attracting new members from other segments, inspiring more people to take more epic rides, and ultimately, helping everyone get the maximum reward out of owning and riding a Harley-Davidson<sup>®</sup> motorcycle.

If you missed the opportunity to participate in these particular surveys to share your insights, but don't want to miss out on future opportunities, sign-up for the H.O.G.<sup>®</sup> Hotwire! at [hogmagazinecanada.ca](http://hogmagazinecanada.ca) and also "opt-in" to receive additional communications on Harley-Davidson<sup>®</sup> Brand products, services, programs, contests, and promotional offers. This is a new ride we can take together!

- **Gina McNeil**, *Manager, Enthusiast Services*

## Editor's Note



**Question of the issue:**  
What are your thoughts  
on the new look of HOG<sup>®</sup>  
Magazine Canada?

## LOTS OF BUZZ IN THE AIR

**WELCOME TO THE WINTER 2015 EDITION OF HOG<sup>®</sup> MAGAZINE CANADA.** What memorable and exciting experiences many of our H.O.G.<sup>®</sup> members had attending and participating in our various 2014 H.O.G.<sup>®</sup> rallies. Many new memories were created when meeting up with old friends. If you happened to miss any of the rallies, we have provided a recap with some great images (*see pages 52-57*). And if you've ever wondered who are your fellow H.O.G.<sup>®</sup> members, what is their inspiration to ride, and what makes them tick, turn to page 26 for some spectacular photography and a glimpse at some of your fellow H.O.G.<sup>®</sup> brothers and sisters.

There's a lot of buzz – actually, more like the sound of a jet airplane – going on about the Project LiveWire™ model ever since the Harley-Davidson Motor Company introduced this new and innovative electric motorcycle back in June 2014. We have all dreamed of or already experienced the thrill of riding historical U.S. Route 66, and now our friend Alex Chacón takes us along on his adventure astride the Project LiveWire™ motorcycle (*see pages 22-25*).

- **Duarte Pita**, *Editor, HOG<sup>®</sup> Magazine Canada*



### EDITOR'S PICK IT'S WHAT'S INSIDE THAT COUNTS

I always look forward to receiving the latest edition of *HOG* Magazine Canada. Although the cover is always esthetically gripping, it's what's inside that counts. Similar to the riders I've met wandering around their local Retail Store or out and about on the road, looks can be deceiving. *HOG* Magazine Canada is the only motorcycle-related magazine I read now, as the articles are relevant, and for the most part, Canadian. Keep up the great work and thank you.

- Steve Smedley, Woodbridge, ON



### STILL LOOKING FOR A BREAK

I'm not ashamed to admit I'm jealous - big time! I truly enjoyed reading Dean Batstone's story "A Rider's Muse" in the Fall 2014 edition of *HOG* Magazine Canada, as he is currently living a lifestyle I too hope to have one day. I'm also a musician and a proud owner of a gorgeous 2009 Road King® motorcycle, but unlike Mr. Batstone, I'm still working hard at breaking into the music industry as a serious musician and artist. Thank you for sharing your success story as it encourages me to continue to pursue my dream. PS: Awesome looking retro tour bus!

- John P., Edmonton, AB

### RIDING WITH THE BIG BOYS

I have a big personality in a small frame, measuring only 5'7". I've always wanted to ride a Touring model with my friends but could never comfortably manoeuvre these

heavier bikes - until now! A big thank you to the Harley-Davidson Motor Company for tweaking the H-D® Electra Glide® Ultra Classic® model in just the right places for riders like me who yearn for long-distance road trips with the boys.

- Sent in via email

### THERE'S NOTHING LIKE FAMILY

During a recent cross-border motorcycle run last Fall, my wife and I - along with 17 others - travelled to Las Vegas via New Mexico and Arizona. On Day four my 2002 H-D® Softail® motorcycle made quite a racket so it needed to get checked out. I stopped to check and found that all five of the sprocket bolts had sheared off, damaging the wheel and making my motorcycle unrideable. We ended up getting the cycle towed to Four Corners Harley-Davidson® in Farmington, NM, for repairs. The sales person, Jim "Hogman" Johnson, made it happen and the service staff

immediately installed them. Our most sincere gratitude goes to the staff at Four Corners Harley-Davidson®: Gary (owner), Jim (sales), Wanda (office manager), and service guys Wally and Anthony. Without their help, our trip would have been over. There aren't enough words to describe the effort everyone went to in getting us on the road and allowing us to finish an exceptional trip!

- Dean Jamieson, Hamilton, ON

### BETTER WITH AGE

Just a quick note to mention how much I appreciate the guidance and helpful hints you provide every quarter in the Pit Stop section of the magazine. As an older rider and being fairly new to the sport, I look forward to these articles and to what new tech or riding tips I will learn in order to better myself either offensively or defensively. See you on the road, ride safe.

- Sent in via email

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



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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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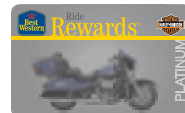


## Take Our Rewards for a Test Ride

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

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

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



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# FRONTSHOP

WINTER 2015

## NEWS

Mototips, Pin Stops, Get your bearings

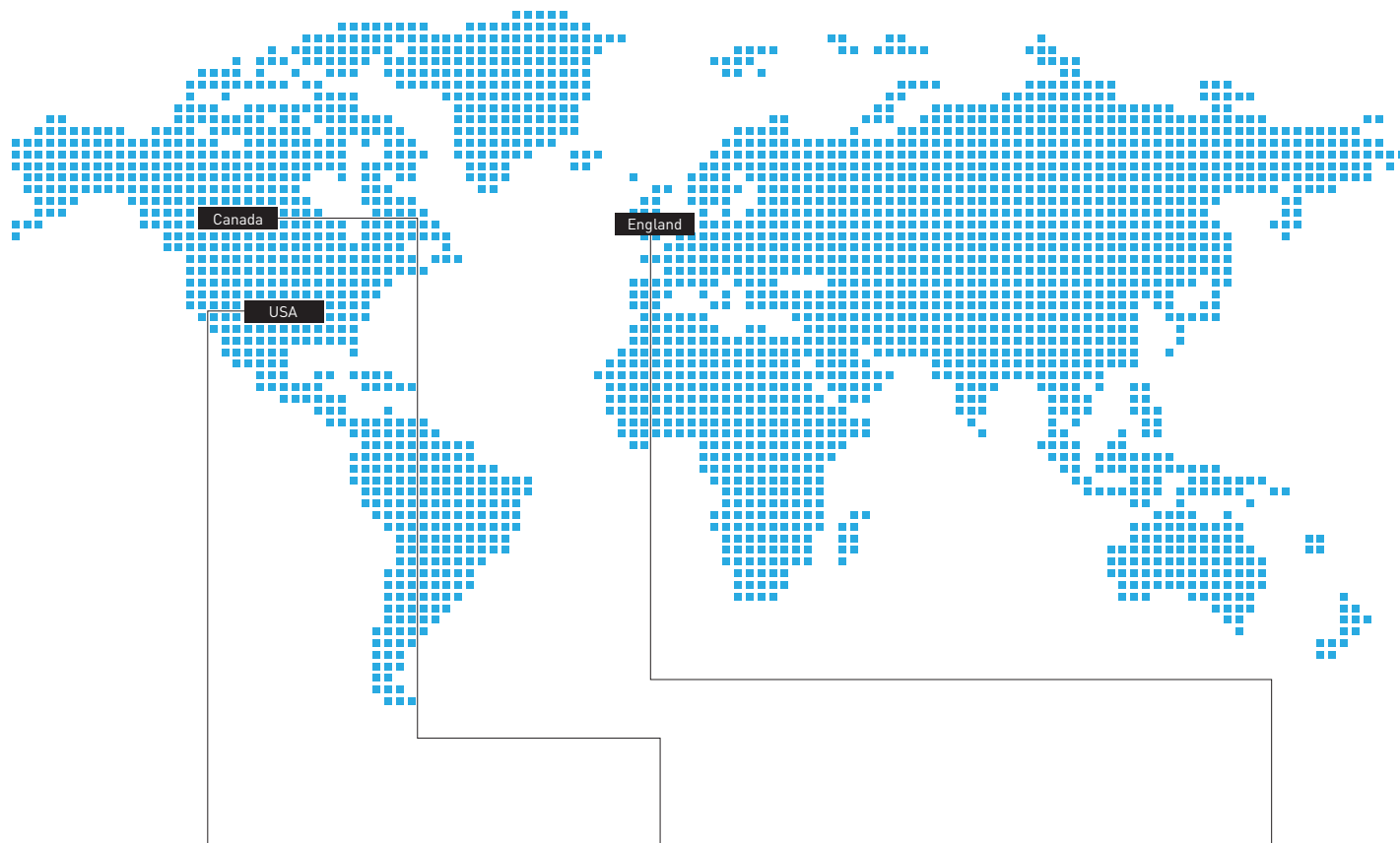
## BACKSTORY

The Front Line

## GALLERY

Our members in full colour





## MARVEL'S AVENGERS: AGE OF ULTRON TO FEATURE PROJECT LIVEWIRE™

The Harley-Davidson Motor Company is about to make history in Hollywood once again, but this time in a quiet fashion. The Motor Company along with Marvel Studios confirmed during the San Diego Comic-Con that Project LiveWire™ – the first-ever electric motorcycle from Harley – will appear in *Avengers: Age of Ultron*, which hits theatres May 1, 2015.

Captain America and the Harley-Davidson® Brand are no strangers: the two have been united since 1941 when Captain America boomeranged

himself into pop culture in the midst of World War II. The latest pairing was in this year's *Captain America: The Winter Soldier*, when the super hero piloted a Street 750™ model.

Project LiveWire™ is currently on a demonstration tour in the U.S. and will tour Canada in 2015. The first electric motorcycle from Harley will see its final design based on Customer feedback collected during the tour.

– *Ultimate Motorcycling*

## HUGE WIN FOR CANADA!

It didn't come without a fair amount of drama and grit, but Danny Eslick of Ruthless Racing/Trev Deeley Motorcycles ultimately came through to win the 2014 AMA Pro Vance & Hines

Harley-Davidson® Series title in New Jersey in September 2014.

Eslick came into the weekend needing just a seventh place or better to assure himself the crown. He crossed the line in sixth to become the series' first two-time champion. Team owner and four-time Canadian Thunder Champion Darren James finished seventh overall.

"This is a huge milestone, as it is the first time in more than 25 years a Canadian team has won an AMA Championship," said a proud Don James, CEO of Deeley Harley-Davidson® Canada.

We congratulate Darren James, Danny Eslick, and the entire Ruthless Racing Team on an outstanding season!

– *Deeley Harley-Davidson® Canada*

## CELEBRATING IN STYLE

As part of its 90th birthday celebrations, Warr's Harley-Davidson® (Europe's oldest Harley-Davidson® dealership, in business since 1924) on the King's Road in London, England, held an open-day party in June 2014.

More than 5,000 motorcycles turned up for the landmark occasion and even local radio picked up on the story, saying that Chelsea had been overtaken by Harley® motorcycles and their celebratory riders.

"It was staggering to witness the massive turnout for our 90th anniversary celebrations. People of all ages came from far and wide, from the UK and abroad," said the Store's managing director, John Warr.

– *HOG® Magazine Europe*

## MOTOTIPS



### COVER UP TO STAY COOL

On a hot and dry day, wear a light jacket or long-sleeved t-shirt rather than short sleeves; it will keep you cooler by keeping the sun off your skin and slowing moisture loss.



### SLIPPERIER WHEN WET

When riding in wet conditions, keep in mind that lane lines, stop lines, and other reflective lines on the pavement get extra slippery when wet.



### FULL FRONTAL

Always use both brakes to stop. The front brake can provide 70 per cent or more of your stopping power. Roll off the throttle and squeeze the clutch when stopping.



### THE EYES HAVE IT

Motorists often have trouble seeing motorcycles and reacting in time. Pretend you're invisible and ride extra defensively. Also, making eye contact with drivers at intersections will help make sure they see you.



### COUNTER-INTUITIVE

If you're having trouble negotiating the "twisties", remember the concept of counter-steering: push right to turn right; push left to turn left.



### CAN-DO CANS

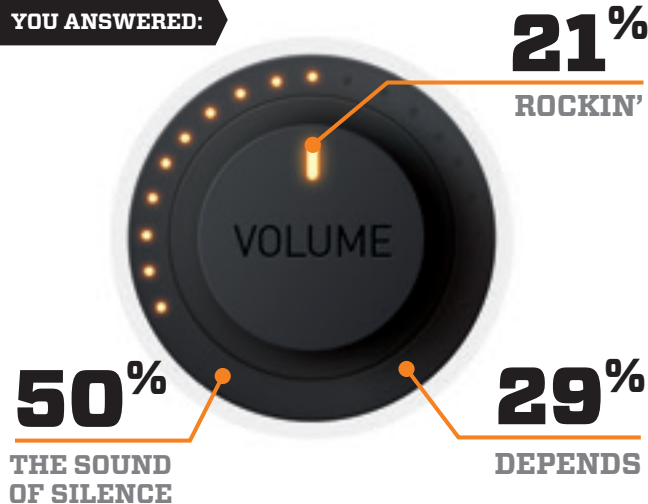
A flattened aluminum can slipped underneath your side stand can prevent it from sinking into soft asphalt on a hot day.

## ROCKIN' ... *OR* JUST ROLLIN'?

### H.O.G.® ASKED:

Do you prefer rockin' down the highway with the music cranked, or rollin' along to the rhythm of the wind and the beat of your V-Twin engine?

### YOU ANSWERED:



## 2015 H.O.G.® OFFICER TRAINING

Detroit, MI, March 20-21, 2015



**T**he 2015 North American H.O.G.® Officer Training (HOT) for Canada and the U.S. is fast approaching, and we have information and a brief overview for your Chapter to start the planning process. Like previous years, we are making a big push for more Chapter and Retail staff attendance (ie Retailer Principle or H.O.G.®

Chapter Manager).

With the productive shared-learning environment, we're hoping for a mix of new and returning attendees and officers. Please plan to bring your Retailer or H.O.G.® Chapter Manager with you!

For years we have been pushing for more Retail staff participation in HOT. We know that the "Rock Star" Chapters are the ones with a strong Retailer/Chapter relationship and having Retail staff attend HOT with officers goes a long way toward building and maintaining that relationship. Last training year we had a 92% increase in Retail Store staff attending. Even with that

## 2015 H.O.G.® CANADA PIN STOPS

H.O.G.® members can pick up a free commemorative pin and chat with H.O.G.® Canada staff at selected motorcycle events. You must be a national H.O.G.® member with a valid membership card and visit our pin distribution area during the stated hours for the event.

### RALLY DATES:

#### Biker's Reunion

New Liskeard, Ontario  
June 26 to 28, 2015  
10am to 6pm

[bikersreunion.ca](http://bikersreunion.ca)

#### Wharf Rat Rally

Digby, Nova Scotia  
September 2 to 6, 2015  
10am to 6pm

[wharfratally.com](http://wharfratally.com)

increase, only one out of every four Chapters had someone from their Retail Store in attendance, so we are making some changes for 2015.

For those who have not yet attended a HOT session, here's a little background. HOT runs Friday and Saturday and provides an opportunity for officers to attend classes, share best practices, and network with other Chapter officers.

For 2015, Chapters can register six (6) officers plus one (1) Retail staff member. Therefore, to use all seven (7) registration slots for your Chapter, at least one registration must be a Retail staff attendee. Start planning now. We want to see every Chapter and every Retail Store represented at HOT in 2015. Stay tuned for more details on when registration will open online!

# 2015 CANADIAN MOTORCYCLE SHOWS

## EVENT DATES AND LOCATIONS

**The Motorcycle Show:**  
Calgary: Friday – Sunday,  
January 9-11, 2015  
[calgarymotorcycleshow.ca](http://calgarymotorcycleshow.ca)

**The Motorcycle & ATV Show:**  
Edmonton: Friday – Sunday,  
January 16-18, 2015  
[edmontonmotorcycleshow.ca](http://edmontonmotorcycleshow.ca)

**The Motorcycle Show:**  
Vancouver: Thursday to Sunday,  
January 23-25, 2015  
[vancouvermotorcycleshow.ca](http://vancouvermotorcycleshow.ca)

**The Motorcycle & ATV Show:**  
Québec: Friday – Sunday,  
February 6-8, 2015  
[quebecmotorcycleshow.ca](http://quebecmotorcycleshow.ca)

**The Motorcycle & ATV Show:**  
Moncton: Friday – Sunday,  
February 13-15, 2015  
[monctonmotorcycleshow.ca](http://monctonmotorcycleshow.ca)

**The Motorcycle Show:**  
Toronto: Friday – Sunday,  
February 20-22, 2015  
[torontomotorcycleshow.ca](http://torontomotorcycleshow.ca)

**The Motorcycle Show:**  
Montréal: Friday – Sunday,  
February 27-March 1, 2015  
[montrealmotorcycleshow.ca](http://montrealmotorcycleshow.ca)



## GET YOUR BEARINGS

**Wheel bearings** – a circle of steel balls between the axle and the wheel hub – are what keep the wheels on your Harley-Davidson® motorcycle spinning freely and smoothly.

When they start to wear out, your wheels can start to make noise. Wheel bearings should

be replaced if they make noise or if you detect rough rotation.

Wheel bearings on Harley-Davidson® motorcycles from model year 2000 and newer are sealed in a casing to keep in the grease, and to keep out dust and dirt. This results in longer life and lower maintenance. They don't have a specific service interval, but a good rule is to inspect them every time a tire is changed – or any time you suspect a problem. Under normal riding conditions, they should rarely need to be replaced.

Older, unsealed bearings require more attention, including regular lubrication and more frequent replacement.

They're more exposed to outside elements, so they can collect dirt and dust, which accelerates wear. Ambitious owners with excellent mechanical skills (and the right tools) can maintain and even replace wheel bearings on their own. Follow the procedure outlined in a Harley-Davidson® Service Manual for the model you ride.

Sealed or unsealed, you can always trust your H-D® Authorized Service technicians to have the skills, tools, and experience needed to do the job right. And keep your wheels and bearings spinning like they should. For more information, talk to your Retailer or consult your Owner's Manual.



### HARLEY-DAVIDSON® SOFTAIL® MODELS:

## A BRAKE THROUGH

For 2015, all Softail® models will receive a new front brake system, which delivers improved braking feel and modulation along with reduced lever effort. Changes include a larger 300 mm front rotor, a new high-stiffness, four-piston fixed caliper, improved brake pad friction material, and a new handlebar master cylinder. All together, the changes deliver improved responsiveness under normal braking conditions and significantly reduced lever efforts in heavy braking situations. Anti-lock brakes will continue to be available as standard or optional equipment on all Softail® models.

Check out other 2015 bikes and upgrades at [harley-davidson.com](http://harley-davidson.com).



### HARLEY® ON SCREEN

H-D® FLHR Road King® motorcycle in *The Texas Chainsaw Massacre: The Beginning*, movie, 2006

H-D® FLHR Road King® motorcycle in *So This Is Christmas*, movie, 2013

H-D® Fat Boy® Lo motorcycle in *Moms' Night Out*, movie, 2014

H-D® Street™ 750 motorcycle in *Captain America: The Winter Soldier*, movie, 2014



# THE H.O.G.<sup>®</sup> HOTWIRE HAS ARRIVED!

NEW LOOK, NEW NAME



The H.O.G.<sup>®</sup> eNews has evolved ... come and check it out.



VISIT [WWW.HOGMAGAZINECANADA.CA](http://WWW.HOGMAGAZINECANADA.CA)

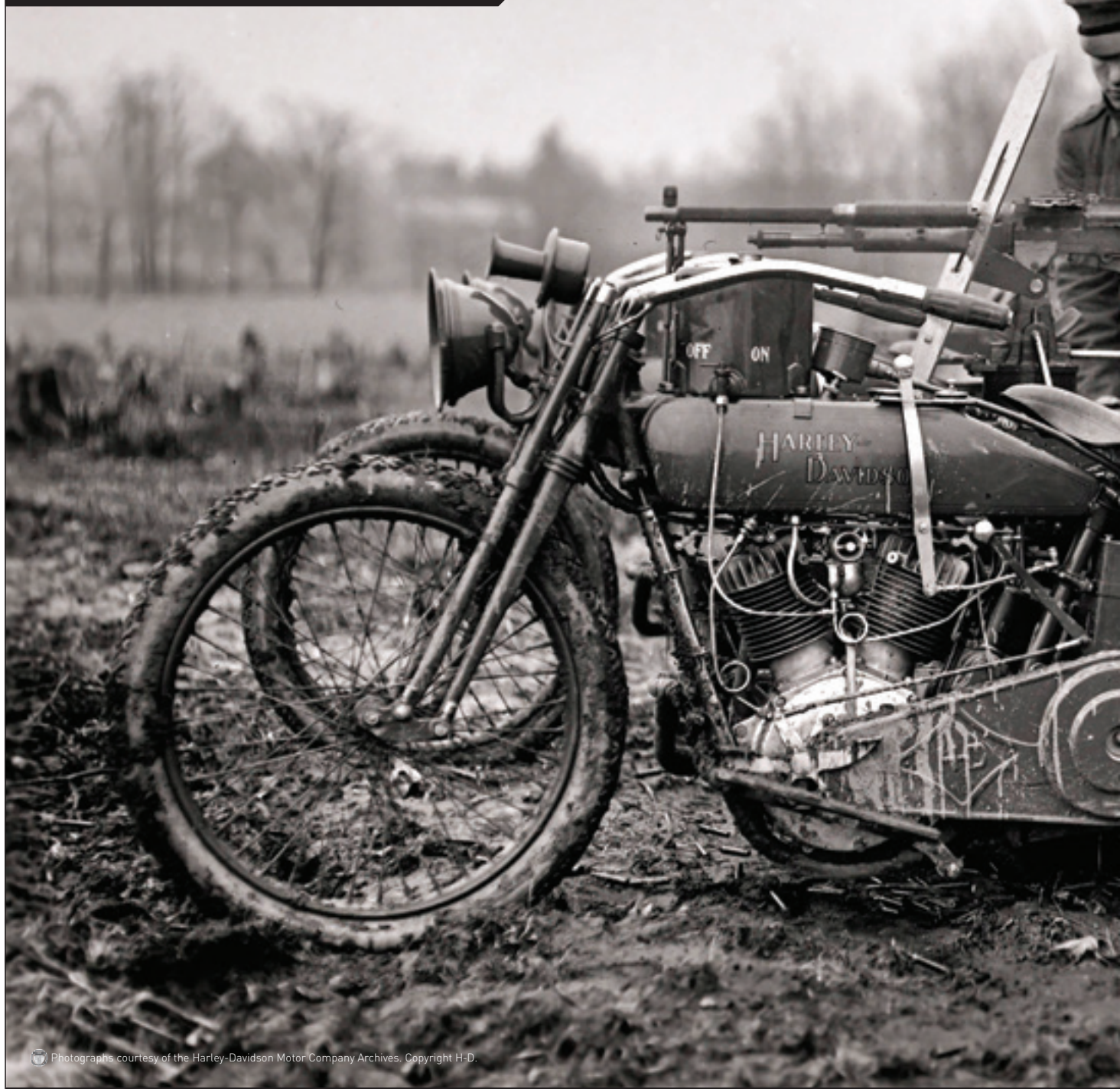
Exclusive content and access for Canadian H.O.G.<sup>®</sup> members!

Canadian Harley-Davidson<sup>®</sup> news  
Exclusive features  
Rally rides and motorcycle event information  
GPS mapped out riding stories!

The Harley-Davidson Owners Group<sup>®</sup> of Canada Ltd. and HOG<sup>®</sup> Magazine Canada have taken the next step in the digital evolution.

## THE FRONT LINE

Almost half of all Harley-Davidson® motorcycles produced in 1918 were sold for use by the U.S. military in World War I. At war's end, it is estimated that the Army used some 20,000 motorcycles in their efforts, most of which were Harley-Davidson® Brand.



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



# MEMBER'S GALLERY



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





1. **Craig and Jackie Butterworth** with the Peterborough, ON, Chapter at Longley Harley-Davidson® of Peterborough on July 5, 2014, capturing their wedding day in true Harley-Davidson® style.



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3

**2. Greg Upshall** from Hamilton, ON, showcasing his 2009 Harley-Davidson® Nightster™ motorcycle on a gorgeous fall day.

**3. Jack Fehr** from Morden, MB, with his 2003 H-D® Heritage Softail™ Classic motorcycle near Phoenix, AZ, with Superstition Mountain in the background, January 2014.

**4. Abie and Nicole Sterner** from Montréal, QC, on BC's Sea-to-Sky Highway, in July 2013.



6



7

**5. Denis Allard** from Labrador City, NL, on his 2012 Harley-Davidson® FLD Switchback™ motorcycle, fall, 2013.

**6. Pat and Tammy Pinnoy** from St. Thomas, ON, after a breathtaking run on the Tail of the Dragon in August 2014.

**7. John and Jeanette Morgan** from London, ON, with their 2009 H-D® Ultra Classic® Electra Glide® motorcycle in Tucumcari, NM.



8



9



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**8. Cpl. Jonathan McGregor** (RCAF) astride his 2008 Harley-Davidson® FLHTC motorcycle at CFB Borden, ON, prior to his return to the navy in Halifax, NS.

**9.** One of the many photos from **Brian and Lisa Eckhardt's** wedding day; this is one of the finest.

**10. Robert Beal** from Etobicoke, ON, at the Harley-Davidson Motor Company corporate headquarters on Juneau Avenue in Milwaukee, WI.

**11. Daryl Mahoney** from Edmonton, AB, in Vulcan, AB, alongside his Harley-Davidson® Road King® Classic motorcycle.

**12. Pierre Cayen** from Embrun, ON, enjoying a relaxing sunset by the water's edge in Ottawa, ON, in August 2013.

**13. Sonja Smith** from Port Colborne, ON, rode to Medicine Hat, AB, to meet **Phil Cockcroft**, where they enjoyed 24 days of great riding in Montana, Wyoming, Utah, Colorado, and South Dakota.

# ELECTRIC TRIC 66

## THE PROJECT LIVEWIRE™ motorcycle combines reinvention and innovation with an unforgettable riding experience.

Story and photographs by Alex Chacón

I had the privilege of riding the new Project LiveWire™ motorcycle, the first electric motorcycle from the Harley-Davidson® Brand, on Route 66 from New Mexico to California for six days to test, experience, and document my adventure from the unique perspective of an extreme adventure rider. As the blogger behind the Modern Motorcycle Diaries adventure, a 600-day trip around the world ([modernmotodiaries.com](http://modernmotodiaries.com)), I have high expectations from a motorcycle, but I wasn't really a "Harley" guy before this trip. So I rode the LiveWire™ motorcycle like I stole it, took it to the limit from sunrise to sunset, across deserts, up mountains, around a meteor crater, and to the Pacific Ocean. I wasn't afraid to break it. All to get an accurate first-person perspective

and experience on this feat of motorcycle engineering.

Before riding the LiveWire™ motorcycle, I knew Harley-Davidson Motor Company was in its 111th year of business, and in order to be around for that long you have to be doing something right. But I wondered if the LiveWire™ motorcycle was the sensible next step. When I arrived in Albuquerque to start the ride, I had some reservations about the Project LiveWire™ model. It wasn't that I was uninterested in the bike or the ride, but I was confused about how this unconventional machine fit with the image I had of the Brand.

The initial sight of the LiveWire™ motorcycle charms the mind, but can also leave you slightly dazed and confused about why it exists. However, once you hear it or ride it, it grabs your curiosity, blends it up,



*Cruisers*  
**CAFE**  
**66**  
*Bar & Grill*

*Family*

*Harley-Davidson*





sticks it to the walls of your brain, and never lets go. The turbine-like sound emitted by the machine was the first thing I noticed, as did everyone in its proximity. What a roar! Who says this isn't a Harley-Davidson® motorcycle? You can hear its fortified beating heart scream as it passes by and it couldn't be a more uniquely Harley-Davidson® sound.

As soon as I jumped on the bike for the first time, I knew I wouldn't be able to let go of it either. I felt like I was rediscovering motorcycles all over again. The LiveWire™ motorcycle packs a combination of the roar and power of the ocean with the energy and beauty of a lightning strike. Riding it put me into the Dark Knight's costume as I tore across the southwest chasing sunsets and palm trees.

At a glance, one might not appreciate the sturdiness and technical integrity of this bike, but the handling, braking, and reliability are superb. The seating position is incredibly comfortable; it felt as if the bike was the one doing all the riding, like I was just along for the ride at its mercy. The radiant LED headlight and rear turn signals give it a futuristic yet classic look, while the black paint and polished aluminum solidify its hard-core sports appeal. Its weight distribution places you right in the middle of the action, putting the rider in total control of the machine, whether taking curves at 110 km/h or lane-splitting through traffic in California. And as soon as I took off at 0 to 100 km/h in less than four seconds, I truly knew this was going to be an unforgettable experience, that is, after the blood returned to my face.


Despite the rush of the riding experience, there's something even bigger about the Project LiveWire™ model's story. As




we travelled along Route 66, littered as it is with rusted and broken-down cars, weathered signs, and abandoned gas stations, I was reminded of the long history this road has with conventional transportation. One evening after I parked the LiveWire™ motorcycle next to a rustic fuel pump, the sun peeking through the clouds and casting a unique light on the bike, I had an epiphany. The image of a 21st century electric bike on Route 66

couldn't have been more ironic, iconic, and yet, right on target. Advances in motorcycle technology have taken us from motorized bicycles to mastering internal combustion engines to a future-is-now fueled by the promise of renewable energy. I saw the light, quite literally, and understood that this bike is a symbol of Harley-Davidson reinventing itself once again, looking into the future and staying true to the dream of its founders.





**I finally saw the light, quite literally, and understood that this bike is a symbol of Harley-Davidson reinventing itself once again, looking into the future and staying true to the dream of its founders.**



On a ride through the woods north of Flagstaff, I experienced the amazing feeling that it was likely the first time in human history an electric vehicle had been at that spot, that no electric motorcycle had previously ventured this far into an unknown and desolate landscape. And, yet, here we were. I felt like a terrestrial astronaut exploring uncharted territory, paving the way for the future on my very own two wheels. This was even more the case when I was allowed to drive into and around a meteor crater in Arizona, going literally where no man had ridden before. I was helping create history in my own small way, and I've never felt more awesome being part of such an incredible project.

The overwhelmingly positive response that the Project LiveWire™ motorcycle has received from riders and non-riders alike is really a testament to the power this bold step into the future represents. "This is a whole new generation," summed up one 70-something H-D® motorcycle owner I met.

We're all a part of this unpaved path for Harley-Davidson, making history with each picture, test ride, comment, or "Like" on social media, contributing to the story of American reinvention in action right before our very own eyes. My only regret is that this motorcycle isn't currently available for sale, so I can't ride one home – yet. My hat is off to you Harley-Davidson. Ride on LiveWire™ motorcycle.



**VISIT**  
**PROJECTLIVEWIRE.COM**  
for information on  
Canadian dates and  
locations.



**PETER & MARY LOLLAR**  
TORONTO, ON - MEMBERS SINCE 2005

**RIDE:** 2001 FLTRSE12  
Screamin' Eagle® Road Glide®

**INSPIRATION TO RIDE:**  
Freedom and the sound of the bike  
**MARY** - My husband

# UNDER *the* HELMET

Bound by the brotherhood of a common passion, shared through the open road, the Harley Owners Group® of Canada members are as unique and diverse as the roads they travel. It's a club of like-minded, authentic people and riders.

When a record number of nearly 1,300 members descended on the city of Kingston, Ontario, last summer for the 18th Canadian National H.O.G.® Rally, *HOG*® Magazine Canada took the opportunity to get an inside scoop on a few personal stories and moments – through the lens of acclaimed photographer Dan Lim.

**This is our collection.**



**PORTRAITS BY DAN LIM.**

*Shot on sight at the Residence Inn by Marriott  
Kingston Water's Edge.*

What is your inspiration to ride?

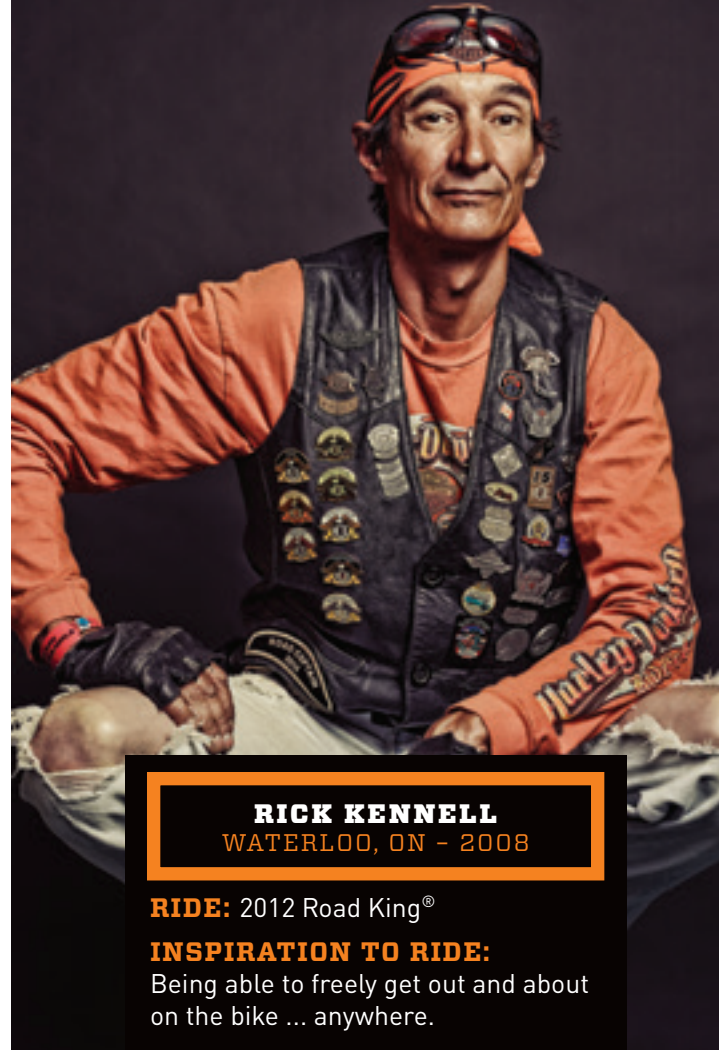
# FREEDOM



**CHERYL HIEBERT**  
KINGSTON, ON - 2014

**RIDE:** 2014 Sportster® 883 SuperLow®

**INSPIRATION TO RIDE:**  
Freedom



**RICK KENNEL**  
WATERLOO, ON - 2008

**RIDE:** 2012 Road King®

**INSPIRATION TO RIDE:**  
Being able to freely get out and about  
on the bike ... anywhere.

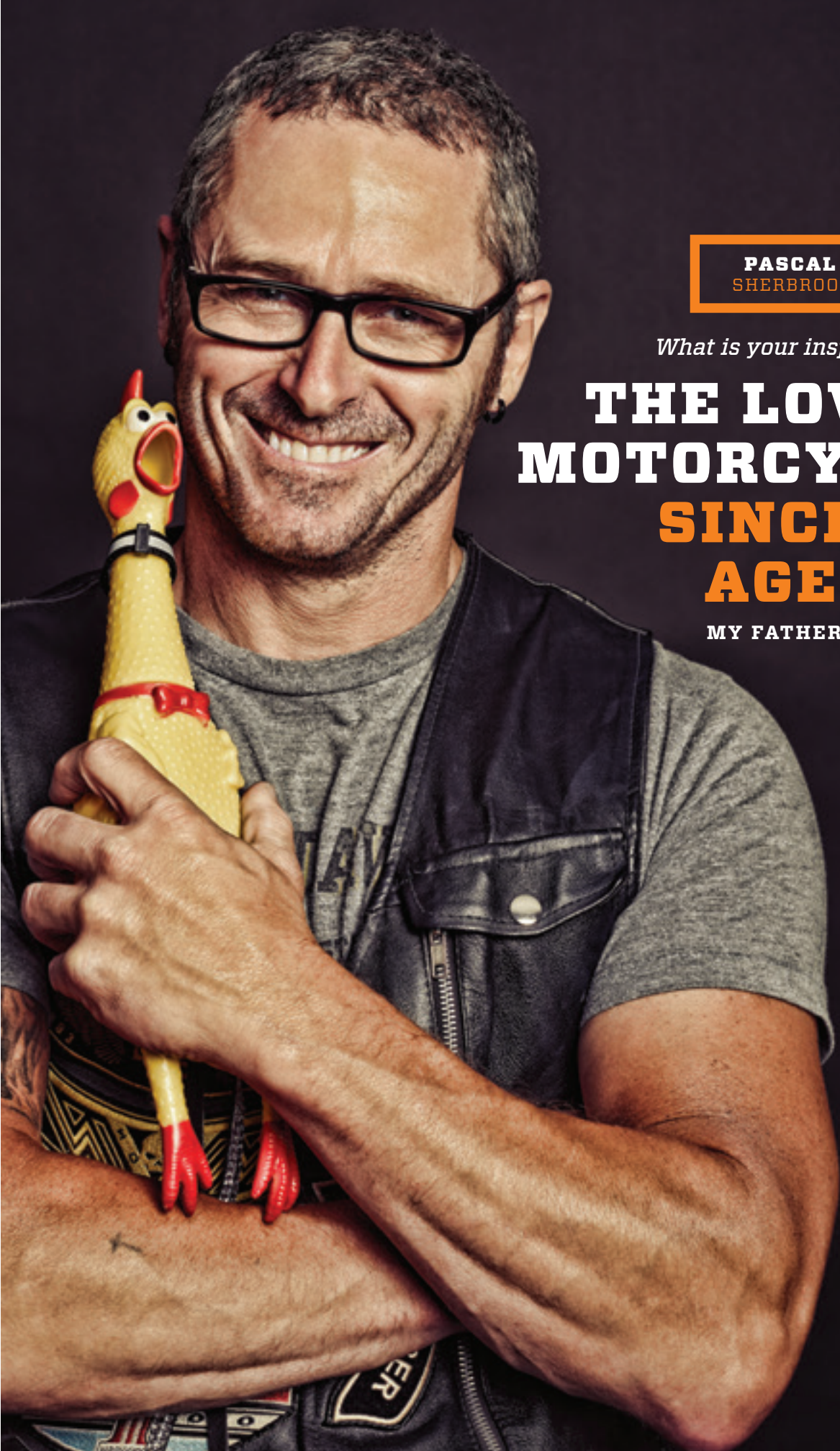


**CHANTAL LAROCHE**  
**CHRISTIAN COULOMBE**  
BISHOPTON, QC - 2013

**RIDE:** Chantal - 2006 Dyna® Super  
Glide® 35th Anniversary Edition  
Christian - 2012 V-Rod Muscle®

**INSPIRATION TO RIDE:**  
Chantal - The outdoors and what you  
discover on the road.  
Christian - Friends and the outdoors.





**PASCAL FOURNIER**  
SHERBROOKE, QC - 2008

*What is your inspiration to ride?*

**THE LOVE OF  
MOTORCYCLES  
SINCE THE  
AGE OF 5.**

MY FATHER USED TO RIDE.



**JEAN-CLAUDE BERGERON  
PIERRE PAQUETTE**

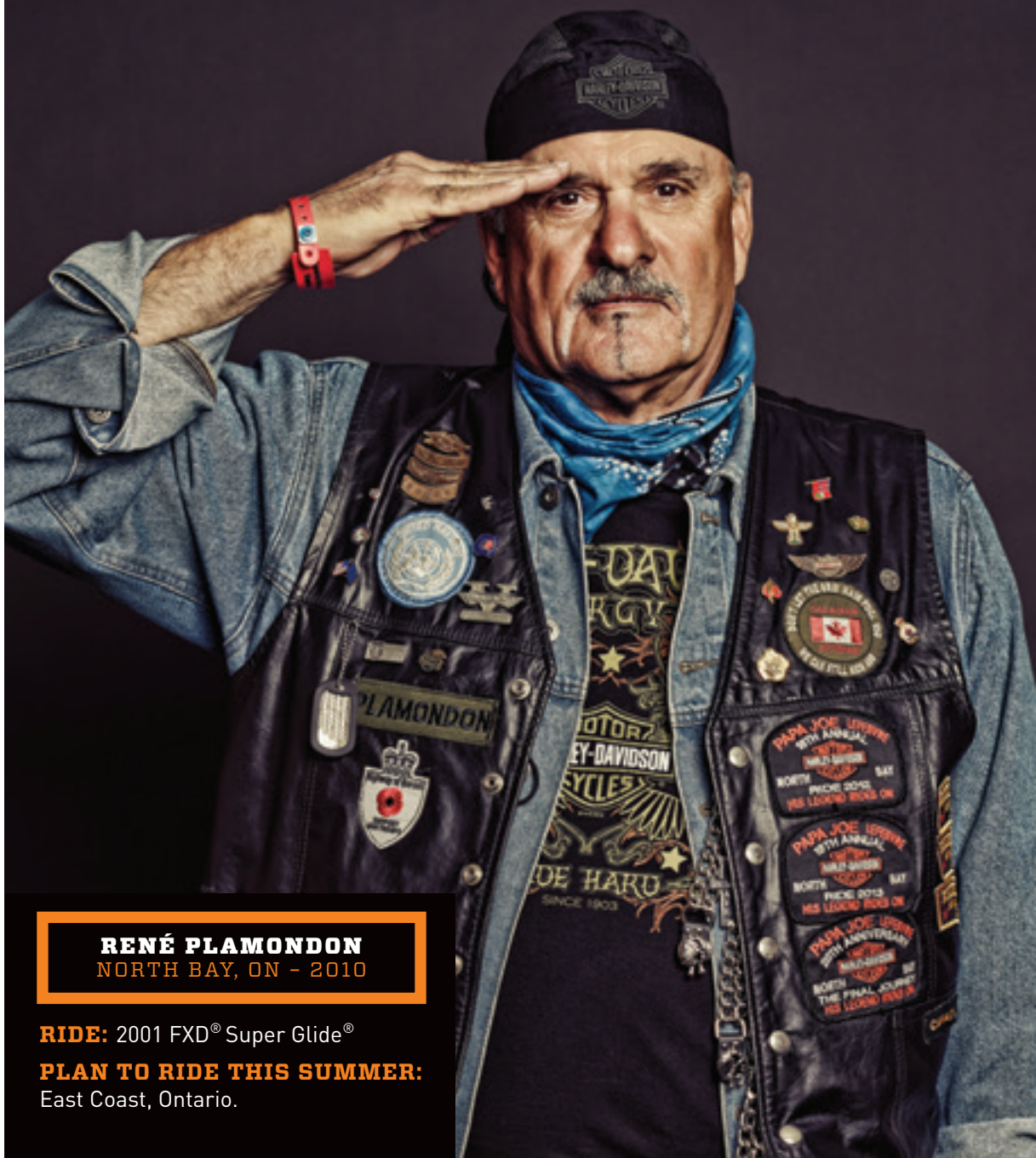
SHERBROOKE/MARIEVILLE,  
QC - 2009/2005

**RIDE:** Jean-Claude - 2008 FLHTCU  
Ultra Classic® Electra Glide®  
PIERRE - FLHR Road King®

**INSPIRATION TO RIDE:**

Jean-Claude - The pleasure of  
riding with good company.

Pierre - Nice weather.



**RENÉ PLAMONDON**  
NORTH BAY, ON - 2010

**RIDE:** 2001 FXD® Super Glide®  
**PLAN TO RIDE THIS SUMMER:**  
East Coast, Ontario.

**LUC J. GAUTHIER**  
**LUCIE LACASSE**  
LAVAL, QC - 2011

**RIDE:** 2010 Electra Glide® Classic  
**INSPIRATION TO RIDE:**  
Luc - Friendship, freedom, and the love of riding. Lucie - Pleasure of the great outdoors and discovering new, extraordinary locations across North America.





**DOUGLAS COULTER**  
OTTAWA, ON - 2009

**RIDE:** 2014 Road King®

**PLAN TO RIDE THIS SUMMER:** Anywhere and everywhere.

**INSPIRATION TO RIDE:** I just like to ride.



*What is your inspiration to ride?*

**SCENIC LAKES AND MOUNTAINS  
THE FEELING OF FREEDOM.**

**ERIC MENARD  
MYLÈNE PINSONNAULT  
ROXANE MENARD**  
DEUX-MONTAGNES, QC  
2013

**RIDE:** Eric - 2011 Road Glide®  
Mylène - 2008 Sportster® 883 Low

**PLAN TO RIDE THIS SUMMER:** U.S.A., Vermont, New York, New Hampshire, Ontario, and more!







**GUY SAVARD  
LINE GILBERT**  
LA PRAIRIE, QC - 2013

**RIDE:** Guy - 2013 Road King®  
Line - 2011 Softail® Deluxe

**PLAN TO RIDE THIS**

**SUMMER:** Guy - Across  
Canada Line - Canada and  
New England, U.S.A.

**FAVOURITE H.O.G.®  
CANADA MEMBERSHIP  
BENEFIT?**

Guy - News from all over  
and the different topics.  
Line - Pictures of other  
riders and updates on  
different topics.



**GABRIEL PINTOS**  
NORTH YORK, ON - 2007

**RIDE:** Softail® Deluxe

**PLAN TO RIDE THIS**

**SUMMER:**  
British Columbia

**FAVOURITE H.O.G.®  
CANADA MEMBERSHIP  
BENEFIT?**

Big family ... and lots of friends.

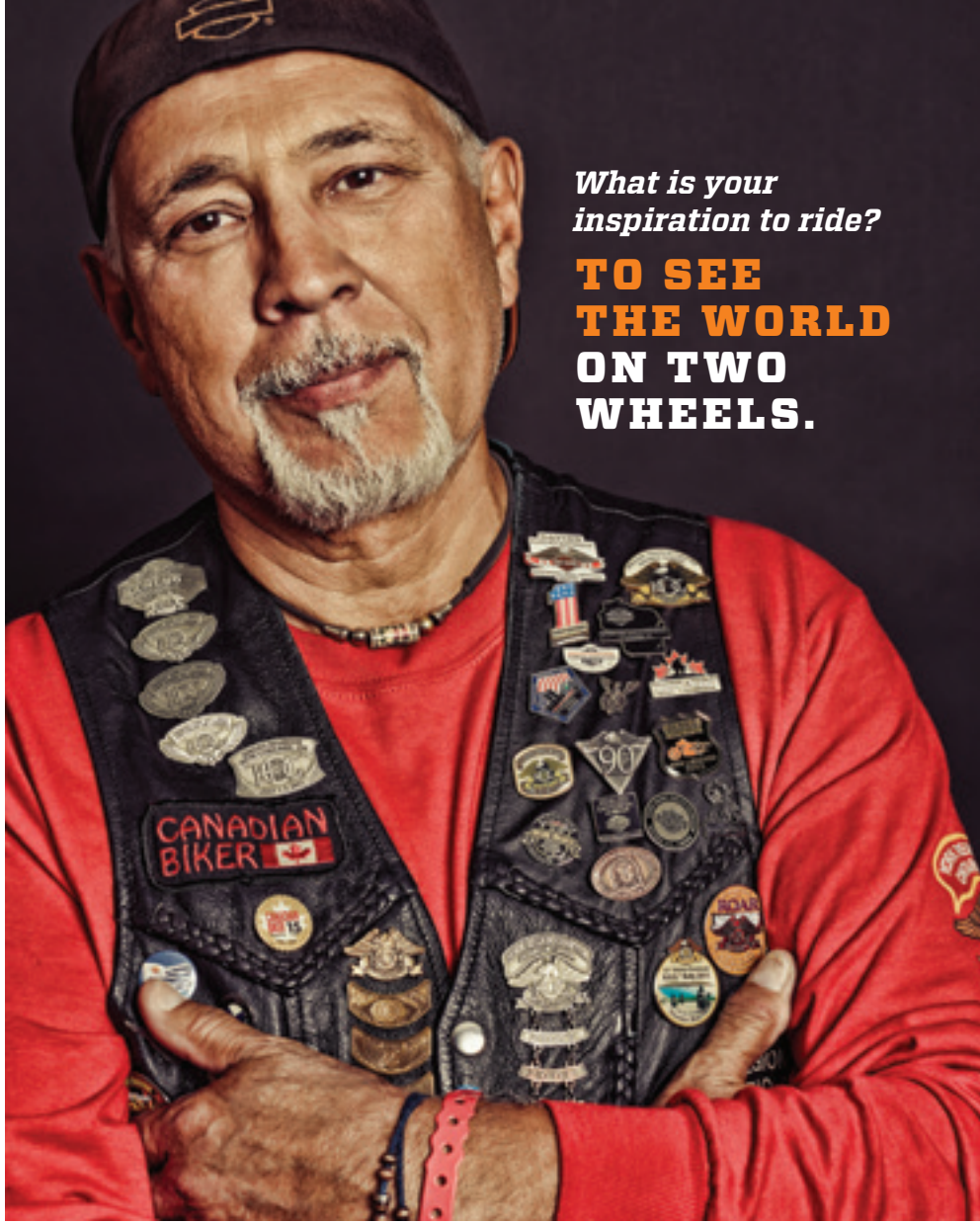


**VAL, MARK, JACOB,  
CATHLEEN, JACALYN**  
STERLING, MA - 2002/2004

**RIDE:** Mark - 2001 Ultra  
Val - 2005 Deluxe

**INSPIRATION TO RIDE:**

Mark - Freedom  
Val - Harley® Motorcycle People



*What is your  
inspiration to ride?*

**TO SEE  
THE WORLD  
ON TWO  
WHEELS.**





# A CENTURY OF SUCCESS

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2014 marks the official centenary of the long Harley-Davidson® history in racing. From board-track and road races to hill climbing and even ice racing, the story is as varied as it is victorious.

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**Although Harley-Davidson Motor Company has been involved in racing from as early as 1905**, with co-founder Walter Davidson winning motorcycle races in Milwaukee, it was not until 1914 that the Company officially started to participate in racing. By the following year, Harley-Davidson® motorcycles had won numerous 100 and 300-mile (160-482 km) races.

William S. Harley, one of the founders of Harley-Davidson, recognized the success of private racing and formed the first official Harley® racing department, becoming the first Motor Company racing engineer. Within months he hired engineering maven William Ottaway, who became the long-term employee.

A year after the H-D® racing department was formed, the team, which had become known as “The Wrecking Crew” due to the way it completely dominated racing, had won a total of 26 major firsts. World War I put racing on hold and after the war, concern mounted that racing was dead. But the 1919 race in Marion, Indiana, proved a resounding success.

By the 1920s, due to the fact that injury and death were not uncommon, the popularity of board racing waned; the cost of maintaining the board tracks was unsustainable. The Great Depression in 1938 also had a major impact on Company involvement with racing, with financial pressures putting any developments on hold.

The racing department came back with vigour in 1946, producing the “flathead” WR model. By 1950 Harley was back on track and had won 18 out of 24 national championships, and had set six new racing records.

The 1950s and 60s saw H-D push the boundaries further and break into dirt track racing and TT racing. Once again dominating both in road racing and on the dirt track, the team regained the title “The Wrecking Crew”. The pinnacle came with the production of the XR750 model, which is perhaps the most famous Harley® racing bike. Still winning races today, it has earned the title of being the world’s most successful competition motorcycle of all time.

With decades of dirt track, road race, and hill-climb championships to its name, Harley-Davidson® racing took on a new challenge in 2002 by teaming up with Vance & Hines to develop the Screamin’ Eagle® Pro Stock drag race team.

Over the years, Harley-Davidson has won dozens of championships. This has sealed its reputation as the most dominant motorcycle race team in history, as well as the most respected manufacturer in the business.

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**1915**

Harley began to see results just a year after the official racing department was established with bikes like the 1915 KT Board Racer. September also saw the first record set, with an F-head Harley® motorcycle achieving a 100-mile (160 km) record of 89.11 mph (143.41 km/h) on a board track in Chicago. Around this time board-track racing was becoming increasingly popular; therefore, it made sense for such a prominent player in the fast-growing motorcycle market to take part. Circular or oval-shaped tracks were made by placing planks on a wooden frame; during races the boards would be slick with oil, which made them increasingly slippery and dangerous to race on (above).sense for such a prominent player in the fast-growing motorcycle market to take part. Circular or oval-shaped tracks were made by placing planks on a wooden frame; during races the boards would be slick with oil, which made them increasingly slippery and dangerous to race on (below).



**1915**

**K model racer (below)** – Racing bikes were stripped of any unnecessary equipment, including the gearbox and brakes. Instead riders had to use a combination of the throttle, engine-kill button and plain old boot leather to slow their machines down. These motorbikes were capable of being run flat-out for considerable distances.



**1925**

**1926 Model S Racer** – Shortly after Harley revealed its “Peashooter” racer in the summer of 1925, a new 350 cc racing class was created. The motorbike was based on its new single-cylinder economy road bike. It was adapted to competitively race on the dirt track by shortening the frame and using telescopic, triangular forks for greater strength. Legendary racer Joe Petrali achieved major success on a Peashooter, sweeping the board in the new 350 cc class (above).

**1916**

Boosted by their initial success, Harley produced special eight-valve racing twins in 1916. Built in very limited numbers until 1927, they were specifically for the exclusive use of the Factory’s own race team. Over this 11-year period there were four different versions, which helped to make Harley a dominant racing-bike manufacturer. It was around this time the team gained the nickname “The Wrecking Crew” (above).

**1921**

A Harley-Davidson® motorcycle won a race with an average speed of more than 100 mph (160 km/h) for the first time in history.

**1935**

Joe Petrali, the top racer for Harley-Davidson, wins every race on the 13-stop Grand National schedule.

**1937**

In this year Harley first offered the tuned WLDR. It was also the year that Petrali

## 1915

**KR Fast Roadster** – Motorcyclists have always loved the idea of having a race bike to ride on the road. The KR Fast Roadster model was produced to bring the racetrack to the road user. It was also the perfect choice for amateur racers at the time. A number of 100 and 300-mile (160-480 km) races were won by the K-series in 1915. Only just over 100 were produced, making this particular model extremely rare today.

▼  
**FOR THE NEXT  
 17 YEARS, THE  
 KR AND KR TT  
 MODELS WERE  
 RARELY BEATEN**

at Daytona in which seven of the top ten finishers rode Harley-Davidson® motorcycles.

## 1952

The WR and WRTT model racers were beginning to show their age against newer and lighter designs from Europe. In response, Harley quickly brought out the KR, which placed the side-valve engine in a smaller, lighter and stronger package. For the next 17 years, the KR and KR TT models were rarely beaten (*left*). A new K-series road bike was introduced alongside a racing version, the KR. While looking similar to the K, the engine had been adapted to produce more power.



## 1960s

In the 1960s, road-racing was rare in America. Instead most racing took place on dirt tracks, which is specifically what the XR and KR models were for. However, being forward-thinking, Harley decided to build a road-race version of the XR. It was fitted with a front brake and a large-diameter four-leading shoe drum, which was combined with a rear disc, just like on the dirt bike. Most other machines at this time had the disc-drum combination the other way round. Its most famous rider, Cal Rayborn, who beat his competitors who were often riding more powerful machines, made the XR TT successful.

**IN 1921, A HARLEY-DAVIDSON®  
 MOTORCYCLE WON A RACE  
 WITH AN AVERAGE SPEED OF  
 MORE THAN 100MPH FOR THE  
 FIRST TIME IN HISTORY**

set a speed record of 136.183 mph (219.165 km/h) on the 1937 Model E 61 cu. in. V-Twin Streamliner at Daytona Beach.

## 1946

The WR (flat-track) and WRTT (TT) models were released. Daytona 200 – A 200-mile motorcycle race held annually at the Daytona International

Speedway in Daytona Beach, Florida. It has a reputation of being one of the toughest tracks in American motorcycling. It debuted in 1937 on a beach course, before moving to its current location in 1961, when Roger Reiman was victorious for Harley-Davidson.

## 1948

Harley-Davidson won 19 of the 23 national events, including a dominant performance

## 1961



**KR TT** – Designed for dirt-track racing, the basic KR did not come fitted with brakes or suspension. The TT version had both and the KR was ridden by Roger Reiman, who rode it to victory at Daytona in 1961.



## 1970 WAS THE YEAR THE HARLEY-DAVIDSON® XR750®, ARGUABLY THE MOST SUCCESSFUL COMPETITION BIKE EVER, WAS BORN



### 1968

**KR750TT (No. 25)** – After poor race results in 1967, legendary Harley® race chief Dick O'Brien set about a massive revamp of the venerable side-valve KR750TT. As a result, the TT models differed from the dirt-track bikes, as they featured a new “Lowboy” chassis, wind tunnel-tested full fairing, and various engine modifications such as a larger capacity fuel tank. Now capable of 150 mph, Factory rider Cal Rayborn went on to win the Daytona 200 in 1968 and again in 1969, lapping all riders up to third place.

### 1970s - 1976

**RR250** – The H-D® racing team won a number of World Championships in the mid-1970s. The machines that achieved this were as far removed from the V-twin as possible. Instead, high-revving two-stroke twins were developed in Italy in order to challenge the Japanese manufacturers at international road-racing championships. The twins, ridden by Walter Villa, won three straight 250 cc World Championships in 1975, 76, and 77. A 350 cc version also took the same title in 1977. The RR250 was produced as a production version of Walter Villa's bike.

### 1970

This was the year the Harley-Davidson® XR750® model, arguably the most successful competition bike ever, was born. It is also famous for being the bike Evel Knievel (*top*) used to perform his stunts. A revised alloy engined version was introduced two years later. It was the first time the rear cylinder had a forward-facing exhaust and rear-facing inlet port on a production V-twin. The bike won the AMA Grand National Championship in its first year of competing. Improving through the years, it still wins races today!



### 1972

**Cal Rayborn** – Cal (*above*) achieved his greatest success racing for Harley-Davidson. He won the Daytona 200 two years in a row in 1968 and '69. He also set not one, but two motorcycle land speed records in 1970. Rayborn competed in the Transatlantic Match Races in England in 1972, which saw the best British riders compete with the top American road racers. Even though he had no previous experience on British racetracks, he won three out of the six races.



### 1972

By 1972 the latest XR750TT model also had a new engine to try and take on the tough competition from Europe and Japan – an overhead-valve, all-alloy unit with twin carbs, capable of 165 mph. 1972 turned out to be a good year for the racing department, with a Grand Prix win for Rayborn at Laguna Seca and the AMA No.1 plate for his team mate Mark Brellford. Using the iron-barreled version, Rayborn famously gave a superb showing in the 1972 Transatlantic Races

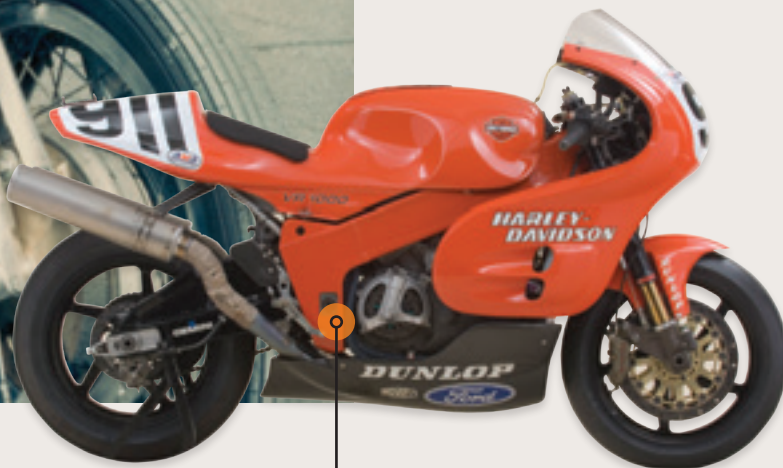


### 2002

Harley-Davidson launched the Screamin' Eagle®/Vance & Hines Pro Stock motorcycle team, with rider GT Tonglet to compete in the NHRA Drag Racing Series, the top professional level of motorcycle drag racing (above).

### 2014

The latest Harley® motorcycle, the Street™ 750 model (above), saw the Company make a debut into ice racing. Customized with studded tires, some of the best flat track riders raced at the 2014 Winter X Games in Aspen, Colorado, in January. Then, in June, the Harley-Davidson Street™ model tried its hand at flat-track racing at the Summer X Games in Austin, Texas, with an exhibition race being held in an attempt to get flat-track racing included as an official event in future X Games series.



### 1994

Harley decided to develop a completely new race bike in 1994 for the AMA Superbike series. Making its debut at America's most prestigious road race, the Daytona 200, the VR-1000 was unveiled (above).

*Photographs courtesy of the Harley-Davidson Motor Company archives. Copyright H-D®. Thanks to Bill Jackson at the H-D Museum™ for his help in compiling this article.*



# GENUINE. RUGGED. STYLISH.

H-D® DENIM STYLES FOR MEN.

TRADITIONAL



BOOT CUT



RELAXED



MODERN STRAIGHT LEG



If there was a dress code for the road, it would definitely include jeans. Now, with four comfortable styles available in multiple washes, no matter what road you choose, we've got you covered.





# *The* **AWESOME ADIRONDACKS**

*Story and photos  
by **Liz Palmer and  
Robert Roland***

Exploring the diverse mountainscape and roadside attractions are a thrill.

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**W**hen my husband Rob and I go on long distance riding trips, we seek something special. We look for the twists and turns, beautiful vistas, lush forests, lots of lakes and rivers, biker-friendly stops that make getting there most of the fun, roadside attractions worth braking for, and highways that provide thrilling sport riding and cruising. We found all this and more in our recent ride in the Adirondacks!

When you think of the Adirondacks, you might think winter sports. But the summer and fall months also make this area a fascinating opportunity for motorcycle touring and exploring – especially the six-million acre Adirondack Park. The Adirondack Park is approximately the size of the state of Vermont. It's a park with no fees, no gate, and no rangers, and it is considered a model for parks around the world.

There is an imaginary “blue line” around its perimeter and is home to over 140,000 residents, making it a combination of both public and private land. And the good news is that it never closes. The roads throughout the park go through many unique towns, some without stop lights, villages with more cows than people – many of which have options for dining, ranging from small diners to gastro-pubs and fine dining, with lodging from B&Bs to luxury resorts.

From a motorcyclist’s perspective the Adirondack Park’s six million acres can be framed by major highways to the west (Highway 81), south (Highway 90), east (Highway 87), and north: the St. Lawrence River and the highways along its southern shore. Access to the park, and throughout it, is by roads designated as “Scenic Byways”. The Olympic Scenic Byway starts at Sackets Harbor in the west, crosses Highway 81, which you would access from the border crossing at the Ivy Lea Bridge, goes through the park, and includes Lake Placid to Keeseville at Highway 87. This spectacular natural attraction is only four hours north of New York City, a day’s drive from Ontario and two hours from Montréal.

Our route started from Toronto on our Harley-Davidson® Ultra Glide Ultra Classic® motorcycle – a comfortable Touring bike. We headed along Highway 401 East, with a choice of three bridges to the U.S.A. from Canada: Ivy Lea, Ogdensburg, or Cornwall, an easy three-hour cruise at highway-posted speeds. We took the Cornwall Bridge, picked up Route 37 east to Malone, then followed Route 30 south to Paul Smiths to pick up Route 86, and finally continued on Route 86 to Saranac Lake and Lake Placid. Our total ride time was six hours. We stayed at Whiteface Lodge, Lake Placid, which is conveniently located in the heart of the Adirondacks. We found it a great base for day trips and not only has the Whiteface Lodge won numerous awards, it’s also listed as one of the leading hotels of the world! Whiteface Lodge is rustic-chic

with all the modern luxuries of a five-star resort. Service was superior, bar none. We had a ground-level suite overlooking the tennis courts with lush gardens and mountain views. Our suite contained a full kitchen, European-styled laundry facilities, handcrafted furniture, and Adirondack-style accents, with a beautiful cast-iron fireplace and a welcoming lavish comfortable king-size bed – especially after a day’s ride. The nightly “Experience the Lodge” was a great treat; this entailed making your own s’mores around the bonfire and meeting other guests. The spa features some interesting luxurious treatments from maple butter massage to outdoorsman facials.

The rustic elegance of KANU Restaurant & Lounge goes hand in hand with presenting an innovative and elegant approach to seasonal American cuisine. The chef uses the freshest local organic ingredients along with local fish and game. Each selection is carefully paired with a specific wine chosen by the house sommelier from their award-winning wine menu.

A good first day is to ride to the Adirondack Museum at Blue Mountain Lake.

From Tupper Lake, ride the Adirondack Trail Scenic Byway (Highway 30 S) to Blue Mountain Lake. This is an easy one to two-hour ride. The museum is 24 buildings on 32 acres and includes daily ongoing programs, art shows, and several scenic areas, one of which is the café overlooking stunning views. We took the audio tour, saw replica settings, and listened to the historical development of Adirondack Park, which gave us an insight into this unique area.

Another great excursion is along the Central Adirondack Trail Scenic Byway (Highway 28). From Blue Mountain Lake, go east to Fort Ticonderoga on Lake Champlain. An easy ride with lots of options for lunch or dinner and good mountain and lake views. This fort in its strategic location has been in the hands of the French, British, and now the U.S.A. Here we found a great variety of exhibits, demonstrations, re-enactments, and tours with an excellent café – an exceptional few hours if you are a history buff.

Visiting geological attractions is another great way to explore the park, like the Natural Stone Bridge and Caves





gastronomy (recognition of the strong connections between plate and planet). David graduated from the Culinary Institute of America, has over 20 years of experience, and has won countless culinary awards. We were in luck – one of his popular seasonal dishes “soft shell crab” was on the menu! A truly delicious dish! Foodies also come from miles away to indulge in David’s American Hamburger. Motorcycles are welcome here, and it’s located in the heart of Willsboro, minutes away from Lake Champlain and the Essex Ferry Dock.

One of the most beautiful times to consider riding the Adirondack Park is certainly during the fall when the foliage has turned to bright orange, yellow, and copper and nature is about to give way to winter. It’s the perfect opportunity to enjoy what the park has to offer, and at the same time the colour kaleidoscope makes for stunning photographic opportunities.



Park in Pottersville, just off Highway 87. Generationally owned and operated by the Becklers, their genealogy is as interesting as the caves, stones, and jewels of the attraction. Appealing to any person who loves geology and history, this is a walking tour. Tip: For the tour, ask for one of the family members.

Next stop for us was the Ausable Chasm, one of the oldest attractions in the U.S.A. (since 1870) and “where the spirit of adventure begins”. Take Highway 87 to Keeseville and you will come to Ausable Chasm. This attraction has something for everyone, including a campground that is perfect for the motorcyclists with a tent, float tours, rock climbing, and hiking trails in a dramatic Adirondack setting.

Dining in the park – we found many restaurants use local and fresh produce, a totally organic approach. One example of this is Turtle Island Café, a New York Times best restaurant and Wine Spectator Award of Excellence in 2010! Turtle Island Café is owned and operated by the husband and wife team, Chef David Martin and Mimi Lane, who strongly believe in eco-



### Motorcycle Events in the Adirondack Region

**Americade in Lake George:** *Early June.* This is the world’s largest multi-brand motorcycle touring Rally.

**Warrensburg:** *Early June.* This family-friendly event offers great riding, vendors, and bike-related activities.

# TAKE on WINTER

Conquer Your Custom™



## EARN A \$500\* H-D™ GIFT CARD

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OR GENUINE MOTORCLOTHES® APPAREL



**SPEND \$2,000 - GET A \$200 H-D™ GIFT CARD**  
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# BACKSHOP

## WINTER 2015

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### PITSTOP

The Art of Anticipation

How to stay smooth when the going gets rough

### RALLY RIDES

2014 Regional H.O.G.®  
Rallies – Roundup

2015 Regional H.O.G.®  
Rallies

### RIDING STORIES

Pikes Peak – America's  
Mountain

Pacific Coast Highway journey

Hot August Nights –  
Reno bound

### ARCHIVES

The Harley-Davidson® Trike  
goes from courier to cruiser



# THE ART OF ANTICIPATION

Learn to ride a few seconds ahead of the present.

By *Becky Tillman*



Have you learned to predict the future? I don't mean things that will happen tomorrow. I'm talking about things that might happen in the next 1-12 seconds. Small things that might have a big effect on your safety. I'm talking about expecting the unexpected, about learning to anticipate those seemingly random events that can happen on the road and put you at risk as a motorcyclist. Fortunately, there's a process you can learn. The Motorcycle Safety Foundation (MSF) calls it "S.E.E.", or Search, Evaluate, and Execute. And it can help foretell just enough to make you a safer rider.

## SEARCH

Where do your eyes go when you ride? Do they linger on the fluffy white clouds in the beautiful blue sky? Are they distracted by that tight pair of jeans walking down the sidewalk? Do they fixate on squirrels scampering in the trees?

Clearly, your answer may well start with, "It depends ...". A wide-open two-lane rural road in good weather requires a different level of attention than does a crowded urban thoroughfare. And being able to notice and appreciate the sky, the people, and the wildlife while you ride is one of the joys of motorcycling.

The key is not to linger on any of these sights but to continuously redirect your gaze to soak in as much information as possible. The S.E.E. method asks you to look as far ahead as 12 seconds. That's a guideline – don't distract yourself by counting off the seconds, just look as far ahead as is practical under the circumstances. If something catches your attention a mile up the road, make a mental note.

And remember that not everything in your future is ahead of you. Check your mirrors frequently as well. A car up ahead is swerving now and then. Another one has the turn signal on but doesn't seem to be turning. There's a "School Zone Ahead" sign. A car in your left mirror is gaining. An intersection is coming up – anybody in the left-turn lane? Squirrel! To Search means to gather as much information as possible about everything going on around you to provide clues about what might be about to happen. That's where Step 2, Evaluate, comes in.

## EVALUATE

The school zone, the swerving car, the intersection, the car in your mirror: all of these are clues – even the squirrel. And as you Search, you should also simultaneously and continuously Evaluate what it all means. That is, use those visual cues to predict the future.

A swerving car is never a good sign. It could be somebody who's been drinking; it could be a texter or someone having a fight with the person in the passenger seat. You don't know, and you shouldn't really care. What you should know is that car is probably more likely than others to drift into your lane without signalling or suddenly swerve to make an exit.

What does the school zone sign tell you? Again, "it depends". Is it a school day, during school hours, when children are present? If so, it probably means a lower speed limit. It might mean a school crossing is coming up. Even if it's not a school day, the school probably has a playground, which can attract children on days off too. Children are notoriously unpredictable, known to dart into the street without warning. Are any cars parked along the curb – cars that can block such children from your sight?

That oncoming car signalling to turn left in front of you: can you see the driver? Can he/she see you? Do they seem to be paying attention? Can you make eye contact? Are there cars near you travelling in your direction, or are you all by yourself? Does the crossing signal say "WALK" or is it flashing "DON'T WALK"? All these things can help you predict what that driver might be about to do.

That squirrel: Is it getting ready to dart in front of you? Is it

# Over time, you can learn to recognize trends and patterns to help you predict the future with greater accuracy – **and react more effectively.**

being chased by a band of bully squirrels? And what if you saw not a squirrel but a deer? What's a threat and what's not? What might happen in the next few seconds to put you in danger? This is what you Evaluate to determine what actions to Execute.

## EXECUTE

Now that you know what might happen, what do you do about it? In most instances, it comes down to what you're ready to do.

That swerving car – stay clear, give it plenty of space. This might mean dropping back to give it extra following distance, or it might mean looking for an opportunity to pass and put it far behind you. In heavy traffic, when neither option is available, it might mean just keeping an extra close eye on it while you cover the brakes and the clutch (keep your hands on them without squeezing), preparing for the worst.

In the school zone, lower your speed (especially when the law requires it!) and keep an extra close eye out for small humans.

That squirrel? The truth is, in many instances, when a squirrel darts into your path the best thing to do is brace for impact. No one wants to hit a squirrel, but better one squirrel is sacrificed than swerving and losing control, causing a one-bike or multi-vehicle accident.

If it's a deer, slow down and be prepared to stop. Deer aren't

vehicle-savvy and can dart into your path without warning. And remember that when you see one deer cross the road there's a good chance another (or several) will be close behind.

That left-turning driver may or may not see you. Making eye contact is always a good thing. If he or she seems inattentive, prepare for the worst. Yes, you have the right of way, but asserting that right is not worth your life. Slow down if necessary to make sure you're seen. You're especially vulnerable if there are no cars behind you or next to you, and if that light is about to turn yellow, the driver might be in more of a hurry to make that turn, whether the intersection is clear or not. Remember, while you're doing all of this, you're still Searching and Evaluating, as well. It's a simultaneous process – not a "1-2-3, repeat" kind of thing.

## EXPERIENCE

As always, experience is the best teacher. Every ride is a chance to learn something new. Over time, you can learn to recognize trends and patterns to help you predict the future with greater accuracy – and react more effectively.

At the same time, avoid a sense of complacency when you ride familiar roads. Most accidents happen within a mile or two of home, and I suspect that's at least in part because we tend to drop our guard in

familiar territory. "Been there, done that" can be a detriment to safe riding.

Think about it – when are you most alert on a motorcycle? For me, it's when I'm riding in traffic in an unfamiliar place. That's when my biker radar is operating at peak efficiency. I'm Searching, Evaluating, and Executing at a furious pace, keenly aware (to the best of my ability) of everything going on around me.

Some riders might think, "Wow, that's a lot of work!" and ask, "Do I have to do all this stuff all the time?" Well no, you don't have to. But then, you don't have to be as safe as possible, either. Every rider makes a personal decision every time they take to the road about how much risk to assume.

The point here is not to draw attention to every example of what might happen to you on the road and tell you how to respond; that would be impossible. Rather, the point is to encourage you to practice the "art of anticipation". To always ride not just in the "now" but in the "few seconds from now".

The future is out there, right in front of you, all the time. You can't always see it, but you can learn to anticipate it and become a better rider in the process.

*BECKY TILLMAN is MSF RiderCoach Trainer, Harley-Davidson™ Riding Academy Coach, and Marketing Field Manager, Harley-Davidson Motor Company.*

# BUMPS IN THE ROAD

HOW TO STAY SMOOTH WHEN THE GOING GETS ROUGH.

We've all been there. You're riding along, having the time of your life on a beautiful road, when things suddenly get a little ugly. Maybe there's some road construction or it starts to rain or the road turns to dirt. But that doesn't have to cut short or ruin your ride. By learning a few simple techniques, you can sail through rough spots with confidence and get where you're going without incident.

By *Becky Tillman*

## DIRT AND GRAVEL

Even though Harley-Davidson® motorcycles aren't built for "off-road" conditions, there's no reason you can't get a little off the beaten path now and then, and see where an inviting dirt road may lead. If you keep a few fundamentals in mind, the worst part may just be the extra time you spend washing your bike that night.

**Rule #1:** Relax. If riding on dirt causes you to tense up, you'll have a more difficult time maintaining control. Instead, keep a slightly looser grip on the handlebar, with your arms and shoulders relaxed. The natural unevenness of a dirt road will transmit a little "wiggle" up into your handlebar. Don't fight it – let your body absorb it. Slow down but keep a steady hand on the throttle. Avoid sudden acceleration or braking. Keep your eyes on the road ahead, looking for holes, large rocks, and other obstacles. Avoid them if you can but not if it means swerving suddenly. Don't override your ability to react smoothly; adjust your speed accordingly.

If you have no choice but to ride over a large bump or obstacle, approach it as you would any other: keep the bike as vertical

as possible, approach the obstacle head-on, and lift yourself out of the seat a bit to absorb the impact with your knees instead of your spine.

## RAIN AND WET

Thanks to modern tire technology, riding in the rain is more manageable than ever. After you pull over to put on your rain gear, there's no reason you can't keep a good ride going just because it starts to rain.

The key, of course, is maintaining and maximizing traction. Do this by slowing everything down a little: your speed, your hands, your feet, your mind. That is, stay relaxed and avoid doing anything suddenly. Slow gradually to turn at a speed that allows you to keep the bike more upright than usual and then accelerate out of the turn more gently than usual. Remember that you'll need more time and space to stop, so stay extra alert to what's in front of you, and apply the brakes as gently and gradually as possible.

When you approach standing water in the road, slow down even more as you approach it. Don't brake or accelerate



as you pass through the puddle, but don't slow down, either. Any input you make will adversely affect traction.

And remember that the beginning of a rain shower is when the road is most slippery, due to oil and other contaminants washing away from the road. It's worst in the middle of the road, so do your best to stay in the tire tracks of a vehicle in front of you.

## SNOW AND ICE

You're not really thinking about going out and riding in that blizzard, are you? Snow and ice are best avoided altogether, but there might still be times they take you by surprise – like on that 10,000-foot mountain pass in June! And icy patches can remain long after the rest of the road has thawed –





on bridges, in shady spots, and other places.

If you can't avoid them, approach these spots just as you would a puddle, as described above: slow, steady, and upright, with no steering, braking, or throttle inputs.

## RAIN GROOVES

Rain grooves – thin, parallel grooves cut lengthwise into the pavement to channel away water – are great for cars but not so great for motorcycles. Because motorcycle tires are rounded instead of flat, the grooves can tend to “grab” at motorcycles a little bit. But only a little bit – it can be more of a psychological challenge than a physical one.

Ride on rain grooves the same way you would ride on a slippery surface. Keep a light but steady grip on the handlebar and

avoid making any sudden steering inputs. If you feel a little vibration, don't fight it – let your hands and arms absorb the movement while keeping your eyes up and a steady hand on the throttle.

## TRAIN TRACKS

Something about train tracks can stir the soul of a rider. Maybe it's what they represent in terms of opening up the world to travel and transportation. But tracks and two wheels don't mix very well, especially when it's wet, and that cold, beautiful steel can be as slick as ice.

The key to crossing tracks safely is to cross as close to perpendicular as possible. If the tracks are slanted across the road, slow down as much as necessary to change your “angle of attack” to cross at a 90-degree angle. Cross at a steady speed, avoiding any throttle, brake, or steering inputs.

Again, all of this is especially important if the tracks are wet.

If the crossing is in poor condition, approach it as you would any other bump in the road: with your weight on your feet, your butt lifted slightly off the seat, and your knees flexed to absorb the bumps. More problematic is when the tracks run parallel to the road, where they can “grab” your tire, as you sometimes find in cities with a light rail transportation system. Rule #1 is to do your best to stay away from them, adjusting your lane position, if necessary. If you have to turn across them, turn more sharply than you might otherwise (slowing if necessary) in order to cross them at as sharp an angle as possible.

## BRIDGE GRATINGS

Metal gratings on bridges provide a strong, durable surface that helps prevent snow and ice from building up on the roadway. As with rain grooves, it can be great for four wheels but a little disconcerting for two. Again, the key is to remember that it can be more of a mental challenge than a physical one. In dry weather, handle bridge gratings the same way you handle rain grooves.

Wet conditions call for extra caution, as the metal surface – even with the serrated edges – can get a little slippery. Approach it as you would any other slippery surface. The positive news is that chances are good you won't have to make any turns on a grated bridge surface.

Sometimes – as with the Mackinac Bridge in Michigan – a bridge may have a grated surface in one lane and asphalt in the other. If the asphalt is dry and in good condition, you may choose to stay on the asphalt side, if possible.

## MUD AND SPILLS

Just about anything can spill out of a truck and create a road hazard: dirt, grain, manure, fish heads, you name it. Most of the time those big spills will be obvious and easily avoided. It's the smaller stuff that can sneak up on you and cause problems; like maybe some sand from the back of a pickup truck or a patch of mud washed onto the road by rain.

Again, many of the same key principles apply to navigating these potentially treacherous areas. Watch your speed. Keep a light but steady grip on the handlebar. Avoid braking and accelerating. Ride straight ahead with your eyes on the road (don't focus on the mud patch).

## THINKING AHEAD

Finally, a word about anticipation. None of these techniques will do you any good if you can't execute them because you didn't see the rough spots coming. Remember your S.E.E. technique at all times. Search: Actively scan the area ahead for potential hazards. Evaluate: Process the information and decide if there's a situation you need to react to. Execute: Make a decision on a course of action and take it with confidence.

*BECKY TILLMAN is MSF RiderCoach Trainer, Harley-Davidson™ Riding Academy Coach, and Marketing Field Manager, Harley-Davidson Motor Company.*

# FINDING THE RIGHT FIT

By Katie Maloney

"Fit" can have an enormous impact on your relationship with your motorcycle, potentially affecting handling, confidence, and general enjoyment. The tricky part is, when it's right, you may never think about it.

And when it's wrong, you may not realize there's a problem.

The 2015 Ultra Low and Limited Low models introduce ready-to-ride Touring to a new range of riders. But it's also important to know that virtually any Harley-Davidson® motorcycle can be made to fit virtually any rider. Understanding these principles and guidelines will help you find your perfect fit.

## THE SYMPTOMS

Not sure if your motorcycle fits you as well as it could? Look for these five warning signs of an improper fit.

### Overextended Reach

Reaching too far for the handlebar can affect your shoulders, neck, arms, and back. It can also make it tough to handle your bike properly in tight spaces.

### Backache

Lower back pain can result from an ill-fitting seat, foot position, handlebar, or combination of all three.

### Tired Hands

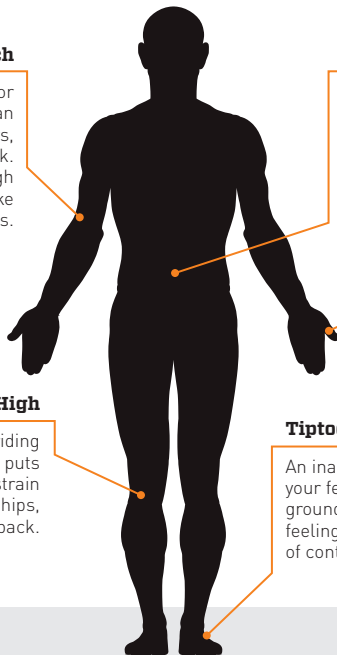
A grip diameter that doesn't match your hand size can cause fatigue.

### Knees Too High

A cramped riding position puts unnecessary strain on your knees, hips, feet, and back.

### Tiptoes

An inability to plant your feet solidly on the ground may leave you feeling a lack of control.



## THE SOLUTIONS

The secrets to finding the right fit lie in four key areas: the seat, foot controls, handlebar, and suspension.

### SEAT

Harley-Davidson® offers a variety of seat heights and shapes to accommodate virtually any size of rider. Consider these factors in choosing the one that fits you best:

- » When seated, do your hands fall naturally on the grips/hand controls?
- » Do you feel comfortable putting your feet down and supporting your bike when you stop? (See also "Suspension".)
- » Does your back feel relaxed after hours in the saddle?

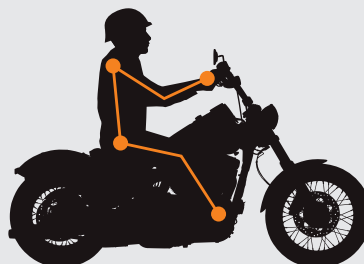
#### TRY BEFORE YOU BUY

Ask your Retailer about taking a demo seat for a spin before making this important purchase decision.

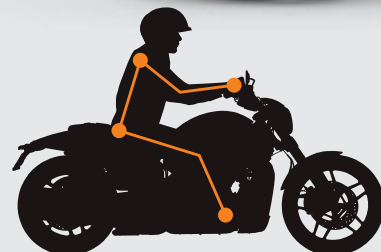


## THE TRIANGLE OF COMFORT

How a motorcycle fits the rider is determined by the "triangle of comfort", defined by the geometry of the seat/hips, handlebar/hands, and footpegs/feet. Suspension height and side stand accessibility can also affect the equation. Every Harley-Davidson® motorcycle places the rider in one of five basic riding positions: profiling, aggressive profiling, sport, cruising, and touring. These positions determine the triangle of comfort and can dramatically change how it feels to ride your motorcycle.



PROFILING



AGGRESSIVE PROFILING

### FOOT CONTROLS

Repositioning your feet on the controls can relieve muscle tension, take pressure off the tailbone, and reduce rider fatigue.

- » Consider your preferred riding position when determining which foot position is best for you.
- » Heel rests, cushioned footpegs, and floorboard inserts help reduce foot fatigue.
- » Highway pegs, positioned away from the foot controls, let you stretch out your legs on longer rides.
- » For tall riders, extended-reach foot controls and levers reposition your feet and stretch your legs to reduce the tendency for a "knees in the air" condition.

### HANDLEBAR

How your bike's handlebar feels and performs is affected by three main parameters:

- » **Rise:** The vertical distance between a handlebar's tip and its base. Bars that are too high can increase fatigue.
- » **Pull-back:** The distance the handlebar tips come back toward the rider. Greater pull-back can reduce your reach to the hand grips.
- » **Width:** Measured from tip to tip. Bars that are too wide can turn out of reach on tight turns.

#### TRY BEFORE YOU BUY

Ask your Retailer about trying different handlebar styles on an H-D® Fit Shop bike.

### SUSPENSION

After exploring seating options, lowering the suspension is often the second step in helping shorter riders reach the ground comfortably.

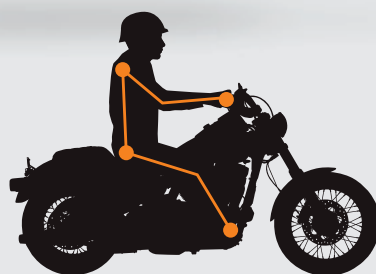
- » **Rear:** An H-D® Profile™ Low Rear Suspension Kit can lower the motorcycle by a half-inch.
- » **Front:** A Profile™ Low Front Suspension Kit can take off another half-inch, to lower the seat a full inch in total.

#### TRY BEFORE YOU BUY

H-D® Fit Shop Slammed Suspension Simulator Mats can help you feel the difference a lowered suspension makes.



SPORT



CRUISING



TOURING



## WESTERN RALLY: Sea to Sky Fun in Squamish

What began simply as a date and a location, ended up as a spectacular Rally with memories to last a lifetime.

By *Len Bowman*

**T**he 14th Western Regional H.O.G.® Rally was held in beautiful Squamish, BC, showcased by a riding experience on the Sea-to-Sky Highway from Vancouver to Pemberton, with stops along the way, including Whistler. The Rally began on Thursday with a guided ride into some of the back roads between Squamish and Whistler. Riders enjoyed the amazing mountain scenery and some breathtaking views of Howe Sound. Thursday evening, riders gathered at the Meet & Greet to renew old friendships and enjoy some good food and drinks.

Early Friday morning saw riders set off on the ever popular poker run. First stop was our host hotel, Executive Suites Hotel & Resort, followed by stops at Brandywine Falls, Big Sky Golf in Pemberton, and then an extended stop in Whistler for lunch. The Dubh Linn Gate Irish Pub provided great entertainment with a three-piece band. Bike parking was directly on Whistler's plaza, allowing tourists to take pictures of the many Harley-Davidson® motorcycles. Chances Casino, our last stop, allowed the riders time to relax and take some chances. Friday evening at the West Coast Railway Heritage Park, home of the Royal Hudson steam locomotive, allowed the participants to partake in many of the

railway experiences. A ride on a heritage rail car, rides on the mini train around the park and the food vendors started the night off on the right track – pun intended. After a few welcoming remarks and a blessing by Sam George, grandson of Chief Dan George, the party was just getting started with the band Swayed entertaining us all with lots of popular dance music.

Saturday morning saw everyone off to Trev Deeley Motorcycles for a complimentary brunch and visit to the ever exciting and informative Deeley Motorcycle Exhibition. The food was fabulous and plentiful while the museum brought back a lot of great memories for us all. Back in Squamish on Saturday afternoon for the bike games, Show 'N Shine and a collector car Show 'N Shine, despite some rain showers, entertained not only all of our H.O.G.® family but many of the local residents. Back at the Railway Park for the Saturday night events comprised of a fabulous buffet dinner, awards presentation, and a show by none other than Elvis, yes he's still alive! Many door prizes were handed out while attendees danced the evening away.

Thanks to everyone who attended and supported the Sea to Sky Rally. We had a great time! Rally photos available at [seatosky2014.com](http://seatosky2014.com).

## QUEBEC RALLY: Motorcycles in Monteregian

August 16th marked the end of a memorable adventure – several months of feverish preparation for the 18th Quebec Regional H.O.G.® Rally in Saint-Hyacinthe – in the beautiful Monteregian region of Quebec – when over 725 H.O.G.® members from across North America took part in this special weekend full of festivities.

By *Sylvain Morin*

**D**espite Mother Nature's lack of cooperation, the event was a major success thanks to the excellent participation of all the attendees. Many riders took advantage of the Monteregian Observation Rally to discover our scenic mountains, and the Rally photo contest to snap candid shots throughout the city.

On Saturday morning, over 539 motorcycles paraded over 27 kilometres on the region's roadways. The police and peace officers made sure we had a perfect, incident-free parade. Following the parade – and despite the rain, which was relentless at the Chapter challenge event – most participants soldiered on in the afternoon skills games. Congratulations to the Sherbrooke Chapter, the overall winner that accumulated the most points over the weekend.

Carrier Harley-Davidson® made sure everyone feasted at the event gala on Friday evening before enjoying Bob Walsh's jazz show. Here's an understatement for you: the Rally closing gala had attitude! On this black-and-white themed night, members feasted on steak and rocked out to Rick Hughes and Eric Lapointe. Great food, amazing entertainment alongside friends and family ... what better way to close out a H.O.G.® Rally!

Carrier Harley-Davidson® along with the Saint-Hyacinthe Chapter and the Rally Organizing Committee would like

## PRAIRIE RALLY: *The Rumble in Regina*



A different kind of thunder rolled across Saskatchewan from July 10-12, 2014.

By John Brewer

**I**t wasn't the same thunder that had accompanied torrential rain that the province had been previously "blessed" with and which caused some last minute road detours. It was the sound of Harley-Davidson® motorcycles and H.O.G.® members from across Canada coming together at the 6th Prairie Regional H.O.G.® Rally in Regina, SK.

The weather, for the most part, cooperated with a little wind – and a smidgen of rain thrown in for good measure – during the riding Rally. The route from Lloydminster, AB, to Saskatoon, SK, then to Yorkton, and finally to Regina, highlighted a taste of the province's diverse landscape, including evidence of this year's unusually high rainfall. We're not just a bald prairie – although if that's what you're looking for, we have that too. As advertised from the beginning, no routes were carved in stone, only the destinations. Several riders chose the roads less travelled in favour of differing vistas.

What is unique to a riding Rally is the opportunity to interact with multiple Chapters on their home turf. The participants were made welcome at each of the four Retailers and plenty of food and diversions were available at each stop, as well as various meet-ups during the

evenings. The amount of participation was entirely up to each individual rider; which makes for a laid back kind of Rally. Some of the attendees included riders from Fort McMurray, Edmonton, Calgary, Medicine Hat, Lloydminster, Saskatoon (in large numbers, as always), Yorkton, Winnipeg, Regina, and Ottawa.

The turnout for the Rally exceeded everyone's expectations. One of the benefits of holding this type of Rally is that members can participate at any given destination (Retailer) point as the Rally schedule unfolds. The majority of attendees enjoyed the full circuit, while others joined in where they could: whether at their home Chapter, at the end of the Rally, or any portion in between. Attendees may have been witness to a possible future for rallies, and from this member's perspective, it is a sunny future on a long highway under an endless living sky.

A big thank you goes out to the Rally Committee, the supporting Retailer, Prairie Harley-Davidson® and to all the volunteers and other Retailers that made this riding Rally a huge success. Also, just as important, thank you to all the H.O.G.® members who made it out to Saskatchewan where a good time was had by all. Rally pictures can be viewed at [reginahogblog.org](http://reginahogblog.org).



to sincerely thank everyone who attended this year's Quebec Regional H.O.G.® Rally. We also want to thank our extraordinary volunteers who put in a lot of work to make this Rally such a huge success; they represented our region and Chapter with pride. Looking forward to seeing you all again next year!





## ATLANTIC RALLY: *Culture Meets Chrome in Saint John*



For three beautiful days in July, H.O.G.® members from all over Canada and parts of the USA, came together in one of North America's oldest cities, Saint John, NB.

By Dale Williams

**T**he opportunity to sample their historic and diverse culture, enjoy the 22nd Atlantic Regional H.O.G.® Rally, and rekindle old friendships had everyone excited to get the weekend started.

The area around Saint John is famous for beautiful scenic roads, and as promised, the Saint John Chapter delivered with several memorable rides that criss-crossed the beautiful Saint John River, utilizing covered wooden bridges and cable ferries while leading us through coastal villages and fishing communities. Stops at seaside restaurants that featured amazing seafood were a highlight on these rides to say the least.

Eldridge hosted a wonderful Retailer party with great music and again more great food including a complete buffet meal

featuring some Maritime favourites such as steamed mussels, baked ham, and all the fixings. In between hosting the Rally and Retailer party, Sharon-Anne Eldridge, Retailer Principal of Eldridge's personally cooked the entire meal for this event, what an amazing woman. Thank you Sharon-Anne.

On Saturday, we enjoyed more beautiful weather, scenic rides, and bike games. A Show 'N Shine in King's Square in the heart of the city was a huge success with many of the local residents coming out to enjoy the view of all the shiny chrome on the various Harley-Davidson® motorcycles. After a wonderful banquet and awards ceremony on Saturday evening, everyone headed downtown to the Saint John waterfront to enjoy the many

local pubs and to watch the buskers (street performers) perform to everyone's delight.

The Saint John City Police led many of the attendees on a parade through the city on Sunday morning. The parade was a huge success and the professionalism of the Saint John Police force was simply amazing. Following the parade, everyone gathered to say their goodbyes. A large group of members were heading straight from Saint John for a five day trip to Kingston, ON, for the National Rally, but that's another story for another time.

Kudos to the Saint John Chapter, Simon Biggs and his amazing Rally Committee, and Eldridge's for putting the Rally together. Their tireless efforts, attention to detail, and obvious pride in their city was evident throughout.



# MEMBER BENEFITS DO'S AND DON'T'S

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

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

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

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

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

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

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

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

## H.O.G.® Canada Team



**Gina McNeil**  
Manager,  
Enthusiast Services



**Duarte Pita**  
Communications &  
Events Coordinator



**Yvan Lejeune**  
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**Len Bowman**  
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**Brad Carvery**  
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Prairies



**Vern Wilson**  
Regional Director  
Ontario



**Michel-André Roy**  
Regional Director  
Quebec



**Dale Williams**  
Regional Director  
Atlantic

# 18<sup>TH</sup> CANADIAN NATIONAL H.O.G.<sup>®</sup> RALLY

Another year of planning and preparation has come and gone and the 18th Canadian National H.O.G.<sup>®</sup> Rally put Kingston on the map as the perfect backdrop for this incredibly diverse, fun, and activity-packed event for nearly 1,300 participants.



**T**he "Great Canadian Rally" kicked off on the afternoon of Thursday, July 24, with 900 close friends checking in at registration; a record number, perhaps the early check-in contest (prime parking in front of the host hotel, daily detailing, and a \$600 H.O.G.<sup>®</sup> gift basket) was the draw. That evening, the welcome reception was held at the host hotel ballroom, engaging at least 500 members who attended for the casual and social event that offered some Canadian themed treats such as Quebec poutine, Alberta beef sliders, and Ontario grilled cheese sandwiches. After a brief welcome, everyone was entertained by the great sounds of "The Lonely Hearts" band.

Friday kicked off with another record number of attendees at the Bike Games (500+), as participants and spectators converged early in the morning in the parking lot at Fort Henry with the breathtaking views overlooking the St. Lawrence River and Kingston Harbour. Participants engaged in the ever popular and entertaining joust, bike wash, and slow race events. While the games were underway, the Ontario Police College Drill Team invited riders to try their skills at a pre-arranged precision course, supervised under the tutelage of the OPC. Following the games, everyone made their way down

to MotoSport Plus for a luncheon party consisting of pulled pork sandwiches, beans, potato and pasta salad, and for dessert, ice cream sandwiches. Everyone seemed in good spirits as they chatted, socialized, and listened to the music of "Ambush", a local Kingston favourite. Another special contest was held in-Store where ballots were filled out to win a lead position in the parade and lunch with some very special guests. It was a pleasure hosting the winner Marco Boisvert and his wife Michelle from the Drummondville Chapter for a nice lunch with our Harley-Davidson Motor Company VIPs at none other than "Chez Piggy"!

The evening closed with our Rally dinner and awards, held at the Kingston 1000 Islands Sportsplex – more than ample to accommodate a group of our size! The Mayor of Kingston stopped by to say a few welcoming words while everyone enjoyed their meal. Once happy participants had full tummies and beverages in hand, Jeff Glenn, our emcee, kick-started the rest of the evening by presenting the Biker Games & Specialty Awards, including: longest distance; oldest rider; youngest rider; oldest H.O.G.<sup>®</sup> Card number; and most unique Harley-Davidson<sup>®</sup> or H.O.G.<sup>®</sup> themed tattoo. The crowd then helped judge the Willie G. look-a-like contest, featuring



seven participants giving their best impression of this H-D icon. After all was said and done, including a special award presentation to MotoSport Plus and their Chapters, everyone danced and sang to the great sounds of the Dwayne Gretzky band.

Saturday morning, everyone converged for the group photo at the Fort Henry parking lot, along with the 800+ parade lead by the fully-garbed town crier and our contest winner, which took us winding through the streets of Kingston lead by the Kingston Police. It took a good 20 minutes from the first bike to the last to get everyone out of parade staging and on route with the impressive array and number of Harley® motorcycles donning their Chapter flags and grins, wowing those who stood by to wave and take pictures!

The Saturday afternoon activities were a collaborative effort with the community ... for one hell of a street party for participants and the public alike. The downtown core was packed all afternoon. The activities included H-D® Show 'N Shine; other brands Show



'N Shine; OPC Precision Riding Show; motorcycle stunt jumpers; JUMPSTART™ simulators; H-D® demo rides; H-D® merchandise sales; and vendor village food and entertainment by "Stonecold".

The Rally ended on Saturday evening with a casual reception along with the superbly choreographed sunset ceremony at Fort Henry. Participants were treated to another show from the OPC Precision Team and a mini "tattoo" that included military bands, infantry company marches, highland dancing, drill demonstrations, historical re-enactments, and fireworks. During the intermission – after paying special tribute and recognition to our H.O.G.® members who serve or have served in the military – a few more awards were handed out for the Poker Run event.

The grand finale and final award of the event not only brought out team spirit and camaraderie – it also brought about the FUN competitive nature of our Chapters. Winning with only six points more than the runner up, Durham Chapter, the Sherbrooke Chapter earned the coveted "Chapter Challenge Cup" for the second time in a row at our National Rally.

A sincere thank you to all members who came out and participated in this unforgettable Canadian National H.O.G.® Rally.

## IMPORTANT NOTICE:



Please be advised, that the **next** Canadian National H.O.G.® Rally event will be held in the **summer of 2016**. Therefore, there will be no Canadian National H.O.G.® Rally in 2015.

H.O.G.® Canada has spent a great deal of time reviewing the feedback and recommendations from the members and Retailers from past events, and we decided it was really important to take the necessary time and effort to develop and execute a stronger long-term cohesive national event strategy. We want to work harder to make the National Rally bigger, better, and more enjoyable to attract more members and create a newer and more improved event for everyone.

We will be working diligently towards finalizing the 2016 Canadian National H.O.G.® Rally dates and location, and we plan to send a communication with the details to everyone in early summer 2015 via H.O.G.® Hotwire, *HOG* Magazine Canada, and HOG.com. Therefore, I encourage all members to create an online profile at HOG.com and/or hogmagazinecanada.ca and opt in to receive exclusive email notifications.

Please be assured that we have a full complement of Canadian regional H.O.G.® rallies covering all five (5) regions of the country, and we are confident that, for 2015, we also have a sufficient variety of additional events available in which members can participate, including the U.S. state rallies, pin stops, Sturgis, and local Chapter events.

**July 2-4:** Western Regional H.O.G.® Rally  
Victoria, BC >> [westernregionalrally.hog.com](http://westernregionalrally.hog.com)

**July 9-11:** Atlantic Regional H.O.G.® Rally  
Halifax, NS >> [atlanticregionalrally.hog.com](http://atlanticregionalrally.hog.com)

**July 9-11:** Quebec Regional H.O.G.® Rally  
Rimouski, QC >> [quebecregionalrally.hog.com](http://quebecregionalrally.hog.com)

**July 16-18:** Prairie Regional H.O.G.® Rally  
Calgary, AB >> [prairieregionalrally.hog.com](http://prairieregionalrally.hog.com)

**July 30-August 1:** Ontario Regional H.O.G.® Rally  
Owen Sound, ON >> [ontarioregionalrally.hog.com](http://ontarioregionalrally.hog.com)

# PIKES PEAK AMERICA'S MOUNTAIN

Story and photo by *Sarah Bird*

**A**s with many adventures, it began as a simple idea that grew very quickly. With group planning and enthusiasm as the driving force, the seed was planted for this adventure and soon a group of Calgary Chapter members would embark upon a fantastic journey to the self-proclaimed America's Mountain, Pikes Peak, on a legendary 22 mile (35 km) road with 156 hairpin turns, numerous 2,000 foot (600 m) drops reaching a height of 14,110 feet (4,300 m) above sea level ... and, no guardrails!

Meetings were held to decide the route, timing, fuel stops, motels, etc., all in an effort to capture the best scenic highways to Colorado. The biggest challenge was our group size: 19 motorcycles and 22 people. The route was planned over the course of a few meetings and everyone participated in the route planning and logistics. We were really going to do this!

Much of the group departed Calgary on August 15, with the first stop scheduled at Great Falls, MT, with brilliant sunshine and a stop at Big Sky Harley-Davidson® in Great Falls shortly after. With our "group-

ride" approach – road captains leading the way – we all felt safe. We headed southeast via Montana Highway 89, 12, and 3 to Billings, MT, and continued south via Highway 72 and 120 to Cody, WY. The temperatures were soaring, and after the day's ride, cold drinks were a welcome relief to the heat. Chatting with other members at the motel was followed by dinner and then back to the motel parking lot. An early bedtime for everyone was in order as the excitement of the first day on the road made us all quite exhausted.

Saturday morning brought more good weather as we headed to Rawlins, WY, through the spectacular Wind River Canyon, stopping in Thermopolis for fuel and lunch then continuing south via Riverton and east on Highway 287. This road is a bit desolate and lacking in services, so we were lucky that no one ran out of gas! The tiny settlement of Muddy Gap was a big relief to finally fill our tanks and take some fun group photos. At the motel in Rawlins at day's end, the parking lot party commenced. One of our members got some cherry moonshine and everyone (well



almost everyone) was initiated to the trip by having a shot!

Sunday we continued our southward journey via Saratoga Springs on Highway 130 and stopped at the Bear Trap restaurant in Riverside, WY, for breakfast. If you get the chance, stop in at this great little restaurant; they worked so hard and were so successful in getting all of us happily fed in a friendly and timely manner. Unfortunately, we were there too early in the day to have a drink at the Mangy Moose Bar next door – what a place of character! Next time we'll be sure to plan to stay there so we can sit at the bar and take in all the quiriness of the place. After breakfast, we continued south on Highway 125 and crossed into Colorado, stopping at Walden for fuel. We then headed east on Highway 14, which goes through Roosevelt National Forest on a very scenic and windy highway. Coming out at Fort Collins, we got on the interstate highway towards Thunder Mountain Harley-Davidson® in Loveland, CO. This is a beautiful brand-new dealership building with a huge stone fireplace in the middle of the Store. Definitely worth

a visit! With still a long way to go, we got back on the bikes and headed back into the mountains on Highway 34 to Estes Park and into Rocky Mountain National Park. The group split up but we all knew where the next stop was, so each smaller group headed over the famous Milner Pass and down into Granby. We hit some rain, and as this day was the longest mile day it started to get dark early. We pushed ahead to get to Central City for our next overnight stop. Groups arrived at various times but met in the lobby and casino for cocktails and to share the day's experiences. This was a long day and it got a bit scary coming out of the mountains at nightfall. It was a lesson for us to not only look at our daily mileage but to try to figure out how long each segment of our ride would take, including dealership stops. It was early to bed for most of us with an agreement that we could all sleep in the next day, setting up an 11:00 am departure time instead of our usual 9:00 am.

The great weather seemed to lead our way as we continued south to Breckenridge and then onto Highway 24 to Buena Vista, where we then headed east to

Woodland Park. The clouds were dark and ominous and without a moment to spare, we got to a mall parking lot, covered up our gear, got into our rain suits, and found shelter before the storm hit us! As soon as the skies cleared after only a few minutes, we carried on to Colorado Springs with a stop at Pikes Peak Harley-Davidson®. Members of our group booked some bike services and other mechanical requirements, as others purchased souvenir t-shirts. Pikes Peak Harley-Davidson® was awesome in accommodating

This culminated in a winner with the best five-card hand being announced this night.

Finally the big day arrived. We woke to clear blue skies and the breathtaking beauty of the Rockies. We left at 7:30 am, arriving at Pikes Peak park gates at 8:00 am. We rode to our first stop, the gift shop on the lower portion of the road. We gathered there but left in small groups, as it is just not practical for 19 bikes to ride that road as a group and be safe. Some riders took their time and were a bit uneasy about all the hairpin turns while

and phones! We returned to the Best Western hotel with the excitement of having reached the summit! Some of the members had fears of heights and were excited to have completed the climb. Everyone had a sense of accomplishment and pride. It was a great day! The group then spent the rest of the day doing laundry, getting bike services done at the dealership, napping, swimming in the pool, relaxing, and enjoying a little down time. Others had taken a side trip to Cripple Creek, a frontier town turned casino haven, enjoying yet another ride over a scenic mountain pass, to this quaint little village. So far on this trip, we had gone over many mountain passes, of which 11 were over 10,000 feet in elevation! True Rocky Mountain highs.

The next day we headed west back into the Rockies via Buena Vista and a stop at the infamous Pastime Pub in Leadville, CO, before continuing north to Steamboat Springs for the night. The next stop after Steamboat Springs was Rock Springs, WY, through Flaming Gorge – a fantastic red rock canyon in southern Wyoming. A highly recommended visit if you're in the area. If you go, take the time to stop at the visitors centre where you can lean over the edge to view the crystal clear blue water far below, which is contrasted by the stunning red rock surrounding the canyon. A fantastic photo opportunity!

On day nine, we travelled from Rock Springs to Bozeman, MT, via Jackson Hole and a visit to the Snake River Brewery – a great place to enjoy a cold drink and great food. Jackson Hole is a great little ski resort town with many excellent restaurants, pubs, and visitor services. It's located near the south entrance to Yellowstone National Park in

the Teton Mountains. A stop at the Wildlife Museum is a must if you're in the area. We headed north through Yellowstone National Park, which is close enough to Calgary to be considered a "regular ride" on our list of favourite rides. While travelling through Montana, we became part of a cattle drive. All the bikes had to stop in the middle of the road while the cowboys directed the herd across the road and around the bikes, kicking up plenty of dust in the process, but it was fun and exciting nonetheless. It was certainly fun for the ladies to watch the handsome cowboys handle the herd from atop their horses. After the overnight in Bozeman, the group split up into smaller units as we were all close to home now and in familiar territory. Some went to Kalispell, MT, then over Logan Pass, yet another favourite ride for all of us.

We all loved the trip and had a very positive experience. The entire group was very appreciative and grateful to our road captains who kept the group together and were more than patient in keeping everyone safe. The camaraderie of being on the road together and sharing this experience will be a memory that we will all hold dear for many years. We also now have a poster picture of Pikes Peak that everyone in the group signed (proudly displayed in our Chapter lounge). The culmination of reaching the top of Pikes Peak on such a spectacular day was amazing and the fact that we did it with such a large group was even more of an accomplishment.

We all arrived home to Calgary with sunburns and big smiles, having travelled 5,500 kilometres in 11 days. Our next adventure is being planned ... stay tuned!

## Everyone reached the summit of the 22 mile twisty, windy, very scenic road at their own pace, **making plenty of photo stops of the breathtaking views and cliff drops!**

everyone's requests on such short notice. Many of the staff stayed late that day and the next day so that everyone got what they needed. The staff at Pikes Peak Harley-Davidson® also gave us some pointers about riding "the peak", suggesting riding up the mountain as early as possible in the day. Earlier in the day there is less traffic and better weather on the mountain, as thunder showers often build up in the afternoon. We took their advice and planned to get to the entrance of the park by 8:00 am the next day. We had booked into the Best Western in Colorado Springs for two nights (Best Western is a H.O.G.® partner and they treated our group fabulously!). The parking lot party continued here. Two of our members had organized a poker run for the trip with everyone drawing a card each evening.

others thoroughly enjoyed the challenge of every curve of the road. Everyone reached the summit of the 22 mile twisty, windy, very scenic road at their own pace, making plenty of photo stops of the breathtaking views and cliff drops! Once at the top, we visited the gift shop, took plenty of photos, watched the cog train arrive up the steep tracks, and just took in the view with awe. Being there early in the day was great. The sky was so clear you could see very far and wide. Being so high up, the air was a little thin, but it was not cold at the top as we had expected – it was perfect! The group gathered in front of the Pikes Peak sign, brought out our Chapter flag and took plenty of group photos! A heartfelt thank you to some kind travellers who were very patient in taking lots of photos on each of our cameras

# HOT AUGUST NIGHTS

Three western Canadian riders make the trek south for a classic car show and spectacular riding.



Story and photos by *Rick Carswell*

**A** good friend of mine has spent the last two winters in Arizona – lucky guy! After his first winter there in 2013, and knowing how much of a car fanatic I am, he suggested I come down to view the Barrett-Jackson auto auction and to experience the Hot August Nights event in Reno, NV.

Needless to say, the seed was planted. Maps were unfolded and studied, a route was planned, and along with three good friends, we decided to make the trip. For those not

familiar with Hot August Nights, it is billed as the largest classic car and nostalgia event in the United States, with venues in the Reno, Sparks, and Lake Tahoe areas.

I currently ride a 2012 Harley-Davidson® Street Glide® model. I departed from my home in Harrison Hot Springs, BC, along with one of riding buddies and another from Langley, BC, with the intention to meet up with another friend from Grande Prairie, AB. Our route took us from Harrison Hot Springs along the Trans-

Canada Highway to Hope, BC, and then to Highway 3 to Fort MacLeod, AB. Fort MacLeod is where the North-West Mounted Police established a Fort in 1874, establishing order in the west. The four of us took the opportunity to spend a day visiting the museum and to take in a bit of history of the area and our country. It meant a little something to the four of us as we are all retired RCMP members.

We next headed south to Montana and Glacier National Park, where we would ride the

### Going-to-the-Sun Road.

It is marked as a scenic route on our map and believe me, it certainly is. The mountain peaks and scenery are breathtaking. We continued south through Montana, mostly following Highway 93 with overnight stays in Missoula, MT, and Challis, ID. We decided to stay in Challis, a very small community, as we needed to rest and stock-up on some supplies. We visited a local outlet to make some purchases. From Challis, we would continue south on Highway 75, another scenic route, taking us through the Sawtooth National Recreation Area, which includes ski areas of Sun Valley and Ketchum, ID. We entered the state of Nevada at Jackpot and stayed overnight

in Elko. The following day, we headed west in the direction of Reno, stopping for a photo-op at Battle Mountain. I read a series of books by author Dale Brown, a retired American Air Force officer, and his books detail aircrafts, weapons, and fictional accounts of wars. One of the main characters in his books commands the Air Battle Force, which is based at Battle Mountain, NV, thus the reason for the visit. From here we continued south to Austin, NV, before again turning west to Reno, finally arriving at our destination and purpose of our trip.

We would spend a total of three nights in Reno. During our stay, we took in the Barrett-Jackson auto auction. If you are a car enthusiast or like

automotive paraphernalia, this is an event worth visiting. All the vehicles up for auction are on display both before and after they go on the block. Almost any vehicle you ever thought you would like to have can be

found here and they all look like they were just built yesterday: vehicles from the 1940s, 50s, 60s, 70s, to current. And then you go into the auction and you get to watch the people bid on the cars. Wow.



Almost any vehicle you ever thought you would like to have can be found here and **they all look like they were just built yesterday: vehicles from the 1940s, 50s, 60s, 70s, to current.**

We also took in the Hot August Nights in Reno, as well as the neighbouring Sparks and Lake Tahoe area venues. During the evening, the A&W restaurants in the area would be filled with classic cars on display and several were for sale. The Reno-Sparks Livestock Events Center has a swap meet for automotive paraphernalia as well as classic cars on display. And every evening throughout the event, classic cars parade down Virginia Street right under the "Biggest Little City in the World" sign to the delight of the large crowds that gather to watch.

After three great days we left Reno for home. Our route home would take us through Lakeview and Baker City, OR, and ride the roads of Hells Canyon and Joseph Canyon. All in all it was a great trip. The temperatures were hot, scenery spectacular, and the classic cars a highlight to say the least. Indeed, they were hot August nights ...



# PACIFIC COAST HIGHWAY

Rider purchases new Harley-Davidson® motorcycle for first time in 24 years and puts it to good use.

Story and photos by *Tim Argent*



**I**t was one of the best decisions I've made in a long time. My wife Heather and son Ethan agreed; a new ride. In June 2014, I purchased a 2008 Harley-Davidson® Ultra Classic® Electra Glide® motorcycle, about 24 years after I last owned a motorcycle.

Our friends Warren (Smitty) and Jen Smith were planning on a Pacific Coast road trip in early June 2014, and since we've never been on a multi-day trip, we said "let's do this!" We left our Calgary, AB, homes

on a bright morning with our first stop in Osoyoos, BC. Our goal was to try to get to the pacific coast on Highway 101 as soon as possible, pushing hard the first two days, so we could ride slowly on Highway 101 and enjoy every minute. The next day, we made it to Portland, OR, again pushing hard. I realize we did sacrifice some awesome roads and sights during our first couple of days on the road, but those are shorter trips for another time.

Once we reached the beautiful Astoria, OR – about two hours after leaving Portland – I was in awe. This small town made the first two days of quick riding worth it. We arrived just in time for the town's "Goonies Days" in celebration of the movie's use of the town's landmarks and where the majority of the movie was filmed back in 1984. I have yet to see The Goonies but it seemed that the rest of my crew were thrilled to death with stumbling upon this festival of sorts. In search

of great food and a local pub, the volunteers working at the Tourist Info Center directed us to a new eatery called the "Buoy Beer Company". The best local beverage and fish and chips I have ever had! Map it out or ask for directions when you get into town or you'll never find it ... but you have got to try it!

Continuing on our pacific coast adventure, we headed south from Astoria and stopped in Seaside, OR. If you haven't been, it's a beach resort and carnival between Highway 101

and the Pacific Ocean that you'll never know exists if you don't research ahead or ride with somebody who's been there before. A small green sign in the shape of an arrow that says "beach" is your only clue. As our ride continued south, we would stop more often than expected for photo ops of beaches, capes, and outstanding features that make Oregon a must do road trip. We settled in Newport for the evening and allowed our senses to take it all in.

The next morning, we hit Coos Bay and stopped in at the local Harley-Davidson® dealer so I could pick up my souvenir T-shirt and find out where we could grab some local grub. Another good choice by the locals, as the dealership highlighted a local dive with great food and friendly service. We settled the next night in Crescent City, CA, where we ran into a dozen Harley® motorcycle riders heading north on Highway 101. This group meets every year at a different area in the U.S. They rent bikes from the local Harley® dealerships and go on a week-long ride. The morning after found us cruising the Redwood Forest, which can only be described as incredible. You have not seen trees until you have seen these monsters in this state park: awesome ride and fantastic photo ops. We stopped that night in Fort Bragg, CA, where we had an incredible breakfast and an equally unusual experience the next morning at a downtown restaurant called "Eggheads" – the eggs bennie were incredible.

A beautiful ride down the California coast brought us to our two-day layover in San Francisco the next afternoon. Two glorious days visiting the bridge, wharf, and Alcatraz, with many photos and great

**Well, that was it ... 13 days, 6,000 plus kilometres, every season experienced and many great stories to share for years to come.**

It was our first long-distance road trip on my first Harley® motorcycle in 24 years and not our last.

food. We will be back when we can spend a few more days doing the "tourist" thing. We left San Fran early in the morning, after only two days, heading east toward Las Vegas and the much anticipated ride through Yosemite National Forest. Once we reached Yosemite, we took it all in and then continued on to Mammoth Lakes, CA. The next morning was a ride through Death Valley, which lived up to its name. Holy beep was it hot!

We spent two days in Vegas after our Death Valley ride to recover and take in the sights. After Vegas came Salt Lake City then north to Butte, Montana. The plan was to go west from Butte and head north into Glacier Park and then spend a day in Whitefish. But then rain and snow changed our plans so we waited out the storm.



and not our last. I can honestly say that the small, tucked away, hotels, motels, stores, and restaurants made this trip unlike the dozens we have taken in our truck; we were stopping more often and riding

secondary roads and highways we had never considered travelling before. The people we met and talked to made this an experience to remember and repeat.

I want to send a "special" shout out to Redwood Harley-Davidson® in Eureka, CA, for taking us in for an unexpected accessory addition to our bike without a call or appointment, just simply taking care of us because we were there. Another "extra special" shout out goes to Las Vegas Harley-Davidson® on Eastern Ave in Las Vegas, NV. We had a severe front-end wobble develop on the morning we rolled into Vegas. They took me in without hesitation and had a shuttle run us to and from the main strip when required. Outstanding to all and many thanks!

We headed north out of Butte towards the Canadian border with our anticipated last night in Shelby, MT, to stay at the new Best Western and eats at the recommended restaurant called "Ringside Ribs". What the hell ... we've done great so far from the recommendations of the locals this entire trip, so why not give it a try. It was great food, big portions, and low prices.

Our final morning found us leaving Shelby for the border. We crossed back into Canada and the final 2.5 hours of our journey was a wet and cold ride in pouring rain.

Well, that was it ...13 days, 6,000 plus kilometres, every season experienced and many great stories to share for years to come. It was our first long-distance road trip on my first Harley® motorcycle in 24 years

# WOMEN'S ROAD TO **HAPPINESS** STARTS ON A **MOTORCYCLE**

## LADIES OF HARLEY™ (LOH™) MOTORCYCLE CLUB

Last year, Harley-Davidson Motor Company interviewed more than 2,000 adult women, half riders and half not, to discover the benefits of riding motorcycles. The results showed that women who ride feel happier, more confident, and sexier and have better relationships compared to those who do not.

The study found that more than twice as many women who are riders always feel happy and confident, and a staggering four times as many always feel sexy. More than half also cited their motorcycle as a key source of happiness, and nearly three quarters believe their lives have improved since they started riding.

Beyond positively impacting a woman's sense of self, the study also shows that riding can improve relationships. When it comes to romance, women who ride leave non-riders in their dust; they are more content with both communication and physical intimacy with their significant other.

*"Riding a motorcycle is the ultimate form of freedom and self-expression, so it makes sense that women riders are happier in life and, in general, feel more fulfilled," said Claudia Garber, Market Outreach Director for Harley-Davidson. "That's why learning to ride a motorcycle is the perfect gift you can give yourself."*

**27%**

ALWAYS FEEL  
SEXY

**7%**

**35%**

ALWAYS FEEL  
CONFIDENT

**18%**

**60%**

CONTENT WITH  
COMMUNICATION  
WITH  
SIGNIFICANT  
OTHER

**38%**

**51%**

CONTENT WITH  
PHYSICAL  
INTIMACY WITH  
SIGNIFICANT  
OTHER

**35%**

**37%**

ALWAYS FEEL  
HAPPY

**16%**



### WE WOULD LOVE TO HEAR FROM ANY LADIES OF HARLEY™ PARTICIPANTS

Tell us about your Harley-Davidson® experiences and adventures – and don't forget to send us high-resolution (2 MB+) photographs! Send an email to [editor@hogcanada.ca](mailto:editor@hogcanada.ca) and include "Ladies of Harley" in the subject line.

The Ladies of Harley™ have ridden strong and united for 28 years. Now, we're refreshing our look – and want to hear what LOH™ means to you, what changes you'd like to see in the future, and what you think of our new logo. Please scan the QR CODE (see right) and share your thoughts.

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CANADIAN EDITION

## HOG<sup>®</sup> MAGAZINE CANADA STAFF PHOTOGRAPHER PIN



Here's a look at the *HOG*<sup>®</sup> Magazine Canada Staff Photographer Pin. How do you get one for your collection? Any member who submits a photo with a written accompaniment that gets published in *HOG*<sup>®</sup> Magazine Canada will earn this new piece of hardware.

**What are you waiting for?** Get out your camera and send your quality, motorcycle-related photographs to *HOG*<sup>®</sup> Magazine Canada at [editor@hogcanada.ca](mailto:editor@hogcanada.ca).

**Note:** We accept only high-resolution digital images. Required 300 DPI resolution, (at least 4" x 6"). Pins are awarded only to the sender of the photo – not to the original photographer or subject of the photo.



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# DELIVERING THE GOODS

The Harley-Davidson® Trike goes from courier to cruiser.



Harley-Davidson Motor Company learned early on that motorcycles with added cargo space opened up whole new markets. In 1915, the Motor Company released the Package Truck – turning the sidecar into a cargo box – and a powerful new trend began.

**P**ostal carriers and delivery businesses snapped them up, adding to Harley-Davidson profits from motorcycles, apparel, and accessories. One sales brochure even compared the improved cost of a Package Truck fleet to a stable of horses. The Package Truck became the “commercial”

division, companion to “pleasure and sporting”.

Then there were “2-1” motorcycles – two wheels in front, one in back – like the 1913 Forecar and the early 1980s Trihawk (which never even saw the showroom floor). In the late 1920s, H-D briefly offered the Cyclotow model – retractable rear wheels for single-

cylinder motorcycles: Harley® motorcycles with training wheels. Next came the quickly abandoned single-cylinder Courtesy Car Trike.

In November 1931, President Walter Davidson unveiled the Servi-Car model in a statement to stockholders. It was a hit – keeping a spot in the lineup for 41 years (one of the longest lifespans in H-D history).

The Servi-Car model was the vehicle of choice for businesses making cross-town deliveries – mainly car dealerships at first. Dealership employees made home deliveries by hooking an optional tow bar to car bumpers. The attachment kept

towing a one-man job, and the cargo box worked as a rolling advertisement. A Ford dealer in Pennsylvania reported that home delivery time was cut in half, and they “would not accept \$1,000” for their Servi-Car motorcycle. The streets teemed with deliverymen in jumpsuits and neckties as other businesses joined in, using Servi-Car motorcycles to deliver anything and everything.

The Servi-Car model was the first Harley-Davidson® motorcycle with an electric starter – one year before the 1965 Electra Glide® model. Structurally, not much on the vehicle changed over the years. The rear trunk became fibreglass, and the front fork turned into a Hydra-Glide front end. The Servi-Car model became a fixture, relying on its trusty flathead engine until 1973.

For 35 years, the only H-D® Trikes were aftermarket conversions of two-wheelers or owner-chopped bikes. But in 2009, H-D rolled out a Trike for the everyday rider: the Tri Glide® Ultra Classic® model. With flat-tread rear tires, plenty of storage, and a full set of touring amenities, it had come a long way from the Servi-Car model.

After the Tri Glide® Ultra Classic® model, the Street Glide® Trike and new Freewheeler™ models proved that a Trike can hold a low, aggressive stance and still have all of the advantages of a three-wheeled motorcycle.

From package hauler to custom cruiser, this big rig turned the world on its head – proving that sometimes, three wheels are better than two.

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

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