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LIVE WIRE

COOLER THAN HELL

PROJECT POWERTRAIN

GOING LIVE

2014 026

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« “[Lee] told me that busloads of foreign tourists come here every summer just for the extreme heat bragging rights.”

MIKE ZIMMERMAN *Hell Hath No Fury*

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PHOTOGRAPH BY MIKE ZIMMERMAN



ON THE COVER

Project LiveWire, Harley-Davidson's first electric motorcycle, is coming soon to a city near you. See Pages 6 and 10-11. Photo by Brad Chaney.

INTAKE

FROM THE EDITOR

Project LiveWire



IF YOU ONLY SAVE *ONE COPY* of HOG® magazine to show your grandkids, this should be it, because there will never be another first time the image of an electric Harley-Davidson® motorcycle appears on our cover. It's an historic moment that begins an exciting new chapter of the Harley-Davidson story.

The motor at the heart of Project LiveWire - Harley-Davidson's first electric motorcycle - represents much more than an alternative form of propulsion. America at its best has always been about reinvention and diversity. Our country was founded on the ideals of fulfilling dreams, pursuing freedom, and becoming the best you can be - concepts that Harley-Davidson uniquely represents to people around the world.

Just like America, Harley-Davidson has reinvented itself at many turns along our 111-year journey, and Project LiveWire is another inspiring moment in our history.

Powered by a longitudinally mounted AC induction motor mated to a direct drive single-speed transmission and housed in a stunningly styled and nimble-handling chassis, Project LiveWire is an electrifying machine both literally and figuratively. With the motor's full torque output available from idle, the bike provides an adrenaline shot of acceleration from the first twist of the throttle, and its agility and responsive braking make it a hoot to ride. Combined with the jet-fighter-like sound of its powertrain, Project LiveWire is an inspiring new take on Harley-Davidson's iconic look, sound, and feel - much more like an electric guitar than an electric car.

But electric vehicle technology is rapidly evolving, especially for motorcycles, and Project LiveWire isn't intended for immediate sale to the public. Instead, we're taking it on the road to give riders around the country a chance to see it, ride it, and tell us what they think, because if we do offer a production electric motorcycle in the future we want to get it right, and, more important, we want *riders* to know it's worthy of carrying the Harley-Davidson name.

So although you won't see the Project LiveWire motorcycles for sale at your local dealership, you could have a chance to ride one very soon. As you read this, we've just embarked on a nationwide 30-stop tour that will give riders a chance to experience Project LiveWire firsthand and provide feedback that will help us understand what they expect from an electric motorcycle that dares to call itself a Harley-Davidson. You can find all the details of the tour and learn more about the motorcycles at projectlivewire.com.

Back in 1903, four young men mounted a single-cylinder gasoline engine into a loop frame in a small shed behind their family home in Milwaukee and started on a journey that has taken us places they never imagined. They embraced innovation and took risks to make their dreams a reality, and today Project LiveWire carries that legacy a step into the future.

MATT KING

FEEDBACK



Sound Off

Becky Tillman made excellent points in her issue 025 *Between the Lines* article. I'd like to add that you shouldn't be afraid to use your horn! Harley® motorcycles have a horn that's as loud as some car horns are. I've found horns to be very effective when I see drivers sticking their noses out and trying to race out of the intersection. Sometimes it pays to be loud! The other thing I want to mention is how I deal with tailgaters. When someone wants to give my rear fender a kiss, I drop my left hand and make a waving motion. More often than not, the following car will actually back off to a safer distance.

MIKE CALLEN

Whitewater, Wisconsin

Missed a Spot

I received my 2014 H.O.G.® membership renewal package and was looking through the *Touring Handbook* - thinking about places I'd like to go and those I've enjoyed visiting. I never realized that the Glenn Curtiss Museum in Hammondsport, New York isn't highlighted on the map. Mr. Curtiss has a unique place in motorcycle and aviation development in the U.S., and this museum, in his hometown among the beautiful Finger Lakes Region of New York state, not only demonstrates his many accomplishments but is just a great riding destination.

MIKE DUJANOVICH

Orchard Park, New York

Interstate Allies

I agree with the sentiments in "Two Worlds. One Road." from HOG® 025. On the way home from Gettysburg, Pennsylvania, my wife, Julie, and I rode our CVO™ Road Glide® through torrential rain in Virginia. A man in a large SUV bore down on us at 70 mph, coming within five feet of our rear wheels. As we passed an 18-wheeler and got out of the SUV's way, I heard the 18-wheeler downshift as it began to pass us. I watched as he pulled close to the SUV and blared his horn to voice his displeasure with the guy's driving. The trucker slowed - and as we passed him again, he gave us a hearty thumbs up and a huge grin, as if to say, "I got your backs, biker dudes."

TIM INGRAM

Rowlett, Texas

Everything about "Two Worlds. One Road." was great, and I can't say enough about how this article touched me. While I'm no truck driver, my father was a driver for more than 45 years, and I remember going with him on trips as a kid. Man, were we kings of the open road. My father taught me to love the open road. Every time I get on my Road Glide I ask myself, "I wonder if my old man has been on this road?" Chances are, he has. HOG, thanks for the trip down memory lane.

PAUL MATA

Katy, Texas

I enjoyed reading "Two Worlds. One Road." in HOG 025 - although I wanted to hear more about biker safety around 18-wheelers. As the Head Road Captain for Post 81 American Legion Riders, I did a study with Werner Trucking. I learned that they have two types of proximity controls in a small, but growing, percentage of their vehicles to test which is more effective. The less expensive is a warning device when something is too close (for lane drifts or imminent collisions). The more expensive device covers the same functions, but cuts fuel to the engine or applies brakes if necessary. The tests



"... we were literally above the clouds and were treated to some beautiful views. From personal experience, it's a great ride, but not for the faint of heart or inexperienced."

KEN ROSEN, *Brooklyn, New York*

might continue - they might not - but the tech is out there. For now, I would bet on giving trucks the right of way and plenty of room. A bike is invisible on the road - even if your Harley is spit-shined.

DUANE MEYER

Lake Havasu City, Arizona

Climbin' High

"Thrill Ride" in HOG 025 brought back a lot of memories. I've ridden more than 400,000 miles on Harley motorcycles - in the lower 48 and Canada. Being an East Coaster, I always thought the Los Angeles freeway would be a challenging ride - until I rode Mount Washington Road with my adult daughter as a passenger. Talk about white-knuckle experiences! I was so relieved when we got to the top. It was cold, so we kept our helmets on while we walked around

enjoying the view. On our way down, we got a "This Bike Climbed Mount Washington" decal. It was probably for a bicycle, but I slapped it on the Tour-pak® of my Harley.

JACK SANDS

Waldorf, Maryland

Thank you for promoting the Mount Washington Auto Road as a Next Ride in issue 025. Last August, a few friends and I rode to the summit. It was a challenging ride - both up and down. Once we got to the top, we were literally above the clouds and were treated to some beautiful views. From personal experience, it's a great ride, but not for the faint of heart or inexperienced.

KEN ROSEN

Brooklyn, New York

TABLET

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“While I’m no truck driver, my father was a driver for more than 45 years, and I remember going with him on trips as a kid. Man, were we kings of the road.” PAUL MATA *Katy, Texas*

Down Memory Lane

After sitting down and reading HOG 025 from the first to last article, Keith Wilke’s “Entry 83” really hit home with me. I’ve been keeping a journal of every ride that I’ve taken since June 2009, and Keith is correct: It takes discipline to do this. It’s difficult to remember to add an entry when you just take a short ride to work or into town to run an errand, but being able to relive those wonderful times is priceless. My husband and I look through the photo books and read the corresponding journal entries. It almost feels like the trip is happening again. It’s also great to see how my riding skills progressed over the years. Thanks for the article, Keith!

SANDY WARREN
Benton, Mississippi

Give ‘Em an Inch

Like most Harley-Davidson® motorcycle owners, I’m always looking for something new and shiny for my bike (a 2011

FLHRC). In HOG 024’s “Gear,” my interest was drawn to the loud side-mount horn kit. I was curious: is it also 5 dB louder at two yards? I chuckled a little since you used metric distances – just sounded a little brand-inconsistent. Hey, I’m a world traveler and couldn’t be more inclusive. I just don’t want my HOG going metric! Just my two cents (US\$0.02).

RICH WELLONS
Tampa, Florida

Get Your Fill

I stop every 100 miles whether I need gas or not. Always have. It feels great to stretch out and see this great country from both the saddle and your feet.

JAY CREPS
Valencia, California

I usually fill up when I’m feeling lucky – so I get gas and a lottery ticket!

Otherwise, I see how far she goes before she starts to sputter. Then I hope for some good luck.

TOM FRIAR
Castle Pines, Colorado

It’s not so important in cars, but the residual low octane fuel left in the pump from the last customer can mess with your bike if you’re in the habit of topping off. I look for stations with a separate hose for premium – or wait until I’m low on fuel.

RANDY RAWDING
Norway, Maine

To continue the discussion, go to *Divided Highways* on Page 16.

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

What’s Your Excuse?

Unleash the power of creative thinking this season.

I RECENTLY REACHED a pretty cool riding goal: 300,000 miles in the H.O.G.® Mileage program. The secret? *Ride. A lot.*

You’re probably thinking: “Oh, sure, it’s easy for you, you get to ride on the job all the time!” It’s true. I admit I have the best job in the world; one that lets me ride a lot “in the line of duty.”

But here’s my real secret: Rather than accepting excuses to ride *less*, I think creatively to find excuses to ride *more*. Problem-solving usually boils down to looking at the situation from a little different perspective, so turn it into an opportunity and make it work in your favor.

For instance, here’s a problem: “I’ve never been to Sturgis,” or “It’s been a really long time since I’ve been to Sturgis.” Solution: “Ride to Sturgis this year.”

See how easy that is?

Speaking of the Sturgis® Motorcycle Rally, 2014 will be a great year to attend because of some special events we have planned around the Black Hills. On Friday, August 1 in Deadwood (and simultaneously at the National Biker Roundup in Tulsa, OK), we’re making a very special new product announcement that you won’t want to miss. We’re also offering



an exclusive H.O.G. members-only hospitality area at the Harley-Davidson display on Lazelle Street in Sturgis, August 2-8, 3-5PM. Stop by for free refreshments, sample H-D Roadhouse sausage, or just to take a load off after a long day.

Let’s try another one. Problem: “I’m going to be *so busy* this summer. I won’t have any time to ride.” Solution: “I’m going to be *so busy* this summer, I better give myself a break and plan a ride.”

It’s like magic!

If you need an excuse to ride somewhere, there are still plenty of H.O.G. rallies and other Harley-Davidson events left on the calendar, all over the country (see the H.O.G. events pullout in this issue for some great ideas). But if a long ride really isn’t in the cards for you, just pick an event or destination closer to home. Either way, the important thing is

getting your butt on your bike and eating up some miles.

So what’s *your* riding goal, and what excuse are you going to use to achieve it this season?

Hey, if you need help thinking of something just let me know. I’m the guy sporting a 300,000-mile patch and riding a crazy-hot Street Glide® Special (at least until the 2015 models come out).

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



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

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Project LiveWire

This stunning machine is Project LiveWire, Harley-Davidson's first electric motorcycle. Powered by a three-phase AC induction motor mounted in a lightweight chassis with styling that draws from Harley-Davidson's rich racing heritage, Project LiveWire combines tire-shredding acceleration with responsive handling and braking to produce a visceral riding experience.

And you can have a chance to ride it at one of the 30 stops the Project LiveWire Experience tour is making across the country this year, where riders will have an opportunity to give us their input on what a future production electric motorcycle from Harley-Davidson might be. For now, you can hear it at projectlivewire.com and drool over this one.



Street Tracker

Harley-Davidson Factory Flat Track Team racer and reigning AMA Pro Flat Track Grand National champion Brad "The Bullet" Baker rides a Harley-Davidson® Street™ 750-based prototype race motorcycle during filming of an exhibition race on ESPN to promote a fan vote on whether to add Flat Track racing as a

medal sport at future Summer X Games competitions. See the results of the vote, and watch Brad and other members of the Harley-Davidson Wrecking Crew in action at darkcustom.com.

Photograph by **Brian J. Nelson**



SEE HOW IT FEELS TO BE WANTED IN FORTY STATES.

**H.O.G. MEMBERS GET AN EXCLUSIVE INVITATION
TO OVER 40 STATE RALLIES IN THE UNITED STATES.**

There are other ways to learn the geography of the United States, but none that we know of that are so much fun. Exclusive state rallies are just one of the many experiences that make being a H.O.G. member the best way to get the most out of your Harley. **LEARN MORE TODAY AT HOG.COM/RALLIES.**

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THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



Kickin' It

A rider goes all out to kick-start a Panhead chopper on Main Street at the 2013 Sturgis® Motorcycle Rally. The 2014 event – also known as the “Black Hills Motor Classic” – runs August 4-10 in Sturgis, South Dakota.

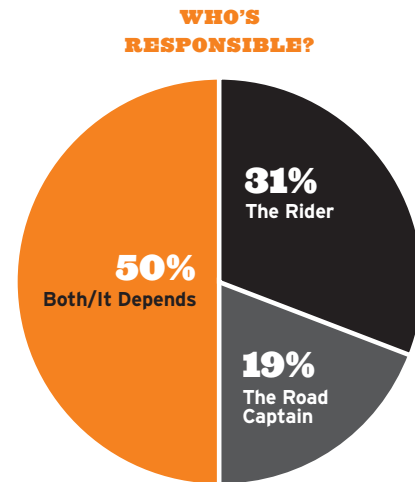
Photograph by Shooters Images

DIVIDED HIGHWAYS

Top Off or Ride On?

WE ASKED: Do you run your tank dry or top off at every opportunity? And who's responsible for making sure no one runs dry?

YOU SAID: At the beginning of every ride we hold a meeting to explain the rules of the road. We ask what everyone's fuel range is. -DON L. ... **It's two-way. Road captains need to ask about fuel at all stops, but each rider also has to speak out about their needs.** -MARK L. ... Over the years I've become our road captain on rides and feel responsible to see that there are opportunities for everyone to gas up. -KERRY O. ... **We have chase vehicles that stop for broken bikes, but fueling is the rider's responsibility.** -ROGER M. ... The point of being with a group is fellowship. I tend to fall in the personal responsibility category for most things, but it's a great courtesy to offer help to the less experienced. -JEFF L. ... **I'm responsible for my fuel! Road captains have enough things they're responsible for.** -JOHN M. ... Buck up and take a little responsibility for yourself. Stops are scheduled around the smallest capacity tank, but from there it's up to you. -STEVE B. ... **Taking care of yourself is the most important part of a successful ride.** -DAVID O. ... An individual rider should understand the ride and prepare fuel, riding gear, and snacks. The road captain is ultimately responsible that all riders are prepared. -BUDDY D. ... **We're all on this blue marble together, so watch out for one another, but first and foremost take care of yourself.** -JOE O. ... Do you need someone to tell you when to put gas in your car? -R.B.



NEXT QUESTION:

Rockin' or Just Rollin'?

DO YOU PREFER rockin' down the highway with the music cranked, or rollin' along to the rhythm of the wind and the beat of your V-twin engine?

» 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.

H-D RENTALS

H-D® Rentals Gone Digital



Take your pick of the litter by choosing your rental bike at h-d.com/rentals. Whether you're shooting for a cross-country tour or a one-day run, check out dealership availability and make a reservation ahead of time to get the perfect bike.

MOTOTIPS

Cover Up to Stay Cool
On a hot, dry day, wear a light jacket or long-sleeve T-shirt rather than short sleeves - it can keep you cooler by keeping the sun off your skin and slowing moisture loss.

Slipperier When Wet
When riding in wet conditions, keep in mind that lane lines, stop lines, and other reflective lines on the pavement get extra slippery when wet.

Can-do Cans
A flattened aluminum can slipped underneath your sidestand can help keep it from sinking into soft asphalt on a hot day.

H-D MUSEUM®

It's On the House

Throughout 2014, get the new H.O.G.® logo engraved free of charge on any new Living the Legend™ Rivet from the H-D Museum. The 6-inch rivet features the detailed logo with eagle, and the 3-inch puts the stylized logo front and center. Once the new year hits, an engraving charge will be added - so don't miss this chance to commemorate the new H.O.G. logo and make your mark in steel. Visit h-dmuseum.com for more information and to create your own unique rivet.



SURVEY

Most Dads Left Wanting on Father's Day

A Harley-Davidson survey of 1,200 U.S. dads reveals the shocking Father's Day truth:

32% were completely forgotten

57% got presents they didn't like

53% wanted to return their gifts

What is wrong with you people!?

The good news is that if you failed on Father's Day it's not too late to make it up to him. Find the gifts he'll really love from h-d.com/shop. Who knows? You just might also find a little something to brighten your own day.

The Harley-Davidson Father's Day Survey was conducted by Ipsos Public Affairs, a leading global insights firm, May 8 to May 15, 2014, among 1,242 adult American men who are fathers, using an email invitation and an online survey.



Get Your Bearings

Wheel bearings - a circle of steel balls between the axle and the wheel hub - are what keep the wheels on your Harley-Davidson® motorcycle spinning freely and smoothly.

When they start to wear out, your wheels can start to make noise. Wheel bearings should be replaced if they make noise or if you detect rough rotation.



Wheel bearings on Harley-Davidson motorcycles from model year 2000 and newer are sealed in a casing to keep in the grease, and keep out dust and dirt. This results in longer life and lower maintenance. They don't have a specific service interval, but a good rule is to inspect them every time a tire is changed - or any time you suspect a problem. Under normal riding conditions, they should rarely have to be replaced.

Older, unsealed bearings require more attention, including regular lubrication and more frequent replacement. They're more exposed to outside elements, so they can collect dirt and dust, which accelerates wear.

Ambitious owners with excellent mechanical skills (and the right tools) can maintain and even replace wheel bearings on their own. Follow the procedure outlined in a Harley-Davidson Service Manual for the model you ride.

Otherwise, sealed or unsealed, you can always trust your H-D Authorized Service technicians to have the skills, tools, and experience needed to do the job right. And keep your wheels and bearings spinning like they should.

For more information, talk to your dealer or consult your Owner's Manual.

SEPTEMBER 8-13

CALIFORNIA

LANCASTER *to* SAN FRANCISCO

Keep your grip on the throttle as you set out over the mountain byways and scenic routes carved into the California countryside.

MOAB

Ride on top of the world, putting wheel to warm red rock as you take on the canyons, mesas, and buttes of Moab.

UTAH

AUGUST
28 - 30

SEPT
18-20

GEORGIA

Columbus

Follow in the tracks of the fallen on the Civil War Ride or War Eagle Loop, check out the Daytona Drill Team, and shine up for one chromed-out bike show.

*Open Throttle.
Open Road.*

2014

H.O.G. STATE RALLIES

BRAVE THE RIDGES OF NORTH CAROLINA, CRUISE UTAH'S STEEP MOUNTAIN PASSES, OR RAMBLE ALONG THE MISSISSIPPI THROUGH SMALL-TOWN AMERICA AS YOU SET OUT FOR A H.O.G. STATE RALLY.

THE ADVENTURE STARTS HERE.



North CAROLINA

MURPHY — MANTEO — SEPT 3-6

Stick to the road less traveled through the towering pines, roaring waterfalls, and vibrant wildlife that pave the way to the East Coast.

MICHIGAN BIRCH RUN

August 14-16

Breeze down tree-lined roads, rustic trails, and city streets until the sun sets. Then pull on your dress boots and check out the Birch Run nightlife.

START PLANNING AT HOG.COM/RALLIES
EVENT DETAILS SUBJECT TO CHANGE

Mississippi

NATCHEZ SEPTEMBER 18-20

Set out for the Southland and explore a city brimming with plantations, riverboats, and gardens – or enter yourself into the first H.O.G. Floozie Contest.

New Mexico CLOVIS

SEPT 4-6

Rock 'n' ride through the stomping grounds of Buddy Holly, Roy Orbison, and Norman Petty, while taking in the "Clovis Sound."

Omaha

NEBRASKA

AUG 28-31

Dig your wheels into the dust as you tear through eastern Nebraska, western Iowa, and downtown Omaha.

SEPT 18-20

NEW JERSEY Seaside Heights

Drag your wheels through the salt and sand of Seaside Heights. Guided rides, live music, and the best BBQ in the state. Just don't spill on your leathers.



H.O.G.[®] members are making a mark all over the world. The proof? It's in their pictures.

Have a great rally shot to share? Publicly post your faves to Twitter, Instagram, or Facebook with #Hogstaterallies and your own creative #hashtag for a chance to see it in HOG[®] magazine.



TEXAS STATE RALLY

Abilene

Some beautiful runway models and Cole Freeman, stunt rider. #atgatt



INTERNATIONAL RALLY

Saint-Tropez

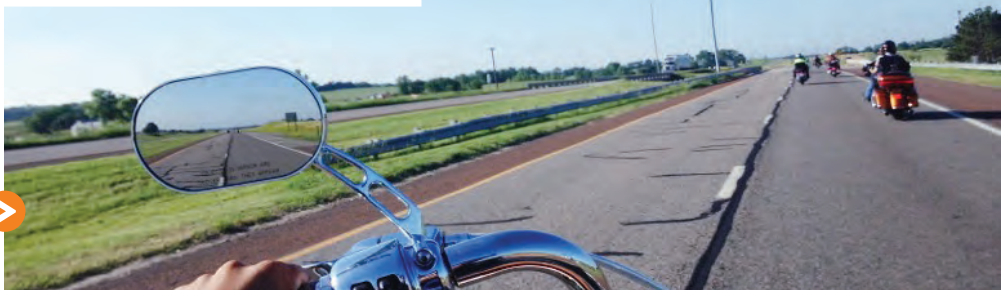
Burnouts? No. Burnout? Yes. #donttrythisathome



KANSAS STATE RALLY

Salina to Liberal

Riding into and out of Dodge City. #wildwildwest



CHAPTER ANNIVERSARY

Conroe

The Cut-N-Shoot Texas Chapter celebrates 25 years. #spottheduck



Impeller Custom Wheels

Here's a gleaming chrome version of the 10-spoke Impeller Wheel that's original equipment on many 2014 Harley-Davidson[®] Touring motorcycle models. Polished to a mirror finish, these wheels will fit 2009-later Touring models (except Trike and 2012-later CVO[™] models) and add dazzle without changing the character of the bike. Installation may require the separate purchase of model-specific hardware and tires. **\$649.95 each** P/N 43300338 17-inch Front, P/N 40900348 16-inch Rear

The New Cool

These are just some of the all-new Harley-Davidson[®] Motor Accessories and MotorClothes[®] Apparel and Accessories available now at h-d.com/store and your local dealer (beginning July 21 for MotorClothes items).

FXRG[®] Dual-Homologated Helmet with Integrated Sun Shield

Experience the high-tech comfort and protection of the new FXRG Dual-Homologated Helmet with Integrated Sun Shield. It's made from injected thermoplastic resin with a semi-automatic "auto-up" system for either full- or open-face configuration - both of which feature optimized aerodynamic soundproofing. Dual-Homologation means it's approved to meet U.S. DOT and European ECE 22.05 performance standards in either configuration. Comes with an integrated UV-coated and anti-scratch sun visor, plus washable fabrics. **\$495** P/N 98303-15VM



Notorious Low Profile Half Helmet

The 100 percent fiberglass men's Notorious Low Profile Half Helmet offers the smallest profile of any H-D[®] helmet, weighs just 2 lbs.-1 oz., and meets DOT requirements. The removable and washable Silvercool[™] antibacterial interior wicks moisture and eliminates odor. **\$150** P/N 98334-15VM



Boom![™] Audio Saddlebag Speaker Kit

Pump up the volume and sound clarity on your 2014 Harley-Davidson[®] Project RUSHMORE Touring model with a pair of high-performance saddlebag speakers. The 5 x 7-inch waterproof 2-ohm full-range speakers feature high-strength woofer cones and suspended 25mm tweeters that are directionally optimized for improved rider acoustics. The speakers fit in color-matched saddlebag lids (sold separately) and are covered by durable perforated metal speaker grills. Kit includes left and right speakers, grills, rear wiring harness, and installation hardware. **\$399.95** P/N 76000-489



Distressed Denim Jeans

Step into comfort and style with the new Distressed Denim Jeans for men. Built from 13.2-oz. 100 percent cotton denim, they sport a lower rise and better fit, with increased durability from improved stitching and doubled-material belt loops. The V-shaped back loop helps keep a belt in place, while the darker wash, with distressed and skip-stitch accents, serves up style points. Starting at **\$60** P/N 99004-15VM



RALLIES

Get the Trailblazer Advantage

Riders on the New England Trailblazer H.O.G. National Touring Rally – September 7-12, 2014 – will be faced with an enviable challenge. Vermont, Maine, and New Hampshire are home to so many miles of twisting, turning, tree-lined roads, how can you possibly choose the best ones to ride?



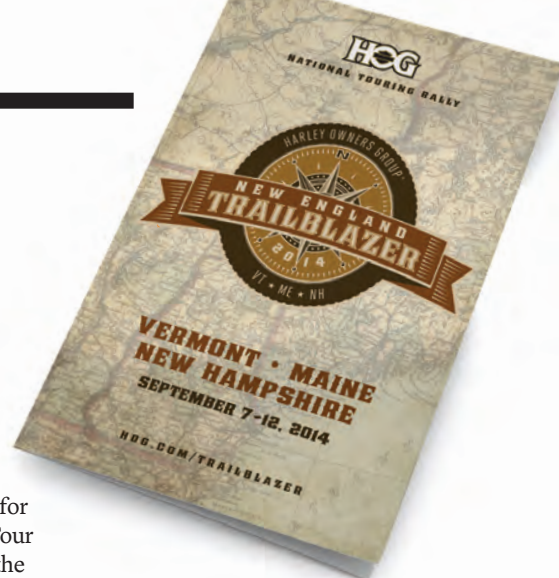
H.O.G.'s got it covered. We've teamed up with Butler Motorcycle Maps, makers of waterproof, tear-resistant maps designed especially for motorcyclists, to create an exclusive map for riders on the rally. The company created last year's Ozark Hellbender Tour map, and they've been busy scouting the route for this year's New England Trailblazer.

"Our goal is to find every great motorcycle road in a state or region," says Justin Bradshaw, co-founder of Butler Maps.

"For this year, like we did for the Ozark Hellbender Tour in 2013, we'll break up the riding by day, so you can see each day's route, mileage, stops, and points of interest. And on the back will be inset boxes with more detail."

What can you expect from the Trailblazer Touring Rally?

"New England is great, with lots of unique, quaint towns," Justin explains. "We'll cover the popular stuff, the roads you can't miss when you visit the Northeast. But we'll be stitching them



together with lots of country roads – gentle, winding, tree-canopied – with a lot of history along the way."

Butler's exclusive New England Trailblazer map isn't sold anywhere – it's only available as part of your rally registration.

Don't miss out on so much great riding and inside information. Go to hog.com/trailblazer for more information and to register.



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TABLET

Go Inside Harley-Davidson University®

Mettle, smarts, and a good head on your shoulders. That's what it takes to get through H-D University and stand with the best technicians in the world. Read the story on Page 26, then hit the HOG® tablet edition to meet one HDU grad who's living the Master Tech dream.

hog.com/tablet



SOCIAL

Who We're Following

HOG follows these Twitter handles so closely, you could almost call it tailgating.

@hdmuseum

Keep up to date on the latest comings and goings at the H-D Museum® Featuring event info, exhibit teasers, and blasts from the past, this feed is stocked with classics.

@MDAnews

See what's happening over at the Muscular Dystrophy Association – a health organization for adults and kids fighting MD, SMA, and ALS that Harley-Davidson is seriously invested in.

@BradtheBullet

Get a taste for the fast life with Brad "The Bullet" Baker, 2013 AMA Pro Flat Track GNC Expert Champ and a racer for the H-D Factory Flat Track Team.

@SchoonysBeard

Get a behind-the-scenes look at H-D racing from H.O.G. and Events Manager Kris Schoonover (and pictures of his epic beard).

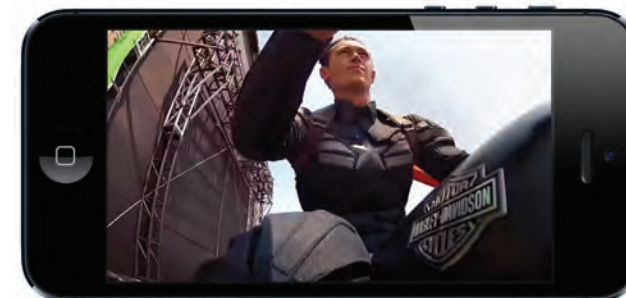
@SonsofAnarchy

Check out the Sons of Anarchy feed for a peek behind the scenes of the baddest show on FX.

VIDEO

Behind the Scenes Captain America: Winter Soldier

Watch the making of breathtaking motorcycle stunts in the blockbuster Marvel movie. youtube.com/harleydavidson



APP

Max Out Your Ride



Featuring hot rider destinations, local insider info, and a user-friendly interface, the H-D Ride Planner turns cross-country cruises into two-wheeled adventures. Set a destination and open the throttle. Get started at h-d.com/rideplanner.

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PHOTOGRAPHY BY CHAD COPPES/SOUTH DAKOTA TOURISM

Back for More

The appeal of the **Black Hills** goes far beyond the granddaddy of all motorcycle rallies.

Everybody says, “Ya gotta go to Sturgis once in your life.” But they’re wrong. Because once isn’t enough. Get the full Black Hills experience and take a return trip to South Dakota and Wyoming—whether it’s rally time or not.

GREAT DESTINATIONS

The list of “must-see” destinations is a long one. The world-famous Mount Rushmore National Memorial is in the heart of the Black Hills. The ever-unfinished Crazy Horse Memorial (a work-in-progress since 1948) is a 30-minute ride southwest. The prehistoric Badlands National Park and its unique

lunar landscape looms to the east. And just a couple hours northwest is Wyoming’s Devils Tower, a popular day trip during the Sturgis® Motorcycle Rally.

GETTING THERE

Ride the unforgettable pigtail bridges on Iron Mountain Road (U.S. 16A) for a heart-racing thrill. These spiral structures are an engineering marvel (like switchbacks on stilts) and a thrilling way to climb the Black Hills’ steep slopes. And don’t miss the single-lane tunnel that opens to an unmatched view of Mount Rushmore.

Another notable scenic route is the Needles Highway.

Named for the towering granite “needles” surrounding the road, this 14-mile stretch of SD 17 cuts through the heart of Custer State Park and showcases the “Needle’s Eye” rock formation and Sylvan Lake.

WHEN TO RIDE

Experience the thrill of sharing the road with thousands of other motorcyclists, and make the ride to the Black Hills during or near the Sturgis Motorcycle Rally, traditionally staged the first full week in August. During other summer weeks, the area is popular with four-wheeled tourists.

If you would rather avoid the crowds, things start to quiet down (and cool off) after Labor Day. Fall colors typically peak in mid- to late-September, making fall a great time to ride. Hearty riders can enjoy the Black Hills well into October and beyond.



Road Captain Recon

Tips from the Black Hills H.O.G.® Chapter



SADDLE UP

“No doubt my personal favorite stretch is Neck Yoke Road,” says Road Captain Rick Swantner. A close second is Old Hill City Road (a.k.a. Hill City-Keystone Road), which twists and turns through the hills from where else but Hill City to Keystone.

CHOW DOWN

The bacon cheeseburgers at Louie’s Saloon & Eatery in Lead are the best, but for barbecue, “there ain’t no better” than Jr.’s Roadhouse in Piedmont. In Hill City, it’s hard to beat lunch at the Bumpin’ Buffalo or dinner at the Alpine Inn.



BISON, DEAD OR ALIVE

Lunch at the Hitchrail in Pringle is always a hoot and well worth the ride, since it includes a run up Highway 87 along Wind Cave National Park, where we always see bison. And don’t forget Custer State Park, where you can get closer to a bison than you ever want to be—unless it’s ground up, grilled, and served on a bun.



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EARN REWARDS AS YOU RACK UP THE MILES.

Stretch those legs out and ride. Pins, patches, and medallions are awarded to H.O.G.® members for just doing what you love to do: leaving it all behind. The more wind in your face, the more you earn. **LEARN MORE TODAY AT HOG.COM/MILES.**

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For more information, visit www.blackhillsbadlands.com or hog.com/rides.

Flying a Fat Boy®

Hollywood Stunt Coordinator **Joel Kramer** walks through the legendary bike stunt from *Terminator 2*.



waves as the truck slams into the sides of the canal, trying to take down John. Cue the Terminator: Arnold Schwarzenegger – sun glaring off his dark sunglasses and worn leathers – cruising the upper edge of the canal on his Harley® motorcycle.

From above the canal, the Terminator fires his shotgun at the truck. He reloads

The team tested the stunt 15 times, making sure they could decelerate the falling Harley ...

In 1989, Harley-Davidson introduced the FLSTF Fat Boy. In 1991, it became a Hollywood star. James Cameron's *Terminator 2: Judgment Day* was a film to be reckoned with. It had it all. Adrenaline-fueled action sequences, cutting-edge CGI, and a range of explosive performances.

To riders, one scene stands out: Arnold Schwarzenegger flying his Fat Boy off the edge of a flood-control canal. The stunt is one of the most memorable bike tricks to-date, and it couldn't have happened without Stunt Coordinator Joel Kramer.

If you don't remember, it went something like this ...

The T-1000, a robotic assassin sent back in time to kill young John Connor, chases its target down an old drainage canal – John on a dirt bike, the T-1000 in a semi. Dust and sparks shoot off in

with a flick of his wrist and fires again. The T-1000, unfazed, revs the semi and slams into the back of John's dirt bike. With time running out, the Terminator picks up his pace and races toward the edge of the upper landing. There's at least a 20-foot drop into the canal coming up, but he's not slowing down. He's speeding up.

Hitting the edge, he flies his Fat Boy bike off the upper deck. The scene is silent except for a single sustained note and the engine's rumble as the bike drops 20 feet, touches down in a flurry of sparks, and drives forward, hard as ever, to rescue John.

Don't Try This at Home

"I remember James Cameron's words were: 'I don't want to do it like any other movie where we take a dirt bike, build it to look like a Harley-Davidson, and

jump it. That's not gonna work. I don't care how you do it, or how you figure it out. We're jumping a Harley.'"

And they did. No fakes, no stand-ins. That's an authentic H-D® Fat Boy flying through the air.

Kramer, the coordinator for the *Terminator 2* stunt, got his start in 1976 as a double for low-budget flicks. He had practically grown up on the back of a bike, and with his wide range of interests (everything from martial arts to car racing) stunt work was right up his alley.

To launch a bike as big as a Fat Boy, Kramer had to use some new techniques. "We suspended the bike – rigged it with cables – and erased them with CGI. It was the first time it has ever been done. Now it's common practice."

The stunt group scouted the flood-control canal for an area that maximized the bike's power and speed, but had enough room for technical rigging. They settled on a 900-foot gap that fit two 30-ton cranes. Perfect.

The actual rigging was simple. One cable behind the seat, one by the triple clamps – that's all it took to make her fly. The team tested the stunt 15 times, making sure they could decelerate the falling Harley so it hit the ground with wheels still spinning. Once they had it down, it was time to shoot.

"I actually took Arnold's stand-in," said Kramer, "bumped him up to a stuntman for a couple of days, and said, 'All you've got to do is sit here with a stoic look on your face, and we'll do the rest.'"

"We flew him off the edge of the flood-control panel at 40 mph, and he made it about 120 feet out. We managed to make the bike and rider – about 800 pounds – weigh 80. So it hits, bounces a bit, and just keeps going."

Fast but unforgettable. And it only took one take. The kind of feat only a Fat Boy motorcycle can pull off.



He's Back

T2 TAKES ON THE HARLEY-DAVIDSON MUSEUM®

Check out one of the few surviving Fat Boy motorcycles used to film *Terminator 2: Judgment Day* on display at the H-D Museum. The exhibit also features a full costume worn by Schwarzenegger, shotgun props, and other memorabilia from the box office juggernaut. For more information, go to h-dmuseum.com.



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MASTERS OF THEIR CRAFT

AT **HDU**, THE BEST GET EVEN BETTER

Story and Photos by **MIKE ZIMMERMAN**

Since 1917, they've been coming to Milwaukee.

From across the U.S. – and around the globe – they journey to the home of Harley-Davidson. Not to party or pay homage to the world's greatest motorcycles, but to learn.

They're the people you trust to keep your Harley-Davidson® motorcycle running its best. And they come to H-D University® (HDU) to make sure the service they provide lives up to the legend of the name on their sleeves.

FROM THE BEGINNING

It started as the Quartermaster School, established to train U.S. military mechanics to service the motorcycles H-D supplied the Army during World War I. The facility was not fancy – a glorified shed, reminiscent of the Motor Company's first “factory.” But like the

mechanics it served, it got the job done.

Today, HDU occupies more than 30,000 square feet on two floors at the Motor Company's Juneau Avenue headquarters, including five high-tech learning labs and four classrooms. Each year, more than 1,000 technicians (as well as a variety of other dealership personnel) pass through its doorway. Their goal: To ultimately become a Harley-Davidson-recognized Master Technician.

“They take great pride in reaching that level, it's a big accomplishment,” says Manager of Technical Training and Development Gary Pelot. “When a customer sees somebody with the Master patch on their shirt, they know they have the most capable, highest quality technician.”



Reaching that level is a rigorous test of skill and knowledge. A minimum of five years experience at an Authorized Harley-Davidson Dealership is required, but it usually takes longer to work your way up through the lower levels and complete all the required course work.

Even techs with a lot of experience have to start at “Staff”-level recognition. From there, they move on to “Technician,” “Advanced Technician,” “Expert Technician,” and, finally, “Master Technician.”

Previously, Master-level recognition was available in Powertrain, Electrical, and Chassis. But in 2013 those were combined into one level. “We believe that a Master Tech should be a master at everything,” Pelot says.

Some courses, including refreshers and updates, can be completed online, but core classes require hours of instructor-led classroom and lab time. Classes are hands-on and interactive, using all the latest tools and technology. Lectures often turn into discussions, where

students can learn as much from each other as they do from the instructor.

The program is expanding around the globe, with HDU satellite facilities in 20 countries. In the U.S., instructor-led classes are offered in Orlando, Florida; Norwood, Massachusetts; and Phoenix, Arizona through a partnership with the Motorcycle Mechanics Institute (MMI). But Milwaukee is still the only place where *all* the classes are offered – and it's where the global trainers come for training.

Plus, with its history, facilities, and proximity to Harley-Davidson designers, engineers, and other “subject matter experts” – not to mention the Harley-Davidson Museum® – nothing beats the full Milwaukee experience.

“I did a lot of training at MMI in Orlando, but it's different here,” says Eric Pierce, from Fort Myers H-D in Fort Myers, Florida. “This is *Harley*. This is their facility. I love the atmosphere here, where everything is Harley-Davidson.”

HARLEY DNA

It starts at a very young age. Ask a tech why he or she is there, and the answer often starts with, “I've loved motorcycles since I was a kid.” Those with a real sense of purpose often begin their career with a degree from MMI, then look for a dealership job. Sometimes that means wandering in the metric wilderness for a while before a highly sought H-D opportunity opens up.

Others take a different path, perhaps talking a dealership into letting you fetch tools and wash bikes in high school. You watch and learn at all times, working your way up, absorbing the knowledge you know you'll need to make it as an H-D technician.

Shea Hall, from Republic H-D in Houston, Texas, started his first job with an MMI degree in-hand but knew he would still have to prove himself. He told his bosses, “I'll scrub your toilets, clockwise on Tuesday, Wednesday,

MASTER MINDS

To reach Master Technician recognition, Harley-Davidson Service staff must complete at least:

60

months service at an Authorized H-D® Dealership

262.5

hours of in-class, instructor-led training

50+

online classes, assessments, updates, and technical forums

.....
“Learning from others is a big part of [the HDU experience]. It’s not just a lecture, it’s lots of discussion, sharing experiences. And our instructors have been in the industry for a lot of years, so they have tips and tricks that they pass along to us.”
.....

ZACH RODGERS
Red River H-D, Wichita Falls, TX

and Friday; then counter-clockwise on Thursday and Saturday. Whatever it takes.”

Fortunately, it didn’t come to that. But that attitude is an essential quality in a future H-D Master Technician, and now Hall is squarely on that path.

And because technology is always advancing, the learning never stops. Higher-level courses include testing on prerequisite subject matter to ensure fresh knowledge is built on a solid foundation. Technician-level recognition is good for two years; all others beyond that must be renewed *annually*. This is primarily done through rigorous online assessments, sparing dealerships the cost of sending techs back to Milwaukee every year. But when advancement is the goal, or when significant new products are introduced, additional training is required.

When the V-Rod® model was introduced for 2002, dealerships were required to send at least one technician to Milwaukee for specific training on its all-new liquid-cooled Revolution® engine. More recently, Harley-Davidson introduced two new platforms: the 2014 Project RUSHMORE Touring motorcycles and the 2015 Street™ 500 and 750 models. Both put new demands on H-D Authorized Service departments. Thanks to HDU, they’re already up to speed and ready to provide the legendary service riders expect.
.....





.....
Clockwise from upper left: Preparing and adjusting the arbor press, used to install balancer assemblies in a counterbalanced Softail® engine; aligning and installing a balancer assembly; installing the cam chain; diagnosing the charging system on a Touring model; installing piston jets onto the right-side crankcase. **Right:** Engine components set up on a work bench. Organization, cleanliness, and attention to details are critical.



Who would you rather have working on your bike - someone who swaps out parts until it starts working again or someone who takes a strategic approach to solving the problem?



LEARNING TO THINK

Who would you rather have working on your bike - someone who swaps out parts until it starts working again or someone who takes a strategic approach to solving the problem? When you think about it, the answer is obvious.

“We teach *thinking* here,” says instructor Mitchell Eliason. “We teach thinking through a problem rationally, with isolation techniques to narrow down the problem, so that we can truly make educated decisions. The answer might be, ‘Yeah, you do need this part.’ But it also might be, ‘No, you don’t need any parts at all.’”

In lab portions of the class, students are typically each assigned their own motorcycle to work on. Each is “bugged” with similar types of problems, and students are challenged to fix it on their own. There’s no leaning on the greater experience a classmate might have to help them solve the problem. If a student struggles, that’s just part of the process.

“We encourage students to ask questions, but I always want them to spin their wheels a few times before they throw up a hand,” Eliason says. “Because there’s value in spinning your wheels in the mud for a few minutes. Then their job is to be brave enough to holler out and say, ‘Hey, I need some help.’ And that can be a hard thing for some guys.”

Classes typically run two, three, or four days, 8:30AM-4PM. In many ways, they resemble a standard college class, including nightly homework assignments.

“We like to get them geared up and thinking about the next day,” Pelot says. “And we encourage them to work together and share their homework answers. They learn a lot from their fellow technicians - like, ‘What are you seeing in your shop that maybe we aren’t seeing in ours?’”

ONLY AT HDU

What truly separates authentic HDU-recognized technicians from the pack of pretenders is the exclusivity. Only techs who work at Authorized Harley-Davidson Dealerships can enroll. And only factory-trained techs have access to all the newest training, tools, and protocols.

A prime example is the H-D Digital Technician II, a proprietary diagnostic computer interface that provides an electronic “window” into the heart of a Harley-Davidson motorcycle.

“This thing does a lot,” says Master Technician Jay Coutu, from Tucson H-D in Tucson, Arizona. “This is the first thing you grab when you have a problem. Your hack shops, they’re not going to have this. It’s H-D only. And it’s a good thing because we’re the only ones that know how to use it.”

Even technicians who have previously worked at an H-D dealership, before moving on to an independent shop, soon fall behind. Technology advances rapidly, and they just don’t have access to the ongoing training H-D-recognized technicians receive.

Continuing training is a big investment for a dealership. Dealers don’t have to send their staff to HDU, but the vast majority do. They understand that keeping their Authorized Service people at the top of their game benefits everyone, especially riders.

“It allows the owners to have the shortest amount of downtime when bringing their bike to the shop,” Pelot says. “It helps ensure that your bike gets fixed quickly, correctly, and the first time. That’s our goal. And that’s the dealer’s goal.”

“Training is super important,” Coutu adds. “And you come back loving your job. We’re all good at a certain thing, so like ... I might be good at electrical, he might be good at transmissions. We can bounce ideas off each other. Between all of us we can fix anything. We do it all.”

“Our people care about Harley-Davidson motorcycles. That’s why we’re here.”

See how Jay Coutu is living the Master Tech dream on video in the HOG® tablet edition.
hog.com/tablet





HOT HATED NO FURY

**RUNNING WITH THE DEVIL IN
THE HOTTEST PLACE ON EARTH**

STORY AND PHOTOS BY
MIKE ZIMMERMAN

DEATH VALLEY

NOT THE MOST INVITING NAME, is it? It's hot, dry, and desolate: three words that don't readily come to mind where great riding destinations are concerned. Most of what I know about Death Valley comes from cautionary tales of riders packing their riding gear with ice to make sure they don't, you know ... *die* as they ride through.

Still, it's one of those places where you'd like to be able to shrug your shoulders and say, "Yeah, I've been there." You know, just once.

But the Northern Nevada H.O.G.® Chapter takes up the challenge every year on its Death Valley Run for the Silver ride. So there's got to be more to it than searing sun, scorching sand, and the bleached-out bones of overconfident sportbike riders, right?

Well, saddle up your Harley,® lather on your sunblock, and stuff some ice down your pants, because you're about to find out.

WARMUP RIDE

Jerry Kurler was so happy to see me that he dropped his H-D® Street Glide® right there in the Chester's Reno H-D parking lot where I was to pick up my rental bike.

"Well, that's never happened before," he said. Okay, Jerry. And that check is in the mail, I'm sure.

But I doubt it was the visiting HOG® magazine correspondent that caused him to go all wobbly. I'm sure he was just excited about starting our ride on such a beautiful late-April morning.

Jerry was in the small group of chapter members assigned to lead me safely into and out of the bowels of Hell. Lee Ruff, the chapter's assistant director, would ride point and lead the eight of us – on five bikes and two trikes – 30 miles south to Carson City, where this 19th

annual event would officially begin with breakfast at the Gold Dust West Casino.

Instead of gambling, we would launch an ABCs of Touring-style photo scavenger hunt, cooked up by the diabolical mind of ride organizer Gary Mentzer. I was repeatedly warned about "Gary's Rules," which basically means points can be awarded or taken away for virtually any reason – making part of the challenge trying to read Gary's mind. That's no small task because, as Lee's wife, Lori, puts it: "He's warped."

I quickly figured out that we would be taking the contest very seriously. Following photo stops at Dairy Queen, the H-D dealership, and some tanks outside a National Guard facility, it took us 45 minutes just to get out of Carson City.

And things didn't go much faster outside of town. But the image of Lee fumbling with his iPhone, entry form, and dignity to take a selfie outside the

Moonlite Bunny Ranch brothel made it all worthwhile. And we had plenty of time for a leisurely 335-mile ride to Lone Pine, California, our Thursday night stopover. It was a great warmup for the scorching ride through Hades that surely awaited us in the Valley of Death. Or did it?

Truth is, the forecast called for unseasonably cool highs in the low 70s. Wait ... what? So much for Gary's warnings that temps in the Valley were already peaking over 100 degrees. What's the point of riding in Death Valley if you can't brag to your friends about how hot it was?

How hot was it? "Hot enough to give a scorpion heat stroke," I planned to say. "Hot enough to melt the soles of my boots and boil my Diet Dew right in the can. Hot enough to" You get the idea.

All that was out the window now. But over beers and burgers in the cool of the Lone Pine evening, I heard talk of a new danger lurking in the Valley: wind gusts up to 70 mph.

How windy was it? "Windy enough to blow the ears off a jackrabbit!" Needs work. But I'll have to have *something* to brag about.



Below: Lunch at Rhino's Bar & Grille in Bridgeport, California – where we scored a neon-green T-shirt, for the scavenger hunt, tacked to the ceiling. Above right: Dante's View, more than a mile above Badwater Basin.



HOW WINDY WAS IT? "WINDY ENOUGH TO BLOW THE EARS OFF A JACKRABBIT!"





THE WINDING ROAD TO HELL

Twisties in Death Valley? I had no idea. But there they were, right under the wheels of my 2014 Project RUSHMORE Ultra Limited. It hadn't occurred to me that to get into a valley you generally have to cross some mountains. That's where the twisties were – as well as the “rolliest” stretch of road I've ever ridden.

When the sign says DIP, pay attention. But it's not the *down* that gets you so much as the *up* that follows. If I didn't know better, I would swear I got some air riding over one crest.

We had to ride for quite a while before I could actually say I had been to Death Valley (the valley itself is only one part of Death Valley National Park). Every few minutes we passed an elevation sign: 4,000 feet, 3,000 feet, 2,000, 1,000. What began as a downright chilly ride grew steadily warmer as we rode toward sea level.

I knew we were getting close when we passed a sign that read: AVOID OVERHEATING. TURN OFF AIR CONDITIONING NEXT 10 MILES. I looked for the “A/C” switch on my Ultra Limited, just to be safe. But I guess the Project

RUSHMORE engineers haven't thought of everything ... yet.

We took a breath (to warm up!) in Stovepipe Wells – elevation: 0 – where everybody marveled at how not-hot it was. “Usually we're all gathered up there, trying to find shade,” Lee said, pointing to some buildings across the street. He told me that busloads of foreign tourists come here every summer just for the extreme heat bragging rights. But today, everyone chilled in the open, enjoying the windless room-temperature desert splendor – while the foreign tourists took pictures of our Harley motorcycles.

Studying the map, I noticed almost every location included a reference to Hell or heat or something unpleasant: Stovepipe Wells, the Devil's Golf Course, Badwater Basin, Dante's View. When it came time to head to Furnace Creek, I refilled my water bottle at the Beelzebubbler and made a quick visit to Satan's Piss Pot before mounting up.

Furnace Creek is officially the hottest place on earth. World's highest temperature: 134 degrees. Come for the heat stroke, stay for the gift shop.

After lunch the winds picked up considerably, and some of the group decided to head straight to Beatty, Nevada, our home the next two nights. Lee, Jim Dane, and I pressed on to Badwater Basin (elevation: -282 feet).

The 17-mile ride to Badwater was just what I expected in Death Valley: mostly flat, mostly straight, wide open – and almost all downhill (no kidding). An easy ride if not for the winds. I can't say if they officially hit that 70-mph mark, but they were easily the strongest crosswinds to ever hit me on a Harley. It was amazing how stable our bikes were. We were leaned way over much of the time (I think I got a knee down!), but I never felt like we were going to get blown away.

Far left: The weird thing is he didn't wear that face wrap because it was dusty but because it was cold. Above: Badwater Basin was shockingly pleasant.

Badwater Basin was surreal, almost mystical. The center of attention is not much more than a puddle: a small pool where desperate water goes to die. Leading to the puddle is a winding brilliant-white path – a salt flat in the form of a dry riverbed. A boardwalk protects the lowest part from foot traffic, but at the end you can step into the blinding white and wander as far into the desert as you care to.

If I could paint a picture of walking into eternity, this is what I would paint. I would name it “St. Peter's Pathway.” Or maybe “Death by Sunburn.” One or the other.

On the map, Dante's View (elevation: 5,475 feet) is only about three miles east of Badwater. But it's also more than a mile *up*. We had to ride a full 40 miles to

get there, including a steep climb the last half-mile or so. It's downright treacherous if you don't like tight switchbacks on 15% grades, but the view from the top is worth the risk of a few skid marks (both kinds).

After swinging through Artist's Drive and admiring Artist's Palette – a beautiful rock formation splashed with bright colors from exposed minerals – we rode back toward Furnace Creek and into a towering brown wall. Looking back into the valley, you could see it growing taller and darker as it moved into our path – like something out of a Dust Bowl newsreel.

But it looked worse than it was. Within a few minutes we were in the clear, and on our way back to Beatty to clean the grit from our teeth and gird our loins for the hunt for “Scotty's Lost Silver.”

**I NOTICED
ALMOST
EVERY
LOCATION
INCLUDED A
REFERENCE
TO HELL OR
HEAT OR
SOMETHING
UNPLEASANT.**

COLD DAYS IN HELL

134°F

HIGHEST RECORDED TEMPERATURE
IN DEATH VALLEY (JULY 1913)

101°F

AVERAGE HIGH TEMPERATURE
FOR MAY

83°F

THE HOTTEST I SAW



Above: Lee Ruff leads the way on his 2014 Project RUSHMORE Street Glide® Special.

DEVIL IN THE DETAILS

You wouldn't know just by looking, but some of those 50-plus H-D® bikes parked outside the Beatty Senior Center Saturday morning were strategically positioned for a quick getaway. In particular, the four belonging to the Smith family. Remember that name.

Sometime over the past 24 hours (or several weeks; nobody knows for sure, and he won't say), Gary had hidden six special coins throughout Death Valley National Park. Following a hearty Lions Club breakfast, he passed out the clues, and the hunt was on. Whoever found each token could redeem it at that night's banquet for a genuine silver coin. The coins aren't particularly valuable, but the bragging rights are priceless.

Only the most diehard riders gave it a real go, because you have to be pretty dedicated to find a coin. Veteran silver hunters told me that each year's experience helps you interpret Gary's cryptic (some say "ridiculous") clues.

And that it's important to be among the first out the door and on the road, as the Smith family has learned.

I stood no chance of finding any coins, so I returned to some of yesterday's favorite spots to hunt for photos instead. It had rained heavily overnight, making our short ride to breakfast a wet one. But the skies were clearing as the hunt began, the beginning of an unbelievably beautiful day in the Valley of Death. The sky was blue; the air dry and warm; and yesterday's punishing winds had vanished, as if sucked away by Lucifer's Roomba.

Before lunch I met up with fellow riders near the Red Hot Stick in Your Eye Bar, Grill and Confectionery, where I was pleased to learn that one of our own had found one of the coins. Leslie Dugger – a chapter member from Truckee, California – struck it rich at the Death Valley Airstrip. The key to her success? Knowing the difference between the airstrip and the airport. Death Valley has both.

The other winners claimed their prizes at dinner. Everyone seemed pleased when 20-year-old Nick Smith claimed a coin. But when his older sister produced another, a murmur ran through the crowd. And I feared for the family's safety when their mom, Wendi, presented a third. It didn't help that their dad, Craig, is the Chapter Director.

"I think they should be known as the 'Silver Smiths' now," Gary said.

"It's rigged!" came the shouts, though laughter drowned out the cries of injustice.

Nonetheless, everyone was relieved when Road Captain Len Trout, not Craig, showed the final coin.

One coin actually went *unclaimed*, which happens occasionally. Whether to blame the inferior clue-deciphering skills of the chapter members or the ridiculous lengths Gary goes in making coins difficult to find depends on whom you ask.

Jim Jones won the photo scavenger hunt with a whopping 12 points.

Considering there were more than 80 items on the list (I myself checked off 53), it was a shockingly low score. But everyone just laughed. "Gary's Rules" had taken their toll.

When all was said and done, it was off to the hotel parking lot – a.k.a. "Firewater Flats" – to have a few cold ones and share tall tales of unbearable heat, unfathomable winds, and hunting for Scotty's silver in the hottest place on earth.

COLD DAYS IN HELL

The highest temperature reading I saw in Death Valley was a balmy 83 degrees, making it very comfortable riding weather. And though I was weirdly disappointed to lose my extreme heat bragging rights, just about everything else surpassed my expectations of the trip.

I had no idea Death Valley was such a great riding destination. I had only thought of it as a place riders sometimes

have to get *through* on their way to somewhere else. Almost everything surprised me, from the awesome mountain twisties to the beautiful colors and amazing variations in landscape – not to mention that there's an actual *golf course* in Furnace Creek. Seldom have I been more eager to rave about a destination to others.

I have to say I didn't miss dealing with three-digit temperatures. And I was *really* glad I decided at the last moment to pack my long underwear. It was positively frigid (in the 40s) in the morning, and I spent more time on the bike feeling cold than hot.

But that's just fine. It's always easier to throw on another layer than to make room in your pants for a bucket of ice.

See more photos and video from the Northern Nevada Chapter's Death Valley ride in the *HOG*® tablet edition. hog.com/tablet



Above right: Leslie Dugger and Nick Smith display their silver. A big thanks to them and all of the Northern Nevada Chapter members who made me feel like family for four days.



Suck, Squeeze, Bang, Blow

Part 2: Installing a Stage 4 Kit and High-Flow Exhaust System on HOG®'s Project RUSHMORE.

By **MATT KING**
Photography by **MATT KING**

In simple terms, a Harley-Davidson® V-twin engine is a big air pump. Air enters through the air filter, is mixed with fuel in the intake manifold, compressed in the cylinders, ignited by the spark plugs, and forced out through the exhaust pipes. The resulting controlled explosion spins the crankshaft, transferring power to the rear wheel through the clutch, primary drive, and transmission. So it stands to reason that the more air you can suck into the cylinders, the harder you can squeeze it; and the faster you can blow it out, the more bang the engine will deliver.

That's what we set out to achieve by installing a Screamin' Eagle® Street Performance Big Bore Stage 4 Kit and High-Flow Exhaust System on our Project RUSHMORE project bike. Although the High Output Twin Cam 103™ engine in our 2014 Street Glide® Special already produces a nice bump in power compared to previous year's models, the Screamin' Eagle parts take it to the limit of 50-state street-legal performance with factory-engineered parts that maintain the bike's limited 24-month factory warranty.

The Screamin' Eagle Stage 4 Kit amps up the internal combustion action with 10.5:1 high-compression pistons, CNC-ported cylinder heads, high-performance camshafts, and a larger intake manifold and throttle body. Combined with the freer-flowing Heavy Breather Elite Air Cleaner and High-Flow Exhaust System we selected to complement the Stage 4 Kit, we bumped up our H.O. Twin Cam 103's output from 66 hp and 80 lb-ft of torque to 95 hp and 100 lb-ft of torque, as measured at the rear wheel on a DynoJet chassis dyno. That works out to a 44 percent increase in horsepower and a 25 percent increase in torque, that, along with the throaty rumble of the Screamin' Eagle High-Flow Exhaust System with Nightstick Mufflers, put smiles on our faces the first time we grabbed a big handful of throttle.

... the Screamin' Eagle parts take it to the limit of 50-state street-legal performance ...



Camshafts »

Camshafts influence the character of an engine's power curve by controlling the volume and timing of air entering the cylinders and the RPM range where the engine makes peak power and torque. Compared to the stock camshaft on the right, the larger lobes of the Stage 4 Kit's SE259 camshaft open the valves sooner, lift them higher, and close them later, allowing more air and fuel into the cylinders.



Heads »

The Stage 4 cylinder heads are machined with larger intake and exhaust ports to flow more air into the cylinders, and a smaller combustion chamber that matches the Screamin' Eagle pistons to raise the compression ratio.



Pistons >>

The Stage 4 Kit's high-compression forged aluminum Screamin' Eagle pistons raise the engine's compression ratio to 10.5:1, squeezing the air/fuel mixture harder to produce higher cylinder pressure and more power, while still running on standard 91-octane gasoline.



Manifold/Throttle Body >>

Combined with the Heavy Breather Elite Air Cleaner Kit, the Stage 4 Kit's 58mm throttle body (left) opens wide to gulp more fresh air into the engine.



Pressure Plate >>

Screamin' Eagle recommends changing the clutch pressure plate spring to a heavy-duty version when raising the engine's torque output by more than 10 percent. It's included in the Stage 4 Kit.



Muffler >>

Louder doesn't always mean better, but the street-legal Screamin' Eagle High-Flow Exhaust System with Nightstick Mufflers looks and performs as great as it sounds. Wide pipes and high-flow catalysts reduce backpressure and keep emissions legal in all 50 states - even California.



PROJECT LIST

PART	PART NO.	PRICE
Screamin' Eagle Street Performance Big Bore Stage 4 Kit	92500011	\$1,995.95
Screamin' Eagle High-Flow Exhaust System with Nightstick Mufflers	64800022	\$1,299.95
Screamin' Eagle Heavy Breather Elite Air Cleaner - Chrome	29400173	\$399.95

The prices appearing here are the manufacturer's suggested retail prices. Actual retail prices may vary.



Installing the kit involves quite a bit of know-how and many specialized tools, so you'll want to take your bike to the service experts at your favorite dealership to have the job done right. We brought our Street Glide to Harley-Davidson's Fleet Center near Los Angeles, where Master Technician Alan Barsi manages a fleet of motorcycles regularly used for magazine testing and Hollywood productions. If you've seen *Sons of Anarchy* or read bike reviews in magazines like *Cycle World* or *American Iron* (and even *HOG!*), Alan is the guy who keeps those bikes in top condition, and he had our Street Glide torn down and back up and running in an afternoon.

Watch a behind-the-scenes Project Bike video, hear the sound of the upgraded engine, and more at hog.com/projectbike or in the *HOG*® tablet edition at hog.com/tablet.





NATCHEZ TRACE

Mississippi

SOUTHERN



COMFORT

Rolling through the Magnolia State
on a two-lane time machine.

Story & Photographs by
GLEN ABBOTT



ROLLING ALONG

Mississippi's Natchez Trace Parkway on this crisp fall morning feels like being enveloped in a big green blanket. From grassy fields to towering evergreens and oaks that haven't changed colors yet, it's a single-hued symphony.

I'm riding my 2006 Road King® motorcycle. With me are riders from across the country, on mounts provided by the Authorized Rentals department at New Orleans Harley-Davidson.

WHERE THE GIANT SLOTHS ROAM

Natchez Trace Parkway spans 444 miles from Natchez to Nashville. Our journey covers only the Mississippi portion, about 300 miles. It's a national park. Commercial traffic and billboards are thankfully absent. Traveling the Trace on two wheels offers mile after mile of gently curving two-lane with a maximum speed limit of 50 mph. Just the thing for putting your feet up on the highway pegs and letting the cool breeze wash your troubles away.

The word "trace" here is an archaic synonym for "trail." It's believed the original Natchez Trace was formed over tens of thousands of years by the regular migrations of large animals, such as bison and giant sloths. Later, Native Americans - Choctaw, Chickasaw, and Natchez - populated the area. In the late 1700s and early 1800s, "Kaintuck" boatmen used the trail to return home to Ohio, Pennsylvania, and Kentucky after floating their cargo downriver to Natchez and New Orleans, and selling their flatboats. Walking beat battling the upstream currents.

The Natchez Trace Parkway loosely follows the original footpath. Construction began in the late 1930s as a Depression-era Civilian Conservation Corps project. The final segments were completed in 2005.

OLD MAN RIVER

Natchez is the Trace's southern terminus. Our first night there begins with barbecue at The Pig Out Inn. We left New Orleans H-D late that afternoon, riding three hours to Natchez and arriving after dark. None of the other four riders had ever been to Mississippi, so I was named Road Captain.

After a night at the historic Eola Hotel, we took a morning tour of Natchez. Founded in 1716 and perched on a bluff overlooking the Mississippi, it was named for its original Native American inhabitants, but with a heritage that also includes French, British, and Spanish settlers, and enslaved African-



TRACES OF HISTORY

Below left: The Isle of Capri riverboat casino adds to Natchez's antebellum air. **Above:** Longwood, a 30,000-square-foot Southern mansion whose upper floors were never completed after the Civil War. **Below:** Natchez Trace Parkway offers mile after mile of curvy, green solitude. **Right:** Stop at Fat Mama's Tamales in Natchez for a taste of Mississippi's "Tamale Trail."

Americans. Pre-Civil War Natchez had more millionaires per capita than anywhere else in the country. And the indentured servants to support them. With the largest collection of antebellum homes in the country, Natchez very much retains its "Old South" appearance.

Our first stop is Longwood, a 30,000-square-foot "Oriental Villa" said to be the largest octagonal house in the country. Inside, only the ground floor was built out. The five upper stories remain a cavernous unfinished space, topped by a Byzantine onion dome. Cotton baron Haller Nutt commissioned the home in 1859, just before the war. With its onset, the workmen - all Northerners - fled. Nutt died in 1864, after which his family couldn't afford to finish construction. They lived out their lives in the opulent "basement" of what locals at the time called "Nutt's Folly." I prefer the Nutt House.

Mississippi is known for its tamales, surprisingly. So we hit Fat Mama's Tamales in Natchez for lunch, which sells them by the dozen or half-dozen. Let's just say we didn't leave hungry.

IT'S BELIEVED the original Natchez Trace was formed over tens of thousands of years by the regular migrations of large animals, such as bison and giant sloths.



TWO-WHEELIN' THE TRACE

After an obligatory photo op at Mile 0, we two-wheel it onto the Trace. By Mile 3, I've already spotted three deer. Wildlife is abundant throughout Natchez Trace. When you ride it, stay on full alert, particularly around dawn and dusk.

At Mile 9, we stop at the "Old Trace" marker, where a remnant of the original sunken wilderness trail veers off into the woods. A mile up the road we visit the Emerald Mound. At eight acres, it's one of the largest mounds in North America, built by Native Americans around 1400 A.D.

Late afternoon turns to early evening near Jackson. Wild turkeys run for the trees at our approach. We overnight in Jackson, then hit the road early. At Mile 103, we watch blacksmith Lyle Wynn hammer out a tool from red-hot metal at the Mississippi Craft Center.

Afterward we stop for photos at the Ross Barnett Reservoir overlook, where the Trace runs along the water's edge.

We get off the parkway near Mile Marker 114 and ride

to Canton, the “Movie Capital of Mississippi.” Fields of cotton, well-preserved older homes, and a picturesque courthouse square make it a popular movie setting. Among the films shot here: *A Time to Kill*; *O Brother, Where Art Thou?*; and *My Dog Skip*. “The first thing any producer or director will say is it’s like a back lot of Hollywood,” says Jana Padgett, manager of Canton’s welcome center. “They don’t have to build it, they don’t have to re-create it. It’s here.” Across the street, we tour Canton’s movie museum, which features café and law office sets from *A Time to Kill*.

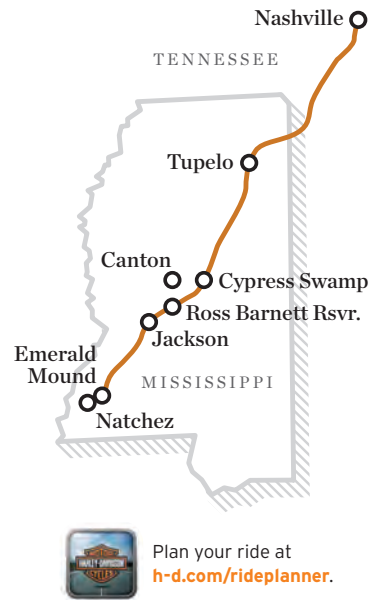
Next up along the Trace we stop at the Cypress Swamp – Mile Marker 122 – one of my favorites. We stroll across the stagnant swamp on a wooden boardwalk, hazy light filtering through the branches of water tupelo and bald cypress trees jutting from the water. Birds chirp and insects buzz in the still air. It feels like we’re miles from civilization. Our group treads lightly, awed by the tranquil environment so close to the parkway.

TUPELO HONEY

Tupelo, best known as the birthplace of Elvis Presley, marks the termination of our Trace travels. We dine at the Blue Canoe, enjoying burgers, a generous draft beer selection, and a band from Birmingham called “Rollin’ in the Hay.” They belt out a rendition of “Folsom Prison Blues” that sounds like it’s from the Man in Black himself.



Where the legend was born: Elvis Presley’s birthplace in Tupelo, MS.



Plan your ride at h-d.com/rideplanner.

In the morning, we visit Tupelo Hardware, where the young Elvis purchased his first guitar. It’s the real deal – a working old-time hardware store with wood floors, tin ceilings, and wooden trays holding everything from cotter pins to pig rings.

Longtime employee (and vice president of the Tupelo Elvis Fan Club) Connie Tullos points out an “X” duct-taped to the wooden floor in front of the counter where Elvis and his mama stood back in 1945. The story goes that Elvis wanted a hunting rifle for his birthday, but his mother didn’t approve. So Mr. Bobo, the store clerk, handed him a guitar instead. “Elvis stood there,” Connie says, “turned to his mother and said, ‘That’s all right, Mama, I’ll take the guitar.’ And the rest is history!”

Across the street, a bronze Elvis statue commemorates his 1956 Tupelo Homecoming concert. We pose for pictures by it. We also visit the tiny two-room house where Elvis was born on January 8, 1935. It’s a far cry from Graceland. Afterward, we head to the Tupelo Automobile Museum and ogle the collection, including a 1976 Lincoln Mark IV owned by the King himself.

For a fitting finale, we eat lunch at Johnnie’s Drive-In, where the young Elvis dined on cheeseburgers and RC Cola. A couple from our group manages to snag the “Elvis booth.” “I’m feeling a magic moment right now, I’m all shook up!” says Diana Rowe. Her husband Flint Crawley adds, “I think I’m better lookin’ for setting here!”

Back at New Orleans H-D, our group of first-time Trace travelers reflects on the experience. “Mississippi’s Southern hospitality was really cool,” says Flint, rider of a Road Glide® Ultra and a resident of Colorado. Diana, who rides a Softail® Deluxe, agrees. “We really enjoyed the small towns along the way.” Evelyn Kanter hadn’t been on a bike for years. She rode along as a passenger. “I’m not too happy about helmet hair, but one thing I did learn is that you’re never too old to become a Harley® chick!”

Lesson learned: You come to Mississippi for a heaping helping of Southern hospitality and don’t worry about the helmet hair.

Explore more of the Natchez Trace with Glen Abbott on video in the HOG® tablet edition. hog.com/tablet

RIDE THE TRACE
Make your own Mississippi memories at the
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SERIOUS GRILLS for UNSERIOUS TIMES



Stealth Brawler

The coolest customs are built with Genuine Motor Accessories.

The Harley-Davidson® Softail Slim® motorcycle puts a modern twist on barebones, old-school bobber styling. This dark and menacing custom version, in Charcoal Satin/Vivid Black Satin, takes things even further with Screamin' Eagle® power and blacked-out look.

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FAT MINI-APE HANDLEBAR WITH RISER - SATIN BLACK: Delivers the look and attitude you dream about while staying comfortable on long rides.
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P/N 67700042A

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ENTHUSIASTS

STORIES FROM THE OPEN ROAD.

1 Spring Breakers

My wife, Diane, and I go on a ride every year in spring when she doesn't have to teach. We spend a couple days in Palm Springs – and since it's only 60 miles from our house, we take a roundabout way through the Anza Borrego Desert. After reading “The Strange Pull” in *HOG*® 024, we decided to visit Niland, California, a place we never knew existed! Our 60-mile one-way trip turned into 292 miles one way. What a great ride!

DON KING
Pomona, California

2 One Big Harley® Family

We brought five generations of the May family together for the H-D 110TH Anniversary Celebration. Charlie (on the left) is 90 years young and still riding. He has a Sportster® and a 1946 74-cubic-inch Knucklehead he purchased new for \$465 that he still rides.

BOB MAY
Tomah, Wisconsin

3 High Speed Photoshoot

As a passenger on my husband's Harley® motorcycle, I like to take pictures to pass time. This year we rode with another couple from Rifle, Colorado to Laughlin, Nevada for the Laughlin River Run. I shot this picture while going 78 mph and even managed to take a selfie.

ROBIN WHALEY
Rifle, Colorado



“... I wouldn't trade the ride for anything. [Harley] has given me some of the best friends, rides, and memories a person could ever have.”

4 Horse vs. Harley®

A friend of ours took this photo - she owns Squarepeg Photography, a photography studio in Branson, Missouri. The black and white brings out the nostalgic feel of a day ride in the Ozarks. My wife prefers the 19th Century version of the motorcycle, the black horse. I prefer my 2004 Electra Glide® Standard. After 86,000 miles on it, I can tell you that H-D continues to make a fine product.

JEFF MITTEN
Hollister, Missouri
.....

5 Flashback

I was an M.P. at Fort Polk, Louisiana in 1975, and our traffic unit used H-D® motorcycles. These days I ride a 2012 Ultra Classic®.

JOHN SHUMAKER
Bowling Green, Ohio



4



5



6



7

6 Risk and Reward

My wife, Bonnie, and I were accustomed to cruising Highway 49 in the California southern Sierra foothills on our 2009 Softail® Deluxe, so we agreed to try out the Sierra Scenic Vista Byway. We should have done our homework. Approximately 50 miles in, the road ended. We had a decision to make: turn around and go home, or keep traveling down a beaten-up logging road to potentially catch a glimpse of granite domes, colorful meadows, and glacial valleys. We chose the latter, and, although it was treacherous, the ride was worth it!

CURTIS HENDERSON
North Fork, California
.....

7 Trading Up

Thanks to some gentle nudging from a longtime friend, my wife and I finally traded in our sport bikes for our first Harley-Davidson® motorcycle. We went all in and bought a 2012 Electra Glide® Ultra Limited. A little over a month after purchasing the bike, we took it on a 3,300-mile trip to the Grand Canyon. That's just the beginning, though. We haven't stopped riding since!

BRIAN WOOLEY
Alvin, Texas

EXHAUST

“We had a decision to make: turn around and go home, or keep traveling down a beaten-up logging road We chose the latter, and, although it was treacherous, the ride was worth it!”

8 Roll Model

I had an older female cousin who rode a Harley motorcycle. The first time I saw her riding I decided I had to get one, too. Now I have well over 200K miles on H-D bikes since 1993 - and I wouldn't trade the ride for anything. Harley-Davidson has given me some of the best friends, rides, and memories a person could ever have.

SIDNEY SMITH
Spartanburg, South Carolina
.....

9 A Novel Name

My 2013 Softail Deluxe “Scarlett O’Harley” is so named because we love *Gone with the Wind*. My husband, Dano, has a 2001 Police model Road King®. Here we are near Carvins Cove Reservoir in the vicinity of Roanoke, Virginia.

MARIAN McCONNELL
Troutville, Virginia
.....



I RIDE
AMERICAN MADE



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



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

When it comes to experiencing the freedom of the open road, riding more is always better than riding less.



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

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

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

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

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100 DOLLAR RIDES

Slimey Crud

by JUAN HERNANDEZ

Ride hard. Ride short, not straight.

Unlike rides that concentrate too much on sponsors, vendors, and fluffy crap, the Slimey Crud Run keeps it simple: Pine Bluff to Leland and back, you pick the route.

The straight-line distance between the two Wisconsin towns is 30 miles, but the beauty of the Crud Run is that you can make it however far you feel like riding. There are so many routes that after a few miles you might find yourself alone or in a small group, ripping through classic cheesehead country and grinning from ear to ear. You're on some of the best back roads in the Midwest, so what's the hurry?

The Crud Run happens every spring and fall, attracting 1,000 to 3,000 riders. The name is a nod to the ride's sponsors, the Slimey Crud Motorcycle Gang. A loose confederation of hard-core sport bike enthusiasts, their motto is "Ride Hard. Ride Short." Another core belief: Never turn down a beer. Unless you've already got one in both hands. Or you're busy lighting a bummed cigarette.

That should give you a feel for the spirit of the event.

I did the spring run this year, on my XR1200, accompanied by my friend Kyle on his Ducati. We set off from Chicago at Noon on Saturday, the day before the Crud Run, with three goals: 1) Avoid

highways. 2) Stop in New Glarus for a burger and Spotted Cow. 3) Find a cheap motel outside Madison.

Typical Chicago traffic made for a crawling exit from the city. But soon enough we were speeding along on lonely Wisconsin alphabet roads with New Glarus in sight. Its Germanic buildings give it a fairytale appearance. We got our burgers and Spotted Cows, toured the town, and took off a little after five to check out Pine Bluff before the swarm of bikes arrived the next day.

The stretch of road from New Glarus to Pine Bluff was probably the best riding we encountered all weekend. It was 30-35 miles of twisties and hills with not a single oncoming car. Perfect. Two goals completed, we knocked off number three by settling in at the first cheap place outside Madison with a vacancy.

Sunday we were up early, had breakfast at a country diner, and got into Pine Bluff around 10:30. There were easily a thousand-plus bikes on hand, purring like kittens. Clearly, the 2014 riding season had officially begun. It was a beautiful sight.

We enjoyed burgers and cheap beers while checking out the work of local bike builders who had been cooped up in their

garages all winter. It was impossible to see everything, so we didn't even try. We spent an hour or so checking out amazing bikes, everything from '40s Panheads to tricked-out Ducatis.

After our fill of eye candy, we started the run. We decided to take the long way to Leland, covering a 55-mile route in a little under an hour. As I mentioned earlier, there are so many routes that the Crud Run never feels like a large group ride. It was only in the last couple of miles before the meeting place in Leland that we really felt the bikes converge.

But the Slimey Crud tradition at that point is to fill up on bratwurst and beer and check out a few more bikes before making your way home, so the more the merrier.

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BETWEEN THE LINES

Group Responsibility

There's more to group riding than a staggered formation.

One reason many are drawn to motorcycle riding is the independence and solitude it offers. We like being alone with our thoughts, free to do our own thing on the open road. Even when we're riding with one or two friends, we're largely on our own – and responsible for our own actions.

On a group ride, it's different. We're surrounded by other riders. Each still responsible for our own actions, but the stakes are higher. Because each action affects not just ourselves but the rest of us, as well. Group riding requires a raised awareness and a certain amount of mutual responsibility.

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

But with that shared responsibility comes shared satisfaction and enjoyment. Group riding connects us in a way that solo riding can't. As a group of bikes rumbles through town or across the countryside, each rider is experiencing the same scenery, the same weather, the same road conditions, etc., even as each *individual* may experience them in a different way.

This gives gas stops and lunch breaks a whole new dimension, where riders swap stories that are as fresh as a still-too-hot cup of coffee. Fresh *perspective* is what's great about group riding. And here are a few things you should know to make sure everybody enjoys the ride.

Pre-Ride

The best group rides start with the best rider meetings. These don't have to be big, formal affairs – just a quick “touch-base” to get everybody on the same page and cover a few basic topics, such as:

- Hand signals
- Fuel stops
- Lunch/meal stops
- What to do if you get separated
- Basic route info
- Construction zones
- Ride leader/Road Captain introductions

It can also be important to make sure less-experienced riders know they can stay in their comfort zone. No one should be expected to ride beyond their own skill level. Sometimes this might mean having two route options available, or putting newer riders in a group that doesn't mind going at a slower pace or stopping more frequently.

Stagger Up

The first thing many people think of regarding group riding is the classic “staggered formation,” where every other rider uses either the left or right side of the lane. The lead rider starts on the left, the second rider follows on the right, and so on, back to the “sweep” rider in the final spot.

This formation gives each rider room to maneuver, while also making the

group a little more “compact,” taking up less room on the road than if everyone were riding single file.

Following distance is key. Each rider should stay at least two seconds behind the rider *directly* in front – at least one second behind the rider in the other half of the lane. “At least” is key. Riders should feel free to fall back further when going through a set of curves or if conditions (such as rough roads or rain) call for a higher safety margin.

Together

One of the biggest fears of inexperienced group riders is getting separated. But the real fear is not knowing what to do. So make sure a “separation plan” is discussed at the pre-ride meeting.

Generally it's best to limit the size of a single group to six or eight bikes. When groups get bigger than that the risk factors go up, and it becomes increasingly difficult to keep the group together. If your group ride is larger than eight bikes, consider splitting into several groups, each with its own designated lead and sweep riders.

If a group does get split up at an intersection, the lead rider can make a decision to slow down (to a safe minimum speed), or even to pull over and wait, to let the stragglers catch up – but *only* if there's a safe place to do so. Sometimes it's best just to regroup at the next planned stop.

If the lead and sweep riders have bikes equipped with CB radios, use them!

Crossroads

Intersections present some of the biggest challenges on group rides, largely due to the uncertainty drivers have when encountering a group of motorcycles. Approach every intersection with caution, communicate your intentions the best you can (use hand signals *and* turn indicators), and follow these general guidelines:

- **At a STOP sign and red light:** Line up side-by-side, two-by-two at the stop. At a STOP sign, proceed through the intersection two at a time, returning to the staggered formation as you pull away.

- **Left turn at a protected intersection with a left-turn arrow:** Tighten the formation to allow as many riders as possible to pass through quickly. Don't ride side by side; make the turn single file or in a tight, staggered formation.
- **Left turn at a protected intersection with NO left-turn arrow:** Proceed single file with caution, with each rider proceeding through the intersection only when it's safe and legal.
- **At an intersection with a two-way stop (traffic light or STOP sign):** While waiting at a traffic light, it may be appropriate to close up the formation and wait side by side. However, when the light turns green, riders should pull away one by one and reestablish formation.
- **At an intersection with a YIELD sign:** Turn your head to check for traffic before merging.

Freewheeling

You know how you sometimes see a car *slow down* to merge onto a freeway – and how crazy it makes you? Don't be that rider! Your Harley® motorcycle packs a nice punch, so don't be afraid to use it. Getting up to speed quickly is key to a safe group merge.

Hit the ramp in single file, letting the lead rider set the pace. It's up to each rider to keep up and also to check for traffic as you merge. The goal is to keep the group together, but the traffic won't always let that happen. If a car really wants that same space you do, let them have it. You can regroup once everyone is safely on the road and up to speed.

Take a similar strategy when exiting. Fall into single file and avoid prematurely slowing down (which can cause an “accordion effect” as riders bunch up on the road). Every rider should use their turn indicators; the lead and sweep riders should use hand signals, as well.

Passing

First, the lead rider should ask him-/herself: “What's the hurry? Do we really need to pass here?” Remember, the purpose of a group ride is to enjoy the ride not to get anywhere fast. Passing as

a group presents some very real risks, and it's often better to hang back and bide your time than to put the group's safety at risk with an ill-advised pass.

But when the slow traffic you're following is really taking away from the ride, and the road ahead is clear, pass with care following these guidelines:

- **On a multi-lane interstate and freeway:** Pass in small groups of two or three. Or when traffic is light, the whole group can pass together, as long as all the riders clearly signal and maintain good following distances while making the pass.
- **On a two-lane highway:** Pass one by one, only in designated passing zones, just as you would if riding alone.

And keep in mind that passing can intimidate less-experienced riders. Just because you're comfortable making a pass doesn't mean everybody is. Err on the side of caution.

Sharing is Caring

One of the nice things about a group ride is that everybody looks out for everybody else. But in the end, YOU are responsible for your own safety. Don't let peer pressure lead you astray. If something is happening that's outside your comfort zone or is making you feel unsafe, speak up.

If your concerns are not satisfied, you always have the option of leaving the group. Better to be safe than sorry. But chances are that whatever is bothering you is something the ride leaders aren't aware of. And it's probably bothering others, too. By bringing it up, you create an opportunity to make it right.

That way everybody wins. And everybody can enjoy the ride just a little bit more.

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Get the official word on gassing up from a H.O.G. group riding expert in the HOG tablet edition. hog.com/tablet

ARCHIVES

The American Road

Passing scenes from a new exhibit at the Harley-Davidson Museum.®

GAS STATIONS, MOTELS, RESTAURANTS, AND ROADSIDE ATTRACTIONS are an essential part of that all-American experience: the road trip. Embedded in their history is the story of how road trips became a ritual for millions every year – on their Harley® motorcycles or, if necessary, in four-wheeled cages. The Harley-Davidson Museum's temporary exhibit *The American Road* celebrates the ever-changing roadside landscape from the earliest era of road-tripping fervor in the 1920s and 1930s to present day.

The American road trip evolved in the first two decades of the 20th Century, before roadside motels, gas stations, and restaurants existed, and the roads were often no better than glorified horse trails. That started to change in 1926, when the American Association of State Highway Officials and the U.S. Bureau of Public Roads designated and started modernizing the first U.S. highways. It marked the birth of famous roads such as U.S. Route 101 (the “Pacific Highway”); Route 50 (the “Loneliest Road”); and Route 66, the “Mother Road” of them all.

Modern roads led to innovative vehicles, such as travel trailers and “house cars,” favored by those who wanted to travel without leaving behind the comforts of home. The house car, an early ancestor of the RV, was introduced in the late 1910s but gained popularity as roads improved. A rare house car from the late 1930s, created by renowned Milwaukee industrial designer Brooks Stevens, is showcased in *The American Road*.

After World War II, increased wages led to a steep jump in motor



vehicle ownership. At the same time, Americans became obsessed with “the Western.” Every week people filled theaters or turned on TVs to see their favorite cowboys, cowgirls, and frontier pioneers. Disney’s Davy Crockett – played by Fess Parker – and John Wayne became idols to young and old alike. This can be seen in the range of artifacts on display from a child’s Davy Crockett costume to the Wallace China Westward Ho pattern that graced dinner tables.

Road trips were not immune to this cultural wave; they allowed Americans to experience the West in a tangible way. Cars and motorcycles took Americans in the footsteps of the pioneers and cowboys they were obsessed with.

The vehicles took them not just to the West, but to places no frontiersmen had ever roamed, such as Wild West theme parks in New Jersey or Florida.

During the “golden age” of the road trip it was less about the destination and more about the journey. Artifacts in *The American Road* such as “Spot-a-Car Bingo” and a handmade license plate game recall the many car games families played to pass the time. The “Home of 6,000 Wood Salad Bowls,” the “Alligator Farm,” and other attractions that caused unplanned stops are remembered through pamphlets and bumper stickers.

The roadside was packed with services. Gas stations convinced

MILES AND MEMORIES

Far left: Late 1930s streamlined house car designed by the Brooks Stevens firm of Milwaukee, Wisconsin. On loan from a private collection. **Top:** Still an iconic road trip destination, the Corn Palace in Mitchell, South Dakota, 1959. Courtesy of Vintage Roadside. **Bottom left:** A Phillips 66 cowboy nodder promotional from the mid-1960s. **Bottom right:** Bob Waldmire, a legendary Route 66 artist, filled spiral notebooks with sketches during his travels. On loan from Buz Waldmire in memory of Bob Waldmire.

motorists to pull over with the lure of clean bathrooms (and they were!). The owners of drive-in and walk-up restaurants – some of the quickest ways to get a meal – were still perfecting the French fry, while carhops served meals to customers in their cars. Motels beckoned visitors with giant neon signs promising amenities such as air conditioning, color television, and a pool. A lighted 11-foot neon sign from the Siesta Motel in Saugus, Massachusetts is an exhibit highlight.

By the 1970s, the golden age had passed, but the road trip had become an important part of the national identity. Travelers from around the world still strike out on the American Road for the intangible experience it offers. These new adventures are highlighted by artifacts from wanderers who made the road more than a way to get from one place to the next, but, rather, a life experience. One example is a 1970 Chevelle Malibu with body art painted by legendary Route 66 artist Bob Waldmire.

So what are you waiting for? Get out and ride those old 1926 routes: Route 1, 6, 20, 101 – or the famous Route 66. Find the roadside attractions and businesses still open, and the ruins of those long gone. Swap stories with strangers, and ride to a drive-in to order a hamburger, fries, and a shake. That’s the true experience. That’s the American Road.

The American Road exhibit will be on display June 14-September 1, 2014 and is included with H-D Museum admission. To plan your visit and see a calendar of road trip-inspired events taking place at the Museum, go to h-dmuseum.com.



LAST STOP

Bike Before Baby

by CHRIS CONTI

Ten years ago I was on the verge of fatherhood. And I was frickin' terrified. Of change, of losing my freedom, of being shoved into maturity. So my wife performed the most selfless act of love I could imagine. She let me buy a Harley® motorcycle.

We had talked about it for years. I had done my dream bike research a hundred times over, so I knew what I needed – down to the model (Low Rider®) and specific H-D® P&A (“Live to Ride” logo on the sissy bar, hidden wires in the

Street Slammer handlebar).

I put in my order – and six weeks after our son was born I rode my bike home. My two new babies.

I knew I wouldn't be taking any thousand-mile trips for a while, but I

still loved the short rides around town. One of my favorites was the diaper run. I'd scoot over to the market, buy a huge pack of those bad boys, strap them onto the backseat, and get the biggest smiles from drivers all the way home.

These days, the best rides are to my son's baseball games. Pulling into that parking lot, with 10 years of H.O.G.® patches down the back of my vest, I feel like the coolest dad around. Other dads nod and moms smile when they see how far my wife goes to see me happy. She even drives our boy and his gear in the car so I can ride.

That kid loves to watch me ride from the backseat. I can't wait until he's big enough for me to pick him up from school. My wife knew being a father would come naturally to me – and she was right. My kid is the best thing that's ever happened to me. And for any soon-to-be dads out there, I bet the same will be true for you. Still nervous? Good. That means you care.

But what about that beautiful bike of yours? Some of my rider friends gave up their bikes when they became dads. They or their wives couldn't stomach the risk. I count myself lucky to have the partner I do. Talk to Mom. If she loves you, she'll listen. And you can make the decision together. Luckily, most of my riding buddies are dads who also found ways to work it out.

Take a rider safety class – it'll help. That's one of the several promises I made to my wife before I got the bike. She already knows you're a knucklehead; prove to her you're not stupid. Because what matters is coming home to your family and being the dad your kid needs. While I admit that I occasionally enjoy a bit of gravel stinging my fist (it reminds me that I'm connected to the road), that's all the exhilaration I need.

Well, that, and watching my son hit a line drive over the second baseman's head.

CHRIS CONTI is a H.O.G.® member from Overland Park, Kansas.

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