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# HOG®

FOR THE HARLEY-DAVIDSON® *ENTHUSIAST* SINCE 1916

ROAD GLIDE® RETURNS THE MOTHER ROAD ELECTRIFIED A DROP OF ALASKA

2014 027

\$4,999<sup>us</sup>

027  
2014

ROAD GLIDE® RETURNS THE MOTHER ROAD ELECTRIFIED A DROP OF ALASKA



HOG.COM



LET US  
**BABY YOUR BABY**  
 THIS WINTER



**COUNT ON US TO STORE YOUR BIKE RIGHT.**

Your bike is a member of the family - so don't leave it out in the cold this winter. Store your bike with us to make sure it gets all the TLC it deserves. Or, we can help you prepare your bike for proper storage at home. Either way, it'll be ready to ride in the spring. **BABY YOUR BABY THIS WINTER. H-D.COM/DEALER**

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WOMEN'S  
**BLING**  
 SILVER & GOLD COLLECTION



From top left: HDR0356, HDR0355, HDN0306  
 Sterling Silver with Gold Plate. Items are larger than actual size

Available at Authorized  
 Harley-Davidson® Dealerships



See the full collection at  
[www.modjewelry.com/HD](http://www.modjewelry.com/HD)

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# INTAKE

FROM THE EDITOR

## Finding Route 66



**F**OR MANY OF US, Route 66 exists mainly in the mind's eye as a place populated with neon jukeboxes, Corvettes, and girls in poodle skirts, harking back to a simpler era before generic sameness overgrew America's byways. But not far from all the schlock and clutter, the original Route 66 is still out there, hidden beside the concrete slabs of America's superhighways, meandering through its small towns, or turning back into dust along forgotten stretches of the heartland. You have to look hard for it, which I learned when I was Road Captain on the recent Project LiveWire Route 66 ride (see Electric 66, Pages 40-45), but it's worth it when you find it.

In its heyday, Route 66 traced a path from the Midwest to Southern California during a transformative period in American history. As the country emerged from the struggles of the Great Depression to become

the Arsenal of Democracy before exploding into the post-war industrial boom, Route 66 facilitated a great migration west, providing easy access to new opportunities and the shining promise of the future for generations of Americans.

The route from Chicago to its terminus near the Santa Monica Pier evolved over the years that Route 66 was an officially designated U.S. highway from 1926 to 1985. Much of it was dirt in the beginning, but as automotive and engineering technology improved, so did the road itself, expanding to carry more and more people and goods through the heart of the nation. The Main Street of America officially ceased to exist on June 27, 1985, when it was decommissioned, its last stretch having been finally rendered redundant by the vast federal interstate system.

Route 66 gave millions a chance to seek new destinies, whether for a weekend or a lifetime, so we couldn't have picked a better location for the first long-distance rides on Project LiveWire, the electric motorcycle that represents Harley-Davidson's own chance for reinvention.

It may seem odd to tackle 2,400 miles of open road on a machine with the limited range of an electric motorcycle, but it wouldn't be the first time the limits of a technology didn't quite match the vision of its inventors. Back in the early days of internal combustion travel, gasoline was not the ubiquitous commodity we take for granted today. You bought it by the pint-size jar at a pharmacy, hardly as convenient as having a mega-mart at every exit, and so, too, it is with electric vehicles today.

Electric vehicle infrastructure has not yet caught up with the dream, but it will. Route 66 could even pave the way for practical cross-country electric travel if the efforts of the Historic Electric Vehicle Foundation and others are successful in transforming it into the nation's first electric highway by installing free charging stations along the route. It would be a fitting designation for a road that has captured the imaginations of travelers and dreamers like none other in history.

MATT KING

FEEDBACK



### Dare to Dream

I wish I had the fortitude (and funds) to ride through Africa like Roberts Jones. He seems so confident in himself and his bike. I'm planning short trips within the U.S. and want to include a cross-country ride on my bucket list. I wonder if he had trouble finding fuel. Great article. Keep up the good work!

WALTER GARRETT  
Birmingham, Alabama

*Crossing the U.S. on a cruiser is an epic journey. I wasn't worried about running out of gas in the continental United States. My 2008 Road King® has a six-gallon tank, and I can squeeze out 300 miles between fill-ups. I keep a one-gallon plastic gas can strapped to the back of the bike. That 45-mile reserve puts me at ease on late rides through the Yukon and Alaska - and cars keep their distance when they see a red gas tank strapped to your bike. -Roberts Jones*

### Works for Me

As a loyal reader, I want to thank you for the "How It Works" article (HOG® 024). The articles about countersteering, lane position, and braking techniques have been very helpful. I ride around Arizona and have been the victim of high crosswinds. Add mountain roads without guard rails, and it's a recipe for disaster. If nothing else, it sure kills

the fun of a good ride. This could be a valuable subject for a "How It Works" or "Between the Lines" article. I'm sure other riders would appreciate it.

JIM BURDETTE  
Jacksonville, Florida

### Total Lifesaver

For the first time in 16 years of being a H.O.G.® member, and putting on more than 150,000 miles, I've never had to call on Roadside Assistance. Until my last trip from Virginia to Kansas. I lost my clutch cable tension on I-70 and was totally stranded. I called up H.O.G. Roadside Assistance. They had some trouble finding me a lift but persisted until I got my bike into Louisville H-D late that night - they even called back the next morning to make sure things had worked out. Thanks for keeping me on the road and taking care of a traveler who needed a hand.

WILLIAM BURSTON  
Springfield, Virginia

### No More Excuses

I enjoyed the "What's Your Excuse" article in HOG 026. There's a million excuses out there. Plan ahead to minimize them. I went to Sturgis three times and plan to go again for its 75th anniversary (and my 75th birthday) next year. I'm figuring it out with 10 other riders, and we've been at it since January. Every other week we get together and update each other on our progress: money, lodgings, itinerary - that kind of stuff. You can get anything done with true grit. If all you've got are excuses, you don't really want to go.

TONY LEHNER  
Rahway, New Jersey

Hats off to Kris for putting on 300,000 miles! It can be hard to find excuses to ride - even when we really want to. With jobs, families, homes, and God only knows what else, some of us feel pretty lucky to put 5,000 miles on a year. I'll keep riding my 2005 Heritage Softail®, hoping that someday I can buy a new



*"Members are amazed at what they can see from up there and even more amazed by what they can't see."*

LARRY SCHMITT, Milwaukee, Wisconsin

Ultra Classic® and ride to Sturgis. For now, I'm thankful for what I have.

MICHAEL SHIMKUS  
Princeton, Massachusetts

### Get It Together

I loved Becky Tillman's article on group riding. Solid gold. Riding skill is important - and when it comes to group riding, we have to deal with social skills and behavior. A friend once told me, "Knowledge is knowing a tomato is a fruit, wisdom is not putting it in a fruit salad." Knowing how to ride isn't the same as making a group ride pleasant and enjoyable for everyone involved.

MICHAEL KING  
Anderson, South Carolina

### Down Memory Lane

I had lived in Southern California for more than 40 years but had never been to Death Valley - until I moved to Kansas. "Hell Hath No Fury" from HOG 026 brought back great memories of three years ago when I spent time cruising the Valley in

late October. The most exciting part is Scotty's Castle; do not miss stopping there if you go. And try for late October. No wind, no heat, just wonderful!

DAN MCKAY  
Medicine Lodge, Kansas

### Semi Safety

We have a H.O.G. chapter meeting outside at least once a year. Biker games, maintenance tips, group riding tips, and one other thing. One of our chapter members drives a semi. He brings his big rig to the meeting, and we park our bikes behind, next to, and in front of the truck. Every member gets a chance behind the wheel. Members are amazed at what they can see from up there and even more amazed by what they can't see. This gives our members an opportunity to figure out where they should be on the road when we come up on one of our good buddies.

LARRY SCHMITT  
Milwaukee, Wisconsin



MILITARY APPRECIATION

# Help Us Honor the Brave

In the next issue, *HOG*® will tell the stories of American veterans on the road to recovery. Brave soldiers who returned home to their friends, families, and riding buddies different from the people they were – using their Harley-Davidson® motorcycles to soothe wounds that are slow to heal. It takes time to adjust. To settle back in. But their strength inspires us, again and again. Submit your stories to [hogmagazine@harley-davidson.com](mailto:hogmagazine@harley-davidson.com) and help *HOG* give a voice to these unsung heroes.

Brian Fleming, a combat-wounded veteran of the Afghanistan War and Purple Heart recipient, finds relief through "Harley Therapy."



## Feel the Ride

After 49 years of riding, my husband, Bill, and I have experienced huge stretches of the U.S., British Columbia, and Manitoba from the back of a Harley®. We've ridden a 1997 Heritage Springer Softail® more than 80,000 miles, and just made our way through Smoky Mountain National Park and the Blue Ridge Parkway. On rides like that, you don't see the sun, trees, and mountain vistas – you *feel* them.

**KAREN JOHNSON**  
Canton, Ohio



**Above:** Robert Zerilli, New York, NY  
**Below:** Jim Picanzo, Dartmouth, MA



## You Gotta Feel It (It's Electric)

I was at the Project LiveWire™ launch in NYC. Thanks for letting all of us become part of motorcycling history. I'll never forget the ear-to-ear grin I had when I was riding that electric wolf in sheep's clothing. Keep up the innovations that set you apart from all other motorcycle brands, past and present.

**ROBERT ZERILLI**  
New York, New York

I rode to Boston Harley-Davidson to see H-D's new electric street bike, the LiveWire. The odds were slim that I would get a test ride – but before I knew it, I was on. The LiveWire is a fine machine; a visceral riding experience with incredible acceleration, torque, and

a sound and feel all its own. I didn't miss hearing the classic Harley rumble. High-tech displays, cutting-edge design, and the acceleration – oh, the acceleration. A twist of the throttle, and I had that need for speed. Everyone should give it a try.

**JIM PICANZO**  
Dartmouth, Massachusetts

I'm excited to see how Project LiveWire gets to market. This kind of forward thinking is exactly why I became a shareholder – and the proud owner of a 2010 Ultra Classic Limited.

**GEORGE BURCH**  
Springfield, Illinois

## WHAT'S YOUR STORY?

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

FROM THE OWNERS GROUP

# There for You 24/7/365

**I**N THE PREVIOUS ISSUE of *HOG*®, I wrote about the H.O.G.® Mileage Recognition Program – in part, so I could tell you how thrilled I was to reach the 300,000-mile level. (Why, *yes*, it is a good feeling!) The other reason was to encourage you to take your own personal journey to get out and ride. I recently returned from the yearly pilgrimage to Sturgis. Over the course of the 850-mile trek back to Milwaukee, I wasn't really thinking about each mile, but when I got back, I realized I was that much closer to the next milestone. Those miles just click off one at a time, and before you know it, you've actually accomplished something.

Then I got to thinking that one of the things that's cool about the Mileage Recognition Program is that it's *always there*. Once you sign up, you don't really have to *do* anything to enjoy it except ride. And there are a lot of other H.O.G. benefits like that.

Roadside Assistance comes to mind. If you're a full member of H.O.G., you're automatically covered with the Standard Package, so you never have to worry that a flat tire or an empty gas tank will leave you stranded with no one to call. And if you want even more peace of mind, higher levels of coverage are available.

Then there's *hog.com* – again, always there. Did you know it now contains a lot of great bonus content from *HOG* magazine, including cool videos, featured rides, and electronic back issues?



The H.O.G. *Insider* e-newsletter only takes about three seconds to sign up for (edit your profile at [hog.com](http://hog.com) or sign up at [hog.com/insider](http://hog.com/insider)) and then it magically shows up in your inbox every month with news, information, and links to more cool stuff.

The H.O.G. *Touring Handbook* is a handy compact road atlas that's easy to stuff in a saddlebag so it's always there, too. I recently attended the Indy Mile flat track race and ran into a member named Tim from Montgomery, Alabama, who made the trip from Indianapolis just for the race. He loves *HOG* magazine, and when he reads about a ride in the magazine, he gets out his copy of the *Touring Handbook* to ponder the route.

And let me take a moment to sing the praises of our Member Services Center, where real-live, friendly, helpful people (in Milwaukee!) are ready to answer your questions at 1-800-CLUBHOG (1-800-258-2464). They're not *always* there, but you can reach them easily from 8AM-6PM CT, Monday-Friday.

Think about all of this the next time you're telling a friend why you love being a H.O.G. member. And then *stop* thinking about it – and simply enjoy the ride. See you on the road!

**KRIS SCHOONOVER**  
Manager, H.O.G. and Events, U.S.A.



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We care about you. Ride safely, respectfully, and within the limits of the law and your abilities. Always wear an approved helmet, proper eyewear, and protective clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® motorcycle and read and understand your owner's manual from cover to cover.

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# Ball Boys

Since 2011, Harley-Davidson® motorcycle riders have delivered the game ball prior to the first pitch at all Milwaukee Brewers home games at Miller Park, culminating in a crowd-pleasing lap around the warning track. H-D eMarketing Specialist Dan Wilde made the special delivery aboard the HOG® project bike at the August 5 game against the San Francisco Giants. To see the latest additions to the project bike, visit [hog.com/projectbike](http://hog.com/projectbike).

Photograph by Brad Chaney



# The Bike Builder

When he wasn't designing parts for the Project LiveWire™ electric motorcycle, Harley-Davidson engineer Chris Graves was in his garage building this custom '79 FXE bobber ground up from a set of stripped engine cases. Earlier this year he entered *Show Class Magazine's* People's Champ contest, hoping to earn a spot in the prestigious Born Free custom bike show. But after making the cut from hundreds down to the final six bikes, he fell short of the prize by a mere four votes. We still think it's worthy of being featured in a magazine, though.

Photograph by **Josh Kurpius**







# A CLUB FOR PEOPLE WHO TEND NOT TO JOIN CLUBS.

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

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

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# THE WORD



## Got 'Er Done

Sometimes paper doesn't cut it. A rider at the Buffalo Chip campground during this year's Sturgis Motorcycle Rally decided a to-do list is best written right on the project itself.

Photograph by **Michael Lichter**





# Recall Basics

While it's true that nobody looks forward to a product recall, it's important to understand that recalls serve a necessary and important purpose: to maximize safety and ensure a worry-free H-D® ownership experience.

When a recall is announced, owners of affected vehicles are notified by mail with recall details and instructions for having the issue corrected. Any necessary repairs will be conducted by an Authorized Harley-Davidson® Dealer at no charge to the owner. In some cases, a second follow-up notice is sent.

In addition, any Harley-Davidson® motorcycle owner can easily determine if their motorcycle is subject to a recall using the Online Recall Tool at h-d.com. From the Home page, select "Safety Recalls" and enter your VIN. Signing in or creating an online profile is no longer required.

If you find that your motorcycle has an open recall, take it to your local dealership to have the issue corrected at no charge.

Motorcycle product recalls fall into one of two categories:

**SAFETY:** Initiated when H-D determines that a problem with the motorcycle or component may create a safety issue.

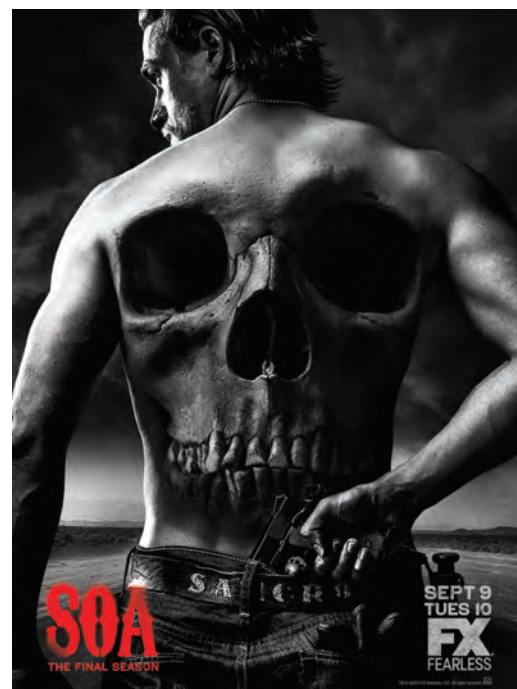
**REGULATORY NONCOMPLIANCE:** Initiated when a vehicle may not meet a regulatory standard.

Staying up-to-date on recalls that affect your motorcycle will help keep you and your motorcycle running safely for the long haul.

SONS OF ANARCHY

## The End of Anarchy

The seventh (and final) season of *Sons of Anarchy* hits this September on FX. Years of twists, turns, and curves – with plenty of bloody scrapes along the way – it's all coming to a head. Special guest appearances from Marilyn Manson and Courtney Love, a Jackson "Jax" Teller dangerously on the verge, and one hell of a vendetta. If there's one thing you can be sure of, it's that this outlaw gang's going out hot. Prepare for the end at [fxnetworks.com/soa](http://fxnetworks.com/soa).



H-D® SOFTTAIL® BRAKES

## A Brake Through

For 2015, all Softtail models receive a new front brake system that delivers improved braking feel and modulation along with reduced lever effort. Changes include a larger 300mm front rotor, new high-stiffness four-piston fixed caliper, improved brake pad friction material, and a new handlebar master cylinder.

All together, the changes deliver improved responsiveness under normal braking and significantly reduced lever efforts in heavy braking situations. Anti-lock brakes will continue to be available as standard or optional equipment on all Softtail models.

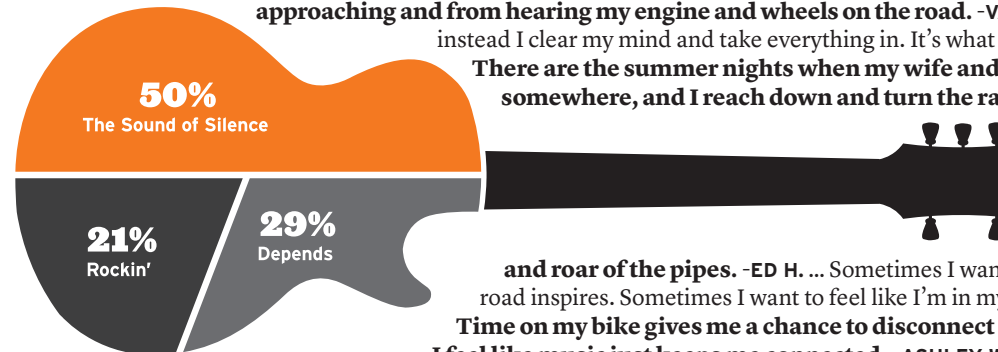
Check out other 2015 bikes and upgrades at [h-d.com/rushmore](http://h-d.com/rushmore).

DIVIDED HIGHWAYS

# Rockin' or Just Rollin'?

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

**YOU SAID:** Radio? We don't need no stinkin' radio! We got motor sounds. -GARY R. ... It all depends on the mood I'm in that day. The best part is having the choice. -GREGORY P. ... It's the "potato-potato" that still puts a smile on my face; I don't know why anyone would put a radio on a Harley! -LEE B. ... I find a song that just fits the moment, and then I realize what that song really means or why it was written. Rock and Harley go together perfectly. -JOE S. ... Sometimes cruising to a little Coltrane is just perfect! However, other rides need nothing more than the sound of rumble. -BARNEY B. ... Tunes kept me from hearing cars approaching and from hearing my engine and wheels on the road. -VALERIE S. ... No need for the radio, instead I clear my mind and take everything in. It's what riding is all about. -MATT M. ... There are the summer nights when my wife and I are trying to get lost, somewhere, and I reach down and turn the radio off. -R. B. ... My family tells me they can hear me a block away when I'm coming home. -TERRY H. ... The silence is what I'm after. The silence of the wind and roar of the pipes. -ED H. ... Sometimes I want the contemplation that the road inspires. Sometimes I want to feel like I'm in my own music video. -MICHAEL J. ... Time on my bike gives me a chance to disconnect from the world and get away. I feel like music just keeps me connected. -ASHLEY W.



NEXT QUESTION:

## Windshield or Windburn?

Fifty years ago, motorcycles with windshields were the exception. Today they're as common as flies on a fairing – while some still prefer to feel the full effects of the wind in their face and hair. What's your preference, breezily speaking – and why?

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

MOTOTIPS

## Counterintuitive

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

## The Eyes Have It

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

## Full Frontal

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

## Boost Your Boom!™

Make hard rides a breeze with premium Boom! Audio infotainment systems, complete with satellite radio, weather and traffic services, bike-to-bike communication, voice recognition, and more. Check out the latest software releases and upgrades to keep your tech primed for long-distance cruises at [h-d.com/owners](http://h-d.com/owners).



BAY  
OUT OF  
HELL

2014

# HOG

STATE RALLIES

AUTUMN'S ON, AND ALL BETS ARE OFF. RUN COOL THROUGH SUN AND DUST ON THE ROAD TO H.O.G. STATE RALLIES AND RIDE THAT RUMBLE AS IT ECHOES FROM THE GULF SHORE TO THE KO'OLAU MOUNTAINS.



SLIP OFF YOUR LEATHERS AND SOAK UP THE EMERALD COAST SUN. RIDE SUGAR-WHITE BEACHES AND WATERFRONT VISTAS AS YOU CRUISE THE ISLAND BOARDWALK.

OKALOOSA ISLAND  
OCTOBER 22-25

# FLORIDA

*Take Your Two Wheels Seaside*



*Aloha Attitude!*

HONOLULU  
OCTOBER 10-12

FILL YOUR LUNGS WITH THE FLORAL OAHU AIR AS YOU WIND THROUGH SWAYING PALM TREES, LUSH TROPICAL PLANTS, WARM SAND, AND MILES OF SPARKLING OCEAN.

# HAWAII

RIDE HARD  
RUN COOL

WILD ONES

START PLANNING AT  
[HOG.COM/RALLIES](http://HOG.COM/RALLIES)  
EVENT DETAILS SUBJECT TO CHANGE



# Oklahoma

HOG'N THE MOTHER ROAD

CLAREMORE  
OCTOBER 9-11



MAKE A STRAIGHT SHOT DOWN ROUTE 66 OR TAKE A SHARP TURN INTO HISTORICAL SMALL-TOWN AMERICA FOR SCENIC RIDES, FRIENDLY FACES, AND SOME DAMN GOOD APPLE PIE.



# Switching Seasons

These are just some of the all-new Harley-Davidson® Motor Accessories and MotorClothes® Apparel available now at [h-d.com/store](http://h-d.com/store) and your local dealer.



## Rex Switchback™ Light Functional Jacket

You can choose between full wind protection or breeze-through cooling thanks to the dual zip-off panel design of the men's Rex Switchback Jacket. It's constructed from tough 600 denier polyester with key features: body armor pockets at the elbows and shoulders, pre-curved sleeves, seven cargo pockets, and 3M™ Scotchlite™ Reflective Material. Starting at **\$260** P/N 97019-15VM



## Black Label 3/4 Helmet

Hearken back to yesteryear with the Black Label 3/4 Helmet. Manufactured by Bell, this classic men's lid features a fiberglass shell and a fixed soft inner liner, and meets DOT requirements. **\$195** P/N 97300-15VM



## Burst Collection Fuel Console Tank Door

The edgy Burst Collection looks great with both chrome and black accessories. A Tuxedo Black anodized finish is machined to reveal the contrasting satin aluminum below with a prism finish. This new Burst Collection Fuel Tank Door fits 2008-later Touring and Trike models with a center fuel fill. Other new Burst Collection items include axle nut covers, a gauge bezel kit, and Tour-Pak® speaker trim. **\$139.95** P/N 70900474

## Gloss Black Console Kit

The all-new gloss black console kit creates a sinister dark custom look on 2008-later Electra Glide®, Street Glide®, Road Glide®, and Trike models. Made from Original Equipment parts for a superior fit, the kit includes the black console, gasket, and hardware. The console is offered with or without a CB communications port. A matching gloss black fuel tank door is sold separately. **\$299.95** P/N 70900501 (with CB port) or P/N 70900463 (without CB port)



### PINK LABEL

## Powerful Pink Purchases

October is Breast Cancer Awareness Month and a great time to show your support for those affected by this disease. The Pink Label Collection of Harley-Davidson® MotorClothes® offers iconic pink-themed riding and casual gear for men and women, such as the new 3-in-1 Leather Jacket shown here. Three percent of the suggested retail price of each purchased item is donated to organizations that support and empower survivors, including the National Breast Cancer Foundation, Young Survival Coalition, and ABCD: After Breast Cancer Diagnosis. The program has already raised more than \$1.2 million. There are 51 Pink Label items available this fall, each with the power to make a difference. See [h-d.com/pinklabel](http://h-d.com/pinklabel) for more information.



### VIDEO

## Experience Project LiveWire™

Catch a glimpse of the LiveWire Experience Tour as it storms the American frontier. Videos from the road, interviews, sound checks – everything you need to keep up. And don't miss Alex Chacón's adventure with Project LiveWire! [youtube.com/harleydavidson](http://youtube.com/harleydavidson)

### SOCIAL

## See it. Test it. Tag it.

The #ProjectLiveWire convo's running hot on Twitter. Get a taste of what people are saying and add your voice to the mix.

### @DarenSorenson

#ProjectLiveWire was the easiest bike I've ever ridden. So much fun to ride. @Mike\_Flys is keeping the bikes perfect

### @tylrgposey

Just rode the coolest motorcycle. All electric and all balls. Meet #ProjectLiveWire

### @Lunsfuhd

AN ELECTRIC HARLEY. I NEED IT NOW. #PROJECTLIVEWIRE

### @sandeepkuppur

From the stable of Harley. The most badass electric vehicle yet? #ProjectLiveWire

### @Avengers

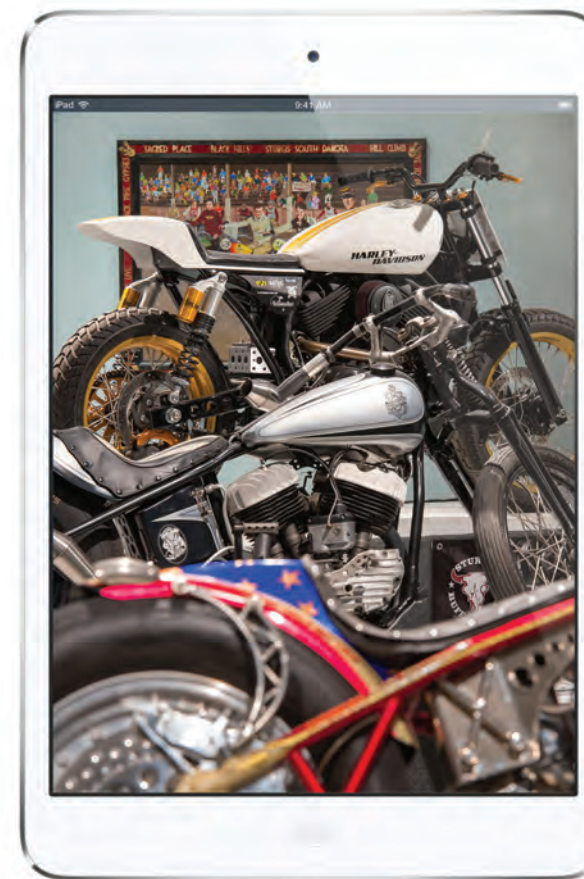
It's Black Widow's new ride in #AgeOfUltron, revealed by @harleydavidson at the #MarvelSDCC booth! #ProjectLiveWire



### TABLET

## The Art of Motorcycles

At this year's Sturgis Rally, motorcycle photographer (and HOG® contributor) Michael Lichter and the Vintagent's Paul d'Orléans curated "Built for Speed – Race Inspired Motorcycles and Art" for the Buffalo Chip's 2014 "Motorcycles as Art" Exhibition. The two displayed beautifully crafted custom bikes and designs inspired by racing and its surrounding culture. And only in this month's tablet edition of HOG magazine can you get an up-close look at the event! Check out the tablet-exclusive image gallery of "Built for Speed" by going to [hog.com/tablet](http://hog.com/tablet).



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# Ride the Sky

Ease off the throttle and lean back in the saddle as you ride **Skyline Drive** through the summits of backcountry Virginia.

**D**eep in the Shenandoah Valley and 15 miles west of Staunton, follow the curve north and peel off onto Skyline Drive for 105 miles of stunning vistas, fresh mountain air, and easy riding. You'll share the road with cars and foot traffic as you wind through the turns, but nothing beats cruising the crest of the Blue Ridge Mountains on the back of a Harley® motorcycle.

**PARK IT**  
Skyline Drive runs the length of Shenandoah National Park. Shaded forests, waterfalls, and rolling hills – the Virginia Piedmont on one side, the Shenandoah River on the other. There's no better place to check out and get caught up in the ride.

**STEADY AS SHE GOES**  
Keep to a cruise as you fill up on the Virginia landscape

and watch for pedestrians and local wildlife that might spring out. There's a lot to see, and you don't want to miss anything!

**THE AUTUMN LEAVES**  
If you don't mind the added car traffic, time your ride for early fall when the leaves change colors. Stop off at any of the 75 overlooks to see the deep reds, oranges, and golds that line the ridge.



## Road Captain Recon

Tips from the Shenandoah Valley H.O.G.® Chapter



### BIG MEADOWS

Hiking trails, rock scrambles, and overlooks wait for you at Milepost 51, leading the way to Blackrock Mountain and one amazing view.

### FEEL THE LOVE

It's a cruise not a run. Watch your speed closely because the park rangers love H-D® motorcycles. Don't let a ticket take the fun from a one-of-a-kind ride.



### KEEP AT IT

Continue onto Blue Ridge Parkway for more prime spots: Raven's Roost for an unmatched view of the Valley, Crabtree Falls for the highest waterfalls east of the Mississippi, and Reeds Gap for a road that challenges the most advanced riders.

### LOCAL FLARE, DELICIOUS FARE

For the chapter's favorite ride (and the best grub in Virginia), head south from Lexington on Route 11 and make a pit stop at the Pink Cadillac Diner.



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For more information, visit [www.visitskylinedrive.com](http://www.visitskylinedrive.com) or [hog.com/rides](http://hog.com/rides).



# Seriously Entertaining

Veteran H.O.T. instructor **Ron McKinley** presents no-nonsense subject matter with hard-nosed, good-natured humor.



**“I** can be an ass sometimes!” That self-proclaimed ass is Ron McKinley, a retired 21-year veteran of the South Dakota State Highway Patrol. But the comment reflects his days as a tough motorcycle cop, when law-breakers at the Sturgis Motorcycle Rally feared the icy embrace of his handcuffs. He’s talking about a cocky response he just made to a chapter Road Captain at H.O.G.® Officer Training (H.O.T.) in Milwaukee.

It’s a great way to keep things loose in class, he says – given the seriousness of the subject matter.

Walking around the convention center between sessions, Ron seems to know just about everyone. His progress is slowed at nearly every step by handshakes, hugs, and “Hey, Ron!”s.

“Hey, Ron, remember me?” says one black-vested chapter officer. “You arrested me once in Sturgis!”

“Yeah, I do remember,” Ron shoots back. “Did you ever pay that fine!”

In class, he addresses a common question: “How do you take people to jail on a motorcycle?”

“With 25 feet of rope and a pair of roller skates!” he answers.

Everybody always asks about his days knocking heads and taking names in Sturgis, but it’s the more routine work of cleaning up after motorcycle accidents that gives Ron his voice today. Since retiring from the force in 1992, he has made motorcycle safety his life’s work.

“I got so damn tired of going out to these motorcycle-vehicle accidents and writing that driver a ticket for whatever they did wrong – but invariably I was calling for an ambulance to either take that rider to the hospital or the morgue.

“And I kept thinking there’s gotta be more we can do about this.”

## Been There, Done That

Now in his 18th year as a H.O.T. instructor, Ron brings decades of real-world experience to the classroom. A H.O.G. life member, Ron has been the Safety Officer for the Sioux Falls (South Dakota) Chapter since it formed in 1987. He became a certified MSF (Motorcycle Safety Foundation) instructor in 1991, and an H-D Rider’s Edge® instructor

in 2003. In 1991 he was appointed as a volunteer State Safety Coordinator for H.O.G., talking to H.O.G. chapters across the country about safety.

He even developed an Accident Analysis Course for chapters to help Road Captains and other chapter leaders understand what causes most accidents – and how they can be prevented. The vast majority of motorcycle accidents involve some sort of “riding error” – which doesn’t mean the rider was *legally* at fault (or more at fault than the driver of the other vehicle), just that there was something the rider *could have done* to prevent the accident.

“Maybe they weren’t using good scanning technique, for example. Or they didn’t use the front brake properly,” Ron explains.

“That’s what I bring from all those years I was on patrol,” he says. “Look at what you’re doing out there. When you have one of those near-misses, go home and ask yourself, ‘What could I have done to avoid that?’”

His H.O.T. students love him because he makes everybody feel so at ease with his humor and regular guy approachability. And because his passion for his subject matter comes through so strongly, even as he has so much fun presenting it.

“Ron is consistently our highest-rated instructor,” says Paul Raap, H.O.G. Regional Manager, Marketing Field Team – despite the fact that he “breaks every rule in the book for professional presenters.” Polished, he is not.

“But when they listen to him, they hear the passion. And they immediately think, ‘He’s it. This is the real deal.’”

Perhaps the greatest testament to Ron’s impact on the motorcycle safety world is his 2010 induction into the Sturgis Motorcycle Hall of Fame. And although he’s proud to be the first inductee from the field of safety, his true satisfaction comes at a more personal level.

“My main thing is,” he says, “when I’m done with a class or a session of H.O.T., I think to myself, maybe – just maybe – somebody’s walking away with something I said that they can take back to their chapter to make it a better, safer riding group.”

In other words, ride safe and have fun. And beware the motorcycle cop with the roller skates strapped to his saddlebag.

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2015 NEW MODEL YEAR

# MORE RUSH

*THE REDESIGNED ROAD GLIDE®*

*LEADS THE PACK of 2015*

*RUSHMORE MODELS*

*by Charles Plueddeman*





# INDEPENDENTS REJOICE: THE HARLEY-DAVIDSON® ROAD GLIDE® IS BACK.

After a one-year hiatus, the favorite touring mount of non-conformists returns to the H-D line in 2015 with a fresh infusion of Project RUSHMORE DNA and an all-new frame-mounted fairing that delivers best-in-class aerodynamics. The fairing shape is evolved but unmistakably Road Glide in character. In fact, it's more aggressive and menacing than ever, as the new Road Glide motorcycle now prowls behind the searing glare of Dual Reflector Daymaker™ LED Headlamps peering from below a drooping brow.

Joining the Road Glide for 2015 is the new Road Glide Special, an "all the options" model loaded with premium suspension and Boom!™ Box infotainment upgrades.

"The voice of the customer drives Harley-Davidson product development," said Michael Goche, Harley-Davidson motorcycle product planning manager, "and improved aero comfort was at the forefront of that feedback regarding the Road Glide. We were able to start with a clean sheet of paper, apply lessons learned in designing the new bat-wing fairing that debuted with Project RUSHMORE in 2014, and invest more time in virtual design and wind tunnel testing. The result is an amazing leap forward in terms of comfort for the rider, with aero performance that's unmatched in the category of premium touring motorcycles."

Triple splitstream vents in the new Road Glide fairing are engineered to direct airflow up and over the rider's head, even with the compact Original Equipment windscreen, dramatically reducing head buffeting, while still providing a comfortable flow of air around the rider. Goche said the new Road Glide fairing was benchmarked against the best of the competition's

Touring motorcycles, and in both objective and subjective testing, the Harley-Davidson motorcycle provides superior aero performance.

The collaboration between styling and engineering that produced the new Project RUSHMORE bat-wing fairing was instructive for the team working on the Road Glide fairing, according to Harley-Davidson Principal Stylist Brian Nelson, who led the team working on the fairing redesign project.

"The biggest design challenge presented by the Road Glide fairing is its distance from the rider," said Nelson. "Because it's frame mounted, we need that distance to provide room to turn the handlebar, but that's also a big low-pressure zone that creates a lot of turbulence. To move air above the rider's helmet required three vents, with



the two lower vents designed to lift the air flow. The shape and location of those lower vents proved to be critical and required a lot of fine-tuning."

The Styling department got first crack at the new design and gave the engineering group a shape that was intended to be more contemporary, while retaining the identity of the Road Glide.

"We felt we had more styling leeway with the Road Glide fairing than we did with the redesign of the bat-wing fairing," said Nelson. "The Road Glide look is more about attitude than tradition, and it has become especially popular with really radical customizers because they like the look and all the real estate the fairing offers for paint. We put up some design fences to maintain that Road Glide character and handed it off to Engineering."

The goal was to create a fairing that would deliver a "buffet-free" ride with a low windshield, said Nelson.

"We joked that it would be easier to just get rid of the fairing," Nelson recalled. "There are so many variables to consider, and often our first intuition was wrong."

Each concept the team explored was first created as a computerized surface model and then analyzed with Computational Fluid Dynamic (CFD) software that simulates the interaction of liquids or gases – in this case, air – with



**Left:** New composite LED headlights integrate a clear cover with the housing. **Above:** Behind the new fairing, the Road Glide is all Project RUSHMORE, from the trim front fender to One-Touch saddlebag latches. **Right:** A new inner fairing moves the Boom! Box face two inches closer to the rider.



surfaces. The Road Glide® teams analyzed dozens of shapes. Those that showed promise were converted to rapid prototypes with a 3D printer.

"The creation of this fairing was accomplished in record time," said Nelson. "Harley-Davidson has worked hard to accelerate its product-development process, and new tools like CFD and the use of 3D printing for prototyping are two examples of that effort."

Prototypes were tested by a Harley-Davidson Vehicle Dynamics team in a wind tunnel at Wichita State University to confirm the CFD data and fine-tune the aerodynamics. A real "rider" was on the motorcycle during the

wind tunnel tests to provide subjective feedback, while pressure sensors on the fairing and the rider's helmet provided objective data. As development continued, attention was paid to the smallest details.

"The size and shape of each of the splitstream vents was optimized, even down to the shape and material of the duct as it passes through the fairing," said Nelson. "We also had to test the fairing with the windshield options that

would be offered and fine-tune the height of each."

The Road Glide inner fairing was also restyled to give it a more contemporary look, and to accommodate the Boom! Box Infotainment System and Juke Box media compartment developed through Project RUSHMORE. The new fairing moves the dash surface two inches closer to the rider for an easier reach to the screen and control buttons on each of the Boom! Box audio systems.

Lighting performance was another top priority in voice of the customer research, and in that regard the new Road Glide doubles down with Dual Reflector Daymaker™ LED headlamps that combine cutting-edge style with brilliant white high- and low-beam power designed to provide outstanding roadway illumination. Compared to 2013 Road Glide models, these new headlamps deliver improvements of up to 67 percent in spread (light across



## 2015 NEW MODEL YEAR

**Below:** Fairing storage space includes a Jukebox media compartment with USB connection and One-Touch access door.

**Right:** To improve long-haul comfort, a new handlebar moves the grips back more than five inches, placing the rider in a relaxed, comfortable posture.



the road) and 25 percent in punch (light down the road). The light quality closely mimics that of natural daylight to further enhance visibility, and its bright-white color is conspicuous in traffic.

The new Road Glide® model also offers improved rider ergonomics, thanks to a new handlebar.

“The previous Road Glide bar put many riders in a sort of leaned-forward position,” said Goche, “and we’d noticed that many owners were changing the handlebar after purchasing a Road Glide. This was another voice of the customer opportunity. The new handlebar moves the hand controls back more than five inches and places the wrists in a more comfortable position. The result is a more relaxed rider posture that’s great for long riding stretches. And Harley-Davidson® Genuine Motor Parts & Accessories will still offer other handlebars for those who prefer a different bend.”

The 2015 Road Glide has the full menu of Project RUSHMORE performance, ergonomic, and styling updates that redefine and transform the look and feel of a Touring motorcyclist’s experience, and focus on Control, Style, Infotainment, and Feel. From the stout 49mm forks and the High Output Twin Cam 103™ powertrain, the Enforcer Cast Aluminum wheels and One-Touch saddlebag latches, to the improved instrument graphics and hand controls, the new Road Glide is thoroughly

informed by Project RUSHMORE. Harley-Davidson® Smart Security System and Reflex™ Linked Brakes with ABS are options on the Road Glide. The new Road Glide Special comes factory-equipped with select upgrades that enhance style and function, including the Boom! Box 6.5GT Infotainment System with GPS and touchscreen, Premium Ride hand-adjustable rear

suspension, Reflex Linked Brakes with ABS, and H-D® Smart Security. Colors other than Denim Black have a Gloss Black inner fairing, and all Road Glide Special motorcycles receive hand-applied pinstriping.

“The new Road Glide has a great look, but my first ride on the finished bike was a real eye-opener,” said Goche. “We’ve made a great leap forward



“THE NEW ROAD GLIDE HAS A GREAT LOOK, BUT MY FIRST RIDE ON THE FINISHED BIKE WAS A REAL EYE-OPENER,” SAID GOCHE. “WE’VE MADE A GREAT LEAP FORWARD IN TERMS OF RIDER COMFORT. THE ROAD GLIDE HAS BECOME A WORLD-CLASS TOURING MOTORCYCLE THAT I THINK WILL IMPRESS ANY RIDER.”

in terms of rider comfort. The Road Glide has become a world-class touring motorcycle that I think will impress any rider.”

### FOLLOW THE RUSH

For complete details on the Road Glide model, visit [h-d.com/roadglide](http://h-d.com/roadglide).



## 2015 CVO™ Road Glide® Ultra

Harley-Davidson® Custom Vehicle Operations™ (CVO) has worked its chrome-and-paint magic to create a new 2015 CVO™ Road Glide® Ultra, a bike that combines aerodynamic excellence with a host of styling and feature upgrades in one super-premium Touring motorcycle.

The CVO Road Glide is powered by a Screamin’ Eagle® Twin-Cooled™ Twin Cam 110™ engine with a combination of air-cooled and precision liquid cooling strategies to maintain peak performance under the most demanding loads and riding conditions. The new fairing is topped with a 13.5-inch touring windshield, and air deflectors under the fairing create a cooling jet stream over the legs of rider and passenger. An exclusive 1.25-inch-diameter handlebar offers more pull-back and height to put most riders in an ideal long-haul posture. The color-matched inner fairing holds a color touchscreen Boom!™ Box 6.5 GT Infotainment System with 3D GPS and 6.5-inch Boom! Bagger Speakers with 75-watt-per-channel amplification. A dual-control heated seat, polished chrome Slicer custom wheels, Premium pull-out luggage, back-lit hand controls and dash switches, and a high-output charging system are also standard equipment. That stunning CVO paint is offered in three color combinations: Abyss Blue/Crushed Sapphire, Burgundy Blaze/Typhoon Maroon, and Carbon Dust/Autumn Sunset.



## LOWERING BIKES, RAISING EXPECTATIONS

### 2015 ULTRA LOW AND LIMITED LOW MODELS BRING TRUE GRAND AMERICAN TOURING EXPERIENCE TO A WIDER AUDIENCE

The Electra Glide® family of Harley-Davidson® Touring models – including the premium Electra Glide Ultra Classic® and Ultra Limited – has a long and storied history.

With their iconic bat-wing fairing and unmatched long-haul prowess, they symbolize the freedom of the open road to riders around the world.

Now, with the introduction of the 2015 Ultra Low and Limited Low models, that freedom is accessible to a wider range of riders – straight off the showroom floor.

“Smaller riders can sometimes have a hard time maneuvering these larger Touring bikes, or even reaching the ground with their feet and the controls with their hands,” says Rebecca Krueger, motorcycle product planning manager for Harley-Davidson. “So they might have to put in a lot of effort, through the dealership or on their own, to make the vehicle fit them.

“The concept behind the Ultra Low and Limited Low is to give these customers a ride-ready product. So when they walk into a dealership and fall in love with one of these bikes, they don’t have to wait to have the seat and

the suspension lowered before they can ride it home.”

#### VOICE OF THE CUSTOMER

To the untrained eye, the Ultra Low and Limited Low look just like their taller counterparts, with all the same features and amenities to provide the same grand American touring experience. They don’t even have any special markings, so no one has to know you’re riding anything different.

But both models include a number of carefully engineered “accommodations” for smaller riders, all of which are the result of extensive customer interviews and feedback. Some changes are simple common sense, others are more subtle and ingenious.

A lot of research, engineering, customer feedback, and confidential rider testing went into these new bikes, designed for anyone who lacks the confidence to ride a standard Touring model. Early indications are that the designers have hit their mark.

“In pre-launch consumer testing, we got a lot of comments like, ‘This is awesome,’ ‘The size of this bike doesn’t intimidate me anymore,’ ‘I feel in control of it,’ and things like that,” Krueger says. “I think these bikes are going to be extremely popular.”



#### GET THE LOW DOWN

For complete details on the 2015 Ultra Low and Limited Low models, visit [h-d.com/rushmore](http://h-d.com/rushmore).





## REBECCA SAYS

Harley-Davidson Motorcycle Product Planning Manager Rebecca Krueger on the Features of the 2015 Ultra Low and Limited Low models ...

### PREMIUM LOWERED FRONT AND REAR SUSPENSION

Lowers the motorcycles by a full inch to put the rider closer to the ground. The lower center-of-gravity improves low-speed maneuverability and makes it easier to lift off the sidestand.

“This is not simply a standard suspension that has been lowered, but a premium suspension, front and rear, designed and built with a lower profile.”

### NEW LOWER PROFILE SEAT

Ultra Low and Limited Low models have a seat height of 25.6 inches, giving them the lowest seat height available for both Harley-Davidson and competitive Touring motorcycles.

“This is a custom Super Reduced Reach® seat with premium grand touring comfort. We spent a lot of time engineering different shapes and types of foam, so riders can ride for hours at a time in complete comfort.”

### NEW PASSENGER FOOTBOARDS

Passenger footboards and mounts have been redesigned to fold up tighter, allowing easier mobility and greater leg clearance when pushing the bike.

“Increasing leg clearance helps riders use their larger muscle groups to manage these bikes more easily.”

### NEW REDUCED WIDTH PRIMARY HOUSING AND DERBY COVER

Overall width of the primary housing and derby cover have been reduced, allowing for greater leg clearance to the ground and controls.



“This is one of those things you might not think about. But it can make a big difference in how easily a rider can walk these bikes into a tight parking space or the garage.”

### JIFFY STAND LEG EXTENSION

New toe tab extends to a position where the rider can more easily engage the sidestand.

### NEW HANDLEBAR

Pulled two inches back from the current Ultra and Limited handlebar position to put hand controls closer to the rider.

### REDUCED CLUTCH EFFORT

New “A&S” (Assist & Slip) clutch is easier to pull in.

### REDUCED DIAMETER GRIPS

Narrow hand grips make the clutch and front brake levers easier to reach.



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# 2015 FREEWHEELER™ TURNS UP THE HEAT

LIFE ON **THREE WHEELS** HAS  
NEVER BEEN COOLER



Disregard for a moment that the new 2015 Harley-Davidson® Freewheeler™ model sits on three wheels.

Enjoy it first for what it is, free of preconceptions. Let your eyes follow the curve of the mini-ape handlebar, down to the slotted 5-spoke wheels, over the High Output Twin Cam 103™ engine, back along the low-profile seat and trunk body, and off the ends of the bobtail fenders.

It's a sexy new cruiser, right? Maybe you'd call it a bobber. A cool, sleek-looking hot rod of a motorcycle – one that just happens to have one more wheel than most.

Compared to the successful H-D® Tri Glide® model – a fully equipped touring vehicle – it's a whole new kind of trike, says Rebecca Krueger, motorcycle product planning manager for Harley-Davidson.

“It looks sleeker and sportier, less intimidating, more confidence-inspiring,” she says. “That’s what our customers have been telling us they want in a new trike. So that’s what we’re providing – at a price that will surprise a lot of would-be trike riders.”

The most obvious difference is the absence of the iconic bat-wing fairing in the front and the Tour-Pak® carrier in the back. The front-end looks and feels lighter, giving it nimbler handling and a sportier look. It's also built with a smaller rider in mind, including features that put the controls closer to the rider and make it easier to ride.

“It’s not only ‘cool for a trike.’ It’s a very cool motorcycle that just happens to be on three wheels. It’s going to open up the trike option to a lot of riders who have never seriously considered it before.”

## KEY FEATURES

### 12" MINI-APE HANDLEBAR

With the tallest rise of any Original Equipment handlebar, this pulled-back bar puts the hand controls closer

to the rider. It also moves the hand location, providing greater leverage and reduced turning force compared to the Tri Glide model.

### HIGH OUTPUT TWIN-CAM 103™ ENGINE

Delivers the power and performance you need to get around that 18-wheeler on the freeway or get around town with authority.

### NEW TRUNK SYSTEM

Opens right-to-left and extends the entire length of the body to create a clean look. Spacious enough to carry two full-size helmets.

### NEW BODY STRUCTURE

The rear section is pulled forward, decreasing the overall length by three full inches. Visually smaller sleek front fender and bobtail rear fender.

### TWO-UP REDUCED REACH® COMFORT SEAT

Moves the rider a full inch forward to provide a better fit for smaller riders.

### NEW PASSENGER GRAB RAILS

Wider diameter grips for passengers.

### 7-PIECE DESIGN NACELLE

Provides a smaller overall look and accommodates a built-in windshield mounting system.

### UNIQUE CONSOLE DESIGN

Includes a reverse-gear indicator light in the all-new speedometer face.



### GET IN THE HOT SEAT

For complete details on the Freewheeler model, visit [h-d.com/freewheeler](http://h-d.com/freewheeler).



# FINDING THE RIGHT FIT

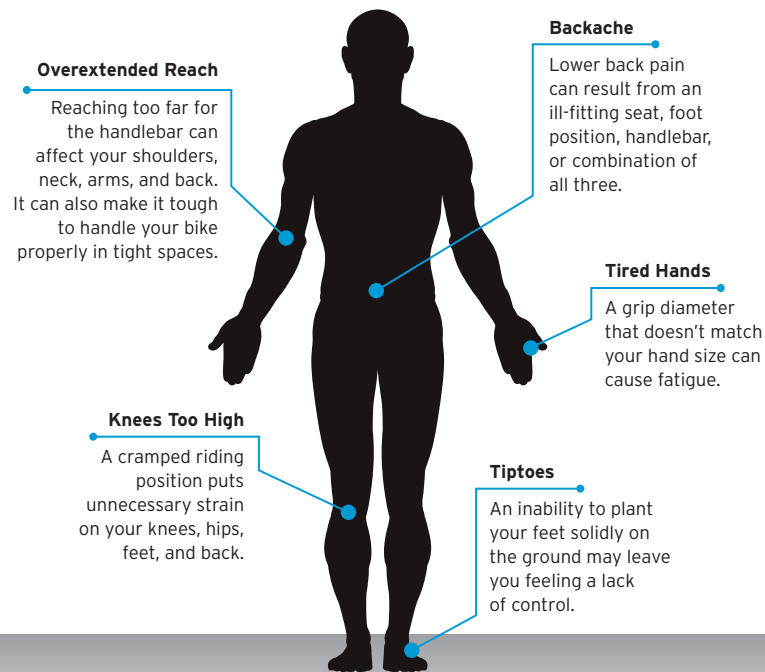
BY KATIE MALONEY

“Fit” can have an enormous impact on your relationship with your motorcycle, potentially affecting handling, confidence, and general enjoyment. The tricky part is, when it’s right, you may never think about it. And when it’s wrong, you may not realize there’s a problem.

The 2015 Ultra Low and Limited Low models (see Pages 32-34) introduce ready-to-ride Touring to a new range of riders. But it’s also important to know that virtually any Harley-Davidson® motorcycle can be made to fit virtually any rider. Understanding these principles and guidelines will help you find your perfect fit.

## THE SYMPTOMS

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



## THE SOLUTIONS

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

### SEAT

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

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

**TRY BEFORE YOU BUY**  
Ask your dealer about taking a demo seat for a spin before making this important purchase decision.

### FOOT CONTROLS

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

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

### HANDLEBAR

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

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

**TRY BEFORE YOU BUY**  
Ask your dealer about trying different handlebar styles on an H-D Fit Shop bike.

### SUSPENSION

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

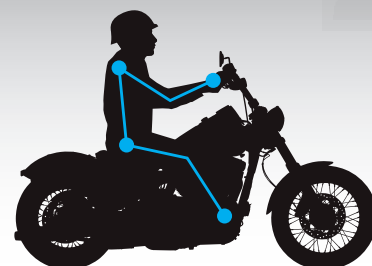
- » **Rear:** An H-D® Profile® Low Rear Suspension Kit can lower the motorcycle by a half-inch.
- » **Front:** A Profile Low Front Suspension Kit can take off another half-inch, to lower the seat a full inch in total.

**TRY BEFORE YOU BUY**  
H-D Fit Shop Slammed Suspension Simulator Mats can help you feel the difference a lowered suspension makes.

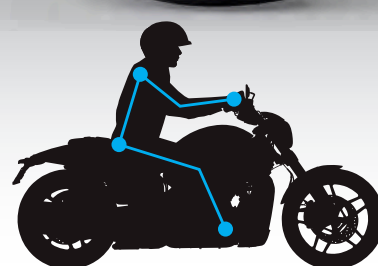


## THE TRIANGLE OF COMFORT

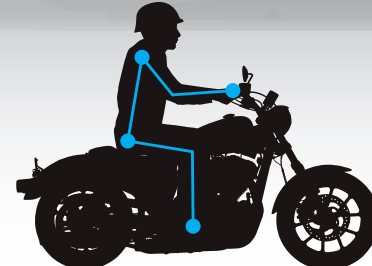
How a motorcycle fits the rider is determined by the “triangle of comfort,” defined by the geometry of the seat/hips, handlebar/hands, and footpegs/feet. Suspension height and sidestand accessibility can also affect the equation. Every Harley-Davidson motorcycle places the rider in one of five basic riding positions: Profiling, Aggressive Profiling, Sport, Cruising, and Touring. These positions determine the triangle of comfort and can dramatically change how it feels to ride your motorcycle.



PROFILING



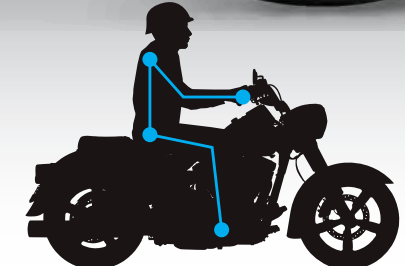
AGGRESSIVE PROFILING



SPORT



CRUISING



TOURING



# ELLECTRIC TRIC 66



**PROJECT LIVEWIRE™** combines reinvention and innovation with an unforgettable riding experience.

Story and photographs by [Alex Chacón](#)







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

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

The initial sight of LiveWire charms the mind, but can also leave you slightly dazed and confused about why it exists. But once you hear it or ride it, it grabs your curiosity, blends it up, sticks it to the walls of your brain, and never lets go. The turbine-like sound emitted by the machine was the first thing I noticed, as did everyone in its proximity. What a roar! Who says this isn't a Harley-Davidson® motorcycle? You can



hear its fortified beating heart scream as it passes by and it couldn't be a more uniquely Harley-Davidson sound.

As soon as I jumped on the bike for the first time, I knew I wouldn't be able to let go of it either. I felt like I was rediscovering motorcycles all over again. LiveWire packs a combination of the roar and power of the ocean with the energy and beauty of a lightning strike.

Riding it put me into the Dark Knight's

costume as I tore across the Southwest chasing sunsets and palm trees.

At a glance, one might not appreciate the sturdiness and technical integrity of this bike, but the handling, braking, and reliability are superb. The seating position is incredibly comfortable; it felt as if the bike was the one doing all the riding, like I was just along for the ride at its mercy. The radiant LED headlight and rear turn signals give it a futuristic yet classic look, while the black



**ONCE YOU HEAR IT OR RIDE IT, IT GRABS YOUR CURIOSITY, BLENDS IT UP, STICKS IT TO THE WALLS OF YOUR BRAIN, AND NEVER LETS GO.**







paint and polished aluminum solidify its hard-core sports appeal. Its weight distribution places you right in the middle of the action, putting the rider in total control of the machine, whether taking curves at 90 mph or lane-splitting through traffic in California. And as soon as I took off at 0 to 60 mph in less than 4 seconds, I truly knew this was going to be an unforgettable experience, that is, after the blood returned to my face.

Despite the rush of the riding experience, there's something even bigger about the Project LiveWire story. As we traveled along Route 66, littered as it is with rusted and broken-down cars, weathered signs, and abandoned gas stations, I was reminded of the long history with conventional transportation this road has. One evening after I parked the LiveWire next to a rustic fuel pump, the sun peeking through the

clouds and casting a unique light on the bike, I had an epiphany. The image of a 21st Century electric bike on Route 66 couldn't have been more ironic, iconic and, yet, right on target. Advances in motorcycle technology have taken us from motorized bicycles to mastering internal combustion engines to a future-is-now fueled by the promise of renewable energy. I saw the light, quite literally, and understood that this

**THE PROJECT LIVEWIRE EXPERIENCE TOUR** is still making its way across America, offering test rides and giving riders an opportunity to give feedback. Go to [projectlivewire.com](http://projectlivewire.com) to see when it's coming near you.



**I FINALLY SAW THE LIGHT, QUITE LITERALLY, AND UNDERSTOOD THAT THIS BIKE IS A SYMBOL OF HARLEY-DAVIDSON REINVENTING ITSELF ONCE AGAIN, LOOKING INTO THE FUTURE AND STAYING TRUE TO THE DREAM OF ITS FOUNDERS.**



bike is a symbol of Harley-Davidson reinventing itself once again, looking into the future and staying true to the dream of its founders.

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

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

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

See more photos from the Project LiveWire Route 66 ride in the HOG® tablet edition. [hog.com/tablet](http://hog.com/tablet)





STORY  
&  
PHOTOGRAPHS  
BY  
MIKE  
ZIMMERMAN



# A DROP IN THE BUCKET LIST

Four days in Alaska weren't nearly enough to do justice to this massive land.





**He races down the mountainside leaning left, leaning right through tight and twisty curves, at times touching the surface of the deep-black asphalt.**

**Focused on the road**, he's oblivious to the rocky landscape rushing past. It could be dawn, dusk, or even midnight. In the far north, the summer sun never fully sets.

Walter Mitty is having the ride of his life. On a skateboard in Iceland.

And then the screen went blank.

"Sir? Please put up your tray table and return your seat to the upright position."

Snapping back to reality, I strain from my aisle seat for a better look out the window of the 737. Is this still a movie?

I've never seen so much snow on so many mountains. *Excuse me, ma'am. Please pardon my reach as I stick my camera phone in your face.* It's going on 9PM, but the mid-June sun is still high, spreading a warm glow across the frigid landscape.

Six hours earlier I boarded a plane in Chicago. Now I'm touching down in Anchorage, Alaska, about to begin a long-awaited adventure. I could hardly have chosen a more appropriate in-flight movie than *The Secret Life of Walter Mitty*.

Ben Stiller's unassuming hero embraces

1.	2.	3.
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his Nordic adventure reluctantly. For me, Alaska is quite intentional. It's been on my bucket list forever. When I saw that the 2014 H.O.G.® State Rally would be a touring rally for the first time, I jumped at the chance to cover it for *HOG*®.

As the plane begins its final descent, I close my eyes and imagine myself leaning left, leaning right, lost in the moment on a twisting, turning mountain road.

## RAIN AND SHINE

Considering that there's approximately one moose in Alaska for every four people, it came as no surprise that it took me less than a day to see some. Nonetheless, it was a thrill when an adult female and her young calf briefly prevented our group of about 15 bikes from making our way along the Glenn Highway. They ran back into the woods before I could get a good look, but it counts. Check "See a Moose" off my Alaska to-do list.

It was Thursday afternoon, Day 1 of the Alaska State H.O.G. Rally, and we were on a 170-mile guided ride, heading mostly north from Denali H-D in Wasilla to Matanuska Glacier Overlook and the Independence Mine at 3,886-foot Hatcher Pass. It was the best ride of my trip, featuring some nice relaxed curves and gentle climbs through the Talkeetna and Chugach Mountains. We passed beautiful mountain lakes, rushing streams, and mile after mile of thick forest. Surprisingly, considering the harsh winters, the roads were as well-maintained as they were beautiful, providing smooth sailing all the way. A great way to kick things off.

The day was capped by a dinner and party at the Tug Bar-Goose Bay Inn near Wasilla, where I met more of my 200 or so fellow rally-goers. Most were from Alaska, but a few had ventured from

points more distant – in some cases, much more.

The prize for longest ride to the rally goes to Ray Longinetti, who rode solo from Jay, New York to Juneau before joining his son-in-law Wendell Bishop for the final push to Anchorage. He left home for the June 11-14 rally on May 23 and was still touring Alaska more than a month later.

But when it came to total distance traveled, no one could touch Gang "David" Zhou, who flew in all the way from Shanghai, China.

These and other die-hards made my "grueling" six-hour flight seem like nothing at all.

After our great Thursday ride, Friday was almost a washout, with an all-day rain and temperatures in the 40s. But few were deterred from making the 190-mile ride from Wasilla to Kenai Peninsula H-D in Soldotna. In fact, the challenging conditions added to the sense of adventure and accomplishment. Even in the rain and mist, riding along the cusp of the mountains and the sea was quite a thrill.

Overheard at the dealership: "I don't think I've ever seen so many happy, wet bikers!"

After devouring a couple of burgers at the dealership I retreated to the hotel to catch a quick nap – 20 hours of daylight and a bit of jet lag were messing with my sleep cycles. Then it was off to the Diamond M Ranch Resort for biker games, live music, ribs and barbecue, a crackling bonfire, and road stories.

With no more guided rides on the schedule, everyone was free to take their own path to the closing ceremonies in Anchorage Saturday night. As we shared ride ideas, I learned all about the Salty Dawg Saloon, a tiny dive bar in Homer (pop. 5,000), down at the very tip of the Kenai Peninsula. Looking at Google Maps, you could be forgiven for thinking





“

The mountains in Alaska are stunning, but they always seemed

# JUST OUT OF REACH.”



Plan your ride at [h-d.com/rideplanner](http://h-d.com/rideplanner).

it's the only place of business in the whole town. But the Salty Dawg is just one of the many attractions on The Spit.

The Homer Spit is a narrow, sandy peninsula jutting four-and-a-half miles into Kachemak Bay. It's home to a wide variety of gift shops, tiny galleries, quaint eateries, campgrounds, hippies, fishing charters, and a busy deep-water harbor. Renowned as "The Halibut Fishing Capital of the World," it's also the home

port of the 113-foot fishing vessel *Time Bandit*, featured on the hit TV show *Deadliest Catch*.

Following a glorious 75-mile solo ride, with snow-covered volcanic peaks beckoning across the bay, I spent the better part of Saturday morning exploring The Spit. Glorious sunshine had replaced the rain and fog, providing crystal-clear views across the water. With so much to see and do, I could easily have spent

all day, taking a seaplane flight, halibut charter, grizzly tour, sea-kayaking trip, or whale watching cruise. Or, enjoying the local seafood – it doesn't get any fresher than this.

Instead, I visited the Salty Dawg, which is fresh in a very different way. Not for nothing is Homer known as a quaint little drinking village with a fishing problem. The tiny, weathered wood structure dates from 1897 and looks like something

straight out of an old pirate movie. Or possibly an episode of *Spongebob Squarepants*, with its distinctly nautical feel.

Opening the wooden door, I startled a few exiting rally-goers: Greg Papineau, Tracy Try, and Chris Maida, who was covering the event for *American Iron* magazine. Before they left, they helped me find a place of honor for a personalized *HOG* magazine dollar bill

among the many thousands that already covered the walls and ceiling.

In their wake, the place was empty – which gave me a better chance to chat with bartender Lu Lovelace. She assured me it would be standing room only later in the day, after the charters return filled with fish and celebratory fisherman. I had heard it's fun to watch the halibut charters unload their catch, but after spending more time than I meant to

exploring the rest of The Spit, I couldn't wait for the fleet to come in. I had another party to get to.

## LITTLE BIG LAND

June on the Kenai Peninsula gives you just about all the time you would ever want to see everything you want to see. At least in theory. The sun doesn't officially set until





1. The Salty Dawg Saloon braces for the afternoon onslaught of thirsty halibut fishermen.
2. Alaska Chapter member Tracy Try enjoys the crisp mountain air.
3. H.O.G. pride speaks for itself in "The Last Frontier."

almost 11:30, and the sky never quite gets completely dark before it rises again less than five hours later. Yet here I was, in a hurry to get back to Anchorage.

I wanted to follow up my Homer visit with a quick side trip to Hope, a tiny mining town (pop. 192) on the edge of the Turnagain Arm of Kachemak Bay. But it's 17 miles off the main road. It would take *at least* an hour to get there, see it, and get back on the road. No time for that now.

Same with Seward, a small (pop. 2,737) but important port city, home to commercial fishing vessels and a waypoint for cruise ships. It's also a jumping-off point for the Alaska Railroad. It's a great place to begin an Alaska visit if you're coming by sea ("Alaska Starts Here" is the town slogan), but from Highway 1, it's 30 miles each way to get there and back; not a detour but a full-blown side trip.

And I later discovered that Whittier, just 12 miles off of Highway 1, was even further out of reach than Hope or Seward.

Because here's the thing ...

Alaska is *huge*. At 663,267 square miles, it's roughly 2.5 times the size of Texas. Yet it's home to fewer than 750,000 people. Wrap your brain around this if you can: Nearly twice as many people live in tiny Hawaii as in massive Alaska.

As a result, the pockets of civilization in Alaska are farther apart than I realized. On the map, Homer is a little dot just down the road from Soldotna. But it's actually a solid 75 miles on a beautiful but surprisingly busy two-lane road. Then it was another 148 miles back to Anchorage. As I hurried back to the closing ceremonies, it was dawning on me that I had been biting off bigger chunks of Alaska than I could easily chew.

I also identified the source of the mild but persistent frustration I had begun to feel. The mountains in Alaska are stunning, but they always seemed just out of reach. Since that great ride on Thursday, I felt like I had been riding

forever toward them, alongside them, and among them. But never really *into* them. And even Thursday's ride lacked the dizzying, guardrail-defying, high-altitude twisties I generally associate with mountain riding.

I began to realize there's no reason to build many paved mountain roads in Alaska because there's so little civilization up there. Those mountains I saw from the plane were way off the beaten path. No wonder so many people use airplanes as personal transportation.

The good news is that the weather stayed clear, so I got my best look yet at the mountains that flank the Turnagain Arm. Plus, the waters that earlier looked like glorified mudflats were now alive with swirling high-tide currents. I had never seen anything like it.

I made it to the rally site just in time for dinner and closing ceremonies. I thought I might have an outside shot at winning "Dirtiest Bike," but about 50 others edged me out.

And just like that the rally was over. With a warm glow setting in, it wasn't even anything close to dark. But my Alaska adventure wasn't quite finished.

## SOUND ADVICE

I knew I would have an extra day to fill after the rally, so before I left Milwaukee I got in touch with Paul Twardock, the brother of an old friend. Paul teaches Outdoor Studies at Alaska-Pacific University in Anchorage, so I asked him to suggest a unique Alaska experience I could do on Sunday.

"How about if I take you sea kayaking on Prince William Sound?" he said.

It was the perfect way to close out my trip. The weather was ideal: overcast and calm, the temperature a brisk 55 degrees – which feels warmer than you would think wearing waterproof gear.



Fishing and commercial vessels from around the globe come to the harbor in Homer.

We put in near Whittier, which I learned the night before is only land-accessible through a 2.5-mile one-lane tunnel. That's right, one lane, cut through solid rock (giving new meaning to being *in* the mountains). It opens just once an hour in each direction and occasionally shuts down altogether to let a train go through. So if I had tried to visit the day before, I wouldn't have made it very far.

We were only on the water a couple of hours, but it left a lasting impression. The highlight was paddling out to a gull rookery, where hundreds, perhaps thousands, of seabirds nested on a rocky cliff. They raised quite a ruckus as we paddled in close, but it was well worth the risk of fecal bombardment to feel so close to something you might see on the Discovery Channel.

In just those two hours, the tide had risen substantially, so when we took the boats out, the walk up the rocky shore was considerably shorter than when we put in. Realizing my time was running short (again – *crap!*), Paul and his wife, Dana, graciously encouraged me to take off without helping put the boats away. If I had missed the 2:00 tunnel, I wouldn't have made it back to the House of Harley in Anchorage in time to reluctantly return my Electra Glide® Ultra Classic®.

Anticipating my 5:50AM flight, I went to bed early that night. I fell asleep wondering if there might be an in-flight movie that could help ease me back into the real world, just as *Walter Mitty* had eased me out.

There wasn't.

## AFTER EFFECTS

Weeks later, I'm still processing the experience. Alaska is in my brain, my heart, my blood. I now notice every little Alaska reference and feel a sense of pride at having been there. It's like I'm a member of an elite club.

When writing about a trip for *HOG*, I'll often express a desire to go back someday. But never before has that desire felt quite so ... *urgent*. I've never left a place feeling like I left so much undone, so much unseen.

I want to go back to Alaska and get on a boat to see glaciers and whales and grizzlies. I want to feel the pull of an enormous halibut or giant salmon on the end of my fishing line. To get as close to Denali (a.k.a. Mt. McKinley) as I can on a Harley-Davidson® motorcycle – and then get a little closer. I want to get off my bike and tie a little bell to my foot to let the bears know I'm coming while I hike up to a hidden waterfall.


I want to get further off the main roads and feel that little sense of fear from the thought, "What if I break down out here?" I want to leave civilization behind, ride the Al-Can Highway across the Arctic Circle and clear to Prudhoe Bay with gas cans strapped to my Tour-Pak®, battling giant oil and logging trucks, swarms of giant mosquitoes, enormous bull moose, and maybe even the occasional pack of hungry wolves along the way.

Most of all, I want four weeks to explore, not just four days.

The H.O.G. State Rally was great, and I'm thrilled to have checked Alaska off my bucket list. But somehow that list now feels longer, not shorter. Like a rogue grizzly that has gotten his first taste of beef, I've developed a new appetite. I want an Alaska-sized adventure. One you can only have in the most unique and amazing state of all.

I want to leave my daydreams in the dust and ride down a twisty Alaskan mountain road while leaning so far I can almost touch the asphalt.

Who's with me?

 See more photos and video from Mike's ride in Alaska in the *HOG*® tablet edition at [hog.com/tablet](http://hog.com/tablet).





# Muscle Matters

The coolest customs are built with Genuine Motor Accessories.

This burly Fat Bob® model makes a powerful statement with Screamin' Eagle® performance, and Mysterious Red Sunglo paint provides a pop against the blacked-out components.

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**SIDEKICK® SEAT:** Premium cowhide luxury with a frame-hugging look, along with rider back support and extra padding for the passenger.

P/N 51353-06

**SCREAMIN' EAGLE VENTILATOR ELITE AIR CLEANER COVER – GLOSS BLACK:** Easy-to-install cover features a sleek center bar design surrounded with carbon fiber inserts.

P/N 61300517

**NEW BURST COLLECTION FOOTPEGS:** Rectangular for the rider, round for the passenger.

P/N 50500367/33600059

**REDUCED REACH FORWARD CONTROL CONVERSION KIT:** Gets the laid-back look and comfort of forward controls within easier reach.

P/N 50700005

**SCREAMIN' EAGLE STREET PERFORMANCE STAGGERED DUAL MUFFLERS – JET BLACK: WITH CHROME END CAPS:** Feature high-flowing internals to maximize performance and a rich, aggressive exhaust note.

P/N 80601-09A

**SCREAMIN' EAGLE STAGGERED DUAL EXHAUST SHIELD KIT – JET BLACK:** Puts the finishing dark touches on this black-and-red beauty.

P/N 65247-09

## BUILD YOUR OWN DREAM MACHINE

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# DAIRYLAND SECRETS

## WHILE A CERTAIN BRAND OF BEER MAY HAVE MADE MILWAUKEE FAMOUS

(as did the Motor Company, of course), the humble cranberry hasn't exactly done the same thing for Wisconsin. In fact, it seems to be one of the state's best-kept secrets. "They grow cranberries in Wisconsin?" asked the woman seated next to me on the flight home from Milwaukee, an incredulous expression on her face. I had just shown her an Instagram photo I had taken of a Wisconsin cranberry marsh. "I thought they all came from Cape Cod," she added.

Therein lies the problem. Wisconsin cranberries, you could say, are like the Rodney Dangerfield of fruit crops - they get no respect and very little recognition. "Traditionally, most people think of the East Coast and Massachusetts as being the big cranberry-growing area, and years ago that was the case," explained Lisa Potter, co-owner of Cutler Cranberry Co., a fifth-generation family farm in the heart of the state's cranberry country. "For about the last 18 or 19 years, though, Wisconsin has been the number one producer of cranberries in the world." Number one to the tune of nearly six million barrels harvested last year, each barrel weighing a hundred pounds. That's a lot of tart little red berries.

### THE STURGIS OF CRANBERRIES

Early- to mid-October is peak harvesttime for Wisconsin cranberries, which also happens to be peak foliage season, so you might say it's peak riding season, as well (just be sure to avoid patches of slick, wet leaves on the roadway). I rumbled northwest out of Milwaukee on a crisp fall afternoon, surrounded by a riot of reds, rusts, golds, and greens. I had just picked up a brand-new Project RUSHMORE Ultra Limited from the mother ship itself - Harley-Davidson's Juneau Avenue headquarters - and was stylin' in





# EARLY- TO MID-OCTOBER IS PEAK HARVESTTIME FOR WISCONSIN CRANBERRIES, WHICH ALSO HAPPENS TO BE PEAK FOLIAGE SEASON ...

Charcoal Pearl/Brilliant Silver Pearl (the bike, that is, not me; I was in my usual black leather Harley® jacket and jeans). They say rank has its privileges; I'm here to tell you that being a motorcycle writer/ rider does, as well, sometimes. The Twin Cam 103™ engine emitted a throaty rumble at freeway speeds, and I glanced down at the integrated GPS that's part of the bike's infotainment system. The FLHTK's heated grips warmed my hands through the leather gloves, a much-appreciated feature on this brisk day.

My front wheel was pointed toward the town of Warrens, the self-proclaimed capital of Wisconsin's cranberry country.

Although I had just missed the annual Cranberry Festival, harvest was still going strong. Seems that Warrens is to cranberries as Sturgis is to Harley lovers. Its cranberry fest, held the last full weekend of September, attracts 140,000 or so cranberry lovers to the tiny burg of 400.

After a restful night at the Three Bears Lodge (I looked, but Goldilocks was nowhere to be found), I started the day at the Wisconsin Cranberry Discovery Center in Warrens, housed in a former cranberry warehouse. The museum features historical displays tracing the evolution of the state's cranberry



industry, and its store offers a wide range of cranberry-centric products, all made from Wisconsin berries, of course. Drinking a cup of Cranberry Cream coffee, I learned about the fruit's versatility.

"We have products from sweetened dried cranberries to cranberry moonshine, and everything in between," explained Barbara Hendricks, the center's director. "We have salsas and jams, syrups and mustards, pancake mixes, gift boxes, cranberry ice cream. If it's made in Wisconsin with Wisconsin berries and we don't have it, we'll find it."

## I BRAKE FOR CRANBERRIES

From there, I headed over to Wetherby Cranberry Co., a 110-year-old, 1,100-acre family-owned farm. I watched workers sort cranberries on a conveyor belt, then headed over to the marsh to see a bit of the harvest. The flooded marsh glistened with a sea of floating bright-red cranberries as an employee maneuvered a large red tractor, equipped with rake-like attachments front and back, through the shallow water. "It's called a harrow," explained Wetherby employee Henry

VanWychen. "It's just another procedure for knocking the berries off the vine."

I had assumed that cranberries grow in water, which is a common misconception; they actually grow on vines in wet, sandy soil. At harvest time, farmers flood the marshes and use a harrow to shake the berries loose from the vines. The fruit then floats to the top of the water, where it's corralled and scooped up with what's essentially a giant vacuum.

"Cranberries grew here in the wild, before European settlement," said Tom Lochner, Executive Director of the Wisconsin State Cranberry Growers Association. "The Native Americans collected them and used them as a trade item with European settlers." Commercial cultivation began in the mid-1800s, and today there are approximately 275 cranberry farms in the state, with a total of about 21,000 acres under cultivation. Many believe that a diet that includes cranberries is essential to good health. The fruit is rich in antioxidants, Vitamin C, and fiber, and some studies have shown it fights the bacteria that cause urinary tract infections.

From Wetherby Cranberry Co., I motored over to Necedah National Wildlife Refuge, a tranquil 43,000-acre site that provides habitat to many migratory and native birds, including the endangered Whooping Crane. The refuge also hosts the world's largest population of the endangered Karner Blue Butterfly. Outside the Visitor



**Opening:** Rolling out the red carpet – a sea of floating cranberries awaits harvest at Cutler Cranberry Co. **Top Left:** Contented cows at a Wisconsin dairy farm **Left:** Smiles all around during harvest at Cutler **Top Right:** A tractor-mounted harrow shakes the fruit loose from the vine at Wetherby Cranberry Co. **Above:** A giant ice cream cone, irresistible roadside kitsch in Wisconsin Rapids



**Left:** An acorn-silhouetted sign marks Kettle Moraine Scenic Drive outside of Elkhart Lake  
**Right:** A fistful of berries at Wetherby Cranberry Co.  
**Below:** The track at Road America in Elkhart Lake is four miles long with 14 turns



Center, I followed the boardwalk over a marsh, where tall grass swayed in the gentle breeze, and the sounds of chirping birds filled the air.

On the way to another cranberry farm, I gained a new appreciation for the Ultra Limited's Reflex™ Linked Brakes and Anti-lock Braking System. Traveling slowly along a winding country road, I have to admit I probably became a bit too wrapped up in my appreciation of the stunning fall foliage and didn't notice when the van in front of me suddenly stopped, apparently to take a photograph. Leaning hard on the brakes, I braced for what would most certainly have been a skid followed by a low-speed crash, had I been riding my own non-ABS Road



King®. To my amazement, the big bike immediately came to a smooth, safe stop with no wheel lockup. Right then and there I resolved that my next new Harley motorcycle would have ABS – a must-have option, in my opinion.

Afterward at Cutler Cranberry Co., the ruby-red berries floated in a flooded marsh under sapphire skies, awaiting collection. Cutler's cranberries are destined for Ocean Spray, a grower-owned cooperative comprising more than 700 grower/owners, the 800-pound gorilla of the cranberry industry.

### TALES FROM THE CRANBERRY HIGHWAY

Early the next morning I rolled out of Warrens, heading north on State Road 173 along what's informally known as the Cranberry Highway. Passing marshes, farmland, and historic small towns, I tried hard not to get too distracted by the tree-lined road's brilliant fall colors. Entering the small town of Babcock, I chuckled at its alliterative sign: "Welcome to Babcock: Birds, Bogs, Bucks." If they added "beer," I thought, they would have a fourth irresistible "B."

In Wisconsin Rapids, I stopped at the massive Ocean Spray processing plant, which is not generally open to the public. The spotless and efficient 300,000-square-foot facility produces more than 51 million pounds of sweetened, dried cranberries and 2.5 million gallons of concentrate each year. That's a lot of Craisins and juice.

From there, I took a leisurely 125-mile ride to Elkhart Lake, a historic village on the edge of the Kettle Moraine State Forest. While part of southwestern Wisconsin's cranberry country is situated in what's known as the Driftless Region (meaning that its rolling hills escaped the steamrolling effects of glacial movement), Elkhart Lake, in the eastern north-central part of the state, sits at the epicenter of a glacial clash that created moraines (deposits of glacial sediment, or "drift") and shallow bodies of water known as "kettles," which were formed by ice melt from the retreating glaciers. Elkhart Lake itself is one of the larger of those kettles. Green signs with a distinctive acorn silhouette mark Kettle Moraine Scenic Drive, a winding 115-mile journey linking the northern and southern units of the state forest.

Although I only traveled a part of it, the drive is a veritable fall foliage fiesta.

In the town of Elkhart Lake, I visited Road America, which calls itself the "National Park of Speed." Established in 1955, the 640-acre facility features a four-mile racetrack and hosts motorsports events and activities throughout the year. "Our road course is world-renowned," John Ewert, the facility's communications director, told me. "Major drivers, such as Mario Andretti, Phil Hill, Roger Penske, Graham Rahal, and Bobby Rahal, have all cut their teeth on this track."

Before heading back to Milwaukee the next morning, I went for one last spin around the crystalline waters of Elkhart's spring-fed lake before turning south and riding past seemingly endless miles of farmland, dotted with weathered barns and grain silos, cornfields, and grazing cattle. Fall hues tinted the trees, and multicolored leaves floated from the sky in a gentle breeze.

Cranberries, colors, and cruising on a Harley – that's how I spent my October vacation. I wouldn't have it any other way.

Plan your ride at [h-d.com/rideplanner](http://h-d.com/rideplanner).

Visit the 2014 Warrens Cranberry Festival, September 26-28. [www.cranfest.com](http://www.cranfest.com)

Check out more of Wisconsin's cranberry country with Glen Abbott on video in the HOG® tablet edition. [hog.com/tablet](http://hog.com/tablet)



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# ENTHUSIASTS

STORIES FROM THE OPEN ROAD.

## 1 Camel Crossing

I took a break when I was riding through the Sharjah Desert to snap some pictures of my 2003 Fat Boy.® Spotting a sand buildup on the roadside, I drove my bike into the pile so it would stand on its own, and while I was shooting, a small herd of camels happened to come walking down the road.

**DOUGLAS RALPH**  
*Dubai, United Arab Emirates*



“I finally bought my first Harley® .... Need I say more?”

**2 Building Therapy**

I surprised my husband by signing up for a Team Oregon Motorcycle Rider Training course. After getting my endorsement, I had to decide what I would ride. My husband, Chris, an experienced bike builder, took me to D&S Harley-Davidson. We built up from a Softail Slim,® mapping out every customization. I named her “Therapy.”

**CINDY SWANSON**  
Gold Hill, Oregon

**3 An Oldie but a Goodie**

My favorite old route is the Lincoln Highway, which originated in 1913 and spanned the entire width of Pennsylvania. I decided to ride it on my 1979 Super Glide,® crossing mountains and rich farmland, and seeing historic Gettysburg and Ligonier’s Ft. Loudoun – a French and Indian War fort. The route is right up there with the famous 66, offering bikers another chance to see America at its best.

**LES MEGYER**  
Washington, D.C.



2



4

**4 Like Grandfather, Like Grandson**

My grandfather Frederick C. Galle Sr. was a left-handed pitcher for the Harley-Davidson factory team around 1913. Like him, I was a pitcher, but at the University of Pittsburgh, and also share his passion for H-D. I love cruising my 2000 Heritage Softail® Classic through the North Carolina mountains on the Blue Ridge Parkway.

**FREDERICK (FRED) C. GALLE III**  
Sherrills Ford, North Carolina

**5 First Timer**

I finally bought my first Harley,® a 2008 Softail Deluxe. Need I say more?

**STACEY HENNESSY**  
Sebastian, Florida



3



5

PHOTOGRAPH BY KIM HENNESSY



“Hairpin curves, redwood forests, riverside byways – winding mile after mile .... It was freeing.”

**6 Roadside Artist**

I'm constantly inspired as I cruise on my 2008 Road King.® Entire landscapes and great colors catch my eye as I ride along, so I pull off, set up my easel, and paint with oils – or create a quick image with my pocket-sized watercolors and keep rolling. I'm hooked!

ELLEN HAHS  
Sikeston, Missouri  
.....

**7 Nothing Like It**

On an early May morning, I hit start on my first Harley-Davidson® motorcycle, a 2014 Street Glide.® I felt the sweet 103 come to life, and I was ready to set out on a 17-day adventure. Hairpin curves, redwood forests, riverside byways – winding mile after mile across flatland on my way west to the coast. It was freeing.

JOEL MEEK  
Euless, Texas



PHOTOGRAPH BY KRISTA SANDERS



I RIDE  
AMERICAN MADE



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

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

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Designed, tested and manufactured in the U.S.A.\*\*

\*\*All Dunlop D408F, D407 and D407T Products are built in the United States from domestic and foreign materials.

Share your I RIDE story



@RideDunlop

**D408F™/D407T™**

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

For more Dunlop tire information go to [dunlopmotorcycle.com](http://dunlopmotorcycle.com) or call 800-845-8378. ©2014 Dunlop.

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

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100 DOLLAR RIDES

# Over the Hump

by RICK LA RUE

The April 28 email was simple: I plan to play hooky Thursday. It's going to be around 80 degrees with a lot of sunshine. So I propose a ride, over the hump. You in?

It was on.

We met on May Day for bottomless coffee at a Denny's in our hometown of Everett, Washington and left the workweek behind. Heading east on U.S. Route 2 on an unseasonably warm day, we were peeling off clothes as we climbed the Cascade Range toward Stevens Pass - "the hump," elevation 4,061 feet. I couldn't get the smile off my face. Or my soul. I understood just how blessed I am to have these friends, this bike, this state, and this beautiful, sunny, blue day to enjoy it all in.

We call ourselves The Red Dogs because our bikes are red. Eddie's 2012 Limited, my 2011 CVO™ Road Glide®, Vince's 2010 Ultra, Dennis' 2004 Electra Glide®. People comment on it when

we stop. We look at it like, "Hey, great motorcycle minds think alike."

We made a rest stop in eastern Washington. Then we continued through Leavenworth, with its Bavarian gingerbread buildings and mountain views, and along Icicle Creek, through Wenatchee. The lead rider missed a turnout. We remaining three wordlessly proceeded to the next waypoint. As we shook off the dust and took off our gloves, he rode in and rejoined us. Even getting separated couldn't dampen this day.

A stop in Waterville allowed us to stretch our legs. Waterville is one of those towns with a Main Street and Center-of-Town intersection the highway passes through. The kind of town unknown to those who stick to

the interstate. Their loss, our gain. The Red Dogs lingered to enjoy burgers and rings from a hole-in-the-wall proprietor in business at the same location for 30 years. Any experienced rider knows what a welcome taste those are.

Following lunch we turned northeast along Banks Lake. Its signatory Steamboat Rock outcropping looks like an old Mississippi riverboat. Sections of the two-laner skirt the huge glassy lake, others shear rocky cliffs with ancient Indian cave dwellings. The roads in eastern Washington are like butter, as they say. We traded places in the pack and took turns airing out our Harley-Davidson® bikes on the long, picturesque stretches.

On to the day's destination, the Grand Coulee Dam. Begun in the mid-1930s and completed over the course of the next 17 years, it's taller than the Great Pyramid of Giza. Twelve-million cubic yards of concrete went into it. In the summer, there are nighttime laser shows on the spillways. You can watch them from the grassy knolls near the Visitor Center.

Leaving Electric City (a name I love as a retired "sparky") on our return loop, we slide southbound, back along Banks Lake. The low afternoon sun shoots golden-orange beams over the crests of the cliffs, lengthening our Harley® motorcycles with giant slanted silhouettes. We keep southbound through towns like Soap Lake, Ephrata, and George, then re-cross the mighty Columbia River at Vantage - always a humbling experience. The Columbia Gorge is vast. You wind your way down one side, cross the river, then reverse the process on the other side and climb the Cascades.

We complete the last leg of our little loop on I-90. A final hop over Snoqualmie, another snowy pass, and we're back to Everett, Puget Sound, and our homes.

GAS	\$51.71
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## BETWEEN THE LINES

# Bumps in the Road

How to stay smooth when the going gets rough.

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

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

## Dirt and Gravel

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

Rule #1: Relax. If riding on dirt causes you to tense up, you'll have a more difficult time maintaining control. Instead, keep a slightly looser grip on the handlebar, with your arms and shoulders relaxed. The natural unevenness of a

dirt road will transmit a little "wobble" up into your handlebar. Don't fight it – let your body absorb it. Slow down but keep a steady hand on the throttle. Avoid sudden acceleration or braking. Keep your eyes on the road ahead, looking for holes, large rocks, and other obstacles. Avoid them if you can but not if it means swerving suddenly. Don't override your ability to react smoothly; adjust your speed accordingly.

If you have no choice but to ride over a large bump or obstacle, approach it as you would any other: keep the bike as vertical as possible, approach the obstacle head-on, and lift yourself out of the seat a bit to absorb the impact with your knees instead of your spine.

## Rain and Wet

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

The key, of course, is maintaining and maximizing traction. Do this by slowing everything down a little: your speed, your hands, your feet, your mind. That is, stay relaxed and avoid doing anything suddenly. Slow gradually to turn at a speed that allows you to keep the bike more upright than usual and then accelerate out of the turn more gently than usual. Remember that you'll need

more time and space to stop, so stay extra alert to what's in front of you, and apply the brakes as gently and gradually as possible.

When you approach standing water in the road, slow down even more as you approach it. Don't brake or accelerate as you pass through the puddle, but don't slow down, either. Any input you make will adversely affect traction.

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

## Snow and Ice

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

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

## Rain Grooves

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

Ride on rain grooves the same way you would ride on a slippery surface. Keep a light but steady grip on the handlebar and avoid making any sudden steering inputs. If you feel a little vibration, don't fight it – let your hands and arms absorb the movement while keeping your eyes up and a steady hand on the throttle.

## Train Tracks

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

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

If the crossing is in poor condition, approach it as you would any other bump in the road: with your weight on your feet, your butt lifted slightly off the seat, and your knees flexed to absorb the bumps.

More problematic is when the tracks run parallel to the road, where they can "grab" your tire, as you sometimes find in cities with a light rail transportation system. Rule #1 is to do your best to stay away from them, adjusting your lane position, if necessary. If you have to turn across them, turn more sharply than you might otherwise (slowing if necessary) in order to cross them at as sharp an angle as possible.

## Bridge Gratings

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

Wet conditions call for extra caution, as the metal surface – even with the serrated edges – can get a little slippery. Approach it as you would any other slippery surface. The positive news is that

chances are good you won't have to make any turns on a grated bridge surface.

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

## Mud and Spills

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

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

## Thinking Ahead

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

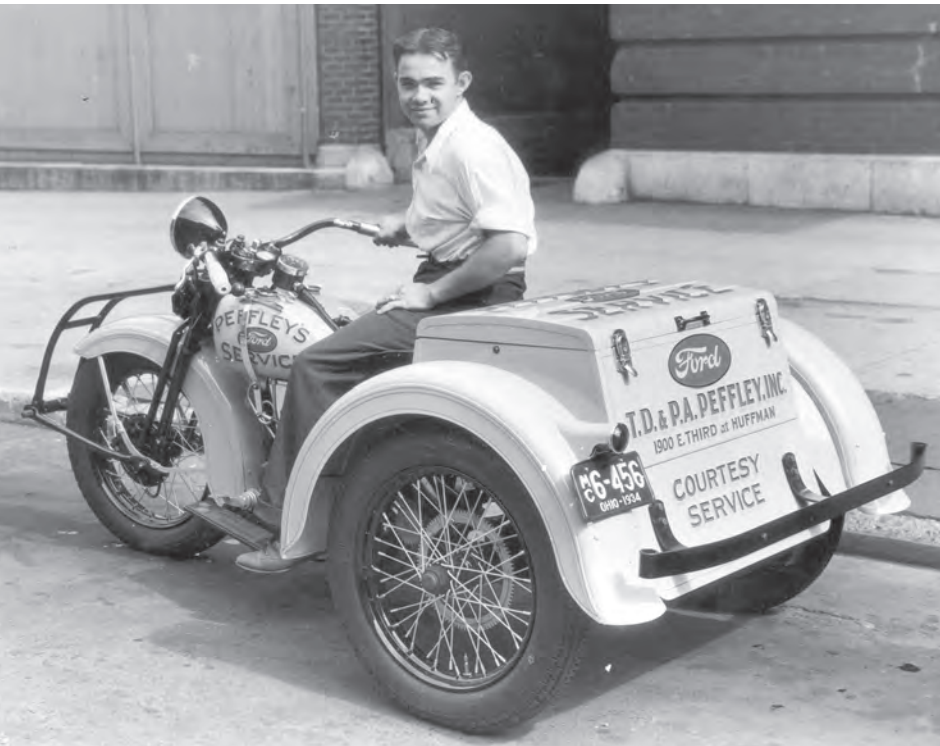
BECKY TILLMAN is MSF RiderCoach Trainer, Harley-Davidson™ Riding Academy Coach, and Marketing Field Manager, Harley-Davidson Motor Company.



ARCHIVES

# Delivering the Goods

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



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

Postal carriers and delivery businesses snapped them up, adding to H-D profits from motorcycles, apparel, and accessories. One sales brochure even compared the improved cost of a Package Truck fleet to a stable of horses. The Package Truck became the “commercial” division, companion to “pleasure and sporting.”

Then there were “2-1” motorcycles – two wheels in front, one in back – like the 1913 Forecar and the early ’80s Trihawk (which never even saw the showroom floor).

In the late 1920s, H-D briefly offered the Cycletow – retractable rear wheels for single-cylinder motorcycles. Harley® motorcycles with training wheels. Next came the quickly abandoned single-



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

cylinder Courtesy Car trike.

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

The Servi-Car was *the* vehicle of choice for businesses making cross-town deliveries – mainly car dealerships at first. Dealership employees made home deliveries by hooking an optional tow bar to car bumpers. The attachment kept towing a one-man job, and the cargo box worked as a rolling advertisement. A Ford dealer in Pennsylvania reported that home delivery time was cut in half, and they “would not accept \$1,000” for their Servi-Car. The streets teemed with deliverymen in jumpsuits and neckties as other businesses joined in, using Servi-Cars to deliver anything and everything.

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

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

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

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

See more photos of the Servi-Car and other H-D® three-wheelers in the HOG® tablet edition. [hog.com/tablet](http://hog.com/tablet)



## SERIOUS GRILLS for UNSERIOUS TIMES







LAST STOP

## My H-D Story

by RANDY LAMB

I sat on the fatbob gas tank, left foot on the air filter cover, right foot swaying in the breeze – holding onto the “cat eye” speedometer housing, while my dad rolled on the throttle. When I was older, I reached the handlebars and put my feet on the crash bars. Dad let me help shift gears, his hand on top of mine so I got the timing right. Mom tailed us on her motorcycle.

My family rides Harley-Davidson® motorcycles.

Back in the '40s, my grandpa rode WLAs in World War II. He started out as a truck driver in the Army – pulling a full day's work, then washing his truck down for hours after duty. When he found out it took the motorcycle corps only 30 minutes to clean their rides, he put in for a transfer. He didn't know how to ride, but Grandpa Homer bold-faced fibbed his way in and rode motorcycles for the rest of his life.

My dad bought his first 45 CID motorcycle to deliver newspapers when

he was a kid, and before that he rode a series of 125cc Hummers. In September 1949, he bought a 1942 WLA (his third one) and still rides it today.

Mom was the only rider who could get away with straight pipes and no baffles – and never get a ticket. She loved her heavily modified 1970 XLH Sportster® with custom-fitted fatbob tank that my dad installed. She was one of the first women in our area to ride her own motorcycle.

When I was six I broke my leg. I had a cast from hip to toe and thought I would be stuck curbside for months. My dad

wouldn't have it. He fired up his 45 and sat me in my usual place. We took to the road, crutches scratching the paint where he had stuck them between the chrome headlight and the up-curve of the handlebars. You can still make out the scrapes on the old stock-painted handlebars.

I rode the 45 solo for the first time when I was 12. I was small for my age, and the grips were far apart, so I spent a lot of time craning my head around the oversized headlight. Three-speed tank shift, foot clutch, hardtail frame, and springer front end – I was a king. And I was addicted.

It didn't take long before my parents caught me going out on my own. Our neighbors would tell my dad that they had spotted his motorcycle out on the road, with seemingly no rider aboard. It wasn't long until my dad gave me some cash to buy a bike of my own: my uncle's 1000cc 1972 XLCH Sportster. It needed some serious work, but I rebuilt and restored the engine, transmission, kick starter, frame, wiring, bearings, and tires.

I rode mostly at night, face covered by a three-quarter smoke-faced helmet so people couldn't see how young I was. I nabbed a moped license from the state a year later, but the license was only good for mopeds up to 49cc. 951cc of gray area.

I became 100 percent legal to ride when I was 16, and from 1978 to 1993 I took that old Sportster everywhere. I never hooked up an odometer, so I don't know exactly how much I rode. But a Harley® motorcycle picks up women and a [Chevy] Vega doesn't. So I rode it a lot.

These days, my wife and I take every chance to ride. I have a Softail® and a Touring model, and she has a Sportster and a Buell® – our city bikes and our touring bikes. We love it, and we live for it.

H.O.G.® members, H-D Museum® members, rivet owners. The walls of our house and garage are plastered with H-D® collectibles. And we buy shooters from each and every Harley-Davidson® dealership we visit together (we have more than 130).

Harley-Davidson is part of me. There before I was born. With me when I was growing up. And will carry on long after I'm gone. That's my H-D story. And my family's legacy.

**RANDY LAMB** is a H.O.G. life member from Hamilton, Ohio.

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P/N 99368-92VD  
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# This Ride's Not Over Yet



**KEEP THINGS ROLLING WITH THIS BONUS CONTENT:**

- Alaska ride video and photos
- Project LiveWire™/Route 66 photo gallery
- Michael Lichter "Motorcycles as Art" Sturgis photo gallery

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