

SEPTEMBER  
2017

# HOG

CANADIAN EDITION

HOG® MAGAZINE CANADA

SEPTEMBER 2017

SOFTAIL® REINVENTED

HOMETOWN RIDE WITH DAD

RIDE TO RONDA



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# INTAKE

FROM THE EDITOR

## Model Year 2018: Our Biggest Launch Ever



**T**he offices of Harley-Davidson Canada are alive with the sound of children whose bellies have been filled with sugar! Wait, that can't be correct – a look at the stunning new bike photos on the walls and shiny new screensavers adorning the computers of giddy HD-C employees confirms instead that *new model release season is upon us!*

This is not just any new model year launch. The 2018 lineup of Harley-Davidson® motorcycles is a route-changer to say the least, and uncontestedly the biggest new product launch in our 115-year history. Harley-Davidson is launching eight fully reinvented Softail® models on a brand new frame powered by Milwaukee-Eight™ 107 and 114 engines, the most powerful, agile and

responsive Big Twin cruisers ever. The following pages showcase all of the new model info in more detail, so I won't spoil that surprise. But trust me – you'll want to rush to your nearest Test Our Metal™ demo ride to experience these as soon as you can!

We're also excited to share a recap of the 2017 Canadian National HOG® Rally, which welcomed more than 1,600 HOG members to our nation's capital in July. To those members who journeyed to Ottawa, thank you for being part of the H-D 100 celebrations! It was a pleasure to have Quebec Regional Director Michel Roy and Atlantic Regional Director Keith Richard welcoming riders from La Belle Province and the Maritimes. Our 400+ members attending the Prairie Regional HOG Rally the same weekend were certainly missed, but Prairie Regional Director Brad Carvery has assured us that you didn't let anything dampen the festivities in Red Deer, Alberta.

Our thoughts are with all of our members, riders, families and friends in British Columbia, who at the time of writing continue to battle the forest fires that have put the province into a state of emergency this summer. When Harley-Davidson Canada made the difficult decision to cancel the Western Regional Rally slated for Kamloops, B.C., the rally committee, under the leadership of Rally Coordinator Margaret Thompson, joined forces with Barnes Harley-Davidson Kamloops and Western Regional Director Jennifer Smith to do something very meaningful. Dealership doors were opened, events were quickly rescheduled and thousands of dollars were raised to support those affected by these terrible fires.

One final thought: Harley-Davidson Canada would like to congratulate and thank Vern Wilson, now the former Ontario Regional Director, for his many years as a valued member of the HOG team. As Karen Davidson so aptly put it on the National Rally stage, "It's members of the family like you that really make this all work." To all the members of the Harley-Davidson family, thank *you* for making this all work.

Now keep chasing those open roads. We'll see you out there.

**KAREN MAYBERRY**

*Lead, Consumer Experience and Public Relations, Harley-Davidson Canada*

FEEDBACK

**Pay attention**

In "Mistakes You've Made (Part 2)" (May 2017), it seems the real cause of the rider's accident under the heading "Mind the Glare" was probably following too close to the car ahead of him to not allow enough time to react and stop. Lack of attention to his surroundings may also have been a factor. Great magazine, by the way.

**GREG ROSE**

*Flower's Cove, Newfoundland*

**Travel warm and dry**

I'm definitely not a minimalist, but I don't take every layer I own when I travel. I look at where I'm touring – if I need to go from hot Arizona to 3,000 metres up in Silverton or Telluride, Colorado, the weather changes. At the south rim of the Grand Canyon in April 2010, the temperature went from 20 C to 2 C and I froze solid riding to Cameron, so I make sure I have rain gear, some lightweight fleece and a good down-filled compressible layer. The best piece of gear I bought was a pair of full leather pants – keeps your core and backside warm even if you get caught in the rain. So my Tour-Pak® gets full and bags are usually half full.

**JAMIE SMITH**

*Toronto, Ontario*

When I bought my first bike seven years ago, one of my first MotorClothes® purchases was rain gear – and after my first cold ride, a heated vest and grips. After all, I bought my bike to ride, not park. Besides, there is nothing better than riding among the colourful trees on a cool autumn day.

**GREG "SPOONER" HUOT**

*Surrey, B.C.*

Chris Landry's 2002 Switchblade  
FXDWG3 model



### **Steppenwolf, eh?**

I enjoyed the article regarding great bands from Canada (May 2017). Maybe I am old, but whoever wrote the article forgot to include Steppenwolf. I am sure you all know the songs Born to Be Wild and The Pusher. They were in some movie – oh yeah, *Easy Rider*. Also, maybe, just maybe, The Band should have also been mentioned. Anyway, just my two cents.

**JIM CLIVE**

*Kimberly, B.C.*

### **Four-season rider**

Mother Nature will always challenge motorcycle riders at the best of times, but when I am riding I am in control – and when in control, it feels great for this all-year die-hard rider. I'm challenging Mother Nature safely and having fun doing it.

**KEN LEIPER**

*Aurora, Ontario*

### **CVO sizzle**

Here is a photo (pictured above) of my 2002 Switchblade FXDWG3. It was the second year of Harley-Davidson's CVO program. It has a Twin Cam 88<sup>®</sup> engine and five-speed transmission. They used actual gold leaf in the flames and Harley-Davidson script! Harley offered 700 of the black models that year – so you don't see one every day. I love getting *HOG*<sup>®</sup> Magazine Canada in my mailbox!

**CHRIS LANDRY**

*Moose Jaw, Saskatchewan*

### **Cruise and ride?**

I was wondering if any riders have taken their motorcycles on cruises? I recently went on a cruise in the U.S. Virgin Islands and thought these would be great places to ride and explore. I found out afterwards that there were some riders on board.

**BERNIE PICARD**

*New Hamburg, Ontario*

### **Kootenay kindness**

On Canada Day, 13 riders set out from Kelowna, B.C., on a weeklong trip that first brought them to our cabin in Fairmont Hot Springs for breakfast. My wife, Judy, and I ride a 2016 Ultra Limited, bought from Mark Potvin at Harley-Davidson of the Kootenays. We were getting ready to ride with the group on the next leg of their journey when one of the couples had a tire issue with their 2007 Ultra Classic.<sup>®</sup>

I called Mark on his cell phone at 8:30 a.m. – and he picked up. I asked if there was any chance he could have the tire changed upon our arrival in Cranbrook.

With all of his mechanics off for the holiday, Mark said he couldn't promise anything – but when our 10 bikes rolled into the dealership a few hours later, Mark and his lead technician, Robin Hein, were waiting for us.

To the team at Harley-Davidson of the Kootenays, thank you for delivering excellent customer service that made for a safe, relaxed and enjoyable ride!

**PAUL ROGEMAN**

*Fairmont Hot Springs, B.C.*

**Great Riding in the Great Smokies**

The best area to ride in is the Great Smoky Mountains. In North Carolina, there are several must-do rides, like the Tail of the Dragon and the Blue Ridge Parkway; places to visit, like Caesars Head State Park, Cherokee and Asheville; and then, of course, just riding through the nearby states of Tennessee, South Carolina and Georgia. There are also some great places to eat and drink, like The Dillard House in Dillard, Georgia; The Old Mill in Pigeon Forge, Tennessee; and Sierra Nevada Brewing Company in Mills River, North Carolina. The Great Smoky Mountains area is the best of the best, hands down.

**ROBERT CAUDLE**  
*Mills River, North Carolina*

**There's No Place Like Home**

My wife, Doris, and I ride everywhere we can and have been to Milwaukee six times in the last eight years. We agree that the Milwaukee area is a great place to ride in the summer, but we prefer Texas the rest of the year. Once you've ridden the Twisted Sisters, you've survived the best riding in Texas. Next to the "Sisters" is Big Bend National Park and Fort Davis - if you like a challenge, ride to the McDonald Observatory.

**THOMAS S. FORTNER**  
*Burleson, Texas*

**Moo-ing in the Wrong Direction**

Just like Ray Cloutier, whose letter was included in the July issue, I also unknowingly slept in a farmer's field. On a ride from Sylacauga, Alabama, to Victoria, Arkansas, it got to be twilight before I found a place to pull off the road and sleep. I rode through a little clump of trees into an open area, spread a blanket next to the bike, and slept like Rip Van Winkle. I awoke to find I was surrounded by a herd of cattle chomping grass, swishing their tails and stomping. In the low light of dusk, I'd crossed a well-worn cattle guard in the shadow of that clump of trees. Fortunately, I missed all of the cow patties.

About the same time, a county sheriff spotted me from the road and pulled in to see what I was up to. "No sir, I'm not rustling your neighbour's cows," I assured him. We had a good laugh, and I was on my way.

**BILL JOHNSTON**  
*Fountain Inn, South Carolina*

**Read All About It**

In the "One Man and His Dog" article in the July issue, it mentioned that Adam Sandoval had written a book called *Inside My Helmet*. Can you tell me where I can get a copy?

**MARILYN FREY**  
*Boyetown, Pennsylvania*

*You can buy the book directly from Adam's site, [adamsandovalrides.com](http://adamsandovalrides.com). -Ed*

**Fitting Resting Place**

Matt King's editorial "The Best Place to Ride a Harley," in the July issue, referenced the roads in Western Wisconsin, which reminded me of the cherished bike trips along the Mississippi River with my two younger brothers.

It was a coincidence that we joined up with a group of riders celebrating the semi-annual Flood Run the first time we travelled the Great River Road from Prescott to Alma, Wisconsin. My brother Matt had mapped out a route that had us stretching our legs at several of the Flood Run stops, and then zigzagging through the Wisconsin bluffs that extend along the Mississippi River into the majestic farmlands and tiny towns scattered throughout. The views are a spectacular display of American landscape, from the rolling cornfields that surround picturesque farms to the two-tavern towns that pose a unique glimpse of life far from traffic signals and daily stress.

Shortly after that trip we learned Matt was suffering from the early symptoms of ALS, and in 2014 he lost his battle with the disease. In Alma, Buena Vista Park overlooks the town from the prominent bluffs that rise above it to the east. It became a favourite stop of ours

and a fitting resting place for our brother. All of Matt's siblings decided to set his ashes adrift on the edge of that bluff, and we made the unforgettable trip one last time to commemorate Matt's life and his love of the area. We were overwhelmed by the sympathy and respect every biker offered as we explained the purpose of our ride. Bikers are a family connected and bound by a passion we all share, and never has it been more apparent than on that solemn day.

**MARK JONES**  
*Camp Verde, Arizona*

**Flying the Nest**

When our youngest son began his final year of high school, I started dropping hints to my wife about getting a Harley-Davidson® motorcycle, but the answer was always no. I was looking for something for us to do together to avoid the "empty-nest syndrome." One Wednesday I told her I was going to get my motorcycle licence, and all she said was, "Are you really?" That following Saturday we stopped at our local H-D dealership just to have a look and ended up buying our first bike - a 2009 Heritage Softail Classic.™ We put 9,500 kilometres on that bike in three months. Then, the week before Christmas, we purchased a 2017 Road King® model. We put 20,000 kilometres on that bike in six months, and now we're looking for our next bike!

**RON TAYLOR**  
*Foley, Alabama*

**WHAT'S YOUR STORY?**

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

# HOG® Staff Update

**A**fter countless rallies, official events and functions, and chapter rides over the better part of the last 10 years, Vern Wilson, HOG® Regional Director for Ontario, is stepping off his 2014 Harley-Davidson® Ultra Limited bike, passing over his directorship responsibilities – and then stepping back onto the Ultra Limited and going for a relaxing, job-free ride!

“Vern has trained a handful of regional directors; he’s managed hundreds of HOG issues with dealers and chapter members; and he’s dedicated himself to working not just every HOG event, meeting and gathering in his region but also those on the overarching H-D level as well, contributing his expertise on HOG,” said Karen Mayberry of Harley-Davidson Canada. “He will certainly be missed.”

Vern’s focus over these years has been in Canada, but the resident of Sudbury has spent considerable time travelling throughout North America representing the Canadian HOG team at meetings, training sessions and events.

“Whether it was onboardings for new dealers, new chapter start-ups, dealership buys or sells – Vern managed every situation with great competence and knowledge, incredible patience, and always with professionalism and class,” Mayberry said. “His dedication to the annual regional rallies in Ontario and to our national and U.S. rallies and anniversary events has been remarkable.”

The adage that behind every good man is a great woman holds true for Vern, as his wife, Linda Wilson, was a driving support force, dedicating countless volunteer hours herself.

“I have been an active member of HOG since 1998,” Vern said, “and it has been a fantastic ride. HOG is an incredible

international organization, often called a family, which has afforded me the opportunity to meet friends that I didn’t know I had in Canada, the United States and other parts of the world. These friendships will be cherished for many years to come.”

From the crew at Harley-Davidson Canada: Vern – we wish you safe and windy roads ahead and please know that we will always be right here in your rear view if we can ever return the favour. Congratulations and farewell.



Editor in Chief  
**MATT KING**

Design and Production **ARCHANT DIALOGUE** · Publishing and Content Director **ZOË FRANCIS-COX**

Copyeditors **MATT COLLEY & AMY REID** · Editorial Assistant **CIARA JACK** · Art Director **RICHARD BERRY** · Production Designers **LUCY PERKINS & NICOLA PRESTON**

Digital Designer **RUPERT BURROUGHS** · Production Manager **KAY BROWN** · Account Manager **KATHERINE BERRYMAN** · Studio Manager **NICKY WRIGHT**

September 2017 Contributors **GLEN ABBOTT, JOHN EVELY, COLIN G. FOX, BECKY GOEBEL, CHRISTINA NEWBERRY, CHARLES PLUEDDEMAN, VIKTOR RADICS, JOHN SANDBERG, MICHAEL SPAIN SMITH AND KALEN THORIE** · Canadian Editorial **FRESH AIR PUBLISHING** · Editorial Director **GORDIE BOWLES** · Copyeditor **CHRISTINA NEWBERRY**

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# Hang Time!

Pro BMXer Barry Nobles does a backflip while motorcycle stunt rider Kyle Ives burns rubber at Four Seasons Skatepark in Milwaukee to warm up for the 2017 ESPN X Games in Minneapolis. Don't try this at home!  
Photograph by **Josh Kurpius**







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# THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.

## RUMBLE IN THE CITY

Riders from all over the world rolled through the streets of Ottawa, as well as the surrounding areas, over three glorious days in July. See the full story on page 20.  
Photograph by **Colin G. Fox**

# In With the New

**A** new Harley-Davidson® model year brings a multitude of exciting items from Genuine Motor Accessories. The 2018 selection includes more than 300 accessories for the latest Softail® models, plus new collections and select accessories for other Harley® bikes. Here's a sample of what's available...



## Screamin' Eagle® Stage I for 2018 Softail® Milwaukee-Eight™

Give a 2018 Softail model the Stage I step up in Milwaukee-Eight performance with new Screamin' Eagle Street Cannon Mufflers and a Screamin' Eagle Extreme Flow Air Cleaner. Street Cannon 3.5-inch (8.9-cm) mufflers are tuned to provide a nice bark at the twist of the throttle and a mellow tone at cruising speed. The mufflers include matching chrome

end caps with a subtle engraved Screamin' Eagle logo. The open-face filter design of the Screamin' Eagle Extreme Flow Air Cleaner Kit provides 60 per cent more filtered surface area to flow 11 per cent more air than a traditional perimeter high-flow filter. The Kit includes a die-cast back plate, an open-face washable oiled-cotton filter element, and all required installation gaskets and hardware.

All models require ECM calibration; fully compliant in Canada.

Screamin' Eagle Street Cannon Mufflers P/N 64900690, \$708.95

Screamin' Eagle Extreme Flow Air Cleaner P/N 29400357, \$257.95



## HoldFast™ System for Softail® Motorcycles

The all-new HoldFast™ Detachable Latch System was designed in tandem with the new Softail chassis with compact docking points styled to blend seamlessly into the motorcycle's lines. The HoldFast latching mechanism features an easy snap-in and release design that enables fast and secure installation and removal of HoldFast sissy bar uprights, luggage racks and Tour-Pak® luggage mounting racks. Installation of HoldFast accessories doesn't require side plates or turn signal relocation. Like all HoldFast accessories, the HoldFast Sissybar Upright, shown here, is available in chrome or black. This upright and a backrest pad (sold separately) give a passenger long-range comfort and a feeling of confidence. The kit includes a matching three-point backrest pad mount bracket. P/N 52300442, Standard Height, Chrome, \$257.95

## Brass Collection

An alternative to black and chrome accessories, the new Harley-Davidson® Brass Collection delivers a warm, handcrafted look that's a great match for an old-school custom look or any blacked-out bike. Manufactured from solid brass, these components feature a natural antique finish that will age and patina when exposed to the elements and to use, and become truly unique and custom to the owner. The 1.5-inch (3.8-cm) diameter Brass Collection Hand Grips are easy to install and feature a glue-less design for removal for service without damage. The Brass Collection also includes shifter, foot and passenger pegs, brake pedal pads, derby and timer covers, air cleaner trim, head bolt and axle nut covers, and fuel caps to fit many Harley-Davidson Street®, Dyna®, Softail®, Sportster®, Touring, and V-Rod® model motorcycles. P/N 56100134 (Hand Grips), \$192.95



## Wireless Headset Interface Module

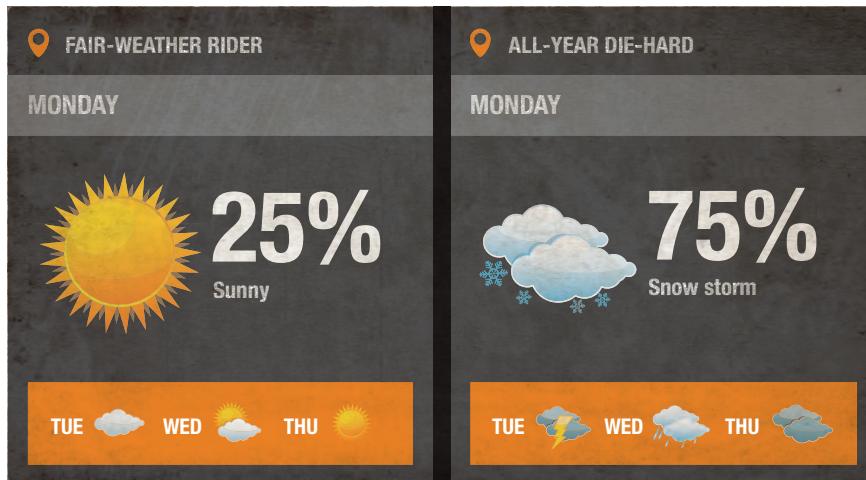
Harley-Davidson Touring riders can now cut the cord to a Boom! Audio 6.5GT Infotainment System. This new Wireless Headset Interface Module (WHIM) Bluetooth® adapter plugs into the back of the radio unit inside the fairing and permits wireless connectivity for two headsets to all features of the Boom! 6.5 GT Infotainment System through a Harley-Davidson Bluetooth-enabled headset. The WHIM is engineered to deliver superior audio quality when compared to typical wireless headsets. The WHIM is completely compatible with Harley-Davidson Boom! Audio 20S Bluetooth headsets with a software setting, so there's no need to purchase new headsets. Fits 2014-later Touring and Trike models equipped with Boom! Audio 6.5GT. P/N 76000768, \$386.95 (headsets sold separately)



DIVIDED HIGHWAYS

# Fair-weather Rider or All-year Die-hard?

**WE ASKED:** Although it's summer now, it won't be long until the temperature drops. Do you prefer to ride when the sun is out and there's little chance of rain, or do you ignore the weather, bundle up, and take your bike out in showers, sleet and snow?



**YOU SAID:** If it's not raining, I'm riding. -**Chez Z** ... I live in Florida, where they say you get year-round riding weather, but I just checked to see if my rain gear was dry from yesterday! I don't have a car, so I ride come rain or shine. -**Cary D** ... **I know a few guys who won't ride if there's a chance of rain because they don't want to get their bike dirty and spend ages cleaning it, and some won't ride because it's too cold. My only reply is, "Dude, we live in Hawaii!"** -**Tommy A** ... When I was 30, I would put on a snowmobile suit and go.

At age 40, it had to be at least 10 C and at 50, at least 15 C. Now, if it's not sunny and 25, I ain't going. -**Mike S** ... **I bundle up and ride my Dyna® Fat Bob® even with a metre of snow on the ground.** -**Will B** ... I decided a long time ago that if I'm going to spend the money on a Harley® motorcycle, I'm going to ride it. I wouldn't ride in a hailstorm, but if you ride then you are going to get wet, so be prepared. -**Richard L** ... **There is no bad weather, just bad clothes (according to my U.S. Marine Corps buds), although I draw the line at riding in the snow.** -**Mike T**.

**NEXT QUESTION:**

## The Journey or the Destination?

When you plan a trip, do you make a beeline for your final destination? Or do you like to make the most of your time on the road and take in as many sights as possible before you get to where you're going?

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

5 THINGS ABOUT

## Camping

On Pages 40-43, readers share their camping tales. If you're planning your own adventure under the stars, here are some top tips for packing well and riding safely...

**1 Pack Safely**  
Pack heavy items low on your bike to balance the load. Make sure nothing can touch the exhaust or shift in transit - remember, if anything falls off it will be while you're in motion. If you're travelling solo, pack your gear so it acts as a backrest to support your lower back.

**Pack Wisely**  
Be prepared by taking essential gear: a knife, flashlight, batteries, matches or lighter, tools, a sidestand coaster, tow rope, toilet paper and first aid kit. Take a solar charger if your bike doesn't have an onboard one. Pack your tent and sleeping bag last so they're the first things you unpack at the campsite, and make sure the things you'll need on the ride are easily accessible.

**3 Tent Talk**  
Choose a tent with a waterproof floor or bring a ground tarp. Take metal stakes, along with a mallet, to secure the tent, plus a waterproof flysheet for wet nights. Practice putting it up before you go.

**Home Comforts**  
Eat boil-in-bag meals and survival rations - they cook easily on a small camp stove, which can run on fuels including gasoline.

**5 Be a Good Camper**  
Find a campsite before you get tired, and then choose a flat, but not low-lying, sheltered spot. Be friendly, and when you leave, kill your campfire and dispose of any trash.

# Power for the People

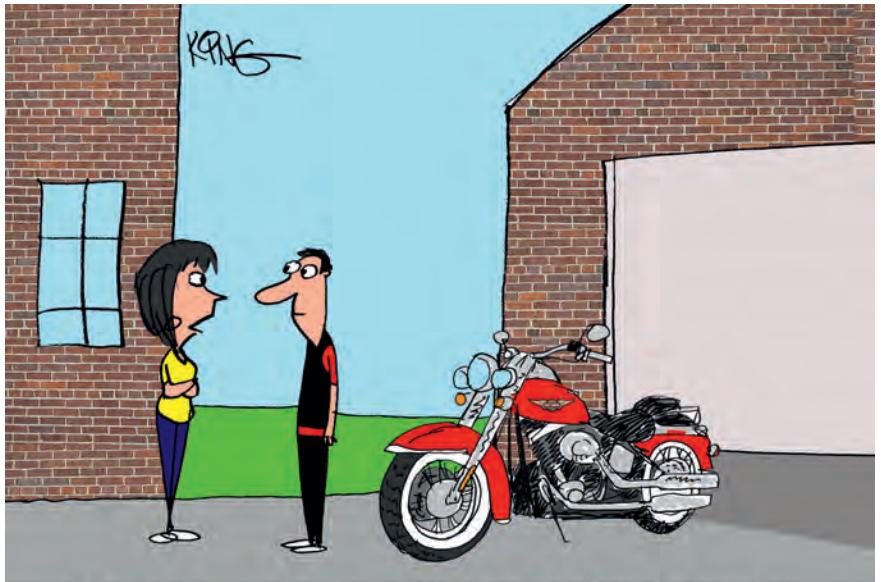
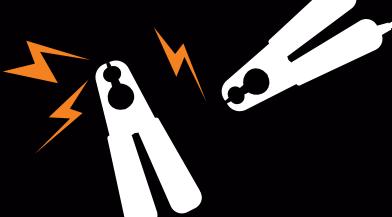


In 1915, the Model 11-J was the first Harley-Davidson® model to feature a complete electrical equipment kit, which included a generator, headlight, taillight and horn. Technology has progressed a long way since then, especially on the electrical front. In 1965, the new Electra Glide® model was the first Big Twin to feature a 12-volt electrical system with push-button electric start. An onboard radio was first offered as an accessory in 1980, and became a standard factory feature in 1986 on FLTC and FLHTC models.

Today, modern living has demands and expectations for us to stay in touch with everything everywhere, even when riding. The proliferation of original equipment and electrical accessories - like heated gear; GPS and infotainment systems; and upgraded lighting, like Daymaker™ LED headlights - on a modern motorcycle place an increasingly heavy demand on the vehicle's charging system to provide sufficient power to keep everything running. In 2017, the charging system on the new Milwaukee-Eight™ engine was updated to provide higher output at idle, and an updated regulator was added to help increase efficiency (for those with earlier Touring models, there's a 54-amp high-output charging system available from H-D® P&A).

So when do you know when enough is enough? The easiest way is to look at the total current draw on the motorcycle's electrical system (measured with everything switched on and the engine running) prior to accessory fitment. Once you have the total current draw, look at the current draw for each accessory and see if it would exceed the total when everything is added and switched on. Your dealer can help you with this.

Finally, remember that your battery is the heart of your electrical system, and, as such, needs to be kept fully charged and ready to go when your bike is not in use. For more information on battery maintenance, visit [h-d.com/battery](http://h-d.com/battery) or your local dealer.



*"I, too, want to celebrate Harley being in Canada for 100 years by buying 100 Harleys. But we just don't have room in the garage."*

## NEW MODEL

# Sportster 1200 Custom Gets a New Look

New for 2018, the redesigned Sportster® 1200 Custom motorcycle features the perfect blend of black and chrome finishes, with a new attitude that extends beyond style through a more aggressive riding posture ready to carry its rider nimbly and comfortably on a wave of torque from its Evolution™ engine.

### 1200 Custom Features:

- Front fork with chrome uppers and black lowers, black upper and lower triple trees, black visor shielding the chrome headlight bucket, and black mirrors and turn signals on the chrome riser and handlebar.
- New riding position with hands forward on the pullback handlebar and feet tucked under on mid-mount controls.
- Blacked-out emulsion shocks with adjustable pre-load, 39 mm forks with cartridge damping, and two-up seat for confident handling and all-day riding comfort.
- 1200 Evolution engine highlighted with black upper rocker covers, new black oval air cleaner, and black and chrome timer cover with Bar & Shield and Harley-Davidson script. Chrome primary cover is finished off with a black derby cover. Shorty dual exhaust is all chrome.



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# Montréal Chapter hits milestone



The Montréal HOG® Chapter, made up of 165 members, celebrated its 25th anniversary in 2016 – and they did so in style. It was an emotional and energetic year for the chapter, under the direction of Jean-Claude Major with support from the local Harley-Davidson® Retailer, Léo Harley-Davidson (in particular, Éric Bouchard, Jean-Luc Dionne and Annie Martel).

Other important figures during the 25th anniversary celebrations included Gaétan Villemaire (the chapter's first director) and Bob Sauvé (the first member), as well as the 16 directors who have fostered credibility, trust, brotherhood, respect, passion and pride in being a part of the chapter and the HOG family over the years.

The Montréal Chapter marked its 25th anniversary with a commemorative patch and shirt, as well as several anniversary activities, including an open ride and a party to thank all of its members and directors. Throughout the rest of the year, the chapter hosted 45 activities, including 35 rides for chapter members.

Congratulations to the entire Montréal Chapter team and its members and sponsors.



Left to right: Robert (Bob) Sauvé, Éric Bouchard, Gaétan Villemaire



Chapter Director Jean-Claude Major and Regional Director Michel-André Roy



# Down on the Bayou

Riding Louisiana's Creole Nature Trail.

By Glen Abbott



**D**eep in Southwest Louisiana, among coastal marshes and prairie, the Creole Nature Trail All-American Road threads through a region nicknamed "Louisiana's Outback."

There you'll find miles of open highway surrounded by nature – an off-the-beaten path destination that's easily accessible.

## EGRETS AND ALLIGATORS

The trail runs 290 kilometres along Louisiana Highways 27 and 82 in Cameron and Calcasieu parishes. It encompasses five federal and state wildlife refuges and sanctuaries, teeming with more than 400 bird species, alligators and migrating butterflies. In addition to motorcycling, favourite activities include hunting, fishing, crabbing and collecting seashells on the Gulf of Mexico.



PHOTOS BY GLEN ABBOTT

## BEACHES AND BAYOU

Along the Gulf lie 40 kilometres of sandy beaches, unspoiled marshland and swampy bayous. Holly Beach, less than 50 kilometres from the Texas border on the trail's western spur, was once called the "Cajun Riviera," a popular weekend getaway before Hurricane Rita wreaked havoc there in 2005, followed by Hurricanes Ike and Gustav in 2008.



## ADVENTURE POINT

For perspective, start your journey at the Creole Nature Trail Adventure Point, a visitor centre/attraction located at Exit 20 off I-10 in Sulphur, Louisiana. Open seven days a week, the centre features hands-on displays and information about the trail's history, culture, scenery and best places to spot wildlife.



## Road Captain Recon

Tips from the Lake Charles, Louisiana, HOG® Chapter

### PRAIRIE AND SWAMP

Creole Nature Trail is accessible from interstate exits 20 and 36 on either side of Lake Charles, so it's no surprise that it's a favourite getaway for the Lake Charles HOG Chapter. "It's a real good cross-section of Southwest Louisiana," says chapter member Dennis Scalia. "If you start off in Sulphur and head south on 27, it takes you through open prairie land, then you get into the swamps." And keep your eyes peeled: "You never know what's going to cross the road," explains Road Captain Roger Sutherland. "You'll see all types of wildlife – lots of birds, alligator, possum, maybe a raccoon or two."

### LAND AND SEA

When you get to Holly Beach, cruise east along the Gulf of Mexico on Highway 27/82. Fifteen kilometres up the road you'll come to the Calcasieu Ship Channel, which you'll need to cross aboard the Cameron Ferry – a five-minute trip that's truly a bargain. "It's free travelling eastbound," explains Sutherland. "But if you're westbound out of Cameron it costs you a dollar to get out!"

### BURGER AND BEVERAGE

Chapter members' favourite lunch stop on the trail is T-Boy's Cajun Grill in Creole. "When we make that loop, as far as the timing it's the logical place to stop, at the right time of day," says Sutherland. Adds Scalia, "They've got great burgers." Not bad for a region known as "one of America's last great wildernesses."

For more information:  
[creolenaturetrail.org](http://creolenaturetrail.org)

# YOUR SENSE OF ADVENTURE DOESN'T EXPIRE. YOUR MEMBERSHIP SHOULDN'T EITHER.



## KEEP THE RIDE FIRING ON BOTH CYLINDERS.

Your H.O.G.® membership is your ticket to the biggest ride you can take through the world of Harley-Davidson. It connects you to other riders wherever you roam. It's your invitation to a year-round calendar of rallies, rides and events. And it gives you benefits as real as your Harley-Davidson steel. Like HOG magazine, Roadside Assistance, special deals, and more. So renew your membership. The bigger you ride, the better it gets. Visit [HOG.com](http://HOG.com)

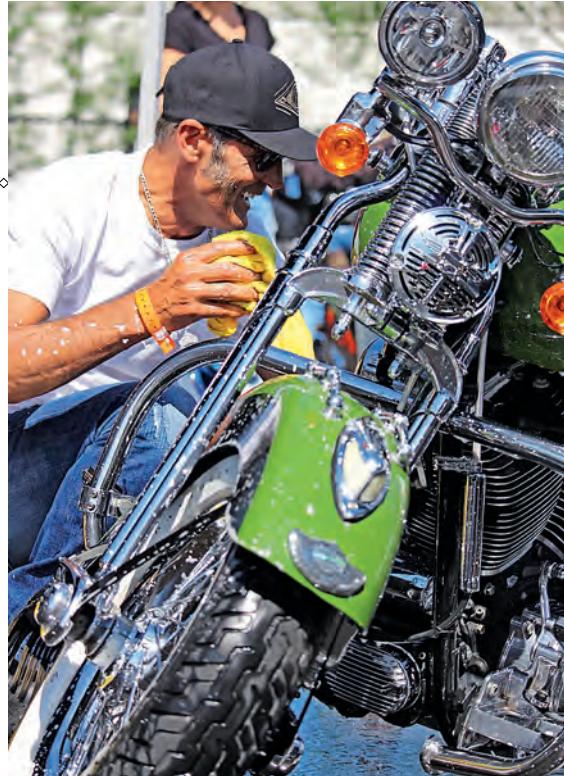




# A COUNTRY

Harley-Davidson® enthusiasts descended on the Nation's Capital - and boy, did they party!

Story by Suzie Wensley, Ontario Regional Director, Harley Owners Group™  
Photos by Colin G. Fox



When you arrive at a rally after a long ride, the bike wash station is a perfect opportunity to wash off the road grime and make your Harley-Davidson® motorcycle shine. It's not a job, simply a passion.

Canada is a country packed coast-to-coast-to-coast with incredible terrain and landscapes that seem almost made for riding

Harley-Davidson® motorcycles. So when two big birthdays aligned - the 150th anniversary of Canada's confederation and 100 years of Harley-Davidson in Canada - HOG® members rolled into Ottawa from across the country, joined by neighbours from the United States and overseas, to celebrate both Canada and Harley-Davidson Canada over one action-packed weekend in July. The following pages showcase some of the highlights from the National HOG Rally.

Harley-Davidson® culture is like no other, as we proudly ride our customized Harley-Davidson bikes with fellow HOG members. Each Harley-Davidson motorcycle is unique and the camaraderie is so familiar.



# CELEBRATED



It was a constant show of Harley-Davidson motorcycles, bike after bike, as riders and their passengers headed out to various ride-out destinations to experience the many scenic vistas and routes around the beautiful Ottawa area.

What a surprise! Willie G., Nancy and their daughter Karen Davidson made a special appearance at the rally. These icons in the Harley-Davidson world were a big hit with HOG members as they took time to chat, take photos, and autograph books, shirts, leather vests and even a gas tank.





➔ Everywhere you looked was a unique customized Harley-Davidson motorcycle. Where did they travel from: West Coast, Atlantic Coast, Quebec, stateside? No matter where you parked, riders and passengers would stop to admire.

➔ The Friday night social at the Aberdeen Pavilion was a blast! HOG members arrived at the venue in shuttle coaches and were greeted by nostalgically dressed models lined up between Harley-Davidson motorcycles. At the end of the line, the models distributed HD 100 patches to the members, who took photos with the models on and off the motorcycles.



➔ There's nothing like the rumble of Harley-Davidson motorcycles, especially when you have more than 700 of them staging for a parade. All those bikes are not an everyday sight, never mind with planes in the background at the Canadian Aviation and Space Museum. The enthusiasm built as riders anticipated starting their engines and rolling out onto the open road. Then it was time to ride!



Beautiful weather, crowds gathering roadside and the friendly competition of riders with their passengers made for perfect bike games at Freedom Harley-Davidson of Ottawa. Rows of HOG members in their various chapter patches joined in the camaraderie of cheering on those competing in the bike games.

# THE SOFTAIL

The all-new 2018 Softail® models merge the hard-riding performance of the Dyna® family with the unparalleled custom look of the Softail.

Words: Charles Plueddeman

# REINVENTED





**H**arley-Davidson has unleashed the next generation of Big Twin cruiser motorcycles: a lineup of all-new Softail® models that deliver exceptional performance and eye-popping style, and reinvent the cruiser category. Welcome to the revolution.

For 2018, Harley-Davidson breaks new ground with a Softail model line that embraces both heritage and modernity, built on the foundation of an all-new chassis and Milwaukee-Eight™ V-twin power. One twist of the throttle will reveal a revolutionary new cruising experience that only Harley-Davidson could put on the street.

“Our new Softail motorcycles are the result of an intensive research and development program, the biggest new product launch in the history of Harley-Davidson,” said Product Planning Manager Paul James. “Cruiser riders from around the world told us they value tradition, but they also want technology – and that’s what we’ve delivered with the new Softail platform. This single Big Twin cruiser platform replaces all previous Dyna® and Softail models, and outperforms them in power, handling and comfort.”

## THE ALL-NEW SOFTAIL® CHASSIS

The new Softail frame and suspension combine to form a chassis that’s stiff and lightweight for agility and performance that will exceed the expectations of the most demanding riders.

The centrepiece of the new Softail chassis is an all-new mono-shock rear suspension with a coil-over shock absorber located below the seat, where it’s easy to reach for preload adjustment and placed at the optimal angle to

achieve efficient control of wheel motion. Shock travel and performance are improved compared to the previous Softail design, for premium suspension performance – a smooth ride and outstanding handling. The range of preload adjustment is significantly increased on all new Softail models, and it’s easily accomplished in one of three convenient ways, depending upon the model: mechanically by turning a threaded collar on the shock with a spanner wrench, or hydraulically by turning a screw on the shock body or an external knob on the side cover. The mono-shock rear suspension has the added benefit of preserving the signature “hardtail” lines the Softail chassis is known for.

“That look, the purity of the frame forming a single line from the steering neck to the rear axle, is part of Harley-Davidson’s DNA,” said Brad Richards, Harley-Davidson vice-president of styling & design. “The Softail frame is a piece of artwork that contributes to the authentic style and design of each of these new models.”

Up front, the new Softail bikes feature forks with high-performance dual-

bending valve technology tuned to deliver precise handling, a controlled ride and confident braking performance.

The new frame is 91 per cent stiffer than the Dyna frame and 65 per cent stiffer than the previous Softail frame, which contributes to improved handling, chassis dynamics and road feel. The box-section backbone is designed to house the main portion of the wiring harness, which now includes a steering head-mounted USB charging port on every model.

Oil is now contained in a sump below the engine, and a cover shaped to resemble the classic Softail under-seat oil tank conceals the battery and vehicle electronics.

The use of more aluminum components, including alloy rear fender struts, triple clamps, foot control supports and muffler brackets, contributes to overall weight reduction across the lineup – a complete chassis is 15 to 20 per cent lighter than the current Softail chassis. That lower weight enhances every aspect of vehicle dynamics – ride, acceleration, handling and braking performance, and even makes these new bikes easier to lift off of the sidestand and push into the garage.



## SIGNATURE LED LIGHTING

Every new Softail model features a bright white Daymaker™ LED headlamp designed to blast a precisely shaped beam down the road for outstanding lighting performance. Each model’s headlight is framed with a halo of signature LED lighting elements for added style and to make riders more conspicuous in traffic. Keyless ignition and a security system are also standard on all 2018 Softail models.



## MILWAUKEE-EIGHT™ FOR SOFTAIL®

The most powerful engines to ever reside in a Softail chassis, the Milwaukee-Eight 107 and Milwaukee-Eight 114 engines bring a new level of performance and sophistication to Harley-Davidson® Big Twin cruisers. Both engines feature dual counterbalancers tuned to eliminate all primary vibration at idle speed, to enhance rider and passenger comfort and to permit the engines to be rigid-mounted in the frame. Rigid mounting stiffens the overall chassis and connects the rider more directly to the feeling of the engine and the road.

All Milwaukee-Eight engines for Softail models feature precision oil cooling around the hottest areas of the cylinder heads for improved thermal efficiency and enhanced rider and passenger comfort. Electronic throttle control enables electronic cruise control as either standard equipment or an accessory on all models.

New Softail models powered by the Milwaukee-Eight 107 engine are 10 per cent quicker from 0-97 km/h than 2017 Softail models powered by the Twin Cam 103B™ engine, and 16 per cent quicker than those bikes in 97-129 km/h roll-on acceleration tests.

The bored-out Milwaukee-Eight 114 is the featured powertrain of the Heritage Classic 114, Fat Boy® 114, Fat Bob® 114 and Breakout® 114 models, which are also equipped with a Ventilator high-flow intake and standard Anti-Lock Braking System (ABS). The Milwaukee-Eight 114 engine delivers even stronger performance, taking those models equipped with it from 0-97 km/h 7 per cent quicker than the Twin Cam 110 and 17 per cent quicker from 97-129 km/h.

# THE BIKES



## HERITAGE CLASSIC AND HERITAGE CLASSIC 114

The all-new Heritage Classic model oozes pure American style. There's a little outlaw to this bike and a little rock 'n' roll.

"The style of the Heritage has always had a direct link back to the 1949 Hydra Glide model, a look that still defines Harley-Davidson for many riders," Richards said. "The new Heritage is tougher and darker, more understated. We've stripped the Heritage back to offer a pure interpretation of that original Hydra Glide."

The Heritage Classic will appeal to riders who want to tour in style. The new Softail platform makes this bike comfortable and dynamically capable. The new saddlebags are water-resistant, with keyed locks for security, and have a rigid liner to hold their shape season after season. The windshield is detachable and has an old-school dark lower half. A 19-litre fuel tank gives this bike plenty of range, and with standard cruise control the miles will roll by with ease, and those who frequently ride two-up will appreciate the 50 per cent increase in payload capacity.

**"THESE SOFTAIL MOTORCYCLES ARE ROOTED IN HARLEY-DAVIDSON HERITAGE THAT WILL APPEAL TO RIDERS WHO ARE ATTRACTED TO CLASSIC LINES AND ICONIC STYLE, RIDERS WHO EXPRESS FREEDOM WITH UNDILUTED HARLEY DNA."** BRAD RICHARDS

## SOFTAIL SLIM®

Great proportions never go out of style, and neither does the lean bobber look of the Softail Slim. The Slim is inspired by the classic post-war bobber, a hot-rod created by stripping down to cut weight and gain performance - because all you really need are an engine and two wheels. The new Slim is a faithful interpretation of the original.

"We made a radical change to the front end by removing all of the tin and blacking out the forks so the new aluminum triple clamps stand out," Richards said. "The solo seat has a new

tuck-and-roll cover and a much more comfortable shape."

Authentic bobber style is reinforced by the black rims and wire wheels, the bobbed fenders and the Hollywood handlebar. Performance is stronger than ever thanks to the power of a Milwaukee-Eight 107 engine and a 16-kilogram weight reduction compared to the 2017 Softail Slim. To make the most of that performance, the new Slim offers more degrees of lean angle, which makes a huge difference on the road.



## FAT BOB® AND FAT BOB® 114

The new Fat Bob charges fearlessly into a gritty future, ready to tackle the zombie apocalypse.

“Every Fat Bob design element is rooted in the history of the company,” Richards said, “the V-twin engine, the fat front tire, the bobbed rear fender. The headlamp nacelle is inspired by the 1961 Duo-Glide. But we’ve given each of those elements a new, contemporary aesthetic.”

The Fat Bob front end is technically advanced, with a stiff, inverted fork with cartridge damping; suspension geometry engineered for quick, responsive handling; dual disc brakes and a massive tire. Combine this front end with the new mono-shock rear suspension with remote

preload adjustment, a stiff and lightweight frame, an aggressive riding position and Milwaukee-Eight power, and you’ve got a Big Twin cruiser with real dynamic capability. The Fat Bob also happens to be 15 kilograms lighter in 2018. So hold on.

## STREET BOB®

The Street Bob is all attitude and motor. Light, fast and powerful, the Street Bob fits the gritty urban landscape. It’s also the most affordable Harley® Big Twin cruiser.

“The Street Bob represents the evolution of the bobber, from the 1950s to the late 1960s,” Richards said. “It’s got a lighter-looking front end than the Slim, but it’s still stripped down to the bare minimum.”

The trim 13-litre tank shows

off the engine. And to stick with the bare-bones theme, the Street Bob also has an electronic Digital Riser Gauge that looks like the rider stripped off the speedo and tossed it on the work bench.

## FAT BOY® AND FAT BOY® 114

The all-new Fat Boy motorcycle redefines an icon, with more power and a bigger presence than ever. The 2018 model is new in every way, but it’s also unmistakably a Fat Boy.

“We tried a lot of ideas but found the design formula when we simply turned up the volume on that chiselled-from-billet look that defined the original Fat Boy,” Richards said. “We gave the Lakester disc

aluminum wheels more definition, and the headlamp gets a wild new shape. It’s Atomic-era design turned on its head, highlighted by the new signature LED lighting and a load of satin chrome.”

The Fat Boy front end is massive. Its 160 mm front tire, the largest ever on a Harley-Davidson model, is balanced by a huge 240 mm rear tire that looks like it’s spilling out of the fender. The new Fat Boy motorcycle is physically imposing, but it’s actually 14 kilograms lighter than the previous Fat Boy and packs more power with either the Milwaukee-Eight 107 or 114 engine. Fat Boy models are equipped with the remote rear suspension preload knob to make the most of the new mono-shock rear suspension.



**“WE CREATED TWO NEW SOFTAIL MODELS THAT REPRESENT A MODERN, AGGRESSIVE REIGNITION OF THE MOST ICONIC HARLEY-DAVIDSON STYLE STATEMENTS; EACH IS UNMISTAKABLY NEW AND STILL UNMISTAKABLY HARLEY-DAVIDSON.”** BRAD RICHARDS



## LOW RIDER®

The Low Rider was your dad's Harley ... if he was a badass in the '70s. The new Low Rider recaptures that attitude for a new generation, with details like the tank console with dual stacked gauges, the eyebrow headlamp visor, a one-piece seat that tapers out over the rear fender, cast wheels and a throwback tank graphic.

"This is the most powerful, most dynamic Low Rider model ever offered by Harley-Davidson,"

said Paul James, Harley-Davidson product planning manager. "It's light, quick, fun to ride and exciting to look at."

The Low Rider is ripe for customizing. With a balance of chrome and black components, it's easy to go with a dark or bright custom vision. Mid-mount controls tighten the rider triangle for aggressive riding, but the new Softail chassis is designed for easy conversion to forward foot controls.

**"WE ALL KNOW SOME RIDERS WHO ARE ANXIOUS TO HARNESS REBELLIOUS, RESTLESS ENERGY AND PUT IT ON TWO WHEELS. THEY RIDE A HARLEY-DAVIDSON TO EXPERIENCE FREEDOM AND EARN RESPECT THROUGH STYLE, THROUGH PERFORMANCE, THROUGH AN EXPRESSION OF PURE INDIVIDUALISM."** BRAD RICHARDS



## DELUXE

The all-new Deluxe is a classic showstopper and the high-polish flagship of the new Softail family. It's a motorcycle that celebrates chrome and mines yet another vein of Harley-Davidson heritage.

"We dropped the passenger pillion, seat rail and luggage rack from the new Deluxe to unclutter the bike's silhouette," said Richards. "Now the full arc of both fenders is on display, and also more of that gorgeous paint."

The new blade shape of the front and rear turn signals is exclusive to the Deluxe. They look upscale and premium, but also fit the vintage vibe of this bike and give it a little extra presence. The Deluxe looks vintage, but the new Softail chassis and all-LED lighting make it look and feel modern. The new pullback bar and reshaped seat mean you'll likely drain the fuel tank before you'll want to get off.



## BREAKOUT® AND BREAKOUT® 114

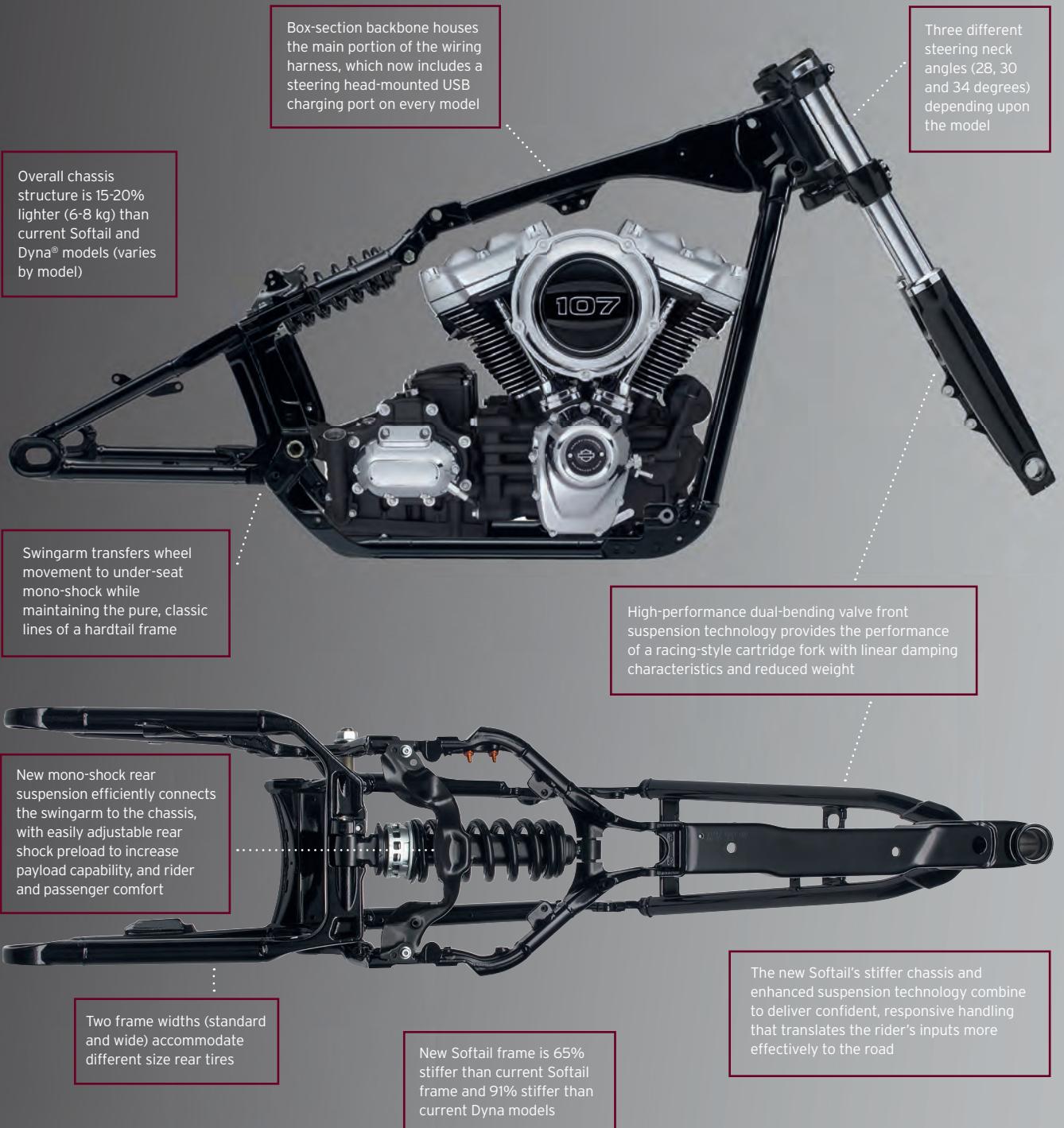
Some riders have no time for nostalgia. They ride hard from stoplight to stoplight. The all-new Breakout model is longer, lower and more powerful than the 2017 edition. Part drag bike and part chopper, the Breakout motorcycle looks "the business" with its massive 240 mm rear tire, raked-out fork, drag bars, and new Gasser II cast wheels. And the new Breakout delivers the goods, with the performance of the Milwaukee-Eight 107 or 114 V-twin engines, and a weight reduction of 16 kilograms compared to last year's Breakout model.

"To highlight the Milwaukee-Eight, the new smooth-top 13-litre fuel tank was shaped to expose as much of the engine as possible," said Richards. "The tank makes the engine look massive when you're sitting on the bike."

To keep its profile racy, the Breakout model is equipped with a new Digital Riser Gauge, a low-profile LCD display with digital indicators that's incorporated right into the handlebar riser. Dial in the ride with the external rear suspension preload adjuster knob. Then be ready for the next green light.

# FRAMEWORK

Softail® motorcycle handling enters a new era with an all-new frame that takes the classic look of a hardtail to a new level and delivers a thoroughly modern ride.



Box-section backbone houses the main portion of the wiring harness, which now includes a steering head-mounted USB charging port on every model

Three different steering neck angles (28, 30 and 34 degrees) depending upon the model

Overall chassis structure is 15-20% lighter (6-8 kg) than current Softail and Dyna® models (varies by model)

Swingarm transfers wheel movement to under-seat mono-shock while maintaining the pure, classic lines of a hardtail frame

High-performance dual-bending valve front suspension technology provides the performance of a racing-style cartridge fork with linear damping characteristics and reduced weight

New mono-shock rear suspension efficiently connects the swingarm to the chassis, with easily adjustable rear shock preload to increase payload capability, and rider and passenger comfort

The new Softail's stiffer chassis and enhanced suspension technology combine to deliver confident, responsive handling that translates the rider's inputs more effectively to the road

Two frame widths (standard and wide) accommodate different size rear tires

New Softail frame is 65% stiffer than current Softail frame and 91% stiffer than current Dyna models

# HOMETOWN RIDE WITH

A Vancouver rider bonds with her father  
on a 2,600-kilometre trip home

By Becky Goebel @actuallyitsaxel  
Photos by John Evely





DAD

**W**hen I graduated from university last March, my Dad took my whole family out for dinner to celebrate. As we left the restaurant, my grad present was waiting for me on the curb: A shiny 2007 Harley-Davidson® Roadster™ motorcycle. Never in my life had I received such a thoughtful, useful and badass gift – and it was from my dad! He made me promise that he and I would do a trip together.

My dad, Mark, has been riding motorcycles his whole life. He's 50 and rides a 1993 Harley-Davidson Heritage Softail™ model with all the tassels, stickers and badassery to go along with it. When the day came that we both had time for a trip, he booked a week off work and said, "Just tell me where to pull over to let you catch up."

The plan was for me to ride 620 kilometres from Vancouver to my parents' place in Castlegar, B.C. From there, my dad and I would ride 1,300 kilometres to our hometown of Prince Albert, Saskatchewan. We both grew up and spent most of our lives in Prince Albert. Our roots are still in that town: the coffee shop my parents built from the ground up and lots of family members. I hadn't been back to PA in years and I knew riding there with my dad was going to be pretty special.



My family is close, and my two siblings are very close in age to me, so growing up our family usually did everything together. I don't have many memories of just my dad and me, so I was excited to have him all to myself for a week. I knew we were going to learn a lot about one another, figure some things out and probably annoy the crap out of each other at least once – it's a motorcycle trip, so you know it's going to happen.

Before we took off, my dad helped me wash my bike, put some air in the tires and topped up my oil. He told me he had worked 37 out of the last 38 days at his job at the paper mill and was ready to get out of town. Although a long motorcycle trip isn't necessarily a "vacation," those open roads are so freeing, mind-clearing and helpful to the mental health. He held my hand and said a prayer for our trip, and we hopped on our bikes and took off east.

We kept the first day "short" (380 km), but it still took us all day to get to Radium Hot Springs, B.C. We were so excited to get on the road that we stopped at every lookout, rode slow on the scenic passes, pulled over at every coffee shop and spent



PHOTO: BECKY GOEBEL



**WE WERE GOING TO LEARN A LOT ABOUT ONE ANOTHER, FIGURE SOME THINGS OUT AND PROBABLY ANNOY THE CRAP OUT OF EACH OTHER**



PHOTO: BECKY GOEBEL







so much time talking, taking photos and reminiscing that we didn't even notice we were riding straight into a rainstorm.

Just like when I was a kid, my dad made sure I was as comfortable as possible. He took my cameras and hid them in his waterproof saddlebags, got me a warm drink as we took cover at a gas station and made sure I was dry. I don't think he even notices himself doing it, but I sure do. Even though I am a fully grown 25-year-old, I will still always be his first-born little Becky.

Riding through Banff, the Rocky Mountains and all the way to Calgary was a blast. The Sportster and the Softail are cool motorcycles, but with my 883 engine and modified seat and my dad's apes and older engine, we were looking at some long, painful days on the prairie straightaways.

When we hit Calgary, we linked up with the guys from Calgary Harley-Davidson. The plan was for my dad to get on a brand new Road Glide® model for the rest of the trip. When we got to the dealership, half joking, I asked them to give me a big ol' bike too. The guys laughed but told me they actually only had one motorcycle left from their rental fleet for that week and it was a Harley-Davidson Tri Glide® trike.

"Hell yeah!" I said, and for the next 1,400 kilometres, my dad and I were rolling comfy.

That day we were only supposed to ride about 600 kilometres, but because our new bikes were so comfortable and new to us, we ended up riding almost 800, all the way to Prince Albert – and our butts weren't even sore.

Those big open skies paired with the huge yellow canola fields and the smells changing every couple kilometres would bring back so many memories for my dad and me. At every gas stop we would try to explain some new smell to each other. When the night would come and sunset push us to our destination, it was a whole new feeling of nostalgia. I could almost feel myself on the back of my dad's bike as a kid, barely able to touch the pegs or wrap my arms around him, riding home from my softball game half asleep. I felt so far away from Vancouver and so close to my roots – I loved it.

Being in our hometown together on motorcycles was a dream come true. Although I'd been to Prince Albert a thousand times, going there on a one-on-one motorcycle trip with my dad was special. We pulled our motorcycles right up to the house I grew up in, visited the riverbank and sat where we used to watch the Canada Day fireworks. We went to the

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house where my Baba and Guido have lived for 40 years and took them for a ride on the back of our bikes. We went to my elementary school, the coffee shop my dad built when I was 10 and even the Saskatchewan Penitentiary, where my dad's work took him during my childhood.

The town of Prince Albert isn't the most glamorous place on earth, but it didn't matter. As we rode away from town and back towards our homes in British Columbia, I was so grateful to be able to share the passion of motorcycles with my dad.

Although we are 25 years apart, our styles are similar, our love for the bikes is the same and we connect on the road as if we are the same age. If you are ever able to ride with your parents – or your kids – do it! Even if you have different styles or different taste in motorcycles, the passion comes alive on the road when all you have to do all day is ride.

My dad and I even developed a new set of hand signals and habits on the road because of this trip. We warn each other of a deer or animal on the side of the road by shooting it with our hands. We make fun of the straight roads by motioning that we are wondering which way to go and then pointing straight, again, and again, and again. If you are ever lost in Saskatchewan, just look around and you will probably be able to see your destination. It boggles the mind how flat it is, but damn – does the sky look pretty. Also – you don't know bugs unless you've done a trip across the Prairies. Thank God for the Harley-Davidson motorcycle washing stations at all of the Best Western locations. Lucky for me, my dad is a bike washing-aholic.

This was the first opportunity I've had to really share the love of the road with my dad. We had so many similar stories from trips and from our lives that we could bounce back and forth all night long. It's an amazing feeling to be riding so far away from where you live with someone, totally unsure of what is going to happen next – what you're going to learn about one another, what memories are going to emerge or what hurdles you're going to have to jump through together. With my dad, it was even more interesting. Now, as adults, we can open up, be honest and talk about things that we've never talked about before. I can say that after this trip, we know each other better. We have inside jokes, we told each other things we had never told anyone else, and we created memories that can never be forgotten. Dad, I'd follow you anywhere and everywhere, but even more so if it's on a Harley-Davidson!

## I COULD ALMOST FEEL MYSELF ON THE BACK OF MY DAD'S BIKE AS A KID, BARELY ABLE TO TOUCH THE PEGS OR WRAP MY ARMS AROUND HIM



PHOTO: BECKY GOEBEL



PHOTO: BECKY GOEBEL

## MY TRI GLIDE

My Tri Glide trike experience was pretty awesome. At first it was sort of a joke: little me on such a big shiny new machine. But getting that thing was a huge turning point for me in the trip. The Tri Glide has six speakers, cruise control and a trunk - not to mention zero wind buffeting. I am used to getting blown around and maxing out my engine on my Sportster, but the trike was easy cruising on the highways. I wasn't one bit tired or sore at the end of a long day. I especially recommend it to someone who is scared to get into motorcycles, someone who isn't capable of holding up a motorcycle or someone with disabilities who can't put their feet down. It's very stable, very easy to ride and very straightforward. It's a good way to ride without all the muscle needed to manoeuvre and hold up a two-wheeled motorcycle.



PHOTO: MARK GOEBEL



AT ONE WITH  
*Nature*

When the road beckons, strap the camping gear to your bike and head for the horizon like a modern-day cowboy on a steel horse. For many HOG® members, it's the only way to enjoy the great outdoors...

Compiled by Jeremy Pick  
Photo by Kalen Thorien



Professional skier and adventurer Kalen Thorien packs light when travelling on her Harley-Davidson® FXR. Follow her adventures on Instagram @kalenthorien.

**M**otorcycling and camping are a natural fit. Riders love the feeling of being at one with nature, following back roads without having to take a detour to civilization to find a room for the night. For many of us, camping is a natural extension of that. Why spend the day with the wind in your face only to spend the night in a motel? Here, HOG members share their camping stories.



## Waterproof Lodgings

A few years ago, I took a weeklong camping trip from Huntington, Long Island, up to the Omega Institute in Rhinebeck, New York. I loaded up my 1998 Fat Boy® bike with a tent, sleeping bag and other camping gear and took the scenic route heading east on the north shore of Long Island to the Port Jefferson Ferry to Connecticut.

I spent a relaxing week at Omega and went on several scenic rides. I was supposed to leave on Friday, but there were torrential downpours on Thursday night that continued into the next day. Friday morning when I awoke, my tent was as dry as a bone, but the campsite seemed deserted. When I went to the check-in desk to extend my stay, the attendant was astonished that I had stayed overnight in my tent, given the force of the rain. Everyone else who was camping moved to alternative rooms. I spent one more night at Omega and had a beautiful sun-filled ride home on Saturday through the Bear Mountain twisties.

**Mike McGinniss**  
Huntington, New York



## Life on the Road Together

The best camping trip my husband, Scott, and I ever took was in 2011 on our 2002 Road King® Classic motorcycle. We travelled west from Duluth, Minnesota, for 10 days through three states, three provinces and three national parks (Glacier, Banff and Theodore Roosevelt), covering more than 4,800 kilometres. We stayed in a tent for all but two days and experienced nearly 40 C heat through the North Dakota plains, freezing rain and a bad accident that closed the mountain pass in British Columbia, a rockslide in Alberta, and floods in Saskatchewan and North Dakota. But it was the experience of a lifetime!

These days we don't do much camping, but our favourite trips are still on the back of our Harley®. We did take a 10-day trip to the Southwest through the Colorado Rockies, and Arches and Canyonlands national parks in Utah. We set up a base camp in Moab, Utah, and spent three days riding the hilly, curvy roads around the national parks and Dead Horse Point State Park. We truly feel that riding a Harley-Davidson® motorcycle is the only way to see this beautiful country.

**Sherry Seglem**  
Wrenshall, Minnesota

## Wild Times!

I like to take my Road King Classic motorcycle on long rides - just me and my bike on the road, with a two-man tent, fly, ground cloth, inflatable pad and cell phone for emergencies. Over the last 36 years, I've had some interesting camping experiences: I gave a grizzly bear my sleeping bag in the Canadian Rockies one morning; I woke up

to seven centimetres of snow sagging the tent near West Glacier, Montana; I floated away on my pad in Tennessee when heavy rain flooded the tent; and near Baton Rouge, Louisiana, a man shook my tent pole one morning and asked if I'd been there all night. Apparently, I had set up on a grassy path used by crocs moving between ponds!

**Brian Bennett**  
Anchorage, Alaska

## Starry, Starry Night

A couple of years ago I went to the Colorado 500 motorcycle rally and planned to do some camping. I found a great spot in Grand Canyon National Park and saw elk roaming the camping area. After dark, I had a campfire and a bottle of wine. I remember just gazing into the night sky, which was absolutely dark and full of stars.

**James Glubka**  
Yucaipa, California

## Enjoying Europe

I took a 10-week camping trip through Europe on my 2001 Harley-Davidson Sportster® model, which was transported there from the United States. While my job involved considerable international travel, I didn't have time to visit interesting places, so I had always dreamed about taking this trip.

In Germany, I visited the Eagle's Nest, the great beer gardens of Munich, the Soviet War Memorial and the Reichstag building, before visiting distant relatives in Sweden. While there we went to a museum and discovered a 1920 Harley-Davidson motorcycle with a sidecar. My grandparents were from Finland, so I took my Sportster there by ship and found the place where my grandfather was born and raised.

Apart from a couple of days of bad weather that forced me to stay in a very small cabin, I slept in my tent for most of the trip and made my meals over a small camp stove.

**Richard Farb**  
Punta Gorda, Florida



## Ready to Ride

I try to make at least one trip to the mountains each summer on my Road King motorcycle and usually stay at a national park campground. A riding buddy couldn't believe that I could fit a tent, sleeping bag, air mattress, chair, cooler, coffee pot, stove, temporary garage and a week's worth of clothes on my bike.

**Mike Fincher**  
Greenville, North Carolina



## Epic Journey

My fiancée, Janet [below], and I are both semi-retired, and have made it a priority to ride and camp at all of the best places in the continental United States. After avoiding tent camping for several years due to a bad back, I discovered hammock camping, which has made such a difference in our camping life. After a few trial runs, we embarked upon our "2016 Epic Road Trip: Harleys & Hammocks" from Florida to Yellowstone. The trip covered more than 14,000 kilometres, and we visited 23 states, 11 national parks, and numerous national monuments and state parks in just over two months. It was an amazing experience, and we enjoyed it so much that we did it again this year.

**Rich Bernard**  
Ellenton, Florida



# TOURING'S

# DO



# TRE

# UBBLE

The Street Glide®  
Special and Road  
Glide® Special  
models take on a  
darker tone for 2018.

Words: Charles Plueddeman

# AT

Harley-Davidson completes its trifecta of aggressively styled bagger models with the introduction of the 2018 Street Glide Special and Road Glide Special, factory-custom Touring motorcycles that join the Road King® Special as bikes for riders who prefer custom style in a darker tone. The Street Glide Special and Road Glide Special models follow the styling formula introduced mid-year 2017 on the Road King Special: go lower and darker. With these bikes, chrome is out and black is in, from the mufflers to the front end. Even the new Talon wheels are black.

“We’ve really created a younger skin for the Specials,” said Brad Richards, Harley-Davidson’s vice-president of styling and design. “There are only a few chrome details on the blacked-out powertrains just to emphasize the V-twin shape. Both bikes hug the ground on slammed suspension, and the new stretched saddlebags make these bikes appear even lower. It’s a look that’s really on-trend with the current custom bagger scene.”

Both new Special models feature Gloss Black Talon wheels; a 19-inch hoop on the front and an 18-inch wheel on the rear, with thin spokes that highlight the diameter of the front wheel. The engine guard, handlebar and hand controls, front forks and trim, mirrors, turn signals, engine covers, air cleaner cover, mufflers and exhaust shields also feature black surfaces. New stretched saddlebags wrap over the top of the mufflers, adding some additional capacity and visually lowering the profile of both bikes. A rear fascia panel fills the space between the saddlebags and rear fender to complement the slammed lines of the rear end.

Both bikes are also loaded with technical features. The Street Glide Special and Road Glide Special come from the factory with the premium Boom! Box 6.5GT Infotainment System with colour touchscreen and GPS navigation, Reflex™ Linked Brakes with ABS, and the Harley-Davidson® Smart Security System as standard equipment.

Underneath its deep black finish, the Milwaukee-Eight™ 107 powertrain pumps out serious torque. Key features of the newest Harley® Big Twin include deep-breathing four-valve cylinder heads with dual spark plugs for each cylinder for more efficient combustion. For improved rider and passenger thermal comfort, precision oil cooling targets the hottest areas of the cylinder heads



to reduce heat and improve thermal efficiency. A single internal counterbalancer cancels 75 per cent of primary vibration at idle for a smoother, more refined feel and more comfortable riding experience, while retaining the classic Harley V-twin rumble. It's easy to pump up Milwaukee-Eight performance with Screamin' Eagle® Stage Kits, high-flow intake choices and Street Cannon mufflers, all while remaining fully compliant in Canada and retaining full Harley-Davidson factory reliability and warranty coverage.

Premium suspension components match the sophisticated performance of the Milwaukee-Eight engine. The Street Glide Special and Road Glide Special feature lowered emulsion-technology rear shock absorbers with a handy

knob to easily adjust preload to match the weight of passengers and gear. Once set, the preload won't leak down or require further adjustment. The front suspension features new high-performance dual-bending valve suspension technology that delivers linear damping characteristics for confident handling and braking performance.

Selecting between the three Special models comes down to personal preference for style, specs and wind protection. The Road King Special offers the classic Harley-Davidson FL experience sans audio system or windshield (although one can be installed as an option quite easily). Roll with the Street Glide Special and tuck behind the classic Harley-Davidson batwing

fairing equipped with a Splitstream vent to reduce buffeting, and a low-profile windshield. The frame-mounted shark nose Road Glide Special fairing offers aerodynamics perfected in a wind tunnel, with triple Splitstream venting, brilliant dual Daymaker™ LED headlamps, and a cut-down windscreen. Darkness never looked so good.



For riders who prefer a higher-chrome look, the base Street Glide and Road Glide models can be optioned up with the Boom! Box 6.5GT system, ABS and security.



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# THE ROAD TO RONDA

Friendships form on a classic ride through the twisting roads of southern Spain

Story and photos by Viktor Radics



**S**omething magical happens when a group of strangers set out on a ride together. It doesn't matter what we do at home, how important or unimportant we think we are – the simple experience of riding together somehow takes us back to the basics of human experience.

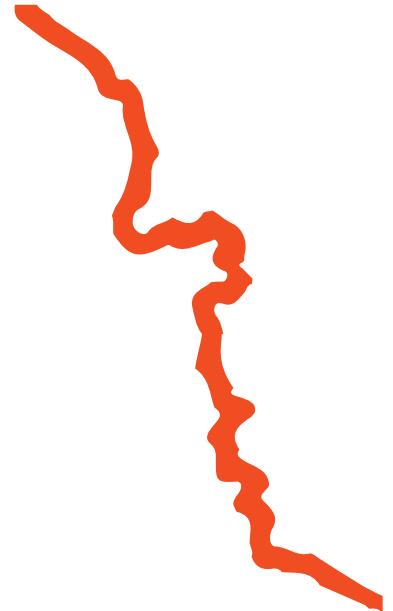
So when the opportunity arose for me to join riders from Italy, India and Canada – including H-D Canada's Karen Mayberry and Jay Owens – for an epic trip on the new Street Rod® 750 model, I jumped at the chance. Where better to make new friends than on some of the twistiest mountain roads in southern Spain?

The ride would see us climb from Marbella to Ronda via El Burgo and return on the classic Highway A397, packed with hairpin turns. After meeting my fellow riders, I strapped my camera around my shoulder and sat into my familiar shooting position – right hand on the throttle and left on the trigger (not advised for everyone). Then it was kickstands up, and within a few minutes we were in the mountains, cruising



on some of the most incredible roads I've ever experienced. Everything seemed to come alive as the landscape changed from open rolling hills covered in orchards and farmland to mid-sized mountains with overgrown vegetation and gnarly rock cliffs. The roads were nicely paved, well maintained and twisty – the type of roads the Street Rod model was made for.

We broke for lunch in El Burgo, a small mountain village that's a popular stop for motorcyclists taking the road to Ronda. At Restaurante Casa Pepe, I ordered tuna, because when you're this close to the coast of Spain and you're told that the fish was caught that morning, you order the fish. As our group ate around one large table, the mutual excitement began sparking conversations – regardless of insecurities and language barriers. Our egos were starting to fade, part of that motorcycle magic. After lunch, we cruised through rolling hills with wild rock formations and trees similar to the northern spruce in Ontario cottage country.





WITHIN A FEW  
MINUTES WE WERE  
IN THE MOUNTAINS,  
CRUISING ON SOME OF  
THE MOST INCREDIBLE  
ROADS I'VE EVER  
EXPERIENCED



Soon, we were descending into Ronda, cruising from the east side of town to the west, and parking our bikes next to the 18th-century bullring, one of the oldest in Spain. While some members of our group went sightseeing in this stunning town, perched above a 120-metre gorge, the rest of us strolled through the cobblestone streets to Restaurante Don Miguel, a beautiful little spot built into the edge of the main bridge - Puente Nuevo.

We grabbed a table on the back patio, ordered sodas and coffees, and laughed in disbelief about where we all were. From the bridge, we could look back to see the Serrania De Ronda Mountains, where we had just ridden those perfectly winding roads - and anticipate the return journey still to come. We had experienced something great together, and by the end of the ride, we were old friends.



# EXPLORING RONDA

This favourite European riding destination is worth a closer look

By Christina Newberry



**E**rnest Hemingway called Ronda the place to go “if you ever go to Spain on a honeymoon or if you ever bolt with anyone.” The two sides of this ancient walled city, perched on the edges of the Tajo Gorge overlooking the Guadalquivir River, are indeed stunningly beautiful. But this place drew Papa in with more than just its romance.

Ronda’s small 18th-century bullring is the home of modern bullfighting. Hemingway watched the spectacle and violence of many a bullfight in this place, developing close friendships with the bullfighters and a strong connection to the town and its people.

Today, there are very few bullfights in the historic Plaza de Toros, but it is open to visitors, so you can step into the centre of the ring and look back to the stands where Hemingway sat with fellow fan Orson Welles. Beneath the seats is the elaborate Bullfighting Museum, showcasing the history of the bullfight in Spain.

If bullfighting is just not your thing, stroll along the Paseo Ernest Hemingway for some of those stunning mountain views the author himself found so charming, or take a deeper look at Ronda’s past. This is an ancient place – the Puente Nuevo, or “new bridge,” after all, is 225 years old.

In fact, people have lived in Ronda since the Neolithic age. The municipal museum inside the 14th-century Mondragon Palace offers a good look at the city’s long history, including its complicated series of Roman, Moorish and Catholic conquests dating back to the reign of Julius Caesar. Ronda’s 13th-century Arab baths are among the best preserved in Spain.

Any town that could melt the heart of Ernest Hemingway must be something special. Throw in the curving mountain roads to get there and it’s clear that Ronda is a great place for anyone to bolt – especially on an iron horse.



Ontario riders head west to find the perfect blend of sky, road and bike

By Ricki Letofsky



# WHERE THE ROAD

# MEETS THE SKY

An epic ride deserves an epic story. This one begins with a map of the USA, a love of the West and six months of planning with my husband, Bernie. When it was finally time to ride, we shipped our shiny black 2016 Limited from the suburbs of Toronto to Calgary and flew to meet it for a 17-day adventure.

Setting out from Calgary to Banff, the Trans Canada Highway began to elevate and curve, and the air became tastier by the moment. Each bend in the road presented a stunning new vista of the Rockies, and we felt a connection to the earth and sky. Just before the B.C. border, we crossed the Continental Divide.

We hooked south down Highway 93. This tiny squiggle on the map is astoundingly

beautiful. We passed through small towns and farmland, with goats by the roadside. The mountains were replaced with untamed green fields and trees. We whisked over bridges covering clear blue streams and bedded down in Cranbrook, B.C.

The next morning we hopped back onto Highway 93 to Kalispell, Montana, riding beneath a blue sky with mountains in every direction. Montana's rivers, streams and lakes complement its greenery, and the beauty took our breath away. I opened my arms to feel the air rush over, beneath and through me. We became part of the scenery, the link between road and sky.

We stopped at Kalispell, the gateway to Glacier National Park, so we could get an early start before the park road filled with vehicles.



The air was fresh and cool as we began our climb on the aptly named Going-to-the-Sun Road, 80 kilometres rising more than 1,800 metres. Every curve revealed breathtaking beauty, and it was difficult to see where our lane ended and the sky began. We were splashed with melting snow from glistening waterfalls dripping down the mountains, and near the pinnacle we again crossed the Continental Divide. It was as if we had been transported into a painting of a road unlike any other we'd ridden.

Our next destination was Helena, Montana, but Bernie went off-book. He was in the mood for the famous Wop Chop sandwich at Muzz & Stan's Freeway Tavern (Evel Knievel's favourite restaurant) in Butte, Montana, so we rode 110 kilometres from Helena for lunch.

We usually travel scenic byways, but Interstate 15 south is the only road to Butte. With farmland stretching as far as the eye could see, we settled in for a straight zoom. After the first hour, though, mountains appeared as faint purple smudges against the horizon. As the blurs began to take shape, this road became a delightful surprise. The highway became a curving, smooth stretch of blacktop cutting through low mountains. The Missouri River cut a shining swath. We were practically alone on this ribbon of road, and the only creatures having more fun were the hawks circling lazily above. Montana is surely a place where heaven and earth meet.

The next day's ride to Cody, Wyoming, led us to the Beartooth All-American Road (a section of US Route 212), at the foot of which is the sweet little town of Red Lodge,

filled with bikers travelling between Wyoming and Montana. After a quick stop for lunch, some shopping at the local Harley-Davidson and a look at the historic 19th-century Pollard Hotel, we set out towards the Beartooth Pass, located at an elevation of 3,300 metres.

Approaching the Beartooth Mountains, the road is wide and sweeping. High above the tree line, the surrounding area is rocky, desolate and barren. Our hearts were pumping with each turn of the wheels. The view is unforgettable when you're on top of the world.

We crossed into Wyoming, descending towards the Chief Joseph Scenic Byway. This easy-going highway winds around the foot of mountains with nary another vehicle in sight. Red-striped mesas are visible against the backdrop of an endless blue sky. It occurred to me this view hadn't changed since pioneers trekked the area, and the sense of presence was overwhelming.

Cody appeared in the distance. With great people, restaurants and sights, it's a true cowboy town. We visited Old Trail Town, experienced a rodeo and spent a day at the Buffalo Bill Center of the West, part of the Smithsonian Institute.

Two days later, we departed for Yellowstone National Park to see Old Faithful. The road wound deep into the forest beneath a canopy of lush greenery. When we joined the waiting crowd, Old Faithful did not disappoint. Right on schedule, it gushed more than 30 metres in the air.

Riding out of Yellowstone towards Jackson Hole, Wyoming, we rode Wyoming Highway 191 through rich forests that bordered enormous green meadows. Buffalo and bison dotted the



countryside. Sweeping curves brought us alongside the tree-lined shores of tranquil Jackson Lake before the road opened to the Teton Mountain Range rising out of the Snake River Canyon.

After a night in Jackson, we returned to Highway 191 before turning eastward onto US Route 26. The ground was covered by green sage, and morning dew created a sweet fragrance.

Then the road started its incline to more than 2,700 metres, with mountain spikes visible in the distance. This is the beautiful



Shoshone National Forest. This vista soon gave way to sprawling farms and ranches. Horses frolicked against a backdrop of stone mountains. The terrain kept changing as we rode through small towns.

At Shoshoni, we turned north onto Route 20. Farmland morphed quickly into the Wind River Canyon. As the highway followed the flow of the river through the Wind River Reservation lands, we saw gullies, gulches and gorges. A railroad wound in and out of the mountainside, and between the mountains we could see arid flat terrain with spectacular mesas in the distance. This was a road meant for a motorcycle. When it ended, we could finally exhale. We landed at the entry to Thermopolis, home to numerous natural hot springs and dinosaur deposits.

We rode the Sweet 16 Highway from Thermopolis to Gillette, then into the Black Hills of South Dakota for Bike Week. From Sturgis to Deadwood to Lead to Custer, every

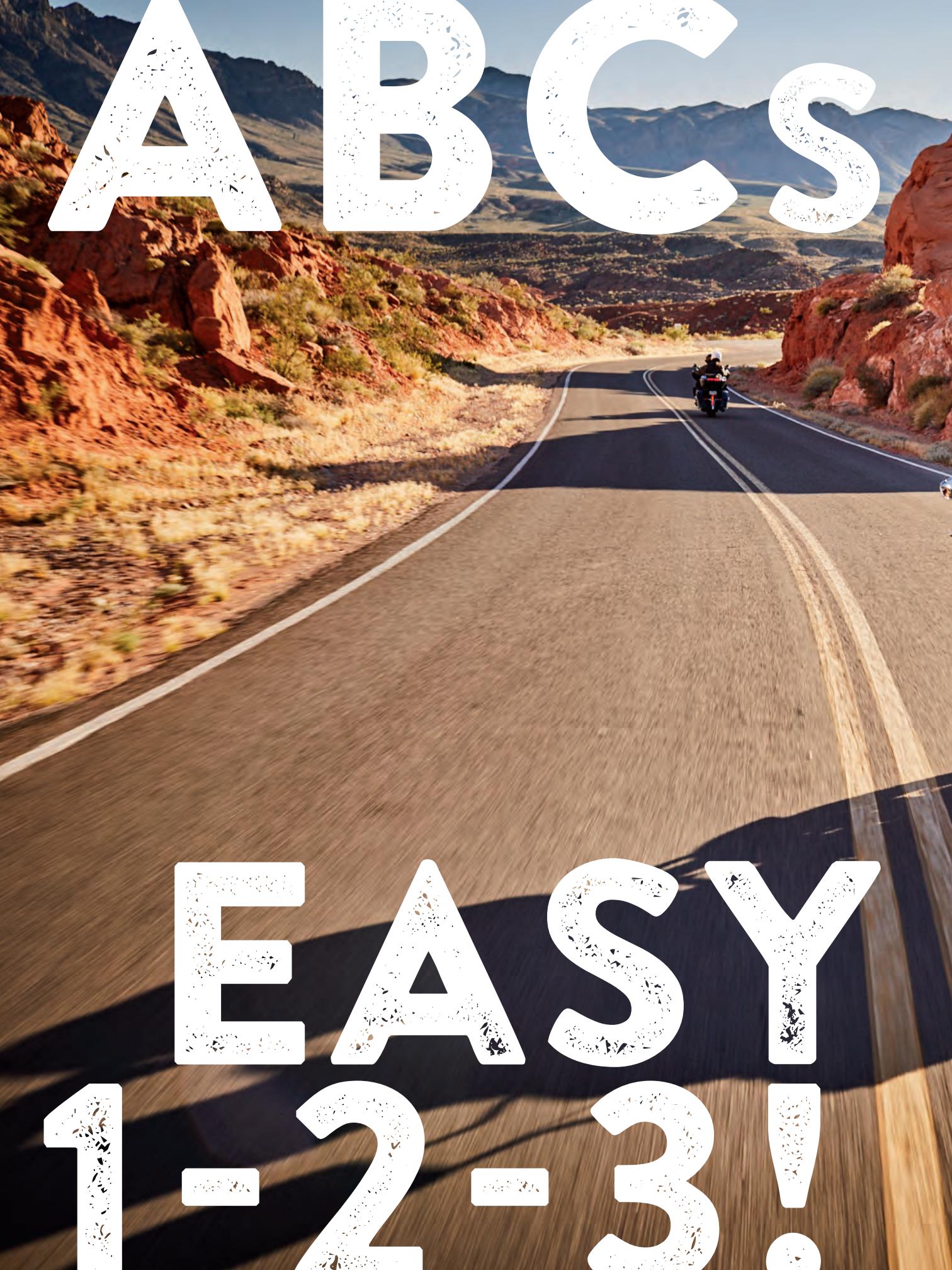
town was filled to the brim with Harleys.<sup>®</sup> These small towns have populations of only a few thousand, but they roll out the red carpet to bikers. It's incredible to see motorcycles parked, riding, coming and going. The next few days were a blur of blue skies, gentle hills, warm breezes, amazing roads, gorgeous countryside and the constant roar of bikes all around us.

A visit to South Dakota wouldn't be complete without a ride to Badlands National Park. The road was smooth, the temperature scorching and the scenery desolate and vast. The mineral formations were visible for miles, daunting and beautiful.

From Custer, we rode over Highway 16A – the Iron Mountain Highway, named one of the best motorcycle roads in North America. With 314 curves in 27 kilometres through deep forest, it was made for Harleys. Tunnels cut through the heart of the mountainside provided glimpses of Mount Rushmore. Of course, we stopped for a visit with four great presidents.

Crossing into the Central Time Zone, the terrain was flat and endless. Corn, wheat and sunflowers carpeted the ground. After passing over the mighty Mississippi, we were homeward bound.

In 17 days, we saw 10 states and three provinces, crossed the Continental Divide six times, and covered 6,500 kilometres. Each day was filled with the perfect blend of sky, road, bike and us. We believe we have found the key to the universe – it's in the engine of our Harley-Davidson!<sup>®</sup>



ABCs

EASY!

1-2-3!



Want free swag from HOG® just for riding your bike? The easiest way to get it is to sign up for the ABCs of Touring contest.

The concept is simple: ride your bike, take photos of signs and other places that start with a letter of the alphabet, add up the points for each shot and profit! Well, maybe not in cash terms, but you'll certainly earn a lifetime of experiences and maybe a bit more depending on how many points you accumulate. In addition to an official ABCs pin and patch, you can also earn gift cards good for Harley-Davidson and HOG merchandise, and other exclusive prizes.

You don't need to be a pro to take photos for ABCs, but there are a few important guidelines for your pictures. Your motorcycle needs to be visible in each shot, along with an "official" sign illustrating the letter of the alphabet for each category of points, and at least five of

your photos need to be "selfies" with yourself in the shot - although there are some exceptions, and our HOG judges reserve the right to exercise some discretion when reviewing submissions. We want it to be easy for you to have fun riding, so keep that in mind as the number-one rule!

Points can be earned in a whole slew of categories, including city, province, territory and country names; national and provincial parks; Harley-Davidson dealerships; HOG rallies and Pin Stops; and many more. Visit [hog.com/abc](http://hog.com/abc) for a complete list, as well as the program rules, and to upload your photos electronically - making it easier than ever to start playing.

To show just how easy it is to get started in the ABCs contest, we asked HOG member and professional photographer Michael Spain Smith to go on a short ride around his hometown of Las Vegas with a few friends, with the goal of amassing five points to qualify for his own ABCs of Touring pin and patch.

Every U.S. National Park Service site or national or provincial park in Canada that you visit is worth one point.

Named after Elwood Mead, the commissioner of the Bureau of Land Reclamation during the project to build the Hoover Dam on the Colorado River, Lake Mead is now administered by the National Park Service as a National Recreation Area. That's Michael's first point.





Points can be earned for each city, village, town, township or municipality sign from A to Z up to a maximum of 26 points. "B" is for Boulder City, Nevada, the hometown of Hoover Dam and one of only two cities in Nevada that prohibit gambling. That's two points.

Each U.S. state, Canadian province or territory, and country visited counts as one point. "A" is for Arizona. That's three points!



Welcome to Las Vegas, arguably the most famous city sign in the world, made even cooler with Las Vegas Harley-Davidson's sign clearly visible in the background.\* ABCs rules allow a single photo to be used to claim multiple points if more than one category is represented. This photo gets one point for the "L" in Las Vegas, and because a dealership can be used to claim points for either the city or state where it's located, it also earns the "N" for Nevada. That gets Michael to five points. Pin and patch earned.



### THE 2016 WINNERS

It only takes five points to earn the official pin and patch for participating in the ABCs of Touring contest, but on the other end of the spectrum, members who attempt an overall win need to make a serious commitment to riding. In 2016, first and second place in the ABCs of Touring went to

the husband and wife team of John and Jill Barber of Tyler, Texas, with 152 and 151 points, respectively. The Barbers took home a combined \$2,500 in H-D Gift Cards and recognition plaques for their achievements. Kurt Brandt of Kings Mountain, North Carolina, was third with 149 points and won a \$500 H-D Gift Card.



*\*You can't ride your bike right up to this sign, but we granted Michael an exception on this one just because it's so cool.*



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\*Benefit currently available for U.S. and Canada members only.

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# THE H-D 115<sup>TH</sup> ANNIVERSARY MODELS

Harley-Davidson has big plans for its 115th Anniversary that start with some great custom paint sets for select 2018 models.

Words: Charles Plueddeman





It's become a tradition for Harley-Davidson to offer a limited number of special-edition models to commemorate its anniversary years, but for 2018 H-D is breaking tradition by offering a choice of two radically different 115th Anniversary paint sets. Each paint design will be available only on select models, and to add even more exclusivity each set will be serialized.

The classic 115th Anniversary Legend Blue and Vivid Black edition features a two-tone paint scheme with a triple pinstripe. Each model will also receive the intricate 115th Anniversary eagle clutching the Bronze Bar & Shield cloisonné, along with 115th Anniversary details on console, timer cover and air cleaner unique to each model, with hand-applied serialization number on the fuel tank. A unique perforated

seat cover with contrast stitching is also part of the package. Serialization is laser-etched on each piece. This limited-edition paint set will be offered for the 2018 Tri Glide,<sup>®</sup> Ultra Limited, Street Glide,<sup>®</sup> Fat Boy<sup>®</sup> 114 and Heritage 114 models.

The 115th Anniversary Legend Blue Denim edition offers riders a less traditional way to celebrate 115 years of riding freedom. Over a base of exclusive Legend Blue Denim paint, these bikes feature a tattoo-inspired eagle with Bar & Shield graphic asymmetrically applied to the fuel tank or fairing; perforated seat cover with contrast stitching; 115th Anniversary script on console, timer cover and air cleaner; and hand-applied serialization number on the fuel tank. This edition is offered only on the Forty-Eight,<sup>®</sup> Street Glide Special, Fat Boy 114 and Breakout<sup>®</sup> 114 models.

# ENTHUSIASTS

STORIES FROM THE OPEN ROAD

## Get In Touch

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



## **I Ride for a cause**

This photo was taken during a fundraiser for Dylan's Journey, a ride to raise awareness of Acquired Brain Injury (ABI). We were one of 160 bikes.

**MEL BOYLE**

*Hammond, Ontario*

**2 Awesome Alberta**

Here is my 1996 Road King,® “Ruby,” at Bow Lake on June 14 while riding the Icefields Parkway Highway 93 in Alberta along the spine of the Rocky Mountains. Astounding!

**RON MINISH**  
*Port Hardy, B.C.*  
.....

**3 Yellow is the new black**

When I purchased this 2001 FLHT in August 2001, it was black. It took me three months to paint. It has two layers of primer, three layers of Chrome Yellow with orange and purple flames, and three coats of clear coat. My wife, Jane, wanted me to add the Chinese dragon on the front. Some of the accessories were painted by me and clear coated by an auto body shop.

I still have the original *HOG Tales* from the fall of 2003 with articles written about the bike, which now has more than 210,000 kilometres on her. I would average about 18,000 kilometres a year until a few years ago, when my travelling friend was killed. Jane and I only ride about 5,000 kilometres a year now. We are both 72 years old and still enjoy the thrill and freedom of the open road - we have never been let down by the bike at any time in our travels over 16 years.

**PAUL LIFCHIS**  
*Mississauga, Ontario*  
.....

**4 Quebec skyline**

This photo was taken during the annual celebration of the Côte-Nord Chapter, in the small village of Rivière-au-Tonnerre. Each year the chapter rides to a different town or village. After a rainy early afternoon, the sun came out and we went to the fishing dock to take some pictures with our motorcycles. The result was incredible. Thank you to our photographer, Chantale Tremblay.

**MAXIME LAVOIE**  
*Sept-Îles, Quebec*

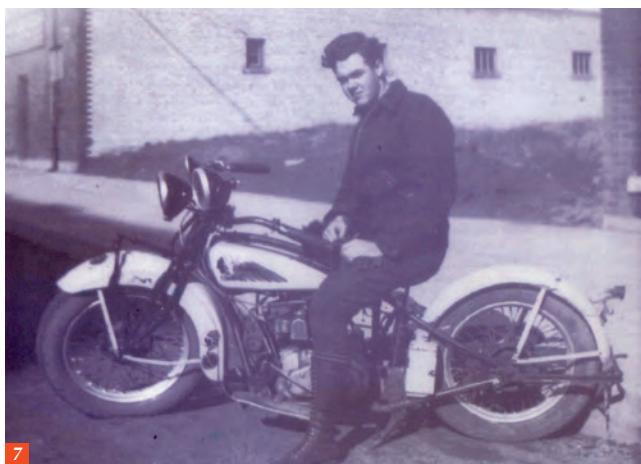




5



6



7

## 5 Welcome to the family

I drove five-and-a-half hours for this big day. Loaded it into a trailer, drove five-and-a-half hours home and then for a ride! I'm now a Harley® owner - of a 2011 Road King® Classic

**JAMES BRADLEY**  
*Leamington, Ontario*

## 6 Snowbirds

We spend winters in Palm Springs, California. This year was highlighted by a 5,400-kilometre ride down the Baja Peninsula to Cabo. The photo includes our dog, Gracie, who absolutely loves to ride.

**KEN AND JAN WEBB**  
*Langley, B.C.*

## 7 Origins of an enthusiast

I very much enjoy the magazine and find it supportive of many of my motorcycling interests. As the owner of a 2008 Heritage Softail,™ the features on older bikes and the history of Harley® bikes are of particular interest to me. I am attaching a photo of my father, Reg Lewis, on his Indian. We believe this this photo was taken circa 1938, when he was about 18. My dad was born in Moose Jaw, Saskatchewan, and as we understand the family legend, he and his three brothers would ride their bikes back and forth over the nearby U.S. border in an effort to induce a chase by the local, but mostly uninterested, border guards. We think this is a great shot and obviously a much-loved bike. I look forward as I always do to my next edition of HOG® Magazine Canada.

**TOMMY LEWIS**  
*Vancouver, B.C.*

## EXHAUST

### 8 Romance on the Pointe

After a nice ride with my sweetheart, we returned on the ferry between Pointe-Fortune and Saint-André-d'Argenteuil across the Ottawa River.

**PATRICIA DUPUIS**  
*L'Épiphanie, Quebec*

### 9 Six-figure fun

Here I am with my 2014 Ultra Limited (100,125 km) alongside the staff of Rocky's Harley Davidson in London, Ontario.

**BRAD CONLAN**  
*London, Ontario*

### 10 Happy wife, happy life

Here we are during a sunrise photo at Fort Erie, Ontario, overlooking the Buffalo, New York, skyline. It was a beautiful morning for a ride with my beautiful wife - and favourite riding partner - Laurie.

**GEORGE BOBOROS**  
*Stevensville, Ontario*

### 11 A ride on the new Glide

Taking a break along a favourite road with my new Street Glide.®

**RODERICK MACLEOD**  
*Quesnel, B.C.*

### 12 Beyond the ordinary

Heading home from work one early spring day on my usual route near Chatham-Kent, the sky was incredible. I just had to pull over and snap this shot of that beautiful sky behind my 2005 H-D® Softail® Springer!®

**DAVE BROOKS**  
*Chatham, Ontario*





**13 Baby in a bucket**

Ainsley Chapman is hanging around because Grandpa said she can't go on his Harley® until the helmet fits on her other end.

**DON LENNARD (GRANDPA)**  
*Morrisburg, Ontario*  
.....

**14 Three amigos**

This photo shows our Road Glides® (CVOs) parked on Holly Beach, Louisiana. The three riders – Jeff Langner, Jim Ashmore and I are long-time HOG® members. For this trip, we mapped out a route based on stories from HOG® Magazine Canada. The trip started in Nashville and took us down the Natchez Trace Parkway to Tupelo, Mississippi, and then through Austin, San Antonio and Galveston, Texas. We circled back up to New Orleans before heading back to Nashville. Our HOG membership came in handy when one of our team blew a back tire just outside of Muscle Shoals, Alabama. The folks at HOG picked up the bike and trailered it to the closest Harley® dealer, where they had us back on the road in 90 minutes – which was just enough time for lunch.

**NEAL ROMANCHYCH**  
*Aurora, Ontario*





BETWEEN THE LINES

# More Mistakes You've Made

**T**he Between the Lines articles in the December 2016 and May 2017 issues of *HOG*® Magazine Canada featured “Mistakes You’ve Made” as submitted by readers. So overwhelming has the response been that we decided to complete the trilogy...

## Exiting Gracefully

My most memorable mistake occurred when I was a young rider. I was exiting a highway with my wife as a passenger, and as we took the exit, the ramp climbed 10 degrees and curved to the right away from the highway before hitting a 100-metre straightaway to a

stop sign. Just near the top of the grade in the middle of the road and at the end of the curve was a flat storm drain, and I went over it at about 65-75 km/h. The trifecta of grade, curve and oil in the centre of the lane combined, and the bike went out from under us. We weren't injured, but I had scrapes on my brand-new boots, and about a centimetre of the right solid-steel engine guard was worn off.

The bike was still rideable, so we straightened the steering column and rode home. Lesson: stay in the wheel tracks, slow down and remember that metal covers can pop up anywhere. My wife said it was the most exhilarating thing that has ever happened to her, but I learned a valuable lesson that day.

**BRIAN HUGHES**  
*Alstead, New Hampshire*

## A Casual Mistake

I was on my way to work one sunny morning, riding in the outside lane at 70 km/h. I saw a van with its left turn signal on, slowly pulling away from the curb about a block ahead. I casually checked my left mirror, casually checked over my left shoulder and casually looked back to the front to see the van broadside in front of me making a U-turn from the curb. He was looking to his right and didn't see me. Eyes wide, teeth clamped and all brakes locked up, I leaned hard to the right and cleared his rear bumper by a few centimetres. I rolled to the curb, shaking my head with relief. He had completed his turn and left without ever seeing me or realizing how close we had come to an accident. My mistake: being "casual." I've been riding more than 50 years, and a friend asked me how long it took me to learn to ride. My answer: "I'm still learning."

**DON SHATTO**  
*Orting, Washington*

## Sunny Times Ahead

I was breaking in my new 2012 Road King® motorcycle on a coast-to-coast ride from Virginia Beach, Virginia, to Venice Beach, California, and after seeing traffic in Los Angeles, I decided to leave as early as possible. I saddled up before sunrise the next morning and was heading east on I-10 before the traffic got heavy. I wasn't on the road long when the sun "popped" up from behind the mountains, completely blinding me – at 110 km/h. That was the most frightening moment for me in my 30-plus years of riding. It was only by an act of providence that I managed to get off the road in one piece.

Riding in the mountains is different than being on flat terrain. I wouldn't go cross-country again without the benefit of a helmet that has a pull-down visor.

Recently, I've seen some sun sensor glasses that could also be a big help.

**PAUL YOUNG**  
*Newport News, Virginia*

## Line of Sight

When I'm travelling on a multi-lane road, especially two lanes in the same direction, I travel in the inside wheel track, nearest the centreline. When in the inside lane (the fast lane) I still use the wheel track nearest the centreline, which is closest to traffic I may be passing. If a vehicle decides to suddenly change lanes as I'm passing, it will be easier for them to see me as I'll be closer to them.

**DAVID WATERS**  
*Southside, Alabama*

## Head vs. Heart

My fiancée and I both ride and are proud HOG® members. I ride a 2009 Ultra, and she rides a 2016 Switchback® motorcycle. I'm a retired U.S. Navy pilot, and a safety concept we used to address flying risk was Operational Risk Management (ORM). I apply the same principles to riding motorcycles. Simply put, it's a method to analyze safety risk and decide whether to mitigate, accept or eliminate the risk.

We had scheduled a trip to Ocean City, Maryland, for its spring "Bikes to the Beach" event. On the Friday we were planning on leaving, it was cold and raining, and only forecast to be marginally better the remainder of the weekend. We have rain suits and heated riding gear, but even though we probably could have handled it, we decided to leave the bikes at home and drive to the event. It turned out to be a wise choice.

We ended up in a downpour in the midst of heavy traffic leaving the Washington, D.C., area for the weekend. It rained off and on for the rest of the event, and by the time we were to return home, my fiancée was suffering from a

head cold. We were able to be tourists, eat some good seafood and still safely enjoy the trip. Sometimes it's good to take the emotion out of the desire to make a trip and do the smart thing based on information (weather forecast) and risk. Live to ride another day!

**JAY GALLAMORE**  
*Lusby, Maryland*

## Riding on the Edge

I had a close call coming back from Skyline Drive on Route 211 East on my 2010 Ultra Classic® motorcycle. With the cruise set at 90 km/h, I took my eyes off the road to look at my watch, and when I looked up I was literally on the edge of the pavement, with a 10-centimetre drop-off into the dirt to the right. I had a choice: run it into the drop-off, or try to recover and keep it on the pavement. The latter, I thought, might catch the front tire in such a way that I would drop the bike, so I went down into the dirt and off-roaded until I was able to get it back onto pavement. About three quarters of a kilometre down the road, I pulled into a parking lot to examine the underside of the bike because on the way back onto the pavement I bottomed out. I discovered that I had slammed the base of the sidestand onto the pavement, losing the spring, so I stopped at a store to buy a bungee cord to hold it up until I could get to my local H-D dealership to buy and install a new spring. If you've never experienced a run off-road, you haven't seen anything yet. The incident served as a reminder after 30 years of riding: Always keep your eyes on the road.

**JAMES SCOTT BARON**  
*Fredericksburg, Virginia*

*Do you have a story or opinion about riding safely? Share it with us via email at [hogmagazine.ca@harley-davidson.com](mailto:hogmagazine.ca@harley-davidson.com) or mail it to HOG® Magazine Canada, 100 New Park Place, Suite 330, Vaughan, Ontario, L4K 0H9.*

H-D MUSEUM

# The Softail® Model Through the Years

Classic looks coupled with modern technology have earned the Harley-Davidson® Softail® a place as one of the company's most iconic models.



**A**lthough they are undoubtedly the most widely recognized Harley-Davidson models with “hidden” rear suspension, motorcycles in the Softail family were actually not the first Harley® models with shock absorbers mounted under the frame. The 1963 Scat

and Pacer lightweight models each included a unique “Glide-Ride” rear suspension that consisted of two coil springs at the frame bottom that dampened the movement of the rear swingarm. The Glide-Ride rear suspension was also later used on the BTH, or Bobcat,

motorcycle. But these motorcycles were not nearly as sophisticated or popular as the machines generations of riders have come to know and love as “Softails.”

Fast-forward to the early 1980s, when Harley-Davidson Motor Company acquired a concept motorcycle from a

design engineer named Bill Davis, who experimented with hidden rear shock absorbers on a Big Twin frame. Davis, along with Harley-Davidson's engineers, perfected the design with the 1984 FXST Softail model. The frame offered riders clean styling and the classic "hardtail" look without sacrificing the comfort and handling of rear suspension. The placement of the horizontal gas-charged shock absorbers underneath the transmission also allowed for a lower seating position. Rounding out the vintage look was the return of the horseshoe oil tank, not used since the early 1960s. Introduced on the 1936 EL model, the horseshoe tank has become an important visual component of the classic Harley-Davidson look and is a signature design element of the Softail family through to present models.

In 1986, the Softail line resurrected the look of the 1950s with the FLST Heritage Softail™ model. The Heritage Softail motorcycle brought even more classic styling into the family with a Hydra-Glide-style front end. Today, the motorcycle remains in the product line as the Heritage Classic and has been completely redesigned for 2018.

The 1988 model year saw the introduction of the FXSTS Springer® Softail® model, which combined Softail design and

performance with the classic "springer" front end updated with disc brakes. The stylish front forks with exposed springs, known so well to Harley-Davidson customers from the 1920s well through the 1950s, was back, gleaming in chrome and complementing the clean Softail look.

For the 1990 model year, Harley-Davidson unveiled the iconic Fat Boy® motorcycle. One year prior, VP of Styling Willie G. Davidson rode a Fat Boy concept bike to Daytona Bike Week and received rave reviews. The original Fat Boy achieved its minimalistic look and feel with a striking monotone silver paint scheme, disc wheels and a wide "Fat" look – hence its name. The Fat Boy model has become one of the most famous motorcycles in the history of cruisers. Even among non-riders, the bike is recognized for its appearance in the 1991 film *Terminator 2: Judgment Day*. One of the T2 stunt bikes is now on display in the Harley-Davidson Museum™ in Milwaukee.

Keeping with the theme of the Softail platform as a modern-day classic, Harley-Davidson introduced the FLSTS Heritage Springer™ model for the 1997 model year. This time, the 16-inch front wheel and full fender assembly last seen in 1952 were back, along with classic saddlebags, white sidewall tires, a front fender light and a "tombstone" taillight.

**“The Fat Boy® model has become one of the most famous motorcycles in the history of cruisers.”**



In late 1999, the FXSTD Softail Deuce™ motorcycle was introduced for the 2000 model year. Perhaps the most radical of the Softail factory customs, the Deuce introduced a stretched gas tank, sleek chrome front fork sliders, an all-new rear fender and the Twin Cam 88B™ engine. It also introduced a new speedometer and centre gas tank panel, which would eventually make their way into the Sportster® model line.

Throughout the years, the Softail's versatility also served Harley-Davidson's Custom Vehicle Operations (CVO) offerings with the 2004 Screamin' Eagle® Deuce and the 2005 FLSTFSE Screamin' Eagle Fat Boy models.

One of the most innovative variations to the Softail motorcycle came with the Rocker® models for the 2008 model year. The Rocker's rear fender was attached to the swingarm, allowing them to be placed much closer together for a slammed, custom appearance without sacrificing suspension travel.

Also new for 2008 was the Cross Bones® model, which brought denim paint finishes, pinstriping, the springer front fork and a blacked-out appearance – all reminiscent of post-war bobber motorcycles. A retrofitted Cross Bones model made to look like a U.S. Army WLA motorcycle from the Second World War was featured in the 2011 film *Captain America: The First Avenger*.

The Softail family stands today as one of the best-selling lines of motorcycles in Harley-Davidson history, and for the 2018 model year it has been reinvented with an all-new chassis. Mating authentic Harley-Davidson cruiser styling with a new monoshock chassis rear suspension, the classic Harley-Davidson cruiser is reborn.



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

150 DOLLAR RIDES

# Wind Therapy

Story by JOE LEMIRE

**S**ometimes life gets directly in your face, and our spring of 2017 proved that. In March, we had two major events: My wife's father was diagnosed with cancer, and we lost our beautiful dog, Lucy, a beloved family member of 13 years.

"Wind therapy" is the only solution for sorting out the ups and downs, reminding us to be grateful for all that we have. So my wife, Kelli, and I loaded our Ultra Limited motorcycle on a trailer and headed to the twisty mountain roads of Sky Valley, Georgia, to recalibrate at a timeshare we'd purchased the year before. On the evening of our arrival, we decided that our first journey was going to be to Toccoa, so we plotted out our day.

We rolled out on a gorgeous sunny morning, with temperatures near 10 C. We travelled down the mountain from Sky Valley and fuelled up in Dillard, where we spent time at the gas station visiting with Gary from Colorado, who was travelling across the country on his motorcycle to visit family. Ironically, Gary's next stop was Jacksonville, Florida, which was our starting point and where we've lived for almost 25 years! We wished him safe travels and headed out to our first destination: Toccoa Falls.

Toccoa Falls is a beautiful waterfall located on the campus of Toccoa Falls College. We paid a small entrance fee and walked to the waterfall. It was amazing! We snapped a few pictures and then rode to a gazebo on the campus to have a picnic lunch. We enjoyed the small lake, Canadian geese and each other's company.

We chose Toccoa because of its history. U.S. Army paratroopers trained at Camp Toccoa, and the four combat regiments that parachuted into France for D-Day prepared for their jump there. We're big military history buffs and became fans of Easy Company of the 506th Parachute Infantry Regiment, which was the focus of the TV series *Band of Brothers*. Having watched the series a dozen times, this trip was a must!

Not surprisingly, our next stop was the Currahee Military Museum in downtown Toccoa. We paid our entrance fee and spent the next hour or so looking at the various uniforms, relics and memories of the 506th's contribution to the Second World War. I bought a museum pin for my vest, and we headed out to our next stop, Currahee Mountain.

If you've watched *Band of Brothers*, you know that this is the mountain the soldiers trained on. Feeling inspired, we made plans to return and run Currahee (we actually returned two days later and ran to the top of the mountain).

We rolled out of Toccoa and headed back to Sky Valley. Surrounded by blue skies and temperatures around 20 C, I had nothing to think about except the 12 seconds in front of me.

Our last two stops were on the mountain leading up to our place.

First, a scenic overlook with views of farmland in front of mountains – spectacular! We wrapped up the day at the Sky Valley Welcome Center, where Kelli spotted a giant black bear ... okay, made from hay bales, but it was intimidating, nonetheless.

We arrived at home base 186 kilometres later, happy to have had another great day on two wheels.

GAS	US\$13.62 (ABOUT C\$17.25)
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LAST STOP

# The Best Gift Ever

Story by **BELINDA PATRICK**



**W**hen I was 11, my family moved to the middle of nowhere in Northern California. We were caretakers of a piece of hillside property accessible by dirt road only. The land bordered a mobile home park, and that park was full of boys on dirt bikes.

I watched those boys fly around the hillsides, and my heart filled with a longing that eclipsed even my love of horses and Michael Jackson. I wanted

a motorcycle more than I had ever wanted anything else in my young life, so I did what any self-respecting 11-year-old would do: I begged and bargained and pleaded with my parents until they finally relented. They were no match for me.

They finally found a used bike, but it was not the sturdy knobby-tired little hellion I had hoped for. It was a 125 Honda street bike that wasn't in half-bad shape. I didn't care that it was a street bike. I rode to keep up with the boys, and I took that tenacious little bike all over the hillsides, on trails and down every dirt road I could find. We moved a couple of times, and I dragged that old Honda with me until it finally wouldn't go anymore.

Coming from a family of modest means, a replacement bike was not in the cards. I was forced to forego my love of riding and buried it deep in my

heart, where I forgot about it for more than three decades.

Fast-forward to 2011, when I met my future husband, Steve. Steve had discovered his own love of riding two years prior, in the form of a 2009 Harley-Davidson® Cross Bones® model. He invited me to get on the back of his bike, and, just like that, I was hooked again. I hadn't felt that alive in a long time.

I loved the way he would reach back and squeeze my leg as we flew down the road; loved the way it felt to wrap my arms around him, the rumble of the bike beneath us and the wind in my face. I was blissfully content being his passenger, and told him so whenever he would bring up the idea of buying me a Harley® motorcycle of my own.

Then I met Johnnie, a badass biker chick and fellow dispatcher at the transit company where I worked. I admired that fearless woman. She rode an old-school, kick-start, chromed-out custom Harley bike to work. Inspired, I took a riding course and obtained my motorcycle licence. It took some time, but I took my first wobbly ride on my very own 2016 H-D® Softail Slim® S.

Over the course of the next nine months, I put more than 8,000 kilometres on my baby. I've ridden in all conditions - rain, mud, snow, sleet, hail and blazing summer heat. From Crater Lake, Oregon, to the Bonneville Salt Flats in Utah, to the Avenue of the Giants in California and dozens of places in between, my husband and I have seen some of the most breathtaking scenery the way we believe it's meant to be seen - on two wheels.

And that's how my passion for riding was reignited. It's hands-down the best gift I've ever been given, and I have my amazing husband to thank for that. There's nothing that makes me feel as peaceful or as free as I do when I'm rolling down the road on my Harley-Davidson motorcycle.



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