

# HOG®

CANADIAN EDITION



## A STORY OF ONE

The journey of a new Milwaukee-Eight™ engine

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FOR THE LIFE YOU CAN'T LIVE WITHOUT



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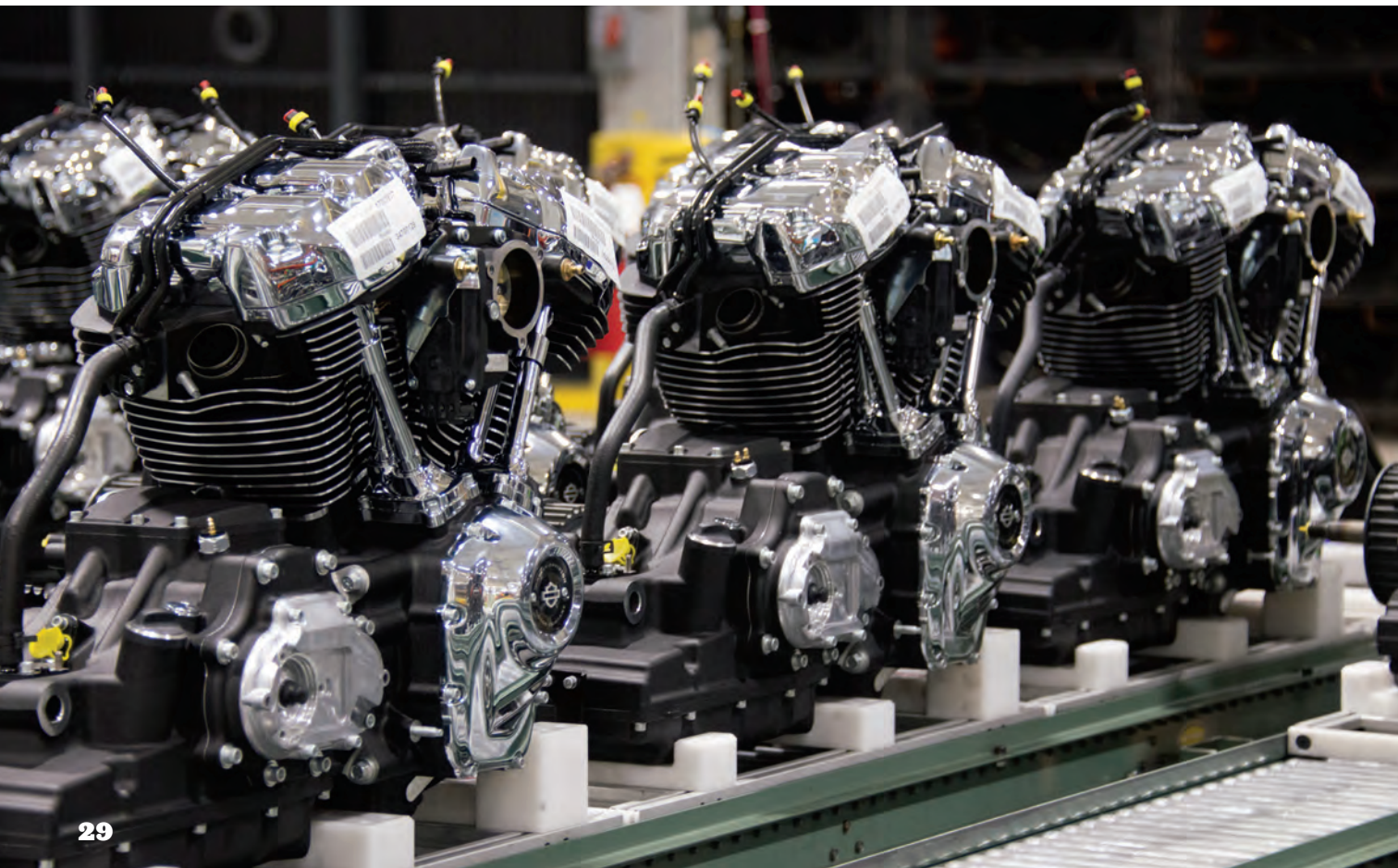


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# INSIDE



29

## FEATURES

### 29 A Story of One

Follow the journey of a new Milwaukee-Eight™ engine as it's transformed from bare cases to a new Street Glide® Special motorcycle.

### 40 Thunder on the Prairie

Glen Abbott rides through the barren expanse of the Flint Hills in Kansas.

### 56 The Fit Shop

A range of seats that will ensure your Harley-Davidson® motorcycle fits you like a glove, whatever your size and stature.

### 46 Calgary Stampede

Dustin Woods “cowboys up” to explore the decadence of possibly the largest and most chaotic celebration in Canada.

### 52 desiFEST

Harley-Davidson Canada expands its horizons at South Asian arts event.

### 54 The 2017 Harley-Davidson Touring Models

An inspection of the many improvements being rolled out across the 2017 Touring lineup.

### 58 Crafted to Last

How riding inspires Rusty Zylstra's work with leather products.

## ON THE COVER

The all-new Milwaukee-Eight engine has arrived for 2017 Touring models.





46



58



40

## 6 Intake

## 10 Opening Shots

## THE WORD

### 15 HD News

Notes from the world of Harley®

### 18 Gear

The latest accessories for your bike.

### 22 Next Ride

Oregon's Columbia River Highway celebrates its centenary this year.

### 24 Port Dover

This year's 13th rally in Ontario.

### 26 Spotlight

Forest City is Canada's newest HOG® chapter.

## EXHAUST

### 62 Enthusiasts

Readers and riders share pictures and stories.

### 68 On the Move

Harley-Davidson Canada connects with riding enthusiasts across the country.

### 70 Between the Lines

Learn to plan your escape routes.

### 72 H-D Museum

The V-twin engine is traced back to its origins more than a century ago.

### 74 Last Stop

Vincent Costantino on how Harley® helped him conquer fear and live life to the fullest.

SOUND OFF - LOUD AND PROUD.

# INTAKE

FROM THE EDITOR

## A New Look



**N**otice anything new on the cover of this issue of *HOG*® Magazine Canada? I'll give you a hint: there's more than one thing.

The big news, of course, is the all-new Milwaukee-Eight™ engine for all 2017 H-D® Touring motorcycles. The ninth Big Twin in Harley-Davidson history (and the first new one since the Twin Cam debuted in 1999), the Milwaukee-Eight excels in every area of performance compared to its predecessor. Here's the quick rundown on it: more power, better acceleration, smoother idle, cooler operation – and that's just for starters. You really need to ride it to feel and appreciate all the differences, but to get the lowdown on the new engine and other improvements to the 2017 Touring bikes, check out “A Story of One” on page 29 and “Touring Models” on page 54. You can also bone up on the history of Harley-Davidson® V-twin engines with “Journey of the V-twin” on page 72 to learn

how we got to here from the very first V-Twin back in 1909.

If you were distracted by the new engine, I'll forgive you for having missed the other new thing on the cover, so flip back and check out the redesigned *HOG* Magazine Canada logo. If it looks familiar, it's because we've been using one similar on *HOG*® merchandise and other materials for a couple of years now. Our new logo cleverly incorporates the iconic Harley-Davidson Bar & Shield into the *HOG* logo. It might be obvious to most of us, but there have actually been a few people over the years who've asked if *HOG* is part of the Motor Company. Well, yes, it is, and has been since the beginning in 1983. But just to clear up any confusion, the new logo makes the connection unmistakable. We've been looking for a good time to roll out the new magazine logo, and the historic introduction of a new engine seemed like the perfect time to do it.

*HOG* and Harley-Davidson are inseparable, just like the link between our iconic engines and the machines they power. Riding a Harley® motorcycle is a unique experience and there's really no other motorcycle that can duplicate our look, sound, and feel no matter how hard they try. I encourage you to visit your local dealer for a Test Our Metal™ demo experience (you can find a list of demo event locations at [h-d.com](http://h-d.com) or book a test ride at [h-d.com/testride](http://h-d.com/testride)) and feel the new ride for yourself. If you do get a chance to ride one, we'd like to know what you think, so drop us a note at [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca) with your impressions.

MATT KING

FEEDBACK

### Lone Wolf

I ride alone. Not that I'm not social. It's great to chat with other riders at the various stops along the way, and I look forward to it. I just prefer to ride without a solid plan. I like to change it up at a moment's notice. On the safety side of things, some larger groups of riders tend to hold up traffic, and when vehicles decide to pass they don't realize how far they need to go to get past all the riders. I have witnessed some very uncomfortable situations with vehicles cutting into a portion of the group of riders – another reason why I prefer being a lone wolf.

GLENN OLLECK

via email

### Living their legend

Last year my husband, Rick, fulfilled his lifelong dream of owning a Harley Davidson® when he got his brand-new 2015 Black Denim Sportster® Iron 883™.

I made a promise to him when we first got married that when (not if) we had the opportunity to get him a bike, we would. He made the very hard decision early on to give up on having a career to stay home with our children so I could further mine. In the world that we live in and the time it was, this was not the traditional thing for men to do. While he stayed home with our children, he gave up everything, including riding. He had a chance to buy a custom Softail® but let it go when he found out that we had another baby on the way. I didn't know about this until years afterwards, and it made me reflect on how much he has given up for our family over the years.

Last year, after 16 years of being married, we had an opportunity to get him a bike again, but he had resolved to himself that it was never going to happen. I insisted that he make the call to the closest Harley® Retailer, The Rock Harley-Davidson in Sudbury, Ontario. They had the bike that



he always wanted, and before he had the opportunity to talk himself out of it, I put the deposit on the bike and made arrangements to pick it up.

When we were there, it was like watching a kid in a candy store; I had not seen him that happy in years. The people at the dealership were so friendly – they made us feel like family. It was something I had not experienced in a long time.

When we got back home to Blind River, Ont., and Rick took his bike out for the first time, I saw the pure joy and happiness in his face. It was like he gained 20 years back into his life.

It was this dramatic change in him that made me reflect on myself. All I did was work – sometimes up to 12 hours a day – and I wanted to be able to have something in common with my husband again. Since I was a young girl, I have always wanted to ride but never felt that I could or was allowed. I realized that the only person that was holding me back was me, and that I had to realize that no one was going to get over the mental hump for me. It was at this point that I decided that even though I wasn't the typical bike rider, being a woman, short and bigger in size, that it wasn't going to stop me. Weeks after Rick got his Iron 883, I made the decision to go and get my motorcycle licence, and for my first bike ever, I purchased a 2015 Harley Davidson Street® 500. I didn't know how to ride it, but this is something that I always wanted to do and I was now in an environment that I felt I could be supported with it.

One year later, my husband and I ride together as much as we can. I was recently laid off after working for the same company for almost eight years, and our bikes have helped us as a form of therapy. It has brought us closer and gives us something in common again. Even our children are interested now and want to learn to ride when they get old enough.

We see and experience things differently now that could only happen being on a bike. We are passing this on to not only our children but also our friends and family. We are proof that it isn't too late to light that fire in your soul.

**BETTY RILEY**

*Blind River, Ontario*



HOG member receiving a pin at Port Dover

### **In sickness and health**

Little did I know how much my Road King® Custom would come to mean to me and transform into something far more special. In 2007 I was diagnosed with Stage 4 throat cancer. After the operation, there were 40 radiation treatments, while the rest of my time was spent undergoing chemotherapy.

Every day that I could, I rode, rode and rode. Over time, this piece of metal became my love when I didn't want my family, especially my wife, to see me suffer from the pain. When I rode, the pain seemed to fade away with the embrace of my Road King.

As I write this, it's nine years and 20,000 miles (32,000 kilometres) later, but the love is still there for my wife, family and Harley.

**ANDY GARRETT**

*Mount Juliet, Tennessee*

### **Talking point**

I was 12 years old when my dad bought me my first bike. It was only a scooter, but in my mind it was no less exciting than if it had been a brand-new Harley. My mom almost divorced Dad over that.

Once I retired, with plenty of spare

time on my hands, I started restoring older bikes purely as a hobby. I decided I wanted to build something that made a statement. I wanted to create something that required no explanation. I wanted to give something back to a life I've been so blessed to have lived.

I started with a 2005 Road King® FLHP. The chassis, with its air shocks, was what I wanted. The Police model gave me a larger alternator and higher charging capacity, but the artist gave the bike a life of its own. It's fun to have people blow their horn as a salute, or drive by and give a thumbs-up, but because of what it represents, I have total strangers sharing experiences of their own with me. I've had very moving conversations with parents discussing their son or daughter in uniform, and there are always the sad stories of someone who paid the ultimate price. When I conceived the idea of this bike, I never once expected the reactions it has produced.

The bike is a story in and of itself. It's an honour just to be present when its story unfolds. As long as I have ridden bikes, I'm just now understanding what a true family we all are.

**TERRY DAILEY**

*via email*

## Fearless and free

About 28 years ago I was offered a ride on a motorcycle, and as a 14-year-old I said “Absolutely!” As we pulled out of the drive, my shoelace got caught in the chain and pulled my foot in. We stopped immediately, and I was fine, but after that I was scared to death of motorcycles.

Ten years ago I decided to face my childish fears. A friend helped me learn to ride on his dirt bike, and my brother-in-law promised to help with a road bike. I got my endorsement and began to explore my newfound freedom, but it wasn’t long before I felt trapped again – I wanted some highway wheels. Just a few months ago I began test riding H-D® models. The Street Glide® seemed to be my kind of bike; then I rode a Road Glide Special, and I was in love. I bought a 2015 Amber Whiskey Road Glide Special. It was the last brand-new one in Montana. Now I know the magic of a Harley, and that’s how my legend begins.

**ROBERT HANNAH**

*Great Falls, Montana*

## Get up and go

In 2007, my husband won a Buell Blast and brought it home. It was so small and cute that I asked him if I could try it out on our no-outlet street. Having never ridden a motorcycle before, I didn’t get too far before I dumped it over, but even still, I was hooked.

We went to Brian’s Harley-Davidson® dealer in Langhorne, Pennsylvania, and purchased a brand-new 2007 Sportster® XL 1200: This black cherry beauty was still in the basement, not even unpacked yet, and as soon as I saw her I knew I was taking her home with me. I said, “I’ll take her” – the rest is history. For a few years, people would crane their neck and say, “Oh look, it’s a lady on a motorcycle!” But not too long since I started riding, many more ladies have become riders.

Please don’t make the mistake that I did: don’t wait. You can do it! It will be the best decision you ever make, trust me.

**GWENDOLYN SNYDER**

*Hatfield, Pennsylvania*

## H-D to Everest?

I was just watching a video of a recent expedition, and I got to wondering: Has an H-D® motorcycle ever made the trip to the base camp at Mount Everest? Alternatively, what’s the highest known elevation one has been ridden to? I was thinking this would be an awesome trip, maybe with some of the new smaller bikes such as the Street® 750 or the Roadster.™ Throw on some knobby tires, a long-travel suspension, and go make history.

**MATT ENGLEKING**

*via email*

*I don’t know if a Harley has ever made it to any of the Everest Base Camps, but I have seen photos of Harleys on the Khardung La pass in India, which, at 5,359 metres, lays claim to being the highest “motorable” road in the world. —Ed.*

## An old flame

My wife and I had a bike when we were first married, but with the start of a new family the bike was sold, and we settled in to start raising our kids. Well, here we are 25 years later and hitting the road again together like a couple of newlyweds. The kids are grown up and off to pursue their dreams, so we’re enjoying our local Pikes Peak HOG® Chapter. We’ve enjoyed getting to know fellow riders and are looking forward to so many rides that are on our bucket list. What we enjoy the most is the “there are no strangers” mentality at our chapter meetings – or out on the road, for that matter.

**JEFFREY MUNSCH**

*Colorado Springs, Colorado*

## Four generations of Harley

One fine day in Los Angeles in 1929, my then 19-year-old grandpa picked up my then 16-year-old grandma from high school on his new Harley-Davidson. The plan was to elope. Somewhere between L.A. and Amarillo, Texas, where my family’s ranch was at that time, they got married and were chased by all of her drunk brothers,



David Shepard and family

who wanted Granddad’s head on a pike.

According to Grandma, they arrived at the ranch met by my granddad’s five brothers, all on horseback with guns drawn in hot pursuit. There was a moment it could have turned into a gun battle, but instead it turned into a barbecue. They were married for over 60 years before they died, within months of each other.

The young man at the top of the picture is my father, Allan, astride his ’47 Harley® Knucklehead. Like my dad, I’m an Air Force veteran, and I’m on the bottom left on my new Road Glide® Special. My son and his bride are on the bottom right – that was their wedding day. He’s on his Street Bob® and she’s aboard her Forty-Eight®

Harley-Davidson is deeply seated in us, as well as being a family obsession.

**DAVID SHEPARD**

*Vista, California*

## WHAT’S YOUR STORY?

We welcome your letters, photos and riding stories. Please email yours to [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca) or mail them to HOG Magazine Canada, 830 Edgeley Blvd., Concord, Ontario L4K 4X1. 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.

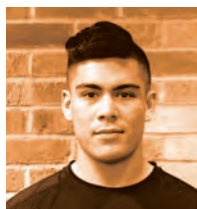




# HOG® MEET THE CANADIAN TEAM



**Karen Mayberry**  
Lead, Customer Experience  
Dream ride: Low Rider™  
Number of years as HOG® Member : 3



**Jaden Rioux**  
HOG Coordinator  
Dream ride: Low Rider S®  
Number of years as HOG® Member : 3



**Vern Wilson**  
Regional Director, Ontario  
Motorcycle: Ultra Limited  
Number of years as HOG® Member : 18



**Len Bowman**  
Regional Director, Western  
Motorcycle: Ultra Classic®  
Number of years as HOG® Member : 12



**Keith Richard**  
Regional Director, Atlantic  
Motorcycle: Ultra Limited  
Number of years as HOG® Member : 4



**Michel-André Roy**  
Regional Director, Quebec  
Motorcycle: Heritage Softail™  
Number of years as HOG® Member : 6



**Brad Carvery**  
Regional Director, Prairies  
Motorcycle: Street Glide®  
Number of years as HOG® Member : 22



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# The X Games

Harley-Davidson's Wrecking Crew showed up in force at X Games Austin in June for the Harley-Davidson Flat-Track race. Kenny Coolbeth Jr., Jake Johnson and Davis Fisher (L-R) get sideways on the 3/8 mile (0.6 kilometre) dirt oval. Coolbeth Jr. took home silver in the main event, and fellow Crew member Brad Baker, not shown, took home bronze.

Photograph by **Dave Hoenig**















## Bump start

The annual Race of Gentlemen (TROG) celebrates American racing heritage, and is a true homage to automobile and motorcycle history. Spectators and racers alike experience a time when guys were gentlemen and the machines were simpler. In June, a hand-selected group of gentlemen showcased their pre-war machines at the water's edge on the beach of Wildwood, New Jersey, for the 2016 East Coast event. After a few years as an East Coast-only event, TROG adds a West Coast date in Pismo Beach, California, this October. Visit [theraceofgentlemen.com](http://theraceofgentlemen.com) for more info.

Photograph by Josh Kurpius





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# THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.

## Pride and joy

HOG® member Glen Fruhstick took first prize in the Stock Big Twin class at the 2015 Custom Motorcycle Show, held at the H-D Museum™, with this beautiful Springer® in unique Olive Pearl. Glen also won the 2015 Willie G. Award given to the standout HOG member's bike entered in the show.

## DISCOVER MORE OPEN HOUSE

## Dealer Open House events this Fall

To celebrate the arrival of the new Milwaukee-Eight™ engine and the 2017 Touring motorcycles, dealers around the country are opening their doors to HOG® members and other riders for the Discover More Open House events. Activities will include displays of the full 2017 product lineup, demo rides, free food, music, daily prizes and more. For more information or to find an event at a dealer near you, visit [h-d.com/openhouse](http://h-d.com/openhouse).



## TEST RIDES

## Discover More about the new Milwaukee-Eight™

With the all-new Milwaukee-Eight™ engine and new front and rear suspension, the 2017 Harley-Davidson® Touring motorcycles take a huge leap forward in comfort, control and performance. You can read all about the changes in this issue of HOG® Magazine Canada, but the real proof is in the saddle. To discover the difference for yourself, take a free Discover More test ride at your local dealer or any one of dozens of Harley-Davidson demo events around the country. For a complete list of locations and dates, or to schedule your own ride on any day, at any dealer, visit [h-d.com/testride](http://h-d.com/testride).

## SOMETHING EVEL THIS WAY COMES

## Four “Don’t Miss” Kansas Motorcycle Museums

### Evel Knievel Thrill Show Museum

The state of Kansas is rapidly becoming a hotbed of vintage motorcycle museums, and one of the newest will honour legendary daredevil rider Evel Knievel. “Evel was a huge part of Harley-Davidson through the ’70s. The majority of that time he rode XR750s,” explains Mike Patterson, owner of Historic Harley-Davidson of Topeka, Kan. The dealership is constructing a nearly 1,500-square-metre addition for an independent museum called the Evel Knievel Thrill Show, a major collection of memorabilia including some of the daredevil’s leathers, helmets and jump bikes, and even the custom Mack truck that transported his show around the country. Interactive exhibits are also planned, including a virtual reality jump simulation. After all, who doesn’t want to be Evel? “I grew up watching him in my younger years,” says Patterson. “I was like a lot of guys of that age who jumped on our bicycles and wanted to be Evel Knievel.”

The museum is expected to open later this year. For updates: *Evel Knievel Thrill Show Museum*  
Historic Harley-Davidson of Topeka  
2047 SW Topeka Blvd. Topeka,  
Kan 66612  
(785)234-6174  
[historicharley.com](http://historicharley.com)  
[EvelKnievelThrillShow.com](http://EvelKnievelThrillShow.com)

**Kansas’ other museums are also worth checking out:**

### Kansas Motorcycle Museum

The granddaddy of the state’s vintage motorcycle museums opened in 2003 and honours the legacy of legendary dirt-track racer and Marquette native Stan “The Man” Engdahl, five-time national and 16-time state racing champion, who raced Harley-Davidsons from the 1940s through the ’90s, and passed away in 2007.  
120 N. Washington St. Marquette,  
Kan 67464  
(785) 546-2449  
[ksmotorcyclemuseum.org](http://ksmotorcyclemuseum.org)

### St. Francis Motorcycle Museum

Opened in April, the 900-square-metre museum in the northwestern corner of the state features 100 rare and vintage bikes dating back to 1902.  
110 E. Washington St. St. Francis,  
KS 67756  
(785) 332-2400  
[stfrancismotorcyclemuseum.org](http://stfrancismotorcyclemuseum.org)

### Twisted Oz Motorcycle Museum

Also opened in April, Twisted Oz, near Wichita, features more than 70 vintage motorcycles.  
601 W. 7th St. Augusta, Kan 67010  
(316) 977-9257  
[twistedoz.com](http://twistedoz.com)



Kansas Motorcycle Museum Marquette



## DIVIDED HIGHWAYS

# Off the grid *or* tech connected?

**WE ASKED:** There is something pretty reassuring about having your GPS to rescue you when you realize you've definitely taken a wrong turn. But is getting lost just part of the fun and freedom of being a Harley® rider? Is there something a little comforting about an old map, or is there something a lot more comforting about a 3G signal?

**YOU SAID:** Tech: no. My GPS is spelled "MAP". -LENNY D. ... **I just installed GPS on my H-D® Softail® last night. Going to try it for my trip to Sturgis this year. Time will tell whether it was a good investment or not.** -SCOTT M. ... Without time constraints I still prefer to lay out a map and pick a route that looks interesting and avoids interstates.

-RANDY W. ...

**When my satnav system died, I realized rather quickly that I had become way too reliant on my GPS!** -PAT S. ...

With my ability to easily get lost, I absolutely, positively, must be

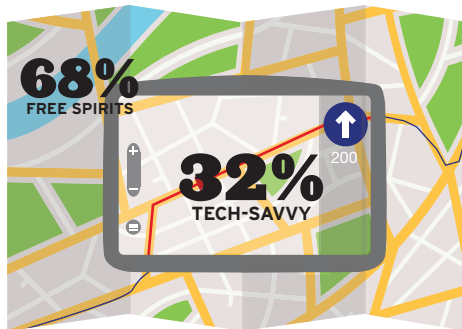
tech connected! -ART H. ... **Emblazoned proudly on my Tour-Pak® is the legendary phrase "I'm not lost, I'm exploring." Enough said?** -MICHAEL P. ... As the saying goes: "It's not the destination, it's the ride!" -BOB AND KATHLEEN A. ... **My wife Pam and I are long-haul touring lone wolves and we embrace technology. We're not**

**slaves to it, but rather use it to augment our journey.** -TIM D. ...

A few years ago four of us decided to explore the Rockies. My friend generally took the lead as he wanted to use his GPS. He spent the majority of his time staring at that damn thing, while the rest of us enjoyed the spectacular scenery. -RAT S. ...

**I heard a wise man say that "Technology is a great servant, but a horrible master." I love using it when I need it but even if you're connected, you still control the power button, and always have**

**the ability to turn it off.** -ERIC J. ... Lost riding a Harley! People dream about that opportunity. Be reassured, the sun rises in the east and sets in the west. -GREG R. ... **GPS shows me those 90-degree or horseshoe turns that lie ahead.** -DENNIS L. ... With satellite tech, there's help anywhere we ride. -CHRISTINE L.



## 5 OF THE COOLEST

## Instagram pages

**1** **@thefrozenfew** Vintage motorbike enthusiasts from Oilers CC/MC take to the ice and ride like you've never seen before.



**@themotofoto** Moto Foto, the alter ego of photographer Dan Lim, presents the culture and stories of the motorcycling community as seen through his lens.



**3** **@themotosocial** Meeting monthly at different local cafés, the Moto Social is about building camaraderie for everyone with a love of bikes. Photos highlight some of the best moments from their meet-ups.



**@federalmoto** Bespoke, one-of-a-kind custom motorbikes "for the everyday adventurer" built in Edmonton, Alta.



**5** **@thelitas\_to** Some of the latest adventures on the open road with the Toronto Chapter of The Litas global female motorcyclist network.



## NEXT QUESTION:

## Old-school *or* modern contemporary?

Does your vintage collector's model bring you joy on the back roads or does the latest customized, murdered-out version bring a greater thrill? There's something to be said for owning a vintage H-D® motorcycle from the good old days, but what about that all-new glossy number in the showroom?

» Send your thoughts to [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca) with "Divided Highways" in the subject line. We'll publish the best responses in the next issue.

# Pink Label Gear

Inspired by the struggles and courage of riders and passengers who've been impacted by breast cancer, the Harley-Davidson® Pink Label Collection represents a passionate pledge by Harley-Davidson riders, dealers and enthusiasts: Nobody rides alone, on the road or through life.

**P**ink Label is more than something you wear. It's the power to make a difference. With every purchase of Harley-Davidson® MotorClothes® Pink Label merchandise, 3 per cent of the suggested retail price is donated to organizations we partner with that support and empower women who are affected by breast cancer every day. Thanks to you, since its launch in 2010 more than \$1.8million has already been donated through the Harley-Davidson Pink Label program in North America. [h-d.com](http://h-d.com)



## Pink Label Waffle Knit Henley

Pink leopard print lines the placket, cuffs and side slits of the new Pink Label Waffle Knit Henley, a soft, comfortable shirt executed in cotton/poly-blend fabric. The raglan sleeves, collar and button placket contrast with the body. The Pink Label woven label is on the front left hem. Graphics on the front and back are printed, with rhinestone embellishment on the back. From **\$83.95 CDN** P/N 99145-17VW in XS to 3W sizes.



## Pink Label Stitched Fleece Jacket

The new Pink Label Stitched Fleece Jacket offers a contrast in texture with stitched overlay panels of ripstop front and back. The body is cozy black polyester-bonded micro-fleece that's anti-pilling to look great for the long haul. The extended cuffs have thumbholes to help keep hands warm. The hem is adjustable with a bungee-and-toggle located inside two hand-warmer pockets. A Pink Label medallion is affixed to the front hem. From **\$141.95 CDN** P/N 98579-17VW in XS to 3W, plus Petite and Tall sizes.



## Pink Label Leopard Accent Hoodie

Straight from the urban jungle, the new Pink Label Leopard Accent Hoodie features a pink leopard-print lining in the hood. The cotton/poly-blend burnout fleece is washed for a worn appearance, with contrasting raglan sleeves and raw-edge seams. The Pink Label logo is placed on the front kangaroo pocket. Printed graphics are embellished with rhinestones. From **\$103.95 CDN** P/N 99129-17VW in XS to 3W sizes.

**3%** of the proceeds from the Harley-Davidson® Pink Label Collection will be donated to Rethink Breast Cancer, National Breast Cancer Foundation, Inc.®, Young Survival Coalition® and After Breast Cancer Diagnosis.

## Pink Label Ultra-Light Half Helmet

A shell made of fiberglass and Spectra fibres makes the new Women's Pink Label Ultra-Light Half Helmet very strong and very lightweight - at just 0.8 kilograms, this is the lightest women's helmet offered by Harley-Davidson. It features the adjustable Comfort Dial system for perfect comfort every time you put it on. The antimicrobial liner fights odours and is removable and washable to make it easier to keep the helmet fresh; plus the helmet has speaker pockets that will fit Harley-Davidson headsets. The stylish, low-profile visor is removable. Meets DOT safety standard FMVSS 218. **\$296.95 CDN** P/N 98326-17VX in 2XS to 2XL sizes.







## On-the-Bike Tool Kit

It's the question every rider has to address – what are the essential tools to take with you on a ride?

### Common tools to carry:

- Flashlight with spare batteries
- Tire pressure gauge (75110-98B)
- Spark plug wrench
- Pliers
- Vice grips
- Small and large adjustable wrenches
- Screwdriver with a selection of bits (94669-00)
- Tool to remove Derby cover
- Tool to remove seat
- 10mm wrench for battery bolts
- Tools to remove front and rear wheels
- Allen wrench set
- Small roll of safety wire
- Rags

### Or utilize one of these tool kits in the Harley-Davidson Big Book:

- 14900033
- 94684-00A
- 94668-00
- 94819-02
- 94820-02

First, assess how much room you have to carry tools. On many bikes, space is at a premium, and this will affect your tool selection; bagger riders have more luxury for bringing additional tools along.

Second, it's important to understand that every bike is unique and requires a different set of tools. For example, there's no sense bringing a 5/8" open-end wrench if there are no 5/8" fasteners on the bike.

Third, you need to understand your own limitations on what you can realistically do to repair your bike at the side of the road. So to determine exactly what tools to bring, you will need to be familiar with your bike and its particular requirements. If possible, get the bike onto a lift so you have

a clear view from all angles. Starting at the front of the bike, look at each component and ask yourself: "If this broke and needed repair, would I have the ability and know-how to take it off and repair it?" If the answer is yes, then make a note of the tools you would need. If the answer is no, then there's no point in packing those tools.

Fourth, know your Owner's Manual inside out. Make sure you understand as much as possible the principles behind the operation of each major component on your bike, so if something goes wrong you're in the best position you can be to either fix it or call for more expert help. Download a copy of the Owner's Manual to your mobile device to save

valuable space on your motorcycle.

Finally, the Harley-Davidson network of dealers and their expert service staff is at your disposal if something happens that you can't fix at the side of the road. As a HOG® member, you have access to the Roadside Assistance recovery service, so make sure you have the contact number in your cell phone ready to go if and when you should need it, and check the options on [www.hog.com](http://www.hog.com) to ensure your level of coverage is best suited to your expected annual distance and riding style. Happy riding!

*Chris Tribbey is manager, service marketing & capabilities at Harley-Davidson Motor Company*

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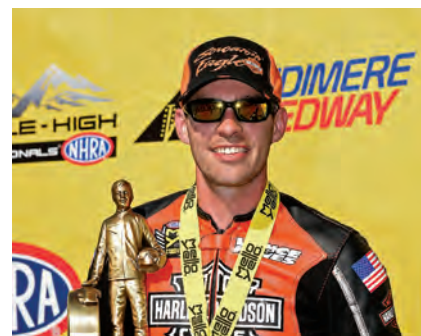
[youtube.com/harleycanadaofficial](https://youtube.com/harleycanadaofficial)

## Hines Sets NHRA Pro Stock Motorcycle Win Record

With the 45th victory of his career on July 24 at Colorado's Bandimere Speedway, Harley-Davidson® Screamin' Eagle®/Vance & Hines rider Andrew Hines set a new record for wins in the NHRA Pro Stock Motorcycle class, surpassing the record of 44 set by the late champion Dave Schultz.

"I grew up around this sport but never dreamed that one day I'd set a record like this," said Hines, who has won five Pro Stock Motorcycle championships on Harley-Davidson® V-Rod® motorcycles.

"The record will likely stand for a long time, and represents a lot of hard work by the Screamin' Eagle team over the years. Dave Schultz was one of the founders of this class, and raced with passion and drive, and we lost him when he was still winning races. He would have undoubtedly added to his total. I'm really honoured to be in this spot today." Schultz, a six-time Pro Stock Motorcycle champion, died of cancer in 2001. As of press time, Hines and teammate



Eddie Krawiec had earned three wins apiece in six of seven Pro Stock Motorcycle finals in the 2016 NHRA Mello Yello Drag Racing Series.

\*Compared with original equipment 2016 Touring models. ©2016 H-D or its Affiliates. H-D, Harley, Harley-Davidson and the Bar & Shield Logo are among the trademarks of H-D U.S.A., LLC.





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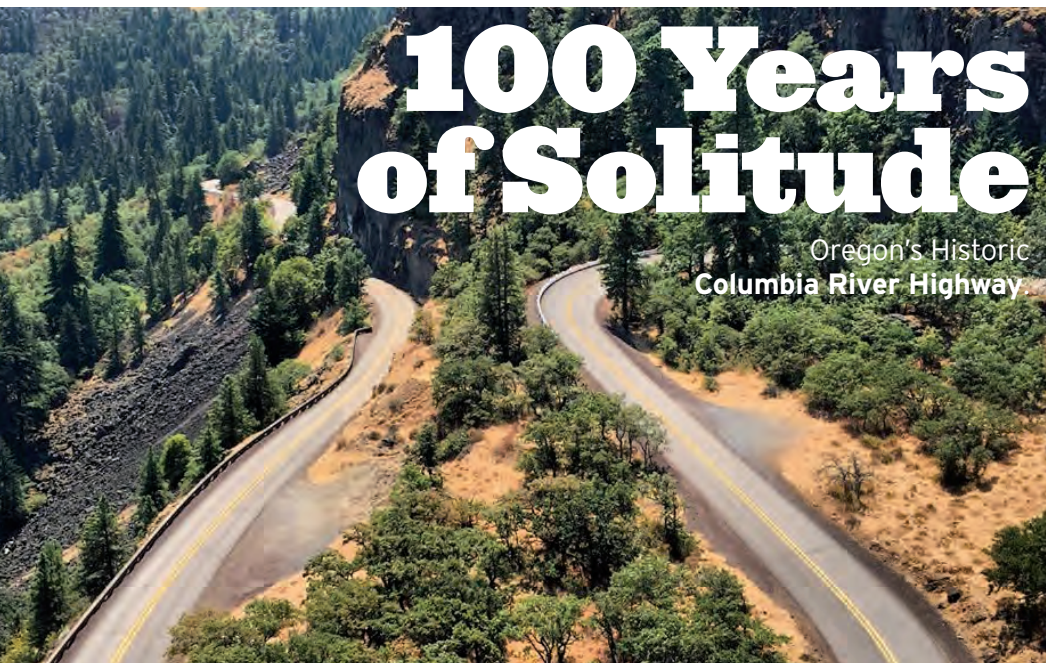


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# 100 Years of Solitude

Oregon's Historic  
Columbia River Highway



JUSTIN YUAN

**W**inding through the Columbia River Gorge along the Washington and Oregon border, you'll be captivated by the same breathtaking scenery that greeted Lewis and Clark on their westward journey more than 200 years ago. Waterfalls, sheer cliff faces, canyons, and mountain vistas highlight the river's path through the Cascade Mountain Range. Curving through the heart of it all, Oregon's Historic Columbia River Highway celebrates its 100th birthday this year.



BILL CAREY

## NATURAL HARMONY

Beginning east of Portland and running more than 110 kilometres between Troutdale and The Dalles, Columbia River Highway was nicknamed "The King of Roads" following its 1916 dedication. Considered an engineering marvel, the route was the first planned scenic highway in the United States. Rather than barrelling through and paving over nature like so many others, it was designed from the beginning so "not one tree

was felled, not one fern was crushed unnecessarily," according to its designer. Modelled after the great scenic highways of Europe, the route marked one of the earliest uses of cliff-face road building with modern construction techniques.



OREGON DEPARTMENT OF TRANSPORTATION

## MARCH OF PROGRESS

While the new highway facilitated tourism and commerce, the Golden Age of Motoring proved both a blessing and a curse. Eerily reminiscent of what happened with Route 66, construction of an interstate highway bypassed and obliterated parts of the Columbia River Highway. Starting in the 1980s, however, sections of the original road – known as Historic Route 30 – were restored and are drivable today, while other parts became walking and bicycling trails. You'll want to hop on your Harley® and enjoy the Historic Columbia River Highway – a National Historic Landmark and National Scenic Byway – just as early motorists did 100 years ago, pattering along in their Model T Ford automobiles.



## Road Captain Recon

Tips from the Portland  
Rose City HOG® Chapter

### BRIDGE OF THE GODS

Members of Portland's Rose City Chapter recommend starting your journey on the Washington side of the Columbia River, riding east on Highway 14. At Cascade Locks, cross the river into Oregon on Bridge of the Gods – if you dare. "It's a white-knuckler for some motorcyclists," explains HOG Chapter Director and Road Captain Chad Hamel. "A really high bridge with a steel metal grate surface."

### CONES AND CURVES

Stop for ice cream at Eastwind Drive-In in Cascade Locks or for a burger at Bridgeside with its river view. Head east for 55 kilometres toward The Dalles, and be sure to stop at Rowena Crest Viewpoint overlooking the switchback Rowena Curves. Return west for the Bonneville Dam and Fish Hatchery, where you can see Herman the sturgeon, who is 60 years old and three metres long. Continue west to Multnomah Falls; at 195 metres, it's Oregon's tallest waterfall. Outside Troutdale, Vista Point overlook is another must-see. "You can look up and down the Columbia Gorge for miles" says Road Captain Mitch Rice.

### WHEN TO GO

Anytime from late spring to fall promises a great ride, but weekend traffic sometimes gets heavy on the narrow highway. "Springtime is good because everything's blooming," says Head Road Captain Troy Hill. "And fall is great because of the changing colours – amazing red, brown and orange leaves."

For more information:  
[HistoricHighway.org](http://HistoricHighway.org)  
[KingOfRoads.org](http://KingOfRoads.org)  
[TravelOregon.com](http://TravelOregon.com)





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## Port Dover

Superstition did not prevent more than 150,000 motorcycle enthusiasts and 1,300 HOG® members from enjoying the 2016 Friday the 13th rally in Port Dover, Ontario, where the Roadster™ debuted in Canada. Bill and Karen Davidson, and Ben McGinley, the designers of the Roadster, signed autographs to mark the new model's unveiling.  
Photograph by **Laura Friedmann**.



FOREST CITY HOG®:

# Canada's newest chapter

HOG® membership is all about family.

Photography by **DAN LIM**

**W**hen Murray and Beth Velkow (formerly of the Toronto HOG® Chapter) moved to the London, Ont., area, they naturally wanted to join the local HOG chapter in their new home. Unfortunately, they learned the London Chapter had been shut down last year. Not wanting to miss out on the HOG benefits and camaraderie they'd become accustomed to, they reached out to Jeff Duncan, of

Rocky's Harley-Davidson, about starting up a new local chapter. Their passion and dedication soon convinced Duncan to take part, and with the crucial support of a sponsoring dealer in place, the Forest City HOG Chapter was on firm footing.

Since launching earlier this year, the Forest City Chapter has established a family-like atmosphere with the goal of delivering quality riding events and deep-rooted friendship.

"What attracted Murray and I to HOG initially was that strong love of riding Harley-Davidson motorcycles," remarked Beth. "But what we have found as members is so much more! Within a HOG Chapter there is a bond of brother and sisterhood that blends into this beautiful sense of togetherness. Riding as husband and wife is so important to us and part of our life – it's our time to reconnect, feel the wind in our faces and remember what really matters the most. Being part of this Chapter is where you can share these same values with like-minded people."

Canada's newest chapter is growing rapidly. A late spring charity ride saw 150 motorcycles, and the group has hosted regular Show 'n Shines and Sunday long rides over the summer.

As they increase membership, chapter officers are modelling best practices from other HOG chapters to bring refreshing ideas back home. Like other chapters around Canada and the world, they are building a sense of family, forging strong bonds through the love of the ride.

For more on the Forest City HOG Chapter:  
[www.forestcityhog.com](http://www.forestcityhog.com)



*"Being part of this Chapter is where you can share these same values with like-minded people"*











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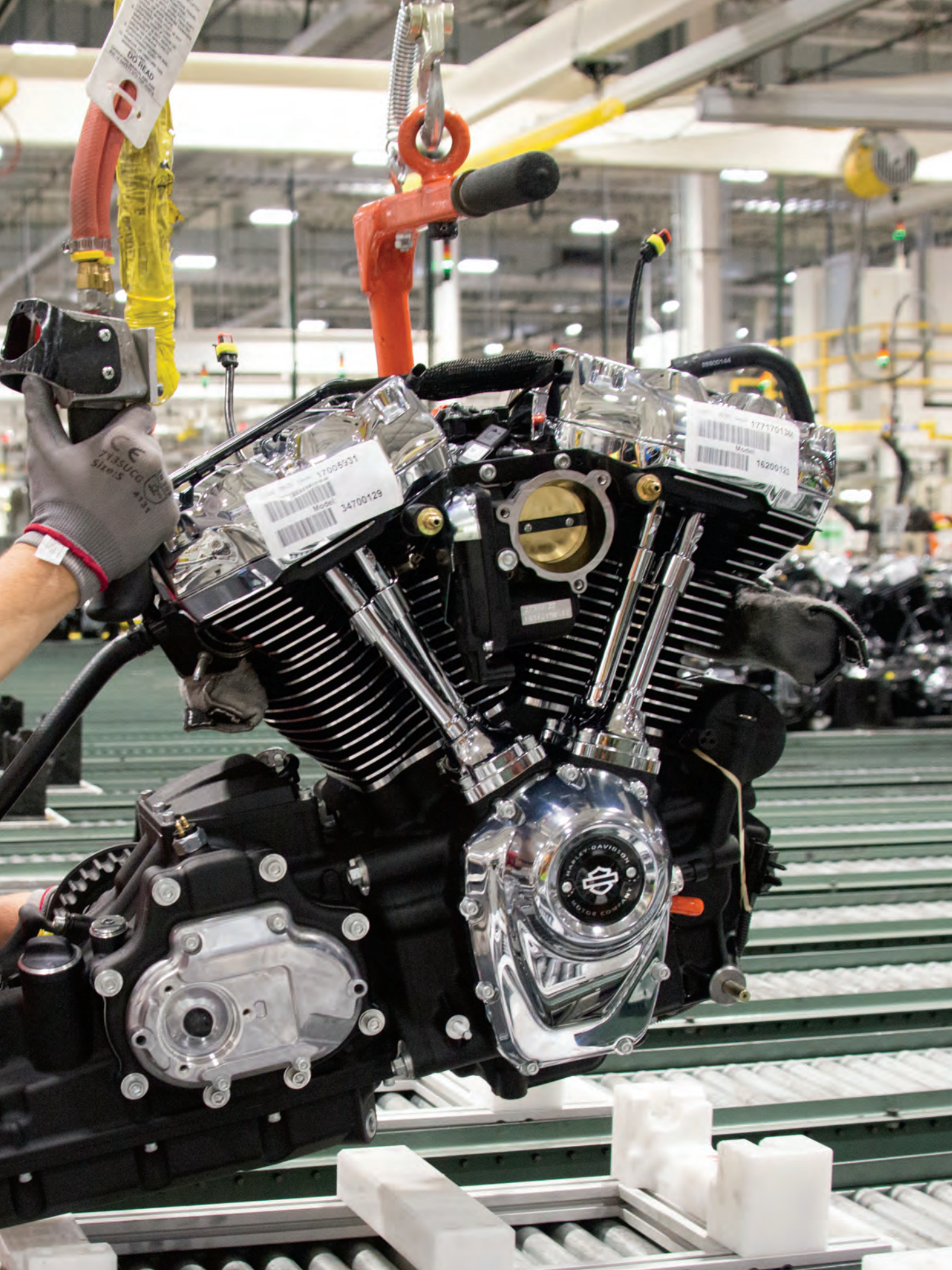
# A STORY OF ONE

**THIS IS A STORY OF ONE - OF ONE ENGINE, ONE  
MOTORCYCLE AND A SINGLE RIDER - AND THE  
JOURNEY THAT WILL BRING THEM ALL TOGETHER.**

By Charles Plueddeman, Photos by Brad Chaney and Buddy Wilinski









**W**e set out to follow a new Harley-Davidson® Milwaukee-Eight™ 107 engine, the company's newest V-twin engine design, from its assembly to its delivery to the new owner of a 2017 Harley-Davidson Street Glide® Special, tracing the process that turns parts – a set of pistons and connecting rods, cylinders and heads, valves and cases, and gaskets and fasteners – into one rider's dream machine.

The odyssey begins at Harley-Davidson Powertrain Operations on Pilgrim Road in Menomonee Falls, Wisconsin, the “Power Factory” that manufactures Harley-Davidson Big Twin engines. The story of one Milwaukee-Eight would ideally start with the very first production engine to roll down the line, but the Harley-Davidson Museum™ laid claim to that historic example. When we arrived at the sprawling plant in suburban Milwaukee, Milwaukee-Eight engine production had been underway for less than a week.

An all-new design, the Milwaukee-Eight engine was engineered to deliver more power and a better motorcycling experience for riders and passengers, while retaining the iconic look, sound and feel of the legendary Harley® Big Twin engines that came before it.

“The guiding principle behind the Milwaukee-Eight was our voice of customer research from every region of the world,” said Harley-Davidson Vice President of Styling and Product Operations Scott Miller. “They asked us to create a new engine calibrated to enhance the motorcycle touring experience in every way. That same voice also demanded that we stay true to our legacy and respect the defining elements of a Harley-Davidson V-twin. It was a big challenge, but one we’ve met. With the Milwaukee-Eight, the next era of Harley-Davidson power, performance and innovation has been forged.”

Motorcycles powered by the new Milwaukee-Eight engines offer quicker throttle response, more passing power, purer sound, a smoother ride and more of the feeling riders want from a Harley-Davidson Touring bike.

Our story continues at Harley-Davidson Vehicle Operations in York, Pennsylvania, where the Milwaukee-Eight engine completes its journey to become a 2017 Street Glide Special.





# PILGRIM ROAD

## 1 EIN NUMBER

A Milwaukee-Eight engine is born the moment its engine identification number (EIN) is pin-stamped on each crankcase half.

## 2 ROLLER BEARINGS

Though more costly, roller bearings run cooler, smoother and quieter than plain bearings commonly used in other motorcycle engines. In designing the Milwaukee-Eight, engineers sought to eliminate unwanted sources of mechanical powertrain noise. As a result, the new engine meets stricter global noise emissions standards, allowing the rich rumble of its exhaust note to resonate.

## 3 COUNTER-BALANCER

A gear-driven internal counter-balancer, visible here to the right of the flywheels, cancels 75 per cent of primary vibration at idle for a more comfortable experience for rider and passenger. The counter-balancer is tuned to retain the classic character of a Harley V-twin, while rubber mounting provides very smooth operation at highway speeds.

**4 FLYWHEELS** The flywheel assembly is placed in the crankcase shell. Like all previous Harley Big Twins, the Milwaukee-Eight features 45-degree cylinder spacing with both connecting rods on a single crankpin, a design

that gives the engine its classic, loping cadence at idle.

**5 BOTTOM ENDS** Complete short block assemblies are staged to enter the main line for top end assembly. Each engine travels with a laminated build card with information about the powertrain it will become.

**6 STATOR** This alternator stator is part of an improved Milwaukee-Eight charging system that delivers 50 per cent more output at idle (26 amps) to better support the power demands of accessory lighting, performance audio, heated gear and other accessories that Touring riders demand. Idle speed of the Milwaukee-Eight is reduced to 850 rpm from 1,000 rpm for smoother, quieter operation when stopped.

## 7 PRECISION COOLING

The new oil pump in this Milwaukee-Eight 107 engine destined for a Street Glide® Special is part of the precision-cooling technology that sends a targeted flow of oil around the hottest areas of the cylinder heads and through an external oil cooler to reduce radiated heat. Twin-Cooled™ Milwaukee-Eight engines used on other Touring models, like the Ultra Limited, pump liquid coolant through the heads and a pair of heat exchangers mounted in the fairing lowers. Both precision-

cooling systems are part of a strategy to dramatically improve rider and passenger comfort. Oil capacity is also increased by a half-litre.

## 8 SINGLE CAM

The Milwaukee-Eight's single camshaft is lighter, quieter and less complex than the previous Twin Cam design. With no weight increases for the new powertrain, all of its extra power contributes directly to improved acceleration performance.

## 9 PISTONS

A ring compressor is placed over a piston before the cylinder is installed. The Milwaukee-Eight 107 and Twin-Cooled Milwaukee-Eight 107 engines displace 1,750 cc, while the Twin-Cooled Milwaukee-Eight 114 for CVO™ models displaces 1,870 cc.

## 10 FOUR-VALVE CYLINDER HEADS

Four-valve cylinder heads offer 50 per cent more intake and exhaust flow than previous two-valve heads. Efficiency gained in the Milwaukee-Eight's air flow and combustion, including the use of dual spark plugs per cylinder, delivers up to 10 per cent more torque.

## 11 ROCKER ARMS AND PUSHRODS

Pushrods actuate rocker arms that each open a pair of valves. The Milwaukee-Eight valve train requires no adjustment,

as the design of the rocker arms enables valve lash to be set at the factory for life. The pushrod tubes are a classic Big Twin styling element retained on the Milwaukee-Eight.

**12 COLD TEST** In the cold-test cell, every complete Milwaukee-Eight engine is spun by an electric motor at up to 1,600 rpm. Dozens of sensors placed on the engine record 250 data points, from oil pressure to the sound of the valve train. After passing the cold test, engines receive their second set of spark plugs and are ready for shipping.

## 13 END OF THE LINE

A complete Milwaukee-Eight powertrain - finished in matte black with chrome covers - is lifted off the end of the assembly line and set on a roller track to be staged for shipping.

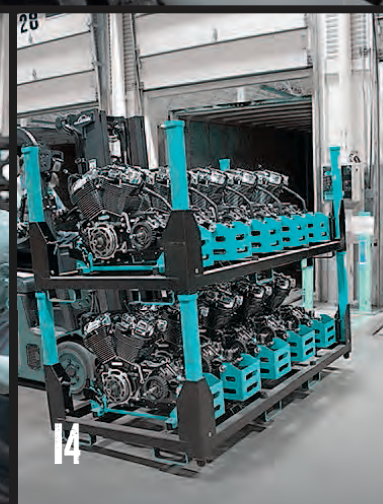
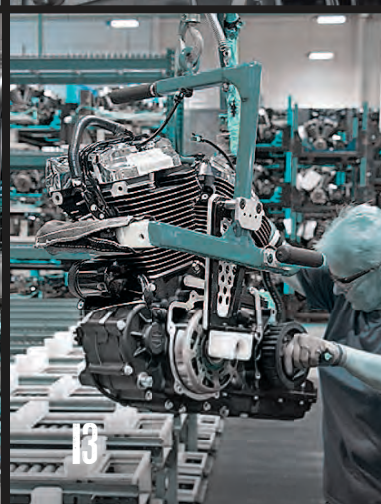
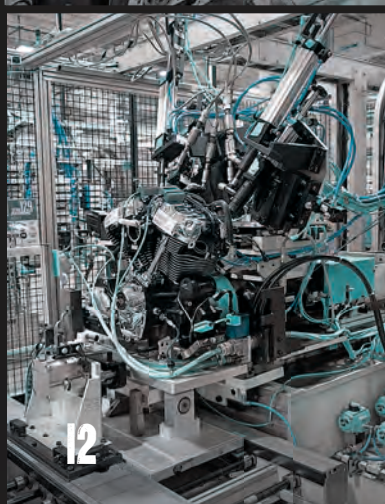
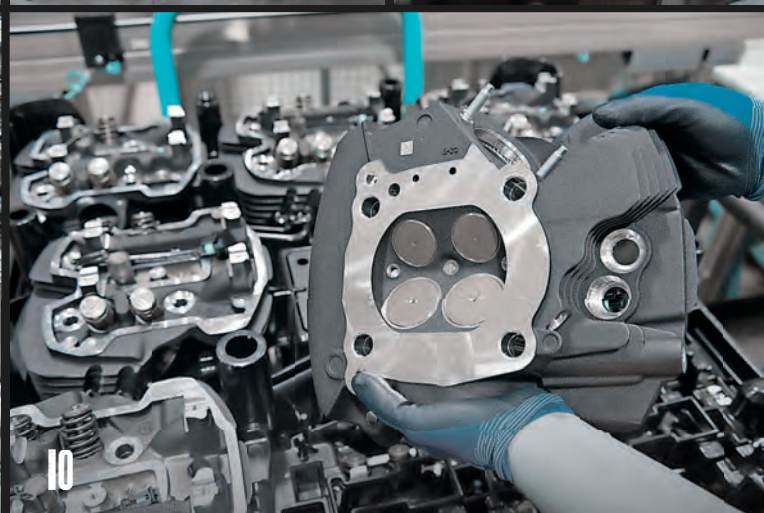
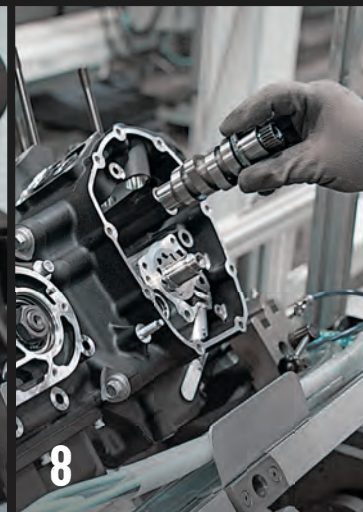
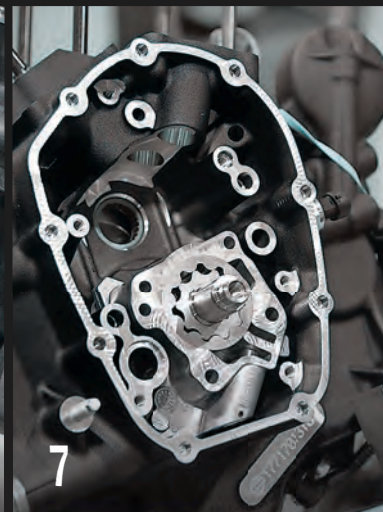
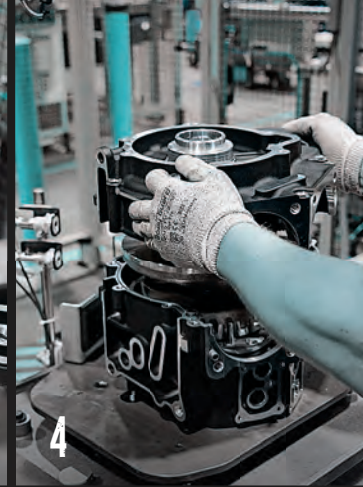
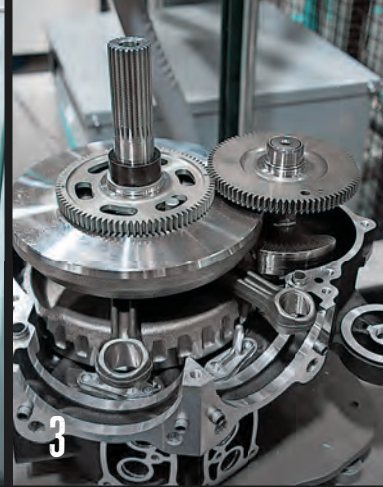
## 14 RACKING UP

Milwaukee-Eight powertrains are placed in shipping cradles and loaded onto stackable pallets that each carry five powertrains.

**15 ROLLING OUT** A truck loaded with completed powertrains pulls away from the Powertrain Operations docks for an overnight run to Harley-Davidson Vehicle Operations in York, Pennsylvania.



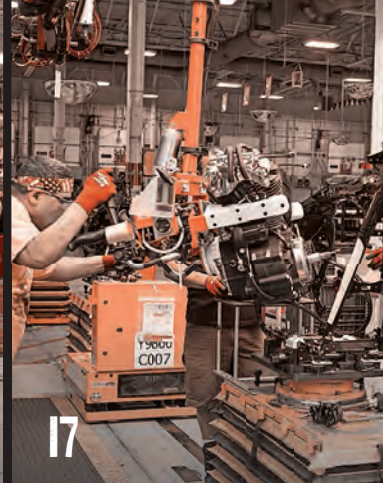








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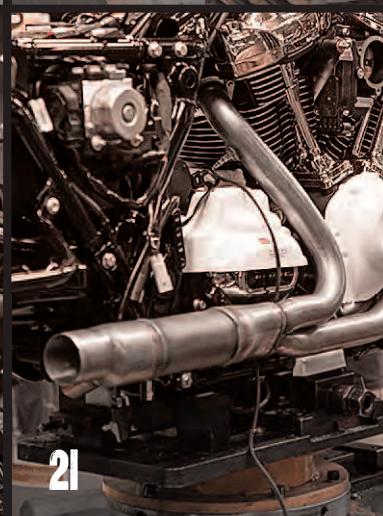
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# YORK

## 16 ARRIVAL AT YORK

Engines arriving at York are sequenced in the exact order they will be used on the assembly line. Our Milwaukee-Eight engine has already been assigned to a 2017 Crushed Ice Pearl Street Glide Special.

## 17 ENGINE AND FRAME

**JOINED** Using a lift assist device, the powertrain is carefully lifted off the pallet and placed into the frame.

## 18 REAR SUSPENSION

All 2017 Harley-Davidson Touring models feature new front and rear suspension that dramatically improves comfort and handling. New emulsion-type rear shock absorbers provide 15 to 30 per cent more pre-load range, hand-adjustable with a single knob. Once set, the pre-load will not leak down or require further adjustment. Larger pistons improve damping performance over the range of the suspension travel.

## 19 FRONT SUSPENSION

The new front suspension for Touring models features larger pistons to improve damping performance. New Showa SDBV suspension technology provides the

performance of a racing-style cartridge fork with linear damping characteristics and reduced weight. Plastic covers on the forks protect the finish during the assembly process.

**20 BOOM! AUDIO** The inner fairing is installed as a unit complete with instruments, mirrors and the Boom! Box 6.5GT infotainment system with a 6.5-inch colour touch screen, 25-watts-per-channel audio, and a GPS navigation system. All Milwaukee-Eight models are fitted with an Assist and Slip Clutch with new hydraulic actuation that reduces clutch lever effort by 7 per cent.

**21 EXHAUST** The Milwaukee-Eight exhaust system contributes to its heat management strategy and more comfortable operation. To move heat away from the passenger, the rear exhaust pipe has been re-positioned, and the exhaust catalyst is relocated further back in the collector.

## 22 AERODYNAMICS

The outer batwing fairing is installed with its splitstream vent, a Project RUSHMORE innovation that reduces rider head buffeting.

**23 AIR CLEANER** The distinctive shape of the Milwaukee-Eight air cleaner is inspired by the blower scoop on a supercharged drag car, with swept lines that imply motion.

**24 ONE-TOUCH** One-touch controls, another element of Project RUSHMORE, permit convenient opening and closing of features like the fuel door or saddlebag lids with the press or pull of a single finger or hand.

## 25 LINKED BRAKES

The Street Glide Special features standard Reflex™ linked brakes with ABS (ABS is optional on some Touring models). The front and rear brakes are electronically linked to dynamically optimize front/rear brake balance.

## 26 INSPECTION

A tunnel of bright lights aids cosmetic inspection of the completed motorcycle. The technician also goes through a checklist of electric functions before the motorcycle is allowed to continue its journey.

**27 ROLL TEST** Quality inspection is a constant process at York, but our Milwaukee-Eight-powered

Street Glide Special must pass a final exam – the roll test. After plugging in a fuel line and electrical harness, the technician flashes the ECM, starts the bike, and follows a standardized sequence: a 2.4-kilometre “ride” on rollers, reaching highway speeds and testing the bike’s functions, including shifting, braking, lights and even cruise control.

**28 CRATING** In the Vehicle Delivery System area, an overhead hoist is used to lift our finished Street Glide Special onto a steel shipping pallet. The pallets are shaped to nest together with bikes alternately facing left and right to optimize space in the delivery trucks. The motorcycles are cinched down with straps and loaded on a conveyor.

**29 SHIPPING** The journey continues with a quick trip to a distribution centre, and then a long ride to an authorized Harley-Davidson dealer and a new owner anxious to twist the throttle and feel the power of the Milwaukee-Eight 107 engine for the very first time.





A STORY OF ONE

# THE JOURNEY OF THIS STREET GLIDE SPECIAL

TO ITS NEW OWNER WILL CONTINUE IN THE  
NEXT ISSUE OF *HOG*® MAGAZINE CANADA.





# 1903

A HARLEY-DAVIDSON CAFÉ.

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BY DUSTIN A. WOODS, PHOTOGRAPHY BY THE MOTO FOTO | DAN LIM



**T**hanks in part to the team at Town Moto motorcycle shop, Ossington Avenue has become something of a hub for the motorcycle community in Toronto. With beards and denim stretching as far as the eye can see, the streets are lined with independent restaurants, bars, galleries and motorcycles. In other words, it's hipster heaven. The problem for a company like Harley-Davidson is that most of the bikes are modern reproductions of vintage Triumphs.

This summer, Harley-Davidson Canada opened a pop-up coffee shop in the belly of the beast as a way of connecting with this community. Unlike the ill-fated Indian Motorcycle Café & Lounge, where posers congregated to consume snooty imported beer and overpriced cocktails in leather jackets, the 1903 café was carefully crafted to be an authentic, unpretentious space where motorcycle enthusiasts could congregate to talk shop.

Named 1903 as an homage to the year the first motorcycle was produced in a wooden shed by one Harley and three Davidsons, the decor harkened back to the origins of the company. All of the artifacts and images on display were reproductions sourced from real photos provided by the Harley-Davidson Museum™ in Milwaukee to provide a true sense of authenticity.

While bikes new and old were on display, the focus was on camaraderie rather than consumerism. No motorcycles or merchandise were available for sale at the pop-up café located at 96 Ossington Avenue, only food and drink supplied by Fahrenheit Coffee.

Open seven days a week throughout the summer of 2016, the space was being used to serve the community as a coffee shop, gathering space and classroom. Tuesday evenings were dedicated bike nights where riders were encouraged to drop in to compare notes and talk shop, while Thursday evenings offered instructional sessions on everything from how to complete a pre-ride inspection to properly wrapping your pipes. A Black Curtain event exclusive to HOG® members also took place at the café on August 24.

"The community embraced the space", says Karen Mayberry, Lead, Consumer Experience, Harley-Davidson Canada. "In addition to bike nights and tech sessions, we opened the facility up for local artists and groups to meet, collaborate and showcase their talents," she says, adding, "We really wanted to create a sense of community where people could experience the essence of the Harley-Davidson brand in an authentic way."

There was also a Jumpstart™ stationary simulator set up in the back, where ambassadors walked potential new riders through how to fire up the engine and rifle through the gears without hurting themselves or someone else. On average, roughly 20 to 30 participants took part in the experience daily.

A Pokémon Go filter was added as a way of opening the doors to yet another audience that may not have previously considered a Harley-Davidson® motorcycle. Or moving out of their parents' basement. Or dating.

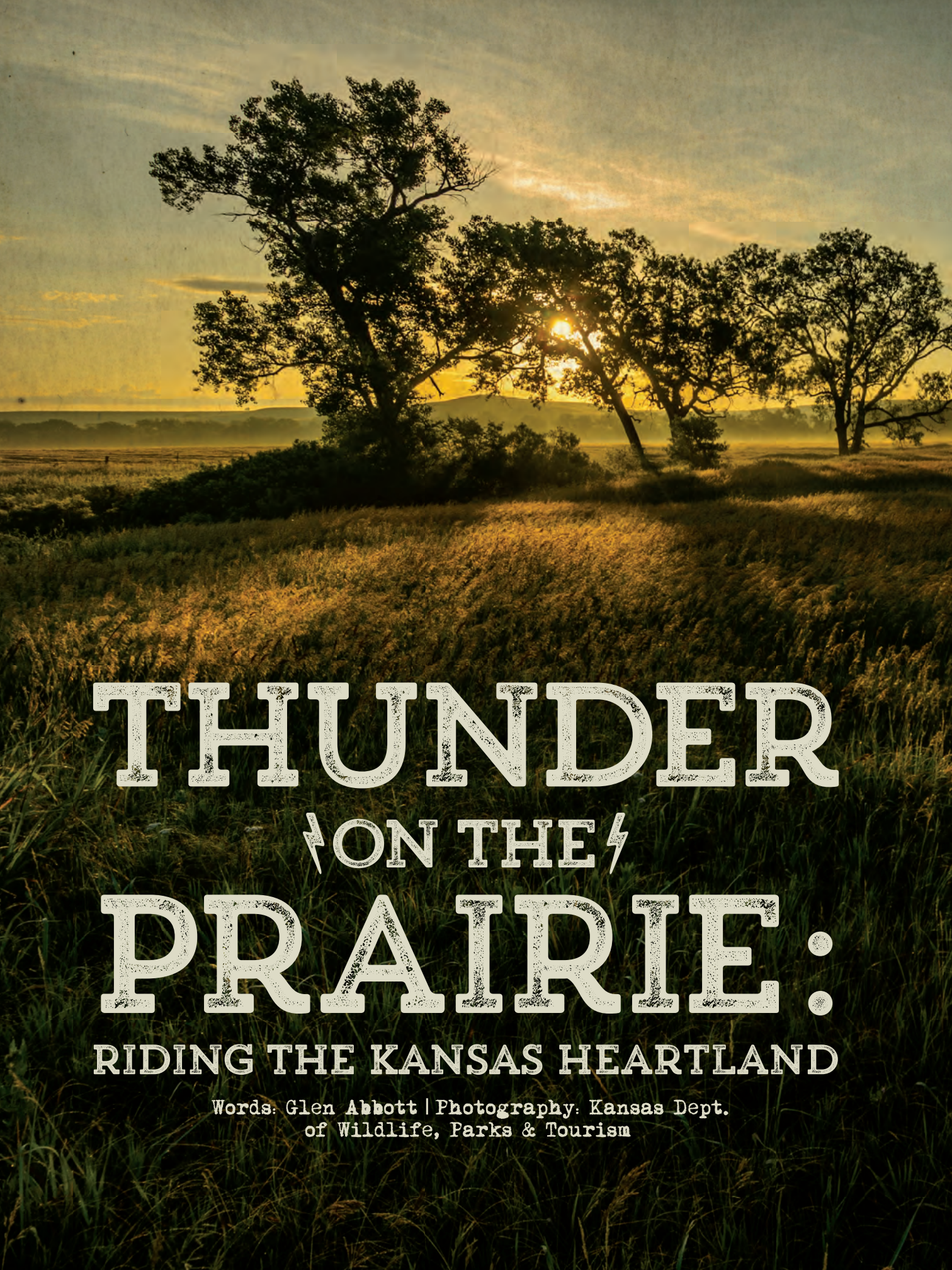
Stay tuned for more ways to interact with H-D Canada in person.





PHOTO: LAURA FRIEDMANN

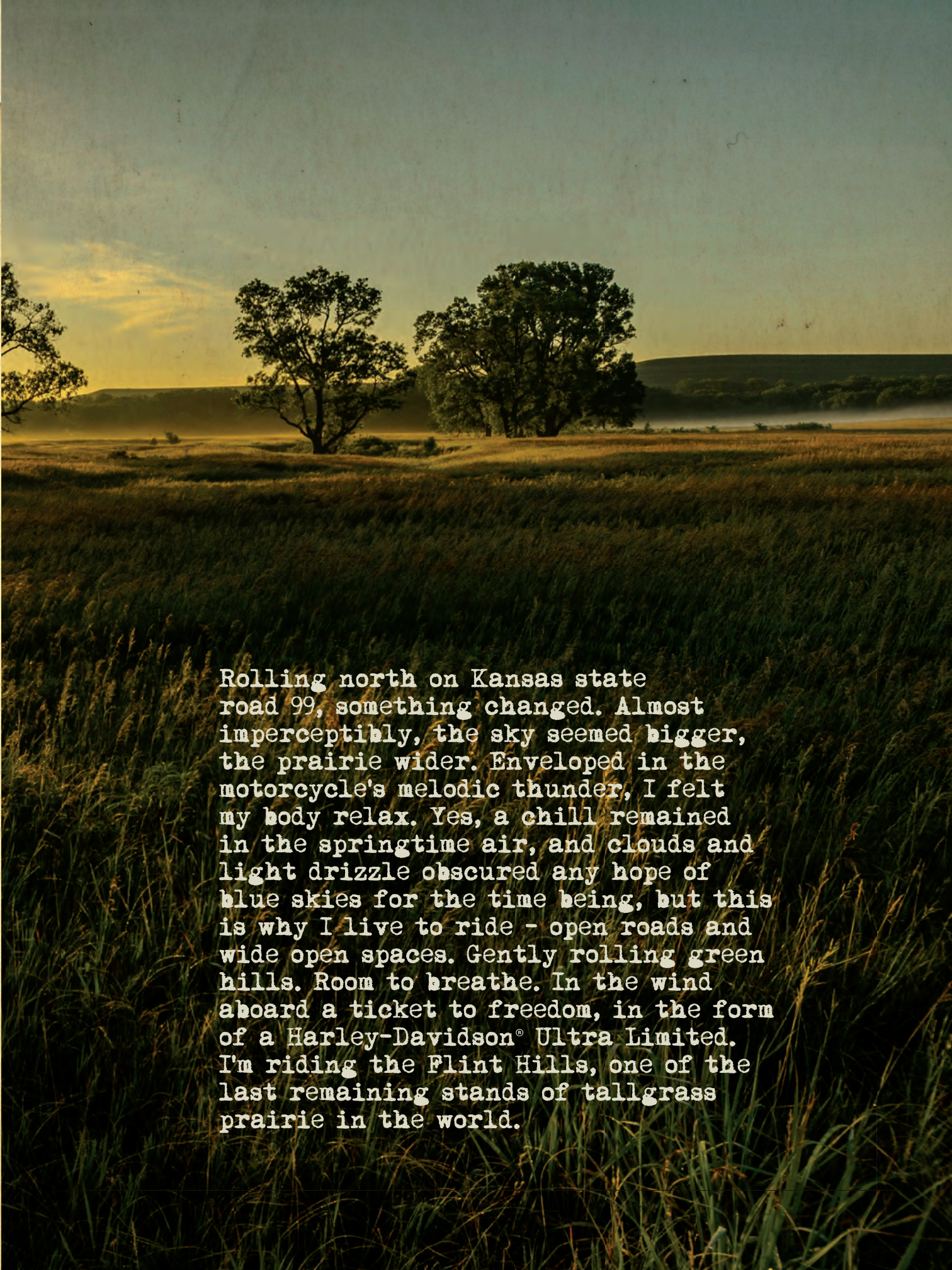




# THUNDER ⚡ ON THE ⚡ PRAIRIE: RIDING THE KANSAS HEARTLAND

Words: Glen Abbott | Photography: Kansas Dept.  
of Wildlife, Parks & Tourism





Rolling north on Kansas state road 99, something changed. Almost imperceptibly, the sky seemed bigger, the prairie wider. Enveloped in the motorcycle's melodic thunder, I felt my body relax. Yes, a chill remained in the springtime air, and clouds and light drizzle obscured any hope of blue skies for the time being, but this is why I live to ride - open roads and wide open spaces. Gently rolling green hills. Room to breathe. In the wind aboard a ticket to freedom, in the form of a Harley-Davidson® Ultra Limited. I'm riding the Flint Hills, one of the last remaining stands of tallgrass prairie in the world.





come here by the millions and get fat in the spring, and now cattle are brought from all over the country to get fat.” Josh and his wife, Gwen, are fifth-generation cattle ranchers, and their 2,800-hectare Flying W Ranch sits right in the heart of the Flint Hills. “It’s a really unique cowboy culture and ranching culture,” says Josh. “Everybody that comes out to our ranch, we try to educate them about why it’s important to conserve the Flint Hills: the culture, folklore, history, ranching and cowboy culture, as well,” adds Gwen.

## RAINY DAYS & MONDAYS

When I’d ridden down from Kansas City the day before, rain was the predominant feature of the weather forecast. But if, as they say, every cloud has a silver lining, five hardy members of the Kansas City (Missouri) Northland HOG® chapter certainly provided it. Rain-suited and

## PRAIRIE’S LAST STAND

Were it not for aching feet, the Flint Hills today might have been called something else. “Passed very ruff [sic] flint hills,” wrote American explorer and Army officer Zebulon Pike in 1806. “My feet blistered and very sore.” Old Zeb may not have been the world’s best speller, but thanks to the scrawlings in his journal the name Flint Hills stuck. Located near the eastern central portion of the state, the hills stretch more than 300 kilometres from south of the Kansas/Nebraska border into northern Oklahoma, where they’re known as the Osage Hills. Two hundred and fifty million years before Zeb’s podiatric problems, the shallow Permian Sea covered much of the Midwest, and



limestone and flinty shale formed on the ocean floor. But by the time of his walkabout, tallgrass prairie – a mixture of grasses that can grow more than two metres tall by late summer – covered the Midwest. Today, only about 4 per

cent of that original 68 million hectare prairie remains, a result of the country’s relentless westward expansion. A quirk of geography helped save this last bit in Kansas. “It was the limestone and the flint in the Flint Hills that kept this area intact,” explains Heather Brown, chief of interpretation and visitor services at Tallgrass Prairie National Preserve near Strong City, Kan. “Basically, it’s impervious to the plow. The only place you can farm is along the bottomland.” The land had another quite valuable use, however. “For 90 days between April 15 and July 15, this is the best grass in the world for getting cattle fat,” explains rancher Josh Hoy. “The buffalo used to

**“IT’S BEAUTIFUL  
EVERY TIME AND  
YOU ALWAYS SEE  
SOMETHING  
DIFFERENT.”**

**–Marian Krallman, Prairiethunder HOG® Chapter**







ready, we met at Worth Harley-Davidson as I filled out rental paperwork for a 2016 Ultra Limited FLHTK Touring machine. The group planned to accompany me as far as Fort Scott, about 160 kilometres south of KC, where we'd have lunch and a look around the historic town. Rolling southbound through increasing drizzle, we joined U.S. 69 in Overland Park, Kan. Crossing rolling farmland, the route includes the Frontier Military Historic Byway, which runs from Fort Leavenworth, Kan., in the north to the Oklahoma border in the south. The byway traces the trail used to move soldiers and supplies between frontier forts, and runs past the site of one of the Civil War's largest cavalry battles: near Pleasanton, along the banks of Mine Creek, 2,500 Union soldiers defeated 7,000 Confederates on October 25, 1864.

In Fort Scott, we dried off and chowed down at a hole-in-the-wall barbecue joint called Sugarfoot & Peaches, a welcome respite from the rainy road. Afterward, we stopped for a group photo up the street, parking the bikes in front of a large American flag mural painted on the side of a building.



## GET YOUR KICKS

Carefully negotiating the rain-slick brick streets of the historic downtown, I glided to a stop at Fort Scott National Historic Site, saying my good-byes to the KC Northland Chapter members.

The town's namesake fort was established in 1842. Its soldiers were tasked with protecting the border between the so-called "Permanent Indian Frontier" to the west and Kansas Territory to the east. By 1853, westward expansion made it obvious that the country wouldn't honour its commitment to maintaining a permanent Indian territory, and the army abandoned the fort, auctioning off the buildings in 1855. Thus, Fort Scott the military base became Fort Scott the town. After a quick walk-around, I hit the road for points south.

Near the Oklahoma border, I joined the Mother Road - Route 66 - albeit briefly. Of the eight states and 3,800 kilometres spanned by the historic 90-year-old highway, Kansas lays claim to its smallest stretch: just 20 kilometres pass through the extreme southeast portion of the Sunflower State. In Galena, I encountered my first break in the rain, the sun peeking through the clouds just in time for me to photograph the restored Kan-O-Tex service station, known as 'Cars on the Route.' Parked outside the now-gift shop/snack bar is a rusty red 1951 International boom truck that provided the inspiration for the character Tow Mater in the 2006 Pixar film *Cars*.

## DALTON'S LAST STAND

Monday's last stop was Coffeyville, a town perhaps best known for the shootout that marked the demise of the infamous Dalton Gang. Back in 1892, the ambitious gang of outlaws attempted to simultaneously rob two banks in town, but four of its five members perished in a hail of gunfire from a group of armed citizen defenders. Four townspeople also died in the gunfight and are honoured each October at Dalton Defenders Days.

I saddled up and headed toward Beaumont to meet a group from the Prairietruder Wichita Kansas HOG Chapter who had graciously offered to show me some of their favourite riding spots. "The Flint Hills is a ride you never get tired of," explains chapter member Marian Krallman. "It's beautiful every time and you always see something

different." Linking up with a group of seven riders, we headed for the Flint Hills National Scenic Byway, a 75-kilometre stretch of Kansas state road 177 that crosses the heart of the prairie, a beautiful, shifting landscape. "Every ride in the Flint Hills is a new one," says chapter member Bill Philbrick. Adds Jerry Michaelis, "It's so varied different times of the year, and depending on the time of day, it changes."



## CYCLE OF LIFE

There's a rhythm to the Flint Hills, a cycle of seasonal rebirth and renewal. Native Americans noticed that lightning-sparked prairie fires led to better prairie growth and improved hunting. "They realized the bison would be drawn in," explains Susan Adams, director of the Flint Hills Discovery Center in Manhattan, Kan. By the mid-19th century, cowboys and cattlemen realized the advantages, as well, and ranching came to the prairie.

Outside Cassoday, herds of wild horses thrive on prairie grasses among the fenced green fields of the vast Shadow Valley



**“SOMETIMES YOU GO FOR  
MILES AND MILES,  
AND YOU DON’T SEE  
ANY MANMADE  
STRUCTURES AT ALL”**

**-KT Thiessen, Prairiethunder HOG® Chapter**







Ranch. I found out later that the Bureau of Land Management contracts with private ranchers to maintain some 7,000 wild horses in the Flint Hills, preserving another element of a disappearing past.

Nearby, Cassoday serves as the meeting point for a popular monthly Flint Hills ride, the Cassoday Bike Run. “First Sunday of the month, we usually have anywhere from 1,500 to 2,000 bikers,” explains chapter member KT Thiessen. “They come from all over Missouri, Kansas City, Wichita. Highway 177 cuts right through here,

and there are so many neat places to ride.”

We stopped at Tallgrass Prairie National Preserve, a 4,500-hectare site co-managed by the National Park Service and The Nature Conservancy. The grounds include a visitor centre, walking trails, and a historic 1881 limestone-block ranch house and outbuildings. “This is a place where people can have public access to the tallgrass prairie,” explains Ranger Heather Brown. “It’s really a place for people to come and just get away and experience solitude.”

After a full day of riding, it’s pie, then

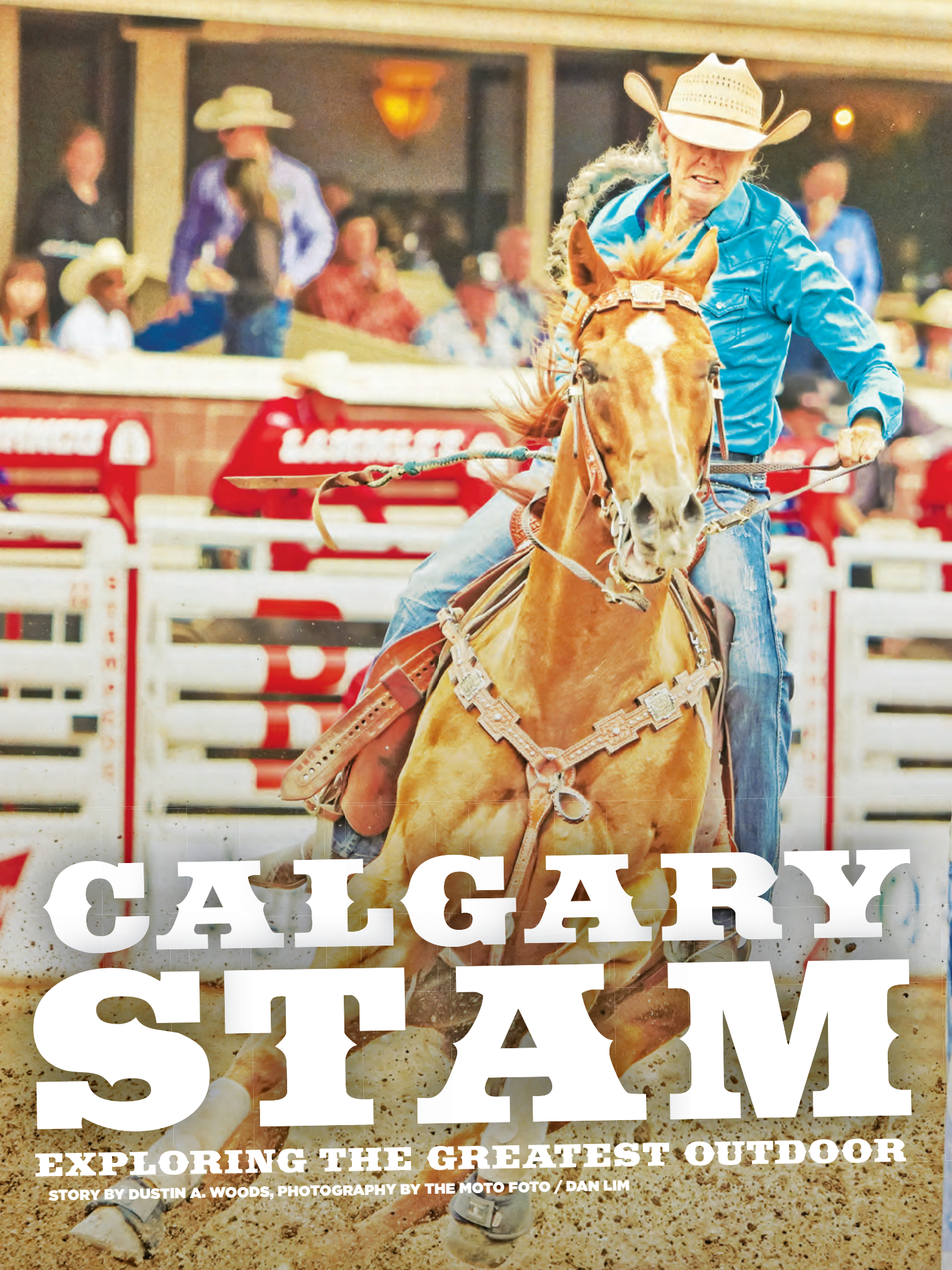
good-bye, in Council Grove at the Hays House, the oldest continuously operating restaurant west of the Mississippi. Opened in 1857, it originally served travellers on the Santa Fe Trail. It’s a fitting wrap-up to an enjoyable day on the road with the Prairiethunder group, and I continued north to Manhattan, the Kansas town nicknamed the ‘Little Apple.’

Next morning, I visited the Flint Hills Discovery Center, an impressive modern limestone and glass structure featuring exhibits of tallgrass prairie ecosystem, history and culture. “Our whole purpose is to get people in here to educate them, through hands-on learning, about the Flint Hills,” explains Director Susan Adams. “But then to direct them out to go see it, places within the Flint Hills, where that information is hands-on truly while you’re in it and experiencing it.”

Riding the Flint Hills is sure to shatter stereotypes of a flat, boring Kansas. “It’s just beautiful,” reflects Prairiethunder Chapter member KT Thiessen. “Wide open spaces. Sometimes you go for miles and miles, and you don’t see any manmade structures at all. It’s just gorgeous to see God’s creation.”







# CALGARY STAM

**EXPLORING THE GREATEST OUTDOOR**

STORY BY DUSTIN A. WOODS, PHOTOGRAPHY BY THE MOTO FOTO / DAN LIM





# PEDE

SHOW ON EARTH WITH IRON HORSES





Until a Canadian hockey team wins another long-awaited Stanley Cup, the Calgary Stampede is perhaps the single biggest festivity this country has to offer. The city known as “Cowtown” pulls out all the stops for a celebration of Western heritage and culture that pretty much shuts down all of Calgary for its duration. Even the courthouse closes, I’m told.

From the moment we touched down, it was clear that this event was unlike anything we had previously experienced. We would also need cowboy hats and Western shirts if we didn’t want to feel like outsiders, since everyone we came across was wearing them – from our cab drivers and restaurant servers to the guys doing valet at the Calgary Marriott Downtown, where we were staying. Western wear is not only

encouraged, it’s actually mandatory in the VIP areas of the Stampede grounds. Bros showing up in sleeveless shirts with backward ball caps, shorts and flip flops will be turned away at the door.

Over the 97 years of its existence, the 10-day event has become an integral part of Calgary’s identity. After all, even the city’s CFL team is called the Calgary Stampeders. The Stampede is to Calgary what Mardi Gras is to New Orleans, Oktoberfest is to Munich, St. Paddy’s Day is to Boston ... you get the idea. Suits are traded for Stetsons, and workplace productivity all but grinds to a halt for everyone who isn’t part of the service and hospitality industry.

Because rental cars are boring and public transit is for suckers, photographer Dan Lim and I decided to rent a couple of bikes to explore the city during our stay. Since we planned on riding out into the Rocky Mountains after, we opted for baggers that could do double duty for







urban exploration and long-distance touring. Road Glide® and Street Glide® models suitably track that balance. Diane from Calgary Harley-Davidson was like our personal travel agent, concierge and Den Mother, taking care of the paperwork, setting us up with the bikes, providing helpful route suggestions and offering up rain gear.

Through initial research of things to see and do while in Calgary, we discovered that the city is finally getting on the craft beer bandwagon. Thanks to shockingly recent amendments to Prohibition-era brewing laws, entrepreneurial microbreweries and distilleries are popping up all over the city. Over the course of the trip, we had the opportunity to visit the Dandy Brewing Company, Tool Shed Brewing Company and Trolley 5, as well as sample spirits from the Eau Claire Distillery at Bar C on 17th Avenue – all when we were done riding for the day, of course.

The roots of Stampede go back to the late 1800s, when the Calgary and District Agricultural Society held a fair. American promoter Guy Weadick is credited with creating the Stampede as it's known today after organizing the city's first rodeo festival in 1912. It returned in 1919 to celebrate the soldiers coming home from the First World War, before finally becoming an annual event in 1923.

Touted as the Greatest Outdoor Show on

Earth, Stampede attracts as many as 1.2 million visitors every year with a rodeo, midway, agricultural fair, parades, concerts and live shows. What separates Stampede from other annual exhibitions and fairs is how much the whole city and population embrace it. Stages are set up around the city to showcase country music, and there are pancake breakfasts for all to enjoy. We partook in one such event at Rope Square, which has been offering up free flapjacks during Stampede since 1947. How had I never thought to put bacon inside a pancake before? My life will forever be changed.

Stampede is also the highlight of the North American rodeo circuit. A prestigious invitational, it's often compared to the Super Bowl of rodeo events on the summer tour. Cowboys come from all over North America to compete, with pride and a significant amount of money on the line. Cruising around the grounds on our iron horses before the festivities began, we came across David Cowley and his palomino quarter horse Tucker, who were practicing for the Cowboy Up Challenge. Famous for riding up the elevator to the top of the Calgary Tower with his trusty steed to officially kick off Stampede celebrations every year, Cowley indulged our curiosity by showing us Tucker's many tricks, such as lying down, rolling over, begging and playing dead – impressive feats



**THE STAMPEDE IS TO CALGARY** WHAT  
**MARDI GRAS IS TO NEW ORLEANS,**  
**OKTOBERFEST IS TO MUNICH,**  
**ST. PADDY'S DAY IS TO BOSTON**

... YOU GET THE IDEA





that aren't easily accomplished with a dog, let alone a horse.

Parking our bikes to take in the rodeo on foot, we were amazed by the scale of the event and enthusiasm of the crowd. While watching steer wrestling and commenting on the physical prowess required of the riders, a fellow spectator leaned over to tell us how competitor Curtis Cassidy aptly described his experience with the event: "It's like jumping off a moving car to attack a mailbox." Well put.

Having the enviable opportunity to take a chute tour during the bareback bronco riding contest, we were close enough to the action to feel the animals bucking against the gates and could practically hear the heartbeats of the brave, arguably insane, young riders as they strapped themselves to the wild beasts. Watching a rodeo on television is one thing, but after experiencing the competition in person I have a whole new appreciation for the skills and courage required. Our rides may have had more horsepower, but they definitely felt less intimidating and far more refined after being so close to these big, powerful animals with a mind of their own.

The excitement continued as we watched

the chuckwagon racing. The first year of the Stampede, competitors were required to load up their camping equipment and take off in a figure eight before ripping around the track. Whoever returned first and was able to get smoke out of their stove was deemed the winner. Those bragging rights were rewarded with \$25 and a new hat that year. Things have changed a little bit since then, as wagons and equipment are all required to be a specific weight and size, and the Dash for Cash winner takes home \$120,000.

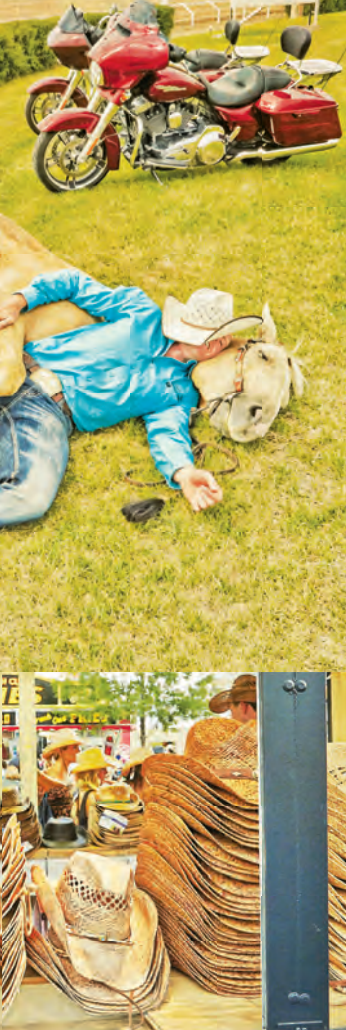
The event has come under scrutiny from animal rights groups, but from what I could tell the animals live a significantly more comfortable life than I do. "These are the equine version of Olympic athletes and are treated as such," said Kirk Moore from the chuckwagon committee, as he gave us a tour of the barns, before adding: "This is [like] the Super Bowl. They spend the rest of the year being pampered and catered to by teams of professionals." Tended to by veterinarians, massage therapists, acupuncturists, chiropractors and various other holistic specialists, these elite athletes are a significant investment so it wouldn't be in their owners' best interests to treat them poorly.



**"IT'S LIKE JUMPING  
OFF A MOVING CAR TO  
ATTACK A MAILBOX."**







With rain pouring down one afternoon, we decided to take in the Ramp Up show at the Bell Adrenaline Ranch. We didn't know what to expect from the indoor freestyle motocross and trials exhibition, but it was money well spent. Many familiar names of X Games fame handily pulled off impressive, unimaginable tricks. Oh, and then there were the 225-kilogram snowmobiles doing backflips amid pyrotechnic displays.

Have you ever thought to yourself, "This hot dog would taste way better if only it were inserted into a pickle, breaded and deep fried?" Probably not, but sure enough, you can enjoy that response to a culinary question nobody asked at the Stampede, along with peanut butter popsicles, deep-fried Oreos and other edible oddities.

Each evening as the sun sets, the biggest and most elaborate outdoor stage in the country is assembled on the rodeo infield to house the Grand Spectacular. The truly world-class variety show is a cavalcade of elaborately choreographed live musical performances by local talent displaying various physical feats, like acrobatics, high-wire acts and freestyle

motocross jumping. Sound random? It is. To give an idea of scale and quality, this year's show was produced and choreographed by Dave Pierce, who played a key role in the opening ceremonies of the 2010 Winter Olympics in Vancouver.

Another notable aspect of Stampede is the nighttime party scene, which is all some people come for. Massive circus tents are set up within the grounds to create bars with names like Nashville North and Cowboys. Witnessing an abundance of bare skin, rampant drunkenness and public displays of affection, I hadn't been at a party with that level of drinking and debauchery since college. And I liked it. People literally travel across North America to attend. Sarah and Tiff traveled from Toronto for four days of cowboys and country music: "The number of friends who join has dwindled as people start to get married and have kids, but we never miss it!" After experiencing the Stampede in all its glory, I can see why. Dan and I agreed an encore performance may be in order next year. After all, we've got the hats, belts, boots and buckles now.



# desiFEST

## 2016: CULTURE, MUSIC AND MOTORCYCLES

### HARLEY-DAVIDSON CANADA EXPANDS ITS HORIZONS AT SOUTH ASIAN ARTS EVENT

By Dustin A. Woods, Photos: Mike Palmer

**T**he launch of the Harley-Davidson Street® lineup of motorcycles in 2014 established Harley-Davidson's commitment to exploring new frontiers in the marketplace. The models were crafted with new riders and emerging markets in mind – people who may not have previously considered a Harley® motorcycle, or even riding in general. Harley-Davidson recently connected with this new audience at desiFEST, an event established to expand awareness of the South Asian arts community in Canada.

The brainchild of founder and creative director Sathish Bala, the cultural showcase highlights the work of musical artists in Montreal, Ottawa, Vancouver and Toronto. Held at Yonge-Dundas Square on May 28, the Toronto event featured 20 bands throughout the day and drew an audience of over 60,000 people.

The activation included desiFEST branded dog tags, a photo booth with a media wall where participants could get

their picture taken on a Sportster® 48 model and the Jumpstart™ demo, which allowed attendees to experience the thrill of riding a Harley-Davidson® motorcycle in a safe, controlled environment.

“Our attendance at the event was really well received,” said Karen Mayberry, Lead, Consumer Experience, Harley-Davidson Canada, “People were excited to interact with the brand and discover how much fun it is to ride a motorcycle.”

A digital survey offered attendees the chance to win a Harley-Davidson Street 500. Five finalists selected at random were each given a numbered key, one of which would start the motorcycle.

Anand Dipchand of Vaughn, Ont., was the lucky winner. He admitted he had never ridden a motorcycle before but was enthusiastic about the opportunity. Dipchand has since taken rider training and has no plans to sell the motorcycle anytime soon. It looks like at least one person was converted.







# The 2017 Harley-Davidson Touring Models

Eight Great Features Inspired by Relentless Dedication to the Ride

**W**hile the Milwaukee-Eight™ engine takes centre stage, we take a look at the rest of the features of the new 2017 Touring lineup.

Touring is about freedom, choices ... and the kind of experiences you can only feel on a motorcycle. From Martha's Vineyard to Ayers Rock, and from the Badlands to the Black Forest, the 2017 Harley-Davidson® Touring models offer the best opportunity yet to pack up and explore.

There are 11 Milwaukee-Eight Touring models in all, including nine powered by the Milwaukee-Eight 107, plus two premium CVO models with the Milwaukee-Eight 114. All of these Big Twin models share a common bond in their improved smoothness, superior engine performance, redesigned heat management and rider comfort, and more responsive handling.



## ..... Road King®

Nostalgic style meets the performance and versatility of a modern touring machine

## ..... Ultra Limited

Twin-Cooled™ Milwaukee-Eight 107 engine, including heated handgrips, batwing fairing and splitstream air vent



## **1 High-Performance Brakes**

Reflex™ linked Brembo braking system with ABS delivers quick, confident stops at high or low speeds, in wet or dry conditions and while riding solo or with passenger and gear.

## **2 Superior Ride Quality**

All-new Showa Dual Bending Valve front suspension and emulsion rear suspension add rider and passenger comfort, confidence and control. Hand-adjustable rear shocks make it easy to dial in the ride to suit rider, passenger and gear.

## **3 Seating Comfort**

In select models with a Tour-Pak®, a deep bucket seat adds back support, while a wide rear passenger area adds a backrest and armrests.

## **4 BOOM! Premium Sound**

Two audio systems are available on select models, including a BOOM! Box 4.3 system delivering 25 watts per channel, and a premium BOOM! Box 6.5 GT system with a 300-watt amplifier that's packaged with a 6.5-inch touch screen with integrated GPS.

## **5 Bright Lights**

Brilliant lighting, including available Daymaker™ LED reflector headlamps, help you to see and be seen even better.

## **6 Cargo Capacity**

With available features including luggage racks, one-touch opening saddlebags and a premium Tour-Pak, the new Milwaukee-Eight Big Twin models simplify packing for a long tour.

## **7 Functional Style**

Classic H-D® Big Twin styling meets advanced aerodynamics thanks to windshields and splitstream air venting that optimize airflow and reduce head buffeting. The result is a calmer, quieter and more enjoyable touring ride.

## **8 Ready to Customize**

The massive range of Genuine Parts and Accessories designed for the new Milwaukee-Eight models makes it easy to create a Big Twin that's as unique as you are. Paint. Chrome. Accessories. Apparel. It's all there in the catalogue and all available at your Harley-Davidson dealer.



### **Street Glide® Special**

6.5-inch touch screen infotainment system with integrated GPS, a gloss black inner fairing and colour-matched fairing skirt

### **Road Glide®**

Frame-mounted shark nose fairing, low windscreen and dual Daymaker reflector LED headlamps

### **Freewheeler®**

Bobtail rear fenders, slash cut pipes, chrome headlight nacelle, 35-centimetre mini-ape handlebar and Enforcer aluminum wheels



# THE FIT STOP

The correct riding position can help a rider sit comfortably on the bike and avoid leg cramps, and neck and back strain during a long day in the saddle. A better fitting bike also contributes to greater confidence in how you handle it and helps you stay comfortable on hours-long rides. So take a seat, and read on as we take a quick tour of a few Harley-Davidson® accessory seats and handlebars designed specifically to make your motorcycle and body fit together even better.



## **Circulator Seat and Backrest Pads**

These breathable pads feature 3-D mesh construction, which promotes air movement and reduces heat and perspiration buildup, keeping the rider/passenger cool. A low-profile design minimizes seat-height change compared to inflatable pads, while enhancing comfort with its shock-absorbing construction. Circulator Pads are the perfect companion to a traditional vinyl seat.

## **Tallboy® Handlebar**

Ergonomically designed and tested by a panel of riders from 5 feet 11 inches to 6 feet 4 inches tall, this bar places the hands and wrists in an optimized position, and stretches the arms to reduce the bend at the elbow. The result is reduced fatigue in the neck, shoulders and back.



## **Tallboy Seat**

The Tallboy Seat will put riders with a longer inseam on the road to fatigue-free riding. Designed to move the rider up and back from the stock seating position, it can eliminate the “knees-high” riding position, and effectively places the body for a natural arm and leg reach. A bucket-shaped seat design ensures added support, and a wide seating surface reduces pressure on the tailbone.







### Reach Handlebar

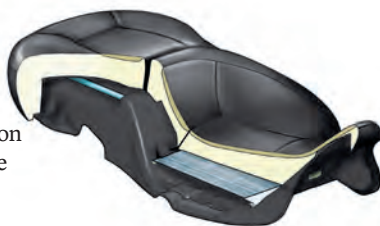
This handlebar is designed to bring the controls closer to the rider for increased comfort. This is especially helpful for shorter riders or for riders who prefer a close-to-the-bar riding position.

### Extreme Reach Handlebar

Extensively tested with riders between 5 and 5.5 feet tall. The Extreme Reach Handlebar and riser combination was proven to be the most ergonomically pleasing handlebar for Dyna® and Softail® models. The rider's hands fall naturally in place, and the narrow width reduces stretch.

### Harley® Hammock Rider and Passenger Touring Seat

This seat offers increased isolation from harsh road impacts. A sling-like fabric suspension system reduces impacts, while five centimetres of traditional foam on top provides additional support. A multiple springboard-style suspension system provides 15 per cent improvement in comfort.



### Signature Series™ Seat with Rider Backrest

The easily removable rider backrest has a five-position height adjustment with a 3.6-centimetre range, along with forward and back angle adjustment. The narrow nose keeps legs together, making city driving easier. This is the only cruiser seat that accepts and includes a rider backrest.



### Reach® Seats

Shaped to move the rider forward and lower for a confident reach to the hand and foot controls. The narrow nose brings the legs together for a comfortable reach to the ground, and the scooped bucket shape keeps the rider from sliding backward during acceleration.



### Super Reach Seat

Get a little bit closer. Super Reach forward position seats are designed to move riders with a shorter inseam even closer to the controls and bring the legs about 2.5 centimetres closer together so the rider's feet rest firmly on the pavement. The scooped bucket-shaped saddle is enhanced with added back support padding to move the rider up to 2.5 centimetres lower and 7.5 centimetres forward. The combination positions the rider closer to the hand and foot controls to offer both comfort and confidence.

Super Reach Seats are available for many H-D® motorcycles.



## Seat Yourself

Thanks to the Harley-Davidson® Seat Demo Program, riders and passengers can “try before they buy” to experience the fit and comfort of several different seats before committing to a purchase. This gives an opportunity to quickly compare the appearance, fit and feeling of several styles of seat on your own motorcycle in a short time, making it easier to decide what's right for you.

Not seeing exactly what you want or need? Harley-Davidson offers a wide range of products for increased comfort that can enhance the experience of both riders and passengers. Visit your local retailer for a more thorough review of Genuine Motor Parts and Accessories for fit and comfort, and to learn how to make your ride the best it can be.









# Crafted to Last

Rusty Zylstra talks to *HOG*® Magazine Canada about his business crafting products from leather and how his passion for riding fits into his work.



**M**ercy Supply is an artisan business based outside of Grand Rapids, Michigan. We specialize in crafting high-quality workwear products and bags from leather and waxed canvas. We spend hours behind the sewing machine making products, and equally as long wearing and testing them.

## HUMBLE BEGINNINGS

I used to work in a factory. After a period of travelling, I started making stuff for friends, like belts. My wife and I started the business in 2009 in a friend's shed, and it grew organically from there. At the start, everything was done by hand. Then I invested in a sewing machine and moved to a larger premises. Initially, we made custom pieces to order; then things took off in 2012 with a feature on the online craft marketplace Etsy. At that time, Etsy was a great marketplace for purely artisan work.



## CREATIVE LONGEVITY

For me, the creation of beautiful, traditional and lifelong products is the most important part of my work; the mix of creativity and the ability to control my time keeps me motivated.

My inspiration comes from many sources. I've always loved hiking and the outdoors, as well as motorcycling, so "old-school" mountaineering and hiking gear is a big inspiration – products built out of good quality, heavy-duty materials. Those guys had no super-light, breathable fabrics; everything was leather, canvas and steel, and that's a philosophy we've carried through into our products at Mercy Supply.

## OLD-SCHOOL INSPIRATION

I've been riding as long as I can remember, from dirt bikes at four years old with my dad to today, when I've fallen in love with riding all over again. My brother got into



building choppers in 2008. A few years ago I bought a 2003 Sportster® model and my brother and I began customizing it. Reliability was key, so the XL platform was ideal. I'm inspired by "old-school" builds, so the bike has features such as a magneto for a reliable electrical system. I did a small amount of leather work on the bike, such as the seat and battery strap.

Motorcycling fits into my work in a few ways. We started out making our products in a small shed. Our operating philosophy – handmade artisan products that don't compromise on quality – also has similarities with Harley-Davidson. Riding is also a great way to test our products – the rain and heat you get from riding show how our products break in with time and exposure. It's a great test bed for



developing new products.

Riding is an inspiration – who doesn't like getting on a Harley® and just letting go? Also, in a job where the joy is in the final product, there's a joy in riding, too; it can be spur of the moment, and riding and working on bikes are a great release from work stress.

## PERSONAL TOUCH

It's important that customers trust our products, and I'm now at a point where I can start adding new designs to the range, finding accessible price points, and working on making the production process more efficient. Quality will never be compromised, and we don't want to lose the personal touch we have with our customers. Riding motorcycles touches all of those areas, too, and that will never change.  
[www.mercysupply.com](http://www.mercysupply.com)



# ENTHUSIASTS

STORIES FROM THE OPEN ROAD

## I Mater's territory

On the evening of July 8, 2014, my husband, Bevan, and I rolled up to Hideout Harley-Davidson in Joplin, Miss. This was the meeting place for everyone who had signed up to participate in the Route 66 American Road Tour with Bill Davidson. We were in for five days of riding with a great group of people along Route 66 from Joplin to Chicago, Ill.

The first evening, we were treated to a presentation by Michael Wallis, who wrote *Route 66: The Mother Road* and is the voice of the Sheriff in the movie *Cars*. Once it was over, we were all told to get a good sleep because the next day's ride would be a long one.

Early morning July 9, we were given a police escort out of Joplin and were on our way. First stop was Gary's Gay Parita, a replica 1930s filling station with a wealth of history about the good old days on Route 66. Then we all rode at our own pace. Bevan and I took off with a great sense of adventure knowing we were in for a great, historic, scenic, once-in-a-lifetime ride.

In Springfield, Miss., we encountered a replica of Mater from the *Cars* movie, one of the many sights we saw as we travelled Route 66. The Chain of Rocks Bridge in St. Louis, now a pedestrian-only bridge, was opened for us to cross, as it is part of the original Route 66 highway. It also took us from Missouri to Illinois. Our stop in Pontiac, Ill., was most memorable, as the entire town prepared for our visit. From the art show, to the motorcycle-themed musical put on in the town square, to breakfast hosted at the Pontiac Oakland Automobile Museum and everything in between, we were treated so well. This town is definitely one to see in your travels.

On the evening of July 11, 2014, we arrived at the Harley-Davidson Museum™ and stayed for two days at the Iron Horse Hotel to enjoy the Wild Ones Weekend at the Museum.

This trip was enthralling, eventful, exciting and best of all filled with some of the most spectacular sights in North America.

NATALIE BEAUCHAMP

Oakville, Ontario









## EXHAUST

### 2 Chapter with a view

Robyne Lafreniere at the easternmost point in Canada – Cape Spear, N.L. – with the Newfoundland Chapter.



2

### 3 Baseball and H-D®

“My wife and I love riding our Harley® to baseball games. We got this idea a few years ago to go to a game in all 30 Major League parks. To date, we have visited 25 parks and are planning to visit the last five parks this August to see the Texas Rangers, Houston Astros, Tampa Bay Rays, Miami Marlins and Atlanta Braves.”

**DAN AND ELENA CLAEYS**  
*Vancouver, B.C.*



3

### 4 Bridging the Gap

Dennis Seidlitz's Harley® at Gap Road heading into the East Block of Cypress Hills Interprovincial Park.



4



5

### 5 Reflections of a ride

Megan Smale's Harley® in Black Hills, S.D.



6



7

### 6 Stunning couple, stunning bikes

Kristina and Rob Schultz of Red Deer, Alta., tied the knot in June at Gasoline Alley Harley-Davidson.

“The staff were all a huge help in making this happen. Alongside all the gorgeous bikes, my husband had one of his bikes in the shoot as well – an ‘07 custom Night Train®!”

### 7 Not what they expected

Robert Heffner rides in a rare summer snowstorm.



8





## 8 Paying respect to the King

Bill and Patricia Miller of the Bay of Quinte Chapter based in Trenton, Ont., in front of Graceland during the Tennessee State HOG® rally.

## 9 Margarita sunset

The Cote-Nord HOG® Chapter at the Festival Des Paspayas in Longue-Pointe-de-Mingau, Que.

## 10 Fraser Valley family

The Fraser Valley HOG® Chapter at Mountainview Harley-Davidson in Chilliwack, B.C.

## 11 Roadside moment

Mel Boyle takes a break from a two-up ride to admire the view.

## 12 On to Vermont

"We travelled 800 kilometres to Vermont from Quebec, to a town near the capital of Montpelier. It was a marvellous journey."

**PATRICK LECHASSEUR**  
*Via email*

## 13 The road ahead

Tracy Keretesh, a portrait photographer in Melville, Sask., sent in this stunning photo from a grad session photo shoot, including her own 2012 Fat Boy® motorcycle alongside graduating student Hannah Grodecki.





## 14 Peaceful War

In the southern part of West Virginia, the City of War on Highway 16 is surrounded by some of the greatest roads to ride.

I had been invited to ride with some friends in North Carolina up to Beckley, W.Va., to meet up with some other friends who were on the Ride to the Wall for dinner and a short visit. Anita and I had ridden two-up south to North Carolina and were on our 2009 Road Glide®, recently gone over with a fine-tooth comb by the folks at Rocky's Harley-Davidson in London, Ont.

RB and I left the ladies behind and headed north to meet up with Gary and Dean for lunch and then carry on. Turns out Dean made a wrong turn and was in Kentucky while we were having lunch in Marion, Va. Needless to say, we met him at the hotel. After riding the Back of the Dragon on Hwy 16 in southern Virginia, we cut off to Beckley to check into our hotel and meet the group.

We had a great visit, and after breakfast the next morning, we headed back to North Carolina. We picked up Hwy 16 in Beckley and followed it to the City of War. It was a nice, easy morning ride, but there were signs indicating the road closed somewhere ahead. Perfect, we thought, a detour through the back roads of West Virginia. What could be better?

Anita and I had happened on War several years back on a ride home, and I was looking forward to stopping for a picture in front of a small old single-room building that had been used for a jail many, many years back.



We rode through the city and there was no sign of the jail, so we went back to City Hall to enquire. As my luck would have it, they have torn down the old building, but as we were getting ready to jump back on the bikes, a good old boy named Wendell Hatfield came around the building. We got talking and learned about the detour and the roads to take around the city to continue back on Hwy 16 south of War. Wendell, of course, rides a Harley®. We also learned that our new friend's great-great-grandfather was uncle to William Anderson "Devil Anse" Hatfield, of the famous Hatfield-McCoy feud.

Back on the bikes, we found the detour roads a little slow because of the extra traffic on them, but still a nice ride. Once we reached Hwy 16 again, we

rode the Back of the Dragon south and stopped for lunch at the same spot in Marion, Va., and then back to Tipton, N.C., for a fabulous dinner that the ladies had ready for us.

It was great roads and great times with old and new friends. My thanks to RB for the invite, Gary for leading most of our time with him, and Wendell, a wonderful fellow who provided us with great stories and good information.

**DAVE UNGER**  
*via email*

## 15 It's never too late

I will be turning 60 this year. I have owned two Honda motorcycles, a 500 twin when I was 18, and a 750 V-twin when I was in my early 40s. I would have gotten a Harley® both times had my budget allowed, but it didn't, and I never thought it would. Circumstances have changed, and so for the last three years I contemplated getting a new Harley. I went for the Harley test ride three years ago and have thought about it frequently ever since. This winter, I was thinking about it again, and my wife said, "I think you should get yourself a Harley. You have always wanted one." Well, on March 1 of this year I signed the paperwork, and on March 12 I picked up my new 2016 XL 1200 C. I had the dealer install a Vance & Hines Big Radius exhaust, high-flow air filter, backrest and a Screamin' Eagle® tuner. For me, it's the realization of a lifetime dream, starting my very own Harley-Davidson®.

**DAVID PELTZ**  
*Winnipeg, Manitoba*





## MEMBER SPOTLIGHT

# A Bike of One's Own

By DUSTIN A. WOODS *Photography* THE MOTO PHOTO / DAN LIM

**H**elen Kimble may not be what comes immediately to mind when you think of the typical Harley® rider, but luckily for her she doesn't give a damn what you think.

Having defied convention for decades, Kimble customizes all of her rides to her own personal comfort, style and taste, including her current motorcycle: a 2009 Heritage Softail™ Classic. She admits to lowering all of her bikes and says that it usually takes about three years to learn the personality of the motorcycle and create a bond. Asked if guys she has dated over the years liked the fact that she rode, she grumbled that it ticked her off when a boyfriend wanted to borrow one of her bikes: "I told them that's not going to happen and to go get their own." She's a fun and frisky character that had us in stitches. Maybe one day she'll let us ride with her.

## WHEN DID YOU START RIDING?

I started riding when I was 22 years old. Not many women were riding at that time. Lots of women are into motorcycles now, which is great.

## WHAT WAS YOUR FIRST HARLEY?

My first Harley was a Sportster®. I can't even count how many I've had over the years – at one point I had five motorcycles.

## WHY DID YOU FIRST BECOME A HOG® MEMBER?

I've been a HOG member since its inception. I generally prefer to ride alone, but it's a great way to socialize and connect with a community of like-minded people. We've ridden together in hail, rain and snow in conditions that make people think we're insane. But we accomplished something and can



collectively look back and reflect on the amazing experiences we had. I also love the magazine and look forward to every issue.

## WHAT IS YOUR MOTIVATION FOR RIDING?

Motorcycling has been the biggest and most significant love of my life. Something great happens when you put your head inside the helmet. Regardless of what stress is happening in your life, you put your helmet on and you are in your own space. You're able to solve problems and become centred. You take time to smell the roses.

## ARE THERE ANY RIDES THAT STAND OUT?

I hate short rides; they never feel long enough. I did a 5,000-kilometre trip through the U.S., which was incredible. We found so many beautiful roads through Utah and California, including the Pacific Coast Highway.





HARLEY-DAVIDSON CANADA OUTREACH

# H-D Canada in the Media Spotlight

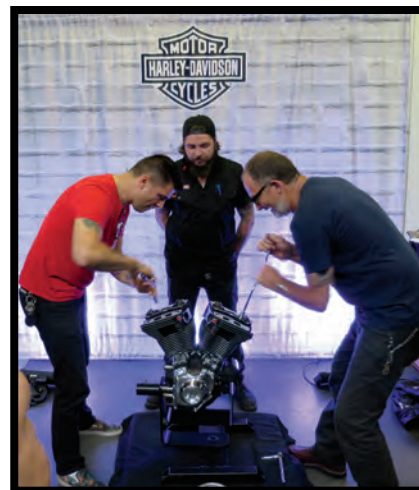
Photos: ALEXANDRE BRAULT



## Fast Times Magazine

Harley-Davidson Canada was the proud presenting sponsor for the launch of two issues of *Fast Times Magazine*, a new magazine dedicated to motorcycles and the rider lifestyle in Canada. Both launch events included photography and art displays curated by *Fast Times* and activations by H-D Canada. More than 500 guests, riders and non-riders alike, came out to support the first launch, held in Toronto in mid-April. H-D Canada had a number of bikes on display and created a garage space where two featured *Fast Times* artists performed a live tank

painting experience. In July, H-D Canada went out west to support the launch of the second issue in Vancouver. Around 400 motorcycle enthusiasts were present to support the launch – many on highly customized and modified motorcycles. H-D Canada displayed the entire Dark Custom lineup and held a build-off challenge where the fastest attendee to disassemble and reassemble a cylinder head on a Twin Cam A engine won an H-D gift card. H-D Canada's presence was extremely well received at both events, and the Motor Company will be back to support the launch of the third issue in Toronto at the end of September.







## Sharp Magazine

On April 21, Harley-Davidson Canada participated in *Sharp Magazine*'s launch party for *The Book For Men*. The exclusive invite-only event in downtown Toronto was attended by 830 people, including some of Canada's biggest influencers, who dressed to the nines to toast the nation's superlative guide for men. On display were the 2016 Low Rider™ S, CVO Pro Street Breakout® and Harley-Davidson Street® 750 models backed by a Dark Custom theme. To the delight of many, two highly acclaimed pin-stripping artists were on hand to stylize H-D tanks and helmets throughout the evening. The Fat Boy® S was the main attraction as part of the Jumpstart™ activation, which was the hit of the night.







BETWEEN THE LINES

# The Great Escape

A split second. The blink of an eye. That's how quickly your riding environment can go from harmless to haywire.

Story by JOHN SANDBERG

**H**aywire happens when the driver in the car in front of you swerves to avoid a tire carcass from a transport truck, when a bicycle falls off the rack of the vehicle you're following, when cars slam on their brakes to avoid a family of ducklings crossing the road or any of the countless other possibilities that occur on roadways every day.

The potential for things to go haywire is nearly unlimited, which is why each of us should ride with an escape route in mind.

"An escape route is the card you play when braking, lane changes or signalling are not enough – and yes, it's when and not if your riding environment poses a danger that's best avoided by an evasive maneuver," says Ray Petry, senior project manager for Harley-Davidson Riding Academy in Milwaukee.

Considering that your escape plan should be a constant part of the mental

math you crunch when riding a motorcycle, Petry adds: "You can't plan for every possible scenario, but you can and should continuously calculate your escape routes at all times while riding, rather than just casually riding along and not assessing your situation."

In saying that, Petry points to an important strategy for safe motorcycling: S.E.E. or Search-Evaluate-Execute. In short, riders need to search aggressively for potential hazards, evaluate those hazards, think "What if?" and have a plan

to execute if that "What if?" occurs. It's as much a thinking game as it is a skills game. Motorcyclists share the road with drivers who are disconnected from the driving task and driving distracted more than ever. S.E.E. should be our first line of defence rather than using a strategy that relies solely on skills.

"What if?" scenarios can be planned for and usually managed with a signal, a lane or lane position change, or braking. When the situation demands more than what those options can



provide, an escape path is the solution.

Having an escape plan is one of the Basic Street strategies established by the Motorcycle Safety Foundation (MSF), joining Positioning, Being Visible, an Active Strategy, and Mental Processing as critical elements for safe riding.

## Three Escape Routes: Positioning, Braking, and Swerving

In general terms, there are three escape options available to motorcyclists: position on the road, braking and swerving – each a subject worthy of its own editorial focus requiring more space than is available here. We'll touch on the highlights.

The best escape route is the one that's available and allows you to avoid a collision. It can be in front of you, to the right or to the left. It can be within your lane, in the next lane over, on a shoulder or median, and even off the road if conditions permit.

Positioning is an important part of this equation, according to Petry: "I always try to position myself to have the greatest field of view in front of me. I want to see over, past or around the vehicles that are in front of me. If I end up blind to what's ahead of me and can only rely on the reactions of the driver in front of me to tell me what's going on, that's simply not sufficient for me to ensure my own safety. I immediately extend the distance from me to the vehicle in front and get out from behind that vehicle as soon as possible."

Petry doesn't only consider his field of view. The potential consequence of hitting a particular vehicle is also part of this calculus.

He states, "For every vehicle in front of me, I consider, 'What if I were to hit it?' Is it a semi-truck that's essentially a flat wall, or is it a flatbed or tow truck that would likely be more unforgiving than a passenger car? I avoid riding behind unforgiving vehicles, and I constantly change my position on the road or within a lane to avoid traps or situations where I can't see far enough in front of me."

When position alone isn't the best option, then braking or swerving become the go-to options. Factors to consider when determining which is best include

the presence of oncoming vehicles, the vehicles around you (including those following you), the surface and traction condition of the road and the road shoulder, and your individual riding skills.

"Swerving around a car can consume less total distance than braking," says Petry. "If there's room, stopping is often the better alternative. But if there isn't room to stop or there's a strong likelihood of getting hit from behind if you do, then swerving might be the better choice."

If slowing down or stopping is the best escape plan, remember that you're not doing so in a protective bubble. In general, motorcycles have shorter stopping distances than cars; however, maximum braking performance requires excellent riding skills and practice, plus it involves some risk. This is why it's critical to have 360-degree awareness of your situation, because your safety doesn't end by simply stopping or avoiding the hazard in front of you. It's also avoiding being hit by someone coming behind you or in the opposite direction.

Petry advises that when motorcyclists see a potential hazard unfolding in front of them they immediately have a plan, flash their brake lights to alert those behind and signal their intention if possible.

Don't mix both braking and swerving at the same time, as doing so will likely consume more traction than is actually available to both tires.

If swerving is your best escape route, remember that once you swerve out of a traffic lane and onto a shoulder, you're usually in a low-traction condition that might include sand, gravel, debris or rumble strips. After the swerve, you're likely looking to lower your speed, but remember to separate both actions.

## Escaping at Intersections

Slowing down for or being stopped at an intersection are two additional situations where motorcyclists should always plan for an escape route, according to Petry.

"I always flash my brake lights to capture the attention of those behind me as I approach an intersection with stopped cars, a stop sign or a yellow light," he says. "Next, I'll pick my position within the lane, factoring in where I'm most likely to be seen and the surface condition of the

pavement, such as whether there is debris, oil, water and such.

"I stop in a location that leaves space in front of me to accelerate and swerve out of the way in the event that I need to protect myself from an unsafe vehicle approaching from behind, keeping the motorcycle in gear with my hands on the clutch and brake levers, while constantly scanning the mirrors for approaching vehicles.

"If a truck stops behind me, I always look behind to ensure that I can see the driver's face. If they're so close to me that we're unable to see each other's faces, then I reposition myself so that I can be seen. This prevents a situation where, upon the green light, a trucker might forget that I'm directly in front of him and begin moving forward before I start to accelerate."

## Additional Tips for a Great Escape

- If a hazardous situation unfolds, avoid target fixation so you don't crash into whatever it is you're staring at. Instead, look for escape-route options.
- Whenever possible, plan for more than one escape path in order to avoid being trapped.
- Whenever a riding situation starts to concern you, cover your controls with your hands and feet (come off the highway pegs if you have them); roll off the throttle, activate your brake lights and be extra attentive.
- Routinely practice maximum braking and swerving.
- Above all, it's always better to have planned for the "What ifs?" and adequately respond to them than it is to react to something you didn't plan for.
- Familiarize yourself with the latest MSF instruction by downloading and reading the *Basic RiderCourse*™ Handbook, available in the Library section at [www.msf-usa.org](http://www.msf-usa.org).
- Enroll in an H-D Riding Academy or MSF *RiderCourse*.

*Do you have other strategies or opinions about having and utilizing escape routes while motorcycling? Share them with us via email at [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca) or mail them to HOG® Magazine Canada, 830 Edgeley Blvd., Concord, Ontario L4K 4X1.*





FIRST V-TWIN  
1909



F-HEAD  
1911-1929



FLATHEAD  
1929-1973



KNUCKLEHEAD  
1936-1947



PANHEAD  
1948-1965

H-D MUSEUM™

# Journey of the V-twin

From the beginning to the Milwaukee-Eight™

**F**or more than 100 years, Harley-Davidson® V-twin engines have been the beating heart of the machines that have inspired generations of riders around the world to discover the beauty of motorcycling. More than merely a powerplant, the iconic Harley® Big Twins have forged an unmistakable look, sound and feel that has been often copied but never duplicated. These legendary engines have taken a unique journey through the years leading to the latest version debuting in 2017 Touring models, the Milwaukee-Eight™

Harley-Davidson's first twin-cylinder engine appeared in 1909. The Atmospheric V-Twin, as it's now known, was named for the actuation of its intake valves by vacuum created during the piston's intake stroke. Although it proved to be a short-lived design, this engine earned a special place in motorcycle history by establishing what is arguably the most distinctive element of Harley-Davidson motorcycle design: the air-cooled 45-degree V-twin engine.

By 1911, Co-founder and Chief Engineer Bill Harley had worked out the bugs in his V-twin design with the F-head, which featured mechanically operated valves and served as the company's flagship engine

until the introduction of the Flathead V-Twin in 1929. Available in 45-inch (750-cc) and later 74-inch (1,200-cc) and 80-inch (1,340-cc) displacements, these venerable side-valve engines proved their worth to Harley-Davidson with unmatched longevity. Generations of riders appreciated the simplicity and reliability of the trusty Flathead, which remained in production as late as the early 1970s in three-wheeled Servicers, but by the 1930s riders were already demanding more power.

The Great Depression took a heavy toll on the motorcycle industry. In a bid to spark demand, Bill Harley pitched several new engine options to succeed the venerable Flathead, including inline four cylinder and "boxer"-style opposed twin designs. With limited funds and high stakes, the company's board of directors rejected one concept after another. In the end, only one made it to production: a project dubbed "The 61."

It was the first Harley-Davidson engine to feature deliberately styled components and surfaces, which later became a hallmark of their product development. Its brightly polished aluminum rocker covers, featuring two large rocker shaft bolts on each cylinder, earned it the

nickname "Knucklehead." Featuring the same 45-degree cylinder angle as its predecessors, the all-new engine delivered more power, partly due to more efficient overhead valves. It also ushered in the first H-D® closed-loop recirculating oil system. Soon all H-D engines would feature the new dry sump oil system, bringing with it the iconic horseshoe-shaped tank surrounding the battery.

Officially known as the E and EL models, the unveiling of the new engine at the 1935 dealer meeting was subdued. The January 1936 *Enthusiast* magazine reported on the conference without even mentioning the new bike. With the expense of the new design and its tooling, the project was a big gamble, but the Motor Company didn't want the hype getting ahead of the product. A single paragraph in the December 1935 *News Bulletin* cautioned "Dealers will best serve their interests by putting their entire promotion efforts on the regular line of splendid models."

The Knucklehead would come to define the basic look of the Big Twin engines that followed for both Harley-







**SHOVELHEAD**  
1966-1984



**EVOLUTION®**  
1984-1999



**TWIN CAM**  
1999-PRESENT



**MILWAUKEE-EIGHT™**  
2016

Davidson and many of its competitors.

For the 1948 model year, key changes were made for a new engine with similar bottom-end architecture and displacement as the Knucklehead, soon to be known as the Panhead. Even more than the Knucklehead, styling was a priority for the Panhead, which also featured more efficient aluminum cylinder heads, and hydraulic valve lifters that were quieter and required less maintenance.

The Panhead was followed by the Shovelhead for the 1966 model year, which brought mostly an upgrade in horsepower. The next two decades saw a proliferation of new models featuring Big Twin engines that expanded its availability beyond only the top-of-the-line Touring models, including the 1971 Super Glide®, 1977 Low Rider™, 1980 Wide Glide® and many others.

Under AMF ownership in the 1970s, a plan was developed to take Harley-Davidson in a new direction with Project Nova. The Evolutionary Engine Development Plan, as it was known, envisioned a modular family of two-, four- and six-cylinder engines, all sharing a V-banked cylinder design. Each would be water-cooled and also serve as a stressed frame member in an all-new chassis. The ambitious product strategy also included a “Classic V-Twin Evolution Plan,” which consisted of a replacement for the Shovelhead that would retain the 45-degree air-cooled V-twin design.

When Harley-Davidson became independent of AMF in 1981 through a management buyout, the Motor Company, faced with limited resources and struggling to stay afloat in challenging economic times, couldn’t afford to pursue both and

was forced to choose a single path forward.

The Evolution® engine project won out, and the new engines rolled out for the 1984 model year. By all accounts, the 1,340-cc “Evo” was the biggest leap in Big Twin engine design up to that time. Thanks to advancements in engineering and manufacturing processes, it featured an oil-tight design, with reduced mechanical noise and a much longer service life, among other advancements. Even one of Harley-Davidson’s own advertisements declared “Thank God they don’t leak oil anymore.”

It was the right engine at the right time, as both production capacity and new model offerings grew throughout the 1980s. That period also gave rise to upgrades with a new line of Screamin’ Eagle® performance parts and accessories, but by the 1990s the market was calling for even more horsepower.

All of the features of the Evo that customers prized were retained in the new Twin Cam 88® engine that arrived for the 1999 model year. The new engine offered twin chain-driven camshafts and a bump in displacement to 1,450 cc.

The Twin Cam 88 was increased again in 2007 to become the Twin Cam 96™. Bigger changes came with the 103 and 110 models, both being available with or without Twin Cooling in the 2014 model year. Along with the numerous Project RUSHMORE upgrades to the Touring family, the Twin Cam was part of the biggest product development project in Harley-Davidson history.

For 2017, the new Milwaukee-Eight™ engine marks another huge step forward in engine design. With eight valves and oil- or water-cooled cylinder heads on all versions, the Milwaukee-Eight delivers



the highest level of factory performance yet and carries the Big Twin legacy far into the future.

At a board of directors meeting on May 28, 1935, mere months before the Knucklehead’s launch, discussions were held about cancelling “The 61” entirely. The minutes don’t elaborate on the details of the debate, but the meeting ended with the decision to bring it to market. One wonders if they ever realized the momentous impact of that decision but thank goodness they made the right call.



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



LAST STOP

# The World is Your Home

Story by VINCENT COSTANTINO

**T**hey say that life is a highway. That we should take the road less travelled. Life's a journey, not a destination. All of this is true, but so often these expressions can sound more like clichés than life actions. For me, I never want to feel that I've missed a chance or an opportunity; life is to be lived, and I have to seize the moment – always.

I always wanted to ride a Harley®, so I decided that it was a must-do. I started riding when I was in my late 40s; now I'm 58 years old and loving every minute of it. From the first time I got on a Harley, I knew it was where I was supposed to be and that it would lead me to the roads I must travel.

Recently, my first child moved to Nashville from New York City. I realized that this was a chance for me to do something I hadn't done before but knew I had to do: ride from the North to the South on my own. I've ridden many times in groups, travelled great distances and tried new things, but never before had I taken a 14-hour journey through various weather elements, states I've never been through, and done it all on my own with nothing but the open road ahead.

What I discovered as I started out from New York through various northeastern states was that travelling on your own and exploring, which may scare others, and quite frankly may even scare me when I think about it, can be very comforting. Once you're doing it, you realize what you're truly made of. I learned that the people you meet along the way help shape your experience on this earth and help you to see the world through a new lens. I learned that you start off with an idea of what a journey might be like and then end up at home, after that particular journey is complete, with a whole new outlook. You realize that the world is your home.

From New York to my daughter's place in Nashville to a HOG® rally in



Memphis, which my wife flew down to meet me at, I found out that I'm extremely comfortable when I don't know exactly what might happen next. The best part of this trip for me was getting on the road and not only seeing new cities and experiencing new restaurants, bars, venues, pieces of nature, and meeting other Harley riders, but also riding on my own and feeling like I wasn't alone because I was on my Harley, and I knew that no matter where I ended up – wrong turn or not – I would experience something I hadn't before and would learn what I was made of.

There are many things that we think we can't do or shouldn't do, but what I know now is that it's all the more reason to do it. I tried food I never had before, met characters that I wouldn't have met

had I not taken this trip, had experiences with my wife that used to be something that only existed in my dreams and bonded with my daughter in a whole new way. I saw new skylines, got caught in thunderstorms and watched sunsets from places I never thought I would.

The truth is that if you take fear out of the equation, if you hop on your Harley and let the road guide you, you'll never be disappointed. From the first ride down the street in New York on my very first H-D® motorcycle to a journey of thousands of kilometres from the North to the South on my new bike, the one thing I know is that this is just the beginning. My Softail® Deluxe and I have many journeys ahead of us. I'm thinking the next trip is cross-country!





IF MORE IS WHAT YOU WANT,  
**MORE IS WHAT YOU'LL GET.**



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## STAGE II KIT

### PERSONALIZED POWER

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» Instant passing power at cruising and highway speeds

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» Feel the power build and then pull all the way to the redline

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