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WINTER 2014



FOR THE HARLEY-DAVIDSON® ENTHUSIAST SINCE 1916
CANADIAN EDITION ♦



THE EVOLUTION ISSUE

YOUR NEW H.O.G.® LOGO / HOW TO RIDE IN THE RAIN / RALLY RIDES / A CANUCK IN MILWAUKEE /
PENINSULA OF PERFECTION / STORY BEHIND H-D® CHROME / A SIT DOWN WITH BILL DAVIDSON / ROUTE 66

— INTRODUCING —
PROJECT RUSHMORE
— BUILT BY ALL OF US —
— FOR ALL OF US —



Models Shown: Ultra Limited, Street Glide®, Road King®, Tri Glide™ Ultra and Electra Glide® Ultra Classic®

With the purchase of any new Harley-Davidson® model from an authorized Canadian Harley-Davidson® Retailer, you will receive a free, full one-year membership in H.O.G.® Always ride with a helmet. Ride defensively. Distributed exclusively in Canada by Deeley Harley-Davidson® Canada, Richmond and Concord. Deeley Harley-Davidson® Canada is a proud sponsor of Muscular Dystrophy Canada.

They came straight out of the streets, the freeways, biker bars, scenic overlooks, and rallies. They came straight out of 110 years in the saddle and countless long rides where the destination didn't even matter. They came straight out of the dreams of thousands of riders. They came straight out of Milwaukee by way of every road on earth. And now they're taking us places we've never been before.

Introducing Project RUSHMORE and the next Harley-Davidson® motorcycles.
Built by all of us, for all of us.



UNITED BY INDEPENDENTS



Departments

- 6 **WELCOME NOTE**
A remarkable year
in review
- 7 **EDITOR'S NOTE &
INTAKE**
Replenish our Batteries.
Letters from Members.
- 8 **TOGETHER WE MADE
HISTORY**
Presenting Your New
H.O.G.® Logo
- 10 **BACKSTAGE**
Hometown Rumble in
Milwaukee.
- 13 **FRONT SHOP**
- 14 **News**
Contest winner, H.O.G.®
Pin Stops.
- 18 **Backstory**
Going Postal: H-D®
Motorcycles at Work.
- 20 **Gallery**
A Bit of Everything
from Our Readers.

On the cover: The New Harley
Owners Group® Logo

- 47 **BACK SHOP**
- 48 **Pitstop**
Easy Does It – Slow and
steady wins when it comes to
riding in the rain.

Dream to Ride, Ride to Dream
– H-D® Authorized Rentals
can be the best travel
alternative.
- 52 **Rally Rides**
Ontario, Alberta, Quebec,
Prairies and British Columbia.
Wrap-up Rallies.
- 56 **Rally Rides**
2014 National Rally
Registration Form.
- 58 **Riding Stories**
Route 66 – Journey through
the “Main Street of America”.

To Fly and then Ride – An ideal
way to see the country.

Our Most Excellent Adventure
- 64 **Archives**
Picture this – Preserving
photographic history has
come a long way.
- 66 **Exhaust**
GPRC Harley-Davidson®
Technician Certification

YOU TOLD US YOU
WANTED AN “EVOLUTION”,
NOT A “REVOLUTION”.



CONTENTS

WINTER 2014

Features

24 THE TEST OF TIME
A Canuck in Milwaukee.
The Harley-Davidson
110th Anniversary was
a truly global affair.
By Dustin Woods.
Photography by Dan Lim.

30 PENINSULA OF
PERFECTION
Halifax rider tours “in
the moment” through
Washington’s Olympic
National Park, a World
Heritage site.
By Jeff Trafford.

34 THE EUROPEAN
ADVENTURE
Four Canadian riders
depart on a great
adventure across the
Atlantic to Europe on
the trip of a lifetime.
By Bryan Tardiff.

38 SIMPLY BRILLIANT
The story behind the
high-quality chrome on
your H-D® motorcycle.
By Dave Koshollek,
Harley-Davidson®
University.

43 MEET THE FAMILY
Just what was it like
to grow up in the Davidson
household? We met with
Bill Davidson to find out.
Words by Zoë Francis-Cox.
Photography by
Simon Finlay.



"Adventure can be an end in itself. Self-discovery is the secret ingredient."
- Grace Lichtenstein

A REMARKABLE YEAR IN REVIEW

FLAKES HAVEN'T FLOWN YET HERE IN THE GTA, but as I write this in mid-October, the days are getting shorter, the mercury is dropping, and the end of the 2013 riding days are near, which makes this a good time to reflect on some of the events of the past year. It's been remarkable in so many ways. We threw anniversary bashes for Harley-Davidson Motor Company and H.O.G.® on six continents; the Pope held a bike blessing for us in Rome; and the Freedom Jacket made a trip around the world, starting and ending its journey in Milwaukee, where we held the biggest party of them all in August.

At the beginning of the year, we launched a brand-new look and feel to our very own members site, which is now available in multiple languages across the globe, including French Canadian.

To better unify Chapters from around the world, we created a Global Chapter Charter and incorporated a new H.O.G.® Manager role to help create stronger more prosperous relationships between Retailers and Chapters. We held the first ever International H.O.G.® Officer Training that saw over 1,400 H.O.G.® members and Retailers converge together in one spot to share in experiences, key learning, and ample fun, all for the love of riding.

This year we also attended more local, provincial, and regional H.O.G.® events than ever before. There are so many great rides and rallies hosted by H.O.G.® Chapters around the country that we can't possibly attend more than a fraction, but we tried to find some key favourites, such as our Canadian rallies, which can be found on pages 52-54.

Finally, as H.O.G.® wraps up the celebration of its 30th Anniversary year and we look forward to the road ahead, it's appropriate that a brand-new logo, which you helped choose, graces the cover of this issue [see pages 8-9 for the full story].

You'll recognize a few changes to the logo. First, the eagle shifts his gaze in a new direction, looking toward new horizons and the next 30 years of H.O.G.® adventure and friendship. But perhaps the most significant change is the addition of the Harley-Davidson® Bar & Shield into its heart. H.O.G.® is the official riding club of Harley-Davidson and we wanted to make that association stronger and more recognizable, because we know that connection is a big part of what draws our members closer to the Company and each other. H.O.G.® and Harley-Davidson are as inseparable as the ideals of freedom, independence, and love of the open road that this logo represents. Wear it proudly.

- Gina McNeil



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Editor's Note

TIME TO REPLENISH OUR BATTERIES ... AT LEAST FOR MOST OF US IN CANADA.

What a year it has been! From H.O.G.® Regional and Provincial Rallies, to H.O.G.® Pin Stops, to the pièce de résistance – the H.O.G.® 30th Anniversary celebrations in Milwaukee, Wisconsin – wow! I certainly hope that you have all had an opportunity to attend one or most of these events in 2013, and if not ... well, there's always next year. Speaking of next year, 2014 is shaping up to be another exciting year, starting with the various Motorcycle & Moped Industry Council (MMIC) shows across Canada (see page 15). These shows are a great opportunity for motorcycle enthusiasts to come out and get a firsthand look at our new 2014 Harley-Davidson® motorcycle lineup, including the Project RUSHMORE lineup of Touring models. Bring your curiosity and questions to one of our product experts who will be more than happy to demonstrate all the new features found on these cutting-edge H-D® motorcycles.

This edition of *HOG*® Magazine Canada also contains the latest information on the 18th Canadian National H.O.G.® Rally, in addition to the invariable Canadian H.O.G.® member submitted articles, scenic photography, and technical riding tips. From all of us at *HOG*® Magazine Canada, Happy Holidays and a safe and prosperous New Year.

Duarte Pita
Editor, *HOG*® Magazine Canada

Question of the day:

What is the most hard-core (i.e. distance, weather, trip duration, bike – or all of the above) ride you have ever taken?

CITY RIDE

I'm always interested in reading *HOG*® Magazine Canada from cover to cover, as soon as it arrives – it's informative, interesting, well-written, engaging, and has done a great job articulating the message of Harley Owners Group®. In the last issue (Fall 2013), I really enjoyed reading "Destination Distillery District" by Dustin Woods. The author has a real knack for captivating the reader, even on a simple and short urban ride.

James Franco, Toronto, Ontario

KEEP ON TRIKIN'

I read the "Three-Wheelin' Good Time" article in *HOG*® Magazine Canada (Fall 2013), and while I enjoyed and found it accurate, I have a few comments based on my Tri Glide™ model experience, covering over 96,000 kilometres. The article failed to mention that special

attention must be made to road conditions, since a trike makes three tracks instead of one. You have to stay alert to avoid potholes or road obstructions.

Dale Kemper, VIA EMAIL

Thank you for the recent article on trikes. I recently traded my 1997 Softail® Custom model for a 2013 Tri Glide™ model, and like your article says, it's not that easy to ride at first. Thanks again for all the riding tips. My wife loves it, so now we can ride together.

John Sierra, VIA EMAIL

I enjoyed the recent article on trikes. My wife and I had an Ultra Classic® Electra Glide® model for several years, and she wanted to ride with me all the time. Not being a big guy, it was a handful to ride with the both of us on the bike. We decided to move to a trike for safety, visibility, and peace of mind. We love it, and it rides like a dream.

Steve Warmath, VIA EMAIL

ABOUT TIME

If you would have told me that a Harley-Davidson® motorcycle would change my life, I would have called you crazy. I was convinced that all motorcycles were created equal, but what a difference a ride can make. So, I sold my bike and bought a Heritage Softail™ Classic model and then a 2002 Road King® model. Why does every sunrise and sunset look so much better from the seat of a bike? I can't explain it, but it took about 30 years before I realized riding motorcycles was more about emotion than transportation. Here's to another 30 years!

Sent in anonymously via email

THANK YOU

After reading the "Project RUSHMORE" (Fall 2013) article about all the new standard features and options available on my dream ride, the H-D® FLHTK Ultra Limited motorcycle, all I can say is, "wow!" Harley-Davidson Motor Company has done it again! Great new innovations – such as the standard LED lights, the Boom!™ Box audio system with integrated GPS, and the one-touch simplicity of the saddlebags and Jukebox compartment. I'm excited and will be purchasing this model in Spring 2014. Keep up the great work on your fantastic magazine!

Ivan, Innisfil, Ontario

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



TOGETHER WE MADE HISTORY

Presenting YOUR New H.O.G.® Logo

For 30 years, you've made Harley Owners Group® one of the most positive and lasting identities in the motorcycle world. Your connection to the Harley-Davidson Motor Company has helped make the Harley-Davidson® Brand what it is today. There are no words to express how grateful we are for that.

From the beginning, the iconic H.O.G.® logo has represented the passion of our riders. No matter where in the world you might find yourself, chances are you'll find a fellow rider wearing that very same logo. Recognition of this global symbol of freedom, independence, and love of the open road has always created an instant and powerful bond.

But 30 years of anything – even a good thing – is a long time. So we went to you, our members, to lead change and direct where to go next with this powerful symbol. We talked to members around the world at rallies, events, Chapter meetings, training sessions, and gas stations. We even took a few formal surveys. What we heard from you confirmed what we also felt:

that the time has come to refresh the look. You told us you wanted an “evolution”, not a “revolution”. And when we put four new designs up to a vote, more than 100,000 of you raised your voices, and the results were clear.

EYES FORWARD

The new logo captures the spirit of the original, evolving the design while still being instantly recognizable by legions of H.O.G.® members around the world. The Harley-Davidson® Bar & Shield is at its heart, declaring H.O.G.® as the official riding club of H-D®. Now more than ever, the world will know that H.O.G.® and Harley-Davidson® are one and the same, completely inseparable. Finally, the eagle shifts its gaze, looking toward new horizons and the next 30 years of H.O.G.® adventure, fun, and friendship. Thank you for being an essential part of this historic process. We're excited about where this club has been and where we're headed. And we're thrilled to be riding beside you.

YOU TOLD US YOU WANTED AN “EVOLUTION”, NOT A “REVOLUTION”.



CUSTOM CULTURE

Along with the new H.O.G.® logo, we'll be rolling out new design options for patches, pins, T-shirts, bandanas, and other merchandise. The “Skull with Wings” design shown here is the first of many graphics that will be available as H.O.G.® merchandise in early 2014. Assert your uniqueness by choosing the designs that best represent you.

And for members who prefer the classic look, original logo merchandise will still be available, immortalized as a part of H.O.G.® heritage.

More than anything, H.O.G.® is fueled by the individuality of its riders. And more choices mean more freedom to customize how you express yourself – and put your H.O.G.® pride on display.



CENTRE OF ATTENTION

Ever get the feeling that everyone is staring at you? That's the sense I got when I wore this new prototype H.O.G.® patch on my vest this summer.

Everywhere I wore it, people asked me about it. “Where did you get that?” “Can I get one?” “Is that going to be the new H.O.G. logo?” Even the woman who sewed the patch onto my jacket wanted to know! I just played it cool. I told everyone I was “doin’ some research” and asked them what they thought about it.

Not surprisingly, most people loved it. Also not surprisingly, some people didn't. “I really don't like skulls,” some said. And that's just fine. I've always said, if you put 100 members in a room, you'd have 100

different personalities and opinions — and they'd all be right. Just as Harley® riders all want to put their own twist on the bike they ride, H.O.G.® members want to put some of their own personality into how they represent our club.

We know that members want to show they're proud to be a part of H.O.G.®, but they don't necessarily want to wear the same patch as everyone else. It's about freedom. And choices. And expressing your own individual style. Everybody wants to ride their own road — and that's just as it should be.

And do you see that Bar & Shield outline kind of “hidden” in the skull? That's important. We included a Bar & Shield in the new official H.O.G.® logo, too, to emphasize the connection between the club and H-D®. No question about it, H.O.G.® is Harley-Davidson® — and vice-versa. We want to make sure that comes through loud and clear.

So, like the eagle in the new logo, keep your eyes focused on the road ahead. Besides the skull patch (including the Bar & Shield outline) and the new logo members helped select, there's a lot of great stuff just around the corner.

Give it a go. Get some new gear and take it out for a spin. You may not get the same rock star treatment I did, but I promise you'll turn more than a few heads.

See you down the road,

J.T. Hasley

Harley-Davidson Motor Company
U.S. H.O.G.® Events Manager

HOMETOWN RUMBLE

Actresses Katee Sackhoff (left) and Tricia Helfer (right) share a laugh with Willie G. Davidson, grandson of Harley-Davidson Motor Company co-founder William A. Davidson, before the start of the Harley-Davidson 110th Anniversary parade in Milwaukee, Wisconsin. Sackhoff, co-star of *Riddick*, and Helfer, of ABC's *Killer Women*, were two of many Hollywood stars to join in the Company parade, about five miles through the downtown streets, while tens of thousands of local residents cheered them on.

Photograph by M. Corey Whitted.





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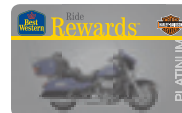


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Best Western[®] has been known for many years as the heart and soul of Canadian hospitality and travel. We care about what riders want in a hotel - that's why we created our free Best Western Ride Rewards[®] program designed for Harley-Davidson[®]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

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FRONT SHOP / WINTER 2014

NEWS

Contest winner, H.O.G.®
Pin Stops, Revolution X

BACKSTORY

Going Postal: H-D®
Motorcycles at Work

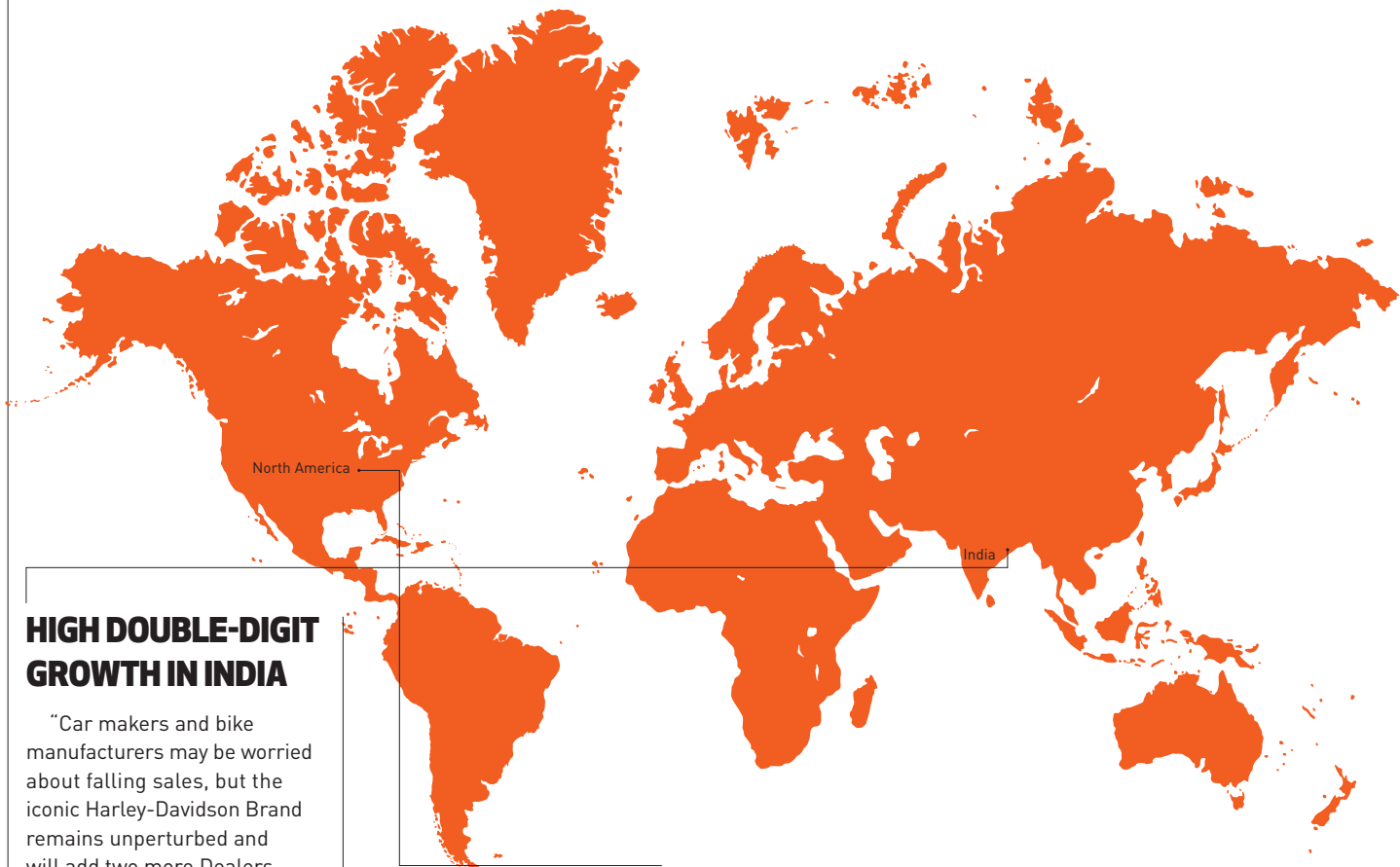
GALLERY

A Bit of Everything from
Our Readers



Featureflash/Shutterstock.com

Photography by Dan Lim.



HIGH DOUBLE-DIGIT GROWTH IN INDIA

"Car makers and bike manufacturers may be worried about falling sales, but the iconic Harley-Davidson Brand remains unperturbed and will add two more Dealers this year," Anoop Prakash for Harley-Davidson Motor Company said, stating that the Company has seen high double-digit growth in the market here.

"We entered this market in 2009, and between 2010 and 2013, we already have 2,000 Harley-Davidson [motorcycle]s on the road. We will continue to invest here. We just entered Indore and will add two new Dealers in Jaipur and Pune soon," he said. The iconic U.S.-based bike maker had earlier said it would start assembling three more models in the country, resulting in the slashing of prices. It assembles Fat Boy®, Fat Boy® Special and Heritage Softail™ Classic models at its Bawal facility in Haryana.

— *Economic Times (India)*

STEVE ROGERS, A.K.A. CAPTAIN AMERICA, RIDES THE NEW SOFTAIL® MOTORCYCLE

Two icons of freedom will roll onto the silver screen in late Spring 2014, with the release of Marvel Studios™ Captain America: The Winter Soldier. Fans at San Diego Comic-Con were excited to see exclusive footage of the film, including the reveal of Steve Rogers's choice of Harley-Davidson® motorcycle in this movie.

In the upcoming film, Steve Rogers's character will be riding the newest Softail® motorcycle from Harley-Davidson Motor Company: the Breakout™ model. Launched to the world in March,



the Breakout™ model makes a modern statement, but harkens back to the timeless aesthetics for which Harley-Davidson® is known.

"Captain America and Harley-Davidson have had a long and glorious association dating

back to the introduction of the character in 1939," said Dino Bernacchi, Harley-Davidson Marketing Communication Director. "He's ridden different Harley [bike]s throughout the history of the character, and his bike for Captain America: The

Winter Soldier needed to fit the modern day setting of this story. Our newest model, the Softail Breakout [motorcycle], with custom touches that personalize the bike for his character, was the perfect choice for this film."

2014 H.O.G.® REGIONAL/ PROVINCIAL RALLIES



**14th Western Regional
H.O.G.® Rally**
July 3-5, 2014,
Squamish, B.C.

**6th Prairie Regional
H.O.G.® Rally**
July 10-12, 2014,
Regina, Sask.

**22nd Atlantic Regional
H.O.G.® Rally**
July 17-19, 2014,
Saint John, N.B.

**18th Quebec Provincial
H.O.G.® Rally**
Aug 14-16, 2014,
Saint-Hyacinthe, Que.

AND THE WINNER IS ...



Stephanie Fleury from Regina, Saskatchewan, has won the *HOG®* Magazine Canada Photo Contest with her photo submission titled: *"Life's journey: Where we've come from and where we're headed"*. Stephanie has won a H.O.G.® 30th Anniversary gift package (valued

at \$1,000), which contains one item of each of the Anniversary merchandise set, including a hat, belt buckle, lighter, Cargo Duffel Bag, Brewery Glass Set, etc. *HOG®* Magazine Canada asked Stephanie her primary reason for being part of H.O.G.® "The sense of belonging; belonging to a group where I am able to share my passion for riding my Harley-Davidson motorcycle," she said. "A passion which I was once told I would never be able to participate in because I am a woman. It took great inner strength to pursue my dream – the dream to enjoy the exhilaration of riding 'free'; to control my own destiny; to ride!"

H.O.G.® PIN STOPS

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

DATES PD 13 Port Dover,
Ontario, June 13, 2014,
9am to 4pm
www.pd13.com

Biker's Reunion New Liskeard,
Ontario, June 27-29, 2014
10am to 6pm
www.bikersreunion.ca

Wharf Rat Rally Digby,
Nova Scotia, August 27- 31, 2014
10am to 6pm
www.whafratally.com

2014 MOTORCYCLE SHOWS

→ Calgary Motorcycle Show

Location: BMO Centre,
Stampede Park, Calgary
Date: January 10-12, 2014
Friday noon to 9:00 pm, Saturday
10:00 am to 8:00 pm, and
Sunday 10:00 am to 5:00 pm
www.calgarymotorcycleshow.ca

→ Edmonton Motorcycle Show

Location: Edmonton Expo
Centre Northlands, Edmonton
Date: January 17-19, 2014
Friday noon to 9:00 pm, Saturday
10:00 am to 8:00 pm, and
Sunday 10:00 am to 5:00 pm
www.edmontonmotorcycleshow.ca

→ Vancouver Motorcycle Show

Location: Tradex, Abbotsford
Date: January 24-26, 2014
Friday 10:00 am to 9:00 pm,
Saturday 10:00 am to 8:00 pm,
and Sunday 10:00 am to 5:00 pm
www.vancouvermotorcycleshow.ca

→ Québec City Motorcycle Show

Location: Centre de foires de
Québec – Site ExpoCité,
Québec City
Date: February 7-9, 2014
Friday noon to 10:00 pm,
Saturday 10:00 am to 9:00 pm,
and Sunday 10:00 am to 5:00 pm
www.quebecmotorcycleshow.ca

→ Moncton Motorcycle Show

Location: Moncton Coliseum
Complex, Moncton
Date: February 14-16, 2014
Friday noon to 9:00 pm, Saturday
10:00 am to 9:00 pm, and
Sunday 10:00 am to 5:00 pm
www.monctonmotorcycleshow.ca

→ Toronto Motorcycle Show

Location: Direct Energy Centre,
Exhibition Place, Toronto
Date: February 21-23, 2014
Friday noon to 9:00 pm, Saturday
10:00 am to 9:00 pm, and
Sunday 10:00 am to 5:00 pm
www.torontomotorcycleshow.ca

→ Montréal Motorcycle Show

Location: Palais des Congrès de
Montréal, Montréal
Date: February 28-March 2, 2014
Friday noon to 10:00 pm,
Saturday 10:00 am to 9:00 pm,
and Sunday 10:00 am to 5:00 pm
www.montrealmotorcycleshow.ca



REVOLUTION X

Close on the heels of the launch of Project RUSHMORE, Harley-Davidson made another major new product announcement November 4 in Milan and Kansas City with the introduction of the new Harley-Davidson Street™ motorcycle, seen here at the Harley-Davidson® Product Development Center with designers Chetan Shedjale, Frank Savage, and Mark Daniels (L-R). Powered by an all-new liquid-cooled 60-degree Revolution® X V-Twin engine, the Harley-Davidson Street™ model delivers the authentic Harley-Davidson® look, sound, and feel to a new global generation of urban riders. Its café-style windscreen, black fork gaiters, seven-spoke wheels, and all-black exhaust system draw inspiration from the iconic XLCR Café Racer of the 1970s and provide a Dark Custom™ attitude for a modern audience. Its responsive V-twin engine, lean and narrow chassis, and low seat height are designed to provide confidence and mobility in urban environments, and its minimalist style is an ideal blank canvas for customization and self-expression. The Harley-Davidson Street™ model will be built at the Harley-Davidson® Kansas City Vehicle Operations plant in 500cc and 750cc engine displacements. Look for it to hit the streets in the spring of 2014.

To learn more about this exciting new breed of Harley-Davidson® motorcycles, visit h-d.com/street and look for the deeper examination of the design, engineering, and manufacturing story in the next issue of *HOG*® Magazine Canada.





GOING POSTAL: HARLEY-DAVIDSON® MOTORCYCLES AT WORK

A mere 11 years into operations, Harley-Davidson Motor Company had already proven the value of the motorcycle as a tool for working people. By 1914, the United States Postal Service was using over 4,800 Harley-Davidson® motorcycles for rural delivery routes, making it one of nine departments of the Federal Government using Milwaukee iron. But it was in 1915 that Harley-Davidson sold its first Package Trucks, or the first “delivery motorcycle”.

The first Harley-Davidson® product designed specifically for utility use, the Package Truck started one of two platforms. The first was a sidecar chassis, outfitted with a wooden trunk with a hinged top or vertical back door. This was the most common platform. A Package Truck's motorcycle component typically had a low-compression engine and a transmission designed for sidecar use to account for the extra weight. Package Trucks were often highly customized by the businesses using them, such as dairy trucks and Coca-Cola delivery vehicles. Harley-Davidson built Package Trucks until model year 1957.

— by Bill Jackson, Senior Archivist





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

MEMBERS GALLERY



Karen Turmel from Windsor, Ontario, taking her 2001 Harley-Davidson® Heritage Softail™ Classic motorcycle for a spin on the Tail of the Dragon in North Carolina in August 2013.



Andre Fortin's bike overlooking Badlands National Park in South Dakota.



Bernie Curtis's grandkids checking out his ride at the annual blessing of the bikes in Truro, Nova Scotia.



Doug Mallory's 12-year-old granddaughter, Sami, seeing what the fuss is all about.

PHOTO SUBMISSIONS: Please send minimum 2 MB files at 300 DPI resolution to: editor@hogcanada.ca



Pat and Tammy Pinnoy, Vicki and Lou DeAlmeida, and Brenda and Ray Stoddart, all from St. Thomas, Ontario, during the H-D 110th Anniversary festivities in Milwaukee, Wisconsin, in August 2013.



Jacinthe Lemieux from Coteau-du-Lac, Quebec, at the summit of Cadillac Mountain, Acadia National Park, Maine, in August 2012.



Tom Tarabawka, Joe McEachern, and Susan Khoury at the South Gillies checkpoint for the Ride for Dad event in Thunder Bay, Ontario, June 15, 2013.



Kent Ward from Longue-Pointe-de-Mingan, Quebec, at the summit of Mount Washington, New Hampshire.

MEMBERS GALLERY



Dennis Browett from Edmonton, Alberta, among friends on a September weekend trip to Drumheller, Alberta.



Rodney Bakken's motorcycle, taking a breather during a 1,900-km weekend trip on Highway 11 in Alberta, summer of 2013.



Bruno Gagné from Sainte-Victoire-de-Sorel, Quebec, at the Skookum Falls view point on Mount Baker-Snoqualmie National Forest in Washington, USA.



Frank J. Shalagan from Edmonton, Alberta, in Longview, Alberta.



Lloyd and Sophie Coonan in the Ozarks, Arizona, in April 2013.

PHOTO SUBMISSIONS: Please send minimum 2 MB files at 300 DPI resolution to: editor@hogcanada.ca



Greg Rose from Flowers Cove, NFLD., and his 2008 Ultra Classic® Electra Glide® motorcycle in Gros Morne National Park, NFLD.



Erna and Bill Hannah from Kenaston, Saskatchewan, enjoying the sunset in Yuma, Arizona.



Neil, Cindy, Dora, and Brian Marshall, all from Barrie, Ontario, during a 16-day, 7,800-km round-trip that included the Badlands National Park, South Dakota, in June 2013.

THE

 *A CANUCK*

TEST

IN MILWAUKEE

OF



TIME

Story by **Dustin A. Woods**
Photography by **Dan Lim.**

Milwaukee celebrates



You can't get much more of an American icon than the Harley-Davidson® motorcycle, but the recent 110th Anniversary celebration in Milwaukee was truly a global affair.

I was fortunate enough to attend and even participate in the festivities, along with several other Canadian journalists and many more fellow Canucks who had made the pilgrimage to Wisconsin.

Rather than fly to Milwaukee to attend the festivities, I felt it would be a far more authentic experience to ride there on one of its own exports, so I arranged a 2013 Harley-Davidson® Electra Glide® Ultra Limited bike for the journey. A fellow journalist named Mark was of the same mind, so we decided to ride together. He actually owns a 105th Anniversary edition Harley-Davidson® Low Rider® model, which he affectionately calls Lucy. With only our final destination planned, Mark and I decided to embrace the spontaneity of the open road and see where the wind took us. We would eat when we got hungry, sleep when we got tired, and drink Jack Daniels when the bikes were parked at a seedy motel for the night.

the 110th Anniversary of Harley-Davidson Motor Company on a global scale. ►

▼

Steven Tyler and Joe Perry must sleep in cryogenic chambers while getting formaldehyde transfusions, because they have more energy and look sprightlier than many thirty-some-things I know.



Setting off under sunny skies to the soundtrack of two rumbling V-Twin engines and the heavy metal lightning of Steppenwolf (I made a playlist to commemorate the occasion), it quickly became apparent that this road trip would include all the necessary elements and adversity of a two-wheeled adventure. While stopping to top up our tanks and empty our bladders a few hours into the ride, Mark's security system started giving him trouble, so we made a detour to change the batteries in his key fob. Problem solved, right? Wrong. After a call to the Harley-Davidson® Customer Service line and a boost from a local garage, we limped to the closest Harley-Davidson® dealership where we flipped through old bike magazines and drank stale coffee for two hours, only to find out that Mark had put the new battery in the key fob backwards.

After settling the tab (and much ribbing), we set off once again, only to be greeted by dark clouds that were eager to rain on our parade. Before we could reach a gas station, overpass, or a safe place to pull over, we were drenched. By the time we did find a suitable place to stop, the sun had once again returned, so donning wet weather attire was pointless.

Carrying on into the early evening, it appeared that our spontaneity may have been naive, as we were unable to find suitable accommodation on the winding and desolate back country roads of Michigan. As ominous clouds once again rolled in and night fell along with the mercury, we were becoming increasingly impatient with our lack of options. Fortunately, that's when the vacancy light of a quaint little motel appeared in the distance. After parking the bikes and checking in, we crossed the street for a



traditional road house meal (you can have anything you want as long as it's been deep fried) and tipped a few victory drinks before returning to our motel porch to swap stories and take in a stunning electrical storm before retiring to our respective rooms for a deep slumber.

Another day of riding later, we approached Milwaukee and began to realize the full scope of the celebration. The entire highway was absolutely jam-packed with Harley-Davidson® motorcycles of all shapes and sizes, each pointed towards home in honour of a single vision. Regardless of where they reside or where they ride, there is something that bonds those who choose the distinct attributes and heritage of a Harley® bike. "We are not all the same, but there is a bonding experience among people who ride a Harley," said Matthew Levatich, President and COO, Harley-Davidson Motor Company.

Overcoming fierce competition within the U.S. in the early days – then from abroad by the Brits and the Japanese – the Bar & Shield has endured the test of time, and Milwaukee is a better city for it. Rolling out the red carpet for the estimated 100,000 people who attended the various events across the city, event organizers pulled off a miraculous feat by welcoming enthusiasts from all over the world to commemorate the occasion. And I do mean all over the world, as patches were worn with pride by riders from every continent (aside from Antarctica). Being fortunate enough to participate in the parade, I had a unique perspective on just how appreciative the residents of the city were. Young and old, black and white stood side by side waving flags and homemade signs welcoming bikers home. It was a touching experience that warmed even my cold, icy heart.

There was no shortage of wild outfits

throughout the weekend, ranging from hilarious to borderline obscene, but the most celebrated attire of the countdown festivities has been named "The Freedom Jacket", an iconic black leather riding jacket that has been worn by riders around the globe for the last year to celebrate the 110th Anniversary. Navigating roads through countries that are not known for their political stability, the jacket received patches and signatures to commemorate its journey and the freedom it represents, including one from Canada. "Every one of those countries is important to us, no matter what your age or experience," said Mark-Hans Richer, Senior Vice President and Chief Marketing Officer, Harley-Davidson Motor Company. "We don't discriminate. We don't want to be everything to everyone; we want people to embrace what we are."

Shortly before the countdown clock hit

the zero hour, the jacket was delivered to the Harley-Davidson Museum™ by Marine First Sergeant Timothy La Sage who was then unexpectedly presented with the 2014 H-D® Street Glide® motorcycle he rode in on. To say that it was an emotional moment would be an understatement, as his career achievements were read aloud in front of his family, the Davidson family, and several thousand onlookers. Despite the size and reputation of big, badass bikers, there are few things that will wet the eyes of that kind of audience like the unbridled patriotism of a Marine who has returned home to his family upon completing multiple tours of duty.

Named Project RUSHMORE, the 2014 model year Touring bikes have received significant refinements to address the shortcomings owners have lamented for years. Encapsulating over 2,400 new part numbers, customers were sourced for input on updates that include liquid-cooling, touchscreen GPS and infotainment, improved venting, aerodynamics, and ergonomics.

Keith Wandell, President and CEO, Harley-Davidson Motor Company, explained to the group of Canadian journalists meeting with him what he saw as the rationale for the festivities. “This weekend is about the celebration of personal freedom and we want to share it with our Customers.” The celebrations he spoke of took on many forms throughout the week. The city was bustling with street parties, custom bike displays, the aforementioned parade, vendors of motorcycle gear and paraphernalia, riding competitions, and musical performances by the likes of Toby Keith, ZZ Top, Kid Rock, Dierks Bentley, and Aerosmith, who for the record, can still rock. Steven Tyler and Joe Perry must sleep in cryogenic chambers while getting formaldehyde transfusions, because they have more energy and look sprightlier (albeit from the 10th row) than many thirty-somethings I know.

Harley-Davidson knows how to treat its journalist friends. We got front of the line passes to visit the Harley-Davidson Museum™ and to attend every event and party in town, along with tickets to the Summerfest Grounds and the concerts each evening that have been listed above. We were even given face time with the executive management team along with William “Willie” G. Davidson, Bill Davidson, and Karen Davidson, who are affectionately known simply as “The Family” in Milwaukee. If you haven’t experienced the Harley-Davidson Museum™ in person, it is well worth the price of admission. Featuring a collection that ranges from the first known Harley® model in existence (from 1903) to the 2014 Project RUSHMORE Electra Glide® motorcycle, the facility boasts a fascinating collection of bikes and stunning displays, and pays homage to the influence Harley-Davidson® has had on pop culture, racing, and history. And this is done without glossing over the troubled times, as they play just as much a part of the Motor Company’s legacy as the high points. A recent addition to the collection even holds a strong Canadian connection. The Tsunami Bike caught the attention of the world after travelling for over a year and 6,500 kilometres in a cargo container that was discovered by Peter Mark on the shores of British Columbia near the Queen Charlotte Islands. Thankfully, Ikuro Yokoyama, the owner of the infamous 2004 FXSTB Harley-Davidson® Softail® Night Train® motorcycle, was tracked down after surviving the natural disaster.





The bike is clearly a little worse for wear, but serves as a grim reminder about the devastation that Mother Nature can cause and how we should embrace the precious little time we have on this planet.

We also attended the H.O.G.® Canadian meet-up at Miller Park, and were joined by riders from as far away as Quebec, British Columbia, and New Brunswick, who made the pilgrimage for the momentous occasion. H.O.G.® members were able to meet the Deeley Harley-Davidson® Canada executive management team members who had joined the festivities, including Buzz Green, Senior Vice President & General Manager; Brad Jandrew, Marketing Director; Rick Ballard, Operations Director; and Malcolm

skill required by the officers.

While the more mature and sedate riders enjoyed the sanctioned events throughout the city, we decided to take in the afterhours excitement of Brady Street, where the revelry continued on well into the night. A heavy police presence kept close tabs, but were surprisingly lenient as billowing tire smoke from burnouts filled the streets and drunk women flashed their chests with all the reckless abandon of a Girls Gone Wild video. However, any speeding through the crowded streets or reckless behaviour was not tolerated at all; we witnessed several people being ushered away in handcuffs for activities that placed fellow partygoers in peril.



► The entire highway was absolutely jam-packed with Harley-Davidson® motorcycles of all shapes and sizes, each pointed towards home in honour of a single vision.



Hunter, President & Chief Operating Officer. Not only did they ride down to Milwaukee from Deeley Harley-Davidson® Canada headquarters in Concord, Ontario, but they rolled up their sleeves to hand out bottled water and t-shirts and shake hands with riders who had come from all across the country. Attendees were treated to a synchronized riding display by the Ontario Provincial Police Golden Helmets Motorcycle Precision Riding Team who are celebrating their 50th anniversary this year. Lead by Lise Grenier, the 20-person team is comprised of 17 regular patrol duty OPP officers on Harley-Davidson® Police Special models, a Ride Master, Commentator, and technician. Witnessing the series of complex patterns and synchronized manoeuvres over the course of their 30-minute performance gave the audience a true appreciation for the dedication and

On the surface, the festivities in Milwaukee may have been a commemoration of a significant milestone for the world's most renowned bike builder, but in essence it was a celebration of the motorcycling culture in general. Constructed from metal, plastic, and rubber, these inanimate objects hold no inherent emotion within them, but they represent the passion of freedom, exploration, and discovery; the lust for life and the connection between people who share a common bond no matter where they may have been born or what they do for a living. The thumping of a well-tuned V-Twin engine echoes and amplifies the visceral sensation of the human body; the beating heart that pumps blood through our veins as long as we're still breathing. Happy Birthday, Harley-Davidson – here's to another 110!



PENINSULA PERFECTION

Words and photography by **Jeff Trafford**





Halifax rider tours “in the moment” through Washington’s Olympic National Park, a World Heritage Site.

I was eager to work in the Pacific Northwest. I’d never been to Seattle, except for one quick pass through the Seattle-Tacoma International Airport years back. My only reservation was that I had Thursday and Friday appointments in Washington State and then a plan to return home to Halifax. Monday morning, I was due in Calgary. Though I love my flight rewards program as much as the next guy, the idea of back-to-back cross-continent jaunts was vexing to say the least.

Then the obvious solution hit me in the forehead. A Harley-Davidson® motorcycle rental for the weekend! I’d save time and money, and explore a new (to me) part of the United States the best way I know how ... on a Harley-Davidson® motorcycle.

The Dealer offered a good selection from their rental fleet, and I opted for the 2013 FLTRU Harley-Davidson® Road Glide® Ultra motorcycle. I own this same bike (right down to the colour). It was purchased new last April as a consequence of a superb Texas rental experience with my wife in October 2012. The bike was so enjoyable we had to have one. Not only has renting Harley-Davidson® motorcycles become an annual affair with my wife, it’s influenced our preference in ride, widened our horizons, and expanded our riding range enormously.

I knew nothing of Washington State other than to surmise it must be like British Columbia since they share a piece of our international border. I connected with some friends in British Columbia who’ve been to Washington many times and solicited a few recommendations.

The frontrunner destination on my mind was Olympic National Park, but oddly enough, it was a journey that none of my pals had taken. The pros in favour of this ride were obvious. I’ve never experienced a national park anywhere in North America that didn’t blow my mind. The tour mapped out as a leisurely two-day run, offering coastline, mountains, alpine meadows, and rainforest. A smorgasbord of vistas and twisted roads were out there waiting for me. Decided!

The Harley-Davidson® Authorized Rentals program in Renton, Washington (a Seattle suburb), was just as easy as I’ve found it to be everywhere else. I’d popped by the day prior to sign a few forms and execute around the parking lot without falling over under the watchful eye of a staffer. Next morning, I simply selected a lid (included) and directed the Road Glide® Ultra motorcycle toward Olympia. To get out of the city efficiently, 50 minutes on Interstate 5 brought me to highway 101 and the gateway to the Olympic Peninsula. Driving by Mount Rainier was so stunning that I had to pull over to soak the sight in. After a quick putt into the state capitol for some pictures, I noticed my big smile was at risk of becoming permanent. The June air was fresh, with temperatures in the low 60s (14 Celsius), and the scenery was everything I’d hoped for and not at all what I’d imagined. You can picture BIG trees, but until you see them up close and personal, you cannot properly conceive BIG trees! Heading north on the 101 and along the Puget Sound, the stone beaches on my right were serving up oysters to the locals fishing nearby.

“Peering back from where I came – over the Strait of Juan De Fuca and the Salish Sea – Victoria, British Columbia, shimmered across our border ...”



They were harvesting for their own dinner tables and apparently for every menu at restaurants along my path.

A progression of landscape was measured by state parks, conservation areas, then Olympic National Forest, and eventually Olympic National Park. My anticipation of what lay ahead mounted as each curve presented more of the unexpected. Wildflowers in brilliant yellows, purples, and whites were the supporting cast in virtually every scene. Small communities and cottages dotted the map, and lunch at a little restaurant called The Halfway House seemed apropos. Yup ... oysters were on the menu, but I had a clubhouse instead. Men are so predictable! A quick bite and back on the bike. I wanted to get to Hurricane Ridge sooner rather than later.

Olympic National Park is not a drive-through park. No roads cross this stretch, meaning that its wild interior remains a challenge to get to know. In fact, 95% of the park is designated wilderness. Established in 1938 (75 years before I was to arrive) and now a World Heritage Site, it comprises just less than 1 million acres and hosts nearly 3 million visitors each year. Highway 101 skirts the periphery and offers limited access to some park highlights, but I'd scoured the map and satellite images online before travelling to Washington. One particular road had jumped out at me. Hurricane Ridge winds its way skyward, starting from Port Angeles and ends up on the roof of this glorious place. At the bottom, I wandered the interpretation centre for a brief overview of the park.

Then the Harley-Davidson® FLTRU motorcycle and I climbed our way through low cloud cover and into bright sunshine. Lookouts were frequent, and I found that I couldn't ignore the darned things by driving by them – each stop was worthwhile. Peering back from where I came – over the Strait of Juan De Fuca and the Salish Sea – Victoria, British Columbia, shimmered across our border. A ferry transporting international passengers and commercial ships carrying lumber for exotic markets collectively contributed to my outlook. And to think I could have chosen to be in an airplane somewhere instead.

Twenty-seven-and-a-half kilometres of

twisted, sick (good sick), tunnelled, and wildlife-lined asphalt concluded in an alpine meadow and a jaw-dropping panorama of snow-covered peaks. The Olympic range from the top! I sat there virtually alone except for some early seasonal “gorbies” who despite having just achieved the summit, stayed in their cars and then turned around to head down. S’up with that? Anyway, all the more to my liking, as I could hear the snow melting and the birds singing, so the smile’s immovability was in serious jeopardy by then.

“Hurricane Ridge winds its way skyward, starting from Port Angeles and ends up on the roof of this glorious place.”

The ride down was spectacular too. I was ready for a shower, change, and some good grub accompanied by a locally crafted beer, if such a thing was to be found in Port Angeles. The hotel front desk clerk knew what was up and nailed the recommendation. Hanging with the after-work locals and catching an NHL playoff game at the bar was an ideal wrap to day one. I slept like the proverbial baby.

The morning’s weather was iffy and particularly cool, but it was June and I’m Canadian, so bring it. My steady companion with two wheels and I forged on to complete the counter-clockwise circumnavigation of the peninsula. Heading west on the 101, the clouds dispersed for a while and lakes became a predominant feature on my right, with the mountains to the left. It was easy to tell, even without reading the signs, when I was nipping into and out of the National Park and Forest. Logging is big business in this part of the country and a main contributor to the livelihoods of its citizens. Existing side by side demands a precise balance as to where clear cutting ends and the conservation of a nationally protected icon begins. For over 100 years a controversy

has raged as loggers have approached some of America’s last virgin stands of rainforest. Verdant places containing the largest specimens of Douglas fir, red cedar, western hemlock, and Sitka spruce in the world. For centuries, the area was also the homeland of native tribes like the Makah and the Quinault, the Hoh and Skokomish.

The scenery changed yet again and became somewhat less spectacular but relaxing, and we found a comfortable rhythm, my machine and me. If you ride, you know exactly what I’m talking about.

The City of Forks (population 3,175, but the sign says “City”) claims fame in that the Twilight series of movies was filmed there. Just a bit further down the road, I hit coastline and could sense it coming. Living by the coast, you develop a sixth sense for oceans. Misty air, a slight dip in temperature, and a lushness that’s almost imperceptible except to that intuition. A chap at the bar had mentioned Ruby Beach. “Don’t drive by, you’ve got to stop.” This beach is also in Olympic National Park, although the 118 kilometres of coastal park is annexed (not connected) to the principal. It is primitive and natural with cliffs, islands, and the roar and spray of waves keeping time.

South of Queets Fish House, the 101 juts inland and the mountains receded behind me. My route drove me smack-dab into Aberdeen, a gritty town with a busy downtown core built over time around saw mills and salmon canneries. A fuel stop and cruise along the main drag accomplished, lunch would wait until I was back in Olympia.

This last leg on the peninsula became marshland, though the mountains and BIG trees were still there in the distance. One notable aspect of this entire route is that

the scenery provided by the park features is always present whether near or distant. There was no bad vista – no boring landscape – no rush to leave any of it in the mirrors. The traffic grew as the city capital drew nearer. Lunch was an easy find, just moments off the Interstate 5 and yet in the heart of the city. A European bakery and café offered a soup, salad, and fresh baked dessert combo, as well as a sidewalk table under an umbrella, meaning the bike and I could share some parting thoughts by the curb.

Sometimes, I have a hard time staying in the moment. Thoughts rushing ahead to “what’s next” are a betrayal of the here and now. So I train at focusing on and enjoying the immediate, and motorcycling is my ultimate weapon. Trips like this one remind me of how fortunate I am. Next weekend, I figured, I’d be riding on the other side of the continent in beloved Nova Scotia ... but I quickly returned to Olympia, sat back and ate my soup and sandwich, sipping a cold bevy and staring at the 2013 Harley-Davidson® Road Glide® Ultra motorcycle in wonder and in the moment.

An hour later, I was hunting for fuel in the vicinity of Downtown Harley-Davidson® in Renton, Washington, to fill the bike and return it as I’d received it. From there, it was a reluctant ride to return the rental, and then lift my spirits by shopping for souvenirs at the shop. I don’t know if there will be an occasion to rent in the Seattle area again, but there are ample reasons to do so. Choices such as Mount St. Helens, Mount Rainier, Mount Baker, and the surrounding recreational areas and National Forests for starters. I’m thinking the next occasion might be the Dragon Tail in Tennessee ... or Colorado Springs ... maybe Pig Trail Arkansas. See! I really need a motorcycle with me at all times or I just can’t stay in the moment.





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ADVENTURE



After months of planning, organizing, and anticipation, I – along with four close friends, Larry Leblanc (Spruce Grove, Alberta), Randy Wall, Andy Aitkin, and Rob Lang (Dryden, Ontario) – departed on a great adventure across the Atlantic to Europe.

By **Bryan Tardiff**

We arrived in Zurich, Austria, where we were greeted by my wife's aunt, Gisela, and my good friend, Uwe. Uwe was the person who had gotten me hooked on the idea of riding in Europe in the first place, after showing me pictures and videos of rides he had taken through the Alps on his '95 Harley-Davidson® Heritage Softail™ Classic motorcycle.

THE OSTERREICH While my friends had arranged bike rentals in Europe, I had shipped my '00 Harley-Davidson® Deuce™ bike over in March, so it was already waiting for me at Gisela's. The next morning, the six of us headed off from Sumpföhren, Austria, along the Bodensee to Feldkirch, where we would meet up with Randy. After a bite to eat, we began our assault on the many alpine passes, starting with Silvretta. I stopped part way up to let everyone catch up, and the expressions on each of their faces as they arrived was priceless! To say they were hooked within the first few kilometres of the first real pass would have been a huge understatement. The fun had just begun! It was all Cheshire cat smiles and silver dollar eyes from there on!

The first day ended in Landeck, Austria, where we stayed at a biker-friendly motel. During this time of the year, you will find numerous ski destinations offering biker rates and garage parking for enthusiasts,



but there will also be many motels that close for the season. It was also our opportunity to begin sampling local foods and beers. The next morning, we made our way deeper into the Alps by way of the Piller Landesstrasse crossing

and headed towards Sölden, Austria. South of Sölden, we crossed the Timmelsjoch pass before making our way into the Italian Alps and the Corvarra pass.

HILLS, VALLEYS, AND BIG MOUNTAINS

Next up was the Passiria Moso and San Leonardo in Passiria, which were on our way over to Vipiteno Sterzing, where we turned back south on SS508 over the Penserjoch pass on our way to Bolzano Bozen. We then detoured onto SP135 before getting onto SS42, which took us over two more passes before we stopped for the evening in the ski town of Malè, Italy. The owner of the Hotel Liberty in Malè went out of his way to make sure we were comfortable, even letting us park our bikes in his private underground garage for the night. The garage was greatly appreciated, as we needed to replace the ignition switch on Uwe's motorcycle. He even found time to spend a good portion of the night swapping stories and sharing refreshments with us.

Day three in the Alps led us over the Marilleva and Tonale passes before hitting the big ones: Gavia and Stelvio, the latter being one of the most photographed in

the world. In between these two big ones was the picturesque Mormio pass, but as mind-blowing as the views from Stelvio were, I preferred the ride up Gavia. Stelvio is the definition of switchbacks, whereas Gavia mixes it up with winding forest switchbacks, barren snow-covered peaks, and half-frozen lake beds. Even with all the snow, it was still t-shirt weather. Stelvio was like Mecca to riders, bikers, hikers, and car enthusiasts alike; there were even two guys who came up on vintage John Deere tractors! The Stilfersjoch village was a great place to break for lunch too. We ascended Stelvio from the Italian side, and would descend on the Swiss side, taking in the Umbrall, Platatschas, and Ofenpass passes before



going through the 2.5 km long Munt la Schera Tunnel to cross back into Italy. The tunnel exited onto a water reservoir with a surprise 90 degree right hand turn – but what a view! We had again only travelled a few more kilometres before crossing back into Switzerland via Passo del Bernina, arriving in St. Moritz and taking a break for a map check and \$12 Espressos! We left St Moritz by way of Passo del Maloja, dropping down alongside the Mera river, which we would follow to our stop for the night in Chiavenna, Italy.

PERUSING THE PYRENEES The next morning, we parted ways with Uwe, as he had to return to Sumpföhren and we would be making our way to the Mediterranean coast in order to head south to the Pyrenees.

Leaving Chiavenna, we rode south to Gravedona on Lago di Como, skirting the lake until Menaggio, where we cut across to Porlezza on Lago di Lugano, again crossing back into Switzerland until we turned west on the south side of the lake.

We then headed across to Arona on the southwest shore of Lago Maggiore, and from there, the plan was to skirt the Alps riding southwest to Ivrea, which would lead us on a straight trip south to the Mediterranean coast – somewhere between Varazze and Savona. The mountain roads leading to Ivrea were a blast, mixing tight curvy stretches with rapidly dropping switchbacks and enough tree cover to keep the sun off you on what had turned into a very hot Friday afternoon. As luck would



have it, that was when our first mechanical failure occurred: Andy's rental suffered a flat front tire about 5 km from Ivrea. It turned out that the owner of this little shop in town called SoloMoto is an endurance racer and he and his apprentice dove right in and had us back on the road as quickly as possible. It was late enough to start looking for a motel and the mechanic recommended a lakeside place in Viverone about 15 km south of Ivrea. We stayed in the Hotel Royal. The hospitality was great again and the owners let us put our bikes in their warehouse. The hotel was on Lago di Viverone and turned out to be a great place to unwind for the evening.

At breakfast the next morning, the son of the motel owner pointed out a route he

thought we would enjoy and would help us avoid some of the more congested areas. The route took us over towards Alessandria, down through Acqui Terme to Sassello, finally hitting the coast at Albisola Marina. Again, they was an awesome mix of windy mountain stretches with switchbacks, elevation changes, and trees providing shade. The drop to the coast was breathtaking!

IT'S NICE IN NICE (ITALY) The next morning we decided we would only go as far as Nice and spend the day taking care of laundry and sightseeing. The coastal road we chose took us through Monaco, and we were able to go under the casino that the F1 cars use as part of the course. Again, amazing scenery during our short 60 km ride.

Monday morning, before leaving Nice, we rode over to the local Harley® Retail Store, hoping to pick up a t-shirt, only to find they were closed Mondays. Having seen enough of the beaches and traffic, we headed for country roads upon leaving Nice, our route now taking us cross-country through Aix-en-Provence, Arles, Montpellier, and Beziers before ending the day in a unique little motel just South of Narbonne that looked like it was once a small castle.

After four days of high temperatures, slow roads, and sore necks from looking at so much beautiful scenery, a home cooked meal, cold drinks and a pool all to ourselves was a welcome end to the day and just what we needed before heading into the Pyrenees and Spain.

Once we arrived in the Pyrenees, it became too easy to lose ourselves in the rhythm that had been set. The roads wound themselves through every terrain you could dream of. Even the towns, which we had gotten used to slowing down for every three kilometres, spread out and there were fewer tight, Alp-style switchbacks, replaced by kilometers of on and off throttle twisties that leave you so into the ride that you forget about taking pictures or whether or not the guys behind are keeping up.

HOW THE OTHER HALF LIVES The first thing I realized when arriving in Andorra is that they have money here! I guess the humongous bank would be the first giveaway and the line of high-end car Retail Stores would be next. The area is not only an upscale ski destination. We learned that it has overtaken Switzerland for discreet banking services. Either way it's one beautiful place to visit!

Entering the main city, Andorra la Vella, we spotted a sign for Harley-Davidson® Andorra and made a bee line for a t-shirt, only to come up disappointed again. They had just opened and were still waiting for their MotorClothes® apparel to arrive ...

Once again, we reaped the benefits of being in the off-season, getting rooms at the Hotel Presidente with garage parking and a full buffet breakfast for 45 euros. Another evening of great food and sightseeing, and some excellent Sangria as a night cap. The next morning, we left Andorra by way of Encamp and then over El Pas de la Casa, where we experienced more amazing views and twisty roads as we cut back through a bit of Spain before heading across France. Once in France, we descended the foothills of the Pyrenees into farmland, which was a mix of rolling hills and patches of forest that suddenly changed to canyon-lined networks of rivers. It was more beautiful scenery and amazing riding, even if the temperatures were topping 40 degrees Celsius and oil was beginning to seep from the pavement. We even saw blacktop sticking to the tires of large farm tractors, as they crossed roads travelling to other fields. Avoiding the motorways left us on farm roads that criss-crossed the countryside and had us second guessing our GPS directions more than once. With high temperatures, we needed to



stop more frequently for liquid replacement. Day eight of the ride ended in the logging town of Aumont-Aubrac, just south of Saint-Chely-d'Apcher, by way of the picturesque village of Ambialet. We were closing in on the last legs of the trip.

On Thursday morning, we continued our trek Northwest through Le Puy towards Lyon, continuing to use small highways and farm roads. From Lyon, we rode towards Saint Claude in the Jura Mountains; more breathtaking scenery and windy roads, including some local ones that weren't even numbered. These roads would zigzag the France/Swiss border for several kilometres, until finally crossing into Switzerland for the last time at La Frontiere on D415 and heading for Neuchatel by way of Orbe. Once in the city, the next challenge was finding a motel near the lake with parking. Thanks to a local officer, who liked the sound of my bike, we were led in style to a motel that was less than a block from the lake.



Friday would be the last leg of our trip, and we only had about 200 km to cover, with one short stop in Oberenfeldon to drop off a rental. From there, we would stop off in Sumpföhren to pick up Uwe who would guide Andy, Larry, and Rob to Aulendorf to drop off their rentals. The ride to Oberenfeldon was along roads that followed the Aare river, making for an enjoyable morning as we wound down the trip.

THE LAST STRETCH ... AND T-SHIRTS!

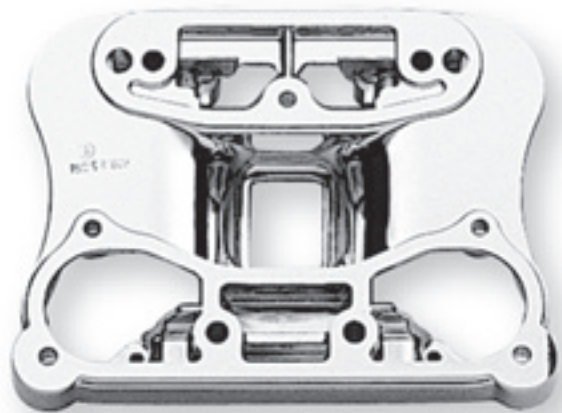
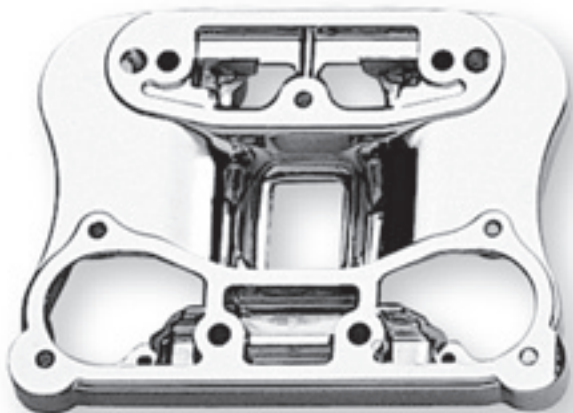
The bikes were dropped off, and upon their return, our friends and family from the area arrived for a welcome back party. The next morning, we went to Motorrad Mathies to the Harley® Retail Store in Tutlingen. They were having an open house so we got to check out local bikes, as well as different accessories that meet their DOT requirements, and FINALLY we got to buy some t-shirts!

ON A SIDE NOTE ... when I first sent Uwe a map of the route we hoped to do, he laughed and told us to plan for 350 km per day, as this was not Canada riding. We thought there was no way he could be serious and that even at half of what we were used to doing, we should be able to cover about 500 km per day (we ended up averaging 400 km per day). When planning a ride in Europe, where you intend to not use Autobahns/Motorways and Autostradas, you will be in a town every 15 minutes. That is an important piece of information that must be taken into account so as to not ruin your trip.



SIMPL

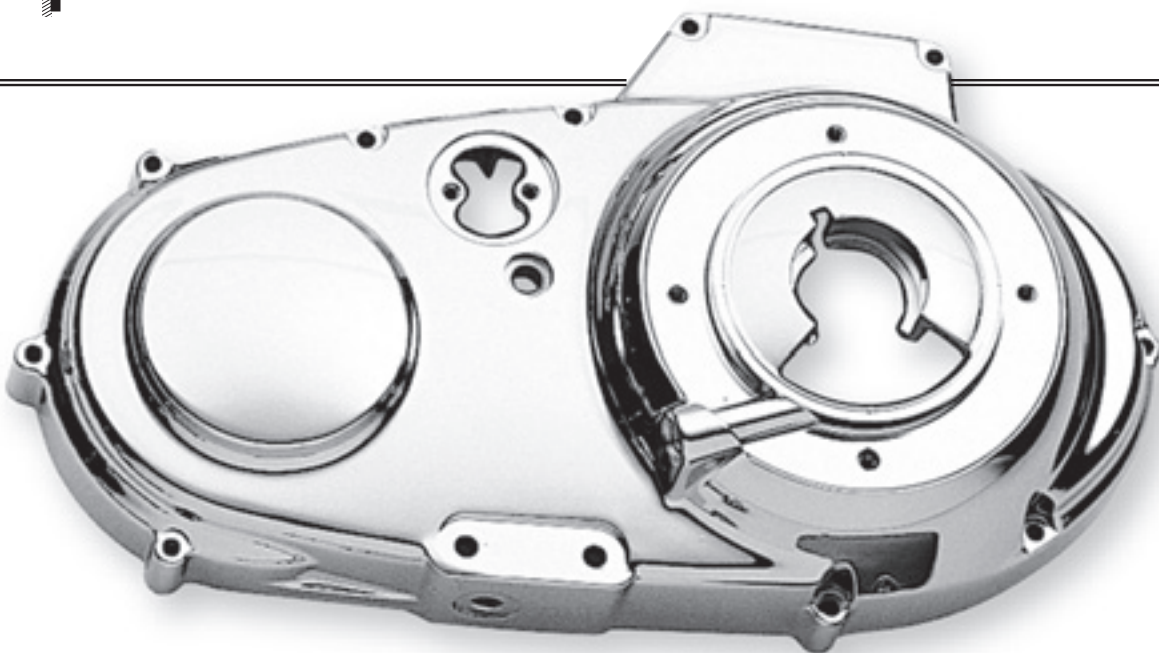
BRILLIAN





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WHEN YOU THINK OF A HARLEY-DAVIDSON®
MOTORCYCLE, WHAT SORT OF IMAGE COMES
TO MIND? IF YOU'RE LIKE A LOT OF PEOPLE,
THERE'S A GOOD CHANCE IT INCLUDES AT
LEAST A LITTLE CHROME.





Chrome-plated accessories first started appearing in Harley-Davidson® catalogues as early as 1930.

The first was a “speedometer lamp” designed to make your (optional) speedometer “as effective at night as in the daytime”. More chrome accessories appeared in subsequent years, with 1934 seeing the debut of the first “Chromium Plated Combination” package.

“For an extra \$13.50,” explains Harley-Davidson Museum™ Curator, Jim Fricke, “you got chrome-plated handlebars, generator end cover, exhaust pipes, saddle bar assembly, muffler, tail pipe, oiler and timer cover, intake pipe clamp nuts, valve spring covers, and front brake control clamp.” In other words, everything you would need to trick out your ride in brilliant style.

Though the trend in recent years has moved toward a darker look overall – as found in the H-D® Dark Custom™ lineup – chrome accessories remain a staple of customizers everywhere. There’s nothing like it, after all, for adding just the right amount of contrast to those flat black parts you just installed.

You may not realize, however, that chrome’s beauty is far more than skin deep. Yes, it adds cosmetic brilliance, but it’s also more durable and easier to take care of than polished aluminum or painted surfaces. This means less maintenance and more time for riding. No wonder it remains the most popular surface finish for Harley® motorcycle riders.

HOW IT’S MADE

Chrome is short for chromium, a hard metallic element that resists tarnishing and corrosion. When highly polished, it shines like ... well, like chrome. It only takes a thin layer on a metal surface to accomplish that purpose, usually applied through a process called “electroplating”. This process uses electricity to transfer metal ions from one metal surface [the anode, in electrical terms] – made of materials such as copper, nickel, or chromium bar – to the part to be plated [the cathode]. Both the anode and cathode are suspended in a tank filled with a liquid solution called an electrolyte.

Electroplating for Harley-Davidson® Genuine Parts & Accessories is an extremely complex series of operations that includes dozens of critical steps. Achieving the desired results requires extensive knowledge of metallurgy, years of experience, and a detailed control of all processes. For example:

- » Parts must be polished carefully and be perfectly clean in preparation for plating.
- » Voltage and amperage of the electrical current must be controlled to exact levels.
- » Every part to be plated requires specific plating operations to achieve premium results, depending on its composition. For instance, fork sliders are plated with copper, two types of nickel, and a unique chromium alloy.

- » Each process can be unique to a specific part. For instance, aluminum fork sliders and Tour-Pak® luggage racks are made of different metals, and therefore require entirely different plating specifications.

THE GENUINE DIFFERENCE

The premium surface quality of H-D®

chrome accessories is the result of extraordinary attention to detail, computerized operations, and proprietary processes. Let’s take a closer look at some of these processes, using H-D® chrome fork sliders as an example.

The chrome supplier receives the fork sliders in a raw, machined condition from the Showa Corporation, a world-class manufacturer of premium suspension components.

Highly skilled buffers polish the raw, machined fork sliders until they have an incredibly smooth, blemish-free surface.

Polishing cast aluminum without creating dips and waves in the surface requires extraordinary talent. The best buffers in the business work on our parts, and the proof is in the surface quality of our accessories, such as chrome custom wheels and chrome fork sliders.

Fork sliders are polished, copper plated, and polished again to a mirror finish. Then they’re nickel plated and chrome plated.

Specially designed plugs, racks, and

BELOW TOP: Aluminum fork sliders are polished, plated in copper, polished again, and then plated in nickel, before getting a final chrome finish. BELOW BOTTOM: A batch of fork sliders in the copper-coating process. LEFT: The finished product.

plating processes isolate key points for plating and prevent damage.

Uniquely shaped plastic plugs are inserted into the fork sliders to protect threaded holes and bores from plating contamination that would make assembly difficult or impossible.

Harley® chrome parts are plated in batches (e.g. 32 fork sliders at once). This provides the highest level of control over processes, such as the position of the fork sliders, and computerized control of all plating operations, including the electrical current, plating time, and electrolyte strength and temperature.

Every Harley-Davidson® part has to meet a detailed set of specifications regarding materials, dimensions, and tolerances that create a superior product. This ensures the consistent quality that Harley® motorcycle owners expect. To make sure chrome parts consistently meet the very high standards set for H-D® Genuine Motor Parts & Accessories (P&A), extensive testing is conducted for five different parameters:

Corrosion: Parts are subjected to a 24-hour copper sulfate-juiced salt spray test (developed by the U.S. military) to verify corrosion-resistance in salty and industrial environments, such as those found in coastal areas.

Thickness: Too little electroplating and the appearance may suffer; too much and the plating material may become brittle.

Impact Quench: Tests for cracking-resistance involve heating the part to operating temperature, then dropping it into room temperature water. The plating must not blister, crack, lift, or peel, which can allow moisture to corrode the base metal.

Adhesion: A test piece is cut with a fine-tooth band saw to verify that the plating is resistant to fracture and peeling.

Appearance: P&A must adhere to a series of very strict surface finish quality criteria and standards for brilliant chrome colour for a perfect colour match between Original Equipment (OE) and P&A chrome parts.



FORM, FUNCTION, FEELING

What it all comes down to is that you can always rely on Harley-Davidson® chrome parts to fit right, function as expected, and always be a perfect colour match to any other Harley-Davidson® chrome part. That makes show-quality customization as easy as visualizing the dream, making a selection, and installing the accessory. It doesn't get any better or any easier to create a brilliant custom motorcycle. As Willie G. Davidson, Harley-Davidson Motor Company Chief Styling Officer Emeritus, has long said, "Form follows function, but both report to emotion."

Harley-Davidson® chrome Parts & Accessories fit this model beautifully, combining a brilliant form and finish with unbeatable functionality – to give you an unshakable feeling of pride.

Note: A version of this article previously appeared in ShopTalk, a Harley-Davidson Motor Company publication for authorized Harley-Davidson® Retailers and authorized Service Technicians.

CARING —for your— CHROME

ACCESSORIES

Chrome requires cleaning, polishing, and protection from the elements, especially if your motorcycle is operated near the ocean or on salt-treated roads. Use Genuine Harley-Davidson® Surface Care Products, following label directions, to make it easy:

- ▶ Wash using Harley-Davidson® Sunwash™ Bike Soap or Quick Wash.
- ▶ Polish using Harley® Glaze™ Poly Sealant or Chrome Clean & Shine.
- ▶ Protect using Harley® Glaze™ Poly Sealant, Harley® Gloss™ Detailer, Spray Cleaner & Polish, or Harley® Gloss™ Individual Wipes that store conveniently in a saddlebag.

ADDITIONAL TIPS

- ▶ Remove dirt with a liquid cleaner before wiping chrome accessories to avoid scratching, and never wipe with shop rags that may contain metal chips or corrosive chemicals.
- ▶ Do not use harsh abrasives or hard objects to clean or polish chrome. While chrome is tougher than paint, it can be scratched, and excessive polishing can wear through the plating.
- ▶ Keep chrome exhaust pipes, mufflers, and heat shields clean. Residue from oil, grease, and fingerprints can discolour chrome when the pipe reaches operating temperature.
- ▶ Remove boot marks and road tar from chrome exhausts using Harley-Davidson® Boot Mark Remover.
- ▶ Cover chrome parts while working on your motorcycle to protect them from dropped tools, etc.
- ▶ Never store chrome parts near swimming pool chemicals, fertilizers, or concrete powder, regardless of whether these items are covered or uncovered, because they're known to damage chrome.

TRANSFORM YOUR TOURING MOTORCYCLE

Harley-Davidson Motor Company reports on some of the exciting accessories available for the new model year 2014 Touring models.



Riders spoke. And, as riders ourselves, we heard you loud and clear. As part of Project RUSHMORE, we've taken our Touring bikes and given them top-flight performance and serious attitude like you've never seen before.

We've selected some of the highlights featured on two of these stunning bikes – the Electra Glide® Ultra Classic® and Street Glide® models – to showcase a fraction of the new products that will be in Retail Stores this season.

For further inspiration, visit your authorized Canadian Harley-Davidson® Retailer now to find out more, or go online to accessories.harley-davidson.ca.

1 & 7 NEW DAYMAKER™ LED REFLECTOR HEADLAMP & AUXILIARY LAMPS

Daylight at Midnight – H-D® Daymaker™ LED Headlamps. Lighting the way for the next 110 years.



Available on all Touring models, Daymaker™ LED Reflector Lamps offer superior nighttime performance in a traditionally styled headlamp. These brilliant LED lamps produce a bright white beam that lights up your surroundings and draws the attention of surrounding traffic. The natural “daylight” lamp colour is easy on your eyes and is tuned to enhance the reflective character of highway signs and lane markers. The long-life lamps are housed in sealed shock- and vibration-resistant lamp assemblies that mount into the existing light housing. Installation is simple, and the plug-in lamps require no external ballast or complicated rewiring. Lamps are DOT and ECE approved.

2 NEW CUSTOM HAND CONTROLS

Every minute you are in the saddle, the hand controls are your visual and physical connection with the bike, and adding chrome to them is one of the first steps in building a custom ride. Chrome switch housings, levers, master cylinders, and back-lit switch gear are available to dress your ride in style.

3 NEW CUSTOM FAIRING TRIM

Add a splash of style to the Bat Wing inner fairing. Chrome Fairing-Mount Mirrors, custom speaker trim, and a colour-matched inner fairing complete the contemporary custom look.

4 NEW BOOM!™ AUDIO AMP & SPEAKER KIT

Fill the air with the sound from Boom!™ Audio Boom Bagger Kit. Available to fit two- and four-speaker Electra Glide® models, this complete audio kit provides the latest in Harley-Davidson® audio components. When installed, the increased power of the amplifier provides the speakers with a clean signal, and significantly reduced distortion

to further optimize the performance of the Boom!™ Audio speaker system.

5 NEW LIMITED SERIES PAINT – DOUBLOON

Discover the riches within. Veins of candy gold run deep against the stark grey granite strata, and Stardust Silver Flake adds the sparkle. Candy black shadows and subtle cream pinstripes add depth that makes this look worth its weight in gold. Limited availability – only 150 sets will be offered worldwide. Available from January 2014.

6 NEW WIND SPLITTER WINDSHIELD – 7” DARK SMOKE

Wind Splitter Windshields are shaped for the perfect combination of effective airflow management and “wow” styling. The design complements the shape of the fairing and the inner dash panel, and adds height over a traditional low-profile wind deflector in the centre, where it counts. The shape decreases wind noise and improves your ability to hear the sound system. Available in your choice of 4”, 7”, and 10” heights to match your riding style.

8 NEW TOURING SEATS

The right seat is equal parts ergonomics and comfort. Its shape anchors your position, determines the reach to the ground and to the controls, and supports your tailbone and hips to relieve stress and pressure. Choose from a wide variety of seat options to find the one that's just right for you.



MEET THE FAMILY



Just what was it like to grow up
in the Davidson household?
HOG® Magazine met Bill
Davidson in the U.K. to find out.

A big American smile, a firm handshake, and a reassuring pat on the shoulder is a welcome greeting by Bill Davidson as we sit down to chat over breakfast. Where do you start when face to face with the man of the moment for the Harley-Davidson Motor Company? We opted for the very beginning ...

Words by Zoë Francis-Cox

SINCE
1903

Photography by Simon Finlay

When I was six years old, Willie, my father, taught me how to ride on a Harley-Davidson® M50 [model]. Dad brought a customized M50 [bike] home. He took my brother Michael and my sister Karen, and mum and the family dog to a local park, and he taught us all how to ride. What was really neat was that some good friends of the family came with us.”

They had an old 8-mm camera and captured it all on film. “I remember bumming around on that M50 [motorcycle] around the neighbourhood. That was the beginning of my riding career.”

Since then, Bill has spent his entire life around motorcycles (racing, motocross, dirt bikes) because his great grandfather was William A. Davidson – one of the co-founders of Harley-Davidson.

“The Motor Company and motorcycling in general was always at the centre of conversation,” he recalls. “A Christmas gathering or for Thanksgiving or holidays – it was always out of our extreme love and passion for the Company and the Brand,” says Bill. “Certainly my grandfather, William H. Davidson, was a real inspiration in my life. He was President of the Company from 1942 to 1971. Grandpa would often talk about his experiences and things he did with the business. Since I was a little boy I was always intrigued. I always found it very interesting to hear my grandpa, dad, and my uncle John talking about the business.”

During high school, Bill knew that motorcycles would be a major part of his life. “I just loved it, and that interest I had with the business was really strong. I also started to realize the importance of the

family connection. At that point I had to focus on my schooling. And once I entered school, I stopped racing, because racing and schooling don’t mix; just not enough time to do both,” he laughs. “I did work at a dealership part-time for several years while I was at college, which taught me a lot about our Customers and the business of a Harley-Davidson® dealership. It was an opportunity for me to work sales, work P&A, work the Service Department. I used to work on my race bike after hours in the Service Department.”

Bill backtracks a few decades to a difficult time for the Motor Company, and also for his family. “In 1969, when AMF bought Harley-Davidson, my grandfather was president at that time, and my dad had been with the Company full-time for six years. I was eight years old, riding around on my M50 [bike]. It was a pretty difficult time for my grandfather. We needed the cash, and we saw this as a great opportunity to invest in the Company, expand and upgrade our manufacturing facilities. But it was a difficult time because we were handing control of the Company over to executives, people that weren’t really sure what the Brand was all about. The need for the financial inflow was critical, so we made that decision.”



“I remember bumming around on that M50 [motorcycle] around the neighbourhood. That was the beginning of my riding career.”

Unfortunately, AMF didn't connect with the greatest asset Harley-Davidson possessed: its loyal Customer base. "They just ran the Company like the rest of their business portfolio," explains Bill. "They didn't listen to what our Customers wanted. Quality began to suffer and sales diminished, because they weren't reacting to the problems fast enough. At the same time, Japanese competitors were ramping up their marketing campaigns. Eventually, AMF wanted out, and that's when they decided to sell us. After a time of trying to find a potential buyer, a group of executives, including my father, decided to purchase the Company back from AMF.

"This certainly was a stressful time for the family, as my father and the other 12 investors put the plan together to buy the Company back for \$80 million.

"At the time, we knew we had our work cut out. The Company was not in a good place as far as quality and financial issues were concerned. We basically turned it upside down, shook it a few times, turned it upright. We started to apply new processes like Just-in-Time delivery, statistical operator control, and Employee Involvement. We encouraged employees to give feedback on how they felt we could improve the quality of the bikes. Suddenly, we had a wealth of information flowing into the system, and we were able to fix things much quicker than we had in the past. Also, with our statistical control at all the manufacturing process centres, we were able to catch issues and fix them before they got out into the public. Our quality turned around, and we started to introduce new products like the Evolution motor in 1984."

That's when Bill was hired. His job was to show the Customers that the product truly had changed. "Our image and our quality had suffered," he recalls.

With a new product and a development process to improve the quality, the Motor Company was able to entice these Customers back. "We achieved that with the Evolution engine, a new chassis, and a new five-speed transmission. It started to turn the whole thing around, and by the late '80s and early '90s, we were heading in a good direction."

"My dad is a genius when it comes to styling and visual cues, as well as an incredible artist."

Today, Bill heads up the Harley-Davidson Museum™ in Milwaukee. Thanks to the original founders, the Motor Company has an enviable collection that includes the largest collection of unrestored Harley-Davidson® motorcycles in the world. "The original collection of motorcycles was established as a result of us being invited to the Panama-Pacific Exposition in 1915. The founders were able to go out and collect the [original models from] 1903 all the way through to 1914 from either Customers or dealers." From that point, they pulled one motorcycle off the assembly line for each model, as well as collected brochures, posters, pictures, and advertising material. Unfortunately, the collection was being moved around a lot, and things were deteriorating. They weren't being preserved. "Dad really started to stress the need for a museum," says Bill. "The concept and desire for a museum was there, but we had to wait until we had the capability to invest in a world-class facility."

The Harley-Davidson Museum™ is a treasure and a real testimony to the worldwide Customer and dealer network. "It is a testimony to their commitment to the Brand, because without our riders and our Customers, our Company wouldn't be here. I am always thrilled to see people from around the world coming to the Museum."

One of the bikes in the Museum, and indeed lining up in the paddock at Goodwood, is an XLCR model, which Bill fondly recalls hearing his dad talk about when he was young. "I remember sitting at home with my dad, and he explained that motorcycle to me in great detail from his mind. At that stage it was nothing but a concept. Then to see it, several years

later, almost to the last detail of what he explained was staggering. My dad is a genius when it comes to styling and visual cues, as well as an incredible artist. It's a great memory and it was a cool experience!"

The Company didn't introduce the XLCR model until 1977, and didn't make very many of them. "When I graduated from high school in 1979, my mom and dad presented an XLCR [bike] to me. I remember they wrapped a key in a box, and I knew it was a Harley® [motorcycle] key. I opened this little box up and saw that key and thought 'oh my God, I can't believe this.' It was a pretty emotional experience for me. We walked outside and in the garage was this beautiful motorcycle that I still have to this day."

"Karen, Michael, and I each have an XLCR [bike] and my dad has serial number one," smiles Bill. "I keep threatening my brother and sister to get their bikes out so we can all ride down to the Museum for a bike night. The family and their XLCR [motorcycles] at bike night. It would be fun."

That big American smile lights up as Bill imagines that day. It's clear that Harley-Davidson really is Bill's life, and he wouldn't have it any other way. "I really am living the dream," he says.

And the family legacy continues as Bill's daughter now rides a mini bike, loves riding behind her dad on the bigger bikes, and being surrounded by motorcycles. "Maybe someday my XLCR [model] will be hers," smiles Bill. "That experience I had with my dad, explaining the XLCR [bike] to me was a very unique thing. My dad has been a mentor, a riding partner, and a great father."

So, we had to ask, what does Bill Davidson currently have in his garage? "I have a lot of black motorbikes. Black and chrome work well together," he says. "I also have a 1990 Fat Boy [model], the first year of the Fat Boy [motorcycle]. It's beautiful. I tweaked it a little bit, but if anything, just simplified it. I didn't want to alter the appearance of the Fat Boy [bike] and the silver frame and yellow highlights. And I have 1983 XR1000 [model], which is a motorcycle that we did to reflect on our XR heritage. It's a really fun bike."

Does he have a favourite? He grins. "I truly love them all."

THE NEW COOL

The new patent-pending jacket venting system from Genuine Harley-Davidson® MotorClothes® apparel keeps riders and passengers cool by maximizing airflow and circulating it around the body as you ride.



There are many benefits to wearing protective RIDING GEAR and riding a motorcycle equipped with a fairing or windshield, but the trade-off to this combination can be limited body-cooling airflow when it's needed during the heat of summer.

Not anymore.

Harley-Davidson Motor Company deftly sidesteps this trade-off with the development of the all-new Triple Vent System™ (TVS) technology for select men's and women's jackets. Developed and tested with the aid of a wind tunnel, TVS relocates the zippered air vents from their traditional locations on the front and back – the areas that see the least amount of airflow on motorcycles equipped with a fairing – to the sides of the jacket.

Located three to a side, the vents are not only exposed to the greatest amount of airflow, they're unaffected by backrests or passengers like traditional back vents. Stay-open snap-tabs further maximize airflow by holding the vents open and keeping them close together.

Just as important, the vents are also tiered, with the leading vent located at the lowest point and each succeeding vent extending higher onto the sides of the jacket. The result is a natural breathing

effect when you're patiently idling in traffic. By opening or closing any of the three zippered vents on each side of the jacket, riders can easily customize the airflow to adjust for changing conditions.

While TVS was designed specifically for motorcycles equipped with fairings and windshields, it works equally well on naked bikes. Likewise, it's as effective for a passenger as it is for the driver. Proof of the patent-pending TVS design was delivered during research and development testing with riders in the wind tunnel and the real world, where the maximized airflow translated to maximum rider comfort.

Like other high-tech features such as Switchback removable-panel technology, body armour pockets in strategic locations, and multiple fabric options that appear on other MotorClothes® jackets, TVS is yet another innovation from Harley-Davidson that delivers best-in-class comfort.

For more information on TVS and other Genuine MotorClothes® apparel, go to www.motorclothes.harley-davidson.ca or visit your local Authorized Canadian H-D® Retailer.

BACKSHOP / WINTER 2014

PITSTOP

Easy does it – Slow and steady wins when riding in the rain

Dream to Ride – H-D® Authorized Rentals can be the best travel alternative

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GPRC Harley-Davidson® Technician Certification



EASY DOES IT...

Slow and steady wins when it comes to riding in the rain. *By Becky Tillman*



To a novice motorcyclist, riding in the rain can be a very scary thought. Isn't it dangerous? Won't I get soaked? But to an experienced rider, being on the road when the weather turns wet can seem like no big deal. It's all about understanding the adjustments you need to make to keep the fun going.

DRESS FOR SUCCESS

Let's start the discussion by acknowledging a simple fact: if you're not dressed properly, riding in the rain can be a miserable experience. Getting soaked on your motorcycle can make you cold and uncomfortable, which not only dampens the fun but can also distract you from focusing on staying safe – at a time when being sharp is extra important.

To help you remain dry and alert, a good rain suit (pants and a jacket) provides basic protection for your upper and lower body.

These days, you can choose from a wide variety of styles and materials – bearing a wide range of price tags. A one-piece suit provides better overall protection, because there's no seam between your pants and

your jacket, but a two-piece suit offers greater flexibility. Often, you'll find that just your jacket or your pants is all the protection you need. Higher-priced rain gear will often offer greater breathability, which can make a big difference when it's wet and warm.

A proper rain suit will also help you stay visible. High-visibility clothing is especially important in the rain, and most rain suits are designed with that in mind, with bright colours and/or reflective highlights. In fact, throwing on your rain jacket is a good way to increase visibility at night, in any weather.

Waterproof, all-weather riding boots are a great option any time, as they eliminate the need to stop and change your boots when it gets wet. Waterproof gaiters, which slip

over your boots, are also great to keep on hand. In a pinch, slipping a plastic bag over your sock, inside your boot, is a great way to keep your feet dry, if not your boots! (Tip: stuff your boots with newspaper overnight to help dry them out from the inside.)

Again, staying comfortable is the key. How far you go in "rain-proofing" yourself may depend on the circumstances. If you're on your way home and it starts raining, you may not mind your jeans getting a little wet if it's warm out. In that sense, a little water never hurt anybody, and you can always change into dry clothes when you get home.

TAKE IT SLOW

Once you're properly outfitted and focused on the road, the first rule of riding in the rain is

to slow down. Assume that your ability to stop and manoeuvre will be compromised, and adjust your speed accordingly. Also, increase your following distance and make extra sure that you have space around you for evasive manoeuvres if necessary.

Make all of your steering, throttle, and braking inputs more gradual. Ease on and off the throttle. Apply the brakes more gently. Slow down more when approaching a corner and take the turn gradually, keeping the bike more upright than usual.

Bottom line: don't do anything suddenly. Accelerate slowly and steadily, stop as gradually as possible, and turn

ground before you even realize what happened.

The good news is that today's motorcycle tires are modern marvels when it comes to traction. They're much better at maintaining good grip with the road than their older counterparts were. With a few common sense precautions, they'll keep you upright in the rain.

Keep in mind that it's the rubber, not the tread, that actually provides the grip. The job of the tread is to channel water away from the rubber, giving it a better opportunity to stick to the road. When you skid on a wet surface, it's because a thin layer of water has come between your tire and the road.

SEARCH, EVALUATE, EXECUTE

After that, it's really all about paying extra attention to the basics. Sharpen your focus on "S.E.E." – Search, Evaluate, Execute. Your ability to react swiftly to potential obstacles diminishes in the rain, so it becomes even more important to anticipate them. In the end, it just comes down to being extra careful. And in the rain, that means paying close attention to a few specific situations.

SLIPPERY WHEN WET

Not all road surfaces are created equal – especially in the rain. As you ride, keep your eyes open for surfaces that can become ultra-slick when wet, such as railroad tracks,

on the ground, especially in the center of the lane. Keep this in mind as you come to a stop, and be careful where you put your foot down, making sure it's not going to slip. Again, keep your bike as upright as possible.

And keep in mind that the worst time to ride in the rain is during the first few minutes of a rainstorm. Oil and dirt that accumulate on the roadway while it's dry tend to "float away" when the rain starts, making the road especially slick for a short time. It's never a bad idea to take a little break when a rainstorm first hits or delay your departure to avoid being on the road at its slipperiest.

RIDE SMARTER, NOT HARDER

Finally, when it comes to riding in the rain, know your limits (and comfort level) and always put safety ahead of your pride. It's always okay to wait, and don't be pressured into thinking otherwise. A smart rider builds a little extra time into the ride schedule to account for possible bad weather. Don't plan on covering the maximum number of kilometers every day unless you're also planning to ride on in bad weather. Build in some flexibility, as it's always better to have a Plan B available if necessary.

Becky Tillman is a Motorcycle Safety Foundation RiderCoach Trainer, Rider's Edge® Instructor, and Marketing Field Manager, Harley-Davidson Motor Company.

HOW ABOUT YOU? *Do you have a topic you'd like to see us address in Pitstop? Let us know by writing to editor@hogcanada.ca.*

IN THE END, IT JUST COMES DOWN TO BEING EXTRA CAREFUL. AND IN THE RAIN, THAT MEANS PAYING CLOSE ATTENTION TO A FEW SPECIFIC SITUATIONS.

your motorcycle with extra care, at a slower speed than usual. Doing all of this will help you keep your tires in contact with the road surface.

STICK TO THE ROAD

Remember the key to riding in the rain is to maintain traction. Wet, slippery roads cause more potential problems for a two-wheeled vehicle than they do a four-wheeled one. If a car loses traction for a moment, it's relatively simple to recover. On a motorcycle, you may be on the

One way this can happen is through hydroplaning. When you ride through standing water, your tire can ride up on the water's surface like a water ski, losing contact with the pavement. This is much more likely to happen with worn tires. If you see standing water on the road ahead, avoid it if you can. Otherwise, roll gently off the throttle, safely reduce your speed, keep your bike as upright as possible, and avoid making any throttle or braking inputs as you ride through the puddle.

manhole covers, crosswalk lines, bridge gratings, and steel construction plates, to name only a few.

When riding on these or any other slick surfaces, keep the bike as upright as possible and avoid making any steering, throttle, or braking inputs. At railroad crossings, make a point of crossing the tracks at as close to 90 degrees as possible.

Another potential trouble spot is at a stop light or stop sign. Any spot where cars stop and wait is more likely to have oil

DREAM TO RIDE RIDE TO DREAM

► Harley-Davidson® Authorized Rentals



There's nothing like getting on your Harley-Davidson® motorcycle, headin' out on the highway, and lookin' for adventure in whatever comes your way. But sometimes reality tosses a monkey wrench right into the middle of the best-laid plans, conspiring with limited vacation time or excessive travel distance to limit your options. Fortunately, as these satisfied H.O.G.® members have discovered, Harley-Davidson Motor Company offers nearly 350 Authorized Rentals locations worldwide, where you can rent a Harley-Davidson® motorcycle for a day, a week, or even longer.

CLAUDE ROY & CAROLINE GODIN

► New Brunswick, Canada



Regular Ride(s): 1980 Harley-Davidson® FLH Electra Glide® motorcycle

Rental Location: Waikiki on the island of Oahu, Hawaii

Rental Motorcycle: Harley-Davidson® Ultra Classic® Electra Glide® motorcycle

Reason(s): As I was travelling with five other family members (all women), I wanted to get away for a day and explore the North Shore of Oahu. I always try to squeeze in a day on an H-D® Authorized Rental when travelling.

Highlights: Being able to ride an H-D® Ultra Classic® Electra Glide® motorcycle on a scenic ocean drive with my daughter in beautiful Hawaii.

CHRIS & HARRIETT RYNBERK

► Vineland, Ontario



Regular Ride(s): Harley-Davidson® Road King® motorcycle

Rental Location: Island of Oahu, Hawaii

Rental Motorcycle: Harley-Davidson® Street Glide® motorcycle

Reason(s): In order to postpone the increasingly cooler and darker days of Ontario's winter weather.

Highlights: The even temperatures, balmy breezes, pristine, azure ocean waters, and beautiful sunshine every day, begging for us to ride along the striking and often rugged coastline.

FRANK & HEATHER DAVIDSON

► Winterbourne, Ontario



Regular Ride(s): 2004 Harley-Davidson® Road King® Classic motorcycle and a 2011 Harley-Davidson® Tri Glide™ motorcycle

Rental Location: Mesa, Arizona

Rental Motorcycle: 2013 Harley-Davidson® Tri Glide™ motorcycle

Reason(s): Very stable ride, handles crosswinds like you would not believe in addition to being very comfortable with lots of storage space for our road gear.

Highlights: Renting the Harley-Davidson® Tri Glide™ motorcycle, onto which we put 2,500 kilometers in seven days while riding through beautiful Arizona.

JEFF TRAFFORD

› Lower Sackville, Nova Scotia



Regular Ride(s): 2008 FLHTCU Harley-Davidson® Ultra Classic® Electra Glide® motorcycle

Rental Location: San Antonio, Texas

Rental Motorcycle: 2013 FLTRU Harley-Davidson® Road Glide® Ultra motorcycle

Reason(s): In addition to extending our riding season, it offers us the opportunity to ride motorcycles other than our regular ride in order to get a sense of the nuances and unique attributes that differentiate each model. We also discovered that reaching destinations well beyond the boundaries of time and distance offered by too-short vacations could be achieved in no better way. I've also found that renting Harley-Davidson® motorcycles to be very efficient (easy) when dealing with a Harley-Davidson® Authorized Rentals location.

Highlights: Soaking in live music in the "Live Music Capital of the World", Austin, Texas.

WILLIAM YOEUELL

› London, Ontario



Rental Location: London, Ontario

Rental Motorcycles: 2013 Harley-Davidson® Heritage Softail™ Classic, Fat Bob® or Road King® motorcycle

Reason(s): I don't have the storage space to own a bike but I will never give up riding.

Highlights: I'm retired and have been renting Harley-Davidson® motorcycles since 2006. I look forward to all my rentals as these rides become my annual vacations.

SUE LEROY

› Saint John, New Brunswick



Regular Ride(s): 2002 Harley-Davidson® Fat Boy® motorcycle

Rental Location: Saint John, New Brunswick

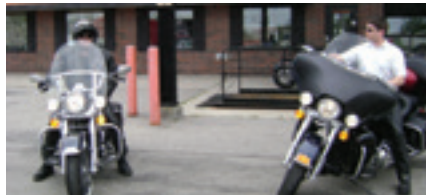
Rental Motorcycle: 2013 Harley-Davidson® Road Glide® Custom motorcycle

Reason(s): While I was waiting for my Fat Boy® motorcycle to be serviced at my Retailer, I took a Road Glide® motorcycle out for a little spin. Within two minutes of riding, I fell in love. Then a friend of mine wanted to go on a road trip so I gave him my Fat Boy® motorcycle and I rented the Road Glide® motorcycle for the day.

Highlights: Taking out a Road Glide® motorcycle again at a Test Our Metal™ Demo event at my local Retailer then, a few days later, purchasing a new 2013 Big Blue Pearl Road Glide® motorcycle.

JOHN TORY AND ROBERT PEERENBOOM

› London, Ontario



Rental Location: London, Ontario

Rental Motorcycles: John rented the 2013 Harley-Davidson® Road King® motorcycle and Robert rented the 2013 Harley-Davidson® Electra Glide® Ultra Limited motorcycle.

Reason(s): We are both private pilots who don't own motorcycles. We rent bikes every year for the Heroes Highway Ride & Rally in support of Canada's troops.

Highlights: Knowing that our annual fundraising efforts are going directly to support our veterans and their families.

To learn more about Harley-Davidson® Authorized Rentals or to book your rental online, visit h-d.com/rentals, or call your Retailer directly to inquire about models, availability, and to reserve your bike.

To sweeten the deal, H.O.G.® members receive an exclusive Authorized Rentals commemorative pin. To get yours, call 1-800-CLUBHOG (1-800-258-2464) after renting from an H-D® Authorized Rentals location.

HARLEY-DAVIDSON® AUTHORIZED TOURS

If you're looking for a really special, one-of-a-kind experience, H-D® offers more than 300 tours through its Authorized Tours program. Possibilities range from a guided tour of Spain's Andalucía region, or a self-guided jaunt through High Chaparral country in Arizona and Utah, to name just two. To learn more about the full range of worldwide touring options, visit h-d.com/tours.

TRY BEFORE YOU BUY

Finding the model that fits you best is a popular reason for renting. "It's like an extended test ride," says Tony Salter, Rentals Manager at New Orleans Harley-Davidson®. "Normal test rides really aren't long enough to make a real determination. Twenty minutes around the block doesn't really give you an accurate picture, whereas a full day or two is much better. You can really "dial in" which bike is the perfect one for you.

"I want to make this something more than just a rental. I want it to be an experience. If each and every one of my Customers doesn't go home and tell their friends, neighbours, cousins, and relatives about what a great experience they had with their rental through the Authorized Rentals program, I haven't done my job."

ONTARIO RALLY WELCOMES HUNDREDS TO OSHAWA



For three wonderful days in June, nearly 600 H.O.G.® members from around the province and the world came together to join the Durham Chapter, in Oshawa, Ontario, to celebrate the 25th Anniversary of the Ontario Provincial H.O.G.® Rally.

By **Leslie Bainard**

From as far away as England and the United States, members migrated to Ontario to have fun celebrating "Silver 'N Chrome", a combination of Harley-Davidson® motorcycles and anniversaries. The amazing and picturesque rides throughout Durham Region were well attended despite some rather wet weather. Friday had an interesting twist, with torrential rainfall that lasted most of the day, but the Rally, sponsored by Mackie Harley-Davidson®, had many events to keep the spirits high, including the Show 'N Shine. After a day of riding in the rain and participating in the Downtown Oshawa Scavenger Hunt, the visitors reveled in a night of Rock 'n Bowl'n' ... while some kicked back to enjoy the live band.

The sunshine returned on Saturday when the Ontario Police College Instructor Team put on a spectacular display of

motorcycle proficiency. Many sat in the grandstand and watched as others competed in the on and off bike games, including the popular scooter race, tug of war, fish bowl obstacle course, and the frozen T-shirt.

As the sunny day began to wind down, shuttle buses arrived at the GM Centre in Oshawa for the closing banquet. Following a wonderful dinner, Leah Daniels and Lindsay Broughton – two local up-and-coming stars – put on spectacular shows. The evening was topped off with a draw for an incredible piece of art ... a rally quilt, consisting of T-shirts from all of the last 25 Ontario rallies. Durham Chapter and Mackie Harley-Davidson® would like to thank all those who braved the weather to attend, as we enjoyed showcasing our friendly Chapter and outstanding Retailer.

ALBERTANS ENTERTAIN RIDERS IN MEDICINE HAT

Battered and bruised, but standing proudly, Albertans welcomed motorcycle riders to Wild Rose Country in early July, just a few weeks after the worst flood in Alberta's history.

By **Brad Carvery**

The weather was brilliant during the Rally, which was hosted by Harley-Davidson® of Medicine Hat. The host hotel, the Medicine Hat Lodge, was the home base for most of the Rally goers and thankfully was large enough to handle all of those who made the trek.

After registration for the poker run, ABCs ride, observation run, scavenger hunt, 50/50, and gift draws, the games quickly began when the Silver Buckle Sports Bar welcomed a bunch of rally attendees for the meet-and-greet, where the Straight Jackets provided excellent musical entertainment.

Harley-Davidson® of Medicine Hat hosted a gratifying breakfast the next morning. The Retail Store was ready for any and all riding and motorcycle needs, or to just say hello to owners Ivan and Wendy Karsten.

Saturday morning's breakfast in support of the Southern Alberta Chef's Association of Medicine Hat began with a bike blessing from a local pastor and a few words from Wendy Karsten. Riders then took to the streets, venturing over to the Saamis Teepee, the world's tallest teepee, for a group photo and parade staging.

The parade was as smooth as silk, with a long line of motorcycles that went on for what seemed like an eternity. The games were a real showcase and the Show 'N Shine gave the public a chance to take pictures of and to generally gaze at some very cool bikes. A special thanks to the many volunteers and members of the Medicine Hat Chapter, in particular Rally coordinator Ralph Carson, for all their hard work in making the 9th Alberta Provincial H.O.G.® Rally a roaring success.



OUTAOUAIS DELIGHTS RIDERS AT THE QUEBEC ANNUAL RALLY

After several months of feverish preparation, the 17th Quebec Provincial H.O.G.® Rally took place in Outaouais, July 11-13, 2013.

By Benoit Desjardins

Mother Nature was cooperative, giving riders three glorious, sunny days for the event. Pre-registration and registration went off without a hitch, as volunteers welcomed 655 H.O.G.® members to the Rally. Rally organizers were very proud to have all participants discover this beautiful region through the various rides that were organized during the day.

Winners of the Chapter Challenge were then presented with a trophy for having collected the highest number of points during the Provincial Rally – congratulations to the Sherbrooke Chapter for taking home the elusive prize!

Escorted by the Gatineau police force, the Saturday parade brought together 368



motorcycles. Thanks to the professionalism displayed by the peace officers, there were no major incidents along the 28-kilometre route. The Rally ended at the magnificent Museum of Civilization, where everyone savoured a delicious meal, prior to a dance party

with live entertainment.

The Harley-Davidson® de L'Outaouais Retail Store, the Outaouais Chapter, and the Rally organizing committee thank all those who participated in the 17th H.O.G.® Quebec Rally in Gatineau. We also wish to thank our dear volunteers for

their colossal efforts. They represented our region and Chapter with dignity. Their good spirit and helpful cheer were noted by everyone present. We also want to wish the best of luck to the Saint-Hyacinthe Chapter, host of next year's Quebec Provincial H.O.G.® Rally!

NEWFOUNDLAND DELIVERS AN EPIC PARTY IN ST. JOHN'S DURING THE ATLANTIC RALLY

The 21st Atlantic Regional H.O.G.® Rally was a shaggin good time, from the Thursday night meet-and-greet to the Sunday Parade of Chapters, the Rally Committee kept everyone well entertained.

By Dale Williams

Highlights of the Rally included the "kissing of the cod" during the traditional "screeching in" ceremony and a fantastic Show 'N Shine on historic George Street. Another tradition on George Street is to have newly married couples get

their photographs taken on the street. The interaction of brides, grooms, wedding dresses, and tuxedos with Harley-Davidson® motorcycles, leather, and hundreds of Rally attendees was amazing. What a sight!

The weekend also included

scenic rides to places such as Cape Spear, the Irish Loop, and Signal Hill. Throughout the Rally, the pride reflected by all staff at the Retailer for having the Rally in their city was evident, and their friendliness and professionalism was well received by the participants, as noted by the many smiles and laughter.

The banquet featured a great meal and gave everyone a taste of some traditional Newfoundland staples such as peas pudding and boiled dinner. Saturday's festivities ended with a dance that featured none other than Glen (Bic) Carew, the Retailer Principal for Privateers Harley-Davidson® in Halifax,

Nova Scotia. Bic's band "Bic and the Ballpoints" rocked the house! Nobody left the dance floor until the last song was played.

The Rally ended Sunday with a Chapter parade through St. John's led by the Royal Newfoundland Constabulary (RNC). The parade wound through the historic city to the delight of both onlookers and riders.

A big thanks to the Newfoundland and Labrador Chapters, Mile 1 Harley-Davidson®, and Roger Butt, along with his amazing committee, for keeping all party goers entertained and welcomed ... as is the Newfoundland way.

KELOWNA SCORCHES ANOTHER EPIC WESTERN RALLY

They came, they rode, they got a bit scorched as they partied. Over 750 members from all over Canada and the U.S. congregated in Kelowna, British Columbia, for three days in late July to take in the 13th Western Regional H.O.G.® Rally. The skies were blue, the sun was shining, and it was hot, hot, hot!

By Myles Anderson

They came, they rode, they got a bit scorched as they partied. Over 750 members from all over Canada and the U.S. congregated in Kelowna, British Columbia, for three days in late July to take in the 13th Western Regional H.O.G.® Rally. The skies were blue, the sun was shining, and it was hot, hot, hot!

The riding was incredible from the very first ride on Thursday until the last poker stop on Saturday. The Rally started with a guided ride on Thursday afternoon that toured around beautiful Okanagan Lake and the surrounding area. In addition to that ride, the Rally committee provided a non-guided ride book that contained 18 tours around the area and further afield.

Thursdays ride was followed by a well-attended "meet-and-greet" at the host hotel later that evening, and Friday was probably the hottest day of the event. While some sought



shade, many others hit the road for the "South" poker run starting at Kane's Harley-Davidson® and making its way down through the forest and hills by Apex Ski Resort, then back around Skaha Lake. Friday night brought on the always popular group photo and the "Party Under the Stars" held at and sponsored by local Retailers Blair and Leanne Kane at Kane's Harley-Davidson® in Kelowna.

On Saturday, the sun was up before most of the riders were. Another beautiful day started with the Show 'N Shine and the "North" poker run at Kane's Harley-Davidson®. That poker run travelled up through the Vernon area, and then on to Armstrong and beyond. The Show 'N Shine, as always, was well attended by both viewers

and those displaying their bikes. The only sour note that day was when the dozens of large "dust devils" arose and started heading towards all the parked motorcycles during the biker games. No damage was done, but the washing stations were busy again later that day!

The banquet was held on Saturday night, with presentations and entertainment provided by The Blues Brothers Too and Showband. Dinner was delicious, the presentations were well-earned and sometimes hilarious, and of course there was music and dancing. Old and new friends bid each other adieu until the next time, and hugs and handshakes were exchanged. This is always a happy and a sad

time. Sunday morning saw just about everyone heading home, but not before the good folks at Kane's Harley-Davidson® made sure they got something hearty to eat for breakfast.

The Rally committee, made up of the Okanagan Chapter and the team at Kane's Harley-Davidson®, were a dedicated bunch and showed their hard work through preparation and a well-executed "Rally in the Valley". Also of note, the bike games would not have been as successful as they were without the help of the Pine River Chapter from Chetwynd, British Columbia – you guys are fantastic. On behalf of myself and all the attendees, I want to thank everyone who was involved in any way with putting together this event.



MEMBER BENEFITS DO'S AND DON'T'S

H.O.G.® **yearly packages** are sent upon renewal. If you have a July 2013 expiry date for instance, you can renew in January 2013 to receive your package at the beginning of the season. Your membership will still expire in July 20XX (depending on your renewal term), but you will receive your materials sooner — so you don't lose any months of membership by renewing early!

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

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

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

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

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

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

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

H.O.G.® Canada Team



Gina McNeil
Manager,
Enthusiast Services



Duarte Pita
Communications &
Events Coordinator



Yvan Lejeune
Membership Services
Coordinator



Myles Anderson
Regional Director
Western



Brad Carvery
Regional Director
Prairies



Vern Wilson
Regional Director
Ontario



Michel-André Roy
Regional Director
Quebec



Dale Williams
Regional Director
Atlantic



THE GREAT CANADIAN RALLY

Kingston, Ontario | July 24-26, 2014

Like all things truly Canadian (think hockey, cottaging, snowmobiles and MOTORCYCLES!) the **18th Canadian National H.O.G.® Rally** is sure to remind you why you love being a member of H.O.G.® in Canada. It's also our way of showing YOU just how much we appreciate your membership.

So come join us by the lake in the heart of Ontario's oldest city, beautiful and historic Kingston, ON, for three activity-packed days and experience H.O.G.® like you never have before. We'll ride, we'll explore, we'll play and we'll celebrate. (Don't worry, we'll feed and entertain you as well.)

DID YOU KNOW...

- There are actually 1,864 islands within the 1,000 Islands
- Kingston was the original birthplace of hockey in 1870
- Canada is home to 2.4 million caribou, 15,500 polar bears and 42,000 H.O.G.® members

EARLY BIRD PRIZE

Register before March 31, 2014 and receive:

- **Guaranteed rally package, on-site only†**
- **Reduced exclusive pricing - only \$55**
- **Chance to WIN the early bird prize**





THE GREAT CANADIAN RALLY

18th Canadian National H.O.G.® Rally | Kingston, ON - July 24-26, 2014

R E G I S T R A T I O N F O R M

How to Register

1. Online at members.hog.com
2. Call H.O.G.® Canada at 1-800-668-4836
3. Mail form to H.O.G.® Canada, 830 Edgeley Boulevard, Concord, Ontario L4K 4X1
4. Fax form to 905-660-3372

Early Bird Deadline: March 31, 2014

Early Bird Registration Offers:

- Guaranteed rally package, on-site only†
- Reduced exclusive pricing - only \$55
- Chance to win the early bird prize

Fees

GROUP	EARLY BIRD RATE (until March 31, 2014)	PRE-REGISTRATION (April 1 - June 19, 2014)	ON-SITE (July 24 - 26, 2014)
Adult (16+)	\$55 CDN	\$70 CDN	\$80 CDN
Children (10-15)	\$40 CDN	\$55 CDN	\$65 CDN
Children (under 10)	FREE! They need to register, but they will not receive a rally package.		

PHOTOCOPIES ACCEPTED

**Must be an active
H.O.G.® member
(Life, Full or Associate)
to register.**

Attendees Registrations received after June 19, 2014 are not guaranteed a rally package.

Name #1: _____ H.O.G.® #: _____ Phone #: _____ E-mail: _____ T-Shirt Size (circle one) : Men: SM MD LG XL 2X 3X Women: SM MD LG XL 2X	Name #2: _____ H.O.G.® #: _____ Phone #: _____ E-mail: _____ T-Shirt Size (circle one) : Men: SM MD LG XL 2X 3X Women: SM MD LG XL 2X
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Payment Type ☐ Visa ☐ MasterCard ☐ Cheque or Money Order

Total Amount: _____

Credit Card #: _____

Expiry Date: _____

Confirmations: Online registration will be instantly confirmed. Registrations received via mail or fax will be confirmed by email. Please be sure to include a valid email address.

Cancellation Policy: You may cancel your registration and receive a full refund by notifying H.O.G.® Canada by April 30, 2014. No refunds will be issued after this date. If you are unable to attend and have missed the cancellation window, please arrange for your package to be picked up in person on your behalf on-site. Packages will not be mailed.

Host Hotel: Residence Inn by Marriott Kingston Water's Edge - 7 Earl Street, Kingston, ON K7L 0A4 - Tel: (613) 544-4888

Ambassador Conference Resort
(Kingston)
246 guest rooms
Tel: (613) 548-3605

Holiday Inn Kingston
(Kingston Waterfront)
197 guest rooms
Tel: (613) 549-8400

Four Points by Sheraton
(Kingston)
171 guest rooms
Tel: (613) 544-4434

Delta Waterfront Hotel
(Kingston Waterfront)
150 guest rooms
Tel: (613) 549-8100

Courtyard by Marriott Kingston
128 guest rooms
Tel: (613) 548-7000

Queen's University – Victoria Hall
(Kingston)
480 guest rooms
Tel: 613-533-2531

Days Inn Conference Center
(Kingston)
161 guest rooms
Tel: (613) 546-3661

Motel 6 Kingston (Kingston)
75 Guest Rooms
Tel: (613) 507-6666

Best Western Plus Fireside Inn
(Kingston)
74 guest rooms
Tel: (613) 549-2211

Fairfield Inn & Suites
(Belleville 73km from Kingston)
114 guest rooms
Tel: (613) 962-9211

Ramada Hotel Trenton
(Trenton 88km from Kingston)
108 guest rooms
Tel: (613) 394-4855

Campsites available at:

1000 Islands – Kingston KOA (Kingston)
Cabin/RV/Tent Sites | Tel: (613) 546 – 6140

Desert Lake Family Resort (Kingston)
87 sites | Tel: (613) 374 – 2196

Additional accommodations can also be found by visiting tourism.kingstoncanada.com, kingstonontario.com or kingstoncanada.com.

*Shuttle bus service will not be available at all hotels listed.
† Rally packages are only available for on-site pick-up.

ROUTE 66

Adventuresome Quebec riders plot out epic journey across the continent (and back) through the legendary “Main Street of America”.

By **Christian Dufresne**



After a year preparation, our big day was finally here! Last June, four friends joined forces for an epic 18,500-kilometre ride astride four Harley-Davidson® motorcycles – a 1997 Sportster®, a 2006 Heritage Softail™ Classic, a 2012 Softail® Deluxe and a 2006 Dyna® Wide Glide®.

Our journey would take us along Route 66, over thousands of kilometres from east to west and eventually north up the Pacific Coast through the Rockies, Yellowstone Park, Sturgis, and then towards Milwaukee. What a route and what an adventure! The adventure would last two-and-a-half months, with only four days of rain, along with four extremely hot days in the

Mojave desert, roasting in over 50 degrees Celsius heat.

We're two couples who love motorcycles and the feeling of freedom, control, and flexibility they give us! Our sense of humour and character strengths allowed us to plan this most enriching trip of discoveries! I'm fluent in both official Canadian languages and love road maps, Marielle is resourceful and fearless,

France is a rational leader, and Yoland is an easygoing former truck driver. Having had some local group motorcycle experience, we were finally ready to take off on this great “Easy Rider” adventure!

We started in Chicago. What a beautiful city! Our eyes feasted on the rivers running next to these tall buildings and gorgeous fountains throughout the concrete jungle.

With very nice museums all over the city, the past was reborn all around us. Many giant statues saluted us as we passed; restored antique cars and gas stations with all their seemingly functional equipment and antique tools for our entertainment. Locals explained the history of this east to west mythical route, which had been visited by so many tourists and vacationers.

Stopping at Lincoln's Tomb in Springfield, we touched his nose for luck on our trip and we learned of the immense progress brought by his term as President of the United States. We visited several Harley-Davidson® dealerships, using the maps found in the Touring Handbook, which was very useful when planning our maintenance stops and dealing with whatever incidents arose as we rode. I also had a great app on my iPod (Route 66) that allowed us to faithfully follow this road by GPS, because it stops and starts along the way. We figure we had to turn back about ten times because the route was abandoned and replaced by Interstate 44. Most of the time, Route 66 ran parallel to a train track and gorgeous rivers, and allowed us to cross well-preserved old bridges. Accommodations were very affordable – most of the time we camped out (KOA, Good Sam, private campgrounds). The food was excellent. We needed an average of two meals per day (a big breakfast, then snacks and a good supper), and the bikes needed gas every day at a minimum. We crossed the great bridges of Missouri, admired the arch, and

noted the poverty that is very much present in many parts of the United States.

We pressed on to Kansas, then on to Oklahoma. The landscape changed again and there were cowboys everywhere. After we noted the beautiful plains and rather violent winds on the road; they told us about how the tornado shelters work and the great damage tornadoes cause. Because of the strong winds,

Enormous herds of cattle as far as the eye can see, ranches, and even more cowboys.

Already in Adrian, midway along Route 66, the heat was more and more prevalent in this region of the U.S., and the joy of riding in t-shirts at times was exhilarating. But then the first sunburns appeared and sunscreen became a daily essential.

The relentless sun followed us into New Mexico, and we had

straight roads heading off into all directions as far as the eye can see.

Since we were in Arizona, Nevada, we made a brief detour to see the Grand Canyon and Las Vegas. This is a true desert: a heat experience we could not have imagined. But where were the locals? Hiding in their air-conditioned homes? Vultures also circled above us. We joked that they were predators waiting for us to make a wrong move!



OVER THOUSANDS OF KILOMETRES FROM EAST TO WEST AND EVENTUALLY NORTH UP THE PACIFIC COAST THROUGH THE ROCKIES, YELLOWSTONE PARK, STURGIS, AND THEN TOWARDS MILWAUKEE. **WHAT A ROUTE AND WHAT AN ADVENTURE!**

we had to work a little harder to keep cruising as we rode. More frequent stops were needed to rest and get our strength back. We averaged 300 to 500 km per day, stopping and discovering the various attractions along the way. Oklahoma has museums filled with completely restored antique cars and motorcycles – great for connoisseurs! We also saw many buffalo in the fields: the pride of the Cheyenne.

In Texas, we got our first taste of a sandstorm on a bike ... phew! Let me tell you, those little particles get in everywhere, as we saw when showering that night.

to go back to our long-sleeved shirts to prevent sunburns. Magnificent, Mexican-style, clay haciendas awaited us – in fact, there were entire cities, like Sante Fe, seemingly made entirely of terra cotta. This is the home of the Navajo Indians who craft exquisite turquoise jewelry. We were in a semi-desert climate and we needed to hydrate to stay healthy. Passing through the petrified forest there were immense mausoleums of red stone alongside the road, horned toads (a type of lizard), and roadrunners in the evening. This section of Route 66 is very well preserved and there are

Onto California, with beautiful roads as far as the eye can see. Hills began to appear as we neared the coast, lushly green with trees and fields filled with fruits and vegetables. Past Beverly Hills, Hollywood, and Sunset Boulevard, and onto Santa Monica ... much cooler than the desert!

We took off on the Highway 1 up the Pacific Coast, past Malibu. If you love curves and thrills, this road is for you: escarpments, cliffs and aggressive curves for some 50 km. The vegetation seemed giant due to the favourable climate, and the salt air and

NORTH AMERICA, MY FRIENDS, IS A CONTINENT FILLED WITH HISTORY TO BE DISCOVERED!

AS THE SAYING GOES: RIDE TO LIVE, LIVE TO RIDE!

elephant seals dozing on sandy beaches made us want to spend all our time swimming. We rode the Golden Gate Bridge in San Francisco to have a look at Alcatraz and slalom along the beautiful streets of the city. On the road, we passed through the beautiful redwood forest of giant trees, so tall and wide that cars could drive through.

Oregon was enchanting with its nice little port and beautiful forest. Mountains of oyster



shells told us that fishing is big there. The seafood was indeed excellent.

We went on to Washington State and took the ferry from



Port Angeles to Victoria. From Victoria, we crossed to Vancouver and continued on to attack the Rockies. Jasper, Banff, Lake Louise, Lake Moraine, and back to the Okanagan Valley. What a beautiful country we live in! Some days, we had sore necks and needed four eyes just to take it all in! We took a well-deserved three-day break in the valley. Lots of winding roads in this region ... and gorgeous deer were coming out of nowhere. We also experienced the natural hot springs.

We went back towards Idaho and Montana to ride the Glacier Route – fantastic and breathtaking! Continuing toward Wyoming, we went

through Yellowstone Park and then continued through Wyoming – a state we loved because the roads were perfect. Buffalo Bill Park and the Red Mountains, where the Native Indians seemed to be observing us, evoked a lot of “wow” moments as we passed through. We went on to South Dakota and finally reached the frenetic Sturgis, the subject of so many biker tales. The number of bikes was unimaginable. Some said there were over 500,000 motorcycles for this 73rd meeting. In this state, just about anything is allowed on bikes (modifications). Endless parades, shows, vendors, Mount Rushmore, Custer Park, Nemo Road, Crazy Horse – a veritable playground for motorcycle lovers!

The trip was drawing to an end. We went to Milwaukee to see the Harley-Davidson Museum™ and the powertrain assembly plant on Pilgrim Road, Wisconsin, where tours must be reserved in advance. The Harley-Davidson Museum™ is fantastic, with more than 450 models on display. Our passion for motorcycles has grown with this trip.

North America, my friends, is a continent filled with history to be discovered! As the saying goes: ride to live, live to ride!



TO FLY AND THEN RIDE: AN IDEAL WAY TO SEE THE COUNTRY!



As the time for us to usher in another phase of our life was fast approaching and I was feeling a strong desire to travel, I asked myself, “If I were to go on a trip, what would I like to do?”

By **Peggy Sullivan**

As my husband was not overly excited about travelling, I needed to make this something interesting for him as well. It didn't take long before I decided that a “fly & ride” adventure would be our best bet.

After a quick Internet search, we organized an 11-day trip that involved flying from Newfoundland and Labrador to Grand Junction, Colorado. We invited another couple to join us on this great adventure. The more we talked about the places we intended to visit, the more excited we all became. It wasn't long before they had

their flights booked and their Harley-Davidson® motorcycle rental confirmed.

After a successful flight and travel to Grand Junction, Colorado, we were introduced to our new rides at Grand Junction Harley-Davidson® dealership. We were off! Our first stop was the Colorado National Monument that afternoon. We were taken aback by the beauty of the various rock formations, colours, and winding roads. Every turn brought us something new and gave us a new vigour for life. We ended the day celebrating my husband's birthday with our

friends by having a nice supper and enjoying a few beverages with some great Colorado hospitality.

Heading south the next day, we missed the turn-off to one of our planned destinations, but with the aid of a state trooper we made our way back. We stopped at Gateway, saw the Hanging Flume at the Dolores River Canyon, and ended the day at America's Little Switzerland in Ouray, Colorado. What a unique little town; nestled in a valley with views to either side of rugged and towering Rocky Mountains peaks. This town is a must-visit, with unique shops and a nice vibe. The box canyon – a canyon with steep walls on three sides – allows access only through its mouth. You might be lucky enough to enjoy your visit with the company of wandering deer along the streets.

The morning came quick, and after another hearty breakfast, we were on our way to our next destination. We didn't make it out of town before it started to rain. We stopped to put on our rain gear supplied with our rentals and headed out. We rode up a steep mountain, and the higher we rode, the colder it got. Before long, we were in a hail storm. Then, we noticed some snow ploughs. What were we in for? We found out later the ploughs are used to clear the roadway in case of a landslide – phew!

After riding up and down mountains while travelling the Million Dollar Highway, we headed to Four Corners

National Monument. Just as we arrived, we had one wicked rain shower, providing me with the perfect opportunity to do some personal shopping! We then headed to Gallup, New Mexico, where we arrived a little later than planned. It was dark when we arrived, and it was starting to rain with strong winds. After checking a few hotels for available rooms for the night, we decided on one just across town. By now, we were in the middle of a sand storm in addition to having to wait for a passenger train to pass us by. The winds were so strong I had to dismount our bike and stand next to it to keep it from blowing over. Needless to say, it was a good night to order in pizza at the hotel. It was also laundry night, as we only packed enough to cover four days of riding.

The following day brought with it much better weather. We headed for our next destination in Winslow, Arizona, and then to Flagstaff. We travelled the historic Route 66, crossed the desert on Route 140 while fighting the cross-wind all the way, and witnessed a mini sand tornado. We arrived at Winslow, Arizona, and headed for The Corner, where we took a photo op, picked up some souvenirs, had lunch, and then continued on our journey. We arrived at Flagstaff in the late afternoon, too late to ride out to the Harley® dealership before dark. After another very satisfying meal and a long trek back to the hotel, we turned in for the night.

After having a wicked breakfast at a unique 50s style café, we hopped on our bikes and headed north where we landed at the south rim of the Grand Canyon. It was breathtaking, to say the least. As it was the last week of



THE RED AND WHITES OF THE HOODOOS STANDING TALL IN THE AMPHITHEATRES WERE BREATHTAKING.

September, there were still many tourists visiting this Natural Wonder of the World. Time did not permit us to spend the entire day here, so after a couple of hours of exploring, we mounted our Harley® motorcycles and headed for our next stop: Page, Utah. Riding into Page was one beautiful sight, with our chosen road leading into the Red Mountains.

As the saying goes, "the sun always rises the next day", and these were the bluest skies in all of Utah! Leaving Page, we dropped into the Carl Hayden Visitor Center to view the Glen Canyon Dam, and then headed to America's Little Hollywood in Kanab, Utah (named for the many movie stars that stay here during movie productions). We booked rooms at a lodge that had hosted many of these stars, and even had rooms named after some of them. We unpacked the bikes, and then headed to Zion National Park for yet another awesome riding adventure. The highlight was

riding through the mile-long Zion Mount Carmel Tunnel and seeing the buffalos in the fields. We rode a complete loop, riding down to the Harley® dealership in Washington, Utah, and then headed back to Kanab for the evening.

The next day, not far out of town, we made our first stop at Moqui Cave, Utah, and then headed towards the most spectacular sight of the entire trip: Bryce Canyon. The red and whites of the hoodoos standing tall in the amphitheatres were breathtaking, and the erosions out of the mountain sides were like windows and columns of ancient castles.

After heading back up towards Capitol Reef National Park and then down through Glen Canyon, we rode into Blanding to bunker down for the night.

Mexican Hat and Monument Valley were the next two planned stops as we continued heading south. It was yet another unforgettable

experience we could add to our memory list. The ride once again brought some awesome sights and wonderful riding. We stopped to purchase jewellery from some Navajo who were set up along the roadside, stopped at a restaurant in Mexican Hat for some tortillas, and then headed north toward Moab, making a detour to see Goosenecks State Park along the way. This was another very

unique formation, with colours carved deep into the canyon through which the San Juan River flows.

Our adventure was soon coming to an end. The sun rising above the red rocks of Moab and the moon still doing a balancing act above the mountains was simply a sight never to be forgotten. We made stops at Dead Horse Point State Park and Arches National Park, rode next to the Colorado river and across the Utah desert, and then got back on the 170 and rode into town. The Grand Junction Harley-Davidson® dealership was closed for the day, but Sam, the Rental and Rider's Edge® Manager, gave up his personal time and met the guys back at the dealership to receive the bikes and give them a ride back to the hotel.

What a trip! We made some wonderful, lifelong memories that we will cherish forever, and are already planning our next "fly & ride" adventure.

OUR MOST EXCELLENT ADVENTURE

The idea of our motorcycle trip began back in November 2012 when my husband Peter and I decided to head to Maine. *By Ellen Benedetti*

Neither of us had been there and the ocean seemed like a great destination. We confirmed our hotel reservation in January 2013 for Wells Beach, Maine (located between York and Kennebunkport). Peter on his 2012 H-D® Electra Glide® Ultra Limited model and myself on my 2012 Harley-Davidson® Heritage Softail™ Classic bike. We were so excited when the hotel confirmation came through, and we started to plan a route.

The adventure began in August, with a quick trip along the 401 to Pointe Claire, Quebec. We arrived at my childhood home by 3:00 pm and settled in to visit with my parents. By 9:30 the next morning, we were packed and geared up for the long ride to Wells, Maine, but we had to find a way to get out of Montréal, which proved to be challenging. We took the Mercier Bridge, which was under construction, then through Hemingford, Quebec, towards the U.S. border in New York, just west of Rouses Point. Our planned route was to take U.S. Route 2 through the islands of Lake Champlain, which we did. But it didn't take long before we

got lost (always part of the fun of riding), and we were subsequently guided by some locals to follow U.S. Route 15 through Vermont. We got back on course and rode around Mount Mansfield and the Stowe area with little to no rain. We then continued towards U.S. Route 302 through the White Mountain area in New Hampshire. The weather was not as cooperative as we had hoped for, with a tremendous amount of rain during a two-hour period, so we stopped for a much-needed caffeine and donut break in North Conway, New Hampshire. We continued on through New Hampshire during the dead of night to Maine. We were soaked, but we made it to the hotel check-in that night; luckily for us, as the office closed at 10:00 pm. Due to the amount of rain, we didn't get to take the picturesque mountain shots in New Hampshire until our return back home.

After settling in, we needed to explore and start eating some lobster (aka lobstah). Our first bike adventure was to find a lighthouse, which turned out to be Nubble Lighthouse near York, Maine. It seemed like many people had the same idea



that day, because we had some really slow riding.

Our second adventure was to ride to Portland's Big Moose Harley-Davidson® dealership. It seemed like there were just as many stuffed animals as motorcycles on the showroom floor. It was also interesting to see all the different motorcycle licence plates in the parking lot. We also bought the mandatory souvenir t-shirt. After our visit, we were advised to look for Red's Eats in Wiscasset, Maine, which is world-renowned for the best lobster roll sandwich. The lineup was 45 minutes long, and yes, it was the best lobster roll I have ever tasted!

As you can see, there's usually a theme to our rides, like many, and that is to eat! We managed to find Maine Diner (as featured on the hit TV show *Diners, Drive-Ins and Dives*) to have more local seafood, such as lobster pie. We spent our last evening in Wells checking out a local ice cream hangout called Scoop

Deck and riding along the edge of the ocean at high tide – it was beautiful!

We had a wonderful week and saying goodbye to Wells Beach was difficult, as it had become a new favourite for us. On our trek home, we took the U.S. Route 302 back through New Hampshire. We were happy to get sunshine for our ride back, as the scenery was simply spectacular. We found a quaint diner in Vermont for lunch, and then continued on through to Montpelier before taking the interstate to St. Albans. Even that part of the ride was beautiful. By 6:00 pm, we were back at my parents' place just outside of Montréal for another overnight visit.

Our Harley® motorcycles were so comfortable and they never let us down. Once back in the driveway and unpacked, we had to give our bikes a good washing, as they needed to be ready for our next most excellent adventure!

PICTURE THIS

Capturing and preserving the photographic history of Harley-Davidson Motor Company has come a long way.

It's entirely possible that the Harley-Davidson 110th and H.O.G.® 30th Anniversary Celebration that recently took place in Milwaukee will be the most-photographed motorcycle event in history. With countless camera phones, compact digital cameras, professional DSLR cameras, and even tiny helmet- or motorcycle-mounted cameras shooting digital images at rapid-fire pace, it's impossible to say how many millions of images will have recorded the history made there.

It wasn't always so easy, of course. Ever try strapping a bulky Graflex camera with glass plate negatives and a wooden tripod to an early Harley-Davidson® motorcycle? It's no wonder quality photos from the early years can be hard to come by. Yet, despite these and other challenges, the photographic history of Harley-Davidson Motor Company is truly extraordinary.

That's due in large part to the Motor Company's dedicated and determined staff photographer L.C. Rosenkrans and those who succeeded him. Beginning in about 1912, Rosenkrans started building an amazing library of glass plate negatives. These produced wonderful images, but they were big, hard to work with, and fragile. In later years, they were replaced with acetate "safety" negatives, so named because they did not shatter when dropped.

The Harley-Davidson image collection has grown over the years. In 1999, more than 3,700 negatives were returned to the Harley-Davidson Archives by the Milwaukee County Historical Society, which housed them for more than three decades. Most recently, in 2012, the Archives acquired 440 previously unknown glass negatives dating from around 1916. Other similar collections were stored off-site and survived purges in the 1970s and 80s. Still others survived safely within the walls of Harley-Davidson, often in the desk files of historically inclined employees. Over the last 20 years, artifacts, documents, and the motorcycle collection were consolidated into one central repository in Milwaukee, facilitating the birth of the Harley-Davidson Museum™ in 2008.

Some of the Archives' photographic specimens have been donated in recent years by employees and the general public. As a corporate repository, the Archives are somewhat unique in the practice of accepting donations of privately held photographs and



other objects. In fact, company photographers were not sent to rallies and other events for the majority of the last century. Candid images of riders came to the Archives from submissions to past publications, including The Enthusiast™ and Hog Tales® magazines, as well as donations to the Archives.

Because the story of the Harley-Davidson® motorcycle rider is integral to the success and survival of the Motor Company, the archival record would be incomplete without these contributions. And no advertising shoot can capture the diversity and humanity of the Harley-Davidson® motorcycle Customer.

Appreciation for preserving the history of Harley-Davidson extended to the highest levels. A large number of racing photographs in the Archives have on their backs the handwriting of William H. Davidson, son of cofounder William A. and father to Willie G. Davidson. Normally, the details in the images (i.e. racers and racetracks) would be lost over time. Davidson, a racing fan, made sure future generations would know the "who" and "where" of as many photos as possible.

Today, the Archives' collections continue to evolve and grow, including newer documents and photographs that exist only in digital formats, giving today's preservationists new challenges. William H. Davidson never had a photo album inform him that "the file has been corrupted" and L.C. Rosenkrans stored his negatives in trusty wooden boxes, not temperamental hard drives.

No matter the format, the historic collection of images that capture the story of Harley-Davidson is a treasure worth preserving.

Keep watching www.harley-davidsonimages.com to see additions of the recently discovered glass plate negatives.

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GPRC HARLEY-DAVIDSON® TECHNICIAN CERTIFICATION

A ten-minute chat with Wally Besler, GPRC Chair, Motorcycle & Recreational Powersports

Have you ever dreamed of one day mastering a Harley-Davidson® motorcycle from a technical perspective? Ever wonder where you would be able to obtain Canadian H-D® technical training? Look no further than the Grande Prairie Regional College ("GPRC") Fairview Campus in Alberta for the only authorized training centre in Canada for Harley-Davidson® motorcycle technicians. *HOG®* Magazine Canada had a chance to chat with Wally Besler, Harley-Davidson Instructor and GPRC Chair, Motorcycle & Recreational Powersports programs, to ask how one would begin the process of exploring such an exciting and challenging career.

***HOG®* Magazine Canada: How long has GPRC been offering the H-D® technical training?**

Wally Besler: Since 1989. GPRC has trained 482 individuals in the past 25 years! The Harley-Davidson Motor Company ensures lifelong learning with ongoing Factory training opportunities to those technicians in the authorized Retailer network. GPRC delivers that too for Canadians, and we see many of our 15-week students return to train with us each year in short Factory courses. We truly do train Canada's best Harley-Davidson® technicians, which in turn ensures that your Harley-Davidson® motorcycle gets the best technical service possible!



***HOG®* Magazine Canada: What are your selection criteria?**

WB: Academic applicants must have a minimum of Grade 10 Math and English. Mature student admission is possible for those who are over 21 years of age and have been out of high school for at least 1 year. If you have mechanical aptitude and a passion for Harley-Davidson® motorcycles, we'll facilitate your technical skill development for a rewarding career.

***HOG®* Magazine Canada: How long is the H-D® Technician certificate program and how are your facilities?**

WB: Students attend 15-weeks of full-time study, only available in Fairview, Alberta. Our state-of-the-art facilities, tools, and computer resources are combined with top quality instruction and up-to-the-minute curriculum. Hands-on training ensures you'll gain

the skills and experience you need to maintain and repair both current and stock units in an authorized Retail [Store] setting. Thanks to our partner, Deeley Harley-Davidson® Canada, we have the latest models, tools, and equipment for you to work on!

***HOG®* Magazine Canada: How is the curriculum broken down?**

WB: Students follow a curriculum based on the service procedures set out by Harley-Davidson Motor Company. The 15-week program has three courses: Theory, Shop, and Independent Study. For each hour of H-D® Theory (150 hours of product-specific training to the latest Harley-Davidson Factory standards), students will spend two hours in the H-D® Shop developing skills, [working] hands-on with some of the 120+ Harley-Davidson® motorcycles in stock.

Independent Study students complete Harley-Davidson Factory modules, consisting of video and written materials, to enhance and expand their product knowledge.

***HOG®* Magazine Canada: What type of career opportunities should a graduate expect?**

WB: Employment opportunities across Canada as entry level technicians with an authorized Canadian Harley-Davidson® Retailer have never been better. You'll find our graduates employed in many positions within the authorized Harley-Davidson® network, [in positions] such as Service Technicians; Service Writers; Service Managers; Harley-Davidson® Demo Ride team technician; Harley-Davidson® Parts supply and management; and Warranty and Service Advisor for Canadian Distributor, Deeley Harley-Davidson® Canada; Retailer Principal ([Retail Store] owners). Other industry-related opportunities may present themselves.

***HOG®* Magazine Canada: When is the next session and where can we get additional information?**

WB: Winter 2014 – March 3, 2014, to June 13, 2014. Fall 2014 – September 2, 2014, to December 12, 2014. Additional information is available through the GPRC Fairview Campus. Call toll-free at 1-888-999-7882, email at h-dtrain@gprc.ab.ca, or visit the website at www.gprc.ab.ca.

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