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FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1916

ANNIVERSARY BIKES REVEALED
LAND OF PLENTY
2013 CVO BREAKOUT

2012
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ANNIVERSARY BIKES REVEALED LAND OF PLENTY 2013 CVO™ BREAKOUT™



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THE 2012 F-150
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*3.5L EcoBoost® 4x2. EPA-estimated 16 city/22 hwy/18 combined mpg.



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Making It Official

TO MARK THE RENEWAL of Harley-Davidson's status as the Official Motorcycle of the National Hot Rod Association, NHRA Pro Stock Motorcycle drag racers Eddie Krawiec and Andrew Hines lit up the street in front of the Harley-Davidson Museum® in Milwaukee during Bike Night on June 28. As of press time, the Screamin' Eagle®/Vance & Hines teammates had won eight straight NHRA Pro Stock Motorcycle races in 2012 and were numbers 1 and 2 in the championship standings.

Photography: Brad Chaney and Kelly Riolo/Harley-Davidson



Use your smart phone to capture the QR code and watch a video of this exciting burnout.

“Hogging” All the Glory

THOUGH LESLIE “RED” PARKHURST, RALPH HEPBURN, AND OTTO WALKER – all Harley-Davidson riders – swept the top three spots at the historic 200-mile Marion, Indiana race in 1919, theirs was not the most lasting story to come out of this small Midwestern town. Sure, the trio’s performance helped establish Harley-Davidson as the dominant racing team of the time. And the race itself helped revive the sport of motorcycling following World War I. But it was Ray Weishaar and his adopted pet pig who would make the biggest mark on history. It was photos like this one taken after the next year’s race in 1920 that prompted journalists to introduce the term “hog” into popular culture in reference to Harley-Davidson® motorcycles. To learn about other important aspects of the Marion, Indiana race, see the Archives article on Page 64.



Ready, Set, Go ... 110!



A FLEET OF RUMBLING HARLEY-DAVIDSON® MOTORCYCLES departs Xining, China for a journey across the Tibetan Plateau, rolling through western China around the same time a band of extreme sports athletes twists through Deadwood and lands on Main Street in Sturgis, South Dakota. Two rides, two continents apart, joined in spirit and experience by the rumble of a Harley-Davidson V-twin, a universal sound that unites riders across borders, generations, and cultures.

Western China may have little in common geographically with the Black Hills, but these two events that happened at opposite ends of the earth in early August are more alike than different. They're united by common themes of adventure, freedom, and independence that all riders understand. So it's fitting that these two rides officially kicked off a year of epic events and rides leading up to the Harley-Davidson 110TH Anniversary celebrations.

A little bit of background on the kickoff rides: One was undertaken by a group of riders that included GoPro®-sponsored athletes who rode into the Badlands of South Dakota to experience the thrill of the legendary Sturgis Motorcycle Rally for the first time. Some of them are new riders; all of them are new to the Harley-Davidson experience. It would be cool to view an event like Sturgis through the eyes of a newcomer.

The other group of adventurers headed east – way east. Led by Harley-Davidson Chief Marketing Officer Mark-Hans Richer and Harley-Davidson Asia Pacific Managing Director Dave Foley, these enthusiasts explored the Tibetan Plateau across western China. They began their adventure in Xining, China, a 2,100-year-old city that's home to more than two million people and sits 2,000 feet higher than Denver. Imagine riding through a part of the world where most people have never seen a Harley® because a Harley has possibly never been there before. How cool would it be to be on that ride?

Thanks to the wonders of social media, you actually can experience both of these rides vicariously via the Harley-Davidson 110TH Anniversary Experience Website at h-d.com/110, where photos, videos, and stories from both rides will be posted online.

The Harley-Davidson 110TH Anniversary Experience Website will remain live through 2013 and will be powered by content from official Harley-Davidson events, as well as by riders like you from around the world. Visit the site often to get the latest info on the events leading up to the big celebrations next year and to share in stories like these that will make the anniversary come to life over the coming 12 months.

Celebrating Harley-Davidson's 110TH Anniversary isn't just about the products we've built and the history we've experienced as a company. It's really about the 110 years of freedom and adventure our motorcycles have provided for riders like you. Help us celebrate that in 2013.

Matt King

Harley-Davidson's official 110TH Anniversary and H.O.G.® 30TH Anniversary events began at the Harley-Davidson Museum® Bike Night in Milwaukee on August 30, 2012 and continued at European Bike Week in Faaker See, Austria, September 4-9, 2012. The official Harley-Davidson Anniversary celebrations will be held in Rome, June 13-16, 2013 and in Milwaukee, August 29-September 1, 2013.



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ON THE COVER: The all-new 2013 Harley-Davidson® CVO™ Breakout™ model, exclusive to the Custom Vehicle Operations™ family of motorcycles (Pages 26-31). Photography by Kevin Netz.

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Visit Harley-Davidson Motor Co. on the Internet at www.harley-davidson.com.

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

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

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“NOWHERE” MEN

Matt King’s thought-provoking article in issue 016, “Area Nowhere,” didn’t mention whether the Arizona Proving Ground test riders, who log 150-200 miles a day, are enrolled in the H.O.G.® Mileage Program. Even at 150 miles a day, they would earn a 1,000-mile award in less than seven days and a 25,000-mile award in less than 167. As grueling as their test rides are, those awards would be well-earned!

JOEL GOODMAN
CENTENNIAL, COLORADO

THE DOWNSIDE OF HOG®

HOG magazine, you suck! I have subscriptions to several bike magazines, but *HOG* is by far the worst. The other magazines show and review bikes, but you guys take it to the next level by not only showing the newest Harley® models but also showing these great rides, stories of adventure, camaraderie ... it’s insufferable!

I have been a H.O.G. member since December 2004, when I purchased a new Sportster®. I have almost 50,000 miles on it and have loved every mile. Unfortunately, 95 percent of those miles are from commuting to and from work. Every couple of months I get your magazine, I read it cover to cover, and

it puts these ideas in my head about putting a down payment on a Road Glide® Custom, going to a state H.O.G. rally, riding cross-country, etc. With two young daughters, there never seems to be enough time or money to get away on these great adventures. Reading about them is torture!! What’s a guy to do?!

ORELY MORALES
MIAMI BEACH, FLORIDA

Sometimes in life you just lose your enthusiasm to ride. Maybe it’s too hot, too much rain, pressure from work, whatever. But one thing is for sure: Each month when *HOG* arrives, I get about halfway through and then the itch starts. I just have to take one of my bikes out for a ride – and I have trouble finishing the magazine!

JOHN MACNAE
BRUNEI DARUSSALAM (FAR EAST)

MORE ON SENSORS

I have to throw my hat in the ring regarding your take on “Common Sensors,” or traffic signal electromagnetic grids embedded in the pavement. I have been riding since 1999, logged some 320,000-plus miles all over the U.S., and have yet to see this trick fail: Find the

sensor area by the cut in the pavement, stop your scooter over it, then rev your engine vigorously. Of course, all the hotties will think you’re looking for more than just a change in the light (hey, enjoy it while you can!), but 99.9 percent of the time the electromagnetic field created by your charging system will thrash that beastly stoplight sensor and cut you some slack. Try it, it works great!

MICHELLE LAROSE
WASILLA, ALASKA

SECURITY CONCERNS

Reading the article in *HOG* 016 about disarming the security system brought to mind the time my 2008 Heritage Softail® wouldn’t start. We had ridden around Flaming Gorge, Wyoming the day before with no issues, so I couldn’t figure out what was wrong. Fortunately, Flaming Gorge H-D was about two miles away. After a bit of puzzlement, a light came on in the technician’s mind: Changing the battery in the fob solved the problem. Now I change the battery every year and carry a spare in my tool pouch, just in case.

JOHN KNEIPP
SANTEE, CALIFORNIA

Six of us recently went on an eight-day trip from Central Texas to the Blue Ridge Parkway. Outside of a restaurant, one of the bikes wouldn’t start; it appeared the security fob quit working. We messed with the battery, tried disarming the system with the security code, nothing. All of a sudden another bike had the same problem. We eventually pushed the bikes away from the restaurant, thinking it might be interfering somehow, and about 30 feet away they started right up! This happened again later at a motel; both places advertised free Wi-Fi. I don’t know if that might be what interfered with our fobs, but we thought this would be great information to pass on to fellow H-D® riders!

ROBERT O’DELL
COPPERAS COVE, TEXAS

HIGH-QUALITY FUEL

Nice job with the Between the Lines article, “Ride to Eat (Healthier),” in *HOG* 016. The timing was perfect. Just the day before reading it I was on a long, hot, and humid ride. Even though I did my best to stay hydrated, I still took a beating from the heat and humidity. Keeping nutritionally fueled is an important piece of the picture that we sometimes forget about when it comes to staying alert and riding safely. I’ll certainly use the information from the article when preparing for my next ride.

MIKE SCHROER
DEPEW, NEW YORK

On the eve of an 18-day, 4,000-mile ride through the Great American West, I found Melissa Gevo’s Between the Lines article “Ride to Eat (Healthier)” timely and informative. Her advice will be taken to heart and stomach. I hope this type of article will appear again; it was very useful.

SKIP WINTERBOTTOM
MAMMOTH LAKES, CALIFORNIA

FROM THE HEART

I visited the H-D York facility and took a tour earlier this year. Then in the latest issue of *HOG* [016] I read the Exhaust article, written by Kristina Boissonault DiPalo, that had more meaning to me than I can express. She explains her background so vividly, coming from corporate management, then compares it to her experience at the factory, seeing art formed from hard materials by the endeavors of people dedicated to their job. Finally, she creatively brings it around to bonding with the machine, knowing what goes into designing and building one of the best machines on the planet.

Having a similar background, and feeling very much like she does, I can truly say her article is brilliant. A true expression from the heart.

DENNIS HENNESSY
ARROYO GRANDE, CALIFORNIA

FITTING MEMORIAL

While reading my copy of *HOG* recently, I was touched when I saw the “Tsunami Bike” – the one found washed up in Canada in a Japanese shipping crate – especially when I saw it was an FXSTB, similar to my black 2005 FXST. My dad’s 1929 JD disappeared after he joined the Navy in WWII. He looked for it until he passed away in 2009 at age 82. He served in the Pacific aboard the USS *Samaritan*, a hospital ship – the first to sail into Nagasaki, Japan after the bomb was dropped there.

Don’t tell anyone a big-ol’ 300-pound Harley rider cried like a baby when he saw the photo of the “Tsunami Bike.” We have a lot to be thankful for.

ROBERT L. “BOB” THOMAS
FLAG POND, TENNESSEE

JUST FOR GRINS

I have been a “specifications buyer” most of my riding life. I have owned 12-14 cycles, including many different brands. I always carefully read all reviews available and then make my smart purchase based on speed, storage, braking distance, ergonomics, weight, etc. Then on a lark I test rode a new 2012 Night Rod® Special – and quickly purchased it! Don’t get me wrong, the NRS can compete with most major cycle manufacturers in many categories, but that’s not why I bought it. In all of the specs I have reviewed over the years, I recently realized they don’t have one for “Grin Factor.” When I’m riding it, I simply can’t stop smiling inside my helmet. It’s crazy, but there’s something special about this Night Rod Special that makes me smile all day long.

TROY HEALY
PHOENIX, ARIZONA

A SPECIAL FAMILY

After reading Jeff Fromm’s Intake letter in *HOG* 016, I wanted to share a similar experience. The “We Are Family” attitude isn’t just limited to Willie G. and the Motor Company management.

Back in the 1980s, I traded my metric bike for a used 1984 XLCH, my first “big” Harley since owning two Sprints in the early ’70s. I dealt with Southern Tier Harley-Davidson in Binghamton, New York, where I met Bruce Parmelee, owner at the time. Bruce and I quickly became friends. He was a natural at making one feel welcome and at home. It was he who got me to join H.O.G. and the local chapter, where I made new and dear friends that I still hang out with today.

In 1989, there was a tragic death in my family and one of the first condolences I received was a long and heartfelt, handwritten letter from Bruce.

I’m sure my dealer experience is not uncommon, but it shows that the H-D community – from Willie G. down to the mechanic at your local dealership and all of our fellow riders – is truly special.

RON HALL
HALLSTEAD, PENNSYLVANIA

ONE TOO MANY WORDS

While I do agree with the sentiments expressed on the “Blanchards” sign on Page 26 of *HOG* 016, I don’t think it’s appropriate to display it in a magazine that my grandkids might read. The part that states “F--CANCER” should have been blurred out. You have a great magazine, but a little extra editing would be appreciated.

JOHN WOODCOCK
VIA E-MAIL

WHAT’S YOUR STORY?

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



Bringing the Celebration to the World

HARLEY-DAVIDSON OFFICIALLY KICKED OFF the 110TH Anniversary celebration with epic rides in the East and West. H-D Chief Marketing Officer Mark-Hans Richer and H-D Asia Pacific Managing Director Dave Foley led a ride along China's Tibetan Plateau in August, from the ancient city of Xining, China to Shangri-La, Yunnan Province. Meanwhile, another group of riders, including a number of GoPro®-sponsored athletes, rode into the Badlands of South Dakota to experience the thrill of the Sturgis Motorcycle Rally for the first time. Said Richer, the rides, which both began on August 3, will exemplify "how Harley-Davidson will celebrate our 110TH Anniversary, through our riders and our fans around the world." To read about and view photos and video from both rides – and get all the latest anniversary news and information – visit h-d.com/110.

Willie's Bike is His Now

HARLEY-DAVIDSON MUSEUM®
FREEDOM
for KEEPS
 MEMBERSHIP SWEEPSTAKES

CONGRATULATIONS TO DAVID JOHN KRAUS of Sussex, Wisconsin, winner of the Freedom for Keeps Sweepstakes. David – who became a Museum

member at the H.O.G.® Exclusive level in February – accepted the keys to Willie G's 2011 Screamin' Eagle® Street Glide® motorcycle on Saturday, September 1 at the Custom Bike Show at the Harley-Davidson Museum® in Milwaukee.

Ride Them Here First

REMEMBER, the 2012 Bikes, Blues & BBQ Motorcycle Rally will be your first opportunity to ride the all-new 2013 Harley-Davidson® motorcycles – including the 110TH Anniversary Street Bob® and all-new CVO™ Breakout™ models featured in this issue. So join us September 26-29 in Fayetteville, Arkansas for all of the action – including the H.O.G. Pin Stop and a special H.O.G. event at the Rogue Pizza Company on Thursday evening. For details, log on to members.hog.com or visit bikesbluesandbbq.org.



Boot Camp. Without the Pushups.

IF YOU HAVE FRIENDS WHO are interested in riding but just aren't quite sure where to begin, a Motorcycle Boot Camp event may be just the ticket. These fun low-pressure events, hosted by Harley-Davidson dealerships, provide basic training for anyone who's ready to ride. Attendees will learn all about motorcycles, from headlights to tailpipes, to all the latest gear, plus how to learn to ride and get a motorcycle license. Talk to your local dealer to see if they have one planned – and tell them you have non-riding friends who would love to attend one. For more information and to find an event nearby, visit h-d.com/bootcamp.

7,799,140 = 12,551,499

WHAT DO THE TWO very large numbers above have in common? They're the number of cumulative miles and kilometers by Harley® riders around the world during the Harley-Davidson World Ride, June 24-25, 2012. In its inaugural run as a two-day event, the World Ride total eclipsed the highest Million Mile Monday total by nearly 85 percent.

Here's a look at the totals logged by the top five participating countries:

- UNITED STATES:** 5,994,276 miles (9,646,870 km)
- BRAZIL:** 418,145 miles (672,940 km)
- CANADA:** 226,845 miles (365,072 km)
- MEXICO:** 170,082 miles (273,720 km)
- SPAIN:** 157,287 miles (253,129 km)

Thanks to everyone who took part and helped make the debut of the H-D World Ride such an historic event.

Toe the Production Line

FOR A TRUE LOOK "BEHIND THE CURTAIN" at a Harley-Davidson factory, sign on to a Steel Toe Tour at the York or Kansas City facilities. As the name suggests, these premium two-hour tours are serious business, granting access into otherwise-restricted "employees only" areas on the factory floor. As such, all guests are required to wear a high-visibility vest, safety glasses, and steel-toe protection over their shoes. And to make sure everyone can get a good look, tour groups are limited to just eight to 10 people. (Age 12 and over only, please!) There's no better way to see what really goes into building the world's greatest motorcycles.

For details, ticket information, and tour schedules, visit h-d.com/experience. (Due to limited availability, advance ticket purchase is strongly recommended.)



HDTLC



Cold Storage

WHEN IT'S TIME TO MAKE THAT HEART-BREAKING DECISION to put your bike away for the winter season due to cold or snowy weather, here are a few tips to make sure you do it properly:

CLEAN YOUR BIKE THOROUGHLY. Don't give the accumulated dirt and grime three months or more to go to work on your bike's finishes.

FILL THE TANK AND ADD A FUEL STABILIZER. Less air in the tank means less opportunity for corrosion; a stabilizer keeps the gas fresh for spring.

CHANGE THE OIL AND FILTER. Fresh oil in your engine will help prevent corrosion and prolong its life.

TEND TO THE BATTERY. For best battery life, keep it connected to a battery tender, and/or remove it and keep it someplace warm.

FILL YOUR TIRES. Inflate to the recommended pressure and, if possible, put your bike on a lift to prevent flat spots – or change your bike's position periodically.

COVER IT UP. A proper motorcycle cover (such as the one featured on Page 62) fits your bike snugly, keeps off dust and dirt, and is breathable to prevent rust-causing condensation from forming underneath.

SEE YOUR AUTHORIZED H-D® DEALER. Only your dealer has the very best tools and products for the above procedures, manufactured and formulated specifically for use on your Harley-Davidson motorcycle.

Or, consider having your dealer prep and store your bike. In addition to the expert care it will receive, it's also a great opportunity to add some accessories, get a performance upgrade, or have some maintenance done – without missing any riding time.



Best of the West

PICTURED HERE are just a few of the many highlights from the H.O.G. Wild West Thunder tour, June 10-17. Covering more than 1,645 miles across California, Arizona, Nevada, and Utah, the tour took riders to some of the country's most iconic riding areas – as well as some of its best-kept secrets.

Photography: Chris Kutsch

Are You an Insider?

HOG INSIDER
This exclusive, members-only newsletter is brought to you by H.O.G.®, the Official Riding Club of Harley-Davidson – to help you make the most of your membership.

IN THIS ISSUE – JUNE 2012:
A Fond Farewell
Roadside Assistance
Featured H.O.G. Member

A Fond Farewell

Harley-Davidson® riders around the world know Willie G. Davidson as a true icon of the brand. The grandson of one of the four company founders, Willie G., as he is affectionately known, has changed not just Harley-Davidson but the entire world of motorcycling with his legendary designs. In March, after nearly 50 years of service to Harley-Davidson, he announced his pending retirement as Chief Styling Officer. If you have a story or photo to share about Willie G., we invite you to thank him by sharing it at a special tribute Website. And be sure to read H.O.G.'s exclusive interview with Willie G. in the upcoming issue of HOG® magazine!

[Visit the Willie G. tribute site >](#)

Roadside Assistance: Choose Your Level of Coverage

The Standard Package of H.O.G. Roadside Assistance offers great peace of mind when you're on the road, providing up to \$100 in one-time emergency towing coverage, as well as a toll-free number for easy roadside access. And it's included with your full H.O.G. membership. That's good. Even better are the

IF YOU'RE NOT RECEIVING the new-and-improved H.O.G. Insider in your inbox every month, you're missing out on a variety of valuable information such as exclusive H-D news, inspiring member stories, helpful benefit reminders, and more – including the most up-to-date information on the H.O.G. 30TH and H-D 110TH Anniversary celebrations in 2013.

To make sure you're an "Insider," add your e-mail address to your online profile at [members.hog.com](#).

Fractally Speaking



WE'VE ALL PLANNED OR DREAMED ABOUT THAT EPIC CROSS-COUNTRY JOURNEY, but I'm going to ask you to consider a different concept: "fractal trips." What's a "fractal"? Here's one definition: an object or quantity that displays *self-similarity* at different scales. The object need not exhibit *exactly* the same structure at all scales, but the same "type" of structures must appear.

The great two-wheeled expedition to the ocean or mountains is nearly every motorcycle rider's dream. Take in unseen sights, meet people, and experience the great open road for days, weeks, even months at a time. For many, that's a great dream, but it's just not realistic. At least not right now. Instead, why not take a smaller bite of the huge journey and experience some "fractal" exploration with a trip that lasts a day – or even a few hours?

The states, counties, townships, and cities of our country can all be looked at as fractals of the nation; a relatively short ride is all that's required to explore that microcosm (fractal) of the whole. Get reacquainted with the texture and detail of the land from the seat of your Harley. Experience the sights, smells, and sounds of the area. Pick a "theme": The ride could be to experience historical, cultural, new, or one-of-a-kind locations or areas.

How should one get started? I'm kind of a map geek, so for me maps are a great way to find an enticing fractal to explore. State Department of Transportation maps are great resources, as they usually have icons marking points of interest, and unusual or historical locations. County maps, or even township maps, provide greater detail, and more obscure roads and sights. Or if technology is your thing, online mapping resources are plentiful and can greatly enable the planning process.

Whether you live in Cincinnati, Casper, or Corpus Christi, get out a map, pick a "fractal," and go exploring! It's a great way to experience your Harley motorcycle without taking time off of work or busting the budget. Experience the intimacy of fractal travel and enjoy yourself!

Ben Week
Field Marketing Manager

RICK COMMEVILLE

End of the Roads

One man's quest to ride every mile of every state highway in Indiana.



RICK COMMEVILLE'S STORY begins like so many others: An avid motorcycle rider as a young man, he put all that away for a couple of decades when “real life” started to get in the way.

“When I got married, I quit riding,” he explains. “But I told myself, ‘When I want one again, I’ll buy one – when I can afford it.’”

But you know how it goes – more than 20 years passed before that hole in his gut got too big to ignore. Finally he told his wife, Twila, that it was time to get another bike. And it had to be a Harley®.

After looking around for about a year with the help of his friend Jerry, who had a Road King®, he bought a Road King of his own in November 2007. It was also about then that he and Twila had a revelation: The two of them had traveled a lot internationally, but they hadn’t seen that much of the good ol’ U.S.A. So they started seeing more of America together, while Rick and Jerry focused their riding on the back roads of Indiana. But when Jerry died of cancer in November 2009, Rick lost his riding partner.

“I told my wife I think I just like riding by myself anyway,” he says.

He had often thought of riding every Indiana state highway, and now he would have to complete the quest solo. It started with regular rides, marking the completed highways with a highlighter in his H.O.G. *Touring Handbook*. But he soon realized a more strategic approach would be required.

He started studying the map relentlessly, formulating plans to knock off remote highways as efficiently as possible. Still, he’s sure he re-rode the same stretch of road more than once because, as he discovered, “highlighters fade.” If there was any doubt about a road, he would ride it again.

He was also surprised by “how much there is to see in Indiana.” Like a clock tower in Byrne that “looks just like in Switzerland.” The Indiana Basketball Hall of Fame in Newcastle. Flatlander’s Grill-Motorcycles in Hagerstown. Lincoln’s boyhood home outside Lincoln City. The scenic Amish areas of northern Indiana. Or the twisty roads near the Ohio River that are “as good as going to the Smoky Mountains.”

Along the way he had countless encounters with friendly and courteous people – riders and non-riders alike. “At gas stations, Harley shops ... too many to count,” he says. “We’d talk about my trip, their trip, and I’d show them my map – ‘You ought to send that in!’ they’d say.”

If there was any doubt about a road, he would ride it again.

Rick’s mission finally ended in October 2011, on Highway 7 in Columbus. “I called my wife and told her I had it done.” And that was that.

All in all, in three riding seasons – which included about 25-30 “serious riding days” – he covered nearly 20,000 miles.

So what’s next? For one thing, he’s going to start getting out of Indiana more often! And perhaps share his time on the road. “I’m starting to miss having someone to talk to. I have a trip planned out to Montana, but I’m going to take someone with me.”

But not his wife ... not quite yet. No, Twila’s waiting for that bike to become a three-wheeler before she spends any serious time on the back. “And I’m not ready to buy a trike just yet!” Rick clarifies.

So for now it’s going to continue to be just Rick and his Road King, along with a friend on occasion – and a “to-do list” made up of all the un-highlighted roads in his well-worn copy of the H.O.G. *Touring Handbook*.

RIDE TO WIN.



For 2012, the H.O.G.® ABCs of Touring contest is better than ever, with simpler rules and bigger prizes, including a 2013 Harley-Davidson® Switchback motorcycle and a VIP trip to Milwaukee for the H-D 110TH and H.O.G. 30TH Anniversary Celebration. So grab a camera, saddle up, and hit the road. Get started today at members.hog.com.



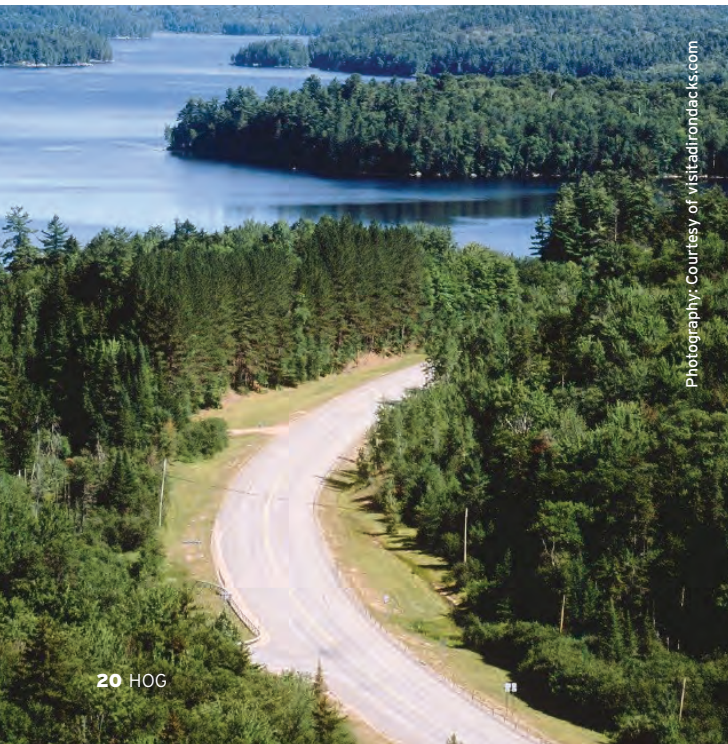
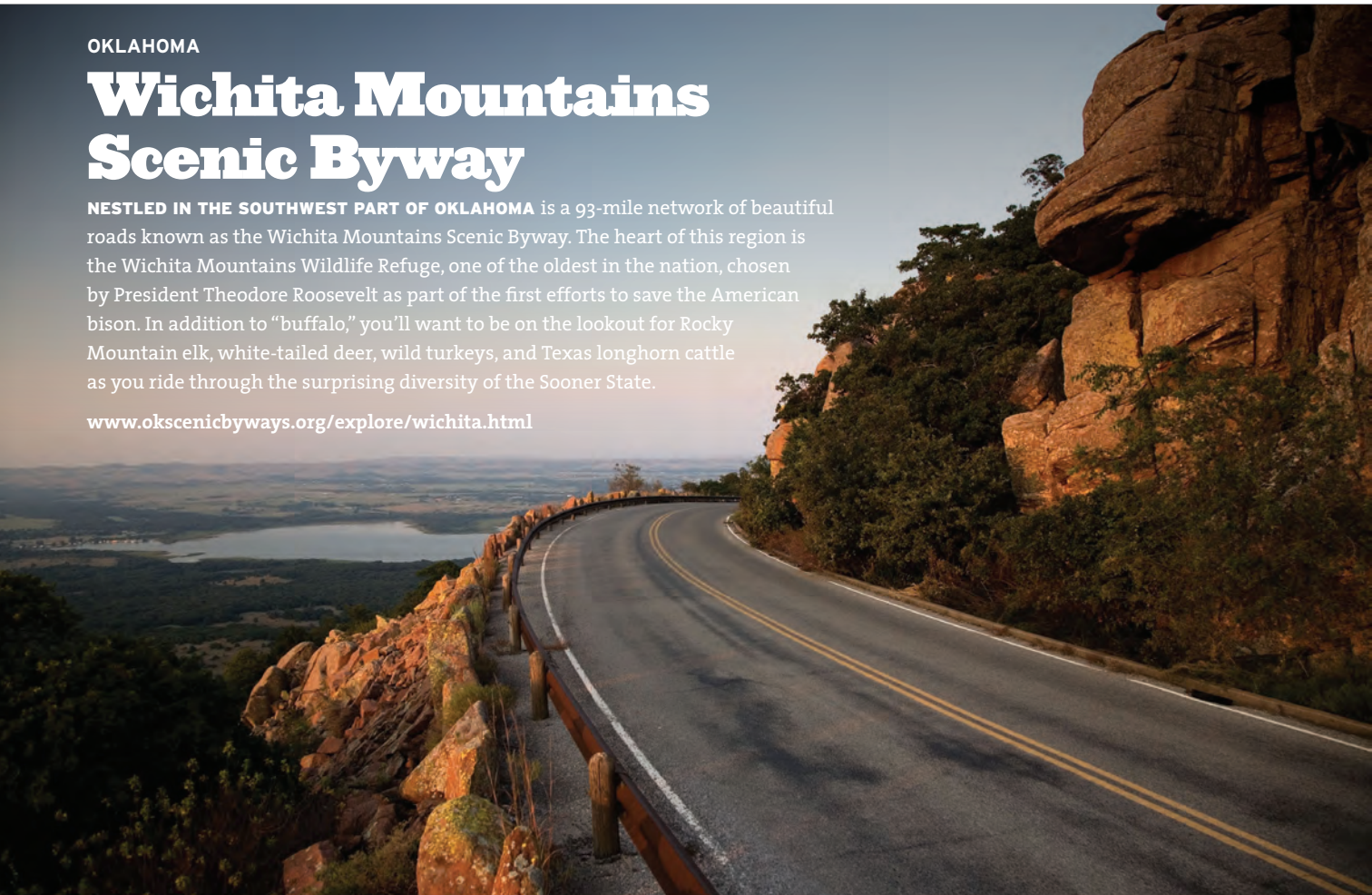
NO PURCHASE OR PAYMENT NECESSARY TO WIN. A PURCHASE DOES NOT INCREASE YOUR CHANCES OF WINNING. Open only to legal residents of the 50 United States and the District of Columbia and Canada who are at least 18 years of age or the age of majority in the state where they reside, whichever is older, at the time of entry, and who are a member in good standing of Harley Owners Group® Begins January 1, 2012 and ends December 31, 2012. Void where prohibited. Visit the Take Part section of members.hog.com for a complete set of Official Sweepstakes Rules.

OKLAHOMA

Wichita Mountains Scenic Byway

NESTLED IN THE SOUTHWEST PART OF OKLAHOMA is a 93-mile network of beautiful roads known as the Wichita Mountains Scenic Byway. The heart of this region is the Wichita Mountains Wildlife Refuge, one of the oldest in the nation, chosen by President Theodore Roosevelt as part of the first efforts to save the American bison. In addition to “buffalo,” you’ll want to be on the lookout for Rocky Mountain elk, white-tailed deer, wild turkeys, and Texas longhorn cattle as you ride through the surprising diversity of the Sooner State.

www.okscenicbyways.org/explore/wichita.html



Photography: Courtesy of visitadirondacks.com

NEW YORK

Adirondack Trail

IF YOU'RE LOOKING FOR BLAZING COLORS to ride among this autumn, it would be hard to do better than this scenic section of NY 30. Spanning the entire north-south length of Adirondack Park in Upstate New York, the Adirondack Trail offers 188 miles of endless beauty as it twists and turns through hills, mountains, valleys, and forests. Keep in mind, however, that NY 30 should be viewed as just the “backbone” of your ride. Be sure to take plenty of time to explore the many other scenic roads that run through this massive park – the largest in the contiguous United States.

www.visitadirondacks.com

YOU'RE NEXT! Got an idea for a great Next Ride? Send your suggestion, along with a high-quality photograph to hogmagazine@harley-davidson.com.






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Photography: Thunder Beach Productions

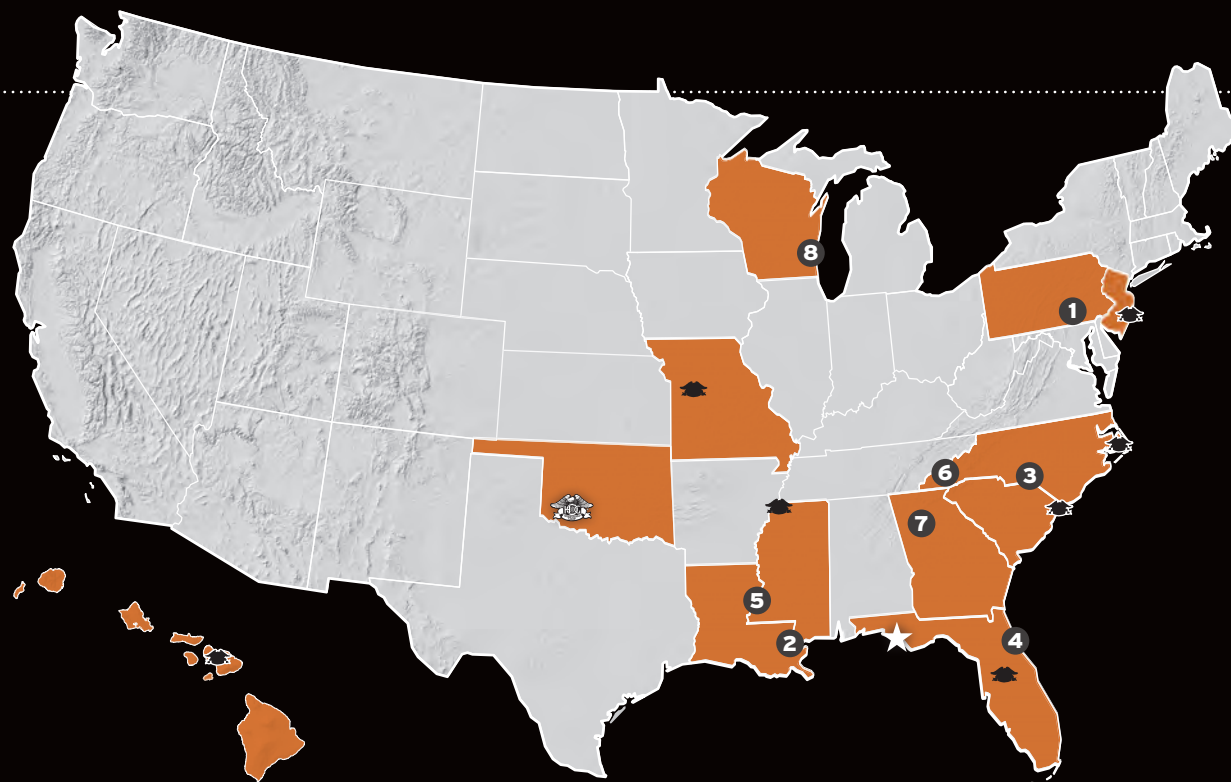
THUNDER BEACH® 2012 AUTUMN RALLY

Autumn Heat

THIS FIVE-DAY EVENT is billed as “The most biker-friendly free rally in the U.S.,” featuring no cover charges and free parking at every venue. Spread out across 27 miles of white sandy beaches, it offers a great excuse to explore the beautiful Gulf Coast on the Florida Panhandle – and find out who will be crowned “Miss Thunder Beach” for fall 2012.

Submitted by *Al Wildt*

- › Panama City Beach, Florida
- › October 10-14
- › www.thunderbeachproductions.com



1 YORK OPEN HOUSE

- › York, Pennsylvania
- › September 28-30
- › H.O.G. Pin Stop
- › h-d.com/events



2 AMA ROAD RACING

- › New Orleans, Louisiana
- › October 5-7
- › www.amapracing.com



3 AHDR JIM McCLURE NITRO NATIONALS

- › Rockingham, North Carolina
- › October 13-14
- › www.ahdra.com



4 20TH ANNUAL BIKETOBERFEST®

- › Daytona Beach, Florida
- › October 18-21
- › www.biketoberfest.com



5 THE GREAT MISSISSIPPI RIVER BALLOON RACE

- › Natchez, Mississippi
- › October 19-21
- › www.natchezballoonrace.com



6 MOOGFEST

- › Asheville, North Carolina
- › October 26-27
- › www.moogfest.com



7 INTERNATIONAL MOTORCYCLE SHOW®

- › Atlanta, Georgia
- › November 2-4
- › h-d.com/ims



8 VETERANS DAY CELEBRATION AT H-D MUSEUM®

- › Milwaukee, Wisconsin
- › November 11
- › h-dmuseum.com



2012 U.S. State H.O.G.® Rallies

WHETHER THEY'RE AROUND THE CORNER or across the country, U.S. State H.O.G. Rallies provide unique opportunities to enjoy new experiences as you travel the United States. For a complete 2012 schedule, visit hog.com/events.

Oklahoma State H.O.G. Rally



YOU'RE INVITED TO HAVE A BLAST with the bikes and bison (and Bubba) at the 2012 Oklahoma State H.O.G. Rally. You can explore the history of Lawton/Fort Sill by visiting the Museum of the Great Plains and Red River Trading Post, the Fort Sill Army Post, the U.S. Army Field Artillery Museum, the Comanche National Museum, Geronimo's grave, and more. Riding opportunities include the Wichita Mountains Scenic Byway, showcasing a mix of rocky lowlands, mixed-grass prairie, and cross timbers, along with the magnificent Wichita Mountains Wildlife Refuge. And if all that's not enough, the rally will host appearances by the legendary Bubba Blackwell, including three stunt shows and a ramp jump!

- › Lawton
- › October 11-13

MISSISSIPPI

Make a run for the (TN) border along the Mighty Mississippi.
 › Southaven
 › September 20-22

MISSOURI

A blue ribbon weekend at the Missouri State Fairgrounds.
 › Sedalia
 › September 20-23

SOUTH CAROLINA

Head back to the beach for more oceanside fun.
 › North Myrtle Beach
 › October 4-6

FLORIDA

A *mountain*, in Florida!? You have to ride it to believe it.
 › Howey-in-the-Hills
 › October 31-November 3

NEW JERSEY

See how things *really* go down on the Jersey shore.
 › Seaside Heights
 › September 20-22

NORTH CAROLINA

Find some inner peace on the historic Outer Banks.
 › Outer Banks
 › September 27-29

HAWAII

Come on, this is *Hawaii!* Do you need to know more?
 › Kahului, Maui
 › October 12-14

Counterintuitive Technique

Be safer, smarter, smoother by understanding countersteering.

BY BECKY TILLMAN, MARKETING FIELD MANAGER

YOU'RE RIDING ON A CROWDED FREEWAY, trying to find some "breathing room" to settle into. Just when you think you've found a good spot, a truck decides to move into your escape route on your left – then starts to drift into your lane. Suddenly, you're handlebar-to-hubcap with the big rig, with barely any room between you. It's a scary situation. Your heart skips a beat, your brain freezes up, and in a moment of mild panic you turn your handlebar ... to the right, away from the truck. When your bike edges to the *left* as a result, you realize it's the wrong move. Fortunately, the truck sees you and moves back into his lane.

Later, you've escaped the city and are now in the country enjoying some nice winding roads. But instead of gliding effortlessly through the twists and turns, you seem to be fighting your bike, drifting ever closer to the center line turning right, closer to the shoulder turning left. After a close call, you decide to just slow and work your way through the twisties at a slower pace.

What's going on? What are you doing wrong?

For starters, one thing you did *right* was to slow down in the twisties rather than to keep forcing your bike through the curves. You should never ride at a pace faster than you can handle – let your comfort level be your guide.

That said, what's likely lacking in both of the situations is a good understanding of the concept of countersteering. But don't feel too bad. This counterintuitive riding principle can sometimes trip up even very experienced riders.

What is Countersteering?

Simply put, the term "countersteering" refers to the principle (governed by the laws of physics!) that to turn a moving motorcycle in a given direction the rider must turn the handlebar in the *opposite* direction of the turn.

Sound wrong? To a lot of riders it *feels* wrong. But anyone who has ever successfully ridden a bicycle or motorcycle has used countersteering – whether they realized it or not.

(NOTE: This principle applies only to two-wheeled, single-track vehicles, not trikes or motorcycles equipped with a sidecar.)



Putting Theory Into Practice

So the basic *application* of the countersteering principle is this:

To initiate a turn on your motorcycle, push forward on the handlebar on the side corresponding to the direction you want to turn.

In other words, turn the handlebar in the *opposite* direction of your turn. Now forget that you just read that! It can be confusing to think of it that way. Instead, concentrate on the "push forward" part. Think of pushing the handlebar in the direction you want it to go, which creates a visual picture that feels much more intuitive; and a mantra that's easy to remember:

Push left, go left. Push right, go right.

In practice, what that forward push does is initiate a lean in the direction you want to turn – and the lean then makes the motorcycle turn. Straightening the motorcycle uses the same principle in reverse: push forward in the opposite direction of the turn. Rolling on the throttle will also help bring the motorcycle out of the lean into an upright position.

A vast majority of the time, even if you've never heard of countersteering, you do all of this without thinking. Your body knows the principle even if your brain doesn't quite grasp it, enabling you to get around on two wheels without much trouble. But in certain situations, such as those described at the beginning of this article, it can be very helpful to have a clearer understanding of the principle involved. So let's revisit them now ...

CROWDED HIGHWAY

In the first illustration, the problem is caused by stress. You suddenly find yourself in a scary situation and a bit of panic sets in. As a result, instead of your body doing instinctively what it already knows, your brain tries to take over. "Turn right!" it tells you. It then tells your arms to turn the handlebar to the right (away from the truck) – which we now know will actually move your motorcycle closer to the truck.

But now that you understand the principles of countersteering, your brain knows instead to tell your right hand to push forward on the right handlebar. The bike leans right and you begin to turn, moving you away from the truck and into a safer spot on the road.

WINDING COUNTRY ROAD

If you can't enjoy winding roads because you have trouble making your bike do what you want it to, chances are it's because you're not properly countersteering. It's very common – a lot of accidents are caused by "not making the turn" and drifting off the side of the road. So good technique is about enjoyment, control, *and* safety.

Your body knows the principle even if your brain doesn't quite grasp it, enabling you to get around on two wheels without much trouble.

It's simple, really – so simple you might want to kick yourself for not realizing it sooner: Push left, go left; push right, go right. Instead of fighting *against* those curves by trying to muscle your way through them, go with the flow! Let those natural forces of physics work in your favor by pushing the handlebar *into* the turn. Relax your body and your mind. Put these principles into practice. Give a gentle push and lean into the turn naturally. Don't force it. You may be pleasantly surprised at how *easy* it becomes to make your bike do your bidding.

A nice byproduct of proper countersteering technique is how much less *effort* is required to steer even a large motorcycle like a Harley-Davidson®. Gaining this knowledge can be a real breakthrough moment for smaller riders who might think they're incapable of safely handling a large motorcycle such as a Fat Boy® or Touring family model.

Of course, a larger discussion of proper turning technique is merited to fully (and safely) enjoy those winding roads. But understanding the principles of countersteering will help you turn the corner – pun intended! – on becoming a rider who's prepared for any situation and gets the most from every ride.

Learn More

Whether you're a two-wheeled novice or an experienced road veteran, Rider's Edge® has the motorcycle training courses and expert advice you need to become a better rider. To find a New Rider Course or Skilled Rider Course near you, talk to your local Harley-Davidson® dealer or visit h-d.com/ridersedge.

HOW ABOUT YOU? *Do you have a topic you'd like to see us address in Between the Lines? Let us know by writing to hogmagazine@harley-davidson.com.*



It's long, lean, and custom. It has mind-boggling paint, miles of chrome, and a screaming 110 cubic-inch V-twin engine. And it's an all-new model in the Harley-Davidson® Softail® family.

BREAK OUT FROM THE CROWD

By Matt King
Photography by Kevin Netz



BUT IF THERE'S something that truly stands out about the brand-new 2013 Breakout™ from Harley-Davidson's Custom Vehicle Operations™ group, it's the wheels.

Aggressively designed, dripping with chrome, and wrapped with massive rubber, they're in your face like a punch in the mouth. Together with its three spectacular paint options, the Breakout model delivers a one-two styling punch.

Like all CVO™ models, the Breakout motorcycle is aimed at the rider looking for a bike that exudes a custom look without the compromises that often come with small volume or one-off customs. The CVO owner wants exclusivity combined with the reassurance of factory engineering and durability in a package that still has the ability to shock the visual senses.

"We gave the Turbine wheels a great deal of drama by pulling the spoke ridges all the way through to the edges of the

rim, which makes their diameter appear even larger," says Harley-Davidson Styling Manager Kirk Rasmussen. "The dramatic diameter of the 21-inch front wheel with a 130mm tire and the matching 18-inch rear wheel with a 240mm tire give the bike a strong proportional foundation."

Perhaps the most unique and exclusive feature of the CVO Breakout is the hand-polished metal and hand-applied lace graphic paint schemes. Exquisite palettes and expert application techniques are hallmarks of the CVO lineup, and the Breakout continues the tradition with three dramatic color schemes. Breakout Team Manager Jeff Smith and Rasmussen, working with Gunslinger Custom Paint in Golden,

Colorado, developed three exclusive paint treatments that are unique in the Harley-Davidson® lineup:

Black Diamond and Molten Silver with Crushed Slate Graphics Bare steel sections of the fuel tank and fenders are sanded in 10 stages up to the 3,000-grit level. Three additional hand-polishing steps bring the part to a high luster. This hand-craftsmanship makes each painted part unique and a true custom. Soon after polishing, multiple clear coats are applied, letting the polished steel shine through and protecting the finish from the elements. This color is paired with a black leather seat, with Horn-back Gator-style accents.

Hard Candy Gold Dust and Liquid Sun with Pagan Gold Graphics This paint set also features hand-polished sections on the fuel tank and fenders, but the candy clear coat is tinted to give the polished areas the gleaming Liquid Sun tone. Gold Dust is created by applying large metal flake over a black base and finishing it with clear coats. Out in the natural light, the many coats of paint and gold tint give the paint a look of brilliant sunshine. The finishing touch for this paint scheme

is the Hard Candy Custom™ logo on the rear fender, proving this bike is the best of the best. This unique custom paint is paired with a black leather seat, with Horn-back Gator-style accents.

Crimson Red Sunglo and Scarlet Lace with Hammered Sterling Graphics To create a graphic effect on the lower portions of the fuel tank and fenders, black base coat is sprayed through lace fabric placed over a Crimson Red base color and finished with a layer of Scarlet Candy. Hand application of the lace assures that no two painted parts will have the same exact pattern. This color is paired with a rich-brown leather seat, with Horn-back Gator-style accents.

All three of the paint schemes on the Breakout™ are visually stunning and practically guaranteed to catch the eye of jealous onlookers from across the parking lot. "People will be flocking to this bike to see the finish up close and will recognize it as a brand-new super-premium pure custom look – perhaps the most spectacular paint ever rolling off the line on a factory-built CVO motorcycle," says Smith.

THE BREAKOUT model is built on the classic Softail® chassis, which since its mid-1980s debut has mated the clean lines of a vintage hardtail frame with the suspension control of a pair of horizontally mounted coil-over shock absorbers tucked under the transmission between the framersails. Also tightly packaged in the frame is a counter-balanced and rigid-mounted Screamin' Eagle® 110B™ V-Twin engine with a Heavy Breather air cleaner rated at 112 ft-lbs of torque at 3,500 rpm and mated to a 6-speed Cruise Drive® transmission. This is the highest power-to-weight ratio in the current CVO™ motorcycle lineup and guarantees a pulse-quickening, responsive ride at any speed.

It's a potent drivetrain and chassis combination that produces forceful power, effortless handling, a superbly comfortable ride, and excellent braking thanks to standard front and rear anti-lock disc brakes. During a 150-mile shakedown run on southeast Wisconsin's notoriously abusive roads, I was delighted to experience the exceptional job CVO engineers have done with the suspension tuning on the Breakout, especially over abrupt seams and highway expansion joints that often result in unpleasant transmissions of force through the spine on motorcycles with lowered suspensions. After initially bracing for every expected bump, I quickly came to appreciate how well the artfully tuned suspension of the Breakout motorcycle soaks up even the worst road surface abuses.

"If you hit a pothole, and the suspension is not tuned right, you're going to get a lot of force transmitted to the rider," says George Vandyke, CVO assistant team leader on the Breakout project. "CVO engineers, working with our ride and handling experts, re-tuned the suspension so it's comfortable from road inputs and well balanced front to rear by modifying how the shocks handle harsh road conditions."

Combined with the neutral riding position created by the swept-back handlebar and forward foot controls, the Breakout is a bike that you can comfortably ride all the way to the next gas stop, »



IT'S ALL IN THE DETAILS

Top: Horn-back Gator-style accents adorn the leather seat.

Right: Hand-applied lace patterns make each bike's paint unique. **Bottom:** The Screamin' Eagle Heavy Breather air cleaner assembly bumps the Screamin' Eagle 110B engine's torque curve by about 5 ft-lbs, bringing its output to 112 ft-lbs at 3,500 rpm.





which, thanks to its generous five-gallon fuel tank, should approach or even exceed 200 miles depending on your riding style. It's not a full-size Touring model, but this is a bike you can easily ride all day long, which is saying a lot for a long, low custom sporting this much bling.

"We worked very hard to get the riding comfort and ergonomics right. We went for a neutral position so we have the wide bars, but the rider's not stretched out too far. The foot controls are also very reachable," says Vandyke. "We put a lot of miles on the bike [designing] for seat comfort. Our goal was to be able to ride the fuel tank down, get off, fill it up, stretch, and get back on it and go. We also designed the pillion to come forward far enough to give a nice bucket position for lower back support."

Speaking of bling, the Breakout™ motorcycle is loaded with it, beginning with the exclusive Turbine wheels. Adding to the chrome overload are an internally wired chrome handlebar with integrated riser and 4-inch combination speedometer and tachometer, polished and chromed single-rib cast-aluminum oil tank, low-profile chrome console with braided stainless steel vent lines, one-piece forged aluminum rear fender

HARD CANDY CUSTOM™



FOR 2013, Harley-Davidson goes old-school cool with Hard Candy Custom, a styling movement that spans generations, cultures, and markets from Brooklyn to Yokohama. Rooted in themes first seen in the chopper era of the late 1960s, Hard Candy Custom embraces a trend that has reemerged from garages around the globe: dazzling metal flake paint, brilliant chrome, and styling details that are simultaneously current and nostalgic.

Hard Candy Custom elements include 16 new "big flake" paint finishes, three of which will be selectively offered as solid-color options on five Harley-Davidson® production motorcycles for 2013. Hard Candy Big Red Flake made its debut in 2012 on the Seventy-Two™

model, and for 2013 that color is joined by Hard Candy Lucky Green Flake and Hard Candy Coloma Gold. At least one Hard Candy Custom color will be offered on these Harley-Davidson motorcycle models: Seventy-Two, Street Bob,® Blackline,® Softail® Deluxe, and Forty-Eight.®

The three production Hard Candy Custom colors are created by applying tinted flakes, each more than seven times the size of metal flake used in typical production paint, over a black base coat. The flake is then covered with multiple layers of clear coat, which when combined with hand sanding produces a finished surface with extraordinary depth. Each Hard Candy Custom paint set will be finished with graphics specific to the motorcycle model and feature a special Hard Candy Custom logo.

The finish gets bigger and bolder with 12 more intricate, two-tone Hard Candy Custom Flake Core Series paint sets and fuel tanks from the Harley-Davidson Genuine Motor Accessories Color Shop, available for many Sportster,® Dyna,® Softail,® and Touring model motorcycles. One paint set offered on the 2013 CVO™ Breakout, Hard Candy Gold Dust and Liquid Sun with Pagan Gold, is also a Hard Candy Custom selection.

supports, Slipstream hand and foot controls collection, side-mount license plate with combination stop/turn/tail lamps, and front and rear fenders chopped to the bare minimum showcasing the meaty rubber. Other standard features include electronic cruise control, keyless ignition, and security system.

The CVO™ Breakout™ model also shows off the innovation of H-D engineering. CVO Engineer Jeremy Lenzendorf

designed new single-piece chromed aluminum fender supports, a first for Harley-Davidson: "Using aluminum for the new rear fender supports allowed us to do three things: route the rear turn signal wiring in a hidden channel outside the fender so the fender sidewalls could be brought in tighter to the tire, easily polish the parts for chrome plating, and reduce the weight of the widest Softail rear fender system by four pounds

compared to the narrowest version – a triple win!" The sleek, low-profile chrome console, also a first on an H-D® model, incorporates braided stainless steel fuel tank vent lines in another example of engineering and styling working together to develop parts that are as functional as they are attractive.

Dripping in chrome with its raked front end, massive front wheel, steamroller rear tire, and off-the-chart paint schemes, the Breakout is a bike that is in its element parked at the curb in front of your favorite watering hole, while its superb ride quality and ergonomics make it equally at home on a road trip of any length. That's a combination that can be difficult to achieve in a motorcycle, but CVO has hit both marks with the Breakout model.

"The CVO Breakout competes with long customs from custom builders, but with this bike you have the Harley engineering, intelligence, and experience to make a bike that looks very cool, is head-turning, but also rides very well," says Vandyke. "We're very proud to have the whole package of styling, ride and handling, and factory durability. It's ergonomically friendly, it's fun to ride, it's sexy, and we believe it's going to be a pretty big hit."

The 2013 CVO Breakout has a U.S. MSRP of \$26,499. Production will be limited to approximately 1,900 units. **HOG**



110th ANNIVERSARY LIMITED EDITION RING

Available for a limited time only.

1,903 rings will be made, commemorating the founding year for Harley-Davidson. Each keepsake ring is individually numbered on the inside of the band. Design your very own piece of history at jostens.com/harley-davidson.

Sold exclusively through participating Harley-Davidson® Dealerships.



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Forged of solid bronze and plated with black nickel, the 110TH Gas Tank Badge is its own work of art.

Roughly 1,700 examples of the 110TH Anniversary Edition Softail® Fat Boy® Lo will be produced.



Each of the seven 110TH Anniversary models will be produced in limited quantities.



MAGNIFICENT

H-D® 110TH ANNIVERSARY MOTORCYCLES

Model year 2013 marks the 110TH Anniversary of Harley-Davidson® motorcycles. To commemorate the occasion, the Motor Company brings artistry, premium options, and exclusivity to its 110TH Anniversary Edition motorcycles. It's a different approach than the past two anniversaries.

WHEREAS THE 100TH ANNIVERSARY MOTORCYCLES in 2003 were available in full production on all models, and the 105TH Anniversary motorcycles offered large production runs of each Anniversary Edition model, for 2013 only seven models receive the 110TH Anniversary treatment, each built in limited quantities to reflect their rarity and historical importance.

Each of the seven 110TH models arrives adorned with exclusive paint, graphics, and badges and serialized with its production number. Most striking, perhaps, is the 110TH Gas Tank Badge. It's made of forged solid bronze, then plated with black nickel and distressed to highlight the bronze. As a finishing touch, a gold Bar & Shield Cloisonné is inserted into the main body of the "wing" to create a true sculpted work of art.

In addition, each 110TH Anniversary model is the top-of-the-line version of that model, meaning it's equipped with every available option that's offered on the stock non-anniversary edition. Some 110TH Anniversary models also get special seat treatment and wheels.

For more information on the 2013 Harley-Davidson 110TH Anniversary Edition motorcycles, see your local dealer and visit h-d.com. #06



A special badge on each 110TH Anniversary model indicates its production number.

2,000 VARIATIONS

For those looking to craft their own one-of-a-kind 2013 Street Bob® without lifting a tool or incurring excess parts costs, H-D1™ Factory Customization offers more than 2,000 variations of the raw-boned bobber.

THAT'S RIGHT: The Web-based program in which customers can select from a palette of customization options is now available on the Dyna® Street Bob, offering choices for fit, function, and style that are built to order by Harley-Davidson.

First introduced in 2006, the Street Bob cuts its path as a stripped-down bobber, with a solo seat, chopped rear fender, Fat Bob® fuel tank, and Mini-Ape handlebar. For many, it's the ideal starting point for additional customization.

For 2013, it's available as a "standard" non-H-D1 model, with a base MSRP of

\$12,999, including new styling features such as an all-black Twin Cam 96™ powertrain, blacked-out front end, clean rear fender with the combination stop/turn/tail lighting and a side-mount license plate, a round air cleaner, and new scallop graphics in a two-tone paint color.

Purchase a 2013 Street Bob through the H-D1 program, however, and it automatically comes with a Twin Cam 103™ powertrain in either Black or Chrome. It's the only way to get a Twin Cam 103-equipped Street Bob from the factory. And that's just the beginning.

One category of customization focuses on fit. Three different handlebar options - the stock Mini-Ape, Drag, or Pull Back - mix with the option of forward or mid-mount foot controls, as well as a Solo or Two-Up seat to deliver the desired profile and rider position.

The other category is style. Here buyers can opt for 14 paint options ranging from single tone to classic two-tone to exotic schemes. Four different wheel options (including Chrome Laced,* Color Laced, and Cast) add even more style preferences. And for those who like additional peace of mind, there's an option for adding the Security System and ABS.

Ordered through H-D1, a customized Street Bob cuts both cost and the

accumulation of unused parts. Those who purchase via H-D1 can expect to ride their new Street Bob in as little as four weeks from the time an order is placed with an authorized Harley-Davidson® dealer. Test it out by clicking the "H-D1 Customization" tab at h-d.com, where you can create and view your own custom Street Bob equipped with factory-installed options. [HOG](#)



PRO-STREET TWO-TONE

Other Factory Options:

- Handlebar: Drag Bar
- Engine Finish: Black
- Wheels: Cast
- Controls: Forward
- Seat: Two-Up



EMBER RED SUNGLO

Other Factory Options:

- Handlebar: Ape-Hanger
- Engine Finish: Black with Chrome
- Wheels: Chrome Laced*
- Controls: Forward
- Seat: Solo



HARD CANDY BIG RED FLAKE

Other Factory Options:

- Handlebar: Ape Hanger
- Engine Finish: Black with Chrome
- Wheels: Chrome Laced*
- Controls: Forward
- Seat: Solo



BIG BLUE PEARL

Other Factory Options:

- Handlebar: Pull Back Bar
- Engine Finish: Black
- Wheels: Red Laced
- Controls: Mid
- Seat: Solo

LAND OF PLENTY



TELL SOMEONE THAT YOU'RE GOING ON A MOTORCYCLE TRIP TO NORTH DAKOTA, AND THERE'S A 70 PERCENT CHANCE THEY'LL CONFUSE THE "NORTH" WITH "SOUTH" AND ASK IF YOU'RE GOING TO STURGIS.



STORY & PHOTOGRAPHY BY JOHN SANDBERG

"I'm going to North Dakota. North." Followed by a blank expression on their face.

In terms of universal recognition from the world of motorcycling, the southern Dakota dominates the discussion, thanks largely to the Sturgis Motorcycle Rally and its half-million-plus annual attendees.

North Dakota has the Cavalier Motorcycle Ride In (which, coincidentally, perhaps, bills itself as "The Little Sturgis of the North") and draws somewhere in the neighborhood of 1,500 people.

But it would be a mistake to rule out the northern Dakota as a great motorcycle destination.

In case you didn't know, North Dakota is booming right now. Literally. With oil, as well as many of the other commodities that make our economy chug forward.

Beyond the oil and crops, North Dakota is blessed with a bounty of natural and human resources. From rivers to railroads, buttes to buffalo.

This is a land of plenty.

For the motorcyclist intent on experiencing the charm of small towns, big hospitality, and the nearly desolate stretches of paved two-lane that connect them, North Dakota is the place to visit.

The intention for my trip to North Dakota was two-fold: check out the Cavalier Ride In (see sidebar, Page 39)

on the northeastern side of the state, then bust over to the western side to see the effects of the oil boom. It was an ambitious itinerary for just three days, and it meant logging a little more seat time than what I consider ideal. Except for occasional downpours each day, the trip unfolded perfectly.

Having hunted waterfowl and upland birds with my brother in North Dakota for the better part of the past 15 years, I've come to know that it's not the flat, barren nothingness that I thought of it as a kid driving through on the way to Montana. Far from it, actually.

On foot and carrying a shotgun, the grasslands and prairies of the eastern

portion of the state are anything but barren. Or flat. On the contrary, it's teeming with game and the kind of rolling undulations that leave you physically tired at the end of the day.

And while I love the success I've enjoyed as a sportsman in North Dakota, I most appreciate the people I've met on such trips. From conversations struck with strangers in a small town supper club have come invitations to stay in peoples' homes and friendships that I hold dear. There are great people all over this amazing country, of course, but there seems to be a higher concentration of them in North Dakota. »



I can state with zero surprise that I was greeted with the same smiles and grace from those I met while wearing a black leather jacket and helmet as I have been wearing a blaze orange hunting vest. As I rolled across the northernmost part of the state, through the Pembina Gorge, over the Turtle Mountains, and down toward Lake Sakakawea in the middle of the Bakken Shale Oil field, the people I met at the gas stations and cafés exuded the same familiar kindness that I've come to expect.

What I didn't quite expect, however, was the explosion of traffic and people in the western part of the state, which is a result of the tens of thousands of jobs flowing from the Bakken oil boom. Riding into Stanley, New Town, Killdeer, and Dickinson, there were veritable traffic jams in a few areas due to both road construction and the sheer number of oil tanker trucks on the road.

There has been a lot of mainstream news reporting on the effects of North Dakota's oil boom on the land and its people, but this isn't a story that will explore the consequences (good or bad).

What I saw in the hundred or so miles I rode in the Bakken was captivating.

A lack of available (and affordable) housing caused by the oil boom has resulted in thousands of people living in RV campers that are shoehorned into parking lots, backyards, and any other available space. I was told by one longtime Stanley resident that houses that would have sold for \$70,000 four years ago are now going for nearly four times that amount! The infrastructure of western North Dakota hasn't yet caught up with the human influx.

Aesthetically, the oil boom has impacted the area, as well. The stunning buttes and canyons that characterize this part of the state are now dotted with drilling operations and operating wells. It wouldn't be a stretch to say that at any point along my ride between Stanley and Dickinson I could see at least one oilrig.

I can't say that I was upset or disappointed, as the sheer beauty of this area is far greater than the manmade distractions of the oil industry. I also understand clearly that fossil fuels are not only the engine of our economy,

but they also make it possible for me to ride a motorcycle and enjoy dozens of other comforts and conveniences. I love what fossil fuels provide in my life, so I have little choice but to accept the consequences of their extraction.

So I soaked it all in, grabbed a few photos, and pointed my Street Glide® south and east, where an hour of riding brought me out of the Bakken, and back into the prairies and farmland that characterize the majority of this amazing state.

As I rode toward home gazing at the grain silo elevators that punctuate this landscape, reading the faded names of towns printed on water towers, and glancing at the occasional train barreling across the plain, it occurred to me that the hallmarks of humankind are visible throughout North Dakota (and pretty much everywhere else too). There's a lot to love about that and, perhaps, a little to loathe.

Of this I'm unequivocal: Whether it's on the saddle of a motorcycle or a seat in a café, there's much to love about the land and people of North Dakota. 🍷



CAVALIER MOTORCYCLE RIDE IN

My three-day circumnavigation of North Dakota this past June began with the 16th Annual Cavalier Motorcycle Ride In (www.cavaliermotorcycleryridein.com). Located in the far northeastern part of the state, just 20 miles from Canada and Minnesota, Cavalier is a town of 1,289 that swells by another 1,500 during Ride In weekend. Because of its proximity to the verdant Red River, this is farm country, with rows of corn and soybeans as far as the eye can see.

With the entire two blocks of Main Street containing the event, this is a ride-in that can be experienced in its entirety, with no fear of missing something. There were a few food and gear vendors, local shops, various contests (including burnouts, tattoos, and riding games), and a street dance with live music in the evening.

While the forecasted early morning downpour did indeed occur this year, no doubt dampening attendance, the skies cleared before Noon, allowing for a truly fun run from Cavalier, with stops in a couple of neighboring towns. As one of a couple hundred who participated in the run, I struck up conversations with riders from Canada, Minnesota, and, of course, North Dakota.

Perhaps because of the cozy size of this event or good ol' Midwestern hospitality (or both), it was easy to meet other riders and share stories. Although I passed on several impromptu invitations to join various unofficial rides happening throughout the day, it was evident that this was an event where you can easily start some new friendships.

Indeed, the entire vibe of the Cavalier Motorcycle Ride In was one of friendliness and fellowship. If you're looking for massive crowds and commercialization, this isn't a ride-in for you. But if you're looking for homespun kindness and salt-of-the-earth personalities, you can't do much better than this.

THANKS to Donnie and JoAnn Bergsguard of Cavalier, North Dakota for inviting HOG® magazine to this event.



STRANGER IN A STRANGE LAND

STORY & PHOTOGRAPHY
BY JOHN J. NEWKIRK

“A BUNCH OF CRAZY HIPPIES, IF YOU ASK ME.”

The grizzled rancher spat a mouthful of tobacco juice onto the Nevada dirt, then continued looking over my Road King® Classic, recently weighed down with a week’s worth of food, water, camping, and photo gear.

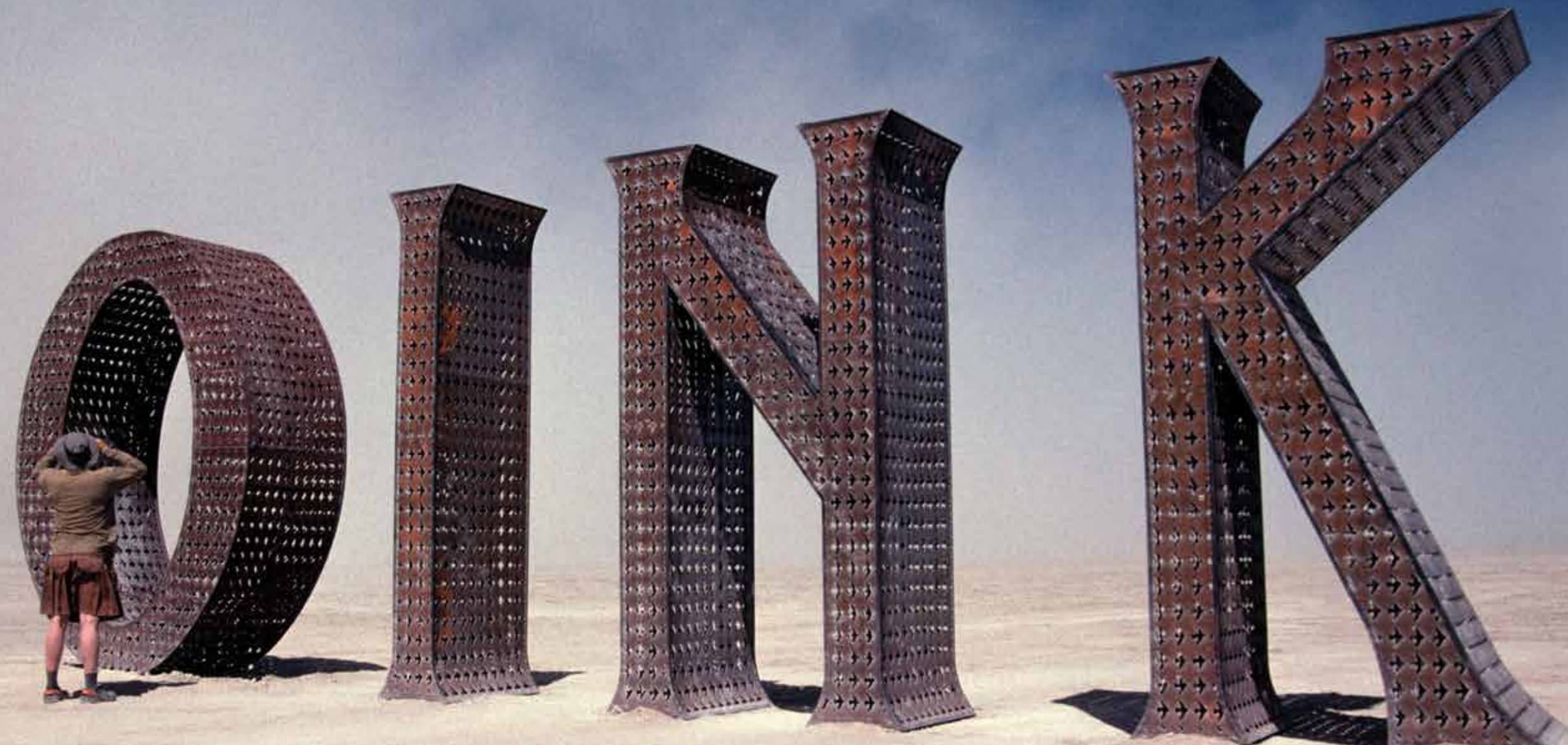
“Nah,” he continued, “If I were you, son, I wouldn’t take this beauty anywhere near Black Rock City.”

I thanked the man for his advice, fired up the V-twin, and went on my way.

Rugged self-reliance. Radical self-expression. And a sense of community that endures hell or high water. Most of us riders see these as fundamental tenets of the motorcycling lifestyle. Imagine, then, my curiosity at learning it’s these very same principles that compel 50,000 people to converge in Nevada’s Black Rock Desert each summer, hauling everything in (and out) they need for seven days of survival and celebration at the wildly popular annual event known as Burning Man.

The Black Rock Desert is an ancient, arid lake bed in northwestern Nevada. The nearest town of any size is Alturas, California 115 miles northwest or Reno 110 miles south. A number of land speed records have been set there, including the first supersonic “car” driven by a Royal Air Force pilot in 1997. The area sees relatively little motorcycle traffic, which is a shame, because the 275-mile run between Crater Lake, Oregon and Black Rock City has some of the most raw, rugged beauty I’ve ever seen.

Still, my inner skeptic began to rear its head as I motored down northeastern California’s State Route 139. Who and what were these so-called “Burners?” How would they react to a lone Harley® motorcycle rider, in full leathers, essentially crashing their party? And why, by the way, hadn’t I seen another motorcycle since Klamath Falls? »





By late afternoon I had arrived at Black Rock City. Near the entrance, a silhouette appeared in the haze and motioned me forward. She was barefoot and wore a leather Raquel Welch-style caveman bikini. Curiously, she reached to the ground, scooped up some of the ultra-fine gypsum dust, and gently placed it in my hand.

"This is playa dust," she said, "Rub it between your hands, throw it to the wind, and embrace it while you're here."

"Uh, thanks," I replied, trying my best to assimilate, "This is my first Burn."

Her face lit up. She leaned over the handlebars and kissed my cheek.

"Welcome home," she beamed, "welcome home."

While gypsum dust is the bane of many Burners during their time on the playa, this mineral has, in fact, been the region's lifeblood since 1923, when the United States Gypsum Corporation opened the nearby Empire mine. For nearly nine decades it provided the base material for millions of drywall sheets used in the construction industry. But the collapse of the U.S. housing market hit the area hard, and when USG finally closed the plant in 2011, a hundred jobs – and the entire town of Empire – vanished like dust in the wind.

"Yo, nice rig, man! Where are you camping?"

I slowed to a stop. The man facing me carried a walking stick and canteen, and was dressed like a Jawa out of *Star Wars*.

"Somewhere between Hanoi and Istanbul," I replied, referring to Black Rock City's annular, alphabetical street layout, "But I

wonder if there are any of my people here. Have you seen any other motorcycles?"

"Negative, bro. Haven't seen any myself. You do know about the playa, right?"

"I'm learning."

"Dude! If it rains here, the playa totally turns to axle grease. Six inches or more. There've been vehicles stuck for weeks. Nah, we don't see too many motorcyc—"

He stopped abruptly, ran a few steps, and then pounced on something that looked like a gum wrapper.

"Got it!" he exclaimed.

"What is it?"

"MOOP, man. Matter Out Of Place. You know – trash. We don't tolerate MOOP. We want to leave the place better than we found it."

The Road King rumbling into Black Rock City attracted far more attention than I anticipated, as if it were some novelty like a horseless carriage or a barnstorming biplane. A small crowd gathered around me, and a young woman approached. She was 22 and clad in a caveman bikini like the girl at the entrance, and reminded me of Weena from the 1960 movie *The Time Machine*.

"Could you give me a ride back to my clan?" she asked over the idling V-twin, "I'm between Cairo and Detroit."

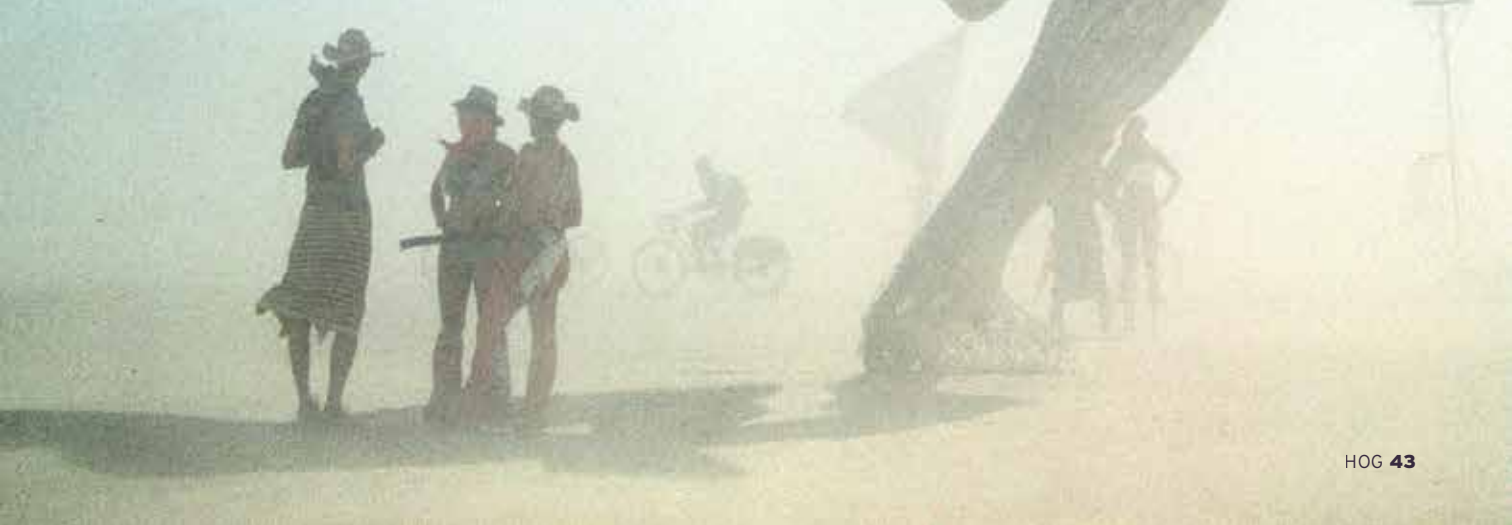
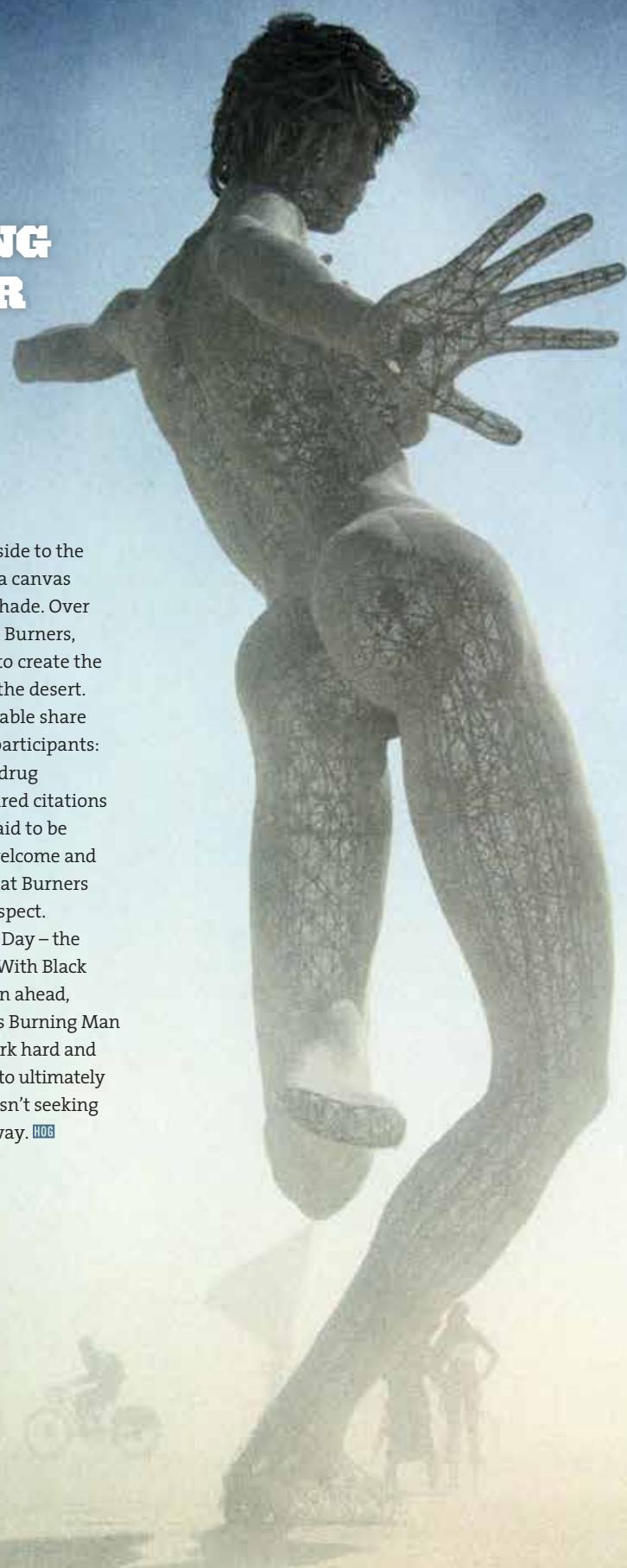
And it struck me then, as she settled into the saddle and wrapped her arms around my waist, that I had become an ambassador of sorts. How I conducted myself here could, for better or worse, influence the way others might view our riding community.

I WASN'T SEEKING A METAPHOR FOR LIFE HERE, BUT I THINK I FOUND ONE ANYWAY.

An hour before sunset, I parked the Harley broadside to the wind. With my tent staked to the leeward, I angled a canvas tarp between the frame and ground to make a sunshade. Over the next few days I wandered the playa, spoke with Burners, and learned that many had worked the entire year to create the astonishing artwork exhibited for just one week in the desert.

As in any large group, Burning Man has its inevitable share of problems from the proverbial one-percent of its participants: disorderly conduct, public intoxication, petty theft, drug possession, etc. A handful of arrests and a few hundred citations are the result. Regardless, the overall crime rate is said to be well below any comparably sized U.S. city, and the welcome and acceptance I experienced on the playa taught me that Burners and riders share yet another mutual tenet in life: respect.

At the end of the week – on the night before Labor Day – the 40-foot-tall wooden man effigy was finally torched. With Black Rock City in my rearview mirror and the Pacific Ocean ahead, I knew this complex populist phenomenon known as Burning Man was something I would never forget. To arrive, to work hard and celebrate with the full measure of your devotion, and to ultimately leave the place a little better than you found it – I wasn't seeking a metaphor for life here, but I think I found one anyway. [HOG](#)





5

IN 1

I'VE COME TO COLORADO SPRINGS, COLORADO TO RIDE MOUNTAIN PASSES. FIVE OF 'EM, IN ONE DAY. ALL WITH ELEVATIONS OF

10,000 FEET

OR

HIGHER

STORY & PHOTOGRAPHY BY
GLEN ABBOTT

I T'S 326 MILES TO SALIDA, I'VE GOT A FULL TANK OF GAS, IT'S DARK, AND I'M WEARING SUNGLASSES. I'M ON A MISSION FROM H.O.G.®



Okay, so I'm not exactly "Joliet" Jake Blues. My Bluesmobile is actually an Ember Red Sunglo Ultra Classic® Electra Glide,® 2012 edition.

It's 4:45AM. I'm still bleary-eyed, despite the cool air washing over me like a mountain stream. The Glide's headlight and twin spotlights illuminate the empty Interstate, and the city's lights twinkle in the valley. The craggy outlines of Colorado's Front Range cut like a jigsaw puzzle through the night sky.

Sunrise is a little more than an hour away, but the parking lot of Pikes Peak Harley-Davidson is already bustling with activity.

Over a styrofoam cup filled with black coffee, I'm briefed by Road Captain Charlie Ford of the Pikes Peak H.O.G. Chapter.

"Object of a road captain is to lead groups safely from start to finish," he explains. "You have to think and see for the group that you're leading. Anticipate traffic. Anticipate weather. Anticipate people's attitudes sometimes," he laughs.

Charlie has been riding motorcycles for a total of 47 years, starting at age 7. Minibikes, dirt bikes, Sportys, Big Twins. Drag bikes, motocross, enduro, and hill climbers; you name it, he's raced it or ridden it. Charlie is the biker you've seen in every movie: H-D® tattoos, earrings, graying beard, face etched by years in the wind. He's the real deal, a serious rider, and he's taken most every riding safety

and first aid course you can think of. He knows whereof he speaks, and despite an appearance that might intimidate someone of the non-riding persuasion, he's a quiet, soft-spoken guy and instantly likeable. I know I'm in good hands for this foray deep into the Colorado Rockies.

There are 190 of us registered for Pikes Peak H.O.G. Chapter's 13th Annual 5 in 1 High Altitude Poker Run – again, the goal of which is to ride five 10,000-foot mountain passes in one day. We've come from all over Colorado and the surrounding states, even a couple from Canada. The lure of the Rockies is irresistible; it's pure adrenaline for altitude junkies.

"Without getting ridiculous, I call Colorado 'God's country,'" says Paul Masek, safety officer for the chapter. "There's no better place to live and ride. You can ride on the plains, you can ride deep into the mountains, you can ride in the mountain valleys – the scenery and the roads are so diverse and beautiful, it's something different every time."

Indeed, the state offers more paved mountain passes above 10,000 feet than anywhere else in the country. Pikes Peak H.O.G. even awards a "High Altitude Club" patch, with rockers for conquering 10, 15, 20, and 25 10,000-foot passes within a year's time.

INTO THIN AIR

It's sidestands up for our riding group at precisely 6AM. Besides Charlie and me, chapter members Ron Salvaggione and Delona Johnson ride along; Ron on his

2007 Road King® and Delona on her 2009 Sportster® 1200 Low. Delona, a fairly new rider, is bursting with enthusiasm and anticipation.

"It's a personal challenge," she says. "I know I can do this. I want to prove to myself that I can do it. The 5 in 1 is the big ride of the year for the H.O.G. chapter. It's very technically challenging, with all of the switchbacks and the endurance and the elevation changes."

Challenging oneself seems to be a common theme. "I got my license in September," explains Candace Valentine. She's 61 years old, and the proud owner of a blue and silver Heritage Softail® Classic. "I've probably got 1,000 miles under my belt. But I've been riding with one of the road captains, and I asked him, 'Do you think I can do this?'" After some reassurance, Candace has decided she's ready. "I have the skills, so I thought, okay, I'm going to trust my skills and do it."

We pull out of the dealership's parking lot for a short blast up the Interstate. Other riding groups, each accompanied by a road captain, have left as early as 5:30; last group out will leave at 7AM. At 75 mph, the morning air packs a chilly, yet invigorating, punch. To our left, the Front Range glows golden in the rising sun. Our first destination is Juniper Pass – at 11,130 feet, more than two miles up in the sky.

At Monument, 15 miles north of the dealership, we exit the superslab for a more scenic route toward Denver, skirting Palmer National Forest, with the mountains in the distance. Just past Castle Rock, four big-antlered bucks stand motionless in a field. "There's a lot of big animals in these mountains," Charlie advises. "You have to really keep your eyes open." In fact, riding the next day we see a group of bighorn sheep grazing on a rocky slope next to the road.

We loop around Denver's southwestern outskirts and ride west. Turning onto Squaw Pass Road (State Road 103) at Evergreen, the real fun begins – a climbing twisty, narrow ascent to Juniper Pass. The air becomes cooler; the scent of cedar perfumes the air. "It's gorgeous; just sensory overload,"

enthuses Ron. At 9:05, we pull into Arapaho National »

Thanks to the several members of the Pikes Peak H.O.G. Chapter who invited HOG® magazine to the 5-in-1 Run.





over 11,300 feet. The pass runs along the Continental Divide, the line from which rivers to the west drain into the Pacific and to the east into the Atlantic.

We arrive at 10:35AM, making a “quick” stop with more photos. Trees are sparse; the pass sits on the edge of the timberline, and ever-present patches of snow dot the mountaintops. In the valley to our north lies Winter Park, a popular ski resort. Winding back down through the mountains, I notice signs advising “Avalanche Area.” Not a reason for concern in July, but avalanches can be

Forest Picnic Ground – the parking area for Juniper Pass. Another group of riders is already here, and we line up to get our Poker Run cards stamped. Charlie is concerned that my frequent photo stops have put us a little behind schedule – we’re supposed to cover 326 miles, over twisty mountain roads, by 5PM. There’s a group photo scheduled at the end of the run in Salida. “We’ll need to make quicker stops,” he says, using a phrase that just may be an oxymoron. Nonetheless, I vow to try my best.

“One down, four to go!” someone in the group shouts, and we’re off with a roar. On the other side of Juniper Pass we encounter thousands of bicyclists winding through the mountains; turns out that our ride coincides with the 47th Annual Mt. Evans Hill Climb bicycle race. Seems everyone on two wheels loves riding the twisties.

THE GREAT DIVIDE

Berthoud Pass, our next stop, is about 40 miles from Juniper, with lots of curves in between, punctuated by a short stretch of Interstate. Its elevation tops out at

a deadly force of nature in winter. And Berthoud Pass averages almost 400 inches – over 33 feet – of snow per year.

We’re riding now toward Loveland Pass – at nearly 12,000 feet, a real Rocky Mountain high. Traveling west from Denver, the treacherous pass was the only way to get up and over the mountains before the Eisenhower Tunnel opened in 1973.

More twists and turns, with damn few guardrails. It’s 12 noon, straight up, when we arrive. Loveland Pass has that otherworldly surreal appearance you find above the timberline, a barren place where climate and soil conditions conspire to inhibit tree growth. We’ve ridden 175 miles in six hours. Charlie had advised us that we would probably average 30 mph in the mountains, an estimate that turns out to be spot-on.

TAKE THE HIGH ROAD

Just two more to go. On the road to Hoosier Pass, we ride through Keystone, then Breckenridge. The latter is an historic 1859 mining town that has become an immensely popular resort in both winter

and summer, something we realize crawling through downtown traffic.

Between Breckenridge and Fairplay, Hoosier Pass, at 11,500 feet, also sits above the tree line. We pull into the lot just after 2PM and notice dark clouds approaching. “We need to be fairly quick here,” Charlie says. “It’s building right over us.”

Now we’re on the home stretch. It’s about 90 miles to Monarch Pass, then another 25 to Salida for the group photo. Along the way we stop to photograph the Collegiate Peaks along Colorado’s rugged Sawatch Range – so called because several of the mountains are named for prominent universities, among them Harvard, Princeton, and Yale. Near the town of Buena Vista, the rain briefly catches us. Big drops splash off our windshields but just for a minute. It’s the only precipitation we encounter all day.

You could say we saved the best for last, but that would do a disservice to the other passes – they’re all pretty spectacular. We pull up to Monarch just before 4PM, and there are probably 50 bikes already gathered in the large parking lot. The sense of excitement is palpable – for some of the riders, myself included, it’s the first time we’ve ridden five 10,000-foot mountain passes in one day.

“This is freakin’ awesome,” says Delona, smiling ear to ear. “I would so do it again!”

Candace, the 61-year-old beginning rider on the Heritage Softail, feels changed by the experience. “Now I know why people ride and are so passionate about it,” she says thoughtfully. “Every time I get on the bike I am not just going to a destination, I am taking a journey. Now I understand what the words ‘power’ and ‘freedom’ mean. I can really take MY journey anywhere I want to, and it will always be MY journey, alone or in a group.”

Afterward, at Wallbanger’s Sports Bar and Grill in Salida, bikes tucked away safely for the evening, the jubilant riders pose for a group photo, and settle in for a refreshing beverage or two. After 11 hours on the bikes, and 326 miles, it’s time to relax, but even so, “We’re already planning next year’s 5 in 1,” Road Captain Mike “Toto” Macy says with a chuckle.

I guess there truly is no rest for the weary. **HOG**



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Four Volcano Ride

An economical adventure among the towering volcanic peaks of Washington's Cascade Range. **BY MARIE BEYERLEIN**

WHEN IT COMES TO NATURAL BEAUTY, we have an embarrassment of riches in the Seattle area. The Cascade Range and Puget Sound are close by, and the frequent rain keeps everything green. But it's the volcanoes that make the landscape really unique. When the skies clear, Mount Rainier comes out of hiding and dominates the skyline. Several others can also be seen within a day's ride, and I celebrate this once a year with my four volcano ride. This year, after a cold and rainy June, the conditions were finally perfect for it on July 7.

I have the huge parking lot at Renton's Downtown Harley-Davidson all to myself at 6:15AM as I set the trip odometer to zero and roar off on my 2006 Heritage Softail® Classic. Mount Rainier looms at my 10 o'clock as I head south on Highway 167. It's quite chilly. My hands are cold, and I need both of them to turn the key in my helmet lock when I take a break for coffee and doughnuts in Morton.

I stop for gas in Randle at the last station I will see for 75 miles, and head south on what quickly becomes a narrow, twisty, potholed forest service road. This is my favorite part of the ride. The trees cast long shadows, and it's warming up steadily as I wind my way upward to Elk Pass at 4,080 feet. When a vista opens up on this road, you can be sure there will be a volcano in it, and they appear as if on cue: first Mount Adams, then Mount Hood, and finally Mount St. Helens. Stopping at the Clearwater St. Helens viewpoint, I pull out my notepad to write down the mileage, but a glance at the odometer tells me that won't be necessary. It reads 123.4.

The road is straighter and smoother for most of the remaining 45 miles before it exits the forest at the town of Carson. From there it's a steep, twisty thrill ride down a cliff to get to the Columbia River, where you find yourself in the Columbia Gorge National Scenic Area. If you visit, consider wearing a helmet cam.

There are few places to pull over and take photos. The gorge is so steep that the road tunnels through the rock several times. Heading east, it doesn't take very long before the cliffs turn into lava formations, then become more rounded and covered with heat-withered yellow grass.

I head inland at Highway 142, winding along the Klickitat River. As soon as I do, the temperature goes from comfortably warm to oppressively hot. Welcome to eastern Washington's high desert. When the road exits the canyon it's on a vast plateau with great views of Mount Hood and if you backtrack a bit toward Glenwood, drop-dead gorgeous views of Mount Adams and the Klickitat Canyon.

I can't shed the helmet and jacket fast enough when I finally reach Goldendale. My riding suit lets air through and I'm comfortable as long as I'm moving, but when I stop it becomes an instant sauna suit. I spend a blissful 20 minutes at a convenience store downing a 32-ounce soft drink and chewing the ice. Then it's off to Yakima on Highway 97, the first stretch of high-speed road I have seen for 175 miles.

I saved the best volcano for last. I know every inch of Highway 410 between Naches and Enumclaw. It starts as a fast glide through the woods above the American River. It gets gradually cooler, and valley vistas open up as I approach Chinook Pass (elevation 5,432 feet), where there's still about six feet of snow on the side of the road. And then suddenly there it is: Mount Rainier, right in my face.

Passing the last Rainier viewpoint is always a bit of a letdown. I have already ridden more than 400 miles and still have about 50 to go. I start noticing things like how my back hurts a little. It's another of those annoying reminders that I'm not getting any younger. However, I'm happy to say that at age 67, I'm not planning to trade in my Harley® motorcycle for a rocking chair anytime soon. This white-haired lady is still kicking volcanic ash and living a dream on the open road. **HOG**

THE BOTTOM LINE

GAS	\$41.13
FOOD	\$7.26
TRIP TOTAL	\$48.39

AUTH # : *****
OO APPROVED - THANK YOU

The \$100 Challenge If you have a \$100 Rides story to share, we want to see it. If it appears in HOG® magazine, we'll even foot the bill – in the form of a \$100 Harley-Davidson™ Gift Card. Keep your story to 750 words or less, including a list of your expenses. We also need photography from your adventure, including a photo of you. E-mail your submission with "\$100 Rides" as the subject line to hogmagazine@harley-davidson.com.



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Snow Problem

LAST YEAR WE RODE TO THE STURGIS MOTORCYCLE RALLY and afterward headed west to Yellowstone National Park. We entered the park from the southeast, then exited to the north onto the famous Beartooth Highway. The views were awesome, and my wife, Shanna, took spectacular photos from the back of our Street Glide® – though at times she had a death grip on me with one hand while she snapped pictures with the other! This image was taken at 3:45PM on August 9, proof that it can snow at virtually any time there. After stopping for a few minutes due to the snow, our friend (on the bike in front of me), and Shanna and I took off for the summit. The people from Tennessee on the three bikes in front of us said we were nuts and stayed put. But five miles ahead the road was clear. There's only one mode of transportation that can do justice to the beautiful scenery on a trip through Yellowstone and the Beartooth Pass: a Harley®!

STEVE HACKEL
ABBOTSFORD, WISCONSIN





New Hampshire or Bust

After making the trip with a group of friends to the Sturgis rally in 2011, we decided we should make the trek to New Hampshire and mark the Laconia rally off of our “Bucket List” in 2012. So on June 5 we headed to New England. Twelve days and more than 4,600 miles later we completed a trip we will cherish forever. From the plains to the mountains, we traveled through 18 states and even into Ontario, Canada. Seeing a portion of America the Beautiful – the Gateway Arch, Niagara Falls, the White Mountains, Kennebunkport, and the Smoky Mountains – on a 2010 Ultra Classic® Electra Glide® is the only way to go! Next on our list: Daytona Bike Week in 2013!

BOBBY AND KAYCIE HULETT
WICHITA FALLS, TEXAS

Newfound Passion

I'm a relative newcomer to Harley-Davidson and wish I had ridden my own sooner. I was a passenger with my husband for years and saw an increasing number of women riders. Eventually I found myself thinking, “I can do that ... I want to do that ... but only on a Harley!” In 2010 I passed the rider course, and the same day I was the ecstatic owner of a new Softail® Deluxe. Since then we've ridden about 18,000 miles together, including trips on the Blue Ridge Parkway, Skyline Drive, Tail of the Dragon, and to the Grand Canyon. We've also enjoyed numerous rallies, and next year we plan to add Sturgis to the list. We have met so many wonderful people, seen so much of our great country, and are looking forward to much more. Riding H-D® motorcycles is such a fabulous passion!

ANNE KELLY
PALM BAY, FLORIDA



First Time's a Charm

A ride through Oklahoma's Arbuckle Mountains was the first time I was able to ride with both of my sons – a great day for me! The oldest, James (left), is a sergeant in the U.S. Army and was on a two-week leave from Afghanistan; he owns a 2009 Fat Boy®. The youngest, William (right), is a truck driver for an oil company and owns a 2008 Ultra Classic, which just so happens to have been my first Harley. I currently own a 2012 Electra Glide Ultra Limited. I must have raised my boys to be smarter than I am because these are their first bikes. It took me almost 30 years and five bikes before I got a Harley.

JIM TURNER
ATOKA, OKLAHOMA



Bigger and Better

I went through most of my adulthood riding sport bikes but came to my senses about the time I retired in 2006. It was then I bought my first Harley, a 2006 Sportster® 1200. That only lasted six months, however, as I figured out a larger bike was better for the kind of long-distance riding I began doing. I followed that up with a 2006 Wide Glide®, and then a 2008 Road King® Classic. I kept that one for two years and decided to move to a 2010 Street Glide, which I still have and am totally happy with. Since I can't justify another bike expense, this will stay with me for a while longer, although that CVO™ Street Glide sure is tempting!

BILL BUSHEK
COTO DE CAZA, CALIFORNIA

Enthusiasts

Happy Birthday, Baby

My wife, Amy (pictured), and a few friends tricked me out of my key and took my 2009 Street Glide for a ride to a photo shoot as my 40th birthday present. Needless to say I was very excited when Amy surprised me with a three-foot photo for the wall of my “man cave.” We enjoy our riding time on the Street Glide as often as we can, and now I have an extra-special treat to come home to.

WILL BLACKWELL
MOUNT ENTERPRISE, TEXAS



Not Too Tall

I'm a woman rider with an experience that's probably quite different from many. For starters, I'm six feet tall. When I met my husband, he had a Harley-Davidson® Road King Classic, and I sat behind him for about a year or so. But my legs were too long, and it was hard to get comfortable. So I took a motorcycle safety course and bought a bike on the day I graduated: a year-old Super Glide® with Screamin' Eagle® pipes and lots of chrome. I've always been very athletic and picked up riding quickly. I would like to think that I'm not alone in my story of straddling a Big Twin for the first time and zipping off as if it were something I had been doing for years. That was 13 years ago, and I still have the same bike.

JENNIFER AULT
LENEXA, KANSAS



Spirit of Maui

Most people picture beaches and maybe the Hanā Highway when they think of Maui. However, my wife, Missy, and I found one of the most spiritual places on the island: the apex of the Haleakalā Crater, at 10,023 feet. It was a great ride there, and such a surreal experience to rise through the clouds and eventually above them. At the summit we could see other

Hawaiian islands, the volcano crater, the ocean, the greenery of Maui – it was the best view! My late Uncle Art had always wanted us to take a trip to Maui, and as I looked out onto that crater I knew why: to renew our spirits.

JEFF JEREMIAH
SALEM, INDIANA



Not Too Short

The metric bike salesman told me I was too short to ride my own bike. That was seven years ago. Now I'm 63 years old, and I have ridden more than 45,000 miles in the past five years on the two Harley motorcycles I have owned. I never thought I could have so much fun at this age! At 4'-10" tall, getting my feet on the pavement was a challenge, but my hubby kept telling me it could be done. So we kept on solving one problem at a time, until finally I was able to ride our 2005 Heritage Softail! It never would have happened if he hadn't been so patient and determined.

I put 35,000 miles on that bike and 13,000 on my current one: a 105TH Anniversary Heritage Softail Classic. My bike is lowered as far as it will go, and I have added extra thickness to the soles of my boots. But when I'm riding none of those modifications makes any difference – my bike is customized for me, just the same as with every other Harley rider.

LINDA WEBSTER
EL RENO, OKLAHOMA



Day Tripper

While on a 400-mile day trip, I stopped on the Idaho side of State Highway 21 by the Grand Jean Overlook on the way to Stanley, then headed to Sun Valley and home. It's a great ride that could easily be turned into an overnighter by exploring some area roads that lead to gorgeous lakes.

KARL FENGLER
MERIDIAN, IDAHO



All of the Families

As a lifetime H.O.G.® member, I have owned many Harley motorcycles over the past 30 years. Every time I saw a new model that interested me I would trade my old bike and buy a new one ... until 2011. I always regretted selling them so I decided to achieve my lifelong dream: to buy a bike from each of the H-D® families – and keep them all! It started with the purchase of a 2011.5 Sportster Custom and continued with a 2012 Road King, 2012 Heritage Softail Classic, 2012 Night Rod® Special, and a 2012 Fat Bob.® With five to choose from, the question typically is “Which Harley am I going to ride today?”

JEFF “ANIMAL” COHEN
PORT ST. LUCIE, FLORIDA



SEND YOUR SUBMISSIONS for Enthusiasts to hogmagazine@harley-davidson.com. Be sure to include high-quality photos, as well as your name, address, phone number, and e-mail address. You can also mail submissions to Enthusiasts, c/o HOG magazine, P.O. Box 453, Milwaukee, WI 53201.



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REDESIGNED with a unique cinching system that draws together excess material for a snug fit, the new storage covers have features specific to Harley-Davidson® products, like a hook and loop opening for antennas, an opening for a security chain, integrated alarm pouch, and a sewn-in pouch for easy cover storage. Some covers also feature heat shield panels for protection from hot exhaust, and all outdoor covers feature taped seams for increased water resistance.



Rear view of Trike cover



Soft Lowers

DESIGNED FOR USE with H-D® Engine Guards, the Soft Lowers add comfort by minimizing wind blast to your legs. They attach and remove quickly without tools, and the zippered-edge design enables zipping the fabric up to any highway peg position. Reflective piping offers reflectivity in low-light conditions, while convenient pockets on the Sportster®, Dyna®, and Touring kits provide extra storage.



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THANKS TO A UNIQUE OFFSET DESIGN of the handlebar and grip, the new Easy Squeeze Reduced Clutch Reach Handlebar moves the rider's hand a half-inch closer to the clutch lever for greater leverage and reduced fatigue. They're a direct replacement for the stock bars on 2007-later XL883L models, 2006-later FLSTN models, and 1986-later FLSTC models with no need for new cables.

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NO CAGES

Game On, Again

How a small town in Indiana put motorcycle racing back on the map after "The War to End All Wars."



World War I put a lot of things on hold, not just in the motorcycle industry but in the world at large. When the war ended in 1918, no one was sure how, when, or even if things in the motorcycle world would get rolling again. So in 1919, when the Motorcycle and Allied Trades Association (predecessor to the AMA) organized a large-scale road race in Marion, Indiana over Labor Day weekend it was a pretty big risk.

The major manufacturers with racing operations agreed to compete: Harley-Davidson, Indian, and Excelsior-Henderson. But war-time gas shortages had halted racing activity, and civilian ridership had declined, as well, due to both limited motorcycle production and the sheer number of men in service.

The racers would come – but would anyone show up to watch?

A five-mile track was laid out on country roads around Marion, for a 40-lap, 200-mile race. Intersections were slightly banked and right-angle turns were rounded, to allow for higher speeds. These were dirt roads, of course, so the big problem was dust. In practice laps, near-misses with mailboxes and other riders caused problems. The solution was to oil the track and surface the backstretch with crushed limestone. But this caused a new concern: rocks spewing from rear tires that damaged both riders and bikes running behind.

On race day, former WWI aviator Otto Walker – wearing a helmet from a captured German aviator – dominated early and led for 125 miles. Following mechanical problems, however, Walker yielded the lead to his H-D teammate Leslie "Red" Parkhurst and Teddy Carroll of Indian, H-D's main competitor. Parkhurst went on to win with a time of 3 hours, 6 minutes and just over

33 seconds. Second and third places went to Harley-Davidson's Ralph Hepburn and Otto Walker.

But even more important than the result was the attendance. An estimated 15,000 spectators watched the race, many riding on motorcycles from as far as the West Coast. More than 700 hotel rooms were filled, even as residents opened their homes to fans. *Motorcycling and Bicycling* magazine reported that "every street of the city" buzzed with motorcycles. Among the attendees were founders Walter Davidson and William S. Harley.

The success of the 1919 race led to an expanded 1920 event.

A hill climb race from the previous year was repeated, and Civil War veterans of the local National Soldiers' Home were given rides in sidecars on the race course. Red Parkhurst was among the riders, and cardboard tags that read "I have donated my sidecar for the Old Soldiers' Outing – Have You?" spread like wildfire throughout the weekend.

But the most historic moment of 1920 came after the race. Earlier in the day, Harley-Davidson's Ray Weishaar adopted a runt piglet from a local farm and kept it close by as he wandered the paddocks. Weishaar won the race with a blistering average speed of more than 71 miles per hour – a new record for a 200-mile event. Weishaar included his new friend, "Johnny," in a post-race photo op, prompting journalists to start using the word "hog" in reference to Harley-Davidson® riders and their motorcycles.

Those 1919 and 1920 races were about more than a fun weekend of speed. World War I decimated the civilian rider market, leading several motorcycle manufacturers to lock their doors permanently. Dealers throughout the industry closed, while others scraped by with used bike sales, accessories, and service work.

Those races – that first one, especially – were about a rebirth of motorcycling, a triumphant return of the sport so many still loved. To quote one journalist in 1919, "The game is on again."

Original trophies and photos from the legendary Marion, Indiana races can be seen in the Harley-Davidson Museum® in Milwaukee. The famous Ray Weishaar photo can also be purchased on www.harley-davidsonimages.com.



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Flying Fish Story

An amusing reminder that the most memorable moments in life often arrive when we're expecting something completely different. **BY KURT DOUGLAS ASPELIN**



MY LIFE HAS ALWAYS BEEN FILLED with unusual occurrences that usually involve the wild side of Mother Nature and my freakish timing. The summer of 2010 was no exception. I enjoy sharing with friends and acquaintances that I bought my first Harley® motorcycle that year and that the experience has been life changing. When I add that while on a summer ride going 45 mph I was hit by a one-and-a-half-foot-long live thrashing fish, it's here that I see the listener's smile change to a serious frown to a puzzled grimace. Please allow me to explain ...

I'm 55 years young and probably not unlike many guys who grew up riding mini-bikes or trail bikes, but for some reason never transitioned into riding full-fledged motorcycles. For years, in a recurring dream, I found myself quietly sneaking out to the garage late at night to find my fire-engine red Harley-Davidson® motorcycle waiting for my inspection. Unfortunately, this dream slowly faded with time. I suspect that my "man without motorcycle" status would have been my destiny if not for a lifelong friend, his love for his H-D® motorcycles and the open road, and my curiosity that lured me to Daytona Bike Week in 2010.

My wake-up came after a chilly start in Daytona, numerous biking events, a sale at the local H-D dealership, and – you guessed it – my purchase of a chromed-out, fire-engine red FXD Super Glide®. You can call my Harley encounter a coincidence if you like, but I truly believe that there's a motorcycle (or even a fish) with your name on it somewhere out there, as I now resume my unlikely story.

Early one morning I was enjoying a southern Maryland ride when I turned down a very scenic tree-lined road not far from the Potomac River. Flying away from me and centered on the road was a huge osprey carrying a large fish. Not able to resist, I hit the throttle, which quickly brought me 20 feet behind the bird cruising about 40 feet above the road. From my vantage point, I could see the large bird repositioning its talons and the fish desperately struggling for its freedom. Because of the sheer weight of the fish, the Osprey seemed to have no chance of clearing the trees with its prize and returning to the nest. As I followed the interlocking pair in awe, a voice loudly sounded off within me saying, "Dude. This is why you got this bike!"

Instead of listening to inner voices, however, I should have been thinking about *probability* – because that was the precise moment the bird unloaded the fish. Immediately feeling like I had just opened my eyes during a 3D movie, the endlessly flipping connected with my headlight and riding boot before finding its way into the ditch.

... a voice loudly sounded off within me saying, "Dude. This is why you got this bike!"

Assessing that any damage to my bike would be minimal – and feeling thankful the fish hit my bike instead of my face – I kept my composure and rode on. Moments later, I began to feel a strange sensation well up inside that resulted in a loud self-sustaining skull-numbing laugh within the confined space of my helmet.

Besides being eager to tell anyone and everyone what had just happened to me, a moment of enlightenment hit me as a new rider: It really *is* the ride, not solely the destination! Sometimes it's easy to forget that it truly is what happens between Point A and Point B that makes this lifestyle so special. Even though I certainly wouldn't recommend my catch-and-release maneuver to anyone, it has been fun sharing my experience with others. My unlikely encounter and brush with disaster has taken on a life of its own (unlike the poor fish). My hope for all riders is that we never forget that we're merely a turned key away from such an opportunity to live in the moment and experience something unforgettable. Because you never know what fate is about to drop into your lap.

Kurt Douglas Aspelin is a H.O.G.® member living in Port Tobacco, Maryland.

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