

# HOG®

CANADIAN EDITION

## RIDING THE ROCKIES

RAINSTORMS AND ADVENTURES IN  
THE ALBERTA FOOTHILLS



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FOR THE LIFE YOU CAN'T LIVE WITHOUT



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SOUND OFF - LOUD AND PROUD.

# INTAKE

FROM THE EDITOR

## Saddle Time is the Best Time



**Here at Harley Owners Group®**, our number-one goal is to get more members riding more. Whether it's through programs or benefits like ABCs of Touring, the Mileage Program, chapter events, or local or national events and rallies, HOG® is all about giving you more reasons to ride and have more fun doing it.

In every issue of the magazine we try to inspire you with stories about the adventures of other riders and ideas for places to go. Sometimes these are about tackling adversity out on the road, like when photographer Dan Lim and writer Dustin Woods persevered through rainstorms in Alberta to showcase a beautiful ride through the Rockies.

Not everyone has the time or inclination to hop on a bike for weeks or months at a time, or ride off into the sunset until their tank runs dry. But that's not the only way to have an epic journey. Riding

more doesn't always mean riding farther, because adventure on a motorcycle is everywhere, and great rides can be found around the block, a continent away or anywhere in between.

For many riders, a seminal moment comes when they complete their first overnight ride, their first out-of-province trip or their first visit to a big rally like Sturgis or Daytona. Again, HOG is here to help, with hundreds of events around the continent open to every member. Whether it's your local chapter's weekend poker run, a regional rally or a national riding rally, there's a HOG event for every rider.

Each of these events offers something unique, but they all have some things in common. First and foremost, they're about riding. Whether it's heading out, getting back or riding while you're there, saddle time is the best time. The other thing all great events share is great people, and HOG members are some of the best you will ever meet. You are bound to return from any HOG ride with a host of new friends because motorcycles can't help but bring people together.

I hope you have a chance to ride more in the coming year, whatever that means to you, and if you have a story about your own first great ride, please send it to [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca) and we'll share a few in the next issue.

MATT KING

FEEDBACK

### Forest City rides on

The Forest City Chapter in London, Ont., is a new chapter this year. We were featured in the September 2016 issue of *HOG® Magazine Canada*. For our general meeting in September we were visited by Vern Wilson, the Ontario Regional Director. He welcomed us to the area and had nothing but positive comments on the way that we conducted our meeting. He also commented on how well we are organized for such a new chapter. We have already ridden close to 6,000 kilometres during our Sunday Rides.

**DARCY MISSON**

*London, Ontario*



### Nailed it!

As a HOG® member, I received an email in mid-September introducing the new Milwaukee-Eight™ engine. The thing that stuck in my head was the part of a video where Bill Davidson said, "I got off the bike, and I went over and hugged the chief engineer. I said, 'You nailed it!'" About a week later I scheduled a test ride at Simi Valley H-D. The bike I got to ride ended up being a 2017 Ultra Limited with, of course, the new Milwaukee-Eight engine, and the proposed route involved a little bit of freeway, some surface streets and a few twisties, with no stops signs or traffic lights. I ride a 2014 Ultra Classic® model, so I'm no stranger to Touring model bikes.

Well, everything I'd heard was true. The handling, the torque, the power, and THE RESPONSIVENESS!! was impressive and amazing. There was no doubt that they nailed it.

A few hours later I was riding home on my new 2017 Ultra Limited model. I have owned it for a week and already put about 250 miles (400 kilometres) on it, even with that four-letter word "WORK" getting in the way. I can't wait for the break-in period to be over so I can ride without limitations.

**GENE DIORIO**

*Chatsworth, California*

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### **New convert**

You asked for our impressions of the Milwaukee-Eight, so here are mine... First, it's a beauty to behold! The sound is great, too – not too loud, not too soft and noticeably light on mechanical chatter, with a nice rumble. It almost goes without saying that there's plenty of power on tap, with the torque and horsepower that 107 cubic inches (1,745 cc) of H-D muscle provide. Personally I'm a big fan of the new counter-balancer. I never could learn to enjoy the shaking-at-idle of the Touring family models with the Twin Cam engine; it's one of the reasons that my personal touring bike is a Heritage Softail™ Classic, with the counter-balanced 96-cubic-inch (1584 cc) Twin Cam motor. The transmission also deserves mention. Shifting was smooth and easy, yet nowhere near sloppy or ambiguous, and neutral was remarkably easy to find, even at a dead stop. All in all, I'm really quite impressed. There's a lot to love about this new power plant, and I certainly hope that it fully meets or exceeds all of the expectations that the Motor Company has for it.

**KEN LACHMAN**

*Franklin, Wisconsin*

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### **New addition to the family**

After reading the HOG® Magazine September edition, I wanted to share my experience during a trip to a local H-D dealer. In early September I called around to see if any 2017 Road Glide® Ultra motorcycles in the blue colour scheme



made it to their showroom floors, and only one had. After viewing it, the salesman offered to put it outside and asked if I had test driven one. My response was "No." He just grinned, got the paperwork done and gave me the keys. The power and quickness of the bike was noticeable from the start. However, the vibration at a stop was incredible. My eyes and hands weren't vibrating, as is common with most H-D® bikes I've ridden. I was playing hard to get with the salesman, but I knew it was over when my wife asked, "When are we taking her home?" The result? We took her home that day.

**ALEX HERNANDEZ**

*via email*

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### **Benefits of historic proportions**

After attending the Sturgis Motorcycle Rally this year, I visited the Harley-Davidson Museum™ in Milwaukee and heartily encourage all HOG members to go. I showed my HOG membership card and got in free, and they even gave me a great pin for my vest. It was one of the greatest museums I've ever visited, and the entire place is a work of art.

The reproduction of the original building (pictured above) puts into

perspective where the original founders started. I'm not even sure if my Harley® motorcycle would fit in that shed.

**MARK CREEL**

*Cleveland, Ohio*

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### **Top of the class**

Just want to share my views on the new Milwaukee-Eight engine. I've been a HOG member since 1993 and belong to two HOG chapters in my area. I recently had the opportunity to lead some demo rides of the new Touring bikes and got to use the Street Glide® and Road Glide models, with the 107-cubic-inch (1,745 cc) engine. WHAT A BLAST! H-D did its homework on this engine: incredible power and acceleration, smooth idle and great torque all the way through the powerband. You can do 95 km/h in sixth gear and not even lug the engine! I really wanted to take that Road Glide bike home with me!

**DAVE LABOSSIERE**

*Gardner, Massachusetts*

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### **"Pass"ing along new information**

As I was enjoying the most recent edition of your fine magazine (September), I came across a letter to the editor from Matt

Engleking inquiring if a Harley® motorcycle had ever been ridden to the Mount Everest base camp. I must politely correct your response, wherein you refer to Khardung La pass in India as the highest “motorable” road in the world. I offer you Chacaltaya in Bolivia; it’s now a closed ski resort, which not only sits at an elevation of 5,420 metres – and, thus, bests Khardung La pass by 61 metres – it’s also “motorable.” I know because I rode it on a moped in 1969 when I lived in La Paz, 30 kilometres away. Many years later I graduated to Harley-Davidson® motorcycles, but I’ll never forget that ride and regret that I don’t have any pictures to document it.

**DAVE FISCHER**  
**FRONTIER HARLEY-DAVIDSON**  
 Lincoln, Nebraska

## Knowledge is power

On a recent ride, I had one cold start and three hot starts; all of them were normal, with no indication of any problems. Then on the fourth hot start I heard that sickening “chatter” sound you hear

when batteries say, “I’m done.” As luck would have it, I was on a hill and was able to do a successful push start. I thought I’d dodged a bullet as I headed home, when the check engine light came on followed by a red warning light I’d never seen before. Then the engine started missing and eventually quit altogether. After a tow to the repair shop (HOG Roadside Assistance was wonderful!), I had a new battery installed and was on my way. It was then I realized that my battery was pushing four years old, and I hadn’t paid any attention to it. My point: Don’t take your battery for granted.

**AVERY LESLIE**  
 Tampa, Florida

*That’s a great point! One of the best things you can do to ensure long battery life is to keep it plugged into a trickle charger when you’re not riding. —Ed.*

## The man in the mirror

After 45 years driving a truck and motorcycle, I’ve learned a few things and

have enjoyed many accident-free miles. If you have to slam on the brakes, there’s a good chance you weren’t paying attention. I look ahead as far as I can, scanning 360 degrees, watching for traffic lights, brake lights, construction signs, slow-moving cars, emergency vehicles and so on. Making eye contact is also important. When I pull alongside a car or truck, I look at their side mirror. If they’re looking at me, I know they can see me; if not, I assume they don’t! And when riding with friends, I watch their riding style. If I don’t like the way they ride, I try to keep clear of them.

I’ve always called this the “big picture,” though I like your idea of calling it the “great escape”! Thanks for the information; I may be old, but I’m never too old to learn!

**FRED DEELEY**  
 via email

## Great escapes

I enjoyed the Between the Lines escape routes article in the September issue. I’ve always left myself a way of escape at traffic signals and kept my bike in gear. It paid off. Once I moved out of the way when an approaching car behind me appeared to be going too fast while I was stopped at a light, and it ended up smashing into the car ahead of me. Also, pickup trucks and trailers carrying stuff that doesn’t look well secured are vehicles I get away from – and fast!

**A. F. CLARKE**  
 Liberty Hill, Texas

## WHAT’S YOUR STORY?

We welcome your letters, photos, and riding stories. Please email yours to [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca) or mail them to HOG® Magazine Canada, 830 Edgeley Blvd., Concord, Ontario, L4K 4X1. Please include your name, address and telephone number and/or email address. All submissions become property of Harley-Davidson®. We reserve the right to edit submissions for length and content.



FROM HARLEY-DAVIDSON CANADA

# HOG® Members: Saddle up for an epic 2017

**A**s you have been busy squeezing in the last few ride miles of the season before winter storage, we too have been busy at Harley-Davidson® Canada.

Sponsoring a series of outreach events at the Toronto International Film Festival (TIFF), including the *S/* magazine and *Sharp Book for Men* VIP parties, we were able to extend the Harley-Davidson® brand experience and allow consumers to test our new products in creative ways, like the Harley-Davidson Jumpstart™ motorcycle simulator. The Test our Metal™ demo ride experience travelled farther than ever before this year, covering 120 demo events across the country (a heartfelt thank you to the many HOG® members who volunteered their time!). If you didn't have a chance to visit 1903: A Harley-Davidson Café this summer, we're sorry to say that you missed out on some delicious coffee and great conversation! The café was also the site of many events, including an Open House party where we showcased the Milwaukee-Eight™ engine lineup alongside some other new 2017 motorcycle models. Over three rainy nights, we hosted a viewing of the Discovery Channel's mini-series *Harley & The Davidsons* accompanied by hot buttery popcorn and over a hundred of our friends.

We value our HOG members tremendously and are continuously looking for ways to deepen our engagement within this incredible Harley-Davidson community. The HOG Black Curtain events, in particular, allowed HOG members exclusive early access to upcoming products and events, which will soon start happening at Harley-Davidson dealerships all over the country – so be sure to attend one in your area.

As we reflect back on an amazing riding season, we look

forward to the next. 2017 will be an incredible year for Harley-Davidson, as the anniversary of 100 Years of Harley-Davidson in Canada coincides with Canada's 150th birthday celebration. In addition to the 2017 Regional Rally events taking place in Kamloops, B.C., Red Deer, Alta., and Quebec City, plans are in motion for an epic National Rally in Ottawa (July 27-29 ... save the date!) to celebrate both anniversaries in classic H-D style. Festivities will commence in the nation's capital on the evening of Thursday, July 26, and will continue throughout the weekend, delivering an abundance of entertainment and surprises for all members. Registration for the 2017 rally events will open soon into the new year and you'll find those dates listed within this issue.

The bottom line is that 2017 will be a riding season for the ages, and we're glad to have you along for the ride and for the many celebrations taking place all over Canada. Wishing you and yours a warm winter, a happy holiday season and sweet dreams of fresh spring asphalt to all!

## KAREN MAYBERRY



*Consumer Experience and Public Relations Lead  
Harley-Davidson® Canada*

*\*Don't forget to visit us at the MMIC  
Motorcycle shows in Calgary, Edmonton,  
Vancouver, Quebec City, Toronto and Montreal,  
and at the North American International  
Motorcycle Show in Toronto.*



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# Iron Lilies

The all-women all-Harley riding Iron Lilies' Sarah Fury, Leticia Cline, Samatha Campana and Kissa Von Addams (left to right) stop at Mount Rushmore while leading the annual Mayor's Ride during the Sturgis Motorcycle Rally in August. Leticia Cline shares her personal story about the Sturgis trip in this issue's Last Word on page 66. Photograph by **Michael Lichter**









# Flat Out Friday

The Hooligan class gets off to a fast start during Mama Tried's Flat Out Friday races at the University of Milwaukee's Panther Arena on October 7. Check out the Harley-Davidson Facebook page for a full recap video.  
Photograph by Josh Kurpius

# THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



PHOTOGRAPH BY ZULU ALPHA KILO

## HD-C OUTREACH

# Fueling TIFF

Along with Cannes and Sundance, the Toronto International Film Fest (TIFF) has become a world-renowned event not to be missed. The TIFF Bell Lightbox has also emerged as a hub of cultural activity year round. Harley-Davidson Canada sponsored the *Sharp* and *S/* magazine pop-up activation, which drew thousands of people over the duration of this year's annual ten-day festival. Taking over premium real estate in TIFF central along with several other premium lifestyle brands, Harley-Davidson provided a free experience to



visitors, who were invited to take part in a behind-the-scenes view of the media room where A-list celebrities were being interviewed.

Guests were also invited to take part in Harley-Davidson's unique Jumpstart™ motorcycle simulator, and received a customized video adorned with TIFF branding set to music that they could share on social channels or email to friends. Throughout the festival, more than 1,000 people interacted with the display through the Jumpstart experience, taking photos, asking questions or engaging with brand ambassadors. Media and film stars were present in abundance throughout the week's events including film screenings, the *S/* magazine VIP party and the *Sharp Book for Men* VIP party. Star-studded galas and after-parties continued well into the early hours of the morning.



## HD-C OUTREACH

# Behind the Black Curtain

The Harley Owners Group™ welcomes riders into a community, allowing them social interaction with like-minded people and new experiences that truly separate Harley-Davidson from its competition. As a way of showing appreciation for the support, H-D Canada developed HOG® Black Curtain invitation-only events, where HOG members are treated to exclusive access to upcoming products before the general public.

At the latest HOG Black Curtain event, the new 2017 model lineup of Harley-Davidson motorcycles was showcased at 1903: A Harley-Davidson Café. HOG members witnessed the unveiling of the new Milwaukee-Eight™ engine lineup even before it was available to the country's dealership staff or media. Members came from as far away as Sarnia, Ont., and Buffalo, N.Y., to preview the new bikes and to enjoy the atmosphere of the café one last time before the doors were closed on this unique pop-up.

Harley-Davidson Certified Technician Mario Conte of Pfaff Harley-Davidson was on hand to answer technical questions from HOG members while providing an overview of the new motorcycles, including updates to the engine and new adjustable suspension.





# ACKNOWLEDGE THEIR INDEPENDENT NATURE

GIVE AN H-D™ GIFT CARD AND  
LET THEM DECIDE. STOP IN TODAY.

SHOP HARLEY.  
FOR MADNESS SAKE.

HARLEY-DAVIDSON CANADA

# Metal: Tested

Another great riding season is in the books. The summer of 2016 once again saw the Test Our Metal™ demo trucks take to Canadian highways, travelling from coast to shining coast to offer a unique experiential riding program. Test Our Metal is trademarked and uniquely Canadian, offering a more in-depth experience than the dealer demo rides in other markets. The schedule that had been in place for more than 11 years was completely overhauled in order to accommodate HOG® events, the Wharf Rat Rally in Digby, N.S., and the final Bikers' Reunion in New Liskeard, Ont.

"It was great to see such an enthusiastic response to the wide selection of brand-new bikes hitting the road," says Karen Mayberry, Lead, Consumer Experience for Harley-Davidson Canada. "We'd also like to thank the thousands of riders who visited us to take part in these demos, as well as our dedicated and hard-

working HOG members who volunteered their time. We couldn't have done it without them!"

This year's model lineup consisted of 22 current model motorcycles, highlighted by the newest members of the family. Program participants were introduced to the Roadster™, Pro Street Breakout® and Dyna® Low Rider™ S. Enthusiastic riders congregated at dealerships, rallies and special events to experience the thrill of riding a new Harley-Davidson® motorcycle. The trucks returned to Ontario in August to be refreshed with new 2017 model year motorcycles. The introduction of the Milwaukee-Eight™ touring models made waves as some riders waited in line for hours for their chance to try them out.



IN THE FIELD

# FEARLESS

Empowerment, not objectification – that was the theme of a recent photography exhibit hosted during the closing week of the summer pop-up 1903: A Harley-Davidson Café on Ossington Ave. in Toronto. Conceived, created and curated by professional photographer Dan Lim / The Moto Foto, the exclusive one-night exhibit showcased a recent body of work featuring artistic images of women on Harley-Davidson® Sportster® motorcycles printed on archival metal

aluminum. Thanks to the generous support of sponsors like Great Lakes Brewery and Hank Daddy's BBQ, the sold-out event, along with proceeds from raffles, t-shirt sales and the silent auction of signed prints, raised a total of \$10,195 that went directly to the Canadian Diabetes Association. Beer, barbecue, beautiful women on motorcycles – how could you possibly go wrong?

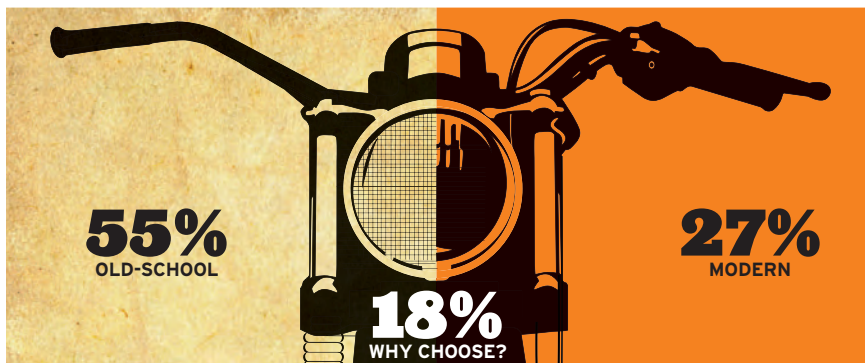
Photography by **Dan Lim / The Moto Foto**



## DIVIDED HIGHWAYS

# Old-school *or* modern contemporary?

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



**YOU SAID:** The real thrill of riding is when I'm on my '48 EL with its hand-shift and foot clutch on the back roads. This is old school at its best. -JERRY R. ... **My company set me up for some training, and instead of a company car I rode my 1988 Electra Glide® and headed south. I've had this bike for 24 years and it is like an old friend, it never lets you down.** -GREG J. ... Why choose? I have a 1988 FXRS and a 2008 FLHX in the garage and immensely enjoy both machines for what they are and what they represent. -BEN L. ... **Old-school all the way, hands down, no question, no debate, a done deal!** -GREG JONES ... I rode a 2015 Wide Glide® and I loved the speed, torque and nimbleness of the

modern bike. Nevertheless, for a pure, raw, old-school ride, there is nothing like my '92 Softail Custom, which leaves your hands tingling. I love it! -ROBERT M T. ... **I currently own a few H-D® motorcycles from 2012, 2003, 1953, 1962 and 1965 but my favorite is my 1936 Knuckle Head. Never have I had a sweeter bike than the 1936. I get a thrill every time I think that it's the same bike as pictured in your museum** -STEVE B. ... "All new glossy number in the showroom" tells us where we are today, while "a vintage H-D motorcycle from the good old days" tells us where today came from. Without vintage there is no glossy showroom." I'll take "vintage", please. -MARK L.

## NEXT QUESTION:

## Riding chatter *or* solo silence

When riding with friends and loved ones, do you like to chat about your ride as you go? Do you use a riding communications system? Or do you prefer the silence of the open road with a good old catch up when you stop for coffee or arrive at your destination?

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

## 5 TOP

## Rally Tips

**1 Have a plan** It can be difficult to get consensus among a group of people. Before you set out, agree on what you'd like to see en route, the type of roads you want to ride, and the distances and speeds the group is comfortable with for each day. When you arrive, make a rough plan of what you want to see and do while you're at the event.

**The event is not just the event** The rally itself is not the sole reason to attend. Depending upon the area, there's likely to be a lot of great, interesting things to do and see away from the main rally site, so don't miss out on them.

**3 Make the most of what made the event special in the first place** What has made it famous? If it's something unique, like beach racing or the Badlands at Sturgis, make sure you sample the uniqueness. Take advantage of local knowledge to get the best out of your visit; guided tours give local members the chance to show you things you probably would never find yourself.

**4 Prepare your bike.** Rally trips can be a significant investment in time and distance, so make sure your service schedule is up to date. If in doubt, consider an oil change before you set out, or arrange for service at the local dealership at your destination – or at the rally site service center if there will be one. Bring a spare key, and keep it somewhere safe! Make sure your tires have enough tread to get you there and home again, without breaking the law or making you unsafe.

**5 Buy a stranger a drink.** Rally attendees aren't really strangers, they are just friends you haven't met yet.

# Bagger Brilliance

**H**arley-Davidson® baggers offer unlimited customizing options. For 2017, Harley-Davidson® Genuine Motor Parts and Accessories is embracing the “custom bagger” look with the new Defiance Collection and a number of new parts designed to give a bagger that long, low style.



## Chopped Engine Guard

This 1.25-inch (32-mm) diameter guard gives a custom bagger a low visual centre of gravity and reduces the mass of the bike, yet retains its primary function. A slight forward sweep provides plenty of boot room around the brake and shift levers. The guard mounts 28 centimetres lower than the standard engine guard. It fits 2009-later Touring models, except Road Glide® models and models equipped with fairing lowers. P/N 49000114 Black, P/N 49000105 Chrome; **\$373.95**

## Custom Wrapped Front Fender

Shaped to show off the full profile of a 19-inch (48-cm) front wheel, this apron-less fender wraps almost 180 degrees around the tire for a clean, custom appearance. The low-profile, cutaway design exposes the wheel from hub to rim for maximum visual impact. This all-steel fender is pre-drilled to fit Original Equipment mounting bosses, and doesn't require additional fender spacers or install kits. It fits 2014-later Touring models equipped with 17-, 18- or 19-inch (43-, 45- or 48-cm) wheel; does not fit Trike models.

P/N 58900196DH Vivid Black, **\$902.95**; also available factory primed P/N 58900196BE0, **\$579.95**



## Vivid Black Custom Stretched Side Covers

The new Stretched Side Covers are sculpted to smooth the visual transition from the side of the bike to the front of the saddlebag, exchanging the traditional stepped look for a flowing design that eliminates the saddlebag guard clearance notch. Unlike some aftermarket designs, these side covers fit without significantly compromising the available passenger foot space and are a snap-in replacement for the Original Equipment covers on 2014-later Touring models. P/N 61300671DH, **\$837.95**; also available factory primed P/N 61300671BE0, **\$515.95**



## Curved Licence Plate Frame with LED Lighting

This new tag frame is shaped to hug the contours of the rear fender and will dress up the rear of a 2010-later Street Glide® or Road Glide model, and add practical auxiliary lighting. Its mount attaches to the underside of the rear turn signal bar, and the frame appears to float above the fender. Two vertical LED halo lights glow while in run mode and burn brightly when the brakes are applied. The kit includes all necessary harnesses and connectors to enable complete installation - no drilling or wire splicing required. P/N 67900273 Black, P/N67900275 Chrome; **\$205.95**



## Defiance Rider Footboard Kit

The Defiance Collection includes a variety of hand and foot controls, air cleaner trim and muffler end caps in a choice of three finish options, all with non-conformist custom bagger style. The extended length and sweeping shark-fin curves of these custom footboards maintain a long and lean appearance. The kit includes left and right footboards that fit 2006-later Dyna® 2000-later Softail®, and 1986-later Touring models; they do not fit Trike models. P/N 50500527 Black Anodized Machine Cut, **\$554.95**; P/N 50500515 Chrome, **\$515.95**; P/N 50500640 Black Anodized, **\$515.95**



## Brake Fluid Replacement

Every Harley-Davidson® motorcycle has components that require regular service - as indicated in the owner's manual and service manual - to continue safe operation. Unfortunately, many Harley® bike owners overlook a vital one: the brakes.

Part of the required service on H-D® motorcycles with brake systems filled with DOT 4 brake fluid is to change the fluid every two years. This service is necessary because as DOT 4 brake fluid ages, its chemical properties deteriorate; therefore, if the fluid isn't changed, damage to the brake system can occur.

**BOILING POINT:** Brakes can develop a tremendous amount of heat, particularly when used repeatedly. The heat can rise so high that it may cause the fluid in the system to boil. So another thing to consider about brake fluid is its boiling point, which can be affected by the amount of water content absorbed by the fluid. DOT 4 brake fluid is glycol-based and

hygroscopic, which means it can absorb water. Boiling converts any water in the fluid to gas. Because gas is more compressible than liquid, when the brake fluid boils, it can cause the brake lever or pedal to feel "soft" and require the rider to pump the brakes to create sufficient pressure to slow the motorcycle.

Ultimately, the chemical deterioration and absorption of water changes the physical properties of the DOT 4 brake fluid, which can lead to brake performance issues, including loss of either front or rear braking.

Brake fluid (any type, not just DOT 4) should also be replaced:

- After the brake line, master cylinder or caliper has been disassembled.
- Whenever the brake lever or pedal seems "spongy."
- Anytime the brake system has been operated in a spongy state caused by boiling fluid, even if operation has returned to normal.

**THE SCOOP ON SERVICE:** Your authorized Harley-Davidson® dealership has a tool to accurately measure the water content of your DOT 4 brake fluid. If an H-D service technician finds that your motorcycle's brake fluid has 3.7 per cent or higher water content by volume, they'll recommend changing it, even if it has been less than two years since your last brake fluid change.

Timing-wise, it takes a factory-trained Service Technician approximately a half-hour (for non-ABS brakes) to 1.5 hours (for ABS brakes) to replace the brake fluid. H-D motorcycles with ABS also require use of the Digital Technician II diagnostic tool to bleed the system properly. And keep in mind that brake fluid can be corrosive to paint, so H-D Service Technicians take great care to protect all of your motorcycle's finishes in case of a splash or spill. If you work on the brake system on your bike, you should do the same.

Of course, H-D recommends that you just worry about getting in as much riding as you can and leave the service to them. Call your local H-D dealership today and make your next service appointment to keep your Harley-Davidson motorcycle maintained to factory specs.

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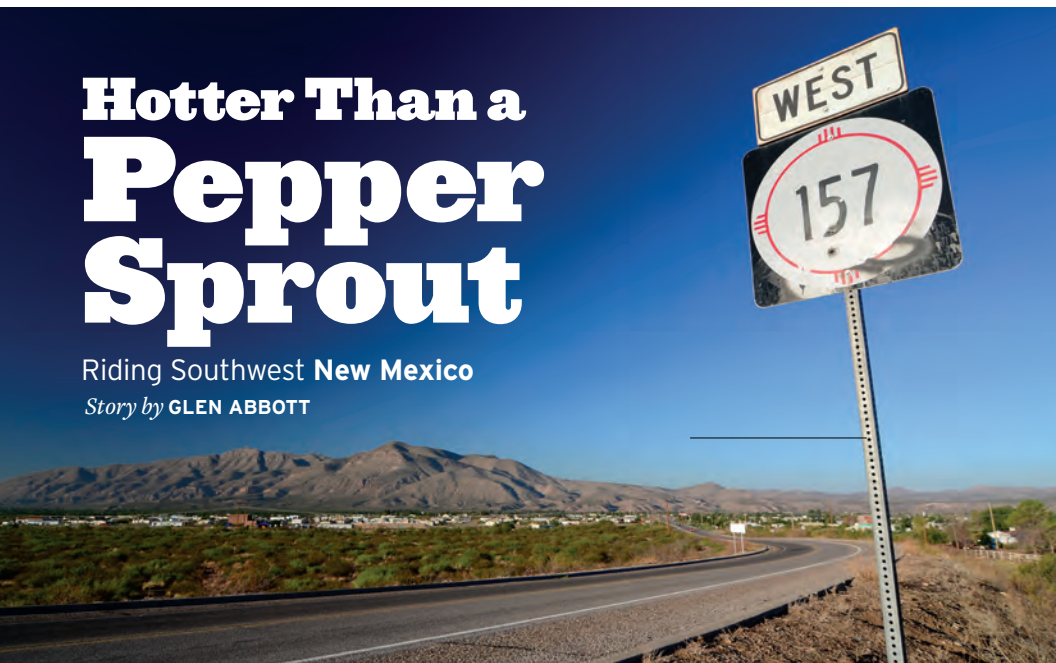


youtube.com/  
harleycanadaofficial

# Hotter Than a Pepper Sprout

Riding Southwest **New Mexico**

Story by **GLEN ABBOTT**



**C**rossing San Augustin Pass between the Organ and the San Andres Mountains, shafts of sunlight pierce the clouds, bathing the Tularosa Basin in golden light. East of Las Cruces, the vast desert terrain is striking in its stark beauty. Continue 65 kilometres on U.S. Route 70, and you'll come to the spectacularly surreal, wind-sculpted dunes of White Sands National Monument.



**W**HITE SAND WONDERLAND  
Covering more than 700 square kilometres, White Sands comprises the world's largest gypsum dunefield, truly a natural wonder. Follow Dunes Drive 13 kilometres to Alkali Flat, where the pavement ends and the road turns to hard-packed gypsum, and you'll see visitors sliding down sand dunes on plastic discs. It's like the tropical version of a winter wonderland.

## RED OR GREEN?

Or head north from Las Cruces, past the pecan

groves on State Route 185, to Hatch, the self-proclaimed "Chile Pepper Capital of the World" (it's important to note that New Mexicans spell "chile" with an "e" at the end, rather than the "i" preferred elsewhere).

New Mexico's official state question is "Red or Green?" (really!), so you know they take their peppers seriously. The green chile cheeseburger is an iconic state dish, smothered in melted cheese and fresh roasted Hatch green chiles. You'll find one of the best at Sparky's in Hatch. Just look for the fibreglass '60s-era roadside statues outside the popular restaurant.



## GERONIMO!

Continue north to Truth or Consequences (known as "T or C" to locals), and ride the northern stretch of Geronimo Trail National Scenic Byway. Take State Route 52 north for 80 kilometres to Chloride, a near-ghost town of 11 residents, and check out the Pioneer Store Museum, a restored 1880 general store with much of its original merchandise on display.



## Road Captain Recon

Tips from the Southern New Mexico HOG® Chapter of Las Cruces

### SADDLE UP

With deserts, mountains, open spaces and up to 350 days of sunshine per year, New Mexico is a riders' paradise. "We're pretty spoiled; we can ride almost all year long," says Southern New Mexico Chapter Director and Head Road Captain Chuck Butcher. One of the chapter's favourite rides is up and over 2,526-metre Emory Pass along State Route 152 toward Silver City. "Lots of switchbacks, a lot of forest area," explains Assistant Director and Road Captain Genno Tafoya. "It's really pretty, and the weather's always cool when we ride through there."

### CHOW DOWN

Besides the ever-popular green chile cheeseburger at Sparky's, Bar-B-Que on Broadway in Truth or Consequences is a chapter favourite. "They have a real nice pulled pork barbecue sandwich there," says Butcher. "And on Saturdays, they have a special." Other favourites include Mayhill Cafe, 55 kilometres east of Alamogordo on U.S. Route 82, and the Adobe Deli near Deming.

### WHEN TO GO

With all that sunshine, it's hard to go wrong anytime. "Usually the best riding season would be spring or fall, when it's not too hot or cold," recommends Tafoya. "But it's usually pretty good riding year-round."

For more information:

[GeronimoTrail.com](http://GeronimoTrail.com)

[NewMexico.org](http://NewMexico.org)

[PioneerStoreMuseum.com](http://PioneerStoreMuseum.com)

[White Sands: nps.gov/whsa](http://White Sands: nps.gov/whsa)

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# MORE RIDING,

**T**he 2017 rally season will soon be upon us, and this year we've got some amazing rallies on the calendar. With a focus on great locations, incredible riding and a range of activities to suit all tastes, the lineup is impressive. We're gearing up for quality over quantity, but there's still a huge amount of choice for all HOG® members out there planning new adventures for 2017.



# 2017 HOG® RALLIES



APR 6-8 ALEXANDRIA, LA  
**1 DEEP SOUTH**

MAY 18-20 TEMPLE, TX  
**2 SOUTHWEST**

JUN 5-10 ROANOKE, VA  
**3 MERGING MOUNTAINS**

JUN 8-10 STEAMBOAT SPRINGS, CO  
**4 ROCKY MOUNTAIN**

JUN 16-21 SC TO FL  
**5 SOUTHERN EXPOSURE TOURING RALLY**

JUN 22-24 FAIRBANKS, AK  
**6 LAST FRONTIER**

JUL 10-22 PORTLAND, OR TO ST. LOUIS, MO  
**7 LEWIS AND CLARK**

JUL 11-15 COOKEVILLE, TN  
**8 SOUTHERN BACKROADS**

JUL 13-15 KAMLOOPS, BC  
**9 WESTERN REGIONAL HOG® RALLY**

**10 JUL 13-15 UTICA, NY REVOLUTION RALLY**

**11 JUL 20-22 MERIDIAN, ID PACIFIC NORTHWEST**

JUL 20-22 QUEBEC CITY, QUEBEC  
**12 QUEBEC REGIONAL HOG® RALLY**

JUL 27-29 RED DEER, ALBERTA  
**13 PRAIRIE REGIONAL HOG® RALLY**

JUL 27-29 LINCOLN, NH  
**14 IRON ADVENTURE OF NEW ENGLAND**

JUL 27-29 OTTAWA, ONTARIO  
**15 CANADIAN NATIONAL HOG® RALLY**  
"100 YEARS OF H-D IN CANADA!"

AUG 17-19 GRANTVILLE, PA  
**16 RALLY IN THE VALLEY**

AUG 17-19 SAULT STE. MARIE, MI  
**17 GREAT LAKES**

AUG 31-SEP 3 MILWAUKEE, WI  
**18 NATIONAL HOG RALLY**

SEP 16-18 CHANDLER, AZ  
**19 WESTERN**

OCT 5-7 ARDMORE, OK  
**20 CENTRAL**

OCT 13-15 KAHULUI, MAUI, HI  
**21 ISLANDS**

NOV 1-4 PENSACOLA, FL  
**22 SOUTHEAST**

For more information, visit  
[hog.com/events](http://hog.com/events)



# MORE FUN





PHOTOGRAPHY: MICHAEL LICHTER

# Squaring the Circle

It all began on a Harley-Davidson® motorcycle for World Superbike racer **Ben Bostrom** - and now a Harley® motorcycle has rekindled his love of motorcycling.

*Story by* **JEREMY PICK**

**B**en Bostrom is one of the most successful American racers ever, with a stellar career in World Superbike and championship wins in AMA Superbike, Supermoto and the X Games. Ben's career began on a Harley motorcycle, and, now retired from racing, a Harley is once again his motorcycle of choice.

"Dad was a racer, and Mom rode a Harley, so our weekends as kids were like the film *On Any Sunday*," remembers Ben. "I've got lots of cool photos with me and my heroes – people like Dick Mann and Malcolm Smith."

Ben's father, Dave Bostrom, was a very successful dirt track rider back in the day, so it was probably inevitable that Ben and his brother Eric would grow up with a taste for motorcycle racing, too. Early race successes in dirt track soon brought Ben's talent to the attention of a wider audience, and it wasn't long before he was winning races on an H-D® XR-750 model and then in the 883 dirt track series, culminating in 1993 with winning the AMA National 600 Dirt Track Championship. A switch to road racing in 1995 led to a stellar racing career, including wins in World Superbike at Laguna Seca and the AMA Supersport Championship in 2008.

Now retired from road racing, Ben has come full circle to his first love: Harley-Davidson motorcycles.

"It's surprising to some people that

a World Superbike racer would choose a Harley as their bike of choice – they assume you want to be on the ragged edge all the time," says Ben. "But that is simply not how it is; you see it a lot with racers, pretty much all of them have a Harley in the garage. When you are racing, it is about being 100 per cent focused and 'on the edge' for the duration of the race; riding a Harley on the road means you can enjoy motorcycling in the way I really enjoy it now – being able to wind down, to see everything, to enjoy the ride ... on a Harley you realize you can go any place. I think it is something that comes with maturity."

Ben's first love of riding Harley motorcycles on the road, as opposed to a racetrack, came in the early years of riding for Bartels H-D. "At that time, I was 20 years old and starting out in racing, so you always need money ... movie stars would always be in renting Harleys from Bartels, and I found a sideline as a stand-in for them riding in the hills, and I started to associate riding a Harley with real freedom."

After retiring from World Superbike, Ben returned to Bartels in 2000 and bought a tricked-up, blacked-out Fat Boy® model. The Fat Boy bike has been joined more recently by a Road Glide® model.

The bagger has rekindled Ben's passion for just taking off and seeing where the road takes him. "It is a fantastic bike, especially with the 110 motor," says Ben.

"It handles great, I can throw all my stuff in it and just take off, and I love the power and torque of the big motor. With sport bikes you can't take any luggage, so there are limits to what you can do, and there is only so fast you can go into a corner anyway.

"I'm 42, but the Harley makes me feel like I'm in my 20s again – ever since I was a kid I've always loved backpacking and camping, just heading off into the unknown, and Harleys are perfect for that."

The Harley bike has sparked Ben's love of road trips; a recent excursion to Sturgis covered 2,400 kilometres, taking in Lake Isabella in California, Ohio, Death Valley and the Black Hills. Next, Ben will be marrying his longtime girlfriend, and the honeymoon will be on the Road Glide motorcycle to the Grand Canyon, Zion National Park and Area 51. "There is so much in the desert to see. It is so completely different than anything else, like riding on Mars – the ghost towns, the crazy little cafés in tiny towns that are so cool to ride into, the dramatic desert storms – I love it," says Ben.

"I've got my love for motorcycling back again, thanks to Harley," Ben adds. "When I retired from World Superbike racing, I was burned out from riding – now the spark is back. Harley-Davidson was there for me at the start, and now it has come full circle – the love is back."



# RIDING THE ROCKIES

A few rainstorms in the Foothills can't quell the adventurous spirit of these two Ontario riders

Story by Dustin Woods, Photography by The Moto Foto / Dan Lim





# RIDING THE ROCKIES

Into every life a little rain must fall.

Motorcyclists often acknowledge poor weather as a necessary evil and take their chances. You can be well prepared and face it head-on, or you can stay home. Given that we had spent four months planning an excursion through the Canadian Rockies following the Calgary Stampede, neither Dan nor I was about to call off the world-renowned ride up the Icefields Parkway to Jasper due to a little rain. We may be sweet, but we're not made of sugar.

Long days at the rodeo and boozy nights at Nashville North took their toll. After taking in all the sights, sounds and smells of the "Greatest Outdoor Show on Earth," we were ready for a little downtime. The Delta Hotels Kananaskis Lodge is about as good a place as any for just that. Quiet, secluded and self-sufficient, it's an easy place to slow down.

Pulling off the Trans-Canada Highway

just as the scenery started to get interesting, we donned our rain gear for the first time of the trip. It wouldn't be the last. We then went south on Kananaskis Trail, where we were immediately met with smooth, serpentine roads free of traffic lights or traffic. Weaving through the hills and mountains, the scenery changed from turn to turn. Rather than immediately stopping at the hotel, we opted to continue exploring the area regardless of the rain. How could we not? These roads were made for motorcycles.

Also known as Highway 40, the Kananaskis Trail leads toward Highwood Pass, which is credited as being the highest elevation of paved road in Canada at a height of 2,206 metres. If you need yet another reason to travel this spectacular stretch beyond the epic scenery and beautiful roads, the Longview Jerky Shop is as good as any. After sampling several flavours, Dan and I stocked our saddlebags and were sad when we ran out. The pass is understandably closed for much of the year due to treacherous

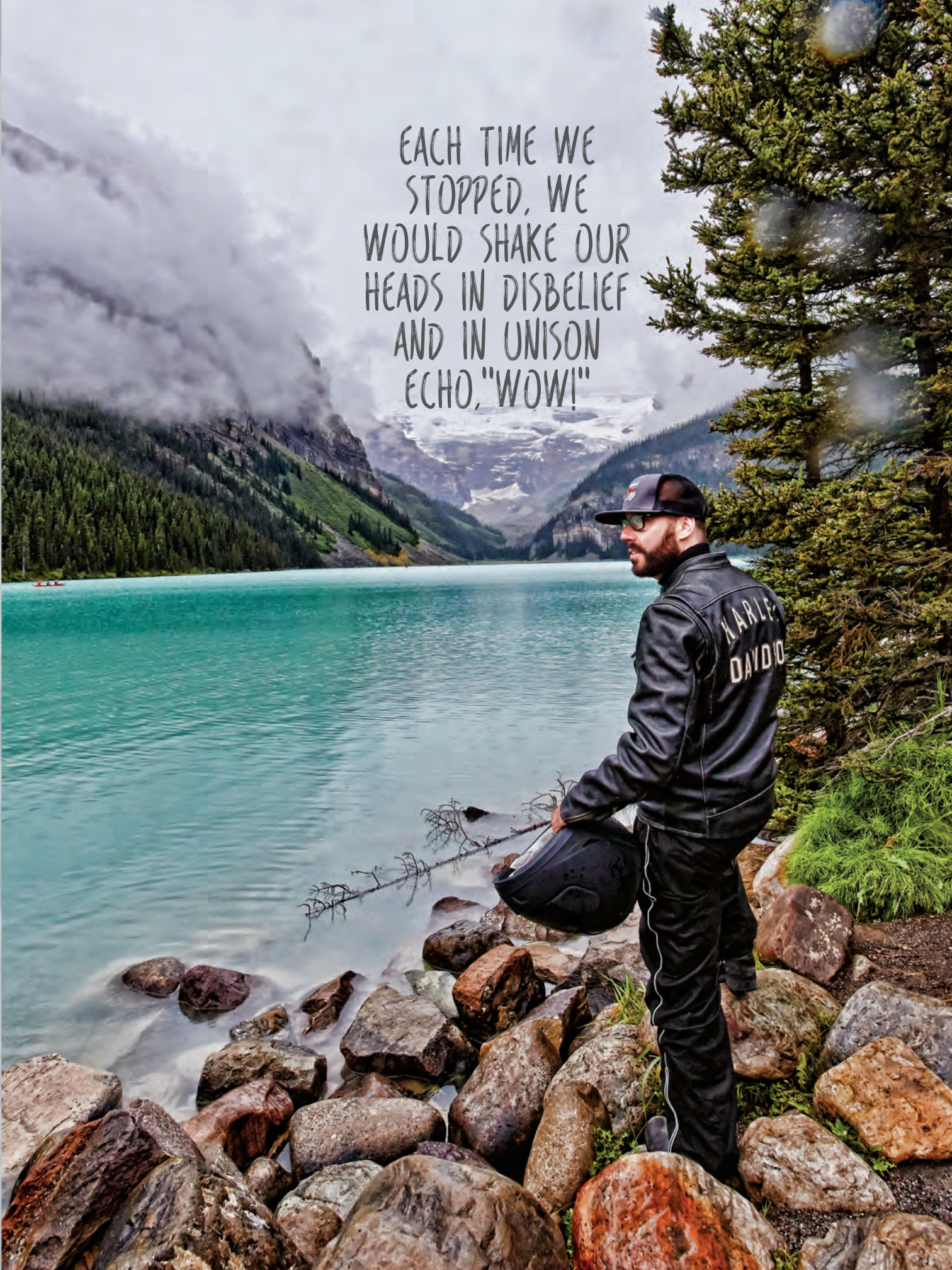
road conditions and to ensure animal sustainability, so plan ahead.

People in Alberta are friendly, the air is fresh, and the scenery is world-class. On the other hand, the weather is challenging and wildly unpredictable. Thankfully, a previous experience riding through Calgary during a snowstorm in July meant that I packed for all kinds of conditions. Despite the fact that it was 40°C with humidity when I left Toronto, I packed thermal underwear, winter gloves and a balaclava, all of which came in handy during most of the trip. The locals have a favourite saying: "If you don't like the weather, just wait five minutes." It rang shockingly true as we managed to experience four seasons of weather in a single day on multiple occasions.

Over the course of our journey, our collective vocabulary was seemingly



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STOPPED, WE  
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ECHO, "WOW!"



WE BOTH MARVELLED AT HOW LUCKY  
WE ARE TO LIVE IN SUCH A VAST,  
DIVERSE AND PEACEFUL NATION.  
THAT KIND OF BEAUTY CAN'T HELP  
BUT MAKE YOU REFLECT CALMLY.



reduced to one word. Each time we stopped, we would shake our heads in disbelief and in unison echo, “Wow!” Words, and certainly pictures, don’t seem to do the landscape justice. Hopping back on Highway 40, we merged back onto the Trans-Canada to Banff. It was another short ride, so we decided to explore the area after lunch at the Park Distillery. Featuring an onsite distillery churning out a variety of spirits, the restaurant also has an indoor campfire used to cook and smoke various items on the menu. Both Dan and I like to try new places when we travel, but the lunch was so good that we actually decided to return for dinner.

Lake Minnewanka is only a few minutes out of town and is definitely worth the ride. The breathtaking mountains and vibrant bright-blue lakes reminded me of past travels through the Swiss Alps. We both marvelled at how lucky we are

to live in such a vast, diverse and peaceful nation. That kind of beauty can’t help but make you reflect calmly.

As all tourists and travellers seem to do, we stopped at the Banff Springs Hotel to take in the view before going up the Banff Gondola. With the gondola having recently undergone a \$26-million revitalization, the cable cars take you to the 1,267-metre summit in a matter of minutes. And then it started to rain. Again. In the mountains, it can rain at any time, even when the sun is shining. Taking in the truly magnificent landscape in the rain while wearing sunglasses, we were treated to a stunning rainbow.

The next morning we awoke to – you guessed it – rain. At least the grass was lush and green. We nevertheless continued our travels to Moraine Lake, situated in the Valley of the Ten Peaks. This is not just a postcard-worthy landscape – visitors may recognize the view immortalized on the former Canadian \$20 bill that went into circulation in 1960. Lake Louise is visited by tourists more often, but for those who travel on two wheels, the 14-kilometre road to Moraine Lake is reason enough

to make the detour. Six glacial lakes that grind the rock beneath them into a fine powder called “rock flour” feed into the lake. Absorbing all colours of light except for the vibrant turquoise hues seen by the human eye, the famous view is beautiful enough to attract people from around the world – even during a torrential downpour.

On a number of occasions, the people we encountered along the way who were travelling by car said they felt sorry for us for getting caught in the rain. In reality, we felt bad for them being stuck inside their airtight climate-controlled cocoons. Postcards always seem to feature blue sky and sunshine, but the rain and fog create a unique ambience and atmosphere. Sure, we would have preferred to be dry, but there’s nothing like riding through the Rockies after the rain. The scents are so vibrant and intoxicating that you wish you could bottle them to take home. And when the sun was shining, it was like heaven on earth.

Just before hopping on the Trans-Canada again to jog over to Highway 93, we stopped to gas up and came across



# RIDING THE ROCKIES

a young guy soaked to the bone and shivering on his Harley-Davidson® Iron 883™ model. Wearing little more than a flannel shirt and jeans and a backpack, he was planning on making it to Kelowna, B.C., by nightfall. Given our own collective experience and dubious past life choices, we advised him to wait out the storm and make tracks in the morning. He was determined to get there and set off into the storm. The things teenage boys will do for a girl.

The clouds parted for a few short minutes as we enjoyed the beginning of the Icefields Parkway: the motivation for our pilgrimage. Regrettably, our optimism and the sunshine were short-lived, as dark clouds rolled in and the mercury steadily plummeted. Planning to take in the Glacier Adventure and Glacier Skywalk, where visitors walk on a glass floor 280 metres above the ground, we had to make a difficult decision, as conditions were deteriorating from uncomfortable to unsafe. Thankfully, we were aligned in our thoughts that we should find shelter sooner rather than

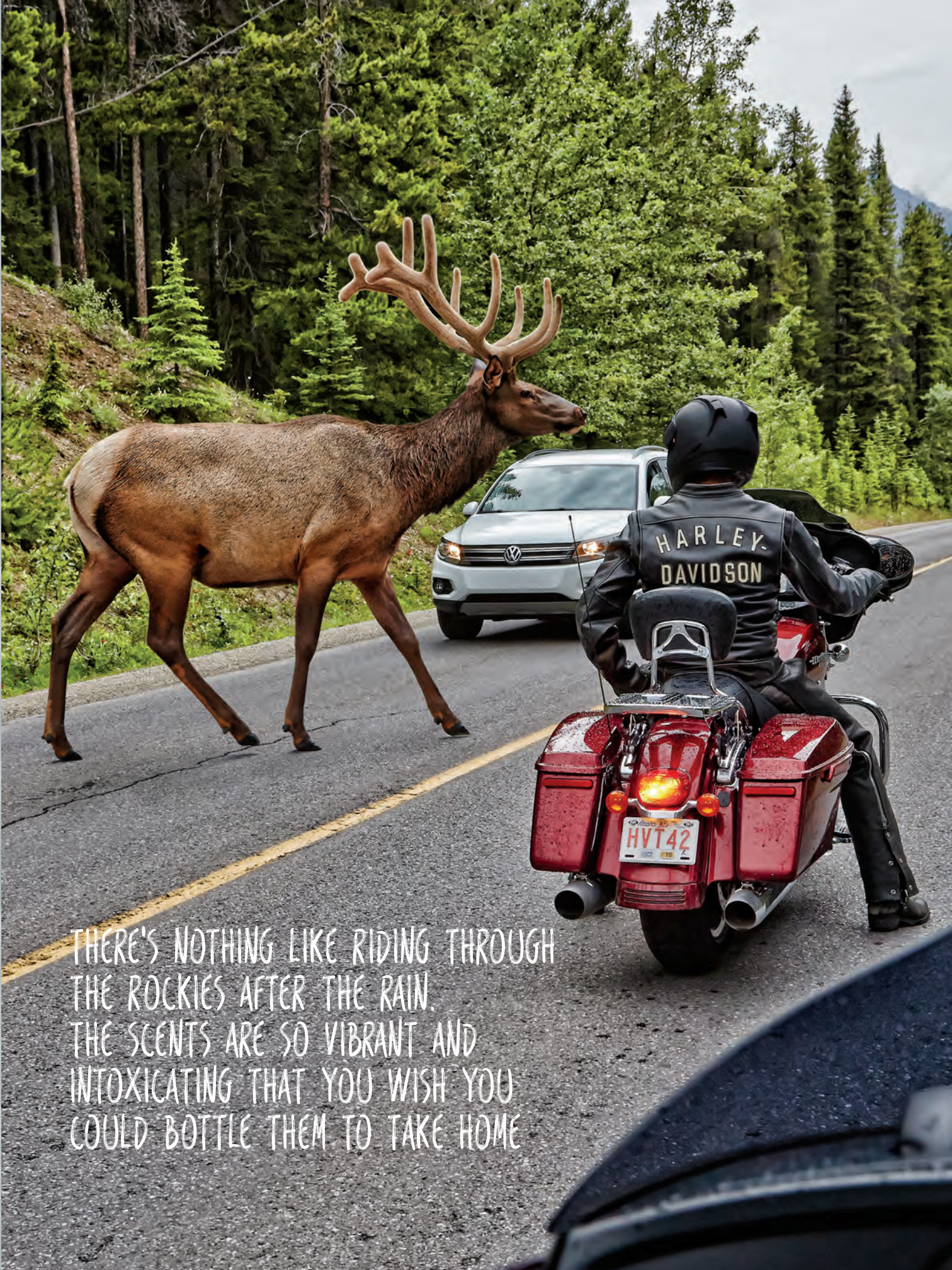
later, so we headed east across Highway 11 toward Rocky Mountain House. The backup plan was to ride up to Jasper the next day, but we only made it to Nordegg before the weather turned sour yet again. Owned by the mining company, which closed up shop in the 1950s, a visitor centre located in the town's old schoolhouse features artifacts left behind by former town residents, local crafts and incredible pie at the Miners' Cafe.

Disappointed but not deflated, we turned back to our opulent accommodations at The Prairie Creek Inn. Owners Larry and Terri retired and set their sights on creating a place that they would want to stay at themselves, and they've done a pretty damn good job. Boasting a main house and private luxury cabins frequently enjoyed by golfers and fisherman, it would also be a choice location for those looking to woo a lady. Luxuriously decorated rooms feature whirlpool tubs or, in the case of my room, a shower big enough to fit 10 people, with benches and multiple showerheads. Not much imagination is needed, I'm sure. The inn's talented chef supports local farms and ranches, while its beer list includes the

delicious Rutting Elk Red from the Grizzly Paw Brewing Company in Canmore.

Waking up to a steady downpour and a temperature of 9°C, at this point we were just sick of being cold and waterlogged – regardless of how many layers we wore. Even the best rain gear doesn't withstand the kind of conditions we experienced. While it was still dark, we systematically acquired the garbage bags from every clean wastebasket in the building to cover underwear and boots that had been compromised by cold water for days. We looked ridiculous, and we knew it, but we couldn't care less: We were dry. Dropping the bikes off at Calgary Harley-Davidson filthy and waterlogged, we breathed a collective sigh of relief. We had created an ambitious itinerary and were beaten by the weather, so we never completed our full journey. But, thankfully, we did make it home safely.





THERE'S NOTHING LIKE RIDING THROUGH  
THE ROCKIES AFTER THE RAIN.  
THE SCENTS ARE SO VIBRANT AND  
INTOXICATING THAT YOU WISH YOU  
COULD BOTTLE THEM TO TAKE HOME



# Idyllin'

UPSTATE NY

by GLEN ABBOTT



of Skaneateles Lake, we headed to Doug's Fish Fry for lunch. "We have no tablecloths, no waitresses and no tipping. It's just a quality, slam-bam place," founder Doug Clark proudly told us. Clark opened the restaurant in 1982, and it's been drawing hungry tourists and locals ever since. "We employ 45 people, and we've got a free enterprise system that's just wonderful!" Ana and I dined on fresh, flaky fried fish and seafood chowder. "We get fish right from the piers of Boston, right from the boat, five days a week," Doug explained.

After lunch, we burned a few calories strolling the village's picturesque waterfront before continuing west on U.S. 20 to Cayuga Lake, tracing the lake's western shore along State Route 89. At the town of Varick, the road runs alongside Cayuga's sparkling blue-green waters, where we stopped for some photos and to enjoy the refreshing breeze.

Fifty kilometres down the road at Taughannock Falls State Park, we chanced upon a group of Harley® motorcycle riders at the waterfall overlook. For several members of the Hudson Valley HOG Chapter, it was their first visit to the Finger Lakes region, but it won't be their last. "It's surprising," Assistant Director Fred Perino said. "You come over a hill and see this beautiful vista with a lake down at the bottom, and the roads are empty."

Taughannock Falls is the highest single-drop waterfall in the Northeast at



**W**inding through the Adirondack Mountains, I breathed in fresh pine-scented air, rolling along State Route 3 past forest and farmland. Signs advertising "Pure Maple Syrup" sprouted beside dirt driveways leading to weathered barns, a reminder that New York is the second-largest American producer of that sweet golden liquid, one-third of which comes from the Adirondacks. In summer, the quintuple-lobed leaves of the sugar maple – New York's official state tree – blend in with the rest of the Adirondacks' greenery, but in just a few short months they'll be displaying brilliant shades of red, orange and gold, contributing to the state's spectacular fall foliage.

My wife, Ana, and I were nearing the tail end of several days touring three of Upstate New York's most beautiful regions – Finger Lakes, Thousand Islands and Adirondacks – with a stop at the New York State HOG® Rally thrown in.

## Bikes, BBQ, fish and finger Lakes

We had picked up our 2016 Harley-Davidson® Street Glide® Special touring machine – striking in its understated Charcoal Denim paint scheme – from the Harley-Davidson® Authorized Rentals department at Performance H-D in Syracuse a few days earlier. The night before that, I had met with a group from

the Syracuse HOG Chapter at one of my favourite barbecue joints: Dinosaur Bar-B-Que. The aptly named "Big Ass Pork Plate" is not to be missed (along with just about anything else on the menu). Syracuse HOG provided great dinner companionship, along with some don't-miss suggestions for my upcoming trip.

Next morning, cruising through Onondaga County on State Route 321, flashes of orange, pink and white dotted the roadside. Set against a backdrop of cornfields and cattle, these colourful patches of wildflowers sparkled in the summer sunshine.

New York's Finger Lakes region consists of 11 finger-like, glacially carved lakes in the western central part of the state. Because of its distinctive microclimate – cool nights and warm summer days – the Finger Lakes is the state's largest wine-producing region, home to more than 100 wineries and several popular "wine trails," not to mention some great riding.

"The roads are not clogged with traffic, and there's gorgeous scenery," explained Moe Young of Canandaigua, N.Y. Moe and her husband, Russ, are members of the Ontario County HOG chapter and ride together on a 2014 CVO Limited. "You have nothing but lakes and hills, and green grass and green trees, and it's just beautiful," she continued. "In the fall, you have a magnificent panorama of colours."

In Skaneateles, a charming and popular 19th-century village at the northern tip

# Upstate New York

65 metres. Drought this year has reduced the falling water from a roar to a trickle, but the rocky gorge and 120-metre cliffs are nonetheless an impressive sight, and as we admired the scenery, birds circled lazily overhead.

From the falls, we rode west toward Watkins Glen State Park at the foot of nearby Seneca Lake. Pulling into the nearly empty parking lot in late afternoon, we scrambled to walk part of the three-



kilometre Gorge Trail before continuing on to Geneva. Hiking into the gorge is like entering another world, a “Middle Earth” of mossy, steamy dampness; trickling water; and layer upon layer of deeply eroded shale, sandstone and limestone. Glen Creek descends 150 metres as it flows through the gorge in a series of 19 waterfalls, with cliffs rising 90 metres on both sides. “It’s like a moonscape,” Ana remarked. “Or lost jungle ruins.”

Afterward, we continued north to Geneva on State Route 14 along the western shore of Seneca Lake. Wineries, farms and vineyards dot the lakefront, and we noticed signs warning of horse and buggy traffic – a not-uncommon sight here in Amish and Mennonite country. “This is a place where people really share the road well,” explained Karen Miltner of Finger Lakes Visitors Connection. An avid bicyclist, Karen sometimes joins her husband for a ride on his H-D®

motorcycle. “Here you have to share the road with tractors, bicycles, horses, buggies and motorcycles,” she added.

## More Than a Salad Dressing

The New York State HOG Rally – held this year in Alexandria Bay, in the heart of the Thousand Islands region – was our destination the following day. Leaving Geneva in the morning, we rode north on 14, stopping at Sodus Point along the shores of Lake Ontario for a quick tour of the Sodus Bay Lighthouse Museum. The limestone structure, completed in 1871, replaced an earlier 1824 light station that had deteriorated beyond repair. Climbing the 52 circular steps into the lens room, we gazed out upon the vast expanse of Lake Ontario, with the smaller 1938 vintage Sodus Outer Lighthouse at the end of the village’s west pier in the foreground.

From there, we joined the Great Lakes Seaway Trail, an 833-kilometre National Scenic Byway that runs from Lake Erie in the west along Lake Ontario and the St. Lawrence River in the east. Despite its name, there are actually closer to 2,000 islands that make up the Thousand Islands archipelago, straddling approximately 80 kilometres of the U.S.-Canada border along the St. Lawrence River. Some are bigger than others; as long as it remains above water all year and contains at least one tree, it’s considered an island.

I’d be remiss if I didn’t mention that Thousand Island salad dressing



supposedly originated here sometime during the late 19th century, but its exact origins are uncertain. In any case, the dressing was undoubtedly served to the wealthy industrialists who summered in the area on “Millionaire’s Row.”

Ana and I arrived in Alexandria Bay in late afternoon, in time for the rally’s opening ceremonies. Afterward, we relaxed on the back deck of the Bonnie Castle Resort, sipping a cold beverage and watching as the fiery orange sun slowly dropped behind Boldt Castle on Heart Island. The six-storey, 120-room German-style stone castle was built in the early 1900s by New York hotel magnate George Boldt but sat vacant for 73 years after his wife passed away unexpectedly during construction. Today, the castle is a popular stop on many of the guided boat tours you can take in the area.

“We like this area, because it’s a small village. All the hotels are within walking distance,” explained Rally Coordinator Ken Kavanagh. “There’s lots to offer as far



as shops and things to do, War of 1812 history, and Boldt Castle is right behind us.”

Jim Anderson, from New London, Wis., has attended every New York State Rally since 2010. This year, he and his 19-year-old son, Parker, rode their bikes more than 1,600 kilometres to get here. “Half of it is the ride,” he said. “You don’t have to ride the turnpikes, you can drop down in the United States, or you can do the Canadian route, which we’ve done several times, and we really, really enjoy that.”

“We’ve found some really great sort of twisty mountain roads, down toward the Finger Lakes,” added Parker. “Shaded roads, trees everywhere, nice turns.”

As always, HOG rallies are as much about the camaraderie as the riding, and when we left for the Adirondacks the next afternoon, we felt like we’d made a new group of friends.

### Adirondacks Excursion

Adirondack Park contains more than two million hectares of public and private land, half of which is wilderness. The area includes 46 mountain peaks taller than 1,200 metres, more than 3,000 lakes and ponds and more than 1,900 kilometres of rivers – making it a longtime favourite vacation destination for generations of travellers.

Near the community of Raquette Lake, a six-kilometre hard-packed dirt road and one-lane bridge led us back more than a century in time. Great Camp Sagamore is a rustic yet elegant Gilded Age summer retreat, a prime example of an Adirondack “Great Camp.” “These were really wilderness estates that were constructed by a lot of the industrial barons [of that era],” explained Dr. Jeff Flagg, Sagamore’s program director. “There might have been three to four dozen of these retreats, and they’re a variety of architectural styles, but many of them were designed to sort of fit into the landscape, and Sagamore is probably the epitome of that.” Built in 1897 and acquired by industrialist Alfred G. Vanderbilt in 1901, the camp’s 27-building, 600-hectare site was designated a National Historic Landmark in 2000. Since 1975, the camp has operated as a non-profit educational organization and is available for retreats, conferences and programs. Could be perfect for a HOG function, no? “We have various affinity groups who come, so if you’re involved with a group that tours, we can satisfy groups from as

small as five or six up to 20 or 30,” said Gareth Livermore, Sagamore’s executive director. “One of the unique things about Sagamore is it’s one of the few historic sites that you can come in as a guest and use it as it was intended to be used,” he continued. “There are no velvet ropes. You can take a historical tour, but generally most of our guests come here, and stay and relax in the Adirondack wilderness, much like the Durants and the Vanderbilts and all their guests did 100 years ago.” There’s no cell phone service, limited Wi-Fi, no air conditioning (not a problem, as the nights are refreshingly cool) and no locks on the guest room doors. Meals are served in a communal dining hall.

Early the next morning – 5:30 a.m. to be precise – Ana woke me so we

could watch the sun rise over Sagamore Lake. The Adirondack Mountains and clouds reflected in the still waters, and melodically chirping birds and a light breeze provided a soothing soundtrack – a peaceful, lakeside paradise and the perfect wrap-up to our trip.

Earlier, in Alexandria Bay, I had spoken with Kavanagh, a native New Yorker who has ridden throughout the country, but for whom Upstate New York will always be home. “The riding up here is breathtaking,” he enthused. “You’re going from one type of scenery to another in a short amount of time, and it’s just very enjoyable and relaxing. Even if I was never able to cross the Mississippi again, that’d be all right, because I’ve got all the riding I need right here!”



*Melodically chirping birds and a light breeze provided a soothing soundtrack – a peaceful, lakeside paradise.*



# A STORY OF ONE CONTINUED

By Charles Plueddeman, Photos by Matthew Jones



**A** burst of humid Southern air greeted the 2017 Street Glide® Special when the doors of the big-rig trailer swung open. At 10:30 a.m. on August 26, our Story of One Harley-Davidson® motorcycle landed on the receiving lot at Savannah Harley-Davidson, roughly 1,087 kilometres from the end of the line at Harley-Davidson Vehicle Operations in York, Pennsylvania. Resting in the Georgia sunshine and cradled in its steel shipping pallet, the Crushed Ice Pearl Street Glide Special was a step or two closer to the end of a journey that began in late June when its Milwaukee-Eight™ engine was pin-stamped with an ID number at Harley-Davidson Powertrain Operations in Wisconsin. Closer, but not quite finished with its journey.

## **“EVERY YEAR, I CAN’T WAIT FOR THE NEW HOGS TO COME OUT.”**

Ray Crumpton started riding in 1982 on a new Sportster® model. Three bikes later, he’s racking up 15,000 miles (24,000 kilometres) a year on a 2015 Heritage Softail® Classic, often with his wife, Nancy, as passenger.

A lifelong resident of Savannah and now retired from the real estate business at 66 years old, Ray didn’t really need a new motorcycle. He and Nancy love the Heritage. But the new bikes were in at Savannah H-D.

“Like every other Harley® lover, I had read about the new Milwaukee-Eight engine,” said Crumpton. “I went for a spin on a Street Glide. It didn’t feel like a bagger; it felt to me like a sport bike. It was light and agile, and seemed to soak up every bump in the road. After a couple of miles I was hook, line, and sinker, as we say down here.”

## **SO LONG, HERITAGE SOFTAIL®**

Crumpton wanted a Street Glide Special and Savannah H-D had examples in Velocity Red Sunglo and Superior Blue, but not in the Crushed Ice Pearl that Ray really fancied. The Story of One bike had been trucked to sister dealership Golden Isles H-D in Brunswick, Georgia, for another customer.

“I really wanted to see that bike in the white colour,” said Crumpton, “and it turned out the customer in Brunswick changed his mind. So Walt Humbert, our salesman, had it brought back to Savannah, and we just loved the way that paint looked in the sunlight.”

Before taking delivery on September 19, Crumpton had Savannah H-D add a few items from the Willie G™ Skull Collection – highway pegs, grips, a shifter peg and brake pedal pad – and a backrest for Nancy.

“I have never liked stock pipes on my bikes, but I won’t change these,” said Crumpton. “The sound and feel of the new engine is perfect.”

Ray and Nancy were back at the dealership for a 1,000-mile (1,600-kilometre) service in just 10 days.

“We are fortunate to live where we can ride year-round,” said Crumpton. “We ride on weekends with friends, and head north to ride in the mountains of Georgia and North Carolina several times a year. This is just a marvellous motorcycle. We love the feel of the suspension. We’ve used the GPS on the Boom! Box a couple of times. That’s all new, but this bike still has the look and charm of a Harley bagger. It’s kind of a mystique. This bike will never be traded or sold. It’s really special.”

Sounds like the Story of One will continue...





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# OUR VERY FIRST HOG® RALLY

Sudbury, Ontario, July 2016

BY ROB SKELLY

**A**s I finished polishing my 2008 Ultra Classic® on Thursday morning, I started to think about what the weekend would be like. My wife, Chris, and I were going to our very first HOG® rally, and we were excited that it was happening in our hometown of Sudbury, Ontario. This is our fifth summer of riding a Harley-Davidson® motorcycle, but only my second year as a HOG member.

I was certainly aware of the great program put together by the organizing committee: lots of great rides around Sudbury and northeastern Ontario, and opportunities to socialize with fellow HOG members. But, I wondered, who would be coming to Sudbury? Where would they come from?

We arrived at The Rock Harley-Davidson to register and attend the opening meet and greet. Reports were that more than 600 members had pre-registered. A good crowd had already assembled, but more and more H-D®s rumbled into the parking lot. What a beautiful display of colour, gleaming chrome and delightfully thunderous sound!

We didn't recognize many local people, but the place was filled with chapter patches from all over Ontario, Quebec, and even New York, Michigan and North Carolina. They were men and women, younger and older, bigger and smaller.

It was obvious that the Harley-Davidson brand appeals to a wide cross-section of the population, with no geographic boundaries. The thrill of riding a Harley-Davidson has no limits.

We were joined at our table by a friendly couple from Ottawa. As it turned out, their story was quite similar to ours. They had ridden other makes many years ago before the kids came along, and now that the kids have grown up, they are right back into it, this time on Harley-Davidsons. Now, with fewer family responsibilities, it's time to enjoy the feelings of freedom and excitement that can only come from riding the best and most legendary motorcycles in the world.

On Friday, we rode on one of the many

escorted rides, going east on Highway 17 to the Lavigne Tavern on Highway 64 for a mouth-watering pig roast lunch. Other groups went west on Highway 17 to Manitoulin Island and Elliot Lake, all scenic day trips from Sudbury. Many riders also did the Sudbury Rally Poker Run, which featured five Sudbury landmark locations. Riders were required to take selfies at Ramsey Lake, the Stompin' Tom Connors statue at the Sudbury Community Arena, the Railroad Museum sign in Capreol, the Onaping Falls sign on Highway 144 and, finally, Sudbury's world-famous Big Nickel located at Dynamic Earth. This is a great ride idea anytime in Sudbury.

Friday evening was capped off by



**Top left and bottom right:** Saturday's Show and Shine at Sudbury's Bell Park

**Bottom:** HOG® members on Sudbury's Bridge of Nations

**Below left:** Heading out for another ride around Sudbury



a jam-packed banquet at the Caruso Club. Speaker after speaker expressed their sincere gratitude to the organizers, sponsors and all participants for bringing the HOG family together again in Sudbury. The warm feeling of camaraderie is hard to describe unless you've experienced it yourself.

The Saturday morning parade of chapter flags saw more than 300 H-D motorcycles make their way from the Gerry McCrory Countryside Sports Complex to Bell Park on Ramsey Lake. The parade travelled through Sudbury's downtown and, aptly, over the Bridge of Nations, which honours Sudbury's

multinational and multicultural heritage by displaying the flags of more than 80 nations. (I'm not sure if it would fly with the City, but maybe we could add a Sudbury HOG Chapter flag someday.)

Saturday afternoon at Bell Park was picturesque. The perfect sunshine and warm temperatures continued all weekend, pretty typical summer weather for Sudbury. The park was studded with some of the finest examples of H-D motorcycles for the Show and Shine. Many enjoyed the fresh water at Ramsey Lake beach, while others took in the afternoon of live musical entertainment. Those out riding earlier joined the rest of

## "THE WARM FEELING OF CAMARADERIE IS HARD TO DESCRIBE"

the group for a delicious barbecue dinner and more music.

Our first HOG rally was winding up. Three days of all things Harley-Davidson, at home, with hundreds of like-minded enthusiasts, were coming to an end. Sunday morning would feature a pancake breakfast send-off at The Rock Harley-Davidson. The organizing committee had done a terrific job of showing the best that Sudbury has to offer and made us proud as Sudburians.

We realized first-hand the power of the H-D brand to unite a wide diversity of people and provide a common purpose. HOG members exemplify the motto "Live to Ride, Ride to Live." They'll come from wherever they can to enjoy what they love best: they love to do it together as the HOG family, and they love to do it in a beautiful setting like Sudbury.

*The 27th Ontario Regional HOG Rally was held in Sudbury, Ont., July 28-31, 2016. It was hosted by the Sudbury, Nipissing, Sault Ste. Marie and Northeast HOG Chapters. Rob Skelly is a HOG member and lives in Sudbury.*

# 2016 CANADIAN HOG® *Rally Rides*

Great fun, food and laughs – and of course scenic rides –  
showcase Canada's passionate riding communities

## *Atlantic rally - Moncton*

The "Roar to the Boar" themed rally in New Brunswick's hub city of Moncton in late spring was filled with electricity, camaraderie, fantastic rides – and good ol' fashioned rib-eatin' fun.

"The city was alive and busy during the Atlantic Rally, as it was also playing host to Atlanticade Motorcycle Festival and the Rotary Ribfest," said Keith Richards, Atlantic Regional HOG Director.

The downtown area was open to motorcycle and pedestrian traffic only, while vendors lined the streets in the fair-type atmosphere, with music and a large selection of food, including award-winning ribs from all over the United States. The sun was out in full force, allowing members to take out their Harley®s to explore the area. Most attended the much-anticipated "Kitchen Party" at the Tide & Boar Gastropub, one of the event highlights. Then out came the Maritime Celtic music. In the words of rally coordinator Earl (Deuce) Doucette, "It was a killer party!"

The next Atlantic regional event – HOGtoberfest – was held in Prince Edward Island at the Stanley Bridge Resort and was equally impressive. Hosted by the Red Rock Harley-Davidson dealership, the event showcased what P.E.I. has to offer, including to-die-for oysters and an escorted ride through the beautiful countryside and along the coastline.



## PRAIRIE RALLY – LLOYDMINSTER

Quick wit, feigned drama and a sense of comedic presence stole the show at the 11th annual Prairie Rally in Lloydminster, Alberta.

Just as rally coordinator Guy Dudding was opening the rally and introducing the activities, a strange – and seemingly troubling – event occurred right in front of rally participants. A rider bumped up against a parked RCMP vehicle in front of the host Edge Harley-Davidson dealership and decided to show his best burnout skills to the cheering crowd. The visuals were stunning, with burned rubber and smoke filling the area, but as the smoke settled, the RCMP officer emerged from the car and a chase ensued. The officer quickly caught and tackled the rider and hand-cuffed him for what seemed to be an imminent arrest – until, of course, the officer jumped up and waved his hands to the crowd in a "just kidding" fashion.

"We always try for some sort of 'wow factor,'" said Brad Carvery, the Prairie Regional Director. "The officer is good friends with Edge [Harley-Davidson] owners Clint and Beatrice [Rabb]. It was actually hilarious."

The rides around Lloydminster, right on the border of Alberta and Saskatchewan, embodied prairie riding with open roads and glorious scenery. But it was the positive attitudes that stole the show for this rally. "The Lloydminster crew knows how to party – that's for sure," said Carvery, a 22-year HOG member. "They have a real positive attitude and treat everyone like royalty ... like guests."

After the bike games, rides and activities, there's no doubt that riders will be itching to get back to Lloydminster. Next up for the Prairies is a rally in Red Deer, right between Edmonton and Calgary.

## QUEBEC RALLY – SAGUENAY

It all began three years ago, when Quebec HOG Regional Director Michel-André Roy innocently suggested to sponsor retailer Gervais Leclerc of RPM Harley-Davidson that the local chapter should apply to host a regional rally. The seed was planted.

"When our dealer asked if I would act as the coordinator, I enthusiastically accepted," said Roy. "Then we got into gear, setting up HOG rally coordinator training in Atlanta, a great experience. The team was chosen to organize this great project, with bimonthly meetings to discuss the many great ideas and create an exceptional experience."

With the final touches made on a brand-new building, the local dealer and rally managers welcomed 1,100 participants with a cocktail flavoured by the regional symbol – the blueberry. After a fun Poker Run ride on Friday, members sat down to a regionally inspired supper, including the world famous tourtière. And what better way to finish off the day than an evening of music with an excellent local band?

The 10-kilometre parade through the streets of Saguenay's downtown impressed guests and rally participants. After a few skills games, it was time for the closing supper. What a great success for this 20th Quebec Regional Rally in Saguenay!



## B.C. Rally – Chilliwack

Chilliwack, the corn capital of Canada, played host for the 2016 B.C. HOG Rally in the heart of the Fraser Valley. According to event co-coordinator Andrea Jarma, the more than 400 participants had a real Chilliwack experience during the three days of the Rockin' the Valley event.

The rally featured a unique inflatable movie event on the host hotel grounds, screening – yes, you guessed it – *Easy Rider*. "It rained until a few minutes before the movie setup was ready, and then the sky cleared and we had this amazing double rainbow," Jarma said.

The two guided tours took riders to iconic B.C. locations – one to the historic Fort Langley, a national historic site, and the other to the equally iconic Hell's Gate in the southern Fraser Canyon. The name Hell's Gate came from a quote from explorer Simon Fraser, who in 1808 described "a place where no human should venture for surely these are the gates of Hell." The riders, of course, did not experience this, as Simon Fraser was referring to the icy cold and unsettled waters of what's now known as the Fraser River, but the scenery and roads were impressive.



## ONTARIO RALLY – SUDBURY

Introducing guided tours was one of the "big highlights" of the Sudbury Rally in late July, according to Vern Wilson, Ontario HOG Regional Director. Most of the near 550 registered members joined a tour to one of two destinations: Manitoulin Island on Lake Huron or the Big BBQ Ride to Lavigne Tavern.

The other highlight, of course, was the food and entertainment, most of it at the impressive Bell Park in downtown Sudbury, along the shores of Lake Ramsey. A steady stream of musicians, most of them local, took the stage at the amphitheatre in the park, with headliners Jukebox Heroes – a tribute band to Foreigner – belting out rock tunes to the hardcores who stayed in the park until the later hours. "The event was a big success – lots of great food and riding, and we were thrilled to have Tim Bundzien from HOG here at the event."

Next year's event, says Wilson, will be a national rally in Ottawa hosted by the two Ottawa chapters and will be "more exciting than ever," especially during Canada's 150th anniversary celebrations in summer 2017 in the nation's capital.



# Chocolate & Steel

Anette Righi DeFendi talks to *HOG® Magazine Canada* about her role as an award-winning head chocolatier and how riding a Harley-Davidson® motorcycle inspires those sweet, edible works of art.



Chocolate is a major part of my life, just like Harley-Davidson is. You could say chocolate runs through my veins. And my passion for riding runs deep as well.

I lead a small but mighty team at Kohler Original Recipe Chocolates. Everything is handmade. We hand-paint moulds. We make caramel from scratch. Even the bows on our packaging are all hand-tied. It's very hands-on, which I love. I get to experiment with different ingredients and flavour profiles and colours, using the best ingredients. Chocolate has a *terroir* that's sort of similar to wine, and each cocoa-growing region can have its own flavour profile, just as grapes do. But it all starts with the cocoa pod. Inside that is the bean, which is made up of the cocoa solids and cocoa butter, which is the naturally occurring fat in chocolate. Add sugar, and you've got chocolate. You can add flavours or you can add milk solids, but it all stems from that little pod that grows on trees.



## LIVING THE DREAM

I've been fortunate in my career to work for amazing companies. After college, I worked in marketing for Harley-Davidson Financial Services (HDFS) in Chicago. I had the opportunity to take Rider's Edge® [now called the Harley-Davidson® Riding Academy New Rider Course], and I was hooked. I got to ride in the parade at Harley-Davidson's 105th Anniversary Celebration in Milwaukee and went to Sturgis that year. It was an unbelievable experience.

I always had a passion for baking, however. I enrolled at the French Pastry School in Chicago, and I worked part-time at H-D while I went to school full-time. After graduation, I was hired at Kohler Company. I was named lead chocolatier in 2013, and last year I was named one of the Top 10 Chocolatiers in North America by *Dessert Professional* magazine, which was pretty surreal and quite an honour.

## FREEDOM TO CREATE

In high school, I worked at Wayne's Drive-In Restaurant in Cedarburg, Wisconsin, and there were Harley® motorcycles there all the time. That's how my love of Harley bikes began. Riding a Harley-Davidson motorcycle gives me such a sense of freedom. It clears my mind, especially when I'm on the back, riding with my husband. I just look around, and ideas come to me. We love going to new places, checking out different restaurants, and I'll talk to other chefs, taste new ingredients. It really helps develop my palate.

For my chocolates, I start with an idea and then I research ingredients and different methods on how to make a piece. I'll make messes and have sticky notes all over the place. I love the artistic, colourful pieces – they're so much fun to make. Our Terrapin – milk chocolate, pecans and caramel – has a perfect pecan half on top. That's because we sort through cases of pecans to find the perfect one.



## TEAMWORK AND TATTOOS

I think Kohler and Harley-Davidson are similar companies – both produce top-quality products and have artistic and creative employees. It's all about teamwork, and I love my team. My husband and I own a 1999 Cobalt Blue Road King® Classic, but I'll eventually have my own bike. I really want a Fat Boy® – they're so beautiful! I love all things chrome, so a Vivid Black Fat Boy with lots of chrome is my dream bike.

I'm looking at getting a second tattoo, something that incorporates my lifestyle. So I'm trying to explain to the tattoo artist: I'm a Harley-riding, wine-drinking chocolatier, so however we can figure out a tattoo to show that, great!

**To see more of Anette's creations, visit [KohlerChocolates.com](http://KohlerChocolates.com).**

MEMBER SPOTLIGHT

# Born to Ride

Photos and story by **DUSTIN WOODS**



**R**iding a motorcycle isn't just a hobby, it's a lifestyle. Becky Goebel has always been captivated by things with engines, and motorcycles are no different. She openly admits that her motorcycles are her favourite possessions. She has even taken this passion to the next level by becoming a social media influencer who participates with brands to develop organic travel content. So, basically, she's worked out a way for other people to organize and fund her motorcycle adventures. Genius. She has also been organizing events with friends and fellow riders, assembling a community of like-minded people from various vocations. Sometimes you don't choose your direction in life, it chooses you.

## WHAT GOT YOU INTO RIDING IN THE FIRST PLACE?

I get asked this a lot. I am really influenced by my dad – he bought me a trike for my third birthday. I think I've always had the whole “driving stuff” thing in my blood. On my sixteenth birthday I was getting my licence and had already bought myself a car. I've always wanted to get behind the wheel of anything and everything: tractors on the farms in Saskatchewan, dirt bikes on my cousins' property on Vancouver Island, scooters in Indonesia, boats, go-carts, Harley®s – you name it. Getting a motorcycle was just a natural progression for me, and I feel like I was born on one.

## WHAT WAS YOUR FIRST BIKE?

I bought a 1976 Yamaha XT 500 the first year they made that model. It's a high-compression, single-cylinder dirt bike. I got it from a guy who was a part of “Filth Mode,” which is a group of guys here in Vancouver who go on long rides through the British Columbia forests on these dirt bikes from the 1970s. My bike has been through a lot, and I've got a lot to live up to in owning it. It's a kick-start wheelie machine.



### **WHAT WAS YOUR FIRST HARLEY?**

I recently purchased a 2007 Harley-Davidson® 883R. The woman I got it from sold it because she was getting too old to ride. When she handed it over, she passed on everything – windshield, sissy bar bags, saddlebags, rain gear, helmets and vintage Harley-Davidson gloves, glasses, HOG® member pins, tassels and aftermarket add-ons featuring lots of skulls: 14 to be exact.

### **WHAT ARE SOME OF YOUR BEST EXPERIENCES RIDING IT SO FAR?**

It only had 10,000 kilometres on it when I got it, and I've nearly doubled the mileage in only five months. I still text the previous owner photos of my trips and the things I



change up on the bike. I think she is over the moon that a girl rides it, and rides it hard.

### **WHAT WAS YOUR MOTIVATION FOR COMBINING MOTORCYCLES AND ART?**

The Vancouver/Canadian motorcycle scene was lacking a motorcycle show that involved more aspects than just bikes. We needed an event that could showcase the personalities that are involved in building motorcycles and what goes along with that process. The people who build motorcycles in this younger generation use the hobby to get away from their everyday jobs, lives or girlfriends and hang with their buds, drink beers and put their creative efforts into making a badass bike. Lots of these types in this generation are also influenced by skateboarding, snowboarding, photography, art, food and tattoos, which is basically the genesis of Loserpalooza.

### **WHAT IS LOSERPALOOZA ALL ABOUT?**

We had 32 bikes (primarily choppers) come from Portland, Seattle, Vancouver Island and all over the West Coast. We also had 35 artists, photographers and tattoo artists cover the walls with their work. There was a pig roast, a doughnut vendor, a chain-stitcher embroidering jackets, two tattoo artists tattooing all night, a vinyl DJ, a silent auction, vintage clothing for sale and low-cost beers flowing all night.

### **CAN YOU TELL ME MORE ABOUT DREAM ROLL?**

Dream Roll was an idea my friend Lanakila MacNaughton and I had in 2014. We wanted to bring women motorcyclists together from the Pacific Northwest of the U.S. and Canada. It has quickly grown much larger than that, with women coming from New York, Toronto and even Australia. 2016 was our second year putting on the campout, and we sold more than 500 tickets. It's now the second-largest gathering of women on motorcycles in the world. We do burnouts, get tattoos and dance naked throughout the night on an abandoned airstrip from the 1920s in the middle of nowhere, and nobody can tell us to stop. It's a wicked vibe and some of the most interesting people you'll ever meet come to it. Dream Roll is my favourite weekend of the year.

EXHAUST

# ENTHUSIASTS

STORIES FROM THE OPEN ROAD





## **1 Harley-Davidson Canada: Matchmaker**

My husband and I met on our bikes in the Home Depot parking lot in 2010. Last year we got married in Las Vegas and took our four Harley® riding brothers on a 10,000-kilometre tour (the first tour for all of them). This picture is of my husband and me after our ceremony on our Road King®s.

**KAREN BLAIN**

*Calgary, Alberta*

## 2 Welcome to Sturgis

We travelled to Sturgis, S.D., this past summer from Edmonton, Alta., and it was an amazing experience. I'm originally from New Brunswick but now reside in Alberta. We met many fabulous HOG® members along our travels from all over the world. The riding in South Dakota is unlike anything I have ever experienced in my many years of riding. The Needles Highway, Custer State Park and Iron Mountain Road are just a few we enjoyed! Sturgis and all the neighbouring towns were so receptive to riders – unlike anything I have ever imagined. If you have not had the opportunity to travel to this location ... you've got to put it on your bucket list!

**WENDY CAMPBELL**

*Edmonton, Alberta*

## 3 Love at first bike

Dreams come true. In 2013, with my son 21 years old and finished school, I met a wonderful man, and the following year, April 2014, we were married in Antigua on the beach. Upon our return from our wedding I started my first season back seat and enjoyed every minute of it. Two months later – the week before my 50th birthday – my husband handed me an enrolment for my driving lessons as my gift. In Quebec we are required to take a theory course, then a government written exam to obtain a permit that allows you to take circuit and road classes followed by many hours of practice. Eventually I passed my exam and got my licence!

To celebrate my permit, my husband and friends brought me to a warehouse to find my first bike. The moment I sat on it, it was mine. We went on our first trip side-by-side from Montreal to Virginia Beach ... what an amazing week. Dreams come true and you are never too old!

**SHIRLEY JARVO**

*Saint-Bruno, Quebec*

## 4 It said Harley...

It said Harley, so of course I had to stop!

**STEVE CAMERON**

*Tilbury, Ontario*

## 5 Ready to ride

All shined up and ready to go.

**BILLY CHAMBERLAIN**

*Sicamous, British Columbia*

## 6 Down and dirty

Enjoying a cruise down Main Street in Sturgis at the 2016 rally on my 2007 FLHX.

**PETER SKRECEK**

*Edmonton, Alberta*

## 7 Nothin' but blue skies

With my 2014 Ultra Limited at Sanibel Island after riding from Windsor, Ontario.

**MICHAEL CAMPOLI**

*Tecumseh, Ontario*





## 8 Dirt to asphalt

I'm 28 years old and I've made my first H-D® purchase. I've been riding a lot of my life, but dirt bikes mainly. This summer I decided to retire the dirt wings and get on the asphalt, so I traded the Suzuki RMZ 450 for a 2003 Yamaha YZF-R6. Let me tell ya, that bike was so uncomfortable, but man did it go. I rode it for a week, couldn't stand it, so I sold it. Couple weeks later I was working in Moosonee, Ont., looking at Harley®s online, and I got in contact with The Rock H-D in Sudbury. A few weeks later I walked in and sat on a few bikes, knowing I wanted a blacked out Street Glide®. In the end, I walked away becoming the owner of a 2016 Low Rider™ S. This thing has everything I need. It's nimble, it's powerful, and it stands out. With the 12-inch Fat Chiseled hangers, Vance & Hines Shortshots Staggered exhaust and race tuning, it's the perfect bike for me. It's loud, obnoxious and, most importantly, fun. I am proud to say I am now a Harley-Davidson® owner. Here's to thousands of miles and endless opportunities.

**DEVIN GRAVELLE**

*Dowling, Ontario*



## 9 Journey through the years

As a young girl I always enjoyed dirt biking with the boys – not sure if it was the thrill, going fast or just thinking that I was a cool chick! When Charles and I got married, I encouraged him to buy a motorcycle. His first was a 1980 Super Glide® Shovelhead bike, which he customized. Our first daughter was born in the same year, so we didn't go out as much as we would have liked.

I still remember going for a long ride through the mountains of Vermont and running out of gas – and boy, did I complain! However, I also remember those beautiful country rides and still feeling like that cool chick. The years have flown by quickly, with both of our girls out of college and starting their own life adventures.

We've had many Harley® motorcycles over the years, from fixer-uppers to brand-new off-the-showroom-floor models. This year, we'll be married 25 years, and after all that time I still feel like a cool chick riding with my hubby, even through the bumps, curves, highs and lows.

**GINA SLYER**

*Troy, New York*

*Submit photos to [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca)*

# EVEN THE NAUGHTY DESERVE A LITTLE NICE

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BETWEEN THE LINES

# Mistakes You've Made

Compiled by **JOHN SANDBERG**

**I**n this issue of Between the Lines, HOG® members share lessons learned from the road of hard knocks.

## Expect the Unexpected

Wearing full leather attire and helmet while following a pickup truck down a two-lane road, I had contemplated removing some of my protective gear to cool myself down. The truck started slowing with its left-turn signal on, turning in to an asphalt plant (or at least so I presumed). At that point an extra right-side turn lane appeared, so I moved onto it in order to pass the truck. As I did, the truck suddenly turned right across my lane and in to his driveway!

When I regained consciousness, I was lying in a culvert staring at my 2013 CVO Ultra looking like a pretzel underneath that old pickup truck. I had sustained only minor injuries thanks to my protective gear, which I will never again consider removing no matter how hot it is. As it turns out, the right brake light was burned out and he had been pumping his brakes trying to get the old truck to slow down.

**MIKE LENTINE**  
*Fort Wayne, Indiana*

## Don't Override Good Judgment

On the last leg of a cross-country jaunt, I made the mistake of going too far. It was early November and I had started the day in Dallas, Texas. The plan was to stop in Little Rock, Ark., but I had arrived there mid-afternoon and thought, "I have friends in southern Illinois," so I kept riding.

By 5:30, darkness had set in, along with cooler temperatures. I stopped for a bite to eat and put on a down jacket.

At that point, my mind was focused only on friends and telling them stories of my adventure. The exit ramp off of the interstate to get to their house wasn't lit, but the overpass prior to it was. I went from a well-lit area to darkness, travelling at about 55 mph (88 km/h). As I entered the off-ramp, there was a sign suggesting a speed of 25 mph (40 km/h), and it was right. Needless to say, the bike went down, and luckily it took the

worst of the blow to the ground. As I was rolling behind my bike I thought:

"I've ridden over 7,000 miles (11,265 kilometres) on this trip, including a stretch through snow in Montana, and now I screw up this close to home." I picked myself up, and all extremities were working just fine – but the off-ramp was covered with feathers from my jacket.

Lesson learned: Don't let your enthusiasm to arrive override good judgment about when to call it a day.

**RUSS MALY**

*Via email*

## Oil Deposits

Years ago I was riding my 2002 Electra Glide®, when I stopped in the middle of the lane at a red light. When the light turned green, I accelerated a bit more aggressively than I should have, not noticing the puddle of oil a previous vehicle left at the intersection. The back end of the bike swapped sideways, pitching me off before jumping a curb and (fortunately) falling on its side without hitting another vehicle.

The moral of the story: Avoid the middle of the lane where oil tends to accumulate when stopping at a light or other places that a lot of vehicles stand dormant.

**MICHAEL MARENIC**

*Via email*

## Ride in the Present

Earlier this summer I was riding south from Fort Pierce, Fla., along the Indian River Road. There is a 120-degree uphill turn along the way that I'm very familiar with, which contained some surface sand but was still okay to ride. The next day, my wife and I went back to Fort Pierce and returned along the same route. It had rained really hard the night before, but my mentality was: "It was okay yesterday, so it will be so again today." When I made the sharp turn, I encountered powdery sand that was

at least four inches (10 centimetres) deep, which had washed in with the rain the previous night. The result was a slow-speed crash that didn't injure my wife or my bike, but delivered a painful injury to my ribs. Pay attention to road conditions today, not yesterday.

**JOHN A. THOMAS**

*Florida*

## The Shadow Knows

When riding in the morning or early evening, always pay attention to your shadow.

If you can see any part of your shadow in front of your bike, it means the sun is at your back and could blind drivers coming from the opposite direction.

**PAUL HOLLAND**

*Via email*

## Slippery as Diesel

My advice is to avoid truck stops that cater to diesel trucks. I learned that the hard way when a truck spilled diesel on the freeway entrance ramp after fuelling up on a sunny day. When we hit that fuel, my Ultra Classic® handled like it was on a frozen Milwaukee hockey rink in January – my wife and I went down at 50 mph (80 km/h). Good leather, crash bars and a guardian angel allowed us to walk away!

**RICHARD ENGLISH**

*Via email*

## Three Lessons Learned

Last year I did four trips between Chicago and Las Vegas, which created three key life-lesson experiences.

**Lesson one:** Pay attention to smell. I learned that while riding down the Texas panhandle at 85 mph (135 km/h), smelling what seemed like rubber and burning electrical components for about 10 minutes before a tire blew off the semi-trailer truck in front of me and nearly took me down.

**Lesson two:** Bring an umbrella. Yep, when riding in desert areas that have little-to-no shade, I now carry an umbrella that I use whenever the opportunity presents itself. For example, when I come across road construction that forces me to stop for a few minutes, or when taking a roadside break.

**Lesson three:** Get a satellite phone. I'm a big believer in the safety that a cell phone can provide, but my favourite roads are the ones that bring me to places that are often without cell coverage.

**JERRY TAYLOR**

*Plainfield, Illinois*

## Look Before Parking

Years ago I rode to Joshua Tree National Park in California with some friends. I was the rookie of the group but also nominated as the designated leader that day. After several hours of highway riding, I decided to stop for a break. When I pulled into an area with a viewpoint, I mistakenly went into a downhill parking place completely covered in gravel and dirt. I realized the error too late, and my friends enjoyed a great laugh as I tried to push the Fat Boy® uphill, backwards, in the loose gravel. Rarely in the last 16 years of riding have I ever pulled into a parking spot without thinking of that day, and I haven't made that mistake again!

**NORM LESTER**

*Via email*

*Do you have a story or opinion about riding safely? Share it with us via email at [editor@hogmagazinecanada.ca](mailto:editor@hogmagazinecanada.ca) or mail it to HOG® Magazine Canada, 830 Edgeley Blvd., Concord, Ontario, L4K 4X1.*

H-D MUSEUM

# Joe Ryan and the Service School

Throughout Harley-Davidson's history, many individuals have had an outsized impact on the company that reverberates long after they've gone. Joe Ryan was one of those people. His influence can still be felt rumbling around the halls at the company's Milwaukee headquarters and in every dealership in the world. High praise for a man who retired in 1963 and passed away three years later.

**B**eginning with the First World War in 1917, Harley-Davidson opened the Quartermaster School, which taught American soldiers the ins and outs of their new military-issued Harley® motorcycles. After the conflict ended, the company rechristened it the Service School, and continued offering a similar technical training to dealers, service technicians and others. Today, it's known as Harley-Davidson University.® Joe Ryan joined H-D soon after the Service School's inception and spent his lengthy career guiding and refining it.

Born in Cambridge Springs, Pa., in 1893, he joined the U.S. Army during the First World War. In 1919, H-D® hired Ryan as a factory serviceman.

Harley-Davidson factory servicemen had quite the job in the 1910s and 1920s. It was an era when the automobile and motorcycle hadn't yet conquered the roadways but were well on their way. The transition from horse and buggy to motorized vehicles defined Ryan's earliest years with Harley-Davidson. In 1920, for instance, the Pennsylvania State Police bought 70 Harley-Davidson® motorcycles for its use. They only had one problem: Up until that time, the troopers had been mounted on horses. Few of the men selected for the new motorcycle





division had ever ridden one, let alone patched a tire or repaired an engine.

That's where Joe Ryan and the Service School came in. Five troopers were selected to come to Milwaukee for a crash course in motorcycles. After training, they returned to Pennsylvania to teach the rest of the new motorcycle unit.

From 1917 until the early 1980s, a "student record" was kept for each student who attended the school. Today, many of these cards are housed in the H-D Archives. For such small documents, they contain a wealth of information. The collection includes the records for the first five motorcycle-mounted Pennsylvania State Police troopers: Thomas Martin, Paul Worcester, B.G. Walters, Nevins Sees and Joseph O'Boyle.

Of the troopers, only Walters had any serious time on a motorcycle. Ryan and the other factory serviceman, Jay McDonald, had just a few days to educate the group. As they did for everyone who went through training, Ryan and McDonald recorded on the cards their thoughts on the Pennsylvanians' performances.

The five troopers returned to the Keystone State to instruct the others, but they didn't go alone. Harley-Davidson sent Ryan and McDonald to assist, too. This was a normal job for the servicemen. They sometimes took the Service School on the road by training an organization's employees on site, including overseas. In 1925, Ryan became the first Harley-Davidson employee to visit Japan, where he taught new motorcycle mechanics in Tokyo.

Joe Ryan's career with the company

stretched 43 years, most of which he spent as Harley-Davidson's Service Manager. Under his watch, thousands of technicians passed through the Service School. The Harley-Davidson Archives' photograph collections contain hundreds of images of these classes. In many, you can spot Ryan tucked in among his students. Willie G. Davidson remembers as a boy visiting the factory at Juneau Avenue in Milwaukee and wandering down to visit Joe Ryan, Harley-Davidson's hardworking Service Manager, at his desk. Willie G. recalls, "You could count on him being there constantly. [He had] a love affair with the service end of the company. Joe had to make sure service was taken care of."



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

# SCREAMIN' EAGLE

## PERFORMANCE FOR THE NEW MILWAUKEE-EIGHT™

Adapted from a Shop Talk article by Dave Koshollek

For almost 30 years, the Harley-Davidson® Screamin' Eagle® brand has delivered a range of performance products that ramp up horsepower and torque, increase throttle response, enhance vehicle agility and excite the overall riding experience. Along with parts fitment perfection and OEM-quality durability, Screamin' Eagle Stage I, II and III upgrades for Twin Cam 103™ and Milwaukee-Eight engines are fully compliant in Canada, and won't interfere with the Harley-Davidson 24-month Limited Vehicle Warranty. Let's take a closer look at what these stage kits offer.

### STAGE I: AIR CLEANER, EXHAUST AND TUNING

A Stage I upgrade is the foundation for further performance upgrades. Higher-flowing air cleaners increase the flow of air into the engine, and slip-on mufflers flow more air out of the engine. Stage I upgrades produce a 5-10 per cent average increase in power that riders can feel throughout the entire RPM range.

A Stage I upgrade can be completed without engine disassembly, and no special tools are required. To optimize engine performance, modifications to the intake and exhaust system must be accompanied by a new Electronic Control Module (ECM) calibration that tunes the EFI for the new components.

### Screamin' Eagle® Air Cleaners for Milwaukee-Eight™

All Screamin' Eagle performance air cleaners include a High-Flo K&N Filter – an oiled cotton filter element that's washable and reusable.

#### High-Flow Air Cleaner

- High-flowing filter element hides behind the stock OE air cleaner cover for a subtle look.
- Back plate permits flow around the

entire perimeter of the air cleaner and through the ram air opening at the front of the air cleaner cover for maximum airflow.

#### Ventilator Air Cleaner

- Tapered, low-profile design allows riders to tuck knees in tight.
- Water-repellent rain sock protects the oiled cotton filter element during stormy rides (sold separately).

#### Heavy Breather Air Cleaner

- Low-profile cast-aluminum tube directs air into throttle body with minimum turbulence for increased efficiency; new slanted compact shape allows installation on bikes with fairing lowers.
- Custom-designed back plate has integral breathers and covers the throttle body and electronics for a show-quality look.
- Water-repellent rain sock included.



### **Screamin' Eagle® Street Cannon Performance Slip-On Mufflers - 4.5 Inch - Milwaukee-Eight™**

A properly designed exhaust system augments airflow and power by reducing exhaust gas back-pressure and enhancing the effects of wave and inertia scavenging. Of course, the exhaust system also has a huge effect on that famous Harley-Davidson exhaust note. Street Cannon Slip-On Mufflers are a popular customer choice due to their great sound, and the new 4.5-inch Street Cannon Slip-On Mufflers have several features that improve on that success:

- The 4.5-inch (11.4-cm) diameter mufflers with unique baffle design produce a richer, deeper bass tone and robust sound at idle, part throttle and when accelerating.
- Offered in chrome or satin black, and standard or ECE-certified variations.
- Emissions and sound compliant,

which means no worries for tickets or warranty issues.

- Muffler end caps sold separately allow for style and colour customization.

### **STAGE II: PERFORMANCE CAM**

A performance camshaft increases airflow by lifting the cylinder head valves higher and holding them open for a longer period of time than the stock cam, which enables greater intake and exhaust flow. In the Stage II Kit category for the Milwaukee-Eight engine, two different cam profiles are offered to allow riders to customize where they want to focus power gains based on their unique riding style.

#### **Screamin' Eagle® Milwaukee-Eight™ Stage II Kit - Torque**

The SE8-447 Screamin' Eagle cam included in this kit produces a five per cent increase in torque that can be felt immediately off the line and continues

to build, up to a 14 per cent increase at 4,500 RPMs.

- Torque increase means increased passing power without the need to downshift.
- Produces more than 100 lb.-ft. of rear wheel torque from 2,500 to 4,500 RPM in Milwaukee-Eight 107 engines.

#### **Screamin' Eagle® Milwaukee-Eight™ Stage II Kit - Horsepower**

The Screamin' Eagle SE8-462 cam included in this kit produces an adrenaline-pumping burst of speed. The additional power starts to build at 3,000 RPM, for an increase of up to 24 per cent at redline.

- Produces big horsepower gains while maintaining excellent torque in midrange.
- Produces more than 90 rear wheel horsepower from 4,500 RPM to redline in Milwaukee-Eight 107 engines.

### **STAGE III: BIG BORE PISTONS AND CYLINDERS**

Okay, we have to say it, "There's no replacement for displacement." That's been a mantra of performance enthusiasts since humans started burning gasoline in internal combustion engines. The reason is simple: Increase the size of the engine, and you improve power output throughout the entire RPM range.

Screamin' Eagle Stage III kits include a matching set of 4.075-inch (10.4-cm) Screamin' Eagle pistons and cylinders to increase engine displacement of a Milwaukee-Eight 107 (1,750 cc) engine to 114 ci (1,870 cc), with an increase in compression ratio from 10.0:1 to 11:1, for up to a 24 per cent increase in midrange torque. The kits include the bolt-in cylinders, SE8-498 Screamin' Eagle cam, and high-compression pistons.

- Stage III 107 ci (1,750 cc) to 114 ci (1,870 cc) Kit produces 100-110 rear wheel horsepower from 4,750 RPM to redline and over 100 lb.-ft. of rear wheel torque from 2,750 to 5,750 RPM.

*Note: Torque and horsepower numbers listed in this article refer to rear wheel power output measured on a Dynojet motorcycle chassis dynamometer.*



LAST STOP

# The Best Therapy

Story by LETICIA CLINE

**Everyone has a story about why they started riding motorcycles. It's what makes us unique. It sets us apart and unites us at the same time.**

My father sat me on my first bike before I could walk, before I can remember my first memory and before I could utter a single word. For extra money, he would build them in the living room of our tiny two-bedroom house at night, after working a 12-hour day as a truck driver. I grew up to the smell of oil and the sounds of engines, so it was inevitable that I would fall in love with them as an adult.

When I was four, my dad got me my first bike, a Honda 50 with homemade training wheels. He didn't even have to show me how to start it, as I had already been his apprentice since the beginning, memorizing his movements as he would twist the throttle and slowly let out the clutch. I took off in the yard that day, and it feels like it's been one long, continuous ride ever since.

We started going to local motocross races and doing some amateur competing when we had time. When I was older, I would ride on the back of his Heritage Softail™ through the national park we lived beside. Sometimes we would ride until the sun set, and I would fall asleep on his back, feeling more comfortable on the road than standing still. I couldn't wait for the day I could ride beside him.

My first bike was a 1990 XLH Sportster® that Dad traded an old worn-out, rusted panel wagon in for. We worked on it more than I rode it,



and looking back I think he did that on purpose. It kept his little girl safely off the road, and it taught me how to diagnose and fix my bike myself instead of relying on a man to do it. He was always quietly protective like that. When it was running, we would ride to any and every rally we could until I moved away for college and life started getting too busy to find the time. My dad still took trips, sending me postcards from each destination as a constant reminder that there was so much world we had left to see. When I got a little older and became a mom, I kept with tradition and bought my son a Honda 50, took him to an open field, and proudly let him take off the way my father did when I was four.

In 2008, we had plans to do a cross-country ride, something we had talked about for years. On the list was Sturgis, the largest motorcycle rally in the world. Two weeks before we were set to leave, my father suffered a

massive heart attack while driving his semi and passed away unexpectedly. I rode his Softail to the funeral and didn't ride again until six years later. It was March 9, 2014, and I was hired to cover Daytona Supercross for a magazine. It was my first motorcycle event since my father's passing, so I took my son for support. As soon as I smelled the exhaust and felt the dirt on my face from the bikes flying past on the track, I knew where I belonged. I rented a bike that next weekend, rode 300 miles (480 kilometres) to a small bike rally, got my dad a patch and then bought my Iron 883™. A few months later, I sold my car and decided to only ride.

What I thought would be too painful to do because I no longer had my father to share it with actually became the best therapy I could have. I now feel closer to him than ever. Last year I started going to all the places he would send me postcards from, and wrote him and my son one in return. One of those places was Mount Rushmore, which I finally got to see when I made it to Sturgis this year – a place I will come to every year in honour of the ride we were supposed to take together.

My dad's road handle was "Smiley" because he never stopped smiling. In remembrance, I got a smiley face tattooed on my pinky knuckle on my right hand. Every time I twist my throttle I think of him. It reminds me that no matter what life throws at you, if you just smile and give it a little gas you can get through almost anything.

Some of us are born on the road, and some of us find ourselves on it. All of our stories are important. Regardless of whether you just learned to ride or you've been riding for years, you're creating your own legacy one kilometre at a time, and taking part in the long ride that threads generations of motorcyclists together.

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**Montreal** - February 24-26, 2017



**LIVE YOUR LEGEND™**

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