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HARLEY-DAVIDSON® **BLING** BAR & SHIELD COLLECTION



Clockwise from top left: Pink & White Bling Bracelet (HDB0316),
Pink & White Bling Necklace (HDN0298), Black & White Bling Band Ring (HDR0339), Pink & White Bling Ring (HDR0347),
Black & White Bling Post Earrings (HDE0337)



Available at Authorized
Harley-Davidson® Dealerships

See the full collection at
www.modjewelry.com/bling

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INSIDE



« "... the closest I had ever come to riding a motorcycle in Gotham was shooting a ride from the back of a '54 Chevy pickup in 1981. That was fun, but c'mon." PHOTOGRAPHER MICHAEL LICHTER NY72

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PHOTOGRAPH BY MICHAEL LICHTER

INTAKE

FROM THE EDITOR

Projects!



WHEN IT CAME to riding my own bikes, 2013 was a bust, for a bunch of lame reasons. Now I did get to do a decent amount of riding, but the problem was that it was mostly on other people's bikes! I have no one to blame but myself for the various states of disrepair that my own bikes spent most of the year in, but that's often what happens with projects. If you're like me and are either too cheap or too stubborn (or both) to let someone else wrench on your bike, you run the risk of it spending most of the time in

the garage. The same can apply to projects around the house; another way to spend far too little time riding.

But I did make progress on a few important projects last year, one of which you're holding: a redesign of HOG® magazine based on feedback from the reader survey we included in HOG 022. Thanks to everyone who participated in the survey, we learned a lot about what you like to see in the magazine and identified a few things you would like more of. Tops on that list were more technical and how-to stories, which will come to life in this issue, starting with How It Works on Pages 60-61. You'll also notice a few other changes to HOG, especially in the way we've laid out the departments. Our goal is to have more interesting content, more great photos, and make it all easier to read without taking away any of the features of the magazine you've come to expect and enjoy.

As a result of the survey, we're also embarking on our first project bike (see Page 17), which you'll be able to follow over the course of the next four issues as we build a Project RUSHMORE Street Glide® Special using parts out of the *Genuine Motor Parts & Accessories* catalog. We could easily run out of pages long before we exhaust the virtually endless well of the Big Book, but the goal of our project is not to go too hog wild when it comes to the parts selection. We want to keep it a little more real-world, closer to what most readers like you are likely to do with your own bikes. So we'll focus on parts that provide the most bang for the buck in terms of comfort, convenience, performance, and looks, and hopefully it'll give you some ideas for your own ride.

HOG's Project RUSHMORE will come to life outside the pages of the magazine, too: on our website (hog.com), in the tablet edition through expanded photo galleries and videos, and also out on the road at H.O.G.® events and rallies. In fact, by the time you read this, you may have already seen it in person at Daytona Bike Week. If not, keep your eyes open for a recap video.

And I promise the HOG project bike will not wind up stuck in my garage!

MATT KING

FEEDBACK



Feeling Fuelish

I always read HOG® magazine cover to cover. And when I read "To the Limit" in 023 I felt compelled to write. The rider isn't the one who should have been embarrassed by running out of gas - it should have been the Road Captain. When one in your riding group tells you they're getting low on gas you don't tell them the group will stop in about 70 miles. That's nearly two gallons on an Ultra. I have ridden through the plains of Wyoming into South Dakota, and there are long stretches between gas stations so we filled up whenever we had a chance.

JESS VALENTINE
Sierra Vista, Arizona

.....
Thanks for your concern, Jess, but I put that on myself. For one thing, I didn't say I needed gas, I asked when we were stopping. When I told the Road Captain I didn't think I could make it, he said we'd stop sooner. I thought I'd be fine, but I overestimated how much fuel I had left. Also, I'm an experienced rider and should have taken responsibility for my own fuel. If I was really concerned I could have stopped on my own and caught up at the next group stop. Instead, I took a calculated risk and ... lesson learned! Thank goodness for Larry! -MZ

Past, Present, Future

I enjoyed reading "Through the Blood" in HOG 023. It's gratifying, and a bit surprising, to see how large H.O.G. has grown. I was also struck by the fact that, with the exception of Curtis May from Texas, almost everyone was a new member within the last three to five years, although a few joined in the mid-90s. Like Curtis, I'm a charter member, and I attended the original rally in Reno in 1983 where our H.O.G. brotherhood was born. I'd love to see H.O.G. reach out to the 30-year members to find out how many are still riding and to share their experiences. To thrive in the future, H.O.G. must stay connected with its past.

RICHARD B. STANDRIDGE
Aptos, California

I have been a H.O.G. member since 1983, but HOG 023 gave me the inspiration to start riding again. I'm 73 years young and in pretty good shape. I would like to know how many H.O.G. members age 70 and over are still riding, and would love to hear their stories in HOG about the pros and cons of riding at age 70 and beyond. I'm constantly reminiscing about the wind in my face and the freedom of riding. WHAT MEMORIES ... some of the best in my life!

TOM L. HOOVER
Flowery Branch, Georgia

The Great Lane Debate

That was a great article in last edition's Between the Lines regarding lane positioning. An additional advantage of using Position 3 on two-lane roads is

your visibility to other vehicles entering from side roads. It's essential to "S.E.E." and evaluate the danger of a line of vehicles waiting to enter or cross your lane of travel - especially if there isn't a string of other bikes or cars to prevent drivers from "shooting the gap." I will also weave slightly to flash my headlight in and out of their view window to assist in drawing their attention to my presence.

S. MIKE JOHNSON
Viera, Florida

.....
The Between the Lines article in the last edition is helpful but only to a degree. The suggestion to ride in Position 2 is ill-advised, unless changing positions in a particular lane. This is the worst possible place to ride given the fact, as stated in the article, that oil and debris collect in this portion of the road, increasing the proposition of having to dodge it. I've been a member of my chapter for 22-plus years and have held many positions. In our safety meetings and Road Captain training we NEVER suggest riding in Position 2.

STEVE BAYLIFF
Santa Fe Springs, California

.....
I enjoyed the article on proper lane usage, but I think you omitted something very important. I ride a lot of two-lane country roads and am in Position 3 any time there's oncoming traffic. Your reason for this (proximity) is good, but mine is different. Always defend yourself from the impatient driver. If two vehicles are in the oncoming lane, the second vehicle may be trying to pass the first. By being in Position 3, you increase your visibility for that second vehicle. And I always assume there's a second vehicle even if I can't see one; sometimes it's hidden by the first. Also, when riding in

"It's gratifying, and a bit surprising, to see how large H.O.G. has grown. I was also struck by the fact that ... almost everyone was a new member within the last three to five years ..."

RICHARD B. STANDRIDGE APTOS, CALIFORNIA



“I was excited that I learned how to be a good passenger, and I wanted to let our female passengers know that I understood how important they really are.” DIANE SHELLEY Via email

a group, I like to increase the following distance or ride single file on two-lane roads. Often, the only emergency “out” is another lane position.

DALE F. KLCO
Hobe Sound, Florida

Wild About HOG®

As a father of two young ladies and a husband of 25 years, I’m used to waiting for the women in my life as they primp. It was during one of these waits that I picked up HOG magazine, and I’m hooked! I bought my first new Harley®, a 2013 Street Glide®, after five wonderful years on a used 2005 Heritage Springer® and a couple years on a metric bike. Even so, I had been a H.O.G. member for four months and completely ignored the first magazine sent to me.

I was so enthralled – the stories, photos, and “\$100 Rides” – that I downloaded the iTunes app and have read the last eight editions in my living room while anticipating riding weather. I’m very much looking forward to spring and my first chronicled \$100 ride, and to getting involved with my local H.O.G. chapter. All because of a magazine.

BRYAN McGEE
Omaha, Nebraska

Power to the Passenger

As the Ladies of Harley® Officer of the chapter I belong to in Colorado, I encourage all women to ride their own, and I see pride in the faces of the women who do. But lately I’m seeing a new attitude and pride growing among our LOH members who ride on the back. Not unlike Ann Blair Uhde’s “It Takes Two” Exhaust article in the last edition of HOG.

I ride my own bike, but I wanted to reach out to all women in the chapter. I wanted to feel how they feel and be a part of their riding world. So I began riding to meetings and events on the back of a friend’s Harley. I quickly noticed a stronger camaraderie between the women passengers and myself. In a little while I realized that my movements as a passenger were important to the rider, so I started researching and reading up on the importance of being a good passenger. It was amazing to me that I was a very important part of the ride; actually, a part that made the whole machine run more smoothly. I was excited that I learned how to be a good passenger, and I wanted to let our female passengers know that I understood how important they really are.

I recently had to stop riding my own bike, pending a hip replacement surgery. I still ride on the back and have learned so much about passenger riding that I wanted to share it with others. I’ll be back on my bike next summer, but for now I’m enjoying the same freedom Ann experiences each time she partners with her rider for a great trip.

DIANE SHELLEY
Via email

WHAT’S YOUR STORY?

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

ONLINE



Jacket Journeys

h-d.com/110jacket
In 2013, the H-D Freedom Jacket made a remarkable journey around the world in celebration of the Harley-Davidson 110TH Anniversary. Catch up with all the stories of the amazing people who wore it.

Get Pinned

pinterest.com/harleydavidson
Pin photos of your favorite bikes, roads, or gear or start your own Naughty List with your Harley-Davidson board on Pinterest.



Video Hot Spot

youtube.com/harleydavidson
Check out all the hottest Harley-Davidson videos in one place, including a look at H-D racers Brad Baker, Jared Mees, and Nichole Mees tearing up the ice on specially equipped H-D® Street 750 and 500 motorcycles at X Games Aspen.

HOG® History

hog.com/hogmagazine
Full and full life H.O.G. members can read every page of every back issue of HOG magazine online.

FROM THE OWNERS GROUP

Relax, Get Going

You’re too busy NOT to attend a rally this year.

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

First, getting your riding events on the calendar early is a surefire way to riding more, to discovering new parts of this great country, and to ultimately having more fun this year.

Start by putting the Harley-Davidson World Ride on your calendar for June 22-23 as we invite all Harley® riders around the world to join us H.O.G.® members for a Sunday and Monday of “Screw It, Let’s Ride!” I personally will be joining the Cut-N-Shoot Chapter of Conroe, Texas for the World Ride because they topped our challenge for most cumulative miles to and from the H.O.G. 30TH/H-D 110TH Anniversary Celebration in Milwaukee. Twenty-seven riders from Cut-N-Shoot clicked off 117,542 combined miles to edge out the Northern Nevada Chapter of Reno, Nevada and the Seacoast Chapter of North Hampton, New Hampshire. Each



of these chapters will also be joined by an H-D employee for World Ride 2014, as we aim to surpass last year’s 10,000,000-mile record.

Second, H.O.G. events offer some of the best bang for the buck. They’re planned for riders by riders with a ton of volunteer and sponsor support, and they’re a great way to tap into the local knowledge of best rides; best places to stay; and unique, can’t-miss destinations from fellow Harley-Davidson® motorcycle riders. A great example is the New England Trailblazer – a five-day ride through Maine, New Hampshire, and Vermont – September 7-12.

See the special Events fold-out starting on Page 18, or log on to hog.com/events for more information on these and other H.O.G. events

across the country and around the world.

Remember: You’re too busy NOT to start planning your 2014 “Great American Road Trip” – right now! See you on the road ... and ride safe!

KEN KNUTESON
Director of H.O.G. and Membership Programs



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MATT KING

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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.

HOG magazine is published by Harley-Davidson for owners of Harley-Davidson® motorcycles and anyone interested in news about the Motor Company, its products, and activities. Subscriptions are limited to the U.S.

We reserve the right to edit all submissions for publication in HOG.

All submissions become property of Harley-Davidson

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Stars on Ice

Flat trackers Brad Baker (left) and Jared Mees tear up the ice on a frozen lake near Flint, Michigan on new Harley-Davidson® Street 750 motorcycles outfitted with studded ice racing ties. Video of the exhibition race appeared on ESPN during the winter X Games in February, and fans were asked to vote on whether ice racing should be included in future X Games competitions. See the action for yourself at darkcustom.com/iceracing.

Photograph by **Kevin Netz**

Living Lost

HOG® magazine contributor Josh Kurpius' Living Lost photo exhibition is open at the Harley-Davidson Museum® in Milwaukee and runs through May 18. Featuring more than 30 photographs that record the nomadic journeys of a group of riders sharing life on the open road, the photographs offer timeless insight into the beautiful interplay between friendship and riding. See more of his work at joshkurpius.com.

Photograph by **Josh Kurpius**





A CLUB FOR PEOPLE WHO TEND NOT TO JOIN CLUBS.

JOIN YOUR LOCAL H.O.G.® CHAPTER WHERE YOU'LL FIND OTHER RIDERS WHO SHARE A DEEP PASSION FOR THE OPEN ROAD.

Friendships built on Milwaukee steel don't crumble. Your local chapter is the perfect place to meet like-minded independents who all share a love of the open road. See why joining a local chapter helps you get the most out of the ride. [LEARN MORE AT HOG.COM/CHAPTERS.](http://HOG.COM/CHAPTERS)



THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



FLAT TRACK RACING

Revved Up

H-D is pumped to add Brad “The Bullet” Baker to the Screamin’ Eagle® Factory Flat Track Team. After winning the 2013 AMA Pro Grand National Championship – the fourth youngest rider to do so – the 20-year-old from Eatonville, Washington is ready and raring to hit the dirt at the AMA Pro Grand National Twins series on an H-D® XR-750. “I’m looking forward to bringing the No. 1 plate to Harley-Davidson next season,” he says. “And keeping it here for a long time.”



HARLEY PERSONALITIES

Hendley Named "CNN Hero"

HOG® readers already know that Dickson "Doc" Hendley is a hero. And now the whole world knows, too. For his tireless efforts to bring clean water to people in need around the world, the one-time bartender and longtime H.O.G.® member was featured in a one-hour special "CNN Hero" documentary by the international news network.

Since Hendley was profiled in HOG 018, Wine to Water, the organization he founded, has dug or repaired wells, and supplied portable filtration systems and rainwater harvesting tanks in a growing number of nations, including Syria, Cambodia, Haiti, Ecuador, Peru, Uganda, the Philippines, Guatemala, and Columbia.

"We've collected more than \$3 million in donations, and we're growing 30-40 percent per year," Hendley says. "That's good and we're very grateful, but millions of people around the world are still in desperate need of clean water. We can do so much more."

For more information or to donate, visit winetowater.org.

DIGITAL

Five Great Motorcycle Apps

Bringing your smart phone on a road trip is great peace of mind, just in case you need to call the cavalry, but these five useful apps can take your road trip to the next level.



Road Ahead
Free

"We'll stop at the next exit." How many times have you said that only to find it's deserted? Just like the name implies, with Road Ahead you can scan upcoming exits to see what services are along the way.



Waze
Free

Traffic jams, accidents, speed traps, and other roadside delays can ruin your road trip. Avoid the mayhem with Waze, a GPS-based traffic app that warns you about trouble ahead in real time, thanks to crowd-sourced data about actual road conditions.



H-D Ride Planner
Free

Build your ride. Hit the road. Turn-by-turn tracking, shareable routes, and a database of biker hotspots, including dealership locations and H.O.G. member check-ins.



Greatest Road
Free

This app lets you search, share, and rate the best motorcycle roads anywhere you ride with thousands of other riders. With routes in more than 160 countries, you'll never be at a loss for a great ride.



Soundmeter+
\$1.99

Loud pipes save lives, but they can also get you hassled by the Man. Find out how much noise your V-twin is putting out with this app and maybe save yourself a few bucks.

MEMBER BENEFITS

HOGwash: AT&T Member Savings

There's a rumor flying around that only new AT&T customers can take advantage of the 18 percent savings offered to full and full life H.O.G. members. Not true! Both new and existing AT&T customers can qualify for member pricing with proof of eligibility. Get the details at hog.com/att.

H-D® RENTALS

Top 10 Best Excuses for Renting an H-D®

With more than 300 locations around the world, Harley-Davidson® Authorized Rentals is the world's largest network of motorcycle rental locations. There are a million good reasons why you might want to rent one, but here are 10 fresh excuses if you need one:

1. Wife hates riding on your bike
2. They were all out of Priuses at Avis
3. On vacation and suck at golf
4. On a business trip and still suck at golf
5. Always wanted to ride a bright red Road King® in a parade
6. Late for a meeting in L.A.? Best way to lane-split on the 405
7. The honeymoon suite was already booked
8. Can't let family spend all the vacation money at outlet malls in Dollywood
9. Didn't want to risk the middle seat on the flight to Omaha
10. Stripped the drain plug on your bike changing the oil

Whatever your reason for renting a Harley-Davidson® motorcycle, you can learn more or book your own at h-d.com/rentals.



PROJECT BIKE

HOG's Project RUSHMORE

HOG is building a project bike, and you can watch it happen. Over the course of the next four issues, follow along in the magazine, online, and in our tablet edition as we transform this Amber Whisky 2014 Street Glide® Special into a custom cruising and touring machine using parts out of the *Genuine Motor Parts & Accessories* catalog. As the project progresses, we'll take it out on the road to see how our upgrades work in the real world, and you can see it in person as we make appearances at H.O.G. events and rallies throughout the year, including Daytona and Sturgis.

THE PLAN

COMFORT AND CONVENIENCE: Do you roll with a Tour-Pak® or soft luggage? We'll investigate the pros and cons of each in Part 1 of our series in the next issue, plus add a few more essentials for long hauls in the saddle. We have a wish

list of parts to make our Street Glide more comfy, plus we'll give you tips on how to make your own bike fit like a glove no matter how long the ride. Top of our list: a cup holder!

PERFORMANCE: We'll upgrade the High-Output Twin Cam 103™ engine with a pallet of parts from the Screamin' Eagle® catalog, and test it on the dyno and dragstrip.

AUDIO: The Street Glide Special comes with a kick-ass radio, but we'll blow out our eardrums by turning the BOOM™ audio system way past 11.

STYLING: We've lined up Harley-Davidson Chief Stylist Ray Drea to do some custom pinstriping. After that we'll open up the Big Book and pick some trick wheels and other goodies.



2014 GREAT

AMERICAN

ROAD TRIPS

RIDER STUDY

Happy, Sexy, Confident

We always knew it was true, and now it's a proven fact: Women who ride are happier than women who don't. How much happier? Women who say they ...

Always feel »	Happy	Sexy	Confident
Riders »	37%	27%	35%
Non-riders »	16%	7%	18%

The study, conducted by Kelton and commissioned by Harley-Davidson, interviewed 1,013 adult female riders and 1,016 adult female non-riders. Visit h-d.com/women.

HD TLC Charging Ahead

As bikes begin to emerge from hibernation, it's the perfect time to take a closer look at your bike's charging system.

If you've added a lot of electrical accessories to your bike (such as heated gear and grips, high-power audio, navigation, auxiliary lighting, etc.), it might be time for an upgrade.

Symptoms of an insufficient charging system include lights that dim at idle, heated gear that underperforms, and audio that just doesn't quite boom like you know it should.

Your bike's charging system consists of three basic parts:

ROTOR AND STATOR: Work together to generate alternating current (AC) voltage - which increases and decreases with the engine speed.

VOLTAGE REGULATOR: Converts the AC to direct current (DC), which feeds the battery and powers the electrical system. It also "regulates" the voltage output. Excessive voltage can damage the system, while insufficient voltage drains the battery and causes poor performance.

To help riders get more bang from their bikes, Harley-Davidson has introduced a new High-Output Charging System for Touring, Trike, and CVO™ models. It features "FB12," a new magnetic material, in the rotor and upgraded electrical steel in the stator to produce consistently higher levels of electrical power.

At idle, the new system delivers about five additional amps, a whopping 30 percent increase in output. Maximum output is 54 amps, a 10 percent boost from the stock system.

Like all H-D® Genuine Motor Parts, the High-Output Charging System was designed and thoroughly tested specifically for use on Harley-Davidson® motorcycles. For more information, contact your local Authorized Harley-Davidson dealership.



ENTER TO WIN

Hey, Knucklehead!

Yeah, you! If you've ever dreamed of riding the U.S. coast to coast on a Harley® motorcycle, how about making the trip on one of the first Knucklehead models ever made? Enter the Cannonball Golden Ticket Sweepstakes, and your dream may come true.

One Grand Prize winner will be awarded a fully paid entry in the 2014 Motorcycle Cannonball Endurance Run, a 16-day, 4,150-mile ride from Florida to Washington for pre-1937 motorcycles.

Everything is included - from the use of a 1936 Harley-Davidson® EL (the first year of the famed Knucklehead engine) to all meals, accommodations, and airfare from anywhere in the world.

The Second Place prize is an all-expense paid trip from anywhere in the world to visit the Harley-Davidson Museum® in Milwaukee, Wisconsin.

Don't miss this amazing opportunity to fulfill your Knucklehead dreams. Get the details at cannonballgoldenticket.com.



H.O.G. MERCHANDISE

Express Yourself Freely with New H.O.G.® Gear

H.O.G. is fueled by the individuality and self-expression of its members, and along with the new logo that debuted in the last issue of the magazine, we're rolling out even more new gear choices to customize your

membership experience. Visit hog.com/shop to check out the selection of new clothing, patches, and other merchandise available to display your H.O.G. pride to the world.

NEW ENGLAND TRAILBLAZER TOURING RALLY

Blaze Your Own Trail

From the red barns and covered bridges of Vermont to the untamed wilderness and rugged coastline of Maine, New England offers one incredible mile after another. You'll wind your way through more than 1,300 of those miles when you take on the H.O.G. New England Trailblazer Touring Rally, September 7-12.

Watch for more details at hog.com/trailblazer. And get ready now for the adventure of a lifetime.

INCENTIVES

Wheels and Deals

Just in time for spring riding, your Harley-Davidson® dealer is offering two great incentives on stuff you might need:

Get a \$40 H-D® Gift Card with the purchase of two Dunlop tires (March 1-April 30).

Get a free limited-edition gift with \$300 purchase of authentic Harley-Davidson MotorClothes®, Genuine Motor Parts & Accessories, or Authorized Service during March.

Contact your participating dealer for details.



Visionary Modular Helmet with Retractable Sun Shield

This men's helmet features a one-touch integrated tinted sun shield so you can quickly react to changing light conditions. The Advanced Channeling Ventilation System keeps your head cool with front-to-back airflow. It fits H-D® helmet headsets, plus an outer compartment fits some non-H-D Bluetooth® units. **\$250** P/N 98281-14VM



Spray Cleaner & Polish + Microfiber Kit

The ideal combo for road trip touch-ups, this kit combines Spray Cleaner & Polish aerosol waterless quick detailer, and a soft and durable Microfiber Detailing Cloth. The Spray Cleaner floats dirt and dust off the surface for a quick and easy cleanup. The washable cloth can be used wet or dry, and is safe on all surfaces and finishes. **\$11.95** P/N 93600108

Ready to Ride

Be ready to ride this season with these and other all-new Harley-Davidson® Motor Accessories and MotorClothes®. Head over to h-d.com/shop or visit your local dealership for more ideas.

Loud Side-Mount Horn Kit

Grab attention in traffic with a horn that's significantly louder (5 dB louder at two meters) than the previous Original Equipment side-mount horn. It's an easy plug-in replacement for the horn on many 1991-2013 Harley-Davidson motorcycles and fits under all H-D side-mount horn covers. **\$44.95** P/N 69060-90G



BIKE BANS

The AMA is On the Case!

From public parks to parking garages to gated communities, bike bans can have riders banging their fists on their gas tanks. What can be done? More than you might think – especially if the ban is on public or publicly accessed property.

“First, we can communicate our displeasure to the management,” says Imre Sauter, government affairs manager for the American Motorcyclist Association (AMA). “If a

parking structure is involved, ask for an explanation of their policy. And send a carefully worded written communication expressing your displeasure at having been treated unfairly.

“Second, don't patronize the location. As they say, money talks.”

On private property, such as in a gated community, the options are more limited. But there are some steps you can take to fight back, including

educating fellow homeowners, getting involved in the homeowners association, proposing alternate solutions (to a noise concern, for example), contacting the local media, and, if necessary, consulting a lawyer.

For more information on bike bans and countless other issues affecting your freedom to ride, go to americanmotorcyclist.com. And consider joining the fight by becoming a member.

Hi-Vis Rain Suit

Be ready for rainy conditions with this women's waterproof suit incorporating 3M™ Scotchlite™ Reflective Material for enhanced visibility to other motorists. Motorcycle-specific features include a hood that fits under a helmet, heat-resistant shields on the legs, and a storage bag for simple packing. **Starting at \$159** P/N 98288-14VV





Out of this World

Oregon's **Crater Lake** is one of the all-time great "out of the way" rides.

Stunning in its natural beauty, Crater Lake National Park is one destination that really does outshine the journey. What makes the lake so unique? Part of it is how pure and blue the water is – it's one of the deepest lakes in the world. And how blue the sky is in the thin mountain air. The fact that you're looking down 1,000 feet or more from the crater's rim to the lake's surface gives visitors an unearthly

perspective, while the bluffs ringing the perimeter perfectly frame the view.

Truth is, Crater Lake is one of those rare places where you can't really appreciate the magnitude of the natural beauty until you see it in person. There's truly nothing else like it on earth.

WHEN TO VISIT

Summer. Parts of the park are open year-round, but heavy snowfalls generally limit riding to June to September.

RIDING

Rim Road, which circles the lake, is an outstanding 33-mile ride in itself. The roads leading to the park are spectacular, as well. Explore and enjoy.

CRATER LAKE FACTS

Maximum Depth: **1,943 feet**

Surface Elevation: **6,178 feet**

Average Yearly Snowfall: **533 inches**



Road Captain Recon

Tips from the Central Oregon H.O.G.® Chapter



GO SOUTH

The ride to the rim from the south entrance – a solid uphill ride with hairpin turns and lots to see – is much more scenic and fun than the ride from the north entrance.

.....

LET IT SNOW

We like to go shortly after the north entrance opens in the spring and ride alongside 10- to 15-foot snowdrifts.

.....

CHOW DOWN

Fuel up before you get to the park – and grab a sandwich to go for a beautiful picnic lunch along the rim.

.....



HIDDEN GEM

Cascade Lakes Scenic Byway. Heading north from the park on U.S. 97, take OR 58 west toward Eugene about 15 miles, then follow the signs.



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EARN REWARDS AS YOU RACK UP THE MILES.

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Man on a Mission

One mission ends. Another begins. For one reason or another, Mike "Flag Man" Bowen just keeps on running.



It all started at the opening ceremony for the Vietnam Veterans Memorial in 1982 – when a conversation with a soldier’s mother moved Michigan H.O.G.® member Mike Bowen to act.

“Her son had been classified as Missing in Action [in Vietnam],” he says. “Which means that nothing came home. There was no body, no nothing. And it just really bothered me. I didn’t realize there were so many on The Wall; 2,500 at that time.

“So I decided to get in shape and run a mile for each of the 2,500 that were missing.”

To make the mission more meaningful, he decided to carry a POW/MIA flag every step of the way. But once he got going, he realized that 2,500 miles would not be enough. He resolved to run more than 58,000 miles – one for each and every name on The Wall.

Thirty-one years later, on September 20, 2013 (National POW/MIA Day), Mike Bowen hit his 58,282nd mile on the run back to where it all started: the Vietnam Veterans Memorial Wall. He was surrounded by family and friends, 62 motorcycles (belonging to H.O.G. members and the Patriot Guard), and more TV cameras than he ever could have imagined. Despite his original intentions, he had become kind of a big deal.

Mike’s story really started in January 1968, when news of the infamous Tet Offensive caught his attention.

“I was watching TV one night and saw all those guys dying over there, and I thought, ‘Man, I gotta go serve my country.’ I just felt like ... it was time.”

The patriotic son of a WWII veteran, Mike volunteered for the Army later that year and served 14 months in Germany

More than a few tears were shed as he crossed the finish line. Some of them were his own.

with the 3rd Infantry Division. After two years of active duty, he served in the Army Reserve for four years.

When he started running, it was not to draw attention to himself or even to “raise awareness” for Vietnam veterans. No, it was more personal than that. “Kind of like therapy,” he says.

“I had some survivor’s guilt. I had served my country and didn’t get

involved in combat. But I lost like eight buddies. Their names are on The Wall.”

The more he ran, the better he felt – and the better he became known on the streets of Flushing, Michigan, where he lives with his wife of 40 years, Patty (“We’ve ridden together in all 50 states,” Mike says proudly). Everyone in town soon knew him as “Flag Man.”

He runs between four and eight miles nearly every day, no matter the weather, with flag in hand. But it wasn’t until he was about halfway done that his mission began to draw serious attention. And it took a bout with cancer a few years ago – not to mention three knee surgeries – to slow him down. But his health is good now, and he’s running as strong as ever.

Naturally, he’s heard a lot of stories along the way and met a lot of great people. Among his most ardent supporters are the Michigan Patriot Guard (the motorcycle group that rides at veterans’ funerals; Mike is a member) and his H.O.G. chapter, Shiawassee Michigan H.O.G. in Birch Run. “A lot of vets in that chapter. It’s just like a family to us.”

Those at the chapter feel likewise. “We feel very fortunate to know Flag Man; to us he’s one of a kind,” says chapter Director Gary Nickoloff. “He participates in most, if not all, of the funerals for our local veterans year-round. And when our chapter needs volunteers for our events, he’s in 100 percent.”

That’s why there were so many motorcycles present when he ran his final mile to The Wall in Washington, D.C. More than a few tears were shed as he crossed the finish line. Some of them were his own.

After the excitement died down, he took a couple days off. Then he started on his next mission: to run a mile for each of the 3,030 people who perished in the terrorist attacks of September 11, 2001. He just can’t stop running.

And the flag? “Yes, I’m still carrying a POW/MIA flag,” he says. “I thought I’d run without it, but I just felt so uncomfortable, I had to have it. So, it’s back. It’s part of me.”



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THE STRANGE PULL

Story by AMANDA LEE

Photographs by WES ALLISON & AMANDA LEE

My left mirror catches the afternoon sun in a blinding yellow flash as I effortlessly lean into the curve and smoothly roll onto the throttle. I squint and blink to clear away the phantom green and yellow reflections dancing on the backs of my eyes. I'm winding my way east along the Julian Highway through the Anza-Borrego Desert on the all-new Harley-Davidson® SuperLow® 1200T motorcycle, an easy-riding cruiser complete with all the essential touring comforts, perfect for a long weekend trip like this one.

My mind flashes back to almost a year ago, when I first visited Niland, California – a sleepy, dusty town off the southeastern corner of the Salton Sea, tucked in the Colorado Desert valley at the base of the Chocolate Mountains. Niland is the kind of town you'd never know existed unless you had a reason for knowing. It's not what you'd think of as a "destination." I remember wondering last year as I drove down Main Street what draws the 1,000 or so residents to such a seemingly desolate place.



But something special does draw people to Niland. It's the same thing that drew my brother and his fiancée there while on a motorcycle road trip two summers ago; a trip that led to my entire family making the journey back a year later for their wedding; and now, here I was, making the journey again by myself.

The 14-inch windshield on the SuperLow® 1200T motorcycle kept me comfortable all day on the ride in from Los Angeles and minimized wind fatigue – the winds through the desert can get brutal. With the sun going down, the desert air gets chilly. There's ample room in the two hard vinyl locking saddlebags on the bike for my four days of clothes in addition to a pair of Deluxe Leather Chaps and a Relay RCS Soft Shell hoodie slipped underneath my leather riding jacket. In my backpack I keep my laptop, cameras, and other gadgets.

Four miles outside of Niland, down a pock-marked service road past the municipal dump and across a set of railroad tracks, is where you'll find the last "free" land in America: Salvation Mountain and Slab City.

Slab City is home to about 150 permanent residents known as "Slabbers" and thousands of snowbirds, squatters, eccentrics, artists, and drifters who are drawn to the area for its purely "off-the-grid" existence. There are no taxes and no rents to pay. The Slabs are uncontrolled, and, for the most part, lawless. As such, the makeshift community is not without its share of problems, including hard drug abuse and violent crime. There's no running water; no electricity; no trash pickup; no sewers, showers, or toilets. The whole place appears like a set from a *Mad Max* movie. How can a place like this exist in modern America?

The Slabs began in 1942 as Camp Dunlap, a WWII military base used to prepare the United States Marine Corps for combat. When military operations were downsized in 1949, the camp was reduced to a skeleton crew until it was dismantled in 1956. Nothing remained at the camp except the concrete slabs on which the buildings once sat.

In the early 1960s, the Department of Defense conveyed Camp Dunlap to the State of California through a quitclaim deed that contained no restrictions or



provisions for its use and no recapture clause. Essentially, the DOD simply gave the land away. The site sat vacant for a few years until some workers hired to pick creosote leaves near Niland decided to use the empty slabs as a temporary base camp. They moved in with their trailers, tents, and RVs, and Slab City was born. Meanwhile, up the road in Mecca, CA a group of campers was ordered to leave their quasi-permanent camps at Painted Canyon. Some moved to a nearby area known as Bombay Beach along the

Different Strokes

Strange scenes abound on the bizarre landscape of Slab City. It's a perfect place to get lost in reflections about what draws us to seek adventures on two wheels.

.....

eastern edge of the Salton Sea and others joined the existing squatters in the Slabs.

Slab City is an ever-changing landscape, one that continues to evolve with those who come and go, and those who have chosen to stay. One of the more popular attractions within the Slabs is East Jesus, a refuge of artists, writers, and musicians dedicated to providing a working model of a fully improvised community.

East Jesus is a real-life live-in art installation whose inhabitants embrace radical artistic expression and extreme self-reliance. The community is completely self-contained, runs entirely on solar power, and its inhabitants recycle every bit of consumable trash to create the fantastically strange art on display within its borders. One of my favorite pieces of art is a wall made entirely of brightly colored glass bottles held together with mortar. The reflection of light through the bottles illuminates it like a stunning stained-glass window.

Another well-known area within Slab City is the Range – an open-air music venue complete with lighting, amplifiers, and speakers run off generators and solar-charged batteries by long time resident Builder Bill. Mismatched tables and grimy couches provide seating for residents and visitors who gather every Saturday night at dusk for a weekly talent show featuring local Slab musicians, poets, and performers.

The entrance to Slab City is heralded by the impressive and whimsical sight of Salvation Mountain, a three-story-high art installation created by Leonard Knight in the mid-1980s as a tribute to God after he experienced a deeply profound religious conversion. The mountain was built from layer upon layer of rubbish, straw, and sand held together and packed smooth by adobe clay, every spare inch covered with whimsical murals, Biblical verses, and prayers. A perpetual work-in-progress, it's estimated that more than 200,000 gallons of donated paint have gone into the creation of the mountain over the past 27 years. In 2000, the Folk Art Society of America declared Salvation Mountain a national treasure, and a folk art site worthy of preservation and protection. The attraction is free and open to the public year-round. A dedicated team of volunteers and board members continues to manage the maintenance and future of the mountain to keep Knight's dream alive since he was moved into a long-term care facility in 2011 at the age of 80.

The sun is setting as I pull the Candy Orange SuperLow® motorcycle off the main drag in Niland and head northeast on Beale Street toward Slab City. I'm thinking about something the mystic poet Rumi once said: "Let yourself be silently drawn by the strange pull of what you really love. You will not be lead astray." My heart beats faster the closer I get to Salvation Mountain.

My mind flashes back to youthful summer mornings waking to the staccato potato-potato chop of my dad's 1975 Super Glide® motorcycle heading down the driveway on his way to work in the sleepy quiet of the early dawn. I would lay in bed and dream that someday that would be me, heading off in the dewy morning on my own Harley® motorcycle, venturing toward some grand adventure.

I pass an electric substation and cross the railroad tracks, thinking about Rumi and all the things that led me to this moment – how wonderfully strange our journeys through life can be, how everything happens for a reason, and how such seemingly random occurrences can end up connecting us so profoundly to one another.

What draws thousands of people to exist so minimally in Slab City each year? And what strange pull drew Knight to build his strangely fascinating mountain in the middle of the desert all those years ago? What led my brother and his future bride to take that road trip – to point to a map and say "there" is where we'll go; to feel so accidentally inspired as they stood at Salvation Mountain at sunset and decide that's where they would be married? What led me to take this opportunity to return? How does the chain of events in life unfold – one domino falling into the next?

Salvation Mountain comes into view as I round the bend, the colors of its vibrant painted surface magnified by the setting California sun.

What if the greatest adventure in life is the willingness to let oneself be pulled? Without all the questions, without having to ask or understand why. To be willing to take the journey, to let oneself be silently drawn.



T for Touring



For 2014, the Harley-Davidson® SuperLow® 1200T model builds on the sales success of the SuperLow® 883 model, a bike that has been a huge hit among riders seeking an easy-handling, confidence-inspiring machine. Combining the SuperLow® chassis with the added performance of the

Evolution® 1200cc engine and essential touring amenities, the easy-riding SuperLow® 1200T motorcycle will be attractive to riders ready to embark on their first touring experience.

Equipped with a quick-detachable 14-inch windshield, locking vinyl-covered saddlebags, adjustable rear shocks, a two-up seat, and comfortable Mini Footboards at the rider and passenger positions, the SuperLow 1200T motorcycle can handle the load and pace of moderate-distance touring. The saddlebag mounting hardware incorporates quick-detach docking points, so it's easy to add a rack or sissy bar and backrest.

Designed to comfortably fit riders from 5'-1" to 5'-7" in height, the SuperLow 1200T bike makes it possible for almost any rider to put flat feet on the ground, providing an easy reach to the ground, handlebar, and foot controls. The combination of wheel size, radial tires, and front-end geometry contribute to its outstanding maneuverability, and with a projected weight of about 600 pounds, the SuperLow 1200T weighs nearly 120 pounds less than a Switchback™ model.

Unladen seat height is 28.6 inches, and the SuperLow 1200T will come with a Reduced Reach® two-up seat as standard equipment. This seat moves the rider closer to the handlebar and into a confident riding posture, to not only reach but also turn the handlebar comfortably. Relocating the rider foot supports forward by three inches makes it easier for the rider's feet to drop straight down to the ground, especially with a passenger on board.

Although it's smaller and lighter than a Big Twin, the SuperLow 1200T motorcycle still projects the full prestige of the Harley-Davidson brand, and for the rider taking pride in a motorcycle with an exclusive two-tone paint scheme, deluxe aluminum wheels, and plenty of chrome, the SuperLow 1200T flashes a lot of Harley-Davidson class for \$11,499.

LOW RIDER[®] IS A DREAM GOER

Story by MATT KING

Take a little trip with me. It was 1977. Disco was hot, and bell-bottoms were the in thing. Harley-Davidson was more than halfway through its tumultuous relationship with AMF, and times were tough - especially for the automotive and manufacturing sectors and gritty rust-belt towns like Milwaukee. And then, along came the Low Rider.[®]

Although Harley-Davidson had invented the factory custom concept a few years earlier with the Super Glide[®] model, which married the narrow front end of the Sportster[®] model with the beefy chassis and Big Twin engine of the FL family, the styling of that model's original fiberglass boat tail seat and fender was somewhat polarizing. But

when the Low Rider motorcycle hit the scene with its blacked-out engine, slim 3.5-gallon fuel tank, drag bars, low two-up seat, 9-spoke mag wheels, and signature slash-cut two-into-one exhaust, it quickly became a top-selling model. The Super Glide is the bike that launched the factory custom segment, but the Low Rider made it a sales success. The Low Rider soldiered on in the H-D[®] lineup for the

next three decades, retaining many of its signature styling cues, and, of course, its key feature: the low-slung seat that makes the rider feel as if he's sitting *in* the bike, rather than *on* it.

In 2009, the Low Rider[®] was dropped from the lineup, but now it's back, in a form that pays full homage to its roots as a low, lean hot rod cruiser that knows every street.

Many key styling features of the original 1977 FXS Low Rider are back, too, including the two-into-one collector exhaust, chunky cast-aluminum wheels, wrinkle-black console, eyebrow over the headlamp, and black cutouts on the rear fender struts. Even the pattern on the seat upholstery is a throwback.

The Dyna[®] platform has always represented Big Twin performance in the

Harley-Davidson[®] line, and to secure that heritage, the new Low Rider is equipped with dual front disc brakes, a throaty exhaust tone, stacked console-mounted speedo and tach, and recalibrated suspension. And nestled in the frame is a black and chrome Twin Cam 103[™] powertrain that packs a punch. The Low Rider is a bike that will be ridden hard and parked dirty, a bike for the kind of





... AN IMPORTANT GOAL WITH THE NEW LOW RIDER® WAS TO EXPAND THAT COMFORT ENVELOPE TO ACCOMMODATE THE WIDEST POSSIBLE RANGE OF RIDERS ...

Rise to the Challenge

The Low Rider's adjustable risers can be adjusted through a 2.4-inch range to fit a wide variety of riders.

.....

rider who heads out for the weekend with just a bedroll and a wad of cash.

With its low seat height, the Low Rider® model was also popular for shorter-statured customers who wanted to experience the power and performance of a Big Twin model, and an important goal with the new Low Rider was to expand that comfort envelope to accommodate the widest possible range of riders without requiring the purchase of accessories – the 5'-1" to 6'-1" tall target represents riders ranging in size from the 50th percentile of Japanese women to the 95th percentile of American men. Getting there required some intense application of the science of ergonomics. Three key features make it possible for so many riders to enjoy a comfortable fit on the Low Rider:

- **Adjustable Riser:** The handlebar can be adjusted through 2.4 inches of range, to not just reach the controls but reach them in comfort.
- **Footpeg Location:** The footpegs are located 2 inches forward of the location on the current Dyna® Super Glide®, a position that provides the best combination of rider comfort and cornering control, and also makes it



easier for many riders to place their feet on the ground.

- **Two-position Seat:** The new seat comes with a removable bolster that positions the rider 1.5 inches further forward. It can be removed easily and leaves behind an attractive seat with standard ergonomics.

Inspired by the mag wheels of the original FXS, the new model's cast aluminum Split 5-Spoke wheels feature a deep black finish and machined highlights. These wheels are standard in North America, with laced wheels offered as a factory-installed option (laced wheels will be standard in some

export markets). A new two-tone paint scheme is topped with a bold Harley-Davidson tank graphic, and the seat has a modern perforated cover stitched in that classic pattern. Contrasting chrome and black highlights on the fender struts and battery box, wheels, eyebrow and headlamp shell, and engine complete the retro styling theme. And the grenade-style ignition switch is a cool feature.

With a starting price of \$14,199, the new Low Rider brings an icon back to the Harley-Davidson lineup in an affordable package that makes it one to meet.

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For more information on the new 2014 Low Rider motorcycle, visit h-d.com/lowrider.

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RADIO CITY

**3 DAYS
& NIGHTS
IN THE CITY
THAT
NEVER
SLEEPS**



IT DOESN'T GET ANY COOLER THAN A PARTY AT A PLACE CALLED THE "NO-NAME BAR" IN NEW YORK CITY.

They call it that because it just opened that day. They hadn't picked a name yet. Maybe "No-Name" will stick. It works. The street out front was lined with motorcycles and people I recognized from all over the country, and even overseas. It was very late, and the place rocked with energy – something I came to realize is the norm in New York. You can be out any time day or night – downtown, midtown, uptown, or over the bridges in Brooklyn – and you'll find neighborhoods alive with excitement.

Story & Photographs by MICHAEL LICHTER

I have no idea how late the parties went, though from what I understand, bars are supposed to stop serving at 4AM. Well before then, I headed back to my dad's apartment in Manhattan on my own, a bit nervous from not being used to riding in the city that never sleeps. But the incredible view as I crossed the Williamsburg Bridge eased any discomfort. Besides, there was no gridlock, and the taxis had calmed down already. It had been an amazing journey so far. Even though my "official" visit wouldn't start until morning.

Catching Up
How is it possible that in all my years of riding motorcycles and photographing riders around the world, I had never once explored the city of New York on two wheels? I grew up there, and my dad has kept an apartment in Manhattan for more than 40 years. But the closest I had ever come to riding a motorcycle in Gotham was shooting a ride from the back of a '54 Chevy pickup in 1981. That was fun, but c'mon.

All I really needed was an excuse – found in the Indian Larry Block Party, which celebrated its 10th anniversary this year, and the 5th Annual Brooklyn Invitational Bike Show, happening the same weekend in September. Someone had to shoot those events – why not me? Checking them out was my chance to ride around Manhattan, see how Brooklyn has become the new hip place to be, and get a glimpse of what life is like for bikers in the city.

I arrived on Friday and headed straight for New York City Harley-Davidson in Queens, where Alyssa Folk had a brand-new 2014 FLHTP Police bike waiting for me. To help me ease into riding the city, Rex Naddeo of the dealership's Service Department offered to lead me around. His 2013 H-D® Seventy-Two® seemed a perfect



TURF AND SURF

Above left: *DicE Magazine* release party at an as yet un-named bar in the very hip Williamsburg section of Brooklyn.
Above: Saturday morning ride to Coney Island.
Right: The 10th Annual Indian Larry Grease Monkey Block Party in Williamsburg.

bike for the city streets and fitting for this 72-hour visit. Joined by Howard Wassinger of the NYC H.O.G.® Chapter, we headed out for a quick visit to Coney Island. We grabbed a hot dog at Nathan's Famous, at its original location at Surf and Stillwell – where my dad ate his hot dogs in the 1920s – then rode straight





I WAS FEELING LARGE. THERE'S SOMETHING ABOUT RIDING ON A WARM NIGHT THROUGH THOSE ENERGIZED NEIGHBORHOODS AND BUSTLING STREETS - YES, EVEN AT MIDNIGHT.

Manhattan Project

I woke up to another beautiful day on Sunday morning. Mid-September can be the perfect time in New York, with ideal temperatures and leaves that are just beginning to turn. Saturday was about checking out the parties in Brooklyn, Sunday was the day to explore Manhattan. First things first: I rode out to the Buccaneer Diner by LaGuardia Airport in Queens, where I joined the local H.O.G. chapter for breakfast prior to their weekly ride-out and to meet my trusty riding partner Rex. With a couple of other riders who joined us, we rode back to Manhattan.

Sunday must be the best day of the week to ride the most populous city in the United States. With most of the nearly 8.5 million residents (almost 19 million in the metro area!) not working, we were able to move about easily and hit sites like the South Street Seaport, Kiehl's Since 1851, Central Park, the new Freedom Tower in lower Manhattan, the Intrepid Air and Space Museum (the aircraft carrier), Washington Square, Hogs & Heifers Saloon, Times Square,

and even "Little Italy" for the last day of the Feast of San Gennaro. This may seem like a tall list, but there was so much more we missed, even though we were hard at it until after midnight.

Most of our stops were brief. Some, however, deserved more attention, such as "Kiehl's Since 1851." Believe it or not, this old-world pharmacy and skin care boutique has more than 100 vintage motorcycles in its collection. At the flagship 3rd Avenue store, which has occupied the same location for more than 160 years, there are four great bikes on display.

BOYS OF BROOKLYN
Top left: The 10th Annual Indian Larry Grease Monkey Block Party. **Top right and below left:** The 5th Annual Brooklyn Invitational Custom Motorcycle Show in the Williamsburg section of Brooklyn. **Below right:** Hogs & Heifers Saloon on the corner of Washington Street and West 13th, in what used to be the heart of the meat-packing district and now one of the hipper sections of town. It's also right next to the recently opened "High Line" public park, a converted section of elevated train rail.

to the *DicE Magazine* and Indian Larry "pre-parties" in trendy Williamsburg, home of the "No-Name Bar."

If those pre-parties were any indication, the *real* parties were gonna be good.

Brooklyn Reborn

On Saturday I headed straight to Brooklyn to meet up with Rex, some old friends, and a bunch of H.O.G. members at Indian Larry Motorcycles. Larry died in 2004, at the ripe young age of 55, but his renowned custom shop remains. By midday the block party was in full swing, with a bike show out front, blocks of motorcycle-only parking, painters demonstrating their artistry, a live band, tattoo artists inking out Larry's "Question Cross" as fast as

they could, and the most succulent pig I've tasted in a long time. It was a fun party with a great spirit, and it made me think of what an amazing person Indian Larry was. I think I speak for all of us who knew him when I say I still miss him!

With the block party still raging, Rex and I rode over to the nearby Brooklyn Invitational Custom Motorcycle Show to experience that scene before darkness fell. Again, the streets were packed with motorcycles and a young, hip crowd. Inside the industrial-looking studios were 23 stunning pieces of rolling art, each illuminated by a single floodlight



dangling from the ceiling above. What started five years ago as a Brooklyn-centric show now represents the cutting edge of custom motorcycle building. Williamsburg locals like Paul

Cox and Brooklyn Invitational organizer Keino Sasaki had their new builds on display right alongside bikes from the likes of Roland Sands, Chopper Dave, Brandon Holstein and Caleb Owens of SoCal, Jeff Wright of Iowa, Dave Barker of Colorado, Dave Polgreen of Minnesota, and East Coast builders like Walt Seigl of New Hampshire and Lock Backer of Connecticut. Despite being somewhat focused on "Old School" and "Speed Inspired" bikes, the diversity was impressive.

As Rex headed back to his place in Queens, I rode back to Manhattan - this time without hesitation. I was feeling large. There's something about riding on a warm night through those energized neighborhoods and bustling streets - yes, even at midnight. Here I was on a new Harley® and tonight I *knew* I owned the city.





OVER THE RIVER

Rex Naddeo of Harley-Davidson of New York City riding his "72" Harley-Davidson® Sportster® over the Williamsburg Bridge between Brooklyn and Manhattan.

.....

Kiehl's Customer Rep Karen Araya explained how Kiehl's has put motorcycles in its shops since the 1970s, so men could have something to do without interfering with their partners' shopping experience. I guess it worked – it now has stores all over the country that display bikes from its growing collection.

Hogs & Heifers Saloon in the meat-packing district is not the funky biker bar it used to be but still a great spot. When I walked this neighborhood 30 years ago, I was dodging sides of beef hanging from rails over blood-stained sidewalks. Today, the area boasts hip design shops and trendy boutiques.

I always thought walking and subways were the only ways around New York, but now I know a Harley is best. For one thing, a Harley has a presence that commands respect. In one construction zone, a traffic officer randomly pointed to our ragtag group of riders and had us come through traffic and turn left where we thought we would have a good, long wait.

As it got to be evening, only Jesse, Miguel, and I were left, so we ran over the Brooklyn Bridge to get a view of the skyline from a spot Miguel knew of behind some old warehouses. As darkness fell, Jesse took off, so it was up to me and Miguel, a free-spirited Venezuelan, to finish the day. Miguel has been living and working in New York as an art director for 19 years. He purchased his Street Bob® bike just a year and a half ago, but he already has more than 20,000 miles in *La Loba's* ("She Wolf") saddle.

That night we thoroughly enjoyed riding the city streets, stopping in Little Italy as they were tearing down the 11-day Feast of San Gennaro celebration. Just a few hours earlier, it would have been impossible to get our bikes into Little Italy. But with the crowds gone we were able to park right in front of the iconic Ferrara Bakery & Café, also known as America's first espresso bar (since 1892!). So many sweets, so little room, but we made our best effort with the cannoli and Napoleon.

By then it was nearly 11PM and a perfect time to hit Times Square. It was packed with tourists, yet we didn't have a problem pulling over to bask in the

I always thought walking and subways were the only ways around New York, but now I know a Harley is best. For one thing, a Harley has a presence that commands respect.

The Iconic Washington Square Arch on the north side of Washington Square Park.



unbelievable lights. We became part of an amazing statistic: 39 million visitors in Times Square every year – but how many of them get a photo with their Harley in the middle of it all?!

The Jersey Boys

On Monday morning the city was in full swing as I pointed my bike toward the George Washington Bridge to meet my friend Chris Marino. At his Cool Beans coffee shop in Oradell, New Jersey, bikes are often parked out front, and every Wednesday Cool Beans hosts a bike night. For this meet-up, Chris called in some favorite customers to show me how the “Jersey Boys” escape the bustle and noise of the city.

We started by cruising the Palisades, a 20-mile line of steep cliffs on the west side of the Hudson River across from Manhattan. It’s hard to believe you can be in the wilderness less than a mile from New York City. When he was a kid, my father ferried across the Hudson to the Palisades. After 1931, with the G.W. Bridge, he would walk across to camp along these very same cliffs.

Our destination was the top of Bear Mountain, where you can see four states and the Manhattan skyline, 40 miles away. The ride was spectacular, especially on Seven Lakes Road through Harriman State Park. With gas stops, a rest on top of Bear Mountain, and a great lunch at the

biker-friendly Rhodes North Tavern in Slootsburg, New York, the day passed quickly. It seemed like we had hardly been out by the time we pulled up in front of Yankee Stadium in the Bronx, the light waning as we paid tribute to the riders’ favorite team.

Continuing south, we cut over to East River Drive, a hair-raising highway with potholes, narrow lanes, and crazies on four wheels to challenge the best of us. When we hit the financial district in lower Manhattan we stopped at The Iron Horse NYC tavern before heading to the West Village and John’s of Bleecker Street, where they’ve served some of the city’s best pizza since 1929. It was a “wrap” dinner of sorts, celebrating a great ride, a great shoot, and some great people. Over thin crust pie, we laughed and joked about the day’s antics, then went outside and laughed some more as Mark took off to give a passing girl a ride around the block.

After the “Jersey Boys” headed back over the Hudson, I rode the late-night streets one last time, feeling wonderful and singing songs about New York. It had been an awesome action-packed three days that could have only been improved by staying longer.

For more, visit hog.com/nyc.



Day tripping in Palisades Park on the Hudson River.

12

HOT SPOTS

Don’t get trapped like a tourist in New York. Hit the landmarks, sure. But for a truly authentic NYC experience, venture off the beaten path, as well.

Ferrara Bakery & Café

Spectacular specialty coffees, lattes, espressos, and outstanding Italian and French desserts since 1892. ferraracafe.com

Genuine Motorworks

Products and apparel that reflect a simpler time, one of “hard work, quality, and integrity.” genuinemotorworks.com

H-D of NYC (Queens Store)

For a truly authentic New York City Harley-Davidson experience. nycharleydavidson.com

H-D of NYC (Manhattan - Tribeca Store)

Located in the famous Tribeca neighborhood in lower Manhattan. nycharleydavidson.com

Hogs & Heifers Saloon

A legendary biker bar located in a former meat market. hogsandheifers.com

Indian Larry Motorcycles

The legend of the colorful bike builder lives on in the shop that bears his name. indianlarry.com

John’s of Bleecker Street

Coal-fired brick oven pizza: “No slices. No reservations. Cash only. Dine in or carry out.” johnsbrickovenpizza.com

Katz’s Delicatessen

New York’s best pastrami, corned beef, and salami since 1888. katzdelicatessen.com

Kieh’s Since 1851

The original “old-world apothecary” in New York’s East Village. kiehis.com

Nathan’s Famous

Home of the world’s most famous hot dog eating contest. nathansfamous.com

The Brooklyn Invitational Custom Motorcycle Show

Fast becoming one of the hottest custom motorcycle shows around. brooklyninvitationalbikeshow.blogspot.com

Tomcats Barbershop

The only place to get a true biker haircut (by bikers, for bikers) in NYC. tomcatsbarbershop.com



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³ NO PURCHASE NECESSARY TO ENTER OR WIN. Sweepstakes begins January 1, 2014 at 12:00:01 a.m. Central Time ("CT") and ends December 31, 2014 at 11:59:59 p.m. CT (the "Sweepstakes Period"). Open to legal residents of the 50 United States and D.C., who are 18 years of age and older. For details, including how to enter without purchase, see Official Rules at h-dvisa.com. Void where prohibited. Sponsor: Harley-Davidson Financial Services, Inc., 222 W. Adams St., Ste. 2000, Chicago, IL 60606. The creditor and issuer of the Harley-Davidson® Visa® card is U.S. Bank National Association, pursuant to a license from Visa U.S.A. Inc.

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CHASING CAJUNS

A RIDE TO FIND THE REAL

MARDI GRAS

IN LOUISIANA'S

CAJUN COUNTRY

WARNING: THIS STORY DOESN'T
END WELL FOR THE CHICKEN.

STORY & PHOTOGRAPHS BY **GLEN ABBOTT**

FAT TUESDAY, 9AM, WE'RE PARKED OUTSIDE T-BOY'S SLAUGHTERHOUSE IN THE TINY TOWN OF MAMOU, LOUISIANA. I'M SHARING THREE POUNDS OF T-BOY'S FINEST STEAMED BOUDIN LINKS WITH SOME OF MY NEW H.O.G.® FRIENDS, DEEP IN ACADIANA, SOUTH-CENTRAL LOUISIANA'S CAJUN COUNTRY.



“*Ca c’est bon!*” exclaims Gene. “It don’t get no bettah dan dati!” Cajun to a T, right down to his XXXL Harley® T-shirt, Gene says, “Sitting by the side of the road eating *Boudin* and drinking beer made me the man I am today.”

MARDI GRAS MAMBO

I roared out of New Orleans the Friday before Fat Tuesday on my 2006 Road King®, emerging from damp, grey fog into sunshine riding west on I-10.

“You runnin’ away from Mardi Gras?” asks the counter man at the roadside boudin stand near Lafayette where I had stopped for lunch. No indeed, I answer, explaining that I had come to the area for a taste of the *real* Mardi Gras. “Oh, you gonna be chasin’ chickens!” He laughs.

Joie de vivre and laughter in the face of adversity are hallmarks of Cajun culture. Driven from Canada by the British in the 18th Century, French-speaking Cajuns emigrated south and settled on land no one else wanted, the swamps of southern Louisiana. “The terrain down here can be almost jungle-like at times,” Cajun historian Shane Bernard says. “It’s just God-awful hot in the summer, and you’ve got mosquitoes and snakes and alligators and hurricanes.”

Despite the inhospitable conditions, Cajuns survived and thrived – turning gators into gumbo, as it were. They hunted, fished, worked, played hard, and in the process developed their own unique music, cuisine, and culture.

Mardi Gras in rural Acadiana is quite different from the New Orleans version. It’s not all about beads, booze, and boobs. Here, Mardi Gras means costumed revelers riding on horseback or in flatbed trailers through the countryside in a traditional *Courir de Mardi Gras* – a Fat Tuesday run. The procession travels from house to house, performing and begging for food.

“They do their Mardi Gras dance and Mardi Gras song, and the homeowner will give them ingredients for the gumbo that community members will share later in the evening,” Gene says. “It could be sausage; it could be rice; it could be money.”

The ultimate prize is a live chicken (fair warning to animal lovers: this



Mardi Gras revelers travel the countryside on horseback on a quest for ingredients for the evening’s gumbo.

doesn’t end well for the chicken). “The homeowner throws the chicken into the air,” Gene says, “and there’s a whole bunch of people in colorful uniforms that’s whoopin’ and hollerin’ and trying to catch it, which is not an easy thing to do.”

Hilarity ensues – for all but the chicken, naturally – as beer-fueled revelers attempt to outsmart the scampering fowl that, despite its best efforts, is all but guaranteed a featured role in the upcoming gumbo.

LAISSEZ LES BONS TEMPS ROULER!

Saturday morning at zero-dark thirty, Hal Wilson and Gene Faulk, members of Lafayette’s Cajun H.O.G. Chapter, rumble up to my hotel in Eunice; Gene aboard his 2010 Harley Ultra Classic® and Hal riding his 2005 Heritage Softail® Classic. At Gene’s suggestion, we pile into his wife Mary’s car to head to our first *courir*, having reluctantly decided to leave our bikes behind. “You don’t really

want to be following a bunch of horses on a motorcycle, for obvious reasons,” Gene explains.

We drive to the nearby town of Iota, where the LeJeune Cove Mardi Gras runners are gathering at dawn for the start of their annual *courir*, held the Saturday before Fat Tuesday. A ragtag group of revelers has already arrived, many dressed in costumes that appear to have been sewn together from multicolored bits of fabric and wearing peaked, conical caps, known as *capuchons*, atop their heads. Most are carrying wire mesh masks they’ll wear to disguise their identities.

Cajun Mardi Gras is all about role reversal, wherein working-class revelers

parody the elite classes, based on traditions that originated in the Middle Ages. “When our ancestors started mocking these educated elites, the religious hierarchy, and the women and nobility, they would wear the miter hats and dress up as bishops or priests or whatever,” local resident and amateur historian Larry Miller tells me. “It was a friendly mockery. Some dressed up as professors, with mortarboard hats, and others wore conical hats mocking women nobility.”

“The essential element of Mardi Gras is laughter,” says Cajun folklorist Dr. Barry Ancelet. “Laughter of those being teased and laughter from the one doing the mischief.”



"I HAVE THREE KIDS, AND THEY ALL LOOK FORWARD TO THE MARDI GRAS COMING - IT'S REALLY EXCITING ... IT'S TRADITION FOR THE COMMUNITY, AND MOST OF THE PEOPLE WHO RUN ARE OUR FRIENDS."

Makin' mischief is a big part of the fun, but in this case under supervision of a whip-wielding *capitaine*. "Get out of control, or disobey me, or any of the co-captains, and you'll get a whipping," says Chris LeJeune, *capitaine* of LeJeune Cove. He seems quite serious. "Some of these guys start drinking before seven o'clock in the morning, so by four o'clock in the afternoon, their liquid courage is up a lot," he says. "So they really don't care. If they gettin' whipped, they actually like it, and invite you to do it."

Shortly after dawn, the runners gather in a circle and a young Catholic priest offers a blessing and a Hail Mary - in French - before the celebrants mount their horses or climb onto a flatbed trailer. The first beers were cracked open hours ago, and the trailer is stocked with copious quantities of refreshments for the arduous day ahead.

Above: Tante Sue is always a lively presence at Fred's Lounge in Mamou. **Right:** Mardi Gras in Acadiana is (generally) a family-friendly event.

CHASIN' THE CHICKEN

For Catholics, Mardi Gras is the final big blowout before Lent. "It's the last chance to have a good time before



penance," says *capitaine* LeJeune. "And then ask for forgiveness for your sins from the night before."

Father Jude Thierry, who had given the day's blessing, proffers a more ecclesiastical description of the holiday: "It celebrates the hidden life of Christ, from the moment when Mary and Joseph brought Him into the temple until He went into the desert," Father Thierry explains. "It's a celebration of His life. Most people say it's a day of excess before the 40 days of Lent, but it's really a celebration of His life."

And Cajuns take to celebratin' rather well. "It's not a big drinking party; it means something," says one

participant. "Yeah, but drinkin' is a big part of it!" his friend responds, to much laughter.

A long blast on an air horn announces that it's time to get moving. A dozen horses and riders gallop out first, followed by a pickup truck towing a trailer loaded with more costumed revelers and a trio of Cajun musicians playing accordion, fiddle, and guitar.

Approaching the first farmhouse, the riders make a sort of synchronized whooping sound to announce their arrival. The group hangs back on the street while the *capitaine* rides up on his horse to ask the homeowner's permission to enter the property.

"They'll sing their Mardi Gras song," explains Michael Gardner, the homeowner. "Then they have a bunch of mischief going on - they'll be dancin'

with the women and chasin' the kids around, begging for money, playing on the bicycles or whatever's out in the yard."

Sure enough, when the signal is given, mischief is made, songs are sung, and chickens are chased. Revelers spray each other with the home's garden hose, climb up on the roof and onto tree limbs, and are whipped by the *capitaine* - which many of them certainly seem to enjoy.

"I have three kids, and they all look forward to the Mardi

Gras coming - it's really exciting," says Gardner. "It's tradition for the community, and most of the people who run are our friends."

"Mardi Gras is a lifelong endeavor in South Louisiana," says Eunice resident and retired broadcaster Tom Voinche. "It's definitely an attitude of friendship; nobody's a stranger. I think *joie de vivre* is probably the key phrase: the love of life, living life the way we think we should live it, that's what we do."

At that night's community celebration at a Eunice campground, chicken gumbo is ladled from steaming cauldrons as revelers dance to a Cajun band. Later in the evening, the group's captain announces that it's time for "all good

Mardi Gras to leave" (costumed runners are also referred to as "Mardi Gras," with the final "s" pronounced). Those who elect to stay behind are the mischief-makers; they hoot and holler and run among the crowd, attempting to hide from the whip-yielding captains. They're inevitably caught and held down by the co-captains for a good whippin', much

to everyone's amusement.

Sunday, we attend a *boucherie* - a demonstration of the butcher's trade - in Eunice, in which a pair of local

butchers show the proper way to cut up a hog. It's undoubtedly a highly valued skill in Cajun country, and these guys work fast. "How long will it take?" I ask beforehand. "Not long," one tells me, "about two beers." Good answer!

HOT DAMN!

Fat Tuesday kicks off bright and early with the Grande Mamou *Courir de Mardi Gras*, held in the town of Mamou, naturally.

Afterward we breakfast on *Boudin* from T-Boys, then head to Fred's Lounge,



Any time of the day is a good time for *Boudin* (a spicy, sausage-like Cajun delicacy).

where we stumble upon the true spirit of Mardi Gras - and her name is Tante Sue (Aunt Sue).

Fred's has been a Mamou institution for 67 years. Barely bigger than a shoebox, the bar was opened in 1946 by Alfred "Fred" Tate. Fred passed in 1992, but Tante Sue, his wife, continues to hold down the fort. The spry 82-year-old - whose full name is Carina Alice Fontenot Vasseur - reminds me of Granny from the old *Beverly Hillbillies* TV show, only cuter and more loveable.

"We sold the bar January 1, 1997,

but they kept me as manager," Tante Sue explains. "I retired as a barmaid in January of 2011, but they said I'm a P.R. I said, 'A peon?' 'No, no, no,' they said, 'P.R. - Public Relations!'"

It's a task she handles quite well. At Fred's, everybody knows her name, and Tante Sue knows most of her customers by name, as well. She holds court behind the bar, wearing a leather holster strapped to her hip, containing not a gun, but a bottle of cinnamon schnapps, brand name "Hot Damn." She takes a healthy swig, pumps her fist, and shouts, "Hot damn!" evoking cheers from the bar's patrons. She claims it's her only vice: "I don't smoke. I don't drink coffee. I don't eat gumbo!" Who could argue with that?

At 10AM on Mardi Gras, Fred's is hopping. The air is smoky and the tiny dance floor is full, with couples doing a lively two-step to a Cajun trio. All the barstools are occupied. With the exception of Mardi Gras, Fred's is open only one day a week - Saturdays, from around eight in the morning until one in the afternoon. There's always a Cajun band, and it's always a packed house. "I love this," says Tante Sue. "I love the people, I love the vibration, and I love the atmosphere!"

How better to celebrate Mardi Gras than with Tante Sue? Hot damn!

Check out Glen Abbott's additional Mardi Gras photos and video in the tablet edition of HOG 024.

100 DOLLAR RIDES

Babes of Borrego

It started with a Facebook post.

Story by **BEULAH MAE**, H.O.G.® Member
Photography by **DANIELLA RENEE**



“ I am 35 years old. I am a housewife. I have been married for 15 years and have two sons, ages 12 and 14. I was the treasurer of my son’s Cub Scout pack, I carpool in the mornings, and I want to ride.”



A friend of mine had “liked” a picture: Babes In Borrego – Ladies Only Ride Out, Camp Out. I did some digging, found the organizers Anya and Ashmore, and gave them my email address so I could stay in the loop.

Babes Ride Out (babesrideout.com) encouraged anyone interested in a camp out to send in a bio so we could get to know each other before the trip. I was one of the first to send in my story:

I am 35 years old

Stories like mine rolled in, and I got more and more excited to meet these like-minded ladies.

On a Saturday morning in early October, I hit the road with my 2012 Iron 883™ – equipped with the camping essentials: tent, sleeping bag, sunblock, protein bars, fireworks, and as much water as I could carry. I live in Lake Elsinore, California so riding to the meeting place in Temecula took no time at all compared to women coming from San Diego, Los Angeles, and San Francisco. There were even some who joined up from as far away as Portland and New York!

EXHAUST

Almost 50 women met at the gas station in Temecula. We topped off our tanks and used Instagram to match names to faces. I was the only person from my area and had never met any of these women before the big ride out, but before I knew it I was rolling out with the group. Riding Highway 79 South for 40 miles through wine country, riders stretched out for half a mile in front of me as we raced along the road. It was amazing.

After a quick stop to regroup, we made a 10-mile stretch over easy open roads, cresting the mountains to see the Salton Sea and California desert stretched out before us. The next 10-mile leg brought us into Borrego Springs, where we stopped at Carlee's Place for lunch. Four people sat there, enjoying a quiet afternoon beer, and in comes a herd of hot, hungry women hankering for cold drinks and a warm meal. They didn't know what hit them.

After lunch, we continued east on S22 for another 10 miles, then hooked a left into the desert. The dirt and sand on the road made for slow going on the two miles of road to the campsite. A few girls went down in the sand, but we were right there to help them back up. When we finally pulled in, we lined our bikes up and set up camp - with just enough time to get out and race across the desert flats before it got too dark.

I flew solo at this event, but I spotted women who obviously knew each other and had come as a group - but it never felt cliquy. I met a hairdresser, professor, bartender, pole dancer, boutique owner, clothing designer, cinematographer, and so many other amazing women.

We understood each other and had gathered for the same reason, excited to meet other women who ride. We were a small group - but that night, it didn't feel like it. It takes a certain type of woman to ride a bike, with a kind of strength and confidence you can't fake. You just have it.

GAS	\$25.00
FOOD	\$22.95
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“We understood each other and had gathered for the same reason, excited to meet other women who ride.”



ENTHUSIASTS

STORIES FROM THE OPEN ROAD.

1 Mission Accomplished

My challenge? Ride my 2010 Softail® Deluxe from Greensboro, Vermont to Needles, California – 7,000 miles in 22 days. With the support of my husband, Tim, and eight of our riding friends, I rode through 15 states encompassing wind on the plains, switchback mountain highways, 115-degree heat, laughs, tears, sunrises, and sunsets. It was the most amazing thing I have ever experienced.

BOBBIE NISBET (FAR RIGHT)
Greensboro, Vermont

2 Homeward Bound

Our best friends, Dan and Janine Barnette, (Director and Secretary, respectively, of the Ocean State H.O.G.® Chapter) led us to the H-D 110TH Anniversary Celebration and back. Nineteen of us on 11 bikes followed them through the 2,400 miles that separate Rhode Island and Milwaukee. We sincerely thank them for their efforts and for creating some amazing memories.

JOHN AND JULIE FALLON
West Warwick, Rhode Island

3 An H-D Boy in Blue

I was a police officer from 1957 to 1987, and my best years on the force were the eight I spent as a motor officer. While looking through some photos last year, I spotted a picture of me and my old bike (far right). I took the photo to a dealer to help pinpoint the exact model and ended up buying a 2012 Police model Road King® from him a week later. I turned 80 this year and still love to ride.

DICK BARRY
San Clemente, California



EXHAUST

“We left Green Bay and rode 2,305 miles together in eight days. The kids had never ridden that far, but they all did great!”

4 Changing It Up

For the past several years my wife and I have celebrated our wedding anniversary by taking a trip. She rides her 2010 Fat Boy® Lo, and I ride my 2010 Road Glide®. For our 30th this year, we decided to make it a family trip by taking our three children: one daughter on her 2012 Switchback™, another daughter on her 2011 Street Bob®, and our son on a rented 2013 Ultra Classic®. We left Green Bay and rode 2,305 miles together in eight days. The kids had never ridden that far, but they all did great! Even in the pouring rain. Hopefully we'll get a chance to take another family trip. But if not, we made this one memorable enough to last a lifetime.

SCOTT AND TERRI SPINLER
Sobieski, Wisconsin
.....

5 Post-grad Rollout

I graduated from SUNY Oneonta with a bachelor's degree in December 2012. In April, my pop rented a brand-new 2013 Street Bob as a graduation present, and we took an epic trip from our home to Delaware and Ocean City, where we happened upon the Bikes to the Beach Rally. The mileage on my rental jumped from 6 to 996. A father-son adventure I'll never forget, and the first of many.

ELLIOT BELOKOSTOLSKY
Warwick, New York



6 Ride of the Rising Sun

For my 60th birthday, I took a trip to Japan - where I met up with my sensei and Toby Suzuki, one of my NYC H.O.G. Chapter buddies. Toby and I rode together for two full days with the Minami Yokohama Chapter Japan and Wild Heaven MC. Even better, the Heritage Softail Toby lent me had my old license plate and the flag of my chapter proudly mounted on it. The H.O.G. spirit is alive and well in Japan!

CARLOS VARON
Flushing, New York
.....

7 All in the Family

When my mother gave me some old family photos, I discovered one of my grandfather and his cousin on their H-D® motorcycles. I've been riding Harley® motorcycles for years and never knew my grandfather had, so it feels good to keep the tradition alive - even to the point of capturing a ride with me (left) and my brother-in-law.

DAN BRITTAIN
Lawndale, California
.....

8 Retiring in Style

On August 14, I got my first retirement check. Prior, I thought about what I would do once I retired, but it really was a no-brainer: road trip! I set out west with my son Matt (pictured) - he rode his Ultra Classic®, and I rode my Street Glide®. Together we made it through 10 days and 3,850 miles. What was meant to be a simple retirement trip turned into the trip of a lifetime.

JIM SHORT
Middletown, Ohio

EXHAUST

“I bought my 2009 Fat Boy® as a “Welcome Home From Deployment” present to myself – although I ordered it while I was still overseas.”

9 Welcome Back

I bought my 2009 Fat Boy as a “Welcome Home From Deployment” present to myself – although I ordered it while I was still overseas. Since returning home, I’ve completed four seasons of ABCs of Touring (mostly riding by myself), but my favorite ride was an afternoon trip with work friends (I’m on the far left). We logged a few hundred miles, made a handful of stops, and had a lot of laughs.

MSG MICHAEL SPALDING
Mason, Michigan

10 Air Mail

I’m active duty Air Force and just recently returned from a deployment. In the care package I occasionally received from my family, my dad would send the latest edition of HOG®. Always the absolute highlight! I would read it cover to cover several times awaiting the next one. This picture is of me at Quartz Mountain in Altus, Oklahoma standing with my 2009 Sportster® Nightster™.

AARON A. TULLBERG, SRA,
USAF Dayton, Tennessee



Check out the Dunlop Tire Deal this May at your local Harley-Davidson® dealer.

INTRODUCING THE HIGHEST-MILEAGE TOURING TIRE EVER OFFERED BY HARLEY-DAVIDSON*

For 2014, all Harley-Davidson® touring models with black sidewalls will roll off the assembly line on Dunlop’s all-new D407T™ rear touring tire—the highest mileage tire Harley-Davidson has ever offered as original equipment.

The D407T features Dunlop’s MT Multi-Tread™ technology, which combines a long-wearing center compound with lateral grip compounds on each side. This remarkable D407T tire offers dramatically more mileage than anything previously available on Harley-Davidson® touring bikes, while maintaining all the key performance traits—such as great grip and handling—that Harley-Davidson® motorcycle owners appreciate in Dunlop tires. Not only that, the D407T also fits all 2009-2013 Harley-Davidson® touring models.

When it comes to experiencing the freedom of the open road, riding more is always better than riding less.



D408F™/D407T™ 
For more Dunlop tire information go to dunlopmotorcycle.com or call 800-845-8378. ©2013 Dunlop.

Do not overload your tires. Never exceed vehicle load capacity found in your owner’s manual. Never exceed maximum load molded on the tire sidewall. Check your tire pressure frequently and always before extended trips. Obey all traffic and safety laws. Dunlop does not endorse or encourage exceeding legal speed limits.

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*Actual mileage varies depending on road conditions, riding habits and tire maintenance.

YouTube    
@RideDunlop

 **DUNLOP**
ACCELERATE YOUR SOUL.

HOW IT WORKS

High-tech Stopping Power

Customizing your control with Reflex™ Linked Brakes.

How It Works

» ABS

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

» Linked Brakes

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

ANTI-LOCK braking systems (ABS) have been available on many cars for decades and are now available in some form on all Harley-Davidson® models. ABS can improve a rider's confidence on slippery road surfaces by applying just the right amount of braking pressure to achieve maximum deceleration without causing the tires to lock up or skid.

The new Harley-Davidson Project RUSHMORE motorcycles take things a step further with available Reflex Linked Brakes with ABS. Unlike conventional

unlinked front and rear systems that always operate independently, Reflex Linked Brakes use electronic controls to automatically apply some amount of front or rear brake force regardless of which brake the rider activates manually.

Remember: Advanced braking technology is not a substitute for good braking skills and habits (see *Between the Lines* on Page 62 for an overview). But it can help when conditions are less than ideal, improve rider confidence, and turn a good braker into a great one.

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

SPEED SENSORS measure the rotational wheel speed at each hub. When the speed drops too quickly, indicating lockup, the ABS goes into action.

BETWEEN THE LINES

Ready, Set, Stop!

As braking technology advances, good technique stays basic.

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

Good braking technique still matters – even as new advances help increase safety for everyone involved.

by BECKY TILLMAN
MSF RiderCoach Trainer/Harley-Davidson Motor Company

Rookie

Basic and Intermediate Techniques

BASIC STRAIGHT LINE BRAKING

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

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

EMERGENCY STOPPING

- Rule #1: Don't panic! Stay cool.
- Apply both brakes smoothly and firmly.
- If the back wheel locks up, do NOT let go of the rear brake. Keep the bike pointed straight ahead and “ride it out.” (Releasing the rear brake during a skid can result in a catastrophic “high-side” crash.)
- On bikes without ABS, if the front wheel locks up, release the brake immediately and reapply.
- Once you've stopped, check your mirrors for oncoming traffic and be prepared to accelerate out of the way if necessary.

FACTORS AFFECTING BRAKING

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

Road Warrior

Advanced Technique

STOPPING IN A CURVE

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

1. When conditions allow – depending on your speed, the sharpness of the curve, lane width, and traffic density – straighten your bike within the curve before applying the brakes. Then apply the same techniques you would for stopping in a straight line.
2. If you can't avoid turning while you slow or stop:

“... even the best technology can never take the place of human skill, judgment, and experience.”

- Apply both brakes as *gently* as possible (don't brake harder than you have to).
- Braking will make the bike want to “stand up” and go straight, so you may need to apply extra pressure to the inside hand grip (remember the “countersteering” principle) to keep the bike leaning and turning.
- Finally, straighten the bike just *before* you come to a stop, downshifting as you go.

Advanced Braking Technologies

Stopping in the 21st Century

Today, many Harley-Davidson® models feature an Anti-lock Braking System (ABS), which automatically adjusts brake pressure during hard stops to prevent the tires from “locking up” and going into a skid. In addition, select 2014 Project RUSHMORE Touring motorcycles also feature new Reflex Linked Brakes, in which the front and rear brakes are electronically linked to provide exactly the right amount of brake to each tire.

No matter how much skill and experience you have on two wheels, both systems can help you become a better rider.

ABS BRAKES

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

line, in an open space to get a sense of what that feels like.)

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

REFLEX LINKED BRAKES

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

One important point is that the linking part of the system is activated only at speeds above 20-25 mph. At low speeds, the balance between front and rear brake pressure is completely controlled by the rider. At higher speeds, the system works in tandem with ABS to automatically apply the optimum balance of front and rear brake pressure for any situation. If you slam on the rear brake in an emergency, for example, the system will automatically apply the front brake as well, to optimize stopping ability in a wide range of conditions. Once engaged, the system remains activated, even as the bike drops below 20 mph, until you release the brakes or come to a complete stop.

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

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

ARCHIVES

Happy Go Lucky

The Motor Company owes a debt of gratitude to one of its earliest, happiest influencers.



IF TIME TRAVEL WERE POSSIBLE, who wouldn't love to go back and talk to the founders of Harley-Davidson? But if their schedules were full, a strong second choice would be a man named "Hap."

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

His first job was in test riding, evaluating and recommending improvements to new products. But it wasn't long before his knowledge of electricity (before dealing Harley motorcycles, Hap and his brother started an electrical company) caught the attention of the product development team. He was put to work on one of the first "landmark" motorcycles: the 1915 11-J. Sort of a Project RUSHMORE bike of its day, the 11-J brought new electrical lighting that illuminated the road better than its acetylene predecessors.

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



a photoelectric timing mechanism for hill climbs and other races.

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

Jameson was nothing if not multi-talented. On the road, he also helped dealers polish their sales skills, while his photos frequently graced the pages of the *Harley-Davidson Dealer* and *Enthusiast* magazines. His ample charisma also made him a natural in front of the camera; numerous advertising photos featured his winning smile.

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

Before serving as an Army major in World War II, Jameson personally oversaw the preparations for the now-legendary WLA military motorcycle, known to some in later years as the "Liberator," as well as the opposed-twin engine XA that was purpose-built for desert use.

Perhaps Jameson's greatest gift, however, was an innate knack for making customers feel special and welcome. Any visitor to the Milwaukee factory who crossed paths with "Uncle Frank" received a free quart of oil. And when famed rider Vivian Bales made her historic ride from Georgia to

Milwaukee in 1929, Jameson helped lead the escort the company provided for her to Chicago on her ride home.

In 1946, Jameson left Harley-Davidson to become a dealer in Evanston, Illinois. At his departure, the Motor Company gifted to him the bike and sidecar that was his company ride: a 1941 74-cubic-inch FL, purportedly the first one built. To the surprise of no one, he thrived at dealing motorcycles until his retirement in 1955. He passed away in 1978.

Over the course of his life, Jameson also found time to be a talented woodworker, tournament chess player, and devoted father who took his children to rallies and hill climbs. As a result, his son Bob was also bitten by the motorcycle bug and worked for H-D in the 1960s. In 2013, Bob donated photos and personal effects of his father to the Harley-Davidson Museum.®

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

The name on the card? Henry Ford.

Go to h-dmuseum.com or visit the Harley-Davidson Museum to learn more about enthusiasts like Hap Jameson.



HAPPY DAYS

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



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



LAST STOP

Out of the Zone

by STEVE AGEE

When I turned 45 last year, my wife got me the best present ever: a Harley-Davidson® motorcycle. Well, she got me the loan. I'm not sure if she was being nice or looking for a way to cash in on my insurance and retirement. I'm kidding, of course. I'm pretty sure she loves me.

But to say I was happy would be wrong – I was elated! What guy wouldn't love a Harley®? I've been easing into a midlife crisis for the last 20 years or so, and this was the next logical step.

I grew up riding mini-bikes, dirt bikes, and three-wheelers, but I had never ridden a street bike until my beautiful 2013 H-D® Fat Boy® Lo 110TH Anniversary Edition. After I took my motorcycle safety course and got my license, I began the long learning curve. I started out just sitting on my bike in the garage, then tooling around the neighborhood. Eventually I ventured out of my neighborhood, making the epic journey to ... the neighborhood down the street.

Exciting stuff, I know.

I desperately wanted to feel the open air and open road, but 45 years of playing it safe was working against me. It was hard to imagine the wind blowing through my hair when all I could picture was my face planted on the front of a semi. So before my adventure even began, I made the "practical" decision to sell my bike.

I worked on my excuses: that we couldn't *really* afford it or I didn't have the time to ride it. Because there was no way I could tell people the truth: I was just plain afraid.

So I put my new bike up for sale. But, a funny thing happened. I was

watching TV that night and came across a motivational speaker talking about how we need to escape the death trap of our comfort zone – because that's when life is the most rewarding. I couldn't stop watching. I felt a sense of sadness, realizing that in my 45-plus years I had never strayed very far outside of my comfort zone (except maybe for getting married).

Now in my 40s, with twin 6-year-old boys (constant challenges to my risk avoidance) and a Harley sitting unused in the garage, I knew I needed to do something. I decided I would ride my bike as soon as I got home from work the next day.

Then it rained for four days.

But on the fifth day, the sun came out. I pulled on my Harley shirt, Harley helmet, and, yes, even Harley sunglasses, and backed the bike out of the garage – ready to hit the road.

After circling the neighborhood twice, I was faced with a fork in the road. To the left were more safe neighborhood streets. To the right, the main roads. I sat there, revving my engine – looking left, right, and left again.

In a triumphant moment – like a warrior who had just given the order to attack – I steered to the right and headed out. I came to the first stop sign and went right again. As I began passing cars whirring by me for the first time, I felt a combination of complete fear and exhilaration. It was intoxicating.

For the next 20 minutes I surged further and further out of my comfort zone. And without even noticing it, I started having fun. I wanted to go farther, faster, and find curvier roads. I had done it, I realized. I had escaped my comfort zone.

That was six months ago. Since then, I have been riding every chance I get. I'm sure the experienced riders reading this are chuckling but hopefully with an "atta boy!" in them, as well. After all these years wondering what the appeal of riding was, I finally have my answer. The only question now is how long before my wife regrets getting me the bike. I guess we'll see.

STEVE AGEE is a H.O.G.® member from Mechanicsville, Virginia.

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