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IN THE CONE ZONE

DESIGNERS IN JAPAN

2015

031



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INSIDE



Bergen County Harley-Davidson, in Rochelle Park, New Jersey, entered this amazing creation in the H-D Custom Kings contest. Learn more on Pages 12-13. #HDCustomKings

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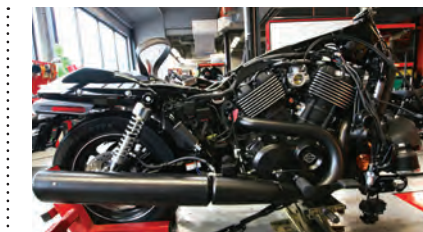
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Keiji-Kawakita, of Hot-Dock Custom Cycles in Tokyo, is passionate about both sides of the Pacific. See Pages 26-31. Photo by Michael Lichter.

INTAKE

FROM THE EDITOR

The Thrill is Back



THE LATE BLUES LEGEND B.B. KING SANG that the thrill is gone, and for a little while it may have seemed like that was true for flat track racing – the oldest and most American of two-wheeled motorsports. Of course, for its die-hard fans, the thrill of standing on the rail as a pack of snarling twin-cylinder flat trackers flashed by at 140 mph, kicking up rooster tails of dirt, never went away. However, for newer generations of fans raised on video games and made-for-TV action sports, it seemed like flat track was missing the mark.

But after too many years of flying under the radar, American dirt track motorcycle racing is making a big comeback and getting the worldwide attention its gritty, intense style of racing wildly deserves.

The spark was lit two years ago in Europe, when two-time MotoGP world champion Marc Marquez resurrected Spain's Super Prestigio, an exhibition race in Barcelona pitting stars of the grand prix circuit against top steel-shoe hot shoes from America and abroad. Marquez and many other road racers ride on dirt to train, and among the world's motorcycle racing elite, dirt trackers have always been admired for their combination of nerves and bike-handling skills. Two years ago, Harley-Davidson Factory Flat Track team racer Brad Baker, then the reigning AMA Grand National Champion, showed some of the world's top riders, including Marquez himself, the way around a dirt track en route to victory. Last year, H-D Wrecking Crew rider Jared Mees, the current reigning AMA Grand National Champion, was runner-up to Marquez, who was highly determined to not be shown up again at his home event.

The Super Prestigio has done a phenomenal job of introducing more motorcycle racing fans around the world to the excitement of flat track racing, but it pales in comparison to one of the biggest things to happen to flat track racing in decades: its inclusion for the first time as a medal event at ESPN's X Games in Austin, Texas, in June.

The X Games are televised around the world, and have made household names of stars in all sorts of crazy action sports. In its televised debut, the Harley-Davidson Flat Track Racing event did not disappoint. Twenty-four invited riders put on a show for millions of new fans around the world, with Bryan Smith winning the first-ever gold medal and establishing himself as a new action sports star.

All this exposure will do great things for the sport, but don't just take my word for it. The best way to experience the thrill of flat track is live and in person.

If you're heading to Sturgis this year, don't miss the Black Hills Half-Mile at Black Hills Speedway in Rapid City on August 4, but there are plenty of other chances remaining to see the action this year. Check out amapracing.com for the full schedule. And if you can't make it to one of the remaining races, be sure to check out the free coverage at fanschoice.tv.

I promise that once you experience the thrill of flat track racing for the first time, the feeling will never be gone.

MATT KING

FEEDBACK

Split Decisions

A few years ago my wife and I were headed to Las Vegas, Nevada after dropping our daughter off in Colorado for her freshman year in college. We are from Illinois, but I was aware of the lane-splitting law in California. As we approached Las Vegas, it had already gotten dark, and traffic had come to a standstill due to some road construction ahead. We had been in this traffic for about 30 minutes when my wife noticed people giving us room to get over to the shoulder. We took the shoulder all the way to the "flag man" and then the traffic simply let us through to the open road. I'm not sure if it was legal, but it sure was nice of everyone to help a brother out.

SCOTT COUGHLIN
Jerseyville, Illinois

.....

Upon reading the article "Lane-Splitting and the AMA" (HOG® 030), I was surprised and disappointed to see the level of apparent support for such motorcycle mannerisms. I understand that states make their own rules, but I do not agree with lane-splitting, as I believe it to be a dangerous maneuver.

I would be more supportive of passing stopped interstate traffic via available emergency lanes.

CALVIN JOHNSTON
Fredericksburg, Virginia

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Matt King's "Lane-Splitting and the AMA" article was very interesting and surprising. When I started reading it, I was sure it would strongly recommend against the practice. I was even more surprised that California has no laws against lane-splitting and that the AMA condones its use.

"One misconception ... was our 'short riding season.' We never put away our H-D® bikes for the winter in Colorado. You'll see bikers out any day the sun is shining, winter be damned."

DAVE LUTTER, Denver, Colorado

I understand heavy traffic is very frustrating, and the lure of slipping through traffic can be very tempting for motorcyclists. I do also feel that we as cycle riders have asked for other drivers, with whom we share the road to take an extra look, "eye that cycle" and respect our space on the road. It seems many are at least trying.

I choose not to lane-split and hope other motorcyclists will consider avoiding the practice to help keep the respect of others on the road.

CLARK SCHMITZ
Brunsville, Iowa

.....

As I noted in the column, it's the position of the AMA, which Harley-Davidson supports, that lane-splitting when safely practiced can be of great benefit to all motorists, including cars and motorcycles. It's also our position that the decision to lane-split, where and when it's allowed, is and should remain a matter of personal choice. —MK

.....

Memories of Dad

I read the responses to Mike Zimmerman's "Deliver Me" article in the 030 issue. I have been riding motorcycles off and on since I was 17. After a 25-year absence from riding, I started riding again in 2009. My first Harley® motorcycle was a blue 2006 Dyna®. Currently I ride a 2013 Road Glide® Ultra.

Not only do I find riding my Harley therapeutic, I feel a connection to my father, who rode Harleys in the 1950s. His last was a green 1956 Hydra Glide "King of the Highway" model.

When I was young, Dad and I used to talk about riding motorcycles a lot. He told me that Harleys with the 74-cubic-inch engine were referred to as "big" Harleys. I remember saying that when I grow up I'm going to have a "big" Harley. Mine has the 103 engine now, so I guess I succeeded in that effort.

When I ride I often think of my dad and sometimes can imagine him riding next to me. Sometimes I will be riding along and look up toward the sky. I'm just certain that my father is smiling down at me from heaven.

SCOTT WALDEN
Lee's Summit, Missouri

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High Roads

Reading Glen Abbott's story in HOG 030 of riding through Colorado gave me an immense sense of pride, as I live in Denver and ride those same roads he was so taken by. With Peak to Peak, Trail Ridge, Million Dollar Highway, and the 29 paved mountain passes at or above 10,000 feet, we have it awfully good here. One misconception Glen had was our "short riding season." We never put away our H-D® bikes for the winter in Colorado. You'll see bikers out any day the sun is shining, winter be damned.

DAVE LUTTER
Denver, Colorado

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Inspiring Ride

I read "It's Not About Us," in issue 030, about the two women who are riding cross-country inspired by a historical ride by Effie Hotchkiss. It reminds me

of my inspired personal decision to make a solo ride of 4,200 miles in 13 days, stopping at an H-D dealership in every state to get a pin. The first day I wondered what the heck I was thinking, but after that it was all smooth sailing on my Night Rod® Special. I hit 23 states and the District of Columbia.

I took this ride when I was at a crossroads in life; it was my spiritual journey, testing my will and pushing my envelope. Now I intend to ride the Northwest in the same way to obtain the rest of my dealer pins.

There are a lot of amazing female riders out there; you just need to know where to look. I ride with plenty.

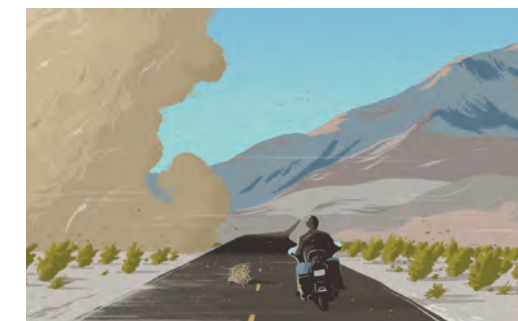
RENEE ASKEW
Via email

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Splitting the Difference

"Wind It Down" in HOG 030 offered some good advice and practices; and I know, having ridden for more than 25 years almost every day – for both commuting and leisure – in the Southern California high deserts and canyons, where wind gusts of 45 mph or more are a daily reality. About two years ago, I put a Harley-Davidson Wind Splitter windshield on our 2009 Screamin' Eagle® Ultra Classic® CVO™. My wife and I both noticed significant differences in many weather conditions. Handling, turning, evasive actions, etc. now bring less anxiety, and the ride is smoother. Prior to this upgrade, the fairing buffeted, and riding the wind was more challenging, requiring more physical effort.

WILLIAM RIGOLE
Victorville, California



TABLET

Discover HOG® Digital

GET THE DIGITAL EDITION OF HOG MAGAZINE for exciting bonus content: expanded photo galleries, behind-the-scenes interviews, exclusive videos, and more. Available for iPad, Android, and Kindle Fire tablets. Go to hog.com/tablet for details.



“Never having visited Key West, it looks beautiful ... Living in Michigan, it might be out of reach on my 2001 Sportster®, but I’ll find a way to get there!”

DOUGLAS GAST *Holton, Michigan*

Honestly Ernest

Being a longtime Hemingway fan and a rider for more than 40 years, I fully enjoyed Mike Zimmerman’s article on Key West and “Hem.” He must be familiar with his books, as he referenced many of his works with just a “twist” on the title in the subheads. Never having visited Key West, it looks beautiful – and Hemingway’s former home looks amazing. Living in Michigan, it might be out of reach on my 2001 Sportster®, but I’ll find a way to get there!

DOUGLAS GAST
Holton, Michigan

I don’t know if Mike Zimmerman ever found out or not, but he could have gotten just as much of the “Hemingway experience” at Sloppy Joe’s Bar in Pinellas County or the one up in Daytona. Hemingway was never in any of those buildings either!

The Sloppy Joe’s that Hemingway was fond of was located at 428 Greene Street (just off of Duval) and is now called

Captain Tony’s Saloon. If you want to get a drink at Sloppy Joe’s, fine – you can go to any of the three. But if you want to go to the bar where Hemingway went, you have to go to Captain Tony’s Saloon.

Loved the story though.

JIM LEE
Palm Beach Gardens, Florida

Inspiring One Another

I enjoyed Glen Abbott’s “Legends of the Camino Real” in HOG 029 so much that I used the H-D Ride Planner, packed my bags, and started riding within a week. In Natchitoches, I told the townfolk that I planned my ride based on a HOG article. They remembered Mr. Abbott and said they’ve had more visitors since that issue. After touring the fort, I rode further into Natchitoches. What a cool place. Thanks again for the great article and ride!

PAUL BRONNENBERG
Georgetown, Texas

WHAT’S YOUR STORY?

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

FROM THE OWNERS GROUP

A Matter of Commitment

HARLEY-DAVIDSON AND STURGIS GO WAAAY BACK.

From the very beginning, the Sturgis Motorcycle Rally and Races has been thought of as a “Harley” rally. To be clear, all brands of motorcycles (and their riders!) are welcome at Sturgis. But for 75 years, when people think “Sturgis” they think “Harley.”

Remember, we’re talking about a company that named some of its motorcycles (such as the original 1980 FXB Sturgis) after the granddaddy of all rallies.

But now, in honor of the 75th rally, it’s time to crank things up a notch by increasing our commitment to this amazing city and the rally it hosts. With the recent signing of the historic 75-year pact, Harley-Davidson cements its status as the “Official Motorcycle of the Sturgis® Motorcycle Rally.™”

To put the deal in brick and mortar, we’re building The Harley-Davidson Rally Point at the corner of Main Street and Harley-Davidson Way (formerly 2nd Street) in downtown Sturgis. Bricks from the historic H-D headquarters in Milwaukee will be incorporated into the final construction of Rally Point to honor the legacy of the Harley-Davidson founders and all riders of our motorcycles. This new area will be a great place for people to gather year-round but especially



during this year’s 75th Sturgis® Rally. We’ll kick things off on July 31 with an opening ceremony, followed by eight days filled with live music, a space for riders to take pictures on their motorcycles with the iconic Sturgis sign as the backdrop, and more.

It’s also just the beginning. To celebrate the dawn of a new era, we’ve moved to a new location at 4th Street and Lazelle Avenue. There you’ll find H.O.G.® member-exclusive experiences, close to 100 H-D® motorcycles to test ride for free, the customized HOG® project bikes, General Merchandise and Parts & Accessories on display and for sale, stunt shows, and more. For details, and to download the Sturgis app, visit h-d.com/sturgis.

Sturgis has been a mecca for motorcycle riders for 75 years. If you’ve never been there or have been thinking about going

back, 2015 is the year to make it happen.

It’s official. We’re committed. Sturgis is committed. And 4th and Lazelle and the H-D Rally Point are THE places to be for the 75th Sturgis Rally.

I know I’ll be there. And I hope to see you there, too.

CHRIS KUTSCH
H-D Events Project Manager



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

HOG® magazine is published by Harley-Davidson for members of Harley Owners Group, the official riding club of Harley-Davidson.

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

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Heroes Ride Free

Riders demonstrate motorcycle safety skills on the flight deck of the USS *Yorktown*, in Charleston, South Carolina, to mark the launch of Harley-Davidson's "Mission Open Road." The program – open to all active-duty, retired, reservists, and veterans – provides free motorcycle rider training through Harley-Davidson® Rider Academy.

"For us at Harley-Davidson, this is our way to thank the millions of people who have courageously defended our country and everyone's personal freedom to ride," said Christian Walters, U.S. Managing Director at Harley-Davidson, and U.S. Army veteran.

For details or to take part in the program, which runs through September 13, contact your local Harley-Davidson dealer or visit h-d.com/military.

Photograph by **Mic Smith/AP Images**





The Royal Treatment

H-D dealers around the globe are showcasing their Service teams' custom skills by tricking out H-D® Street® 500 and 750 motorcycles in the H-D Custom Kings contest. Now it's time for U.S. dealers to take center stage. The only rule is to create cool motorcycles that real riders would want to own and ride. The only limit is the imagination.

"We have incredibly creative people at our H-D dealerships who are showcasing what a great 'blank canvas' the Street platform provides," says Rich Bunzel, Field Marketing Team Manager.

Here, custom builder Keino Sasaki works on an entry for Harley-Davidson of New York City. To see more of these amazing creations in process, search #HDCustomKings on Instagram or Twitter. The U.S. winners will be announced at the H-D Dealer Meeting in August.

Photograph by **Ben Draper**



KEEP FIRING ON BOTH CYLINDERS.

**RENEW YOUR H.O.G.® MEMBERSHIP.
AND GET THE MOST OUT OF YOUR HARLEY-DAVIDSON.**

Get the full-on, thundering Harley-Davidson experience with exclusive rides, a network of like-minded independents and a bunch of other perks that help you get every last town-cruising rumble out of your Harley-Davidson motorcycle. **RENEW TODAY AT HOG.COM/RENEW.**

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THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



Wing Time

For the 1971 model year, the now-quintessential batwing fairing first became a standard feature on the Harley-Davidson® Electra Glide® motorcycle. Introduced in 1965, the Electra Glide itself has become an iconic model for the Motor Company. See Page 64 for more of the history of this legendary bike.

HARLEY-DAVIDSON MUSEUM®

A Great Tour on a Great Lake

HARLEY-DAVIDSON MUSEUM LEGENDS & LAKES ROAD TOUR
DEARBORN, MICHIGAN TO MILWAUKEE, WISCONSIN
AUGUST 30-SEPTEMBER 4

Join H-D Museum Vice President Bill Davidson on an unforgettable six-day tour. Start at the Henry Ford Museum in Dearborn, Michigan; finish at the H-D Museum in Milwaukee, with exclusive tour activities. In between, you'll enjoy some of the Midwest's very best riding, with legendary experiences at every turn.

- Unique group dinner and entertainment each night
- Hotel accommodations for five nights - including a stay at Milwaukee's Iron Horse Hotel
- A private tour of the Willie G. Davidson Special Exhibit from the Museum curatorial staff
- A VIP reception at H-D Museum Bike Night on your return
- Official tour guide, T-shirt, credentials, and more

Space is limited - register today at h-dmuseum.com.



UFC®

Throwdown in the Windy City

The Harley-Davidson UFC Hometown Throwdown comes to Chicago on Saturday, July 25, with a Bantamweight Title fight, matching current champ Renan "The Baron" Barao (35-2-0) against top contender TJ Dillashaw (12-2-0). Catch all the action live at the United Center or watch live on your local FOX station. Visit ufc.com or h-d.com/ufc for more information.

H.O.G.® MILEAGE RECOGNITION

Make it Count

How far will you ride this summer on your Harley-Davidson® motorcycle? Make sure you get the credit you deserve by signing up for the H.O.G. Mileage Recognition program. As a free benefit of H.O.G. membership, you'll get credit for every mile you ride, and awards for reaching certain levels - starting at just 1,000 miles.

But you can't get started until you get registered! So visit your local H-D dealership today to get rolling. Visit hog.com/mileage for more information or to download a registration form.



MILWAUKEE RALLY

Hometown Rally

Eager to get your butt on a brand-new 2016 Harley-Davidson motorcycle? Come to the 2015 Milwaukee Rally, September 3-7, to have the first opportunity anywhere to test ride these exciting new models.

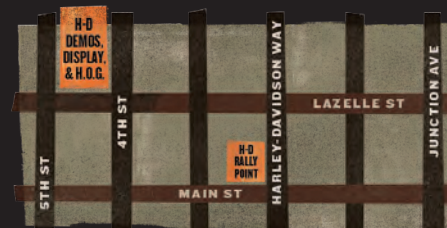
Sponsored by the Milwaukee Harley-Davidson Dealers Association, and supported by the Harley-Davidson Museum, the Milwaukee Rally is a great way to see and experience the birthplace of Harley-Davidson. Full rally details and Premium Rally Packages, ranging from \$10 to \$100, are available now at milwaukee rally.com. Or visit one of the five Milwaukee-area H-D dealerships.

5 THINGS YOU SHOULD KNOW ABOUT

Sturgis

1938 The first "rally" was staged on August 14, 1938. Known as the Black Hills Motor Classic, it began as a race, featuring nine participants and a small audience. Then everyone had a beer and went home.

75 2015 marks the 75th rally. To celebrate the occasion, Harley-Davidson has teamed with the city of Sturgis to open The Harley-Davidson Rally Point, a permanent plaza on the corner of Main Street and Harley-Davidson Way in downtown Sturgis.



7/31 The official rally dates are August 3-9 (Monday-Sunday), but Harley-Davidson will roll into town on Friday, July 31 for The H-D Rally Point's grand opening ceremony. Hang out, take a test ride, see the complete 2016 H-D® motorcycle lineup, participate in special H.O.G.® activities, and more, August 1-8.

24/7 Get the latest information around the clock with the H-D Sturgis app. Includes a complete H-D Sturgis event schedule, maps, H.O.G. experiences, and a dealer locator, plus optional push notification updates. Go to h-d.com/sturgis to download.

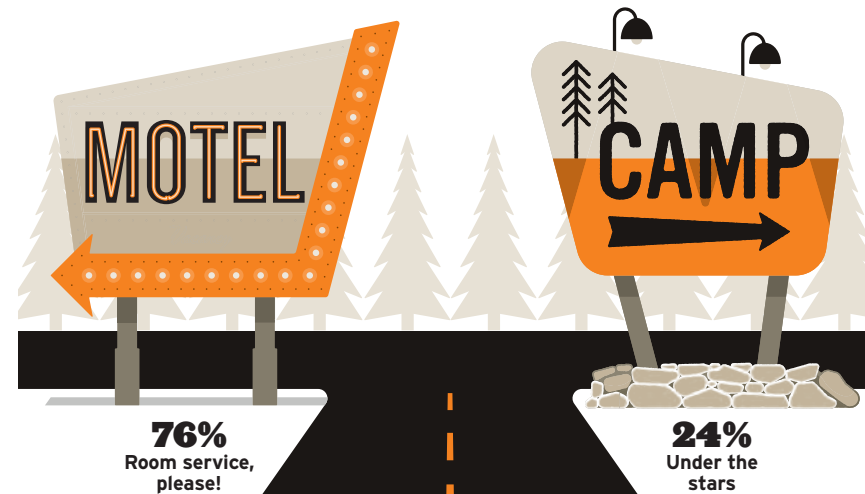
60/209/539

During the 2014 event, the city of Sturgis issued 60 marriage licenses, wrote 209 parking tickets, and hauled away 539 tons of garbage. As far as we know, none of those things are related.

DIVIDED HIGHWAYS

The Great Outdoors or Roadside Hotel?

WE ASKED: Cooking a hobo dinner over a crackling campfire then wrapping up in a mummy bag is the perfect way to end a day of riding for some, but others prefer the comfort and convenience of pulling up at a motel and curling up in a real bed. When the day's almost done, where do you kick your feet up - and why?



YOU SAID: I have this romantic notion of riding and camping along the way, but the reality as a female lone wolf is that it's safer to stay at a hotel. -RUBY C. ... **Dogs sleep on the ground.** -TONY K. ... After 20 years in the military, give me a cold beer, a good steak, and a king-size bed. Throw in a couple extra pillows, too. -TOM S. ... **We can ride for three weeks for the same amount of money that's needed for a week of hotels.** -BYRON H. ... When I was younger the most memorable trips were the ones where I only had some tarp, pegs, a sleeping bag, cans of soup, a canteen of water, and plenty of matches. I miss those days. -ANONYMOUS ... **My husband and I like spending the day riding through scenic areas and kicking back in the evening around a campfire. But we prefer a bed. That's why we recently purchased a motorhome.** -DARLENE K. ... After 600 miles, the last thing I want to do is lie on the ground and swat mosquitoes all night. Give me a bed, air conditioning, and the Weather Channel. -ANONYMOUS ... **Our definition of roughing it is when room service puts us on hold.** -MIKE R. ... When I see bikers camped out on the side of the road, it always takes me back to my roots. But when I see that sign advertising a heated pool, hot tub, restaurant, and free breakfast, I make a beeline for motel registration. -STEVE B.

NEXT QUESTION:

To Lane Split or Not?

While it's only legal for motorcycles in California, lane-splitting is a hot topic almost everywhere. Proponents say lane-splitting reduces congestion and keeps riders mobile (and thus safe). Others question its safety, and say it reflects badly on riders and annoys drivers. It's not a simple subject, but what do you think - to split or not?

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

RALLY POINT



FAMILY LEGACY

CRAIG SMITH, OF RENO, NEVADA, is Director of the Northern Nevada H.O.G. Chapter, a U.S. Navy veteran, and the patriarch (if his

wife doesn't mind us using that term) of an amazing riding family. He; his wife, Wendi; daughter Kristina (29); and son Nick (21) all ride their own Harley motorcycles.

He himself owns three, even though he readily admits he really only "needs" one.

"Some say I have a sickness," he says. "I say, how can you get rid of such beautiful bikes when you've poured your heart and soul into creating something distinctively you?"

He's especially attached to the 1992 Sportster® model he bought new while stationed in Bahrain. His friend Skip was going to be shipping his own Sportster to the base, and Craig wanted to be able to ride with him. "I had been saving my money for a couple of years to get my first Harley, so this seemed like as good a time as any to get one!"

It took a little work, but he found a dealership in Dubai and made a deal on a new Sportster. The only problem was he vastly underestimated how difficult it would be to get his new Sapphire Sun Glo Sportster 883 Deluxe back to the base.

"I thought I would just hop on my new bike, head over to the airfield, and away I go ... not!"

Instead, there were forms to complete and a 105-degree trip to Abu Dhabi to make (in a tiny pickup with no air conditioning) for the required authorizations to "export" his bike from Dubai to Bahrain. And though he had previously arranged to load his precious cargo onto a transport plane for the return trip, he neglected to get permission from the Dubai unit's commanding officer.

To make a very long story short, Craig was able to track down the colonel and convince him, over a few drinks, that it would be good for his men's morale to allow them to transport the bike. "I don't care where it goes, I just want it out of my hangar!" the colonel finally relented.

Back in Bahrain, his buddies christened the bike with a bit of jet fuel and celebrated what they believe was the first Harley-Davidson® motorcycle in Bahrain. Soon after, Skip got his bike in from Arizona, and before you know it the two friends were "touring around the streets of Bahrain to the admiration of its citizens, who had only heard of Harley-Davidson® motorcycles but had never seen one in person."

Today, that Sportster attracts a lot less attention. Except for when it's just one of four Harley-Davidson bikes ridden by the Smith family on their way to another big H.O.G. event.

horizon stretching to infinity. Maybe you've been inspired to submit a letter or email to HOG® magazine about your experience, and never received a response. With more than 650,000 H.O.G.® members, unfortunately, that happens.

However, the door into HOG magazine has been cracked open just a little wider with this column. At H.O.G. rallies and events, I'm always looking for interesting members to profile, and would love to hear your stories from the road or ideas for future stories. If you don't go to rallies but have a great road trip story, try telling it in 300 words or less, and email it to hogmagazine@harley-davidson.com and put "Rally Point" in the subject line.

See you on the road!



GLEN ABBOTT
RESIDENT ROAD HOG

VOICES IN THE WIND

Out on the open road, the silence can be deafening. When it's just you and your Harley® motorcycle in the middle of nowhere, everyday concerns disappear in the wind, and the voices in your head fall silent. You're completely in the moment, with razor-sharp, zen-like clarity. For me, if I'm writing a story, the road is inspiration, and sometime words, sentences, or descriptive phrases will pop into my head and the story will start fitting together like pieces in a jigsaw puzzle. If I don't pull over immediately to jot the words down, they'll likely be lost in the breeze.

You've probably experienced something similar. That burst of clarity, the feeling that nothing else matters but the moment, with the



SEND US
YOUR RALLY OR
EVENT STORY

hogmagazine@harley-davidson.com
Subject Line: Rally Point



Pay tribute to America's proud tradition of quality manufacturing by planning a road trip to the headquarters of one of these iconic U.S. brands. Take a tour. Discover America. Buy some stuff. Show off your Harley. Ride home with a head full of new knowledge.

FILSON®

SEATTLE, WA
filson.com

This outdoor clothing manufacturer got its start in 1897, outfitting the rugged individualists heading north to the Yukon Gold Rush. Today it makes top-notch outdoor clothing for "hunters and anglers, engineers and explorers, mariners and miners." And maybe a few motorcyclists.

BUCK® KNIVES

POST FALLS, ID
buckknives.com



Need to skin a deer, filet a salmon, or free your kid's toy from the confines of its maximum security packaging? You can't choose a better tool than a knife from Buck. American made since 1902.

TAYLOR® GUITARS

EL CAJON, CA
taylorguitars.com

Favored by artists from Taylor Swift to the Rolling Stones – Taylor guitars are found on the biggest stages all over the world. You can see how it all comes to life with a free factory tour.

SHELBY

LAS VEGAS, NV
shelbyamerican.com

In the high-performance auto industry, names don't get much bigger than Carroll Shelby – designer, racer, entrepreneur. Though he died in 2012, his legacy (along with many of his amazing cars) lives on at the Shelby Heritage Center.

NEW BELGIUM® BREWING COMPANY

FORT COLLINS, CO
newbelgium.com

Conceived in Belgium and birthed in a Colorado basement, New Belgium Brewing is now one of the leading craft breweries in America. Tours are free but very popular! Reservations are recommended.

CESSNA® AIRCRAFT

WICHITA, KS
kansaviationmuseum.org
cessna.com

This legendary aircraft manufacturer doesn't have its own museum, but the nearby Kansas Aviation Museum is a worthy substitute, with its world-class collection of aircraft, engines, archives, and more.

RED WING SHOES®

RED WING, MN
redwingshoes.com

Founded in 1905 to meet the rigorous demands of the Midwest's burgeoning mining industry, Red Wing continues to make "tough, comfortable footwear for hardworking Americans." At the museum downtown, you can take your picture with the world's largest boot.

TABASCO®

AVERY ISLAND, LA
tabasco.com



Visit the home of the world's most famous hot sauce. The unique growing conditions on this "salt dome island" produce pecks and pecks of perfect peppers.

JOHN DEERE

MOLINE, IL
deere.com



Tour the factory or make a pilgrimage to the John Deere Historic Site, where the man himself forged the world's first self-scouring steel plow, "the plow that broke the plains."

LOUISVILLE SLUGGER®

LOUISVILLE, KY
sluggermuseum.com

Nothing is more American than the crack of a bat on a warm summer day. And nobody makes more hits happen than Louisville Slugger. Check it all out at the Louisville Slugger Museum & Factory.

HARLEY-DAVIDSON

MILWAUKEE, WI
h-dmuseum.com

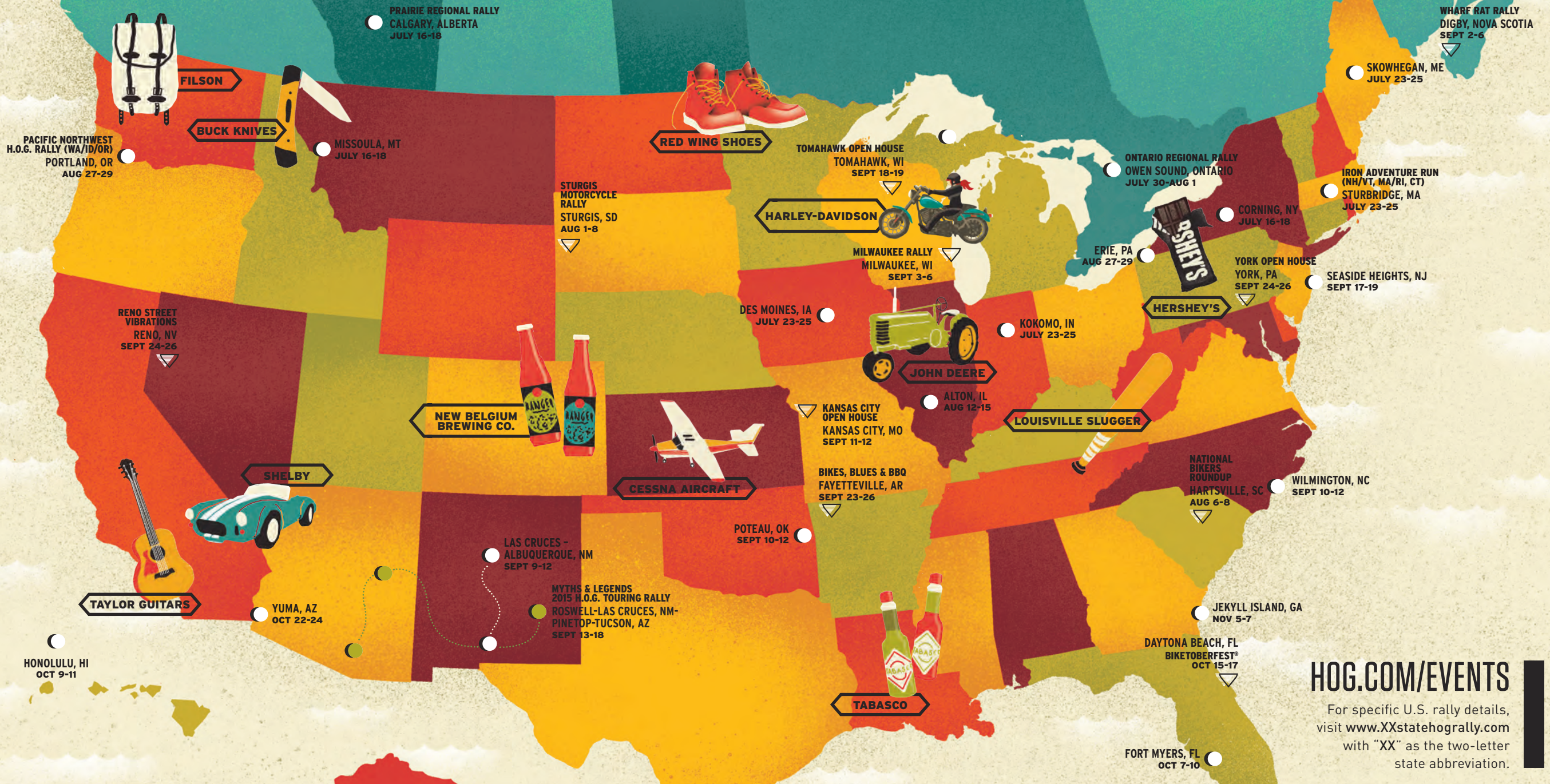


Don't forget to visit the home of the greatest brand of them all! Take a factory tour, see the historic headquarters on Juneau Avenue, soak in the history, and visit the most bad-ass museum on the planet.

HERSHEY'S®

HERSHEY, PA
hersheys.com

It began simply as the home of America's favorite chocolate, but it has grown into a premier resort and entertainment destination. You can take in a show, visit a theme park, or go on any number of chocolate-themed tours and activities.



PACIFIC NORTHWEST
H.O.G. RALLY (WA/ID/OR)
PORTLAND, OR
AUG 27-29

FILSON

BUCK KNIVES

MISSOULA, MT
JULY 16-18

PRAIRIE REGIONAL RALLY
CALGARY, ALBERTA
JULY 16-18

RED WING SHOES

STURGIS
MOTORCYCLE RALLY
STURGIS, SD
AUG 1-8

TOMAHAWK OPEN HOUSE
TOMAHAWK, WI
SEPT 18-19

HARLEY-DAVIDSON

MILWAUKEE RALLY
MILWAUKEE, WI
SEPT 3-6

ONTARIO REGIONAL RALLY
OWEN SOUND, ONTARIO
JULY 30-AUG 1

SKOWHEGAN, ME
JULY 23-25

WHARF RAT RALLY
DIGBY, NOVA SCOTIA
SEPT 2-6

IRON ADVENTURE RUN
(NH/VT, MA/RI, CT)
STURBRIDGE, MA
JULY 23-25

CORNING, NY
JULY 16-18

HERSHEY'S

YORK OPEN HOUSE
YORK, PA
SEPT 24-26

SEASIDE HEIGHTS, NJ
SEPT 17-19

ERIE, PA
AUG 27-29

RENO STREET
VIBRATIONS
RENO, NV
SEPT 24-26

DES MOINES, IA
JULY 23-25

JOHN DEERE

KOKOMO, IN
JULY 23-25

HERSHEY'S

SHELBY

NEW BELGIUM
BREWING CO.

CESSNA AIRCRAFT

KANSAS CITY
OPEN HOUSE
KANSAS CITY, MO
SEPT 11-12

LOUISVILLE SLUGGER

ALTON, IL
AUG 12-15

BIKES, BLUES & BBQ
FAYETTEVILLE, AR
SEPT 23-26

NATIONAL
BIKERS
ROUNDUP
HARTSVILLE, SC
AUG 6-8

WILMINGTON, NC
SEPT 10-12

TAYLOR GUITARS

YUMA, AZ
OCT 22-24

LAS CRUCES -
ALBUQUERQUE, NM
SEPT 9-12

POTEAU, OK
SEPT 10-12

MYTHS & LEGENDS
2015 H.O.G. TOURING RALLY
ROSWELL-LAS CRUCES, NM-
PINETOP-TUCSON, AZ
SEPT 13-18

TABASCO

JEKYLL ISLAND, GA
NOV 5-7

DAYTONA BEACH, FL
BIKETOBERFEST®
OCT 15-17

HONOLULU, HI
OCT 9-11

FORT MYERS, FL
OCT 7-10

HOG.COM/EVENTS

For specific U.S. rally details,
visit www.XXstatehogrally.com
with "XX" as the two-letter
state abbreviation.

KEY

● H.O.G. RALLIES
Whether you've got a weekend to spend in a city nearby or are looking for a cross-country adventure, H.O.G. rallies offer something for everyone.

▽ PIN STOPS
Plan now to catch up with H.O.G. at one of this year's Pin Stops and collect a commemorative pin. Meet H.O.G. staff and get the VIP treatment just for stopping in.

2015 H.O.G. RALLIES

Event details subject to change.

YEAR AT A GLANCE

KEY
H.O.G. RALLIES
PIN STOPS

For specific U.S. rally details, visit www.XXstatehogrally.com with "XX" as the two-letter state abbreviation.

JULY

MISSOULA, MT
 JULY 16-18

CORNING, NY
 JULY 16-18

PRAIRIE REGIONAL RALLY
 CALGARY, ALBERTA
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 AUG 6-8

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 OCT 7-10

HONOLULU, HI
 OCT 9-11

BIKETOBERFEST®
 DAYTONA BEACH, FL
 OCT 15-17

YUMA, AZ
 OCT 22-24

NOVEMBER

JEKYLL ISLAND, GA
 NOV 5-7

MIDNIGHT SUNSHINE

IT ALL STARTED WITH A CHANCE ENCOUNTER ON AN AIRPLANE.

When Dia Matteson, owner of Alaska Harley-Davidson in Anchorage (and the youngest female H-D dealership owner in the world) met Homer, Alaska native Sarah Coe in the seat next to hers they made an instant connection. So much so that Dia had offered Sarah a job by the time they landed.

"I was pursuing my marketing degree at the time," Sarah says. "And that part-time job has evolved into something much bigger."

Which is to say, she's now the Marketing Manager for the three Southcentral Alaska Harley-Davidson dealerships.

As if it's not remarkable enough that Sarah was only 20 when she started, she didn't have any motorcycle background at all. But that has changed in a big way. She instantly fell in love with Harley-Davidson and the H.O.G. lifestyle. Today she's an active member of the H.O.G. Alaska Chapter and rides her new Red Flake Hard Candy Custom Street Bob® as often as she can. She also works hard to stay on top of the Alaska motorcycle scene.

"I think that an important part of marketing for H-D is understanding the motorcycle culture that goes on beneath the surface, and being in touch with all of the groups and clubs, and cliques, and chop shops, and everybody," she explains. "So I've really made an effort to understand what's happening with motorcycles, all brands, all throughout the state."

In addition to her very cool day job, Sarah is also Marketing Director for the chapter, which made her an important part of the team that helped plan and promote the 2014 Alaska H.O.G. Rally in Anchorage. The 2015 event is up the road (about 360 miles) in Fairbanks, which means others are planning it - and that means Sarah is looking forward to taking part as "just another rider."

"The Alaska H.O.G. rallies bring together chapters and riders from every corner of Alaska and often members from out of state, as well," she says. "It's a great chance to catch up with folks you haven't been in touch with and hear their stories from the road."

"And since it's in the middle of June, the sun stays up almost all night and gives us more time to party!"



TAKING CARE OF OUR OWN.



YOU'RE PART OF THE HARLEY FAMILY. It runs in your veins. So keep your ride in the right hands with Harley-Davidson® Insurance—
 \$3,000 Accessory Coverage, Genuine H-D® Parts guarantee, Total Loss Replacement Coverage, H.O.G.® member discount and so much more.

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H-DInsurance.com

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Don't Do It!

A few things you should STOP doing with your Harley-Davidson® motorcycle, courtesy of your local H-D service experts.

CLEANING YOUR WINDSHIELD WITH A GAS STATION SQUEEGEE

Your Harley-Davidson windshield is specially coated to resist scratching. But the dirty water at a gas station is like sandpaper. Plus, the chemicals can harm the coatings. Use a soft cloth and plain water or H-D-approved cleaners instead.

"TOPPING OFF" YOUR FUEL TANK

Gas in underground tanks is cold. When it warms up in your tank it expands. If your tank is too full and the gas expands, problems can develop.

IGNORING YOUR BATTERY

Today's high-tech H-D® motorcycles put higher demands on your battery, and draw a tiny charge even when it's not running. Make sure your battery is always ready to roll – and lengthen its life – by hooking up a tender between rides, especially if it's going to sit for three weeks or longer.

RIDING ON WORN OR SOFT TIRES

One of the simplest safety precautions you can take is to make sure your tires are ready to roll. Underinflated tires can cause handling problems and premature wear. Worn tires lose traction and risk a dangerous blow-out. Make checking them part of your regular pre-ride inspection.

USING ONLY THE REAR BRAKE

Don't worry; you're not going to flip the bike over if you use too much front brake. It's not a bicycle. Give it a good, steady squeeze to increase your stopping power – up to 70 percent of it comes from the front.

JUMPING IT OVER THE FOUNTAINS AT CAESAR'S PALACE

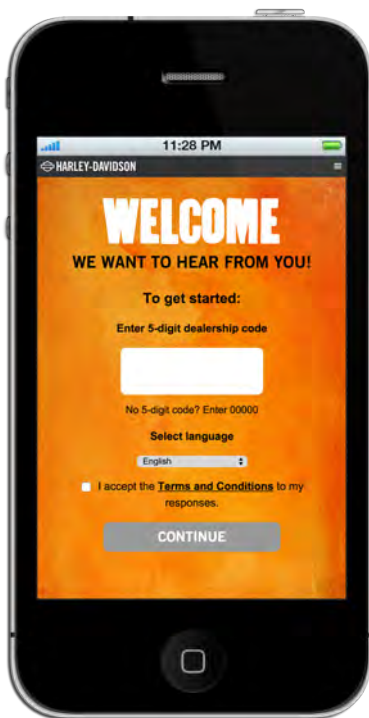
Only two guys have ever actually tried this. Only one on a Harley® motorcycle. And he didn't fare so well.

H-D CXI

Be Heard

At Harley-Davidson, our goal is to ensure that you have a great experience every time you visit one of our dealerships. Whether you're there to look around, to buy a T-shirt, get your bike serviced, or to fulfill a dream of owning a Harley-Davidson® motorcycle. Your experience is important to us, and we want to hear from you.

Be Heard gives you the opportunity to provide us with feedback on your experience in real-time right from your mobile phone at the dealership. The information you give us will be received by the dealership and Harley-Davidson within



hours. Let us know what's working well for you, and what's not, so we can ensure we're consistently delivering the best experience for you every time you visit one of our dealerships.

So the next time you're in a dealership look for the poster that says Be Heard or ask the staff for information on how you can provide feedback. Whether you want to remain anonymous or would like to provide your name, we want to hear from you. Your feedback will help us to ensure we make every dealership experience a great one for you and all of our customers.

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FLAT TRACK

X Gamers

Bryan Smith won a gold medal in the inaugural Harley-Davidson Flat Track Racing event at X Games Austin on June 4, capitalizing on the bad luck of Harley-Davidson Wrecking Crew rider Jared Mees, whose motorcycle threw a chain while in the lead halfway through the last lap. Sammy Halbert got silver and Harley-Davidson Factory Flat Track team rider Brad Baker rounded out the medals with bronze. Watch a recap of the action at xgames.com.



Experience the Sonic Power

Three-way amplified speakers unleash Harley-Davidson® Boom!™ Box Infotainment performance.

Big and bold is the best way to describe the sonic performance of the new Boom!™ Audio Stage II Speaker Kits from Harley-Davidson® Genuine Motor Parts and Accessories. Backed by a 300-watt amplifier (sold separately), each speaker kit has been engineered to deliver thumping bass response; sizzling vocals; and clean, distortion-free performance at all volume levels.

Designed to work seamlessly with the factory-installed Boom! Box infotainment unit on 2014-later Project RUSHMORE Touring motorcycles, these three-way speakers feature high-excursion woofers for extended bass performance, and a bridge-mounted mid-frequency driver and separate tweeter for rich vocals and startlingly real treble notes. Each speaker is powered by two channels from the **BOOM! AUDIO 300-WATT AMPLIFIER** – one 75-watt channel powers the woofer, and another 75-watt channel powers the mid/tweeter combo – for true audiophile performance.

Boom! Audio amplifiers use a pure unamplified signal from the Boom! Box 4.3 or Boom! Box 6.5GT unit. This combination of a clean signal boosted by the custom-made Boom! Audio Amplifier providing output to Boom! Audio Stage II Speakers results in sound reproduction of less than one percent Total Harmonic Distortion, which rivals the performance of a high-quality home-audio system.

New Boom! Audio Stage II Speaker Kits are available for installation in the fairing (batwing or Road Glide®), Tour-Pak® luggage carrier, fairing lower, trike body, and saddlebag lid locations. Owners can build the system they desire,

from a single pair of fairing-mounted speakers and a 300-watt amp to a full-bore, eight-speaker, four-amplifier, 1200-watt system. Each Stage II Speaker Kit was developed specifically to take advantage of H-D® motorcycle speaker enclosures and positions, with unique equalization for each combination of speakers, to deliver the best possible performance. Featuring composite frames, powerful magnets, and protective perforated metal grills, these weather- and vibration-resistant speakers are designed for life on the road.

The **BOOM! AUDIO STAGE II BATWING FAIRING SPEAKER KIT** and the **BOOM! AUDIO STAGE II FAIRING SPEAKER KIT FOR 2015 ROAD GLIDE®** fit the Original Equipment 5.25-inch speaker enclosures.

The 6.5-inch **BOOM! AUDIO STAGE II TOUR-PAK AND TRIKE BODY**



BOOM! AUDIO 300-WATT AMPLIFIER
\$449.95 P/N 76000277A

SPEAKERS further enhance the audio experience for the rider and passenger.

Nestled in the glove boxes of the vented fairing lowers, 6.5-inch **BOOM! AUDIO STAGE II FAIRING LOWER SPEAKERS** are angled toward the rider to provide a wall of sound. Installation requires the separate purchase of Color-Matched Fairing Lower Speaker Boxes.

The 5 x 7-inch **BOOM! AUDIO STAGE II SADDLEBAG SPEAKERS** are directionally optimized to fill the rider cockpit with sound. Installation requires the separate purchase of Color-Matched Saddlebag Lids.

Complete Boom! Audio Stage II Kits include two three-way speakers, electronic crossovers, grills, and plug-in connections. Each kit requires the separate purchase of an amplifier and, in some instances, an installation kit. Dealer installation and software updates are required.



BOOM!™ AUDIO STAGE II BATWING FAIRING SPEAKER KIT
\$329.95
P/N 76000524



BOOM! AUDIO STAGE II FAIRING SPEAKER KIT FOR 2015 ROAD GLIDE®
\$359.95
P/N 76000594



BOOM! AUDIO STAGE II TOUR-PAK® AND TRIKE BODY SPEAKERS
\$329.95
P/N 76000526



BOOM! AUDIO STAGE II FAIRING LOWER SPEAKERS
\$399.95
P/N 76000353



BOOM! AUDIO STAGE II SADDLEBAG SPEAKERS
\$499.95
P/N 76000319



PHOTOGRAPHY BY MARK CHILTON

Riding with the Devil

Mythical, Legendary Highway 491 (666).

Highway 666. The “Devil’s Highway.” “Highway to Hell.” Whatever you call U.S. Route 491, this remote stretch through the New Mexico desert has a certain ... let’s say, “charm.” Though spectacular in its desert scenery, its history is filled with unsettling myths and legends.

It came by its original name - U.S. Highway 666 - innocently enough, as the sixth spur off of U.S. 66, the famous “Mother Road.” Triple sixes is the famous “number of the beast” in the Bible. And over time people began to attribute all sorts of supernatural happenings on the highway to its evil-sounding name.

Among the legends that began to take root was a tale of a mysterious “black sedan” (a.k.a. “Satan’s Sedan”) that would appear out of nowhere to run motorists off the road. No incidents were ever confirmed, of course. Another common myth was the tale of the fearsome “Hounds of Hell,” a pack of supernatural canines said to terrorize motorists with their amazing speed and razor-sharp teeth, capable of ripping even the toughest steel-belted radials to shreds.

As silly as it seems, over time, law enforcement officers began to see a self-fulfilling prophesy at work. That is, irrational fear of

the otherwise ordinary road seemed to be contributing to the accident rate, which was higher on U.S. 666 in New Mexico than simple chance would dictate. Rational or not, drivers began to avoid the road (and steal the “666” signs), prompting officials to rename it in 2003.

By then, Route 66 itself had long since been renamed, so 491 was chosen as a replacement. The new designation lacks the punch of the old, but it’s still an amazing ride through a beautiful part of New Mexico.

If you find yourself missing the mystery, signs reading “Former 666” can still be found along the way. Enjoy the ride but please don’t steal the signs. We’re pretty sure that “the devil made me do it” won’t hold up in court.

See more “Devil’s Highway” photos in the HOG® tablet edition. hog.com/tablet



Road Captain Recon

Tips from Mark Chilton, “Road Scout” for the Myths & Legends H.O.G.® Touring Rally

CURVES AHEAD

If you like twisties, the Devil’s Highway is an incredible ride. Just be on the lookout for unmarked hairpin turns - there are quite a few along this route. And buy gas before you need it; there are long stretches between pumps.



R & R

A great place to stop and take a break is the Hannagan Meadow Lodge, 22 miles south of Alpine, Arizona (Milepost 232). At 9,100 feet, it’s more than a mile higher than Clifton, just 70 miles to the south. The views are spectacular, and the food is delicious.



TOP COPPER

The Morenci Copper Mine, outside of Clifton, is the largest copper mining operation in North America. Chances are you’ve never seen anything quite like it! It’s definitely worth a stop and a few pictures at the turnout at Milepost 174.



A CLUB FOR PEOPLE WHO TEND NOT TO JOIN CLUBS.

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

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

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You can ride the Devil’s Highway on the Myths & Legends 2015 H.O.G.® Touring Rally, September 13-18. For more information or to register, visit hog.com/mythsandlegends.

Termination: Deferred

That time Robert Patrick almost died on a motorcycle. But not the way you might think.

by DON ARGENTO

Actor Robert Patrick thought he was going to die.

Lying in the shade along a remote mountain road in California, he looked up into the clear blue sky and said, “Man, it’s been great, thanks! I’ve had the greatest time.”

But the motorcycle gods had a different plan. Somehow, Patrick managed to crawl back onto his motorcycle, ride home, and sleep for about 24 hours. The next day, he visited the doctor and pieced together what had happened.

In the movies and on TV, Patrick is best known for his iconic role as the metal-morphing T-1000 in *Terminator 2: Judgment Day*. That role jump-started a three-decades-long Hollywood career, with scores of movie and television roles, including his current gig as Cabe Gallo on the CBS hit TV series *Scorpion*. One of his personal career highlights was being cast as the President of the San Bernardino Chapter in *Sons of Anarchy*.

In real life, he’s a longtime Harley-Davidson® motorcycle owner; H.O.G.®



member; and proud Charter Holder of Chapter 101 of the legendary Boozefighters Motorcycle Club (BFMC) in L.A., one of the oldest motorcycle clubs in the United States. But if it weren’t for a bit of Harley divine intervention, he wouldn’t have been around to be any of those things.

In 2000, Patrick was totally diggin’ his pair of H-D® bikes – a 1994 Fat Boy® and a 1982 Shovelhead – and he had just landed the role of FBI Special Agent John Doggett on *The X-Files*. But then fate stepped in. Glendale Harley-Davidson had just received a brand-new red 2001 FXDWG2 Willie G. Switchblade CVO™ Custom. “I was there when they uncrated that thing. It was one of the hottest bikes I’d ever seen in my life!” Without hesitation, he traded in his two bikes. Patrick admits, “It was the most impulsive thing I’d ever done. [But] you buy a Harley® with your heart, not your head.” Sometimes, your heart is smarter. That red Switchblade was a lifesaver.

One of Patrick’s best riding pals is Joaquin Phoenix. The actors became friends after making *Ladder 49* and *Walk the Line*, and started “bombing around L.A. together” on their bikes. One day, Phoenix didn’t show for a ride, so Patrick set off on his own. He was high up in the Malibu Mountains when he felt a sharp pain in his right cheek.

“It hurt like a mother!” he recalls. “All of a sudden my chest starts getting tight, and my head is pounding. I’m going ... what the hell is going on?”

Patrick pulled over, parked the bike, turned off the ignition, and then boom! He was out cold, slumped over the tank. His right leg was lying directly on the scalding-hot side pipe, which burned through his jeans and scorched his leg. The pain triggered his adrenal gland with a jolt that woke him up. He fell off the bike, crawled into the shade, and passed out again. About 90 minutes

later, “I’m in these leaves, and I’m drenched in sweat. I don’t know what’s happened to me. And I’m thinking ... I’m dying.”

The next day the doctor told him that he *should* be dead. “As a reaction to that burn, your body gave you a life-saving surge of adrenaline,” he said. “Now we know you’re allergic to bees.”

“Doc, let me tell ya,” Patrick said, “that was a hell of a way to find out!”

Though Patrick is entering his fourth decade as a successful Hollywood actor, being “a Harley guy” is a big part of his self-identity. “[It] fulfills the romantic image I have of myself in my own movie, as an American male who’s been influenced by James Dean and Marlon Brando.”

In 2006, Patrick expanded his fleet with two brand-new shiny black Harley models, a 2006 Electra Glide® Classic for long hauls and a 2006 Softail® Springer™ for cruising. The bagger, affectionately named Priscilla, has an impressive 89,000 miles on her. She has become a road-worn partner that he has shared a lot of great experiences with, including several rides to D.C. with his buddy “New York Myke,” owner of San Diego Harley-Davidson.

“I was with Robert the first time he visited some war heroes at Walter Reed Medical Center,” Myke says. “We spent several hours in the wing where the vets get fitted for prosthetics. They all knew him from *The Unit* and *Terminator* – they just love him. They could see he was the real deal. He’s so humble; that’s what makes him great.”

It is a great story. And to think it all could have come to a tragic, premature end because of one little bee.

DON ARGENTO splits his time between authoring motorcycle articles and writing songs. For more information, visit donargento.com.



PHOTOGRAPHY BY HOLLY CARLYLE

Robert Patrick with his beloved bagger Priscilla, a 2006 Electra Glide® Classic. The two have logged an impressive 89,000 miles together.



The H-D Styling team visits with Go Takamine at his Brat Style cycles shop in Tokyo after the Mooneyes show.

THROUGH *the* DESIGNER'S EYES

Story and Photos by Michael Lichter



The call came as I was riding backwards, enjoying the scenery somewhere along the 3,900-mile route between Daytona Beach and Tacoma, Washington while shooting the 2014 Cannonball Endurance Run. Ray Drea was on the other end asking me if I wanted to join him in Tokyo for the Mooneyes Yokohama Hot Rod Custom Show. Was he kidding? A chance to travel with Harley-Davidson's chief stylist and some other members of the Styling team to one of the world's coolest custom bike shows? My interest spiked as I imagined what the show would look like through a motorcycle designer's eyes. Of course I wanted to go.

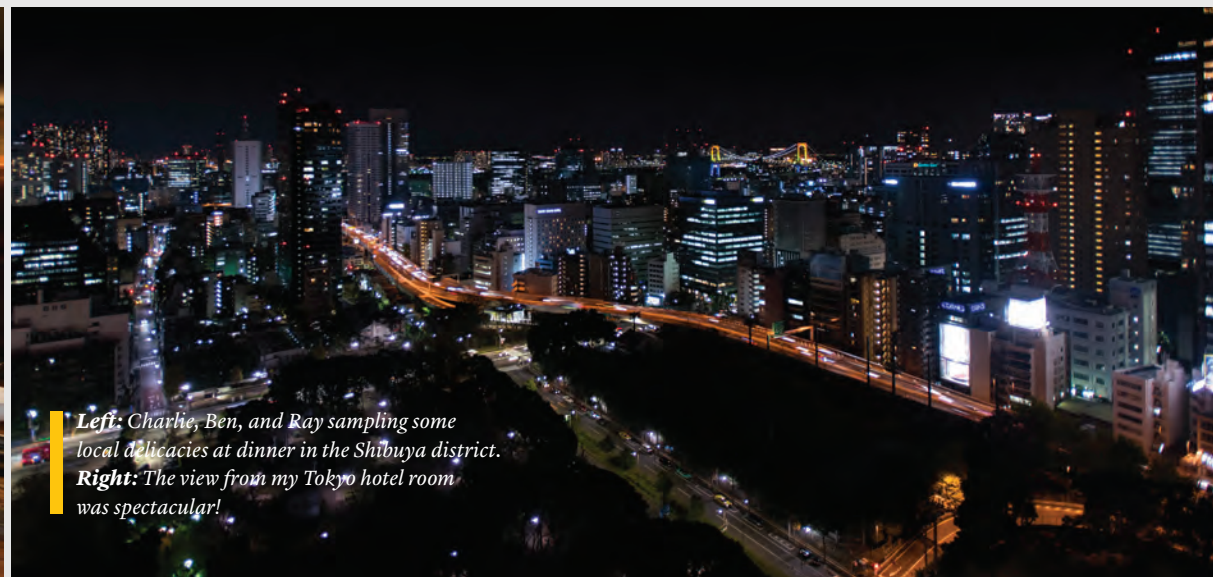
Show Time

The plan was simple: Spend a week in the Tokyo-Yokohama area attending the show and visiting as many custom bike shops as time allowed. Joining us would be two young designers from the H-D Styling department, Ben McGinley and Dais Nagao, and Charlie Wartgow from the Motorcycle Product Planning team. They called it an "anthropology" trip.

Why go all the way to Japan when we have great custom bike shows here in the U.S.? Simple. Harley-Davidson® motorcycles are sold the world over, so it's important to not just understand how the brand is viewed elsewhere but to see how global customers ride, why they ride, and what they bring to the custom bike scene. The seemingly boundless passion Japanese bikers show for the brand – and Americana in general – along with the vibrant custom bike scene, made Japan the perfect destination. A trip like this also reflects one of the core tenets at Harley-Davidson: its focus on the customer. As Ray explained, the brand follows a "customer-led development process." Information comes in from many sources, but nothing beats getting out and talking directly to customers. And this means customers everywhere.



Left: Charlie, Ben, and Ray sampling some local delicacies at dinner in the Shibuya district.
Right: The view from my Tokyo hotel room was spectacular!



After 12 hours in the air, we landed in Tokyo on Friday, jet-lagged and stoked. Dais, a Tokyo native, was a tremendous help and a great guide. Despite 20 years of living in the States, he was back on home ground and able to expertly help us navigate both the streets and the menus. After a pre-party Friday night, we were off and running on Saturday.

Show day began with such a blue sky and strong sun it made you wonder if it really was winter. The crowd in front of the Pacifico Yokohama Exhibition Hall was jumping as it awaited the grand entry of the invited builders who were staged out back. As announcers called their names, builders roared down the long red carpet on their custom creations. Between the loudspeakers, the crowd, and the roar of the bikes, the atmosphere was electric! These builders are rock stars!

The spectacle of the grand entry was just a taste of how intense Japan's custom bike scene is. Where else are 650 custom bikes premiered at one show? And with merely one day to take in everything before the awards were given, it was all but impossible to see every bike – not to mention the pin-stripers, bands, artists, classic bicycles, and custom cars on display.

There were so many styles of bikes: old-school choppers, café racers, Brat Style, sport, vintage. But on closer examination, they weren't as predictable and regimented as you may see at other shows. We found ourselves continually uttering, "WOW!" as we took in details, approaches, entire bikes, and even displays. As for the best, it was tough to choose a favorite. As Ray said, it was "like comparing Rembrandt to Picasso. How can you say one is better than the other? Two very different artists and each one is awesome."

Shopping Around

Our remaining days in Tokyo were spent going from shop to shop visiting custom bike builders. With a population of 32.5 million people, greater Tokyo can support a lot of shops, so we focused on the best of the best. On Sunday, we stopped in on Go Takamine and his Brat Style company's Tokyo shop. What he started 20 years ago has become an international style. Next was Kaichiroh "Cross" Kurosu at Cherry's Company, who won the



Gen, of Love Ear Art in Japan, hangs out at the Monday night after-party at Mooneyes shop and Tokyo headquarters. When he's not out at parties, Gen, a painter, turns gas tanks (and other things) into amazing works of art.



1



2

One: A Keiji-Kawakita (Hot-Dock Custom Cycles) custom creation ready to head out following the show.

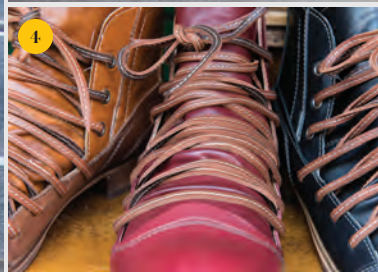
Two: Hideya Togashi in his shop during a visit by the H-D Styling team.



Parking award-winning customs on the street at Kaichiroh Kurosu's Cherry's Company shop frees up extra space to work on other projects inside.



3



4

Three: Native Japanese speaker Dais Nagao, of the H-D Styling team, mastered the Tokyo subway system (with a little help) and became a great guide around the city. **Four:** This window display of interesting shoes caught the eyes of the Styling team, as did so many things on the streets of Tokyo.

“Best of Show” at Mooneyes with his “Chronos Project” late-model Harley® motorcycle (with pan rockers) in a Softail® frame. That’s two wins in a row for this talented builder.

After the first day’s visits, the H-D team was impressed by how much is accomplished in such small building spaces, especially when compared to the shops of builders of comparable stature in the United States. What they do in these tiny spaces is amazing. Rather than seeing new parts on shelves, you see raw materials ready to be shaped into what is needed. To this end, some of the builders do absolutely everything in their own shops, including leather and paint.

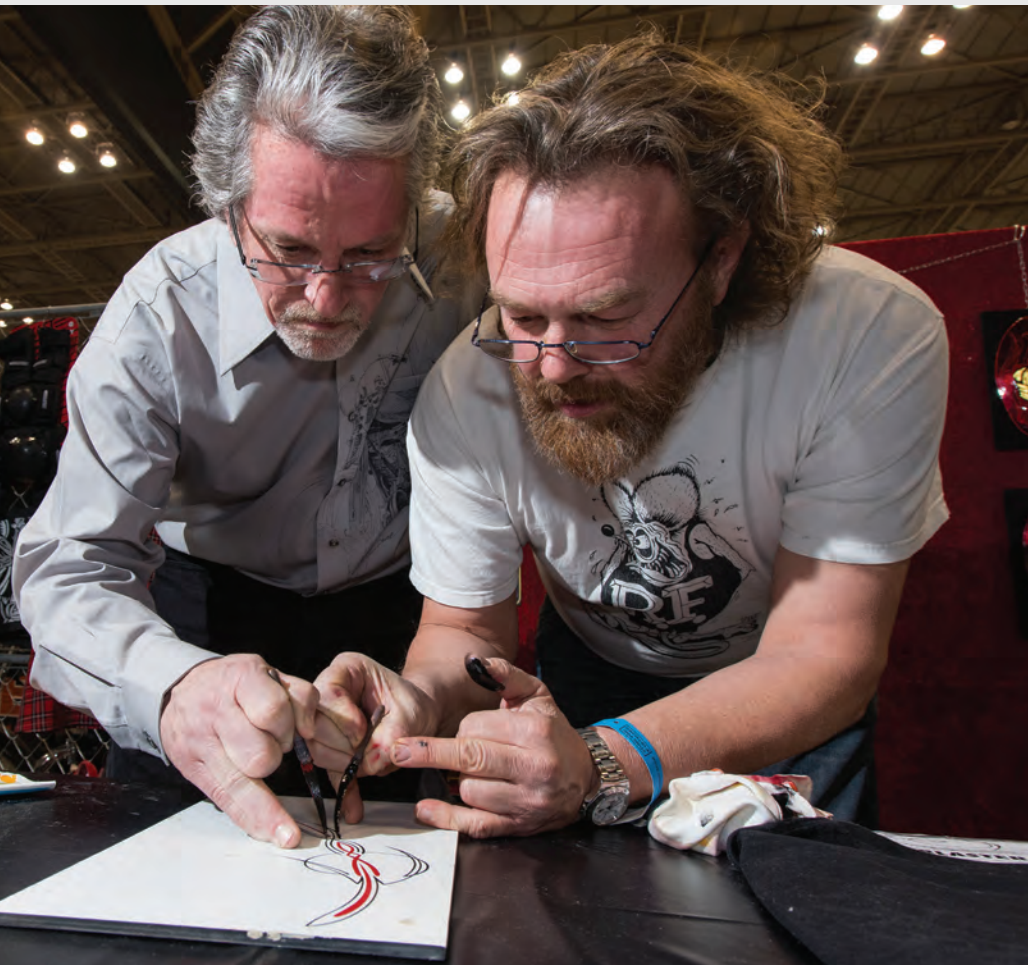
“Every element is important,” Ray noted. “They don’t just use a wire tie, for instance, they’ll hand-make something to do the same thing.”

As Ben said at the end of one long day, “The shops are even more inspiring than the show.” He went on to explain how the average rider is looking for literal inspiration, specific ideas they can use, but designers are looking for something else. Not ideas, per se, but creative nourishment.

One: A visit to the hip Deus Ex Machina Tokyo shop – filled with beautifully designed bikes, books, graphics, and other objects – just three days after its grand opening. **Two:** Go Takamine stands in his Brat Style cycles display at the show. In Japan, show displays tend to be much more elaborate than at shows in the United States. **Three:** A beautiful custom creation outside of Zak Shibazaki’s Sundance Skunkworks shop after the annual Mooneyes Yokohama Hot Rod and Custom Show.



One very memorable moment at the show was when “Blaster,” an Italian pinstriper friend, suggested that he and Ray, also an accomplished pinstriper, do a side-by-side pinstripping demonstration. None of us had ever heard of this before, but what unfolded was amazing. Each artist held a fine brush to the same painted panel, laying down line after line, taking turns like jazz musicians riffing back and forth “trading fours.” Then they painted simultaneously, side by side, each responding fluidly to the nuances of the other’s subtle turns and strokes. So cool!



“What we need is to feed our creative side, to feed the machine,” he said. “We need fresh input to encourage fresh and exciting output.”

Another day we visited Harley-Davidson Japan to meet with staff and dealership representatives who shared their perspectives on the brand in Japan. H-D Japan Managing Director Stuart Farrell then joined us on visits with Hideya “Hide” Togashi at Hide Motorcycles and Zak “Sundance” Shibazaki at Sundance Enterprises – two very different shops. While Hide is known for understated and diverse customs, Zak is a performance geek who worked the racing paddock in Daytona for years. Dressed in his lab coat, he tweaks every last bit of horsepower out of his customs like a scientist.

Across all of the shops we visited, one theme emerged: the amazing craftsmanship and attention to detail of each individual part that comes together into a larger whole. The sense of a mindful approach, not just to custom building but toward life in general, was humbling.

Aftermath

In the end, this trip meant more than just taking in some of the best bikes in the world and thinking/talking motorcycles every waking moment. It was the sum of all that our senses took in, made even better as a shared experience. Ray noted that that’s how it is at work.

“Together is what delivers that wow,” he explained. “It takes the ideas to a new level.”

Dais’s insights into Japanese design, presentation, life, and culture were invaluable. Ray’s 30 years of design experience brought a very thoughtful side. And then there was Ben, who offered his insights filtered through a younger pair of eyes.

Although we were a little beat up by the end of the week, our batteries were fully charged. Ben summed up the feeling when he said how excited he was “to go back to the studio totally jazzed to draw bikes and come up with something new.”

I know I was inspired. And I can’t wait to see how Harley-Davidson designers translate the amazing creativity on display in Japan into exciting new products. 🙌

See more photos of Japan’s inspiring cycle culture in the HOG® tablet edition. hog.com/tablet



WET & WICKED

RIDING THE FORGOTTEN HIGHWAY

Waiting at the Albuquerque airport for my flight to Los Angeles, I could already feel the wind on my face as I thought about riding Highway 395 from Hesperia, California to the Canadian border at Laurier, Washington. 1,700 miles, on a new Wide Glide® the 2015 HOG® project bike. After two months of poring over maps and checking gear, I was packed and ready to go.

Photography & Story CARLAN TAPP

DAY 01 Couldn't have been a better way to begin the ride than with a send-off from old friends in Long Beach. We met for breakfast and laughed about the old school days. They walked me out to the Wide Glide parked and loaded with gear. "How cool is this?" they said. "You really get to ride this bike all the way to Canada?"

Well, someone's got to do it.

Harley says, "The Wide Glide combines old-school attitude with 103 cubic inches of V-twin engine to rattle minivan windows." I think I rattled a few so far. Actually, it got my heart thumping nicely.

After clearing L.A. traffic, the white noise in my head began to disappear, mile by mile. By afternoon, I was in the zone. Wind on my back, rolling on the throttle, feeling one with the road.

Kickstand down in Boron, CA. 133 miles.

DAY 02 Leaving Boron, the Eastern Sierras appeared on the horizon. Felt good to be on the open road riding into the mountains. The weather was good, better than the forecast, which called for rain. Choosing May to ride 395 was based on past experience. Normally it's dry with mild temperatures east of the Sierras.

Rode into Pearsonville, "Hubcap Capital of the World." Down the road, a short detour on Highway 190 led to Keeler Beach Resort, Owens Lake, once a lively vacation destination. A zinc-mining boom in the early 1900s brought new life to the town. In the early 1920s, water was exported to Los Angeles. Owens Lake eventually dried up, causing alkali dust storms to blow through Keeler. Today, eclectic artists find freedom to express themselves here. Some of the best motorcycle art I've come across.

Mount Whitney's ahead, half hidden in the clouds. I was thinking those clouds looked gray and heavy. They were. Rode in and out of rain. Majestic Sierras peeking out of sun breaks – a photographer's paradise.

Cobwebs gone. Felt the freedom of the road.

Kickstand down in Lone Pine, CA. 127 miles.





DAY 04 Woke to heavy rain and sleet. Walking over to breakfast, cars pulled up covered in snow. Waitress said this weather just isn't normal this time of year. Pulled out the long underwear, glove liners, face mask, and rain gear. Left Tom's and got back on the highway. Rode focused, in control. Gear kept me dry. By late afternoon the sun poked through the clouds as I crossed into Nevada. Dry pavement never looked so good.

Later, looking out the motel window, it was raining hard again.

Kickstand down in Gardnerville, NV. 131 miles.



DAY 03 Slept hard and woke ready to go. Checked the weather. Forecast was for rain, sleet, and snow for the next two days. It was cloudy but dry, so I took off while it looked good. Out on the highway, Mount Whitney had broken out of the clouds for another fantastic photo opp.

Took a break at Manzanar National Historic Site, established to preserve the stories of the internment of nearly 120,000 Japanese Americans during World War II. From there, a short detour on Highway 168 to a grove of bristlecone pines, the oldest of which are more than 4,000 years old.

Stopped for the night at Tom's Place Resort. The original Tom's Place was built in 1917 by Hans Lof as a gas stop for traffic moving up from Southern California. Hans added a cookhouse, a store, and corrals after he started packing people into the mountains for a wilderness getaway. In 1923, Thomas Jefferson Yerby and his wife, Hazel (stage actress Jane Grey), bought it. Tom built the original Tom's Place Lodge in 1924. It hasn't changed much since then.

Hung up my gear to dry. Met some great folks/bikers in the bar. Good food, great conversation. A good day.

Kickstand down in Tom's Place, CA. 87 miles.



DAY 05 Talked with the locals. They know the history. They know the weather patterns. "Never seen this kind of weather in over 80 years living here." Rain, sleet, snow, wind, cold - sure happy I had long underwear. A short break in the weather. Left Gardnerville into Reno. The sky opened up again with more water than I thought clouds could hold.

At Susanville, the sun broke through. Four lanes of Highway 395 suddenly turned into the classic blue highway. The sun warmed my back and seeped into my bones. Rolling on the throttle, wind in my face, feeling of being one with the landscape. The high desert was covered with new spring sage. Mile after mile, the beauty and wonder of the landscape filled all my senses.

Shortly after crossing into Oregon, Goose Lake came into view. At an overlook, I met George Steward. He's lived there for 82 years. Within 15 minutes, George shared local history and his stories of the area with me. Invited me to breakfast in the morning.

Kickstand down in Lakeview, OR. 272 miles.



DAY 06 Woke up to sun and blue sky. Packed up the long underwear and rain gear, and got on the road. Good breakfast and conversation with the locals at the Tall Town Café.

North of Lakeview, Highway 395 became straight and narrow, extending to the horizon as far as the eye can see. Passed fewer than a dozen cars. Sun warmed my bones. I arrived at Lake Abert, still, peaceful. I continued on, enjoying the day. Cliffs and ridges gave way to fresh sage-covered hills. Each curve in the road carried with it a new view of the landscape.

There are good days, and then there are really good days.

Kickstand down in John Day, OR. 209 miles.

DAY 07 Looked out the motel window. Saw sun, blue skies, and headed out. Twenty miles down the road, temperatures dropped to freezing, clouds on the ground, snow hitting my goggles. Three hours later, broke out of the cold into the sun. Unbelievable front moving across the landscape. Crossed the Columbia River into eastern Washington. Sun on my back, feeling good. Felt a buzzing up my right sleeve - throttle hand. Couldn't warm it up, had to pull over for a while. Just another sting on 395.

Still raining hard in Ritzville. Looking forward to a hot shower and hot meal.

Kickstand down in Ritzville, WA. 269 miles.



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 TIRES
 BATTERY



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DAY 08 Ritzville isn't Ritzville anymore. At one time, around two million bushels of wheat filled warehouses. Rolling hills of wheat are still grown in eastern Washington but nothing like in the past.

Left Ritzville toward Spokane. Ten miles down the road ran into heavy rain, stopped at a rest area to suit up. Hot coffee was provided by the Combat Vet Riders motorcycle club, which holds fundraisers to provide services for veterans – like 200 pairs of socks for vets whose feet were cold. Real honor to meet those guys. They are the real deal.

North of Spokane, Highway 395 opened up reaching into the forests. It was a day of rain, sun, rain, sun. North of Kettle Falls, crossed the Kettle River. Rested along the river to see it, smell it, and feel it.

More than 1,500 miles from L.A., I stopped on the line separating the U.S. from Canada. The end of Highway 395. How lines drawn on maps can create such boundaries: between individuals, states, countries, nations; breaking us apart when it would be so easy to be one.

That evening in Colville over a delicious halibut dinner, I thought about the ride: one hot bike, spectacular scenery, new friends, and challenging weather conditions. I can't say it was one of the easiest rides, but as a longtime rider it taught me the importance of being in the moment every minute, every mile.

Kickstand down in Colville, WA. 200 miles.

DAY 09 Rode back down to Spokane to the Lone Wolf H-D dealership. Dave met me and looked at the mud-splattered bike. "Bless you," he said, "you really did ride through all that weather." I parted company with the Wide Glide, my companion this past week. Together we made it to the border, and what a ride it was.

Waiting for my flight at the Spokane airport, I called my wife and asked her what I should call the story. "Wet and Wicked," she said. She's from Boston, and when she says something is "wicked" it means "awesome."

And that's exactly what this ride was.

See Carlan's extended story and more photos in the *HOG*® tablet edition. hog.com/tablet



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Weathering the Weather

Gray skies are gonna clear up ... eventually, right?

Call it Murphy's Law of Motorcycling: No sooner do you stop and take off your rain suit, and the skies open up. That's how it has been so far with the 2015 HOG® project bike. Take a stripped-down cruiser with no fairing or windshield, take it on the road, *of course* you're going to hit the worst weather imaginable. First on the Brick Ride to Sturgis (HOG 030) and now on lonely Highway 395.

But facing challenges is what makes the best adventures, right?

Carlan Tapp faced no shortage of them on his Project Wide Glide adventure. No matter. He's old-school tough – just like the Wide Glide® model. And besides, rain and clouds also make for more dramatic pictures.

But that's not to say we hung him out to dry with no new upgrades. For Phase 2, we added mini-apes; black fork sliders and axle covers; some cool, new grips and levers; custom clutch and brake cables; and old-school mirrors. Just a few little niceties to make Carlan look and feel even cooler to the few people he encountered on his lonely ride.

Yeah, that windshield's still in the plan. But just you watch: The minute we install it, the skies will clear, the sun will shine, and the wind will stay at our back.

Phase 2

PART	PART NO.
12-inch Fat Mini-Ape Handlebar Kit with Riser – Satin Black	55859-10B
Billet Handlebar Riser Hardware	63026-05
Wiring Harness Kit	70234-07
Gloss Black Front End Kit	45800010
Burst Collection Hand Grips – Black and Satin Aluminum	56100101
Hand Control Lever Kit – Black	44994-07
Dome Billet Style Mirrors – Satin Black	92423-08A
Diamond-Black Modular Braided Lower Brake Lines	41800076A
Diamond-Black Modular Braided Upper Brake Lines	41800112A
Diamond-Black Braided Throttle and Idle Control Cables	38957-09
Diamond-Black Braided Clutch Cables	38975-10
Headlamp Trim Ring – Gloss Black	67700116
Turn Signal Relocation Kit	69433-08A
Bullet Turn Signal Lens Kit	69208-09
Front Axle Nut Covers – Gloss Black	41088-09



TOP GUN

Adventures in the Cone Zone



By Glen Abbott



When you're in the cones, nothing else matters. Background noise, spectators, and competitors watching from the sidelines all congeal into a slow-motion background blur of sound and color. It's just you, your motorcycle, and an endless stream of bright orange or lime green traffic cones spiraling into infinity.

If you've done it right, you haven't touched a cone or put your foot down. You've earned zero points – a good thing. If not, you've been awarded penalty points. In this game, high score loses.

CONEHEADS

Maybe you've seen police motor officers in riding competitions and marveled at the skill with which they handle their big bikes, navigating the cones in a carefully choreographed ballet of man and machine – leaned over at impossible angles, floorboards scraping on tight turns, pushing equilibrium to the razor's edge. They're the best of the best, thanks to extensive training and practice.

"The motor officer is on top of his game," says Kaitlin Riley, a civilian competitor from Monroe, Louisiana. "In the last few years, I think people have stood back and said, 'Hey, we've got the same motorcycles, we can do

that, too.'" Advanced riding schools have popped up around the country, some run by current or retired motor officers. But with a few exceptions, skills competitions have remained the purview of professionals. Three years ago, Fred Lithgow, a lieutenant with the Okaloosa County Sheriff's Office in Fort Walton Beach, Florida, and Bruce Stewart, a retired Florida Highway Patrolman, helped change the status quo. They organized the first Emerald Coast Challenge in Fort Walton Beach, welcoming both civilian and law enforcement riders. "They compete in different categories, except at the very end, the Top Gun," explains Lithgow. "You have the top three motor officers versus the top three civilian experts, vying for Top Gun."

This year's challenge took place over three days in April in a cordoned-off area of a mall parking lot, with proceeds benefitting the Emerald Coast Children's Advocacy Center, an organization that provides services to abused and neglected children.

The experience of civilians and motor officers competing together can be eye opening for both sides. "In law enforcement, you're expected to ride faster, jump faster, shoot faster, and

out-fight people," says Lithgow. "And sometimes it can be a little humbling when a 112-pound girl whips the pants off everybody else, officers and civilians included."

The "112-pound girl" he's referring to is one of the sport's rising stars: Kaitlin Riley. The 29-year-old turned heads when she competed for the first time in the Emerald Coast Challenge last year, finishing second in the Civilian Expert category and going on to compete against the Top Guns. A willowy blonde with a ready smile and cheerful demeanor, Riley is easily noticeable on the course with her bright metal-flake green retro-style helmet and her well-used H-D® Police Road King® model. She picked up her skills from a friend who is a Louisiana State Trooper. "I'm living proof that anybody that puts in the time and effort can do this sort of thing," she says. "I didn't grow up riding, it's just something I've gotten into in the last few years."

Camaraderie amongst the competitors should be familiar to H.O.G.® members. "For me, this culture is so H.O.G.," says Nathan Boyd, director of product integrity with the Motor Company and an avid skills competitor. "It's what H.O.G. is all about – coming together with like-minded people."



Left: Lt. Fred Lithgow briefs competitors on rain changes to the course.

Below Left: Top Gun challenge starts with a ride on the teeter-totter, but this definitely isn't child's play.

Below Right: Newcomer Kaitlin Riley often leaves more experienced competitors – both police and civilian – in the dust.



"THEY SAY IF YOU'RE NOT DROPPING IT, YOU'RE NOT TRYING VERY HARD."



"It's a pretty close-knit family," Riley adds. "Sometimes you'll see the police officers standing there watching [the civilians], going, 'How'd you do that?' It's kind of funny to see it go both ways."

"It's kind of refreshing to see civilians who don't do this as a profession take it seriously, and believe in the skills and the safety aspect of how we ride," observes Brian Nelson, a sergeant with the Hoover, Alabama Police Department.

ONE WITH THE MOTORCYCLE

It may look like fun and games, but the skills learned here can make a world of difference on the streets. On the course, usually the worst that happens is a dropped bike or tipped-over cone. "But when you get out on the road, there are always obstacles," Lithgow says. "You learn to negotiate a thousand pounds, plus the steel, plastic, and flesh. This just helps you develop your slow speed

skills, which translate to better handling in your high-speed skills. And in crash avoidance, [riding the cones] teaches you to control your bike better."

For competitors, throttle, brake, and clutch control, as well as proper head and eye placement, become second nature. "What they're establishing here is called muscle and motor memory," explains Ben Wolfe, a sergeant with the McHenry County, Illinois Conservation District Police, and owner of Lock & Lean Precision Motorcycle Riding. "Proper training definitely allows you to become one with your motorcycle. And that's what you want; you want to ride as an extension of your body."

TRAINING DAY

The first day of the Emerald Coast Challenge is reserved for practice. Civilians and officers line up to buzz through cone patterns designed by

Van Donaldson, a civilian competitor who is a cabinet builder from Enterprise, Alabama. "We're doing something a little different and unique in this competition," he explains. "We have the Advanced and the Expert riders, and they'll both be riding the same patterns. We tried to pick patterns that would fit both skill categories."

Sounds of floorboards scraping and the occasional dropped motorcycle fill the air. That goes with the territory, according to participants. "They say if you're not dropping it, you're not trying very hard," laughs Riley. Nonetheless, the big Harley® V-twin engines can take a lickin' and keep on tickin.' "We build these motorcycles knowing police officers are going to use 'em," explains Boyd. "The bikes have to be able to handle their duty cycle, and if they can handle the duty cycle of a police officer, they can handle the duty cycle of us civilians."



DAY ONE OF COMPETITION DAWNS WITH A STEADY RAIN FALLING FROM A DARK SKY, PORTENDING SLIPPERY AND POTENTIALLY UNSAFE RIDING CONDITIONS.

LOCK AND LOAD

Day one of competition dawns with a steady rain falling from a dark sky, portending slippery and potentially unsafe riding conditions. Officials are concerned that the rain will cause the recently resealed parking lot to become slick as ice. Nonetheless, volunteers have been out since the crack of dawn, placing cones in their designated spots and hoping for clear skies. "The rain changes everything," says Lithgow. "The way your bike handles on the surface, because you lose the friction that your bike needs when you're leaning it over trying to make the courses."

Organizers huddle over how best to salvage the day. "In something like this, it makes us slow down, be real careful, really focus on the basic fundamentals of riding - clutch and throttle control, moderating power to the rear wheel," says Nelson. In the interest of safety, a decision is made: The patterns will be spread out over a wider area, resetting the cones to reduce the lean angle required to make turns. In addition, the timed element of the challenge will be eliminated, keeping speeds down. By mid-morning, the rain tapers off, organizers break out leaf blowers to help dry the course, and opening ceremonies kick off the competition. By the end of the day, it's down to the top three civilians and motor officers who will compete the following day for the title of Top Gun.

On the final day, however, weather radar shows a massive storm system moving in from Texas, with rain likely throughout the day. Organizers streamline the competition in hopes of finishing before the heaviest rain in the afternoon. Top Gun will be decided by a combination of two challenges: a tight pattern that begins with participants riding their machines over a giant teeter-totter and a "slow ride," where the goal is to stay within the cones for as long as possible without putting feet down or striking anything.

One by one, the finalists, both civilian and police, run the course, riding identical Police Road King models provided by Emerald Coast Harley-Davidson rather than the personal machines or motor units they had competed with earlier. Riley, for the second year in a row, had placed second in the Civilian Expert category, allowing her to compete for Top Gun. This is a game of seconds and inches, however, and Marco LeBlanc from the Baton Rouge, Louisiana P.D. snags the glory as the 2015 Emerald Coast Challenge Top Gun.

In the end, however, it's not really about winning or losing. "We're doing this to survive on the street," says Wolfe. "That is our main focus. It's not to win a trophy. Our trophy is going home to our family."

LEARN FROM THE EXPERTS

To get to Carnegie Hall takes practice, practice, practice, according to an old joke. And to learn professional motor skills requires pretty much the same thing. The pros recommend enrolling in an advanced riding skills class run by experienced current or retired motor officers. But here are some common-sense techniques you can employ immediately ...

From retired motor officer Jerry "The Motorman" Palladino of Ride Like a Pro motorcycle instruction:

MASTER THE FRICTION ZONE: To become a skilled rider during low-speed maneuvers, you must master the friction zone with clutch and throttle. Dragging the rear brake a bit also helps to smooth out your progress.

LOOK BEFORE YOU LEAP: Look well ahead of your path of travel. Your hands will follow your eyes. Using this technique to the extreme separates the amateur from the professional.

From Sergeant Ben Wolfe, motor officer and founder of Lock & Lean Precision Motorcycle Riding:

RIDE WITHIN YOUR LIMITATIONS: Ride staggered and maintain distance. Don't get in a situation where your skill level and confidence can't get you out.

BE VISIBLE: LED headlights, brake lights that flash several times upon application, even bright fluorescent clothing colors help get you noticed.

WEAR APPROPRIATE SAFETY GEAR: A well-fitting helmet that's DOT- or Snell-approved, as well as gloves, proper footwear, and eye protection - all no-brainers, but it bears repeating.

BE A WISE GUY (OR GIRL): Ride smart, ride within your limitations, and get real hands-on training.

FOR MORE INFORMATION

www.EmeraldCoastChallenge.com

www.NorthTexasMotorcycleChallenge.com
If you're ready to test your skills against the big dogs, check out an upcoming police/civilian competition. The North Texas Motorcycle Challenge takes place October 1-3, 2015 in Fairview, Texas.

www.lockandlean.com
Lock & Lean Precision Motorcycle Riding

www.ridelikeapro.com
Ride Like a Pro motorcycle instruction

www.ridemotorschool.com

www.rideskillfully.com

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THE FLATTEST CAMERA in THE WEST

CAPTURING *the RIDE* with your SMARTPHONE

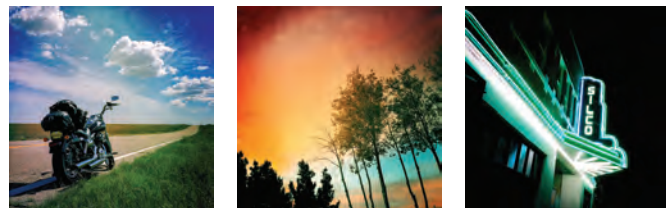
SEVERAL YEARS AGO while on a commercial photo assignment, I was asked a question that stuck with me ever since: “What’s in your toolkit?” In other words, what do you need to get the job done?

It really got me thinking. A camera is a tool and a powerful one at that. But taking good pictures is not so much about the camera as it is about how it’s used. Good photographs require the photographer to slow down, to see and personally express the world in front of them. This is true no matter what type of camera you’re using.

How do you do this traveling on a motorcycle? The answer, as it so often is on two wheels, is to keep it simple and travel light. It’s just like with the toolkit you probably keep on your motorcycle for emergency repairs. A basic set can meet most of the challenges you encounter on the road.

It’s the same with your camera. These days, chances are the smartphone you carry comes with a pretty good camera. And if you use it well, that can be all you need to capture memorable images from any journey you take.

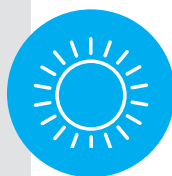
Here are a few tips for using your phone camera (or a simple point-and-shoot) to improve your picture taking and capture your next ride.



MIDDAY

TWILIGHT

EVENING

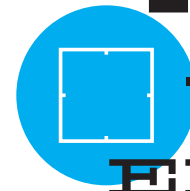


SEEING THE LIGHT

AS THE SUN RISES in the morning, travels overhead, begins to fade, and slowly turns to night, the quality and feeling of light changes. Our eyes adjust to the changes quickly. The camera can record the changes and colors in ways our eyes may miss. Try making photographs first thing in the morning, at midday, twilight, and evening. Practice making pictures after dark; the results will amaze you.



MOVE IT Moving the phone and reframing changes the composition to include more foreground or sky. Note that the two trees have remained the same size, and only their position within the frame has changed.



FRAMING - FOCUS - EXPOSURE

THERE’S AN OLD saying in photography: *The photographer is responsible for what goes in the frame.* Before you take a picture, take a moment to carefully look at the screen on your phone. Is there anything in the picture you don’t want? Sometimes moving your phone less than an inch can make the difference between a good picture and a great one. Move the phone around to see how your composition within the frame will change. Try not to cut your frame in half with the horizon line. Move it up or down a little for better results. Once you have the framing, a simple tap on the screen will set the focus and exposure.

LEFT Getting closer to the tires makes them appear larger. **RIGHT** Warm colors against cool colors create dimension.



LEFT Holding the phone about three feet off the ground. **RIGHT** Holding the phone above my head. Notice how the road in the second photograph opens up with the change in camera height.



GAINING SOME PERSPECTIVE

THE DISTANCE OF OBJECTS from your camera and from each other affects perspective. The closer your subject is to the camera, the larger it will appear. Color can affect perspective too. Warm colors (reds and oranges) often appear to come forward, while cool colors (blues and greens) appear to recede. In addition, light-toned objects often appear to be closer than dark ones.

Your point of view or vantage point can also have a strong influence on perspective. Looking up at a building can increase the feeling of height. When you approach a scene to photograph it, try not to always shoot at eye level. Look at the subject of your photograph standing at your normal height, cut the height in half, then in half again. Look for angles and elements that can add interest.



IMPORTANCE OF

SCALE

ONE REASON landscape photographs may not turn out as expected is that they lack scale. To create scale, use familiar objects in your photographs. Small objects make the landscape appear wide and big. Large objects in the foreground make it appear smaller. As you frame your next landscape picture, try adding a familiar object – maybe your bike or a fellow rider.



ABOVE The motorcycle helps create a sense of scale and depth in the landscape.



LEFT Placing the house in the frame at a suitable distance from the camera can control the impression of scale. **RIGHT** The rider in the foreground provides dimension in the surrounding environment.



I realized it was all about slowing down, seeing, framing, AND GETTING CLOSE.



GETTING CLOSE

LAST YEAR WHILE RIDING to Sturgis my route led me directly through acres and acres of sunflowers. The view from the road at 65 mph was a blur of yellow and green. Then I stopped, turned around, and parked by the field. I realized it was all about slowing down, seeing, framing, and getting close. The closer I got, the more I saw.

Try using your phone camera close up. It's better not to zoom in with the camera, as it may degrade the quality of your photograph. Simply walk closer to the subject you're photographing.



Check us out in the Harley-Davidson area in Sturgis.

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Sausages • Pulled Meats • St. Louis Pork Ribs • Beef Sirloin



RAIN OR SHINE

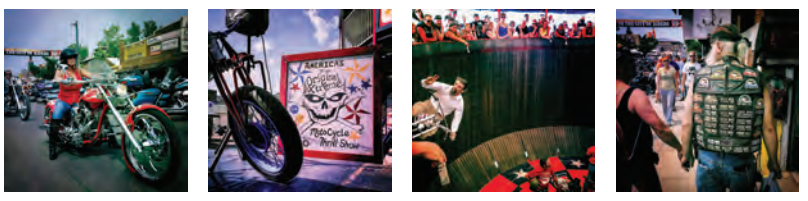
IF YOU'RE LIKE ME, you sure are happy when the sun is out and the road ahead is dry. But the weather will change – always. And weather, rain or shine, can help create interesting photographs. When you stop to put on the rain gear, remember to pull out your phone and make some pictures. A zipper-lock bag with a small hole cut for the lens makes an inexpensive waterproof case for your phone.



LEFT Early morning light mixed with light fog on the horizon. **CENTER** Riding into storm clouds. **RIGHT** Heavy rain softens the scene.

TELLING YOUR STORY

TELLING A STORY with pictures is like writing with words. Do you remember hearing that “a picture (or photograph) is worth a thousand words”? On your next ride, use the techniques discussed here to make compelling photographs. Then select four or five of your favorites to tell your story, and share with family and friends.



STURGIS RALLY A picture story can include people, places, and things.

TOOL TIPS

FACTS & ACTS for SAVVY SHOOTERS

FACT
Your phone camera creates pictures in jpeg format.

ACT
For emailing, small jpegs are fine. If you want to make a print or submit your pictures to *HOG*® magazine, be sure to use large jpegs.

FACT
Pictures take up memory space on your phone.

ACT
Download pictures to your computer to free up memory space before leaving on a trip.

FACT
Apps extend the photographic capabilities of your phone camera. They range from emulating old and different types of traditional film to changing edges and borders.

ACT
Explore, experiment, and have fun!

Photographs for this article were made with an iPhone using the Hipstamatic app.
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ENTHUSIASTS

PASSING THE PASSION FROM ONE GENERATION TO THE NEXT.

1 Papa the Painter

When I was really young, I used to ride in front of my father, holding onto the gas caps of his 1960 Panhead as he took me to preschool. I've had the vintage motorcycle bug ever since. That's me on my 1951 Panhead, which was freshly refurbished by my father and me. That's my dad on his 1946 Knucklehead, which he has owned since the early 1970s.

My dad was given the name "Wet Wally" years ago by his buddies who were lucky enough to run one of his outstanding paint jobs on their motorcycles - he's an absolute perfectionist! I'm proud of the fine work he does, proud to call him my dad, and grateful for the time we still get to ride together ... now on two separate motorcycles.

LUKE WATERS
Eldridge, Iowa



2 Serenity Now

Last summer, my youngest daughter, Angela, and I took a ride to Nova Scotia, Canada. Angela, 22, has ridden with me on my 2007 Softail® Deluxe many times, but this was the first time we ever went touring together.

The highlight of the trip was the ride on the Cabot Trail around Cape Breton Island. It takes about six hours to complete the entire loop, and I must say that it's absolutely incredible! The road meanders along the edge of the water, with some of the most spectacular scenery I've had the pleasure to see. As we cruised along, Angela used my phone to take video. At one point, I can be heard saying, "Oh my God!" We had just turned away from a wooded area and before us was a breathtaking view of the road ahead, carved into the hills that terminated at the edge of the water below. It was an area of the Cabot Trail that is often associated with photos of Cape Breton Island.

I had ridden this road before, but this was extra special because as we rode along together I could feel the shared serenity.

FRED ZIKOWITZ
Readfield, Maine



3 Daddy's Little Helper

I've been working on vintage Harley® models for a living for over 20 years now, since I was in high school. These days my daughter Fiona, 3, and her brother Calvin, 18 months, like to "help" as much as they can. They're both really young still, but it seems like they've already got a love for it. In this picture, Fiona is wrenching on the clutch of a customer's Panhead that broke down before the Giddy Up Vintage Chopper Show in New Braunfels.

I think it's cool that they think it's cool. But I hope they'll both get real jobs when they get older!

DAN "BACON" CARR
Austin, Texas



PHOTOGRAPH BY JOSH KURPIUS



4 Dream Come True

Watching biker build-off shows with my second son rekindled an old idea I had: to ride a Harley-Davidson® motorcycle across the U.S. after I graduated from high school. I'm happy to say that I was able to almost meet that goal, as I rode out to Sturgis from my home in Pennsylvania on my 2009 Road King®. But the best part of that trip was that I shared the experience with my second son riding his 2007 Fat Boy® and my first son - who was home from Afghanistan on mid-tour leave - riding my old 2005 Standard. What a journey across the Great Plains of America with my sons and my friends! I can't wait for more adventures with my boys on our Harley motorcycles. Life is good!

JIM TITUS
Elizabethtown, Pennsylvania

5 Ride to Live

In the summer of 2008 I was diagnosed with acute lymphocytic leukemia with the Philadelphia chromosome. I was just 30 at the time, with two kids 6 and 8 years old. After five years of fighting, I was told in May 2013 that I was “terminal.” There were no more therapies left to try. But little did they know I was about to go into remission!

I lived the summer of 2013 like I was dying. San Diego Harley-Davidson sponsored my safety class and got me on my way to my new passion. My husband dipped into his retirement fund and bought us two brand-new H-D® motorcycles. Mine is a 2013 Dyna® Fat Bob.® I averaged about 1,000 miles a month as I took my kids for rides and spent precious one-on-one time with them all over San Diego County. In the summer of 2014 I decided to do something a little bit crazy and took my 12-year-old son on a trip to Yellowstone and a bunch of other national parks. We hit crazy rains and the cold of the Rockies; battled the heat of the Mohave; had a minor accident; and even ran out of gas (thank you H.O.G.® Roadside Assistance for bailing me out of that one), but we did it!

My long-term health is still in question, but while I await the next steps in my treatment, motorcycling offers so much for my family. We learn trust, respect, communication, and more. Our times together, faith, friends, family, and my “Mr. FatBob” (my bike) are what keep me going. I’m not the typical eye-candy motorcycle rider but rather a stay-at-home, fairly conservative mama with a crazy passion that’s holding me together.

CHRISTINA SMALL
San Diego, California



Our times together, faith, friends, family, and my “Mr. FatBob” are what keep me going.



6 Fun on the Side

We’ve been riding on family trips for about 10 years, after I got my Road King with the sidecar in 2005. My daughters, Maija and Ailie, started riding when they were 5 and 6 years old, back when they could both fit in my sidecar. My sister Lori also has a daughter that often rides with us. Our ride last summer (pictured) was about 3,500 miles, and we had the best time! In fact, we were having so much fun that when we arrived home we all wished we could just wash some clothes and head out for another adventure. While on that trip, my dad saw a Harley motorcycle with a sidecar on it for sale, so he went back later and bought it so we’d have another sidecar rig for our next generation of riders!

TRACI TAPANI
Stacy, Minnesota



7 Once in a Lifetime

In 2014, I had one of the best, and last, memories with my son Senior Airman Lance Hoffman. He was an active duty airman in the Air Force, and worked as a physical therapy assistant taking care of veterans and wounded warriors.

We had the fortune of taking a vacation to Delaware to visit his grandparents over Easter. A week before the trip he texted and asked me, “Dad, are we going to rent bikes, cuz I really want to ride with you.” I thought, “Are you kidding me, my son wants to ride with Dad?” Done deal. We arranged for our rental, and when the day came the weather was beautiful. It was a little cold, but nothing could stop us from this ride. We took off and headed through the countryside and had such a blast. We stopped for a great lunch, and just had one of those rare moments when a father and son reach that next level in their relationship. The next day we turned in the bikes and finished what we both hoped would be the first of many rides together.

Ten days later my son was killed in a motorcycle accident close to his home. All his protective equipment was on, but it was just one of those unfortunate times where everything bad lined up. It broke my heart, but I will be forever grateful to H-D Authorized Rentals for giving me one of my last great memories with my son.

GREG HOFFMAN
Layton, Utah



100 DOLLAR RIDES

Southeast by Northwest

by DALE WERMAN

The forecast called for exceptional fall temperatures. The days were mild; the trees in full color. Work could wait! A day like that is for riding, and it didn't take much to convince my girlfriend, Stef, that we should go. In the northern Midwest, weather can change in an instant. It was October, and we were living on borrowed time.

From our metro community, we headed toward Stillwater, Minnesota on the St. Croix River. Exiting the old lift bridge that took us into Wisconsin, we rode south on Highway 35, with a short jaunt on the freeway before heading south again toward Prescott. We planned to

pull off in Prescott just long enough to get a view of the St. Croix as it joins the Mississippi River. Leaving Prescott, we passed by Diamond Bluffs and Hager City, marking them as possible stops for the next time around. Stef kept reminding me that

those historic locations actually are places of interest. Hager City is on an island in the Mississippi River, and Diamond Bluffs, now a little river community, was once an Oneota tribe encampment with many villages. But my mind and concentration were on my new 2014 Ultra Limited.



I had logged slightly more than 500 miles and hoped to add to that number that day. Next to an old caboose, just outside of Bay City, a colorful little ice cream shop caught my eye. We sipped ice cream-laced coffees, and enjoyed the warm sun and beautiful fall colors.

On the road again, we followed the shoreline of Lake Pepin, which is a widening of the Mississippi River. Continuing along that

shoreline took us through Stockholm and Pepin, and on to Nelson, where we planned to cross the Mississippi River into Wabasha, Minnesota. We gassed up there, and took a leg and water break. The day continued to be mild, and the fall colors were a sensory overload. The Minnesota side of the river was a cooler ride, as the sun then tipped to the west, and the bluffs and trees shadowed Highway 61.

Riding northwest, we passed Reads Landing and Camp Lacupolis, and soon enough got to Lake City, which sits along the shores of Lake Pepin. The forest recedes a little there, and the sun warmed those walking along its shores. There was one solitary sailboat enjoying a late-season run.

FOOD	\$26.00
GAS	\$13.00
TOTAL	\$39.00

We continued on past Frontenac and set our sights on Red Wing, where we planned to take a meal break.

We were 60 miles from home and hit late rush-hour traffic. After

eating, we geared up, added chaps, and pulled our collars a little higher. The road home was familiar to us, and we opted for the casino cutoff to Hastings. At Hastings, we encountered a new bridge that was still under construction, and, of course, our trail once again merged with all of the people making their way home from work.

We rode a little further and longer than planned, but the miles looked good on our new bike. We felt somewhat better fortified to embrace winter and anticipated our next riding season.

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





BETWEEN THE LINES

Thermoregulation and You

Fighting the effects of excess heat on two wheels.

by MIKE ZIMMERMAN

The human body has a remarkable thermoregulation system. Under most circumstances, it does a great job of keeping your innards at an ideal 98.6 degrees Fahrenheit. Not 98, not 99; 98.6. When things outside your body get too hot or too cold, it has ways to accommodate.

Your Body is Hot

Understanding how to cool your body properly starts with understanding how it maintains such a consistent inner temperature. You might wonder: If our body temperature is 98.6 degrees, why are we so comfortable at “room temperature”? Simply put, it’s because the chemical reactions occurring inside your body are continuously producing

heat, which must be dissipated. At 70 or so degrees, wearing a modest amount of clothing, your body sheds heat at the same rate it produces it.

When you start moving around, your body generates more heat. You start to feel warm as your body tries to cool down. The same thing happens when the ambient temperature goes up. If the air conditioner breaks, and the room temperature rises to, say, 85 degrees, your skin doesn’t cool as effectively, so your body finds other ways to shed the excess heat.

The first thing it does is sweat. Glands in the skin secrete moisture, which draws heat from the body through evaporation. That’s why the phrase “it’s a dry heat” really does have meaning. In the desert, this process works quite efficiently. Sweat evaporates from your skin before you even know it’s there, taking excess heat with it. If you find yourself thinking, “I’m not even sweating!” – you are, you just don’t feel it.

In more humid environments, your body sweats, but the air is already so

... stay hydrated! This may be the single most important thing you must do when riding in the heat. Not just to keep you comfortable but to keep you safe. When your body becomes dehydrated, bad things start to happen.

moist it can’t evaporate easily. And if it can’t evaporate, it can’t do its job. The sweat stays on your body, along with the heat, making you feel hot, sticky, and uncomfortable.

Your body is also cooled through “convection.” Scientifically speaking, this means the removal of heat through the circulation of air. Motorcycle-ly speaking, this is that wind-in-your-face feeling we all love. And in the heat, the wind can be a lifesaver.

In the Heat of the Day

Let’s say your plan for the day is a 500-mile ride across the desert. Your first heat-fighting measure is to start early, when it’s cooler. In fact, you may even need to bundle up a little to start; it can get really chilly overnight in the desert. Dress in layers that can be shed easily as things heat up. Ideally, the layer next to your skin should be a breathable synthetic that will draw moisture from your skin. A long-sleeve (more on that in a moment) synthetic tee is a great choice. Layer up from there, as needed. If it’s nice and chilly, a top layer that breaks the wind may be necessary. In warm weather, a mesh jacket over-layered with a rain jacket in cooler morning air works well.

Now, as the temperature rises throughout the day, you can shed layers as needed. But don’t take off too much. In blazing heat, it may be tempting to strip down to your T-shirt or less, but covering up can actually help you stay cool.

For starters, exposed skin dries out very quickly in the sun and wind. Yes,

this can help with the cooling effect, but it also makes it harder to keep your body hydrated. Keeping your arms covered (remember that synthetic long-sleeve T-shirt) helps reflect the heat of the sun, prevents sunburn, and helps keep your sweat from evaporating *too* quickly.

Fabulous Fluids

Which brings up another crucial point: stay hydrated! This may be the single most important thing you must do when riding in the heat. Not just to keep you comfortable but to keep you safe. When your body becomes dehydrated, bad things start to happen.

So always pack water or a good thirst quencher, like a sports drink. I like to start with a big bottle of sports drink and then refill that with water when it’s empty. Stop more frequently than you otherwise might and drink each time. The cliché is that you should “drink before you feel thirsty” – but it’s a cliché because it’s *true*. The effects of heat stress can sneak up on you.

With that in mind, if you start feeling a little weary, hang out in the air conditioning for a while; it’s best not to hurry when the heat’s on. And be alert for other signs of heat stress. According to cdc.gov, these can include:

- Heavy sweating
- Extreme weakness or fatigue
- Dizziness, confusion
- Nausea
- Clammy, moist skin
- Pale or flushed complexion
- Muscle cramps

- Slightly elevated body temperature
- Fast and shallow breathing

If you should ever start to feel dizzy or lightheaded while riding, pull over safely as quickly as you can. Find some shade or air conditioning, and get hydrated. If symptoms persist, pour water over your head and neck. Elevate your feet to help increase blood flow to your brain. Get help if you need it. And *don’t* go back out on the road until you’re 100 percent sure you’re recovered. If your symptoms are serious, it’s probably best to stop for the night.

Tools of the Trade

Beyond the mesh jacket and long-sleeve T-shirt, other gear choices can help you keep cool. Something as simple as a wet bandana around your neck or under your helmet can do wonders. Soaking your T-shirt helps a lot. If you ride in high temperatures frequently, consider investing in a “hydration vest” lined with crystals that absorb and hold water to keep you cool while you ride.

Many of the newer Harley-Davidson® Touring models have vents that open and close, allowing you to control the amount of air that flows across your body. Many full-face helmets also have adjustable vents.

Remember, both you and your Harley® motorcycle are air-cooled. When you’re stuck in traffic, the air flow stops. If it looks like a long delay, sometimes it’s best to get off the road and wait it out. And make sure to keep up with your oil changes to protect your engine.

Finally, don’t forget to use sunscreen on any exposed skin, especially covering spots like the back of your neck, the backs of your hands, or that little gap you might have between your gloves and the ends of your sleeves.

Your body does a great job of cooling itself. With a little help, it can do even better. And make the hottest rides safer and more comfortable.

MIKE ZIMMERMAN is a H.O.G.® member and longtime Harley-Davidson enthusiast.

H-D MUSEUM®

50 Years of the Electra Glide®

On a list of the most important H-D® motorcycles, the Electra Glide® model belongs near the top.

For one thing, it's the only Harley-Davidson® motorcycle to be part of a movie title. But that's not why the storied Electra Glide looms so large in Harley history. Fifty years after its introduction, it remains an H-D icon. But it didn't just appear out of thin air in 1965.

The Electra Glide's evolution goes all the way back to 1941, when the 61-cubic-inch "Knucklehead" engine (EL) was joined by a 74-inch counterpart, the first FL model. Eight years later, an all-new telescopic front fork began to replace the old "springer" front end. The name "Hydra Glide" was originally intended for only the front fork but more commonly became associated with the motorcycle itself. With the arrival of the 1958 model year, rear suspension was added, and the name changed to Duo Glide.

The next big improvement came in 1965 with the addition of an electric starter. Like the naming of the latest child in the family, something new and different had to be paired with the existing ancestry. The name Electra

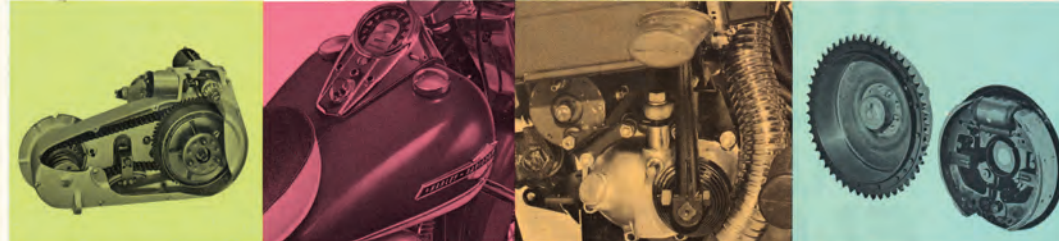
Glide was a perfect fit. And it stuck.

It also helped bring touring to the forefront of the design.

The electric starter made life easier and broadened the appeal of motorcycling. Wrestling with a kick-start engine could be difficult, and the electric start quickly took over. Even if some today look back on kick-start as a romantic age, others remember trying to kick over their Big Twin motorcycles on a cold morning. As the 1965 sales brochure read, "We've taken a few of the kicks away, but none we thought you would miss."

The earliest marketing of the Electra Glide most frequently showed the bike with the "King of the Highway" option group, which included saddlebags, removable windshield, luggage rack, and plenty of chrome goodies. It resulted in a look that firmly established the iconic H-D Touring motorcycle that carries into the present day. The Road King® models from 1994 onward draw their inspiration directly from the classic 1960s Electra Glide models. But a new defining feature was yet to come.

The original 1965 Electra Glide model inspired the paint and features of the 1994 Road King (center), including detachable windshield and headlight nacelle. Shown at the far right is a 2015 Road King model.



Twelve-volt starting motor operates through a jackshaft to the ring gear welded to the clutch. A solenoid holds the Bendix drive on the jackshaft in starting position. New "turnpike tanks" hold five gallons of fuel for better long-range touring. Transmission—4-speed. Shifting is smooth, effortless, with power transmitted through a rugged multiple-disc dry clutch. Brakes are internal expanding type on both wheels. For extra stopping power, the rear brake is hydraulically controlled and is activated through a master cylinder.

The all new Harley-Davidson Electra-Glide represents the greatest engineering achievement in motorcycling. Precision built throughout for the rider who insists on owning the finest. ■ Cruising through town traffic, or touring the open road, here's a motorcycle that packs the wallop and excitement only a road champion can provide. Powered for flashing performance, balanced for speed, handling and safety. A twist of the throttle triggers instant acceleration for lightning-fast response to any highway situation. ■ Test ride the Electra-Glide FL, or higher-performance FLH at any Harley-Davidson dealer, and sample the pride of ownership that comes only when you ride the very best.



Even if the name isn't the same, the 2015 Street Glide bears strong resemblance to the 1971 Electra Glide, the first year of the standard fairing. The hard saddlebags and lack of Tour-Pak add to the genealogy.

The new electric starter was deemed important enough to replace the Duo Glide name with Electra Glide. Fuel capacity expanded from 3.7 to 5 gallons for the models with foot shift, and the "King of the Highway" option group was highlighted more than ever.

For 1969, designers crafted an accessory fairing, specifically for the Electra Glide model, to keep more wind off of the rider. It began as merely a shell, with no inner fairing or instrumentation. By 1971, the "windshield fairing kit" – more commonly known as the "batwing" fairing – became a standard feature.

For years, the Electra Glide was the sole member of the Touring family. The model wasn't joined by a sibling until 1979, with the addition of the Electra Glide Classic. The Touring family has typically been the first to receive new features, and the Electra Glide often set the pace. Disc brakes were first employed in 1972. Harley-Davidson's first electronic fuel injection appeared on the 1995 Electra Glide Ultra. And for the 2009 model year, all Touring bikes received a new frame that led to improved maneuverability and seating position.

The motorcycle also served as a platform for the leaner Electra Glide Sport (1977) and more deluxe Electra Glide Ultra Classic® (1989). The Ultra Limited was introduced for the 2009 model year, bringing the features and trim level to new heights.

The Electra Glide was there at many historical moments of the last 50 years. When the famous buyback from AMF took place in June 1981, the first ceremonial bike from the assembly line in York, Pennsylvania was an FLH Electra

Glide Heritage Edition. The Electra Glide also became the bike of choice for countless police departments worldwide.

Without the Electra Glide, there is no Road King or Street Glide®. Compare a 1965 Electra Glide with a modern Road King and see for yourself. But Harley-Davidson stylists have never forsaken the Electra Glide's motorcycle roots.

It was that spirit that led to the Project Rushmore upgrades for 2014. The batwing fairing was redesigned to reduce buffeting, but the classic shape remained. Saddlebags and Tour-Pak® were streamlined, while increasing capacity. The new Boom!™ Box Infotainment System achieved best-in-class capability. Even passenger comfort was researched for improvements. These features and many others marked the single largest product launch in Harley-Davidson history.

The importance of the Electra Glide goes far beyond its versatility and popularity. It's the modern standard for Touring motorcycles. Competitors have increasingly tried to copy everything from the fairing to the luggage units, always missing the mark. H-D remains the dominant force in North American Touring and is gaining ground in other nations.

And the movie title? It was the 1973 motorcycle cop drama *Electra Glide in Blue*. But don't be fooled. Today you can get one in just about any color you want.

See more historic images in the HOG® tablet edition. hog.com/tablet

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



LAST STOP

Over the Top

by MARV KOLLER

Ever have one of those rides where everything went exactly according to plan? Neither have I. But that's what makes the best adventures.

Like that time my twin brother, Erv, and I decided to find out how far north we could get on Alaska's notorious Dalton Highway.

Running from Fairbanks to Prudhoe Bay, the Dalton is 414 miles long, with perhaps 60 miles of pavement. When it rains (and it rains a lot), it can be as slick as ice, barely fit for four-wheeled traffic, let alone two Harley® motorcycles.

We planned the ride carefully, mapping out the distance between towns and fuel stops. We packed all of our bad-/cold-weather gear, and we both carried extra fuel.

After I rode up from my home in Hurricane, Utah (1,040 miles in one day!), we rode together from Spokane, Washington to Fairbanks on the Al-Can Highway. We spent a day in Fairbanks to try to wait out the rain, to no avail. We left town at 3AM and hit the Dalton Highway in the mud.

We stopped at Yukon Camp for breakfast, at the Arctic Circle for pictures,

and at Coldfoot Camp – the halfway point – for fuel. It was raining hard, and even dirt bikes were turning back because the road was so slick up ahead. I told my brother, “I’m not going to let some guy I don’t even know tell me it’s too slick. I’m going to find out for myself!” He agreed. So we kept going into the black sky and sloppy mud.

We thought things would get better past the Atigun Pass, but they didn’t. There were rockslides and muck coming out of the hillsides all the way over, and it was raining just as hard on the north side. But we pressed on and made it into Deadhorse, at the top of the Dalton near Prudhoe Bay, around 7PM, totally exhausted and hungry. Fortunately, the motel we stayed at offered all-you-can-eat meals. Let’s just say we got our money’s worth!

We left Deadhorse the next morning at 0330 (remember, it’s light almost 24 hours a day in the summer), still in the

Marv (right) and his twin brother, Erv, find epic adventure riding toward the top of the world.

rain. While we were getting gas, a guy said, “Gee, we never see Harleys up here, just motocross and dirt bikes.” I said, “Take a good look because you’ll never see this one again!”

Back at Atigun Pass, we were stopped by four feet of mud and rock across the road, but Alaska D.O.T. was on the scene within 15 minutes. They punched a hole for us to ride through, and by noon we were at Coldfoot Camp. It was only then that I discovered my rear brake caliper was broken! It had stopped working on the way up, but I figured it was just the mud. It would be crazy to ride any farther in that mess with only a front brake, so I called for a tow truck from Fairbanks – still 250 miles away. I was told it would take about seven hours to get there, so my brother rode on ahead. After he left, I got a call back informing me it would be the next afternoon instead! With no choice, I settled in for a long, boring night.

At 7:30 the next evening, I rode into Fairbanks, where I discovered my brother had had his own adventure. He’d gone down in the mud not long after leaving Coldfoot. After two truckers helped him stand up the bike (it was damaged but rideable), he rode on, despite some pain in his side. In Fairbanks, he learned he had broken three ribs. It would have been foolish for him to continue to ride in such pain, so he shipped his bike and flew home to Spokane. I stuck around to get my brakes fixed (the guys at Outpost H-D were great!) and then rode solo back to Utah.

Including delays, my trip took 21 days and covered 7,942 miles. I’m glad I did it – and glad I don’t have to do it again! I’m not complaining, though. The Good Lord had his hand on me the whole trip, and we never felt cold or wet in all that weather. In some ways, it was the “best” trip I ever had. Not despite all of the problems but *because* of them.

And when anyone asks me how far north we made it, I tell them, “Far enough to see down the back side of the earth!”

MARV KOLLER is a H.O.G.® member from Hurricane, Utah.

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