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TO HAVE A LOT.**



Roll your own

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Advancements in mobile phone technology have been phenomenal, and that's been a boon to riders in particular. ... Great photos are always at your fingertips when you're armed with a smartphone.

Say Cheese!

If you're over the age of 30, you probably remember the days before cellphones. Now, you probably can't remember the last time you saw a payphone.

I'm dating myself by saying this, but I do remember life without a cellphone. I even held out on getting one for a while, adamant that nobody needed to be able to reach me anywhere, anytime. Admittedly, I do still feel that way most of the time, but I like having the option to be on or off the grid whenever I want (is there any feeling better than hitting decline on an unwanted caller?). But I also admit I never leave home without my phone and usually feel anxious without it. Besides, riding a Harley® is still one of the best ways ever to leave the world behind, with or without your phone.

Unlike Harley-Davidson® motorcycles, cellphones haven't aged particularly gracefully over the years since they were introduced. Remember Gordon Gecko in Wall Street working some big deal while talking into a gigantic brick of a phone? That thing was gee-whiz back in 1987, but it looks really hokey today. Compare that to the timeless look of a late-'80s Heritage Softail™. But I digress.

My point is that advancements in mobile phone technology have been phenomenal, and that's been a boon to riders in particular. Regardless of how you feel about our social addiction to mobile electronic devices, there's no disputing that a smartphone is a really handy device to have on a motorcycle, especially when you're lost, almost out of gas or need to take a picture. Great photos are always at your fingertips when you're armed with a smartphone.

This issue of HOG® Magazine Canada is packed with articles that bring all these points into focus. For an example of the power of great photos, see the feature on HOG® member Dan Lim, who's combined his passion for photography and riding into an amazing body of work. Then take a look at the HOG® rally map and our riding features for some great ideas about places to go and things to see. Finally, check out "5 Tips to Capture the Ride with your Smartphone" to learn how to get the most out of your own cellphone's photo capabilities.

Armed with the motivation to create your own memories and the skills to record them, please share your stories and photos with us, no matter what kind of camera you use. The sharing part is really easy: Use the "Share Your Story" submission button on hog.com or email us at editor@hogmagazinecanada.ca.

Or, if you insist on doing it the old-fashioned way, you can even mail us through Canada Post. If you need the address, just Google it on your phone.

● **Matt King**, *Editor in Chief*



EDITOR'S PICK CANADIAN SNOWBIRDS

I just wanted to tell you of our appreciation for the great articles on riding in different parts of the USA. My wife and I are Canadian snowbirds with a winter home in Sun City, Ariz., and have an extensive trip planned for June, through Texas to New Orleans and then up to Johnson City, Tenn., taking in the Tail of the Dragon and the Blue Ridge Parkway to D.C. From there we will go to Ohio and on to Chicago. In Chicago, we will meet up with a group called the Mother Road Ride Rally, which will follow the original Route 66 all the way back to Santa Monica. This will be our first trip of more than two or three days on our 2007 Electra Glide® Classic, and we have been anticipating the adventure for over two years. Please keep the articles and ride ideas coming.

Gordon Williams,
Canada & Arizona



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AIN'T NO MOUNTAIN HIGH ENOUGH

The Pit Stop article "Because It's There" (Winter 2016) was very interesting and informative. I live in Montana and spend much of each short season riding back roads in the Rockies, Bitterroots, Cascades and Cabinets. What a privilege! Several of Mike's suggestions are important and useful, but I'd like to add another one: invest in a GPS.

My wife gave me one for Christmas a couple years ago. I mounted it on my trusty 2009 Road Glide®, thinking it would be useful for navigation. And it was! But there was another huge benefit that I never realized until a trip to California. As I was leaning into a tight turn, I thought to myself, "I wonder what's on the other end of this curve; does it straighten out or tighten up?" Then I glanced at my GPS

and could see the fairly long straightaway ahead. It's slick – I can "see" around the curves so I know what to expect next.

Bill Greer
Via email

BRAVE THE ELEMENTS

We have a 2005 Road King® Classic. We've been everywhere on her with no windshield: the East Coast on the Cabot Trail to the Tail of the Dragon, N.C., then south in the Florida Keys and west to B.C. and the California coastline and through the Rocky Mountains on the Beartooth Highway – and more. We have two windshields (large and small) like brand new sitting in our trailer. If it gets to the feeling we need a windshield, we will get a convertible car.

Bill & Rosey Bourne
Ontario

LANE SPLITTING, CALIFORNIA STYLE

While my wife and I were travelling on our 2005 FLHTC Electra Glide® Classic in Los Angeles, I noticed other bikes "filtering" through. I remembered I'd read in California it was acceptable. I put on my high beams and slowly started to move past cars. Of course, the width of the bike concerned me, but I felt more confident as I rode. Passing a cop car would be the test, but he didn't even look at us. As I slowly kept moving, cars would pull over as much as they could to help me pass! Get to the front, go like hell at the green light and repeat. This was amazing! I encountered no negativity at all.

Tom Anguish
St. Thomas, Ontario

We care about you. Ride safely, respectfully and within the limits of the law and your abilities. Always wear an approved helmet, proper eyewear and protective clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs.

Know your Harley® motorcycle and read and understand your owner's manual from cover to cover. HOG® Magazine Canada is published quarterly by Harley-Davidson Canada LP and the Harley Owners Group™. Due to various circumstances, some information in this issue is subject to change.

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

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FRONT SHOP

SPRING 2016

NEWS

Daytona hits 75

PD13 preview

H-D® Museum news

To wave or not

BACKSTAGE

Bike Night at the Harley-Davidson Museum™ in Milwaukee.

GALLERY

Photos and stories from the field.



FREIGHT TRAIN - For more than 30 years, photographer Dave Hoenig has brought the gritty sport of flat track racing to life. Hoenig's photography will be featured in a new Harley-Davidson Museum™ exhibit on display through September 5th, 2016.



GAME OF THRONES STARS TO PLAY H-D PIONEERS

The Discovery Channel has cast two Game of Thrones actors to star in Harley and the Davidsons, a based-on-a-true-story miniseries. Michiel Huisman will star as Walter Davidson, and British actor Robert Aramayo will play William Harley. Bug Hall (of The Little Rascals) will portray Arthur Davidson. The miniseries, to be released sometime in 2016 on The Discovery Channel, will tell the story of how the young Milwaukee friends created the building blocks of the mega-brand of Harley-Davidson.

DAYTONA HITS 75

The Daytona Bike Week will celebrate its 75th anniversary



in early March. Once synonymous with the Daytona 200 motorcycle race, which moved from the hard-packed sand of Daytona Beach, Fla., to the high banks of Daytona International Speedway in 1961 (won by Harley® rider Roger Reiman), the rally has become one of the largest in the world and is for many the “official” start of riding season. The 2016 event dates are March 4-13th. daytonabikeweek.com

H-D ROCKS MOTORCYCLE SHOWS

H-D Canada started 2016 with a cross-country tour of the Supershow and the 7 MMIC motorcycle shows in Calgary, Edmonton, Vancouver, Quebec City, Moncton, Toronto and Montreal.

With great attendance at all eight stops of the tour there was tremendous buzz surrounding model year 2016 products, pricing, HDFSC offers and the Low Rider™ S and CVO Breakout® launches in Toronto and Montreal.

HOG members enjoyed VIP entry at select MMIC shows and exclusive members only previews of the CVO Breakout®

and Low Rider™ S at the first-ever HOG Black Curtain events in Toronto and Montreal.

VIVA Knievel BIKE ON THE MARKET

The Harley-Davidson® XL1000 Sportster® motorcycle used in the feature film *Viva Knievel* was on view earlier this year at Bonhams’ sixth annual motorcycle auction in Las Vegas. The motorcycle was

custom built by Bud Ekins with cosmetic modifications and an eagle head fairing to look similar to Evel Knievel’s Harley-Davidson XR-750 model. The bike was recently repainted by George Sediak, who did the original paint work for the movie.



DIVIDED HIGHWAYS

TO WAVE OR NOT?

WE ASKED: With a simple hand gesture, motorcyclists connect on the road without saying a word. Yet the wave isn't as simple as it seems. What are the right times to wave at a fellow rider? How do you wave? And do only Harley® motorcycle riders deserve your attention? How - and why - do you wave?



YOU SAID: I wave to everyone and most wave back, but most of the sport bike riders don't. Sometimes when they see I'm a woman, they don't wave. -LYNN M. ... I find myself waving much more often to fellow cruisers - regardless of brand - compared to sport bike riders. I always return a wave to anyone who initiates it, but I almost never initiate a wave to a scooter rider. -JOE W. ... When a young lady dressed in pink riding a pink scooter gave me the biker wave, you bet I waved back. It's not about what we ride but that we ride. -VIC E. ... On a group ride, the responsibility of the wave belongs to the sweep road captain, or there could be all sorts of confusion when hand signals are so important. -ERIC V. ... I know older bikers who can no longer throw their leg over the saddle but have no trouble mounting a scooter. I think these riders are definitely deserving of a wave. -MIKE B. ... In a world of lost civility, a simple gesture like a wave transports a person from isolation to a sense of community, even if only for a moment. It's powerful. -TIMOTHY W.

... We may not agree on bikes, brands or gear, but we're all out there in the wind, loving the ride. -ZACH B. ... The wave shows our awareness of one another, as well as delivering a message: keep the rubber on the road, and have a safe and fulfilling ride. -JACKIE A. ... One day when I was riding, a guy on a Harley® wearing leathers, looking bad-ass, gave me the wave. I felt like I was now included. I give the wave to all bikers, no matter the type of wave; it all counts. -BILL K. ... I wave at pretty much any rider. It takes a certain type of spirit to ride, so why discriminate? -MARK W. ... While I'm riding, it's my time, and I'm sorry, but I'm not waving at you while we pass each other on the highway. -ERIC P. ... As much as possible, I wave at all riders. It's about acknowledging a brother or sister who also rides free! -GLENN W. ... I believe the right time to wave is only when it's safe to do so based on road and weather conditions. -BILL H. ... I see riders more worried about waving than paying attention to the road. -GREG S.



SAVE THE DATE: PD13

While the date may also be famous for a successful movie franchise, Friday the 13th has become synonymous with Port Dover for those who ride. The 2016 edition occurs in May, and with Harley-Davidson Canada planning something big at

the event, a visit to the H-D Canada booth promises to be well worth the trip. Special guests include design team representatives. HOG® members are encouraged to stop by the booth to see new additions to the H-D® lineup in all their glory.

What: PD13 Ride	Where: Port Dover, Ontario	When: Friday, May 13, 2016
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WELCOME HOME

A LETTER FROM
BILL DAVIDSON

By now, you've probably heard the news that admission to the Harley-Davidson Museum™ here in Milwaukee is now free to all HOG® members as part of your membership benefits package. Our doors are open any time you want to drop by. Just show your membership card and the tickets are on us.

If you've had a chance to visit since we opened in 2008, you already know what a special place the museum is, and I hope you'll take advantage of this opportunity to make many more visits. But if you've never been here, I'd like to tell you a little about what makes it such an unforgettable destination for anyone who loves Harley-Davidson.

When I walk through the exhibits, I get chills thinking about stories that come alive here, starting with our four founders, one of whom was my great-grandfather, William A. Davidson. Beginning in 1903, these adventurous young men had the foresight not only to save important objects from the company's earliest days, including at least one motorcycle from every year of production, but also to make the right decisions at the right time that allowed Harley-Davidson be the only company still



continuously producing motorcycles out of the more than 150 motorcycle makers that once operated in the United States. They also instilled in the company its foundational principles of staying focused, authentic and true to our purpose of building great motorcycles and delivering incredible experiences to our riders. These elements are in our "bricks" to this day and you can feel that here in the museum.

The museum is also a gathering place for people from all walks of life and every corner of the world to share their camaraderie, their stories and their motorcycles with each other. It's a great atmosphere, and Milwaukee is a great place to visit. It's the home of Harley-Davidson, and I'd like you to feel like that makes it your home, too. And just like home, our doors are always open and we can't wait to see you here.

Bill Davidson
Vice-President, Harley-Davidson Museum

5 THINGS YOU SHOULD KNOW ABOUT RENEW THE RIDE

1 According to a survey of Harley-Davidson® motorcycle owners, 99 per cent say one of the best aspects of motorcycling is being able to enjoy the great outdoors from the saddle of their Harley®. Renew the Ride™ is all about protecting and preserving that freedom.

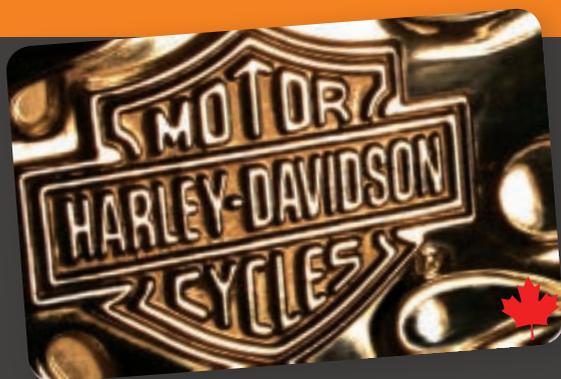
2 Harley-Davidson is partnering with the world's leading conservation organization, The Nature Conservancy, to ensure we can enjoy riding now and long into the future.

3 Through Renew the Ride, Harley-Davidson is rallying its community of riders to get behind The Nature Conservancy's Plant a Billion Trees initiative and support the planting of 50 million trees by 2025.

4 For approximately each dollar donated, The Nature Conservancy can plant one tree in endangered forests around the world.

5 Harley-Davidson dealerships are getting involved by hosting Renew the Ride events and rides. Reach out to your local Retailer to learn about any upcoming Renew the Ride events.

For more information about Renew the Ride or to sponsor the planting of trees, visit renewtheride.com.



ACKNOWLEDGE THEIR INDEPENDENT NATURE

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**THEY SAY MONEY IS
THE ROOT OF ALL EVIL.**



THE LIQUID-COOLED REVOLUTION X™ ENGINE, NARROW FRAME, NIMBLE HANDLING, CAFÉ-INSPIRED WINDSCREEN AND NEW STOP-ON-A-DIME BRAKES LET YOU CUT THROUGH THE URBAN GRID. THE HARLEY-DAVIDSON STREET® 500.

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FRONT SHOP **BACKSTAGE**





HOG = VIP

Stunt rider Chris "Tice" This executes an artistic burnout as a new Harley Owners Group™ member benefit is ushered in during the mid-December Bike Night at the Harley-Davidson Museum™ in Milwaukee. The museum has swung its doors wide open to HOG® members from around the world by adding unlimited admission and VIP access to more than 112 years of Harley-Davidson history to the package of exclusive HOG membership benefits.

As of 2016, all Full, Life and Associate HOG members simply show their membership cards at the door for exclusive members-only access to programs and benefits at the museum and online. For more information, visit h-dmuseum.com.

Photograph by Brad Chaney.

MEMBERS' GALLERY



Become a recognized HOG® staff photographer and earn an exclusive HOG® pin.

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1. More than 1,200 women riders gathered in California's high desert last October for the Babes Ride Out. *Photograph by Staci Wilt.*



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3



6

2. Tracey Kerestesh takes in a brilliant moment of sunshine aboard her 2012 Harley® Fatboy® model after earning her motorcycle licence in October 2015. *Photograph by Raina Reiland.*

3. Michelle Arbour is planning her 2016 riding season after logging more than 9,000 kilometres on her 2013 Harley-Davidson® Switchback model in 2015.

4. Dan Buell of Kelowna, B.C., is more than stoked when he hops aboard his first Harley-Davidson® motorcycle.

5. Scot Ritchie and friend logged nearly 7,000 kilometres over 10 days alongside nine firefighters on a ride for the Fallen Firefighters Memorial.

6. Steve Cameron of the Chatham Kent Chapter in Ontario stops for a photo op.

FRONT SHOP **GALLERY**



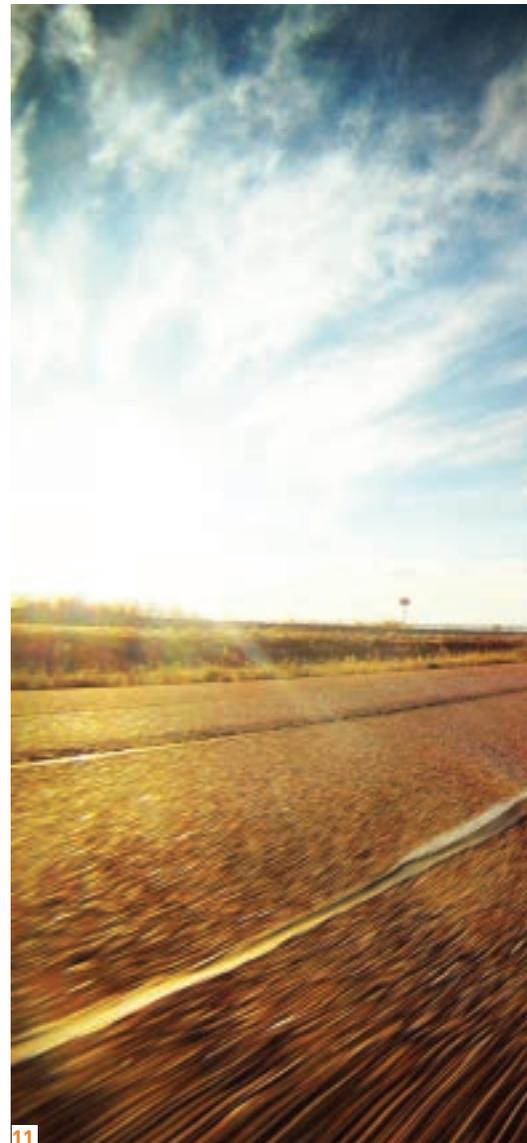
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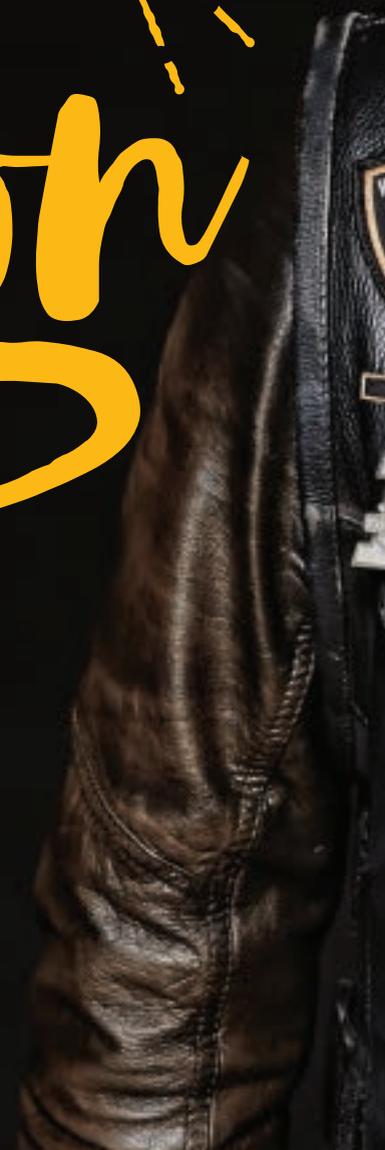
7. Malcolm Bunting riding in the clouds at more than 2,000 metres.

8. Todd Shulman takes in the "Grand Canyon of the East" in Pennsylvania during the NY State HOG Rally in 2015.

9. Rodney Bakken at the highest point of the Trans Canada Highway (Highway 1 at the Rogers Pass between Revelstoke and Golden, B.C.).

10. Bruce Wallace stops roadside while travelling from Vancouver to Nelson, B.C., going east along Highway 3 and passing through Greenwood.

11. Mark Keating captured this interesting perspective while riding in New Mexico (near Shiprock) in November 2015 aboard his 2005 Road King® motorcycle.



Dan Lim: Capturing the Passion

Dan Lim's passions for photography and motorcycles converge in his work as the Toronto chapter's official photographer.

Story by **DUSTIN A. WOODS** | Photography by **DAN LIM**



Portrait by Sébastien Dubois-Dilcock



You don't choose your passion – it chooses you. *Sure, there are external influences, circumstances or people in your life that create both memorable and pivotal moments, but you don't get to pick what gets your motor running. The first time professional photographer and Toronto chapter member Dan Lim felt that undeniable gravitational pull was when he laid eyes on his Dad's pride and joy, a twin lens reflex Yashica camera.*

"My dad was what you would call a serious amateur," Lim recalled. "He enjoyed photography, but it wasn't his job. He made it very clear that I was never to touch the camera unsupervised."

The fateful day he was granted permission to use the Yashica, his life changed forever.

"I remember I took a photo of a friend riding a bicycle; I panned as he rode by," Lim said.

He was clearly transported back to the moment as he recounted the experience, animated and enthusiastic, leaning forward and mimicking the motion as he spoke. "My dad processed the image and I was blown away by the magic of it all. That was it – I was hooked."

This fascination led Lim to pursue photography as a career, a path that has earned him numerous national and international awards and accolades.

Sometimes lightning strikes twice, and for Lim, that second surge was a bite from the motorcycle bug. Lim recalls the intoxicating exhilaration of speed on the "crotch rockets" he rode during his formative years and admits that he is lucky to be alive. "I had a few close calls resulting from inexperience and being stupid."

Lim took one particularly close call as a sign that he should put his hobby on ice for a while. Being a good husband, father and provider meant being present in the lives of his wife and children while working hard to be successful in his career. But that spark never goes away, no matter how much you try to extinguish or suppress it. Now that his kids are older, Lim has once again embraced the call of the open road. "Time is something we don't have much of," he said, "so I don't see any reason not to spend it doing things you enjoy."

When Lim returned to riding as an adult, he did so with a more mature mindset. Not having ridden in a while, he gravitated towards the Sportster® motorcycle. It was powerful enough and fun to ride, but not too

I WAS BLOWN AWAY BY THE MAGIC OF IT ALL ... I WAS HOOKED.

much of a handful. Harley was always an aspirational brand for him, and when it came time to get back into riding, he was also attracted to the community that HOG® offers. Having always ridden alone or with a small group of friends, rather than with a pack, he was drawn to the culture of enthusiasm and mentorship.

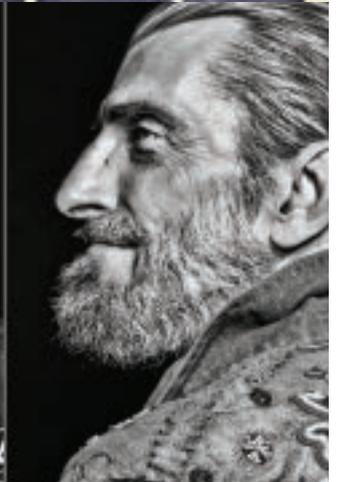
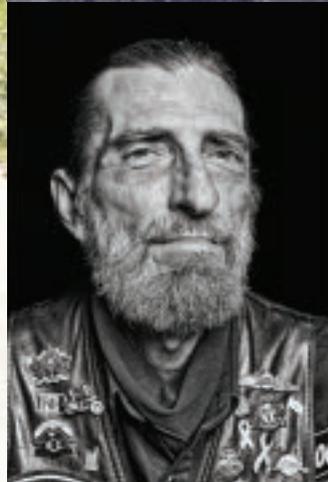
"I've never felt safer or had a greater sense of camaraderie

than I do when riding with our chapter," Lim said, adding that the more experienced, veteran riders made him feel welcome and treated him with respect. He said he found himself improving as a rider by associating and riding with the group and found comfort, as did his wife, in the theory of safety in numbers.

"You're safer together than alone," he said. "Motorists give us the right of way or keep a wide berth. When you ride solo, you don't get the same respect, if they even see you at all."

While he loved his 1200 Custom Sportster and now wishes he'd had the foresight to hold onto it as a chopper project, his aspiration to participate in longer rides in more comfort led him to step up to a touring model. He chose a 2010 Road Glide® model because he believes it to be the most visually interesting bagger in the lineup.





“TIME IS SOMETHING WE DON'T HAVE MUCH OF, SO I DON'T SEE ANY REASON NOT TO SPEND IT DOING THINGS YOU ENJOY.”



“It just resonated with me,” Lim said. “It sounds cliché, but the bike and I have bonded and I feel completely comfortable and at one with it.”

Then came the day when his two worlds converged. Three years ago, Toronto chapter president Ron Porter asked Lim to be the group’s official photographer, an offer he was initially somewhat reluctant to accept.

“I love my work, but I approach it in a very professional manner,” he said. “Photography isn’t my hobby, it’s my job.”

Shooting campaigns for clients such as HBO, The Movie Network, TD Bank and Danier Leather requires working within strict parameters, whereas Lim’s exploration of the Harley community captures real human experience through a shared passion for inanimate objects. Drawing out real and spontaneous emotions isn’t easy, and you can’t fake authenticity.

Accepting the request as a commitment to his chapter and more of a personal project, Lim didn’t make a conscious decision to shoot in a certain aesthetic or style – he just did what came naturally. The results capture the mood and feelings experienced on the road.

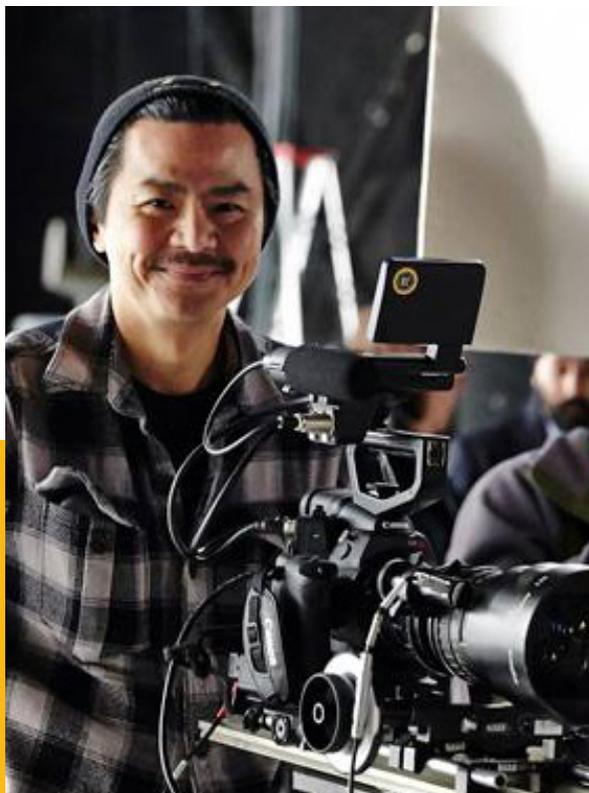
“I’m trying to filter this small piece of motorcycle culture through a new lens,”

Lim said, “bringing the craft and aesthetic of professional photography to the motorcycling community, which I haven’t really seen being done.”

Capturing the individuality of a motorcycle that has been specifically customized and gear that has been weathered or worn tells a story. It can make for very powerful imagery if you know what to look for and how to catch it.

Lim’s goal is always to capture the true essence of who a person is when they are riding, which has been very rewarding to him as both a photographer and a fellow rider. The best results come from spontaneous moments when subjects aren’t acting or posing for the camera, sometimes when they don’t even know he is shooting.

Motorcycles provide a unique connection, but it is the people in the community that keep Lim inspired. He excels at both finding interesting subjects and making them comfortable





enough to radiate the moment. Among the more memorable subjects was a man Lim crossed paths with at a HOG® rally in New York State who had logged more than one million miles on a motorcycle that looked like it had lived through the apocalypse. Another had ridden from Toronto to Uruguay, and his entire bike was adorned with signatures and quotes from shared experiences throughout the course of the ride. His bike was monument to that trip – a snapshot of happy moments in time shared by people with a common bond.

So what is the result of Lim's mixing business and pleasure? He is not only convinced that it has not taken away from his enjoyment of riding with his chapter, but actually believes that combining his enjoyment of riding with

photography has brought more passion to his career. It has allowed him to use his gift for capturing the beauty and spontaneity of the moment, something he has spent a lifetime perfecting.

"Being able to spend my free time exploring new places with good friends and meeting new people is such a privilege," he said. "I never take either for granted."



CAREER HIGHLIGHTS

- Featured in a 20-minute Canadian Broadcasting Corporation (CBC) documentary on his photography work.
- Featured photographer on *Canada's Next Top Model* seasons 2 and 3.
- Featured artist in numerous arts and photo industry magazines.
- Winner of international awards including from the Communication Arts, Advertising and Design Club of Canada and Photo District News.

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DAN'S TIPS: HOW TO SHOOT YOUR CLUB

- Remember: Photography is an intimate medium. Don't be afraid to come in close on your subject.
- Crop within your viewfinder. Fill the frame with your subject, whether it is a close-up of a bike, a portrait or a group shot.
- Unless you're photographing your subject against a majestic background or a place for identification purposes, get rid of the background. This will give your photos an immediate visual impact, thus connecting your photo to the viewer.
- Depending on the situation, sometimes you can come in tighter on your subjects without them even knowing. Amazing candid and real moments can be captured this way. Use a compact, lightweight, wide magnification range zoom lens to accomplish this. A focal length range of 24–135 mm should do the trick, and try to compose your shot at maximum telephoto length.



5 TIPS *to capture the ride with your* SMARTPHONE

No fancy camera required.

Several years ago while on a commercial photo assignment, I was asked a question that has stuck with me ever since: "What's in your toolkit?" In other words, what do you need to get the job done? It really got me thinking. A camera is a tool, and a powerful one at that. But taking good pictures is not so much about the camera as it is about how it's used. Good photographs require the photographer to slow down, to see and personally express the world in front of them. This is true no matter what type of camera you're using.

How do you do this travelling on a motorcycle? The answer, as it so often is on two wheels, is to keep it simple and travel light. These days, chances are the smartphone you carry comes with a pretty good camera. And if you use it well, that can be all you need to capture memorable images from any journey you take. Here are a few tips for using your phone camera (or a simple point-and-shoot) to improve your picture taking and capture your next ride.

TIPS AND PHOTOS *by* CARLANTAPP

PHOTOGRAPHS FOR THIS ARTICLE WERE MADE WITH AN IPHONE USING THE HIPSTAMATIC APP. ©CARLAN TAPP 2016, WWW.CARLANTAPP.COM.



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

1 FRAMING *and* FOCUS EXPOSURE

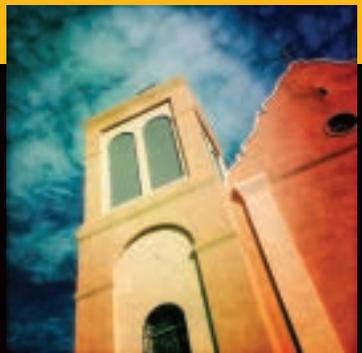
There's an old saying in photography: The photographer is responsible for what goes in the frame. Before you take a picture, take a moment to look carefully at the screen on your phone. Is there anything in the picture you don't want? Sometimes moving your phone less than an inch can make the difference between a good picture and a great one. Move the phone around to see how your composition within the frame will change. Once you have the framing, a simple tap on the screen will set the focus and exposure.



2 Seeing THE LIGHT

As the sun rises in the morning, travels overhead, begins to fade and slowly disappears, the quality and feeling of the light changes. Our eyes adjust to the changes quickly. The camera can record the changes and colours in ways our eyes may miss. Try making photographs first thing in the morning, at midday, at twilight and in the evening. Practice making pictures after dark; the results will amaze you.

3 GAINING some PERSPECTIVE



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

The distance of objects from your camera and from each other affects perspective. The closer your subject is to the camera, the larger it will appear. Colour can affect perspective, too. Warm colours (reds and oranges) often appear to come forward, while cool colours (blues and greens) appear to recede. In addition, light-toned objects often appear to be closer than dark ones. Your point of view or vantage point can also have a strong influence on perspective. Look at the subject of your photograph standing at your normal height, then cut the height in half and then in half again. Look for angles and elements that can add interest.



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

4 The IMPORTANCE OF SCALE



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



TOP The rider in the foreground provides dimension in the surrounding environment. **BOTTOM** The motorcycle helps create a sense of scale and depth in the landscape.



5 RAIN or SHINE



If you're like me, you sure are happy when the sun is out and the road ahead is dry.

But the weather will change – always.

And weather, rain or shine, can help create interesting photographs. When you stop to put on the rain gear, remember to pull out your phone and make some pictures. A zipper-lock bag with a small hole cut for the lens makes an inexpensive waterproof case for your phone.



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





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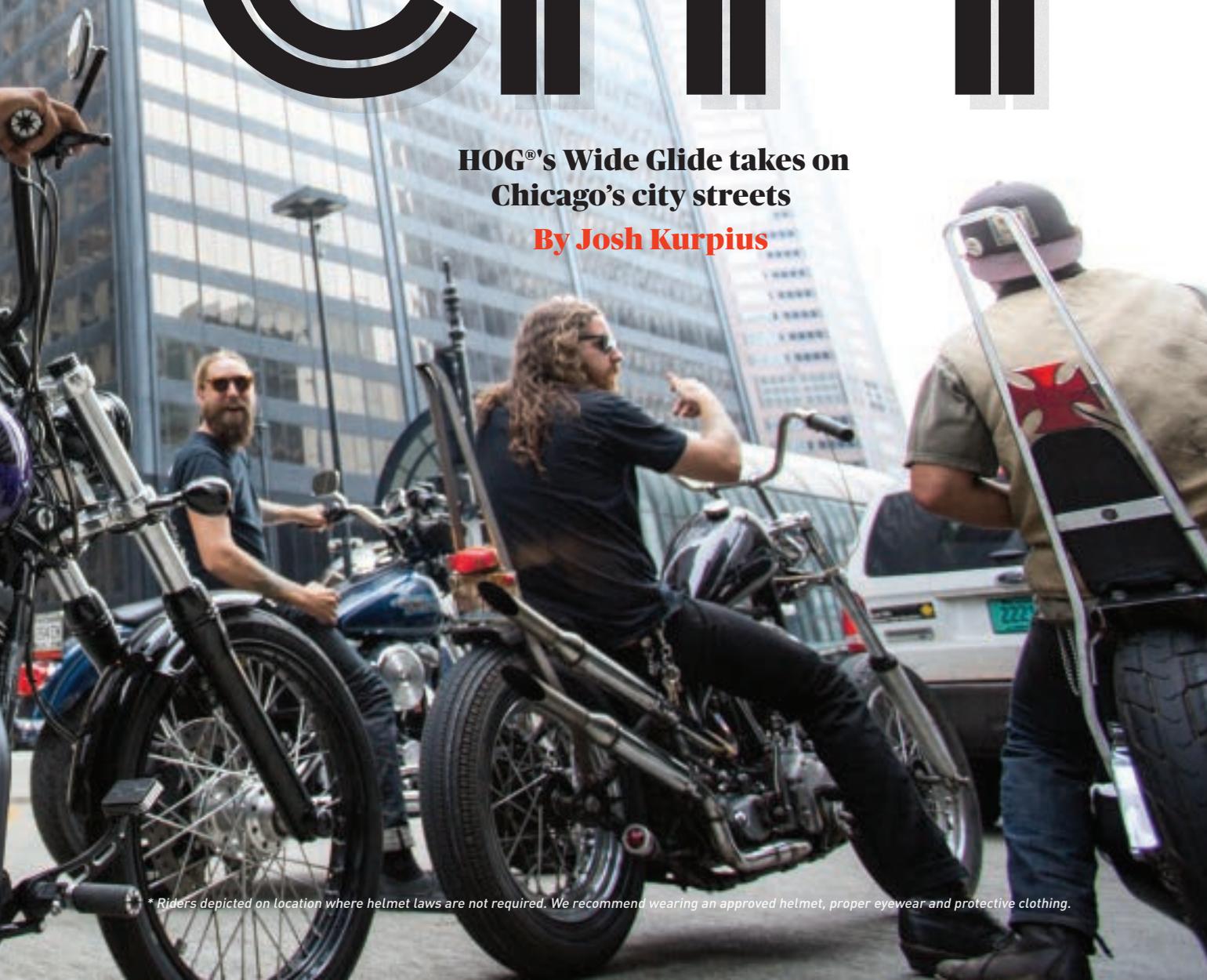
Stopped at the base of Willis Tower, which everybody still calls by its old name, the Sears Tower.

Cruising the

WINDY CITY

**HOG®'s Wide Glide takes on
Chicago's city streets**

By Josh Kurpius



* Riders depicted on location where helmet laws are not required. We recommend wearing an approved helmet, proper eyewear and protective clothing.

The truth is, I really don't like riding in the city all that much. I would much rather be on an open road riding west into a sunset and not see another soul for hours. It doesn't even have to be curvy, just ... **open**. But it's easy to find the beauty in every riding situation, whether it's relaxing or testing your focus and endurance.



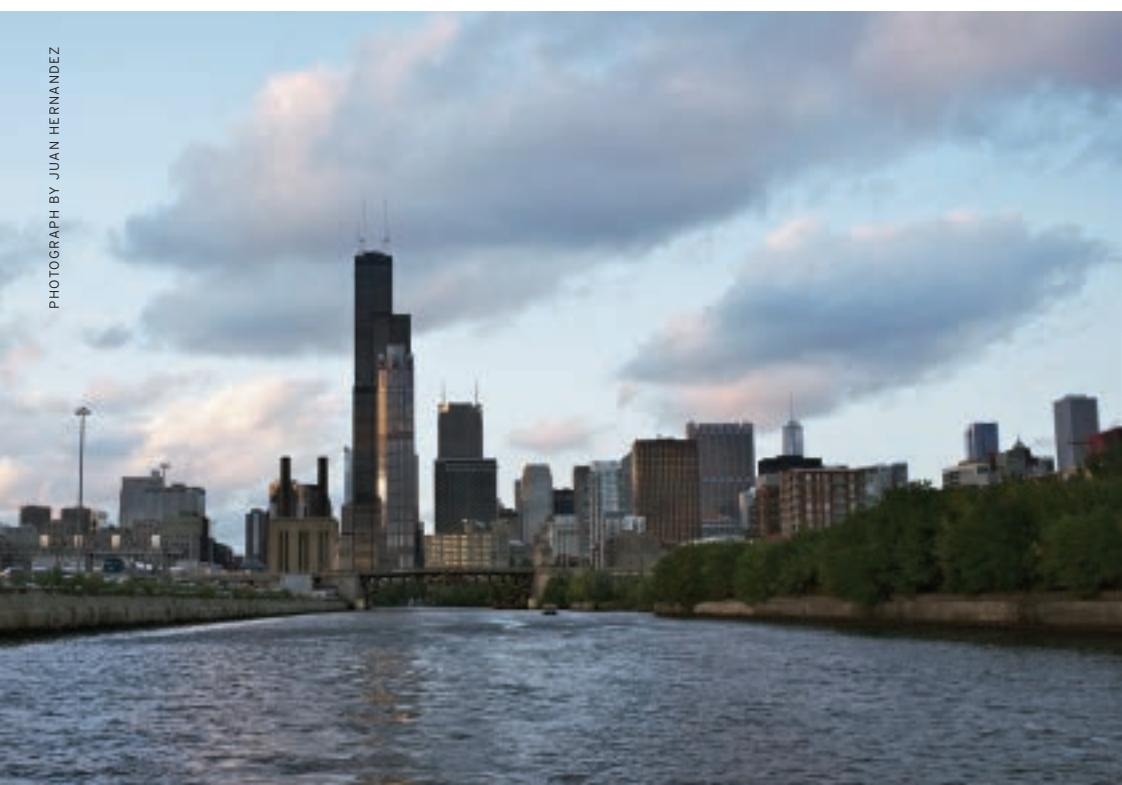
In the city, you're dealing with traffic, chaos, distractions, noise, cabs, bike lanes, buses. But then you look up, and there's all of this amazing architecture. And there are people everywhere. I love mountains and switchbacks, but I also love the challenges of riding in Chicago. Speed up, slow down. People on their cell phones. You have that whole element. It keeps you on your toes, and there's a definite adrenaline rush.

There's so much to see and do in the city, and a lot of my best friends live in Chicago. I used to live there, too, but I just couldn't handle all the congestion; I needed to get away. Now I live in Rockford, a couple hours west, but I go into the city as much as I can between road trips. That's where the action is. You have all

Stopping at lights sparks a lot of interaction, cracking jokes with each other or talking with people walking by.

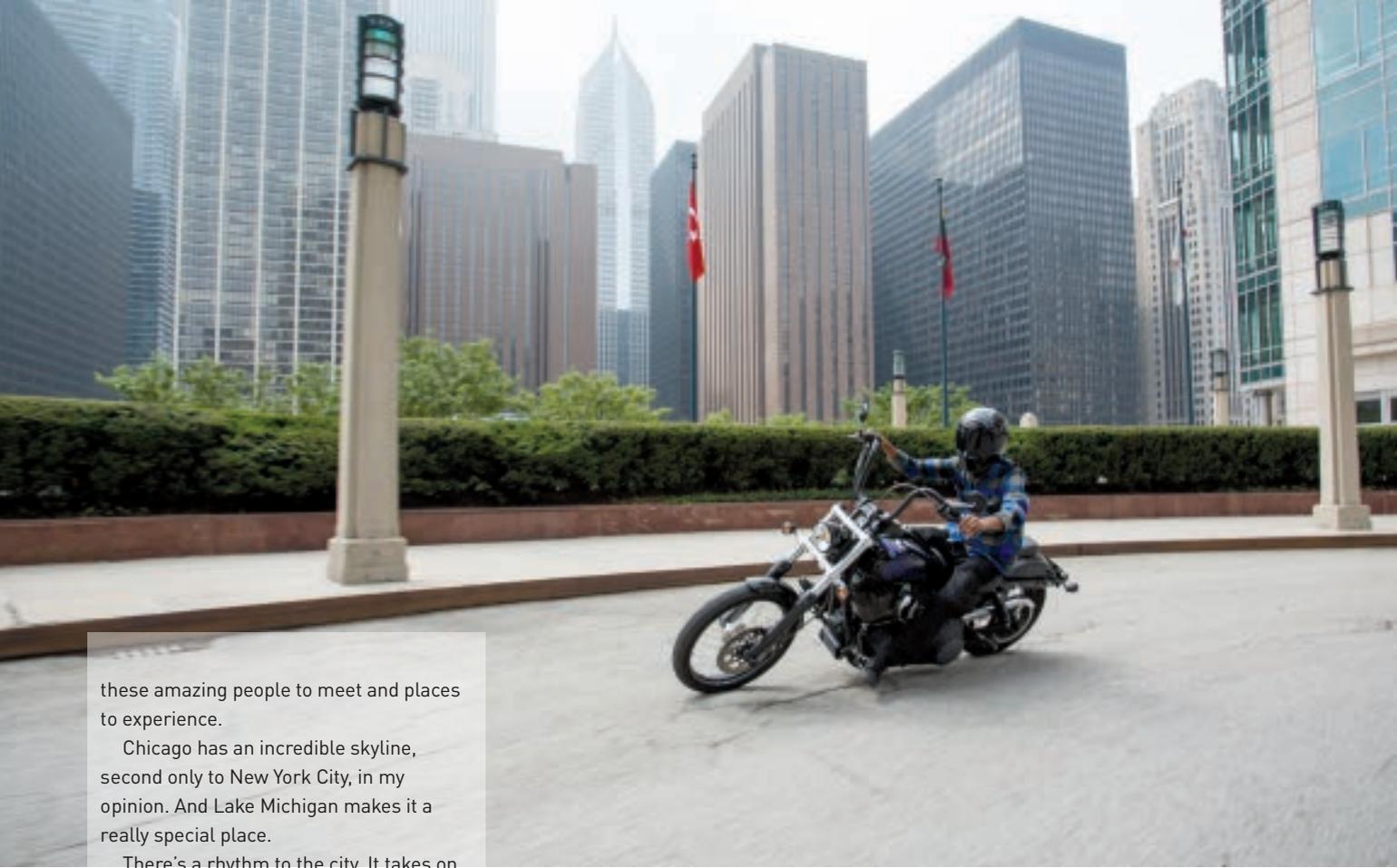


PHOTOGRAPH BY JUAN HERNANDEZ



PHOTOGRAPH BY JUAN HERNANDEZ





these amazing people to meet and places to experience.

Chicago has an incredible skyline, second only to New York City, in my opinion. And Lake Michigan makes it a really special place.

There's a rhythm to the city. It takes on a whole different feel depending on when you ride there. I try to avoid riding during the day, especially during rush hours, when the traffic is really intense and the sidewalks are filled with businessmen and women. And parking is a real bitch. Even for a motorcycle, they make it difficult. You'd think they'd want to encourage motorcycles in the city to relieve some of the congestion, but it's not hard to get a \$100 parking ticket.

Around 7 or 8 p.m. it starts to empty out, and you see a whole different crowd of people – more of the happy hour or tourist crowd, people out having a good time, not as serious as the businesspeople. But around 1 or 2 in the morning is when it really becomes my flavour. The streets empty out and get quiet. Partiers and second-shifters haunt the streets and bars. It becomes a whole different city. Between 4 and 5 a.m., if you're still up and just leaving the Continental, the city seems more like a glassy pond at sunrise: still as can be with the occasional splash of a fish. These are my favourite hours in Chicago.



Above: Heading north on Michigan Avenue near Congress Street. **Right:** Stopping in at the Billy Goat Tavern, famous for the curse of the Cubs and the old Saturday Night Live “Cheezborger, Cheezborger, Cheezborger” sketches.



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PHOTOGRAPHS BY JUAN HERNANDEZ





Recently, my friends and I took the 2015 HOG® project bike out for a spin through the city. Rain was a problem – as I understand has been sort of a pattern with the project bike this year. Instead of heading out on Saturday night as planned, we hit the streets on Sunday morning. Normally things would be pretty quiet then, but Chicago’s annual Lakefront Marathon made things lively. We hit all the spots we wanted to ride and made a loop through the city like we usually do.

The others in our crew were Mark, Cody, Dan and Tom. Along with 13 others, we’re all part of a collaborative shop we call “Bravetown.” It’s our home away from home, a place to hang out with friends,

work on our bikes, have a few cold ones and sometimes just pass the time.

Starting from our shop on Grand and Western, we headed east on Lake Street (which runs underneath the “L”), south on Wacker past the Willis (Sears) Tower and further east through Millennium Park, then onto Lake Shore Drive heading south. Then we ran back up past Soldier Field and made a little stop at the Adler Planetarium. Then it was up Michigan Avenue past Grant Park to the Art Institute until it spit us back onto Lake Shore Drive. The crowds made it difficult to park and hang out like we otherwise would, and we couldn’t get onto Lake Shore Drive heading north this time because “Bike the Drive” was on. Besides that, it was a pretty

great ride through Chicago. It always is when you’re riding with good friends.

My buddy Lutchman (of Kendall Painting and Fabrication), who painted the tank, had the honour of riding the 2015 Wide Glide® project bike. He’s not used to such a luxurious ride; most of the bikes he usually rides are stripped-down choppers. But I could tell by the look on his face he was enjoying the change of pace.

Riding in the city is pretty amazing. It’s not the same as riding into the sunset on a wide-open road or down a twisty coastline, but the beauty is in the challenge of fighting taxicabs and seeing the diversity in the crosswalks – because you never know what you’ll find on the ever-evolving streets of Chicago.



A CVO SEA CHANGE THE 2016 CVO PRO STREET BREAKOUT MODEL

STORY BY
CHARLES PLUEDDEMAN



A new, darker side of Harley-Davidson® Custom Vehicle Operations (CVO) emerges with the introduction of the 2016 CVO Pro Street Breakout® motorcycle, a new model that combines performance with a long, muscular look steeped in drag-racing attitude. Its signature style comes from cutting-edge finishes applied with obsessive attention to custom detail.

"The Pro Street Breakout is a sea change motorcycle for CVO," said Harley-Davidson Styling Director Brad Richards. "In the past, CVO has been about intricate paint in bright, primary colours and lots of chrome. But our customers tell us they are hungry for a different look. The Pro Street Breakout takes its cues from the streets and reflects our own changing tastes. It still delivers the depth of detail and value and the bragging rights the CVO customer expects, but gets there in a different way. Its colours may be subdued, but they also have incredible depth. We're developing alternate finishes to bright chrome – brushed and anodized surfaces and tinted clear-coat, for example. The Breakout really lent itself to this new styling direction."

The CVO program is often used to introduce new custom elements and techniques, and the dark styling direction of the CVO Pro Street Breakout model provided the Harley-Davidson design team with an opportunity to use several new treatments, like the Smoked Satin Chrome finish.

"We worked intensely with our plating suppliers to develop the hue and depth of Smoked Satin Chrome, and we are the first to use it in the motorcycle industry," said Harley-Davidson Senior Stylist Dais Nagao. "It's a finish that looks really contemporary and exclusive but also kind of sinister. We've carefully placed Smoked Satin Chrome next to a black surface so it creates a layered effect."

"For example, the top rocker cover is gloss black, and the lower cover is Smoked Satin Chrome. It's on the exhaust heat shields next to the black engine and black mufflers. We used Smoked Satin Chrome on the oil lines and fittings to add an unexpected detail."

Restyled derby and timing covers have a new mechanical look. Sheet metal is finished in solid Starfire Black or two-tone White Gold Pearl/Starfire Black, each with a single hand-applied graphic stripe flowing along the tank and rear fender to reinforce the performance theme of the CVO Pro Street Breakout model.

That performance is delivered by the Screamin' Eagle® Air-Cooled Twin Cam 110B™, the most potent Harley-Davidson production engine.

To extract maximum performance, the engine is fitted with black blunt-cut mufflers, an open-element Screamin' Eagle Heavy Breather Elite intake, and a high-performance Assist & Slip clutch with hydraulic actuation. To help the rider take full advantage of the Screamin' Eagle power, the CVO Pro Street Breakout model is equipped with new 43mm inverted forks

gripped in a robust three-bolt triple-clamp, plus the added stopping power of dual front disc brakes with floating rotors, a Reduced Reach front brake lever, and standard Anti-Lock Braking System. The stiff front end and 19-inch front wheel enhance agility, while a massive 240mm-wide rear tire effectively transfers power to pavement.

There's a lot of drag-racer influence found on the Pro Street Breakout model, from the flat 1.25-inch drag-style handlebar to the wind-cheating speed screen and the colour-matched chin spoiler. Other styling features include a trimmed front fender, blacked-out Airflow Collection accessories on hand and foot controls, black Profile custom mirrors and a low-profile console with Smoked braided vent lines.

LED lighting technology is featured throughout the motorcycle, including the headlight, turn signals, and tail and brake

lights. Electronic cruise control and the H-D® Smart Security System are also standard equipment on the CVO Pro Street Breakout model.

"The Pro Street Breakout represents a new look for a CVO model, but the content and detail and exclusivity that has always been a CVO hallmark is still there," Richards said. "You can't really see all of this motorcycle on first impression. This bike takes five or six reads, and you'll keep noticing more and more details. That's the real magic of CVO – the bike keeps revealing itself even after you've been riding it for a few months."

**“THE PRO STREET
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THE LOW RIDER™ S COMBINES
SCREAMIN' EAGLE® PERFORMANCE
AND DARK CUSTOM STYLE IN A
POWERFUL NEW CRUISER

LOW RIDER

THE 2016 LOW RIDER S

STORY BY CHARLES PLUEDDEMAN



*TALL BARS AND SPEED
SCREEN FAIRING*



BODY-HUGGING SEAT



*SCREAMIN' EAGLE® TWIN
CAM 110™ ENGINE*



The Low Rider™ S model offers the unrelenting power of the Screamin' Eagle® Twin Cam 110™ engine and is the most powerful Dyna® model ever produced by Harley-Davidson. Upgraded suspension and brakes complete the performance package of a motorcycle that's stripped down and ready for action.

The Low Rider S joins the 2016 Fat Boy® S and Softail Slim® S models as the third in the Harley-Davidson® S Series of cruiser motorcycles. Designed to deliver maximum performance with styling inspired by cutting-edge trends in global custom motorcycle culture, S Series models are built for riders who want to stand out on the toughest bike in town.

"Many customers have asked when Harley would build another FXR," said H-D Styling Director Brad Richards. "This is our answer to that question. The Low Rider S is informed by the current tall-bike custom trend and our own styling heritage, but also seeks to define Harley-Davidson performance for a new generation of riders, delivering instantaneous power and agile handling with a bike that's trimmed to the essentials."

Those essential elements begin with the powertrain. The Screamin' Eagle Twin Cam 110 engine is a powerhouse V-Twin and the largest displacement engine Harley-Davidson installs at the factory. Equipped with a Screamin' Eagle Heavy Breather performance intake and Fat Bob®-style 2-into-2 exhaust, this engine pounds out 115 foot pounds of peak torque at 3500 rpm – 13 per cent more than the standard Low Rider model. Cruise control enabled by an electronic throttle control is standard equipment.

The Low Rider S model is equipped to be as maneuverable as it is powerful. Premium Ride nitrogen gas-charged emulsion shocks and a Premium Ride cartridge fork deliver exceptional handling and comfort. Triple disc brakes with dual floating front rotors are equipped with standard ABS. A new solo seat, flat drag bar on 5.5-inch-tall risers and mid-mount controls put the rider in an aggressive hands-up position square over the pegs.

"The Low Rider S is not a pretty-boy bike," Richards said. "It's meant to be a bruiser. It's definitely an homage to the FXR-based customs we see on the street. This bike will outperform those classics in every way, but

it shares an attitude. This is how Harley-Davidson defines performance."

One element of the Low Rider S model relevant to both style and performance is a distinctive speed screen fairing, a feature that gives the bike a strong visual identity on the road.

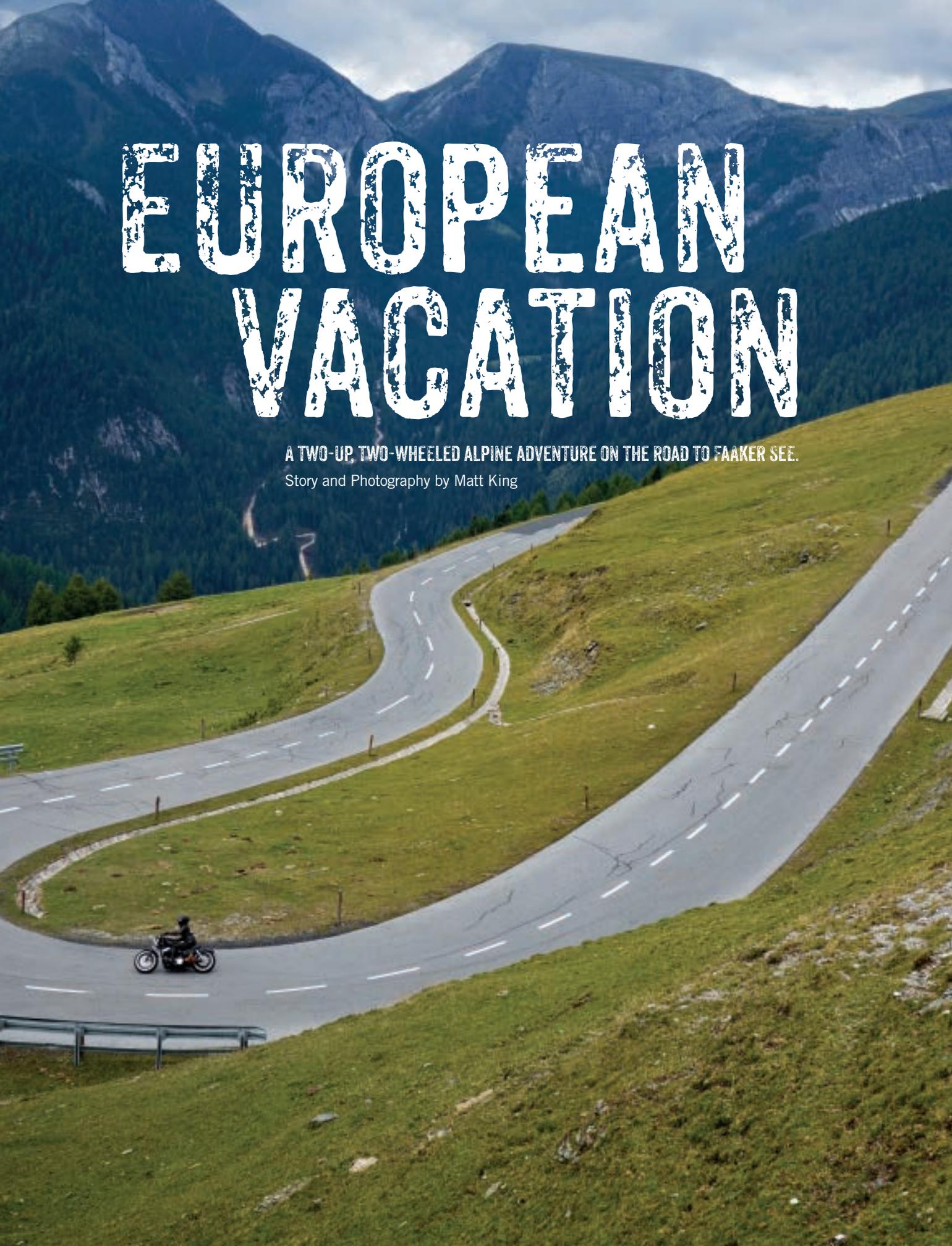
"When you ride fast in this upright position, you need a little wind protection," said Harley-Davidson Senior Stylist Dais Nagao. "The way we inset the headlamp deeper into the speed screen also gives the Low Rider S an aggressive face. It's a powerful way to communicate the personality of the motorcycle."

The solo seat, chopped rear fender and side-mount licence plate keep the rear end uncluttered. No colour makes a statement like black, and the Low Rider S model is offered only with Vivid Black on the sheet metal. Other black finishes maintain the dark theme, from the forks to the console to the rear fender struts. The single exception: new Magnum Gold lightweight cast-aluminum wheels. The "de-saturated gold" colour is inspired by the gold-tone magnesium wheels used on many race cars in the 1960s, and the gold tank badge is a nod to the iconic XLCR model.

EUROPEAN VACATION

A TWO-UP, TWO-WHEELED ALPINE ADVENTURE ON THE ROAD TO FAKKER SEE.

Story and Photography by Matt King





Until the invitation came from Edelweiss Bike Travel to join its European Bike Week tour, the thought of jetting across the Atlantic for a motorcycle tour had never seriously entered my mind. I've always admired dazzling photos of riding in the Alps, with their picture-perfect lakes and villages, and twisty roads that defy engineering logic. Yet while I appreciated the beauty, with so many great places to ride in North America, the challenge of trying to get a bike over there and sorting out all the other arrangements had kept it low on my bucket list.

But as a partner in the Harley-Davidson® Authorized Tours program, Edelweiss, which has been hosting motorcycle tours around the world for more than 35 years, makes it their business to sort out all those details. All I needed to do was book a flight, pack my gear and show up ready for eight awesome days of riding through Austria, Germany, Italy and Slovenia, with a two-day break at European Bike Week – the largest motorcycle rally outside of the United States. Edelweiss handled everything else, including arranging a motorcycle, booking the hotels and mapping the route. The tour package even included most of the meals along the way. It sure took the stress out of planning a riding vacation.

Getting to Austria was easy. My wife, Erin, and I flew from Chicago to Berlin, then to Salzburg – birthplace of Mozart – before hopping trains to the village of Seefeld in Tirol, a small ski resort about 30 minutes from Innsbruck, where we met our fellow tour participants: Sonia and Ricardo, a couple of doctors from São Paulo, Brazil, riding two-up; and HOG® members Gene Rueckert, a building contractor from Cincinnati, and Dan Ross, a retired firefighter from Detroit. Dan and “Gen-0” met playing adult-league baseball and have



been riding together for more than 10 years, including on many HOG touring rallies. Their joint mission on their first trip to Europe was to rack up as many ABCs of Touring points as possible. Our small group was the perfect size for a fun and friendly week of riding.

The first order of business after check-in was getting set up with my bike. Edelweiss has access to a huge fleet of late-model Harley® motorcycles, and I requested a bike I knew would be familiar to ride and comfortable for me and my passenger: a 2015 Ultra Limited.

Here I should mention that even though I've worked at H-D for 10 years, before this trip, Erin and I had never ridden together on a motorcycle for longer than 30 minutes. So despite considering myself a competent rider, with experience on some of the most technical roads in North America, I was a bit nervous about tackling so many unfamiliar alpine passes with a passenger on board.

Most of my concerns were allayed during the opening briefing, when our multilingual tour guides Ted Goslinga, a retired Dutch Navy commander, and Rob Stoll, an American from Denver with Swiss-German parents, gave us the lowdown on what to expect during the ride ahead. They went over European road signs, speed limits, general traffic navigation, group riding and, most important, some tips on how to ride a motorcycle in the Alps (see “Because It's There” in the Winter 2016 issue for more). As they explained the basics of corner entry and exit, late apexes and negotiating tricky mountain switchbacks, the sound of scraping floorboards and my wife screaming in my ear flashed through my mind. But, I'm happy to say, all those sounds remained in my imagination for the duration of the tour.

From Seefeld, we hit the road back to Salzburg, where we toured the historic old

“THEY WENT OVER EUROPEAN ROAD SIGNS, SPEED LIMITS, GENERAL TRAFFIC NAVIGATION, GROUP RIDING AND, MOST IMPORTANT, SOME TIPS ON HOW TO RIDE A MOTORCYCLE IN THE ALPS.”



HOG® members Gene Rueckert and Dan Ross were on a quest for points in the ABCs of Touring contest.



Top: A giant motorcycle sculpture signals that you have arrived in Faaker See.

Bottom: Built in 1077, the Hohensalzburg towers over Salzburg.



town that lies at the foot of a spectacular castle perched magnificently above the city. We dined at the St. Peter Stiftskeller – an amazing restaurant carved into the rock face of the cliffs below the castle, which bills itself as the oldest in Europe – to the tunes of a Mozart-themed dinner opera. Jokes about the time a bunch of uncouth bikers crashed an opera amused us for the rest of the tour, but in hindsight it was one of the highlights of the trip.

On day two, we packed up and headed to Germany, with a stop at Hitler's infamous Eagle's Nest in Berchtesgaden, which offered a stunning panoramic view from its perch 1,800 metres above sea level. Fortunately, the weather was clear enough to appreciate the scenery below, but I think we were all a bit creeped-out by the building's sordid past. The whole time I was up there, I was thinking about the scenes in

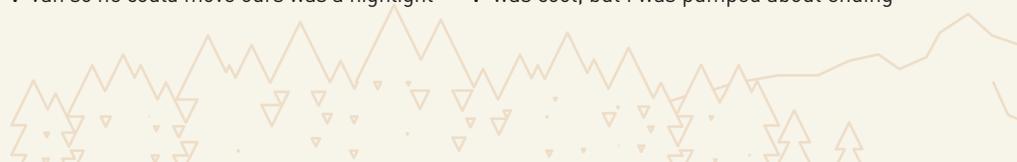
HBO's *Band of Brothers* when Easy Company "liberated" Hitler's wine cellar, and it was interesting to learn that the building and much of the surrounding area remained under U.S. military control until 1995, when it was returned to the local Bavarian government. Today, the Eagle's Nest houses a restaurant and is a popular tourist destination as one of the few intact Nazi-era buildings remaining in Germany.

From Germany, we rode back into Austria through terrain that reminded me of the Smoky Mountains to Gmunden, a resort town on the shores of Lake Traun. We enjoyed a great dinner and a few beers at our hotel, and woke up the next morning to find that the weekly farmers' market in the plaza next to the hotel had parked in our bikes and chase van. Watching our guide Rob negotiate with a flower seller to move his van so he could move ours was a highlight

of the morning, at least until we got to Hallstatt, a touristy town on a lake near a massive salt mine that was packed with Japanese and Chinese tourists. We stripped off our rain gear long enough to wander the streets and grab some coffee and apple strudel (which became a daily ritual), and were amused when some tourists asked to take pictures with us. Harley riders really do stand out anywhere in the world.

We finished day three with a stop at the Red Bull Ring in Spielberg, home of the Austrian round of the Formula 1 world championship, before checking into the coolest hotel of the trip, the nearby Schloss Gabelhofen, a genuine castle built in the 1400s and now owned by Red Bull's Dietrich Mateschitz. Yeah, we slept in a castle.

Waking up the next morning in a castle was cool, but I was pumped about ending





H-D[®] AUTHORIZED TOURS

Harley-Davidson[®] Authorized Tours are operated by independent tour operators selected for their proven ability to deliver outstanding experiences that reflect the Harley-Davidson lifestyle and the unique experience of seeing the world from the seat of a Harley-Davidson[®] motorcycle. Offering fully and semi-guided tours on four continents, including many custom tour options for groups large and small, H-D Authorized Tours operators can help you see the world in new and unexpected ways. For more information about Edelweiss Bike Travel and other Harley-Davidson Authorized Tours, visit H-D.com/tours.

the fourth day at Faaker See, a.k.a. the Sturgis of Europe. This was the whole reason I chose this tour in the first place. I figured if I was going to spend a week in Europe, the least I could do was get a firsthand look at how Harley-Davidson culture has established a foothold abroad.

Well, let me tell you, it has grabbed more than a foothold. I knew we were big in Japan, but we're big in Germany and France and Italy, too. Faaker See has a really cool vibe, and much like Sturgis, getting there and being there is as much about the riding as the event venue itself. The excitement built as we got closer to the event, with bikes from all over Europe (mostly of the Harley variety but other brands, too) amassing like a giant armada headed for a tiny lake in southern Austria. The scene that has sprung up around the lakeside resort of Faaker See looks a lot like any big U.S. rally, with scores of vendors hawking T-shirts, leather and all sorts of motorcycle parts and riding gear, not to mention the bars, bands, burnouts and all the other "unmentionable" stuff you see at rallies everywhere. There were loads of cool bikes all over the place, but what really struck me as most different was how many fewer baggers I saw compared to home. But after riding through the mountains and villages of Europe, it's not surprising that smaller

and lighter Dyna[®] and Softail[®] models outnumber Electra Glide[®] bikes by a wide margin.

Our two-day stopover at European Bike Week included day rides around the area, with routes through two awesome national parks in Austria and Slovenia. With 52 curves in 35 kilometres, the Nockalmstrasse northwest of Faaker See was worth the 10 euro price of admission for the photos alone, and the road through Slovenia's Triglav National Park threw something completely unexpected at me: cobblestoned switchbacks on the ascent to the summit. Trying to hold a line over the rough, uneven surface on the way up made me glad I wasn't descending them in the rain.

After two full days at European Bike Week, we packed up and headed out for the final weekend of the tour, but if I thought the highlights were over, I was in for a surprise when we hit the Dolomites of Italy – starting with the ride to Cortina d'Ampezzo, site of the 1956 Winter Olympics. Ripped from the pages of a European guidebook, Cortina is ringed with rocky spires that host amazing light shows as rays of sunset and sunrise bounce off their peaks. The roads were spectacular, especially as we rose above the tree line and could fully appreciate the magnificent engineering feats required to cut a ribbon of highway over, around and

through solid rock. And nothing beats having Italian food in Italy.

The eighth and final day of our ride was planned to be the longest, with a route across two mountain passes through the Dolomites, but an unexpected road closure caused by a bicycle race forced a change in our plans. Fortunately, the combination of the pass we detoured over and the sinuous road back down the other side into Innsbruck was another highlight of the trip, with a perfect mix of technical corners and panoramic vistas. You can ride a Harley anywhere, but some roads are more perfect than others, and we definitely found one that day.

Back in Seefeld, we shared a final dinner together before our group went its separate ways, and I had some time to reflect on the ride. Even with some weather challenges and a few unexpected turns in the road, Edelweiss had planned and executed a nearly perfect tour. If I had to sum it up in a few words, it would be great roads, great hotels, great meals and great company all enjoyed on a great bike. There are many ways to visit Europe, but now that I've been there on a Harley, I think I know the best way.

Edelweiss Bike Travel covered some tour and accommodation expenses for this article. All opinions are those of the author and HOG[®] Magazine Canada.



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Touring 101

Things to consider before you take your first big motorcycle trip.

By Mike Zimmerman



So you've decided to take a long motorcycle trip. Your first one? Great! Welcome to the wide world of touring. Here are a few tips to help you get the most from your maiden voyage – and some food for thought (we hope) for the touring veterans, too.

Before You Go

It's always good to have a plan, even if you don't necessarily stick to it. But before you start planning, you should ask yourself: "What's my tolerance for the unexpected?" Part of the adventure of motorcycle touring is that you never know what's going to happen. How prepared do you need to feel? This will affect how much pre-ride planning you should do.

For instance, some people won't hit the road before booking a hotel reservation for every night they plan to be gone. Others prefer to play it by ear and take their chances. There's no such thing as the "correct" approach in this regard,

but here are a couple of "in-between" suggestions to get you started.

Consider making a reservation for every other night or every third night. This will provide the comfort of having a few planned stops, as well as the ability to be flexible along the way. Another option is to make reservations a day at a time. Plan for the day before you leave in the morning. Check the weather forecast. Study the map. How far do you think you'll feel like riding today? Pick a destination and make a reservation before you set out or when you stop for lunch. That way you can take your time all day, if you choose, without having to worry about stopping in time to find a suitable hotel with rooms available.

And don't forget that the HOG® Best Western Ride Rewards program offers a number of ways to make finding a great, affordable hotel a little easier.

If you're the more adventurous type, leaving that choice to the last minute can be part of the thrill of travelling. And don't forget that if you're travelling with others, you should make sure you're all on the same page – regarding hotel stays, dining preferences, riding styles and so on. Travelling together can be a great way to grow closer to someone – or to drive a wedge between you. Don't wait until you're hundreds of kilometres from home to realize you have different expectations.

Also, even if your only real goal is to see where the road takes you, it's nice to have at least one planned "destination." It could be Vegas. Or Pikes Peak. Or Nashville. Or the ocean. Whatever. Having a goal gives your trip more sense of purpose and provides a greater sense of satisfaction when you get there.

Your Bike

Now that you have a plan, it's time to get your bike ready. Here are a few things to consider:

COMFORT – How far have you ridden on your bike? Any motorcycle can be a "touring motorcycle" if you want it to be, but hundreds of kilometres a day can wear you out a lot faster than trips around town. A test run might be in order to find out if, for example, you might want to consider putting on a more comfortable seat or adding a windshield.

CAPACITY – Have you thought about how you're going to pack everything you need? If you don't have saddlebags, you'll need to make sure you can securely strap a bag to the passenger pillion (assuming you're not carrying a passenger). Consider adding a backrest and/or luggage rack if necessary. A backpack is always an option, but make sure it's small enough not to interfere with that bag you just strapped on, and light enough not to cause fatigue over the long haul.

MAINTENANCE – Check your maintenance schedule. Is your trip going to be long enough for your bike to need an oil change? How do your tires look? Will you need a new one (or new set) before you get home? If the answer is yes, think about where and when you'd like to get this done. H-D® Retailers across the continent are usually eager to help out "travellers," but they appreciate a heads-up when they can get it. Make an appointment a day or two ahead of time, if possible, to make sure the work can get done as quickly as possible.

It's also advisable to have your bike professionally checked out before you set out on any long trip.

Packing

Now it's time to think about what to bring – and how to pack it.

CLOTHES – Don't over-pack. You'll be surprised how little you can get by on. Two pairs of jeans are plenty. Even one can be enough, depending on your willingness to wear dirty, sweaty clothes on the road. Tip: You're a biker. Nobody expects you to look clean and polished all the time.

That said, it's nice to have fresh clothes to wear to dinner, so consider packing two sets: One to wear while you ride, the other to wear after you stop for the night.

Remember that most hotels have laundry facilities, so take advantage of them. Also, wearing synthetic underwear and socks lets you rinse them out and hang to dry overnight on the shower curtain – with help from the hotel blow dryer if necessary.

RIDING GEAR – Again, how much you bring depends somewhat on your tolerance for discomfort. It's nice to be prepared for everything, but you're still going to have to make a few choices.

COLD – You never know when you might hit some cold air, whether it's in the mountains, in the desert at night, or just unseasonably cool temperatures. Dressing in layers is key, so you can add clothing as needed. Thermal underwear helps a lot and doesn't take up much packing space. If all you have – or are planning to bring – is a medium or lightweight jacket, remember that a rain jacket and pants will break the wind and hold in a surprising amount of body heat.

Keep in mind that cold has a way of "soaking in" over time. The longer you ride, the worse it gets. Riding for an hour or two in the morning cold (or as the sun goes down) is not nearly as bad as riding all day in frigid temps. If your schedule allows, there's no shame in waiting for the air to warm up before you set out in the morning.

Make sure you have a warm pair of gloves, especially if your hands are exposed to the wind (rather than shielded behind a fairing). And heated grips are a wonderful

luxury. You'd be surprised at how having warm hands warms your whole body.

HEAT – There's not a lot to say here, but a basic approach is to pack light, breathable clothing that will keep your arms covered while you ride. A mesh riding jacket is a great choice if you know it's going to be hot (and remember, if it cools off, you can slip your rain jacket over it).

WET – A waterproof jacket of some sort is a must. Rain pants are a close second. Again, a lot depends on your tolerance for discomfort. Waterproof riding boots that are comfortable to wear while riding and walking should be a high priority; wearing them precludes the need to pack rain gaiters or overshoes. They're less important, however, if you're riding a motorcycle with lower fairings, which do a pretty good job of keeping your feet dry in the rain. When it's warm out, getting your jeans wet is not the worst thing in the world.

Miscellaneous

SUNSCREEN – Wear it, even if you don't think you need it. Nothing puts a damper on a trip like a sunburn on the first day. Trouble spots can include the back and sides of your neck, along with your wrists – that space between your gloves and the end of your sleeves. And yes, you can get sunburned through the face shield of your helmet.

NAVIGATION – Don't forget that you can plan and download routes on the H-D Ride Planner (h-d.com/rideplanner). Also, in this age of easy GPS, there's still something about a good old-fashioned paper map for pondering the next leg of your trip. The HOG® Touring Handbook is full of them – and conveniently sized for easy packing.

In conclusion, please remember that these tips are just that – they're not rules. And they only scratch the surface of what there is to know about touring on a Harley-Davidson® motorcycle. The best source of information is your fellow riders and HOG® members – most of whom love to share their knowledge. So don't be afraid to ask, never stop learning and never stop taking to the open road.



LLOYDMINSTER, AB
8/18-20

CHILLIWACK, BC
7/14-16

PACIFIC NORTHWEST
HOG RALLY (WA/ID/OR)
SPOKANE VALLEY, WA
8/25-27

BOZEMAN, MT
7/21-23

DAKOTAS RALLY (SD/ND)
WATERTOWN/MANDAN/
RAPID CITY
6/9-11

STURGIS
MOTORCYCLE RALLY
STURGIS, SD
8/6-13

RIVERTON, WY
7/6-9

RENO STREET VIBRATIONS
RENO, NV
9/22-24

TELLURIDE, CO
6/23-25

LAUGHLIN RIVER RUN
LAUGHLIN, NV
4/28-30

OPEN ROAD WEST
SANTA FE, NM TO
LANCASTER, CA
9/8-17

WOODWARD,
OK
9/1-3

SIERRA VISTA, AZ
10/13-15

MAUI, HI
10/7-9

KENAI PENINSULA, AK
6/16-18

HOG® RALLIES

Whether you've got a weekend to spend in a city nearby or are looking for a cross-country adventure, HOG® rallies offer something for everyone.

KEY



HOG.COM/EVENTS

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

PIN STOPS

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

Event details subject to change.

2016 HOG® RALLIES

A BIKE OF ONE'S OWN

By *Dustin A. Woods*. Photographs by *Dan Lim*.



Life can often take unexpected turns. Starting her career in radio broadcasting before finding her way to real estate, Angela Shulman never expected to become a member of a motorcycle group – but she's glad she did. Not every wife supports her spouse's choice to pursue the passion of motorcycling. Angela not only encouraged her husband, Todd, to purchase a Harley-Davidson® Dyna® Super Glide® motorcycle, but was an eager passenger – that is, until she took the plunge by purchasing a bike of her own (much to the surprise of the neighbours).

It is often said that the family that plays together stays together. After raising two children, Angela and Todd now spend their weekends riding, volunteering or socializing with fellow members of the HOG® chapter. Seeking and experiencing new adventures with the group has not only widened their social circle, but also brought them closer together as a couple and enriched their lives.



It sounds cliché, but there is something magical about the open road, **the wind in your hair and the sun on your face ... The simplest of things can bring you the most happiness ...**



Why did you first become a HOG® member?

My husband started riding a few years ago, so I had the benefit of being immersed in the culture and meeting the people. I started as an associate member until I purchased my own bike.

» **What is your motivation for riding?**

It sounds cliché, but there is something magical about the open road, the wind in your hair and the sun on your face. When you enjoy riding, your priorities shift. The simplest of things can bring you the most

happiness: a full tank of gas, discovering new roads, getting lost and then finding your way back home again. When I get off the bike after a few hours of riding, my cheeks hurt because I have been smiling so much.

» **What benefits have you experienced as a member of the HOG® chapter?**

Whenever we get together, I learn something new about motorcycles or riding. Interacting and riding with our chapter has made me a better, safer rider. I have yet to establish a comfort level riding alone, so I feel way more secure riding with a group of experienced riders. Another unexpected element is that some of my dearest friends today are HOG members.

» **What was your first Harley® motorcycle?**

I bought my first bike before I even got my licence, so there was no question that I would begin riding myself. It's a

1997 Sportster® 883 that has been bored out to 1,200cc, and I'm still riding it. Volunteering at the demo days at Davies Harley-Davidson, I fell in love with the Fat Boy®, which will definitely be my next bike. I love the way it looks, the way it rides – everything.

» **How many rallies have you attended? Is there one that stands out?**

So far we have attended rallies in Kingston and Owen Sound, but we're already planning our vacations to coincide with rallies for 2016. Kingston stands out because I ran into an issue with my clutch when we were coming home in the pouring rain. My bike has over 80,000 kilometres on it and I don't know how well it was maintained. I was really impressed with how my club helped me out. They gave me tips and made me feel more protected, knowing I wouldn't be stranded.

THE MARITIMES BY MOTORBIKE

On Canada's East Coast, the people are as nice as the roads.

Story and photos by **Frank Fantigrossi**



In early July 2015, at the ripe age of 66, I headed out on my second-ever road trip. My brother, Tony, has been riding his whole life. Together, we set out on an epic adventure into Eastern Canada and the beautiful Maritimes. The plan called for at least 9,000 kilometres of riding, but that was nothing compared to our previous trip – nearly 18,000 kilometres to Alaska. I'd prepared the list of stuff to bring and had my bike thoroughly inspected at Thunder Bikes in Port Jefferson Station, N.Y. We had reservations for the seven-hour ferry from Nova Scotia to Newfoundland, but everything else we planned to play by ear – that's how we roll.

JULY 11

DAY 1: After an uneventful crossing on the 7 a.m. ferry from Port Jefferson, N.Y., to Bridgeport, Conn., we were off. We headed for Portland, Me., for a quick visit with Tony's son, daughter-in-law and grandson. Milo was born one year ago while we were on our trip to Alaska.

Three hours into the trip, Tony discovered he did not have his passport or enhanced driving license, which he would need to enter Canada. Fortunately, his daughter Shannon was also heading to Portland for Milo's birthday and she saved the day. Our visit lasted four hours instead of one, as we waited for Shannon to arrive, but it was better than the seven hours we would have lost riding back home.

Finally, we headed for Saint John, N.B. When it got dark at about 8:30 p.m., we were still hours from the border. We continued riding in the dark, on backwoods roads. The trees were black. The sky was black. The moose were black. Fortunately, we did not encounter any wildlife, but the adrenaline was flowing.

At about 11 p.m., we arrived at Calais, Me., and the Canadian border. Tony drove up to the booth to speak with the border agent. He saw a green light and thought that meant "go." He got less than three metres before a siren went off. He stopped and about six armed officers ran out of the building to get him. He explained his actions to their satisfaction and after about 10 minutes, they reviewed his documents and let him enter Canada. Good thing we waited for the passport in Portland, or he would have gone to jail.

JULY 12

After some much-needed sleep at a hotel in St. Stephens, N.B., we got on the road at 9 a.m. Having missed the 8 a.m. ferry to Nova Scotia, we decided to ride all the way to Halifax. On the way, we got off the highway and took a coastal road so we could see the Bay of Fundy.

About 80 kilometres from Halifax, I noticed my voltmeter was showing 11 volts. Since it's normally 14 volts, it seemed something was wrong. We stopped for gas and decided to attempt to make it to Halifax. The voltmeter dropped from 11 to 10 volts in about half an hour, so I thought we could probably make it before the bike shut down. But then the voltage drop on the battery accelerated, dropping from 10 to 8 in a matter of minutes. The gauges all shut down, the engine began to sputter and I knew the end was near. I pulled to the side of the highway as the engine shut down.

Since I'm a HOG® member, I called for Harley-Davidson®



Having missed the 8 a.m. ferry to Nova Scotia, we decided to ride all the way to Halifax. **On the way, we got off the highway and took a coastal road so we could see the Bay of Fundy.**

Roadside Assistance. They arranged for a tow truck to come and get us. We loaded the bike on the flatbed and off we went to the Harley® dealer in Halifax. Of course, they were closed on Sunday, so we went to a nearby hotel. Since the hotel had a casino room, Tony

had to play the slots. After 10 minutes, he was up 100 bucks and cashed out. I guess he had a better day than me. Maybe he should pay for my bike?

JULY 13

We woke up early in Halifax so we could get the bike to the

dealership before they opened. Tony was ready to tow me to the dealer, but as we started to exit the parking lot, a gentleman with a Harley® shirt came over. He said he worked at the dealership (we later found out he was the general manager) and would get a trailer to



get the bike to the shop. Five minutes later, we loaded my bike into the trailer and were off. He said it would probably be either a small job or a big job. Translation: It would be a lot of money or really a lot of money.

By 11 a.m., the bike was repaired, and I was out \$705. We got on the road about 11:30 and headed for Cape Breton Island about 640 kilometres away.

We began on a two-lane highway headed for the coastal road. A large tractor-trailer was approaching on the other side of the road. It was nothing unusual, until it was adjacent to Tony, who was riding about 20 metres in front of me. Then, boom! A tire on the truck exploded, and large shreds went flying all over the place. Two large pieces flew over Tony's head. We were able to evade the large pieces that landed in our lane: We're trained to keep our cool in the face of adversity.

After that, we took the coastal

road from Halifax along the Atlantic Ocean: 240 kilometres of winding, curvy roads and no traffic or traffic lights.

After getting back to the main highway, we headed for North Sydney to meet our ferry to Newfoundland. We crossed the bridge onto Cape Breton Island and arrived at the ferry terminal a couple of hours early. We got in line with 29 other bikers and hundreds of cars and trucks. The ferry was huge, with eight lanes and three levels of vehicles.

We had a cabin with a window looking out over the bow of the ship, with two beds and a bathroom – not bad accommodations for the seven-hour overnight trip to Newfoundland. The ride was smooth and quiet.

JULY 14

We woke up to the sun rising to the east and Newfoundland off our bow. By 7:45 we were

The road we travelled is known as the Viking Trail. **After arriving in town, we proceeded to the lighthouse at the point. The shoreline is quite impressive, with soaring granite cliffs to the south.**

off the ship and headed north. We headed to Deer Lake, then Gros Morne National Park, a scenic landscape of mountains and fjords. We rode up the west coast of Newfoundland along the water, with a rocky coastline and small harbours.

After riding for 650 kilometres, we stopped early in St. Barbe for a good night's sleep.

JULY 15

We headed north to St. Anthony. Located on the peninsula farthest north in

Newfoundland, it was originally visited by the Vikings around 1000 AD. The road we travelled is known as the Viking Trail.

After arriving in town, we proceeded to the lighthouse at the point. The shoreline is quite impressive, with soaring granite cliffs to the south. We spotted a large iceberg in the harbour entrance. The icebergs travel in the currents from Greenland, taking about a year to make the trip. This one apparently ran aground and will stay until it melts a bit.

After leaving St. Anthony, we headed south to begin the two-day journey to St. John's. Our target destination was Deer Lake, but since we got there early, we kept riding for another 1.5 hours. We stopped at a hotel on the side of the

highway where the hotel clerk was also the restaurant cook and the bartender.

Tony said today's ride up north was amazing: The road was about 15 metres higher than the ocean and about 15 metres away from it. It did turns and banks and twisted just the way a motorcycle loves.

JULY 16

We got up late today and left the hotel about 9:30 a.m. We rode across the central part of Newfoundland, all inland. As we were leaving, the rain began. It was very light and stopped after a few kilometres.

As we rode east, though, we hit pockets of rain or rain-soaked roads. As we approached about 300

kilometres, we wanted to stop at the Harley shop in Gander to have the oil changed on our bikes. Without an address, we just drove around looking for the shop, and unbelievably stumbled across it after a few turns. Tony says he has automatic homing to Harley shops in his head, kind of like a homing pigeon. It was uncanny, since I had stopped to Google the location to no avail.

While there, I discovered that my rear tire was pretty low on tread. Instead of taking a chance on slick roads, or getting a flat and needing a tow, I exercised good risk management and had a new rear tire installed. Bottom line: I'm about \$450 lighter.

Tony also asked to see if they could fix his cruise control, since he's been riding without it

into St. John's before it got dark and got a nice hotel. The scenery was kind of bland most of the way. Trees lined the side of the road, and lakes dotted the landscape. Most of them had large rocks and boulders protruding above the surface. As we got closer to St. John's, the landscape changed dramatically to a very rocky environment with few trees.

For dinner, we had moose burgers at the hotel. Tony, of course, had to sample the local cuisine.

JULY 17

The alarm went off at 4 a.m. so I could make my way to Cape Spear for the sunrise to capture the first light on North America. It was a half-hour ride in the dark and cold. At 5 a.m., there were seven cars and one motorcycle in the parking lot. I hustled around anticipating where the sun would come up on the horizon to allow a nicely composed shot. I only saw one other person sitting next to the lighthouse. I don't know where the others were.

It was definitely worth getting up. The sky was clear except for a small band of clouds along the horizon. As they began to light up, I positioned myself and the camera. Then the first edge of the sun illuminated the landscape. Snap! The sun rose quickly.

Back at the hotel, I picked up Tony and we hit the road before 10. Our first stop was the local Harley-Davidson® dealer – fortunately, it was only to buy a T-shirt. The store is called Mile 1 since it is located at the start of the Trans Canada Highway (TCH). Last year on the trip to Alaska, we were at the complete other end of the TCH.

We went back to Cape Spear so Tony could visit the furthest east point of land in

 We spotted a large iceberg in the harbour entrance. **The icebergs travel in the currents from Greenland, taking about a year to make the trip.**



for the whole trip. That's tough on your hand when you're riding eight to 10 hours per day. They were able to fix that too, to his delight.

While the bikes were being worked on, the owner of the place brought us out to grab lunch at Rosie's Restaurant and Bakery. Tony likes to eat the local specialties, so he ordered Jiggs dinner, a local favourite. It was a dish that included salted beef, potato, carrots, pea pudding and turnips. I stuck to mac and cheese.

Four hours after arriving, we were back on the road. We rolled

North America. We spotted numerous whales off shore. They were pretty far away, but my telephoto lens allowed me to capture one as it surfaced. We also saw a large tanker farther out than the whales. However, after reviewing the photos, it turns out that what we thought was a tanker was actually an extremely large iceberg.

We left the cape and started heading west, beginning our trek toward home after 4,000 kilometres. Our destination was Bonavista, a town on the northern tip of a large peninsula.

After exiting the highway, we got separated about 125 kilometres before reaching the town. I stopped when I hit the main road and waited. I called Tony on the phone, but I didn't know where he was and he didn't know where I was, so we agreed to meet in Bonavista in an hour and a half.

We did meet up in town, got a nice hotel room on the harbour, had a lobster dinner and took some photos as the sun set.

JULY 18

We took a coastal road back to the highway, with nice coastal landscapes, rock cliffs and waves from the high winds.

We stopped at King's Point to see if we could find the icebergs reported to be in the inlet. After driving through town, we spotted the inlet and the very impressive icebergs. There were several of them fairly close to shore. We stopped, and I found a trail down the hill to the water's edge and captured several shots. The largest one had a very rich blue colour to it. It also had bluish clear streak running diagonally from top to bottom. The water around it seemed to glow azure blue.

After a few shots, I climbed back up to the road and we



continued our journey. Since it was still relatively early, and based on the rain forecast for the next day, we continued westward toward the ferry.

We stopped for the night at Corner Brook, a relatively big harbour community on the west coast of Newfoundland. For dinner, Tony had cod tongues for the second night in a row. He said he really likes them – too bad they don't serve them at home.

JULY 19

Trying to avoid the rain, and with only about 190 kilometres to the ferry, we slept in. We left the hotel about 12:30 and didn't need to be at the ferry until 9 p.m. We got to there about 2:30.

They told us at the ticket booth that if we went into the waiting area, we wouldn't be able to get back out, so we decided to go to town and kill some time. Unfortunately, instead of backing out of the ticket plaza, Tony went in. Security was called to get him. They did let him out, but he went out a different exit than the one where I was waiting. After five minutes, they told me he left, so I went into town. He was there in a gas station waiting for me. We went to lunch and rode around town and local neighbourhoods.

We finally boarded the ferry at 9:30. We tied the bikes up so they wouldn't fall over while underway and headed to the cabin to get ready for the seven-hour trip back to Nova Scotia. We left about 11:45 p.m. and were sleeping by midnight.

JULY 20

We docked in Nova Scotia about 7 a.m. and were off the boat at 7:30. It was raining, so rain gear was the order of the day.

We headed for Ingonish on the Cabot Trail. The GPS told us to go toward Englishtown, where we had to board a small ferry to take us about 150 metres across a river. It took about two minutes, but saved us about half an hour of riding.

We were in very heavy fog, with visibility of about 15 metres as the road wound its way up a mountain. I kept my hazard lights on for any traffic approaching from behind. The fog prevented us seeing the coastal sights along the way.

When we arrived in Ingonish, we stopped at the Coastal Waters Restaurant to have breakfast and get a T-shirt. The owner is a rider and wrote a very good description of the Cabot Trail for motorcyclists,

... We continued on about another 30 kilometres to Mount Washington, the highest mountain in the northeast. **We paid our entrance fee and began the 12-kilometre uphill journey – a real test of skill and nerves, especially on a motorcycle.**

which he posted online. That's why we decided to stop there.

It was still raining when we left. As we crested another mountain, we saw blue sky on the other side. For the next 50 kilometres, we had sun and clouds. The views were tremendous, and the road was great for riding. Then we left the Cabot Trail, and Cape Breton Island, and headed back to the mainland of Nova Scotia, carrying on to get a hotel in Moncton, N.B.

JULY 21

It rained during the night again. When we woke it looked threatening, so we donned rain gear and hit the road toward home. On the way, we stopped at a small town south of Saint John, N.B., for gas. Tony spotted a car wash, so we spent half an hour washing and cleaning the bikes. They needed it after travelling nearly 6,500 kilometres.

We continued on the highway to St. Stephen, where we waited to pass through U.S. customs. Then, we continued through Maine for four hours on our way to New Hampshire.

Unfortunately, about 80 kilometres short of New Hampshire, the sky turned black and we were riding in a fierce downpour with lightning and thunder, the worst rain so far. I checked the radar and saw that we were heading straight into a severe storm that would last several hours. We decided to go to the closest hotel and call it a night.

JULY 22

We woke up to clear blue skies and 26 C – the best morning of the trip. Tony decided to strap his helmet to his luggage and ride in his T-shirt. As a good risk manager, I strapped my helmet on my head and

donned my riding jacket and gloves. Off we went, headed for North Conway, N.H. After negotiating the tourist traffic in the town, we continued on about another 30 kilometres to Mount Washington, the highest mountain in the northeast. We paid our entrance fee and began the 12-kilometre uphill journey – a real test of skill and nerves, especially on a motorcycle.

I was unable to take any photos on the journey up the

After a few photos, we began the trip down. I kept it in first gear most of the time and was able to take some photos.

We headed back to North Conway, had lunch at the Muddy Moose and then started for the Kancamagus Highway toward Laconia. The "Kanc" was a great ride of about 40 kilometres through the White Mountains – up, down and all around.

We headed to the Harley shop in Meredith to get Laconia T-shirts, then on to Weirs

then headed home. The weather was gorgeous.

We left at about 10 a.m. and arrived at Bridgeport just in time for the 2:30 ferry. We arrived in Port Jefferson about 4 p.m., and it was a short ride home. I said goodbye to Tony, and thanks for the ride. We'll talk about next year's trip shortly.

We ended up covering 7,200 kilometres. Aside from the one mechanical/electrical problem I had right before Halifax, the



narrow, steep mountain road since I had to keep my hand on the throttle. We had to ride up in first gear most of the way because of the slow car drivers in front of us. It would actually have been much easier if we could have gone faster. When you go too slowly on a motorcycle, you fall over!

We made it up the winding, twisting road with severe drop offs and no guard rails, parked the bikes at the top and proceeded to take some photos. The summit was clouded over. Actually, the clouds were blowing by at a rapid pace of about 50 km/h.

Beach, the site of Laconia Motorcycle Week each year. We stopped at the Margate Resort on the lake to have a drink in tribute to Tony's friend Sal, then dinner and on to Barton's Motel in Laconia.

Tony said the roads we rode today, right from the get-go in Maine, rivalled any we'd been on throughout the entire country, with winding, twisting, tree-covered back country roads that reminded him why he loves riding a motorcycle.

JULY 23

We got up this morning, got the bikes uncovered and loaded and

trip was problem-free. Tony's bike, which he had rebuilt right before the trip, functioned perfectly. He's got about 270,000 kilometres on it now.

We saw very little wildlife on this trip, but we can confirm that there is at least one moose in Newfoundland. We saw it on our last day there, and a couple of deer in New Brunswick. During the trip, we visited four Harley dealerships – one for repairs and T-shirts, one for oil changes and T-shirts, and the others just for T-shirts. That's what we do.

It's good to ride. It's also good to be home.

NORTHERN MIGRATION

Trip of a lifetime for a Virginia couple.

By *John Crosson*

It all started with a simple request from my wife, Anita: “Let’s ride up Route 15 to Canada.” That was all I needed to plan the trip. It was 2012. I had just retired the year before, and Anita was not working. Since we had no time restraints, I planned a four-week trip.



We left Fredericksburg, Va., at the beginning of August. It was a rainy morning, but nothing was going to put a damper on our ride. We took Anita's brand-new 2012 Harley-Davidson® Tri Glide®. It was comfortable for us both, so long days of riding would not be bad. We headed up through Pennsylvania and New York on the way to Toronto.

We stopped to see our grandchildren and Niagara Falls, then pushed on to our campsite outside Toronto. We planned to camp most nights and stay in a hotel once a week. I had Blue Jays tickets and by luck the Yankees were playing.

Our next stop was Ottawa, the capital of Canada. We visited Parliament and went to ByWard Market.

From Ottawa, we headed east to Prince Edward Island. Taking Highway 40 to Highway 20, we stopped in Montreal and Quebec City. We stayed at a hotel in Edmundston, N.B. The next morning, looking at our atlas, I asked a trucker about Route 108. He said it was a good road and should save us some time. With that advice, we headed out on 108.

I decided we would get gas somewhere along the road – that was mistake number 1. There were no gas stations on Route 108 until we reached Miramichi, N.B., some 140 kilometres away. The Tri Glide's fuel warning light went on about 65 kilometres into the ride. We made it to the gas station, but we learned our lesson: Always fill up when you start a ride.



We went north to Cavendish, P.E.I. ... This would be our home for the next three weeks. **P.E.I. has some of the best touring roads, and we took advantage of our time to explore the entire island.**

Mistake number 2 was not asking more about the road conditions. It turned out that Route 108 was a logging route and in places was a dirt road. It rained all day, but our Harley® rain gear kept us dry.

I took the trike to Stewart's Harley-Davidson in Miramichi for a much-needed oil change. The folks there were very helpful and got us back on the road in no time. Crossing the Confederation Bridge, we were ready for the break we had planned on the island. We went north to Cavendish, P.E.I., to the

KOA campsite. This would be our home for the next three weeks.

P.E.I. has some of the best touring roads, and we took advantage of our time to explore the entire island. We took the northern route to East Point Lighthouse. Then we travelled the southern route to Charlottetown and Red Rock Harley-Davidson.

We had a great time on P.E.I. and hated to leave, but when we left for home our trip was not over. We headed down the East Coast through New England.

We spent time visiting family and friends, and it took us another two weeks to get home. As we pulled into the driveway back in Virginia, we both knew we had just finished the trip of a lifetime.

Since 2012, we have both had health problems that have limited our ability to ride. Anita had a kidney transplant, and I have had heart problems that mean I need a heart transplant. If you get the chance to take a road trip you have been thinking about, don't hesitate to do it.

RECHARGING IN CALIFORNIA

December ride to the Golden State just what these Quebec riders needed.

By *Jessica Judd*



As soon as we arrived in California this December, we went to get our bikes. They had been resting in storage there since November. My husband's bike fired right up. Mine was dead: no lights, no spark, no juice. After spending an hour disassembling parts, we decided to find a place to test the battery and get some booster cables. We finally got the bike started and were ready to take off.



PALM SPRINGS

Our first destination was Palm Springs. There are some good outlet stores there, and we were combining my two passions: riding and shopping. Palm Springs has an impressive number of giant wind turbines, taking advantage of the constant stiff breeze. When you ride there, it feels like you might lose your bike from under you. Both sides of the road feature only mountains and desert, which makes for a perfect funnel effect. The panoramic landscape is just awesome.

LAKE ELSINORE

Taking the most direct route is not always the way to go if you want to see the country. To take full advantage of the surrounding landscape and nature, you're better off taking the back roads. Route 74 brings you through the mountains, and the views are quite simply

magnificent. The lake levels keep dropping, and for locals, the situation is becoming alarming. But for us tourists, it was breathtaking. At the top of the mountain, we found the Lookout Roadhouse, a small restaurant with views as far as Big Bear Mountain, 138 kilometres to the northeast. A few minutes away, there's a more biker-type bar and grill known as Hells Kitchen. It's a bit more rock 'n' roll and the atmosphere is purely Californian.

Soon we were on our way on US Route 1 (the Pacific Coast Highway), taking in the beauty of its attractions and views of the ocean.

We took a few days to relax and appreciate our hotel during the holiday period. After a good breakfast at the best restaurant in Huntington Beach, the Sugar Shack Cafe, we got back on our bikes and headed for Long Beach.

Both sides of the road feature only mountains and desert, **which makes for a perfect funnel effect.**

VENICE BEACH

Heading toward Venice Beach, we stopped at the Harley-Davidson® dealership in Marina Del Rey, a suburb of Los Angeles. This huge dealership has everything you can think of that might have the Harley-Davidson name on it.

We stayed in Venice Beach two days to celebrate the New Year. During this time we explored on foot to truly discover this outlandish place. We visited the Santa Monica Pier, where I recommend the Café Crêpe, a fantastic spot. Back at the hotel, dying for good coffee, we followed our noses to Menotti's, a surprising little coffee shop.

MULHOLLAND

It was time to hit the road again, taking US Route 1 to get to our next destination, Agoura Hills – but not before stopping at Neptune's Net, the best ocean-side seafood restaurant and bikers' meeting place on US 1. The motorcycle parking lot is overflowing with sports bikes, choppers and even prestige cars. We left the restaurant and stopped on the side of the road to snap some pictures of the beautiful sign welcoming us to Malibu. Then, heading east, we got onto the famous Mulholland Highway. I could see the excitement in my husband's eyes. He brought the GoPro specifically for this famous road, nicknamed "The Snake." From the top of the mountain, you can see the road as it twists and turns down. There are very fast bikes, but caution is required, especially the first time down. This much-loved road has seen many accidents.

We started at the Rock Store, where we became



This turned out to be a winding road filled with tight curves and extraordinary views. **From the summit, you can see Malibu's beaches, Los Angeles, Santa Monica and, of course, the Pacific Ocean.**

regulars. After eyeballing all the original and modified bikes, we headed out to the start of the "track." I played photographer, taking pictures of people going by – some on bikes, others in cars and even some on bicycles. What a great day watching people having fun enjoying this road. We spent the day with some renowned photographers. I took photos with Paul Herold, whose work can be seen at rockstorephotos.com; the videographer known as Rnickeymouse; and Shera Richter, a photographer who's



very active on Instagram. These fantastic and friendly people suggested we take Puma Road, near Malibu Canyon. This turned out to be a winding road filled with tight curves and extraordinary views. From the summit, you can see Malibu's beaches, Los Angeles, Santa Monica and, of course, the Pacific Ocean.

6TH STREET BRIDGE

I count myself among the lucky ones in this world: I've visited the canal under the 6th Street Bridge in Los Angeles. If you don't know about this marvel, think back to *Grease*, *The Italian*

Job, and *Gone in 60 Seconds*. The original bridge will soon be demolished and replaced by new infrastructure, and access will be closed during the construction period. When we got to the downslope, the little girl in me came out and the chicken in me surfaced. At a height of 1.5 metres (just under 5 feet), I am not as stable as I would like to be on my bike, and my husband had to bring the bike down the steep hill and go through puddles of stagnant water. We arrived during an automobile photo shoot: 2016 Mustangs, Mitsubishi's, the Audi R8 and

vintage cars were lined up. We found a quieter spot where I was able to put on my pinup girl outfit and have our own photo shoot. When that was done, we headed back for the hill where we came in. Kenneth Karagozian, a photographer, asked us if he could snap us with our bikes. We accepted without hesitation. He told us about a must-see restaurant, Philippe The Original, and we had lunch with him there. People are so nice: If you give them a chance, you'll meet awesome people.

It was quite the trip, and the road came home with me.



... we got onto the famous Mulholland Highway. I could see the excitement in my husband's eyes. **He brought the GoPro specifically for this famous road, nicknamed "The Snake."**



HISTORY UNFOLDED

Vintage posters showcase the Motor Company's storied past.

Think of the Harley-Davidson Museum™, and you probably picture a sea of antique and vintage motorcycles. But if you've visited the modern brick and steel building in Milwaukee, you know it houses much more than just bikes.

With more than 500 Harley® motorcycles on display and in storage, dating back to the 1903 Serial No. 1, the Museum does have a lot of bikes. In terms of sheer numbers, though, non-motorcycle artifacts outnumber them by a large margin – and a lot of those artifacts are paper.

"We have over 7,000 posters in our collection," said Archives Manager Bill Jackson, noting one large portion of the Museum's vast holdings that presents several challenges in terms of preservation and display. "Many of them spent decades folded up in filing cabinets, stored in folders with high acid content, and they are very fragile." Those folds and creases are part of the history of the objects, which the Museum also seeks to preserve.

The vintage posters are fascinating not only for their historical content but also as a study of how the Motor Company's approach to marketing has evolved over the course of more than 112 years. With subjects ranging from motorcycle sales and service to racing to travel, they collectively present an illustrated timeline of key moments in Harley-Davidson history, as well as a visual representation of the company's evolving advertising and graphic design styles.

Over the years, the poster collection has been transitioned into more stable long-term archival storage, Jackson said, and the posters on display are framed in special acrylic plastic under ideal light levels to protect them from ultraviolet light. More recently, the Archives Department has been working to digitize the collection as a means of preserving and sharing this fragile history.

"By digitizing the collection, we can reduce the wear and tear caused by handling, and preserve them for future generations," Jackson said.

To browse a selection of the Museum's vintage poster collection, many of which are also available for purchase as reproductions, visit

hdmuseum.artehouse.com.





HOG® MEET THE CANADIAN TEAM



Jo Figueiredo
Marketing Director
Motorcycle:
V-Rod®
Number of years as HOG® Member : 4



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



Scott Clark
Lead, Public Relations, Social Media & eMarketing
Motorcycle:
100th Anniversary Dyna® Low Rider™
Number of years as HOG® Member : 12



Jaden Rioux
HOG Coordinator
Dream ride:
Wide Glide®
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

MEMBER BENEFITS

HOG® MAGAZINE CANADA

You're holding it in your hands. Packed with riding stories, instructional and technical articles, product info, news, member stories and more.

HOG HOTWIRE!

Distributed to HOG® members in Canada four times a year (six weeks after each print magazine), the HOTWIRE! provides updates for members and inspiration for your next ride in the form of riding stories, member profiles and multi-media.

ROADSIDE ASSISTANCE

You're automatically covered when you need it most. The HOG® Roadside Assistance Standard Package comes with one-time coverage up to \$100.

BEST WESTERN RIDE REWARDS™

You'll get complimentary room upgrades at this rider-friendly hotel chain, plus 15% bonus points on every stay and minimum 10% savings at all Best Western properties in North America and Hawaii.

You've made the commitment to ride a Harley-Davidson® motorcycle. Now let Harley Owners Group™ give a little back. HOG® gives you access to benefits designed exclusively for our members.

HOG® EVENTS

Events are great way to take part in HOG – from local chapter rides, to regional, provincial and national rallies, to exciting international events.

TOURING HANDBOOK

The Touring Handbook features H-D® road maps for the U.S., Canada and Latin America, with quick-reference dealer information. (Available to full and full life members only.)

MORE BENEFITS

- **HOG® Mileage Program** – Earn pins and patches for racking up miles on your Harley-Davidson motorcycle.
- **Chapters** – Join a local chapter (sponsored by an authorized Harley-Davidson® Dealer) for events, rides and to meet up with riding buddies in your area.
- **Pins and Patches** – Every pin and patch has a story. Start collecting yours today.
- **Members Page** – Your primary source of HOG news and information: HOG.com

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THERE'S NOTHING LIKE THE CALL OF THE OPEN ROAD.

That's why we include a free one-year membership in the Harley Owners Group® with the purchase of every new Harley-Davidson® motorcycle. HOG® membership is your passport to exclusive member benefits and priority access to more events and unique HOG® experiences. And with nearly one million members worldwide, that call is more like a roar.

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