

THE SUMMER ISSUE

FROM SEA TO SKY: B.C.'S MOST FAMOUS SCENIC ROAD / 50 WAYS TO LOVE REGIONAL RALLIES / HARLEY * OLD TIMERS 72 HOURS OF IMPROV: THE SPORTSTER* SEVENTY-TWO** MODEL IN ITS GLORY / 2012 CANADIAN H.O.G.* RALLIES



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50 WAYS TO LOVE RALLIES — NO. 23: TURN OFF YOUR GPS AND GET LOST





WELCOME NOTE/JUNE 2012

"FOUR WHEELS MOVE THE BODY. TWO WHEELS MOVE THE SOUL."



"People are like Motorcycles: each is customized a bit differently."

ADVENTURES ABOUND THIS SUMMER

What is it that makes people love motorcycling so much? I highly doubt there is only one pat answer, because of the diversity and uniqueness of each individual and their personal preferences for customizing their own Harley-Davidson® bikes to suit their varying personalities.

Perhaps it is more about how all riders crave the exhilaration of wind on their faces, bugs in their teeth, and the fresh smell of road kill while they go by. Or maybe it is the straight and fast rides on the open road, or the scenic tours that include sharp leans into twisting corners. For me, it is the freedom of being in the open air devoid of a cage with windows, no thoughts of paperwork or troubleshooting (unless it is about negotiating the next turn) and just enjoying the feel of the motorcycle, the sound of the engine, and being completely connected with nature and the outdoors. This is what I truly believe riding and having fun is all about!

What about you? I would love to hear your reasons as to why YOU love riding your Harley® motorcycle so much!

To enhance your riding experience even further, we have lots of great opportunities for you to get out there and enjoy the open road, both locally and across the country. Some of these include the newly updated ABCs of Touring Program. Make sure you take your HOG° Magazine Canada with you on all your adventures and get as many photos as possible using the alphabet and signs from the places you visit. The chance to win a motorcycle makes it that much more fun! Check out members.hog.com for more details.

You can also take in one or more of the four Regional or Provincial Rallies (see page 50).

One of the most exciting new opportunities to ride this summer is with the new and improved Harley-Davidson® World Ride event, which is a positive evolution from the infamous Million Mile Monday idea. For two days (June 24 and 25), ALL Harley® motorcycle riders and passengers are invited to take over the world by riding proud, strong, and as much as possible (p. 67).

Keep in mind, every kilometre counts — whether you ride full out for two days or sneak in a lunch ride on Monday. You'll still log-in to hog.com/worldride to register your distance when you're done to add to the totals around the world. You can still download an official "Certificate of Participation". Keep an eye out for an exclusive offer from SYN3® lubricant for all participants, and a special gift for our Canadian H.O.G.® members who participate. Check out your local Retailer/ Chapter for a planned ride near you!

More details will be available through our exclusive Canadian H.O.G.® e-newsletter (p. 21), which will be sent out the week before the event. Ride Safe and have fun!

Gina McNeil Manager, Enthusiasts Services







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Best Western® has been known for many years as the heart and soul of American hospitality and travel. Staying with us allows you the freedom to ride across the country to over 1,200 Rider-Friendly® hotels in the U.S. and over 85 in Canada*. This is why we created our free Best Western Ride Rewards® program designed for Harley-Davidson® enthusiasts. H.O.G.® Members are automatically upgraded to Platinum Elite status. Visit BWrider.com® for more membership benefits.





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INTAKE/JUNF 2012

LETTERS FROM OUR MEMBERS



Question of the day:

If H.O.G.® didn't exist tomorrow—it only lived in memory—and you never saw another rally, chapter or member ... What would Harley® owners lose?

Editor's Pick

LIVE FREE ... OR PERISH

For the moment, set aside the exhilaration and adrenalin rush of Harley-Davidson® bikes and ignore the importance of fellowship and camaraderie. Harley Owners Group® Chapters, provincial rallies, and weekend rides reinforce our belief that not only is it okay to be different, it's a necessity, a way of life, an out and out cause for celebration. One could possibly argue that joining an organization of any kind, or banding together socially, runs counter to our independent, free-spirited nature. Admittedly there are times when you can't beat the solitude of your bike, your thoughts, and claiming your rightful place on an open road. But even then — in fact, especially then — when you meet another Harley® motorcycle rider, all it takes is a head tip or a hand gesture to make you feel proud of who you are and of the company you keep. — Dennis Forbes, Toronto, Ontario

A Necessity of Life

What H.O.G.® means to me is getting together with other riders and hitting the road, any road. Meeting great people along the way with such a wide variety of backgrounds, it's great! Riders bond and become an intricate part of one's life, we become family. My biggest loss, should H.O.G.® no longer exist, would be not being able to ride with others on so many great stretches of roadways, laughing, talking, and sharing the day, wind blowing in our faces, being free, enjoying the straights, curves, hills, and long winding roads. There are so many priceless views that can't be enjoyed from a car window, so many spectacular rides and stories to be shared for years to come. I believe the camaraderie of H.O.G.® members can't be matched anywhere. I somehow trust that should H.O.G.® disappear, and I know it won't,

there are more H.O.G.® friends to make and roads to discovery. I'm itching to get on my new Electra Glide® Ultra Classic® motorcycle, hit the road, and begin to live again. My HOG® Magazine Canada, by the way, is always in my saddlebag for my nighttime reading.

— George Tkaczyk, Trenton, Ontario

Kind Words from a Shovel Guy

I really enjoyed the article "There's No Place Like Family" in the spring edition of HOG° Magazine Canada. I guess it is because of the fantastic amount of "heart" that goes into the telling of the story. The colourful characters met on the way and the sheer joy of a motorcycle adventure and going to a bike Rally even though they knew in advance that it had been called off adds to it. I have taken my children on motorcycle trips

and have special memories of a trip through the Nelson/Slocan area of British Columbia with my then 12-year-old son, even though the late August rain was brutal. Keep up the great articles and don't forget about the pre-85 Harley® motorcycle. There are a lot of us shovel guys out there. — Chris Walker Abbotsford, British Columbia

Gray Jay Shows Us the Way

The cover photo for the spring issue really has an iconic Canadian twist to it. The bird perched on the mirror of the bike is not a sparrow, but a Canada Jay (also known as a Gray Jay, a Whiskey Jack, a Camp Robber, and a Snow Bird). These birds are very intelligent, resourceful, and friendly. Kind of like Harley® motorcycle riders. Oh yeah, they also don't like cages!

- Armin Sielopp, East Sooke, B.C.



Taking a Back Seat to No One

I'm a passenger ("BOB": the Beauty On Back) on a Harley-Davidson® motorcycle that I co-own with my husband. While I know how to operate a motorcycle, I choose not to. I'm not comfortable with my abilities and I recognize my limitations. Plus, I love being on the back of the bike that we own. I love being a true Harley® bike owner and everything that the Harley-Davidson® Brand stands for. Yet, as a woman passenger, I'm constantly asked, "When are you going to start riding your own bike?"

I read *HOG*® Magazine Canada every month, and there's always some mention of a woman rider who "finally" got her own bike — and so now she's somehow a better person. I know that's not what is meant, but that's how it makes us BOBs feel.

I encourage any woman to follow her dreams and challenge herself. I applaud women who make the transition from being a passenger to an operator and share in their excitement. But please don't make me feel that I'm somehow a lesser person because I don't make that transition. When I think of the Harley-Davidson® Brand, I immediately think of freedom—and shouldn't that include the freedom to be a passenger without being judged?!—Robyn Jacobs-Robertson,

Kingwood, Texas

Why I'm a HOG® Member

I happen to be one of the HOG® members who doesn't wear patches or attend meetings, and who is unable to participate in local riding activities with any of the local chapters. Yet, I'm very proud to be a HOG® member. I couldn't have enjoyed this year's almost 2,000-mile, week-long vacation along the Eastern Seaboard and Route 1 without the help of my membership. The true meaning of being a HOG® member isn't the member benefits, discounts, or paraphernalia. It's most definitely the camaraderie! A few years ago I was able to ride home (literally, as I grew up in Racine, Wisconsin) to enjoy the HOG® Rally that was part of the Harley-Davidson® 105th Anniversary Celebration. Time spent with the people whom my wife and I met, talked to, and with whom we exchanged stories was worth the annual dues of our membership. Outside of Miller Park was one of the greatest collections of wonderful people, bikes, and great stories! Other than the 750-mile ride each way, it was the highlight of our trip. - Rob Carlson, Red Creek, New York

Send us your letters!

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

BACKSTAGE JUNE 2012 A RARE RACER The newest addition to the Harley-Davidson Museum™ motorcycle collection is this rare 1934 CAC short-track racer, acquired late last December from a private East Coast collector. Developed by the Racing Department with input from legendary Factory racer Joe Petrali, the CAC was the entry from the Harley-Davidson Motor Company into shorttrack Speedway-style dirt oval racing, intended to go up against competition from Europe, such as the 500 cc British J-A-P. Only 20 CACs were built in 1934, plus an additional five spare 500 cc engines. The price was \$350 net for a complete bike (\$217.50 for an engine), a substantial sum in the midst of the Great Depression. The bikes were sold to racers through sponsoring Retail Stores, and today, only nine are known to still exist, including one spare engine that the Museum also has in its collection.





Entering the H.O.G.® ABCs of Touring contest leads to some tantalizing choices. But no matter where it leads, you'll always find adventure.

Just ride with a copy of HOG^{\circledast} magazine and a camera to take pictures of you and your bike with "official signs" for towns and counties from A to Z, and other designated places to earn points. For 2012, it's better than ever, with simpler rules, more prizes, and the chance to win a 2013 Harley-Davidson® SwitchbackTM motorcycle.

Get out there, get riding, and get started on your 2012 entry.



Zeelann

NO PURCHASE OR PAYMENT NECESSARY TO WIN. A PURCHASE DOES NOT INCREASE YOUR CHANCES OF WINNING.

Open only to legal residents of the 50 United States and the District of Columbia and Canada who are at least 18 years of age or the age of majority in the state, province or territory where they reside, whichever is older, at the time of entry, A 2013 standard base Harley-Davidson DYNA® Switchback™ Motorcycle has an approximate retail value of US\$25,000 (CAN\$25,600). Sweepstakes begins January 1, 2012 and ends December 31, 2012. Void where prohibited. Visit the Take Part section of members.hog.com or hog.com for a complete set of Official Sweepstakes Rules.



FRONTSHOP/JUNE 2012

LEGENDARY BRAND VISIONARY WILLIE G. DAVIDSON RETIRES AFTER 49-YEAR CAREER



After nearly 50 years as head of styling, Willie G. Davidson from Harley-Davidson Motor Company retired in late April. Widely recognized as a legend in the world of motorcycling and motorcycle design, he will continue his involvement with the company as an ambassador at motorcycle rallies and events, and through special design projects as Chief Styling Officer Emeritus.

"Throughout my life, I have been truly fortunate to have the opportunity to marry my passion for design with my love for this amazing brand that runs so deeply in my veins," Willie G. said. "What's most rewarding has been to see the impact our motorcycles have on the lives of our customers. Everything we do in styling is based on the notion that form follows function, but both report to emotion."

Over the course of his career, Willie G., 78, built a design team at Harley-Davidson that established the company's unrivaled leadership in custom, cruiser and touring

motorcycles. Today, the styling department is led by 19-year company veteran Ray Drea, Vice President and Director of Styling, who has worked collaboratively with Willie G. in the development of numerous milestone vehicles.

"It has been my privilege to work alongside many incredibly talented people at this company and I have great confidence the future of the design leadership at Harley-Davidson will continue to grow in its pre-eminence," Willie G. said. "I look forward to spending time with riders at rallies and to my involvement in special design projects."

Willie G. has long served as ambassador of Harley-Davidson at rallies around the world — meeting riders, talking to customers, lending his famous signature to jackets, and setting an example of being close to the customer that has become one of the hallmarks of the company.

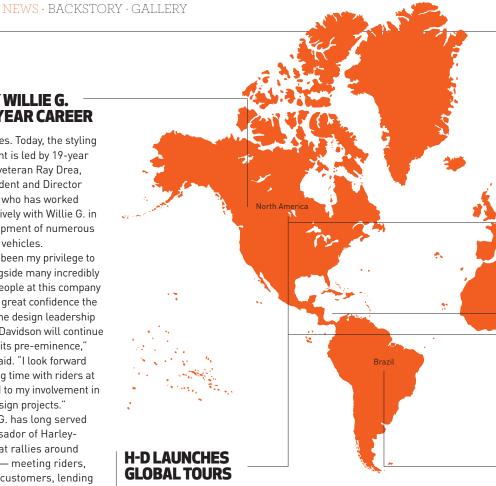
Grandson of one of the company's founders, William A. Davidson, and son of William H. Davidson, its second president, Willie G. joined the company as its first head of styling in 1963. With responsibility for the look of all Harley-Davidson® motorcycles, landmark motorcycles to emerge from Willie G's styling studio team include the Super Glide® model, which established the factory custom category in 1971, Low Rider®, Heritage Softail™ Classic, Fat Boy®, V-Rod® and Street Glide® model. He is one of 13 Harley-Davidson executives who purchased the company from AMF, Inc. in 1981.

Harley-Davidson Motor Company is proud to announce the launch of an all-new global Harley-Davidson® Authorized Tours program that will offer Harley-Davidson® riders an opportunity to experience riding adventures worldwide. In partnership with 11 independent, multinational tour operators, the Harley-Davidson® Authorized Tours program encompasses more than 150 distinct tour experiences conducted across the world in 10 languages, with destinations in North America. Europe, Africa, and Australia.

Participants can book tours as an individual or as a group, and can select from five different types of tours, including guided, semi-guided, and self-guided tours, with riding itineraries aimed at beginners

or experienced riders. No matter what type of experience is chosen, lodging and a rental motorcycle (where applicable) are included. Self-quided tours include maps, accommodation and a detailed itinerary. Guided and semi-guided tours include a tour guide; a support vehicle to carry your belongings; lodging accommodation; and transfers to and from the airport, hotel, and rental station.

The launch of Harley-Davidson® Authorized Tours is supported by a new fully interactive website that makes it easy to select the date, language, format, region and tour type as well as book or reserve a place on a tour from the comfort of your own home. For more, or to book a tour, visit www.harley-davidson.com/ authorizedtours





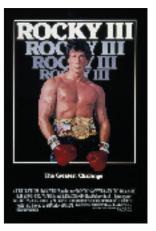
HARLEY-DAVIDSON OPENS NEW LATIN AMERICA HQ

The Harley-Davidson Motor Company has opened up a permanent Latin America HQ as part of its goals to expand into and support new markets. In recognition of the growing opportunity to introduce the unique Harley-Davidson® experience to more customers worldwide, Harley-Davidson announced the opening of a new permanent Latin America headquarters in Miami, Florida, USA.

"As part of its business transformation, Harley-Davidson is taking one of the world's most iconic brands to the many roads of the world," said Mark Van Genderen, vice president and managing director, Harley-Davidson Latin America during the grand opening event. "This

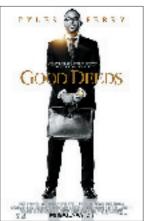
new regional headquarters is part of that transformation, and confirmation that Harley-Davidson is committed to fulfilling the dreams of customers in Latin America from Tierra del Fuego to the Rio Grande."

Harley-Davidson has long had a presence in the region. In fact, archive records show our motorcycles winning races in Sao Paulo, Brazil as far back as 1918. More recently, the Company established complete knockdown (CKD) assembly operations in Manaus, Brazil in 1998, to better serve the needs of customers in the fast growing economy. Harley-Davidson® motorcycles have also been sold in Mexico dating back more than 80 years.







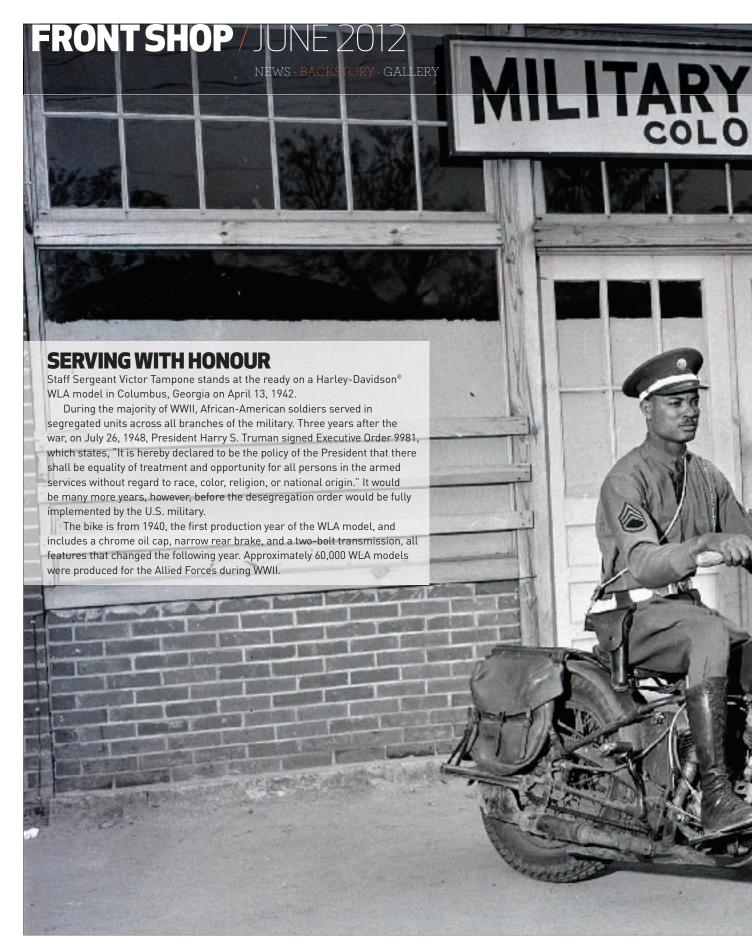


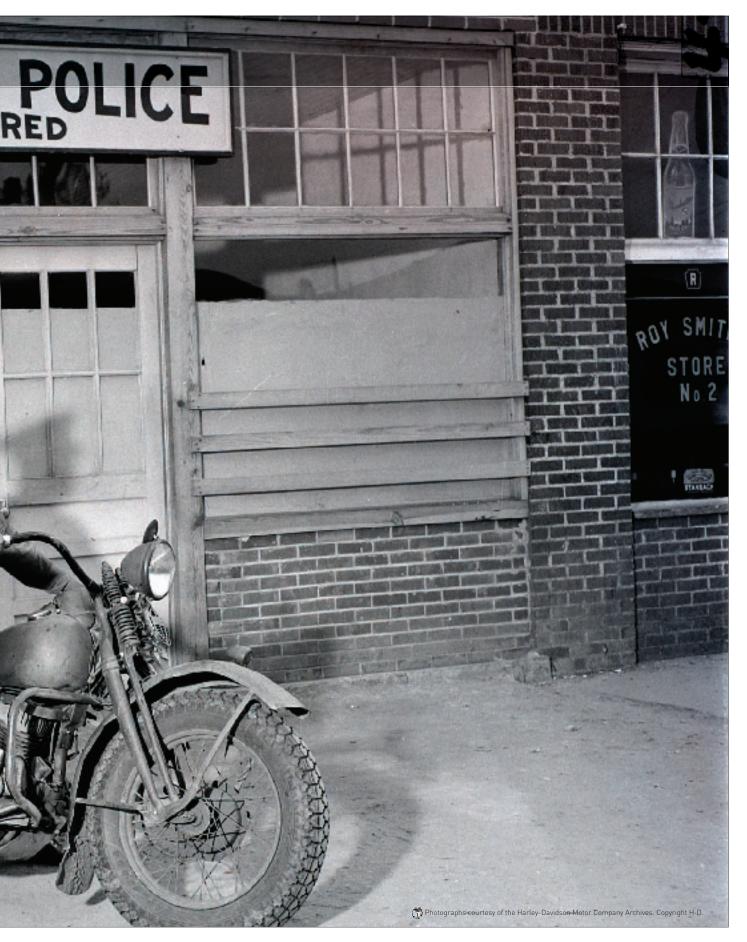
HARLEY® ON SCREEN

H-D° FLH Electra Glide° model in Rocky III, 1982 H-D° Electra Glide° model in Electra Glide in Blue, 1973 H-D° 1988 FLSTC Heritage Softail™ Classic model in The Rookie,1990 H-D° Softail° Deluxe model in Good Deeds, 2012

TURN YOUR CRANK WITH THE HERITAGE FATBONES

What do you do when none of the factory offerings turn your crank over all the way? In the case of Vancouver-area rider Al Costain, you mix and match the models and work with a local fabricator till things are just so. Al got the idea to build a retro Springer® model that he calls his Heritage Fatbones — which is a Harley-Davidson® Cross Bones™ bike with Heritage Springer™ and Fat Boy® parts installed, making it a Heritage Fatbones — using new Harley® bike parts. Costain also added a 2009 Fat Boy® rear fender (only full funder with a 200 mm rear tire) and also had the fuel tank stripped and painted gloss black with blue pearl. A deluxe seat with a Heritage Springer™ seat rail was added to the mix, as well as a horn and coil relocation, Vance & Hines Straightshot slip-ons and a Stage One download with a Screamin' Eagle® air cleaner.

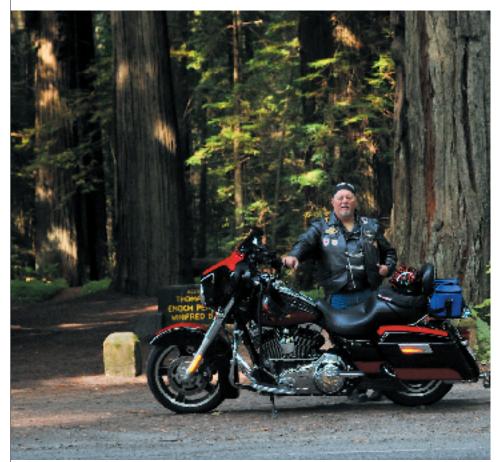




FRONT SHOP/JUNE 2012

NEWS · BACKSTORY · GALLERY

MEMBERS GALLERY



Roy Eckmeier of Calgary, Alberta, in Eureka, California



Marie-Josee Thibault of St. Nicholas, Quebec, with her husband in Tennessee



Roy Eckmeier of Calgary, Alberta in Drumheller



Lori Jo Freeman — Okotoks, Alberta



Law Power of Nova Scotia in Fort Providence, Northwest Territories



Eric Dunham — Brantford, Ontario

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Gordon Langan of Boggy Creek, Manitoba in Dubai



Richard Hamel — Québec City, Quebec



Serge Guernon - Waterloo, Quebec



 ${\bf Howard\ Lee\ Jr.}-{\bf Chatham,\ Ontario}$



Jean-Marc Lauzon - Anjou, Quebec



Pat Stevens of Point Edward, Ontario, as Santa Claus

FRONT SHOP/JUNE 2012

NEWS · BACKSTORY · GALLERY

MEMBERS GALLERY



 ${\bf Craig\ and\ Holly\ McFarlane} - {\bf Peterborough,\ Ontario}$



Al Luyt — Chatham, Ontario



Owen and Pop submitted by Graham Hughes of Kingston, Ontario



Mohammad Kahn of Toronto, Ontario at Loveland Ski Resort in Colorado



Randy Hills — Mine tour, Saskatoon, Saskatchewan



Julie Swayze — St. Catherines, Ontario

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COME CHECK OUT WHAT YOU'RE MISSING



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> Canadian Harley-Davidson® Retailer news View the digital version of HOG° Magazine Canada Updated event information in each region

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50 WAYS TO LOVE REGIONAL RALLIES

To set out for a memorable adventure, around the corner or across the country?
To whet your appetite, here are half-a-hundred ways to help you get the most from your Rally experience.

Choose a NEARBY RALLY

FOR A DAY OF ADVENTURE

Choose one that is two days away for an

EPIC Journey

BRING A

FRIEND

MAKE NEW ONES

Bring a Book





Take lots of

PICTURES

BRING YOUR

FAMILY

GET AWAY FROM YOUR FAMILY

Go on a

RIDE

EXPLORE

THE AREA ON YOUR OWN

SOCIALIZE WISELY

Wear

SUNSCREEN

RIDE TO A REGION YOU'VE NEVER BEEN TO OR FLY THERE AND

RENTA

HARLEY-DAVIDSON®

MOTORCYCLE

(or two)



FLY BY THE SEAT OF YOUR PANTS

BRING YOUR H.O.G.®

TOURING HANDBOOK

USE IT TO CHECK HELMET LAWS

Buy some t-shirts

RETAIL STORES

LAUGH

MAP YOUR ROUTE CAREFULLY



Stop for

PIE AND ICE CREAM

TRY NEW FOODS

Visit a

NATIONAL PARK

BLOG

WAVE TO FELLOW RIDERS



ROCK OUT

LOOK UP AN OLD FRIEND

Stop to

ENJOY THE VIEW

STOP FOR NO REASON

Eat something...

deep-fried
ON A STICK

PHONE HOME

Check your oil and tire pressure

Enter

THE SHOW N' SHINI

Stay hydrated

TURN OFF YOUR GPS AND

GET LOST

Go to the SHOW 'N SHINE

ENTER

THE SLOW RIDE

LAUGH AT OTHERS IN THE SLOW RIDE

RIDE STRAIGHT

Read the

HISTORICAL MARKERS

STAY UP LATE

GET UP EARLY

RELAX

Pack some comfortable shoes

BRING A SWIMSUIT

Go to a

MUSEUM

INTRODUCE YOURSELF

Embrace the

LOCAL CULTURE



Take the

LONG WAY HOME





I'm in the wind aboard a 2011 Harley-Davidson® Road Glide® Ultra motorcycle, breezing through Fraser Canyon, following the path of the mighty Fraser River through Canada's westernmost province. Although it took the waterway millions of years to carve out this spectacular canyon, my canyon carving will take considerably less time.

When explorer Simon Fraser came upon this narrow, treacherous gorge with its towering rock walls and churning rapids in 1808, he wrote, "we had to travel where no human being should venture, for surely we had encountered the gates of hell". I might be mistaken, but he seemed to be saying this was a bad thing.

I'm on day two of riding British Columbia's "Coast Mountain Circle Route"; a tour that was mapped out by Vancouver Coast & Mountains Tourism and offers an abundance of scenery, history, and twisty roads. Starting in Vancouver and following Canada's Gold Rush Trail northeast from Langley to Lillooet, the 400-mile journey winds through parts of the Coast, Cascade, and Cariboo Mountain ranges before descending through Whistler on its return to the Pacific.

My journey starts east of Vancouver in Langley, where I pick up a gleaming Road Glide® Ultra motorcycle at Barnes Harley-Davidson®. A friendly group from the Langley Chapter welcomes me with coffee and donuts from Tim Hortons. Indeed, light rain greets us as we leave the Retail Store's parking lot. Chapter members, Mike Baynes (a.k.a. "Mike Trike") on his 2011 Tri Glide™ Ultra Classic® motorcycle and Larry Lowe on his 2009 Screamin' Eagle® Ultra motorcycle, accompany me for the first day's riding. They've generously offered to show me some of Langley's highlights en route to Harrison Hot Springs, where I'll spend the night. "You can ride all types of roads within 90 kilometres of here", Mike says. "You've got mountains, flats, twisties, and farm roads."

Larry leads us past cranberry bogs and along the curvy, wooded banks of the Fraser River. Our first stop is Fort Langley, the birthplace of British Columbia and the jump-off point of Canada's Gold Rush Trail. The fort, established in 1827 by the Hudson's Bay Company to trade furs with members of the indigenous First Nations tribes, supplied thousands of prospectors who poured into the area following the discovery of gold along the river in 1858. The renovated compound is now a National Historic Site and a much-visited attraction. When we pull up, the lot is jammed with school buses, and uniformed school children queue up to enter. "I'm 57", Larry says. "I used to come here on elementary school field trips. It's really part of our heritage and great to see they still keep bringing kids here."

After a look around, we continue our journey. Purple and yellow wildflowers dot the roadside along the river and low-hanging clouds partly obscure the Coast Mountains in the distance. Mike and Larry lead me to the nearby Fort Wine Company. Due to its climate and fertile soil, British Columbia is home to some excellent wineries. "We're becoming a notable terroir", Ted Bowman of the winery explains. I purchased a bottle of their Valley Girl Blueberry Wine to enjoy at the day's end.

Continuing, we glide past farms planted with blueberry patches and cross the river at Abbotsford onto Highway 7, running along the Fraser's northwest bank. We pass sawmills and logging trucks laden with massive cargoes of cedar and fir. We chow down in Harrison Mills at a favourite biker hangout called Sasquatch Inn (locals claim that the legendary giant Sasquatch lurks in the nearby woods). From here, it's only a few kms to Harrison Hot Springs, where I'll call it a night and the others will return to Langley.

The tranquil town of Harrison Hot Springs is notable for its stunning green glacial lake and thermal springs. First used by the indigenous First Nations peoples thousands of years ago, the springs were later "discovered" by weary prospectors during the 1800s gold rush. The arrival of the railroad in the late 1800s marked the town's beginnings as a resort community. From the balcony of my room at Harrison Hot Springs Resort & Spa, I settle in with some blueberry wine and watch the sun set over Harrison Lake.

In the morning, I roll east along the scenic Highway 7, breathing in the cool air and admiring the lush, green, tree-covered mountains. I can't resist stopping in the town of Hope, whose slogan is "The Chainsaw Carving Capital of the World". More than 50 artistically sculpted tree trunks are scattered throughout town, homage to the art of the chainsaw. As an added tourism bonus, "Rambo: First Blood" was filmed in Hope in 1981, a fact that is sure to be appreciated by film aficionados. At the town square, I walk over to inspect a giant chainsaw-carved grizzly bear sculpture. Returning to my parking spot, I find a family of visitors from Taiwan excitedly taking turns photographing each other next to my Road Glide® motorcycle. They ask me to pose with them as well; always the cultural ambassador, I happily agree.

Hopping onto the Trans-Canada Highway, I enter Fraser Canyon, riding through the towns of Yale and Spuzzum, excited to note that I'll be able to use the word "Spuzzum" in my article, a rare opportunity for a professional moto-journalist.

At Hell's Gate, I park and board the Airtram, a gondola that descends from the mountaintop into the canyon at the river's narrowest and deepest point — the infamous "Gates of Hell".

At Lytton, I turn off the Trans-Canada onto Highway 12 to Lillooet, a lightly traveled route that follows the river's twisty path. In places, massive lengths of industrial chain-link fencing line the slopes of the steep canyon next to the narrow roadway, put there to (hopefully) arrest the descent of any errant boulders that choose to tumble from above.

A stone marker and plaque denote "Mile Zero" of the Caribou Wagon Trail in Lillooet. The trail funneled prospectors north into













IN THE MORNING, I ROLL EAST ALONG SCENIC ROUTE 7, BREATHING IN THE COOL AIR AND ADMIRING THE LUSH, GREEN, TREE-COVERED MOUNTAINS.

the Caribou gold fields during the 1860s. At its peak, the town was said to be the largest in North America west of Chicago, second only to San Francisco.

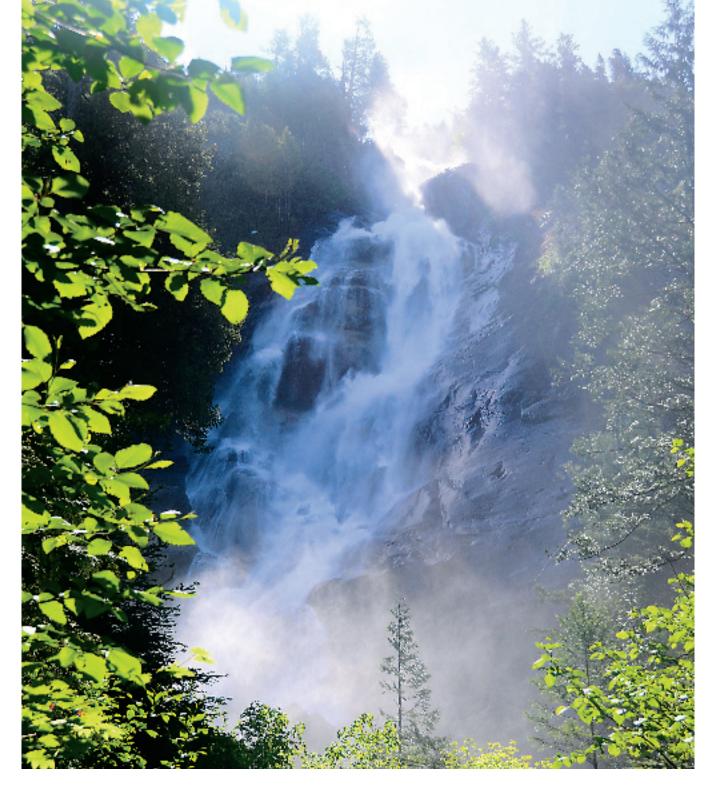
The next morning, I cross a one-lane bridge over Cayoosh Creek and ride south on Duffey Lake Road — Highway 99 — toward Pemberton. "Better gas up at Lillooet. You won't see a house for 100 kilometres", another rider had advised me the day before. "It's the best riding in the lower mainland, coveted by Vancouver motorcyclists", he added. This section of 99 twists, turns, and climbs through the snow-capped Caribou Mountains, with very little traffic — truly spectacular riding. From one twisty turn into another, I find myself rarely shifting above third gear. Riding through the clouds, I encounter signs warning "Avalanche Area", and the light mist briefly changes to stinging frozen pellets in the rarified mountain air. Duffey Lake Road wasn't even paved until the early 1990s; it must have been thrilling on a dirt bike!

Approaching the outskirts of Pemberton, I come upon stopped traffic and see a mama bear and her cub loitering in the road ahead. Stopping a safe distance, I notice she is guarding another cub, which is lying motionless in the road after being struck by a vehicle. It's a sobering reminder to always be alert for wildlife on the roadway.

Pemberton is known as a "foodies' paradise", and I break for a satisfying lunch at a place called The Pony. The area is recognized for its fresh, organic produce; in fact, the Pemberton Distillery distills its vodka from locally-grown organic potatoes, an admirable use of organic produce, if you ask me.

From Pemberton, I continue to Whistler, site of the 2010 Winter Olympics. Whistler is known around the world for skiing, outdoor recreation, and stunning scenery. "You're surrounded by nature here", Breton Murphy, of Tourism Whistler, tells me: "temperate rainforest, alpine hiking, and pristine lakes". And in case you ever happen to be a contestant on Jeopardy, I'll pass along this interesting (to me, anyway) fact: Whistler was named for the sound made by the hoary marmot, the largest North American ground squirrel, sometimes known as the "Whistle Pig". I'll take "Mountain Varmints" for \$100, Alex.

Rumbling out of Whistler in the morning, the air is fresh and cool as the sun peeks out from between snow-capped mountains. I continue the sweeping, panoramic descent through the Coast Mountains and Howe Sound to Horseshoe Bay outside Vancouver. The Sea to Sky Highway — Highway 99 from Pemberton to Horseshoe Bay — is frequently cited as one of Canada's most



beautiful rides, with its snow-capped peaks overlooking sparkling glacial waters. At an overlook, I stop to photograph a pair of jagged mountain peaks glowing golden in the morning sun. "Ugh, another snow-capped mountain", jokes an Australian tourist who stopped to take the same photo.

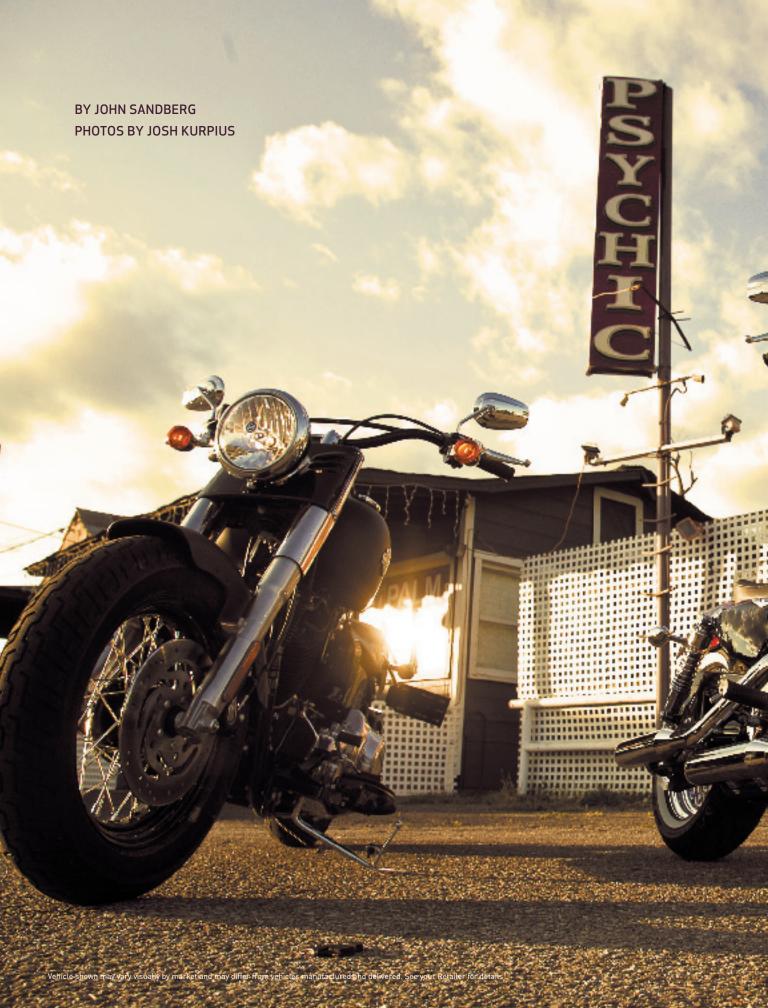
At Squamish, I park and hike into the woods at Shannon Falls Provincial Park, site of Canada's third-highest waterfall. Walking down the path, you hear the roaring falls before you see it. Near the base, a fine mist permeates the air as the water cascades from more than 1,000 feet above and batters the rocky ledges below. Not far away, rock climbers prepare to ascend the impressive Stawamus

Chief, a massive granite dome that towers more than 2,000 feet above sea level and is part of the area's iconic scenery.

Back on the Sea to Sky Highway, I contentedly cruise past Horseshoe Bay and into Vancouver, recalling something Langley Chapter member Samir Bhagat told me: "the beauty of this place is that we have everything. We've got the ocean, the mountains, the valleys, and we're very close to the border so we're very accessible."

Amen, bro. I couldn't have said it better.

Read more of Glen Abbott's adventures on his blog at www.TravelinGringo.com.





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It seems to me that the best road trips invariably involve some detours and improvisation.
Sometimes, when we're lucky, they also involve brand-new motorcycles. Such was the case for the three days I spent in December with photographer Josh Kurpius north and west of Los Angeles.



The new motorcycle ingredient came in the form of the all-new, just-released 2012 Harley-Davidson® Softail® Slim™ and Sportster® Seventy-Two™ models — two fresh designs that aim for the future by reflecting periods from the past. As for detours and improv, what started as a three-day planned-route trip to Death Valley hit an immediate roadblock in the form of an all-day downpour that left us idling, twiddling our thumbs, indoors (these were photo-shoot bikes that came with explicit instructions to **keep them clean**).

When the rain cleared we improvised by tossing the itinerary and mileage goals, and instead, set our far-less-ambitious sights on simply exploring major chunks of the Angeles and Los Padres National Forests for the remaining 48 hours. We wouldn't realize the good fortune of this decision until later in the trip, after we had put some kilometres on this unlikely pair of motorcycles.

continue the theme, exposing the forged steel and fasteners.

Thanks to an intentional gap between the nose of the seat and the tank, you can easily view the rigid-mounted Twin Cam 103B™ engine rumbling through the Slim™ model's trim waistline. It's a powertrain that is finished with polished covers instead of chrome, while the black cylinders have no machined fins, all reflecting the raw-boned style. Up front is a trimmed FL front fender that

exposes more of the 16-inch tire, plus what is likely to be the Slim™

model's signature style element: the Hollywood handlebar with the

distinctive cross brace.

Evoking the home-built customs of the 1950s, the bar was originally an accessory for pre-war Harley® motorcycles with a Springer® fork. Ketterhagen suspects that the name was coined because owners of that era had "gone Hollywood" with excessive accessories by using the cross brace to mount lights and bags. It's finished in gloss black with matching hand controls and a louvred headlight nacelle.

Other period styling cues include a gloss black cat's eye tank console with a retro speedometer face, half-moon rider footboards, a round air-cleaner cover, also finished in gloss black, and gloss black hubs and wheel rims. The solo seat shape is specific to the Slim™ model, and the vinyl upholstery is finished in a tuck-and-roll pattern. We cruised around southern California on a Slim™ motorcycle that was coated in Denim Black, but it's also available in Vivid Black and Ember Red Sunglo.



SPORTSTER® SEVENTY-TWO™ MODEL

The Sportster® Seventy-Two™ model takes a styling step back in time with glittering metal-flake, whitewalls, and an "apehanger" handlebar. Any similarities to the original wave of American-built choppers are purely intentional.

"In creating the Seventy-Two™ bike, we were inspired by the vibe of the early chopper era," says Frank Savage, Harley-Davidson Manager of Industrial Design. "Those bikes were colourful and chromed, but also narrow and stripped down to the essentials. It's a custom style that's very particular to America and that California scene."

In fact, it's the custom culture of Whittier Boulevard — the legendary cruising street in east Los Angeles, also known as Route 72 — that inspired the

model name. True to the period and the location, the Seventy-Two™ motorcycle is available in that most-memorable of 1970s design elements, metal-flake.

The Harley-Davidson Motor Company reprises that sparkle with what they call Hard Candy Big Red Flake paint. It's a new finish created by applying a black base coat, followed by a polyurethane system that carries hexagon-shaped flakes that are more than seven times the diameter of the metal-flake used in typical production paint. Each flake is coated with a thin aluminium film and then tinted red. Four applications of clear coat, combined with hand sanding, create a smooth finish over the flakes.

"The final touch to the paint is a logo on the tank top and pinstripe scallop details on both fenders," says Savage. "Each was originally created by hand, and we recreated that art in a decal for production, so they retain the appearance of handapplied graphics that aren't exactly perfect. The graphics are then covered with a final clear-coat application."

For those who prefer more traditional paint, the Seventy-Two™ model is also available in Denim Black or Big Blue Pearl. Other styling cues are equally retro, including the 10-inch mini-ape handlebar (mounted on a 2-inch riser), the solo seat and side-mounted licence plate bracket combo (which delivers maximum exposure to the chopped rear fender), the forward controls, the dished round air-cleaner, the 21-inch front and 16-inch rear chromed wheels with whitewall tires, and the dual staggered exhaust with slash-cut mufflers.



LEARNING FROM DETAILS

We learned a few things about each of these bikes during two days of riding everything from rush hour traffic on the infamous 405 to lazy stretches of the Pacific Coast highway to snow-glazed switchbacks along the San Emigdio mountains.

Although it shares the same engine and frame dimensions as other Softail® models, the Slim™ model derives its name from the stripped-down form and the narrow seat and rear end. But with a 23.8-inch seat height, it's one of the lower Softail® bikes for 2012, thanks to the 16-inch laced wheels and slammed suspensions. As a result, this is a ground-hugging cruiser that will scrape the foot boards if you lean it far enough over into the corners.

It wasn't much of a problem, though, because those same meaty 16s work in concert with the wide, low Hollywood bar and comfortable low-slung seat to set a mood that's far more about easy cruising than corner carving. It's a bike you sit in, rather than on, with a clear view of the road ahead.

If the Slim™ model is something of a sled, the Seventy-Two™ model feels more like a Schwinn Sting-Ray. It's narrow, the "apes" put your hands up high, and it feels positively light compared to the much heavier Softail® motorcycle. Truly, the Seventy-Two™ bike feels nimble, quick, and a bit raw. It is, after all, a Sportster® model, and its heritage simmers just below the surface, ready to bark when you tap into the 73 ft•lb of torque from the Evolution™ 1,200 cc V-Twin engine.

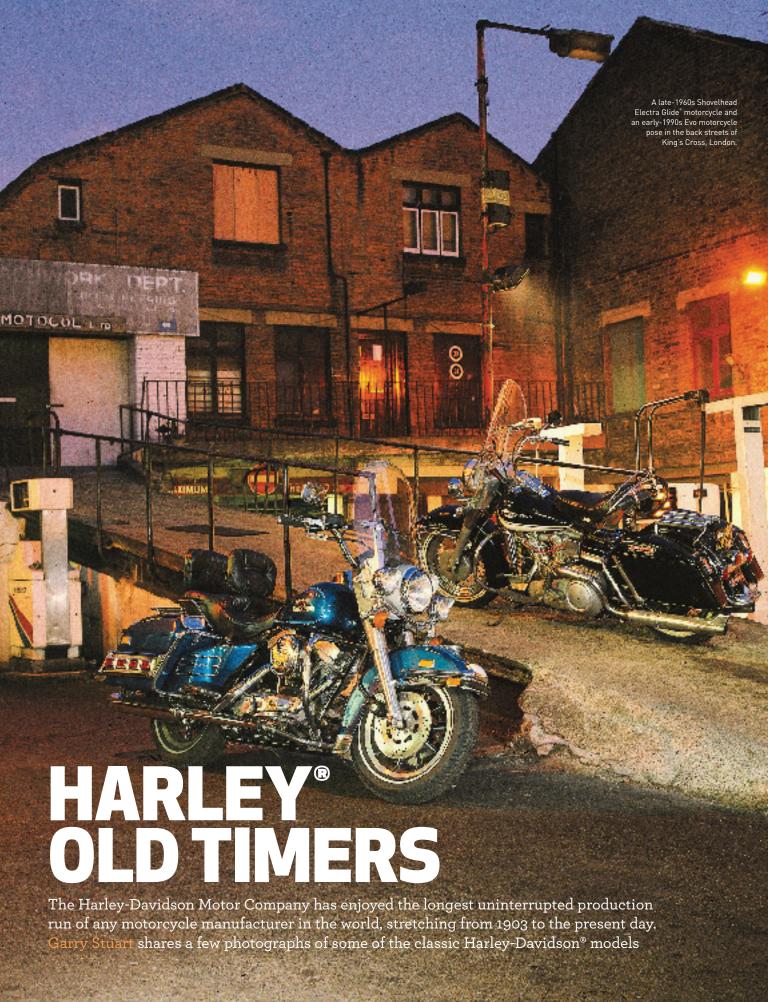
It's probably a good thing the peanut fuel tank holds 2.2 gallons of fuel, because the range it provides gave plenty of time for my rear to experience the decidedly firm solo saddle and slammed suspension. This, plus the forward foot controls, meant I was most happy at speeds up to 70 mph and the occasional roadside stop.

So stop we did, every hour or so, whether it was to load up on beef jerky, snap a few photos, or get our palms read by a psychic. As a result, photographer Kurpius and I spent as much time talking, laughing, and checking out the sights as we did hard kms. Which is why this was one classic detour that couldn't have turned out any better.









HARLEY® OLD TIMERS









Clockwise from left: Lonnie Isam in his workshop with an extremely rare 1906 model on the floor. Behind him is an original-condition 1907 model. 1965 was the last year of the Panhead and the first year of the Electra Glide* model; A restored 1939 Knucklehead motorcycle at the Chief Blackhawk AMCA meet in Davenport, Iowa; The Art Deco tank design adorned the 1933 VL models, as seen on this well-restored example at the AMCA show in Eustis, Florida.

Most Harley® bike owners are aware of the rich legacy and heritage behind every new motorcycle that rolls off the production line. The look of today's Harley-Davidson® motorcycles still owes much to the UL Flathead and EL Knucklehead motorcycles of the late 1930s, when the fuel tanks took on the rounded teardrop shape that is still around today. And don't forget the beating heart of every Harley® motorcycle, the 45-degree V-Twin engine — a configuration that harks back to 1909. Harley-Davidson did, of course, produce single-cylinder machines and dabbled with boxer engines on the 1919 model W and the military XA, but no other configuration would be better adapted to traversing the long roads than a thumping Big Twin motor.

Most Harley® bike owners will have a book or two on their shelves that looks back at the lineage of Harley® models as they developed over the years. It is interesting to appreciate the ups and downs of the Factory, which of course mirrored the economic and social changes affecting America throughout the 20th century.

As a photographer, I was initially drawn to the "rebel reputation" that went with the Harley® Brand. Hunter S. Thompson's book Hell's Angels and the iconic chopper film Easy Rider were the points of reference that influenced me to take up photographing the "biker" lifestyle. As I became involved in publishing books on Harley-Davidson® motorcycles, I became more aware of the rich history behind the Brand and I began to seek out older Harley® models to photograph. This drew me into a whole new (old?) world of collectors, restorers, and historians where attention to detail and accuracy were the order of the day. I learned to appreciate a vintage Harley® motorcycle restored to just the right level as much as a barn-find in original unrestored condition.

Bikes that have been around for almost 100 years will have been repaired and changed many times, often acquiring later Parts & Accessories. The skill of the restorer rests in their in-depth knowledge of their chosen period of Harley® production. Experts



Mike Parti in his well-organized Los Angeles workshop, where he has restored bikes for Steve McQueen and Jay Leno.

focus on a specific scope, such as Steve Slocombe who runs VL Heaven in Kent, England, and only deals in VL models that were produced between 1930 and 1936. He is also a member of the Antique Motorcycle Club of America (AMCA). It is thanks to organisations like AMCA that the standards of bike restorations are kept high. Through their bike shows, meetings, and forums knowledge is shared, ensuring that examples of these historic bikes will survive so that future generations can see and hear them running.

One thing's for sure, the collectors and restorers are every bit as interesting as the bikes themselves. Lonnie Isam, who runs Competition Motorcycles in Sturgis, deals in performance parts for top-fuel Harley® drag racers while also remanufacturing parts for the very earliest of Harley® models. Lonnie arranged for me to shoot 1906 and 1907 models — the oldest that I have ever seen and of which only very small numbers were ever built.

In California, Mike Parti restored bikes for Steve McQueen and

still helps out Jay Leno with his bike collection. Now in his late 70s, Mike knew many of the older Harley® models first-hand. In Maggie Valley, North Carolina, Dale Walksler has set up a museum of American motorcycles called Wheels Through Time with over 300 bikes, most of which he will fire up so you can hear them run. He has an example of every model of Harley® motorcycle, 45 from 1929 to 1973, when the Servicar was discontinued. In California, I was given the run of the Otis Chandler Museum, to photograph his collection of antique Harley® motorcycles, all of which have now been sold and dispersed upon his death.

Thanks to these knowledgeable collectors and individual restorers around the world we are all able to enjoy these "oldtimers", and appreciate the engineering genius of those early motorcycle pioneers.

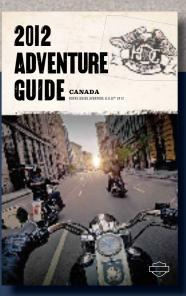
Check out more Harley® photography by Garry at flickr.com/photos/garrystuart and his blog at harleypics.tumblr.com.

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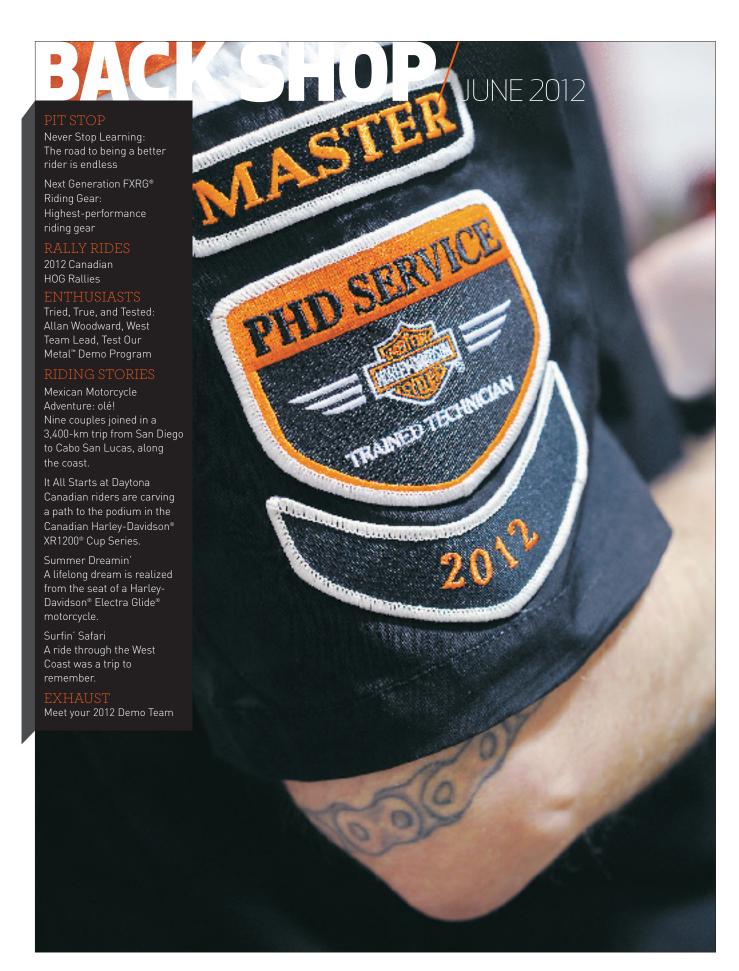




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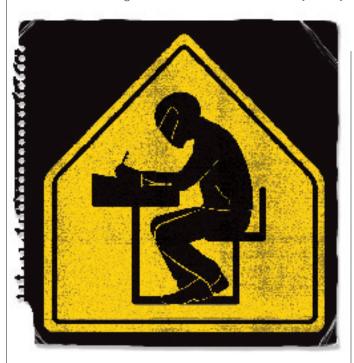
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NEVER STOP LEARNING

The road to being a better rider is endless By Becky Tillman



Whether you're a newlyminted rider training program graduate or an experienced veteran with many thousands of riding kilometres behind you, continuing education — formal and informal — should always be a part of your overall riding plan.

One of the most important things you will learn, or should learn, in completing your rider training program is that you're not required to immediately start riding on the street. In fact, it's usually a good idea to work your way up to that.

Going from the parking lot to side streets to country roads to city streets to highways is a process that should be taken seriously, and never rushed.

Think of graduating from the training program as a

starting line on a journey of lifelong learning. You will have gained the fundamental building blocks necessary to begin developing the mental and motor skills important for safe street operation, but only practice and experience will ingrain this knowledge. There's always room to improve. There's always more to learn about safe riding — with great benefits for those who keep moving forward.

A STEP-BY-STEP APPROACH

Take a moment to consider this paragraph from the MSF Basic Rider Course Handbook. It's something we always discuss as part of the Rider's Edge® New Rider Course curriculum, but I fear it often gets lost in the

excitement of learning to ride:

"Successfully completing the Basic Rider Course is not a guarantee you will be safe on the road. Only you can choose the level of safety you wish to maintain.... Safe riding is also a matter of attitude, and only you can provide that."

No matter how well you do in your class — in the classroom and on the range — riding in second gear in a parking lot with 11 fellow students is not the same as riding in real-world traffic. It's great preparation but no substitute for actual experience. It can be intimidating to new riders the first time they find themselves "elbow to elbow" with moving cars in traffic. On the range the surface was consistent, traffic flowed logically, and no one was texting or eating lunch in the other lane!

I always encourage my students to continue doing the drills they have learned in a parking lot or other open area of pavement (get permission, if necessary). From there, work your way up to side streets, back roads, etc. (and be sure to get your licence first!). Consider starting on roads you're familiar with, where you already know about the blind spots, curves, and the surprise stop sign at the bottom of the hill. Choose a time of day when the daylight and traffic will be in your favour, too. This will save you a lot of stress and allow you to focus on your

riding and awareness (S.E.E.: Search, Evaluate, Execute).

Remember: one of the principles of learning to ride is to learn the skills gradually. Students should begin by simply mounting the bike. Then learn to "straddle walk" to get the feel of the rolling machine. Then learn to start it, then how to engage the clutch, etc. — little by little, one new skill at a time, only moving on when the student is ready. Using this same approach in taking it to the streets will save a lot of stress.

If possible, do all of this with an experienced rider; in other words, a mentor: someone who will help guide you through that transition onto the street and even beyond. To find one, talk to someone at your local H.O.G.® Chapter or Harley-Davidson® Retail Store. Some Retail Stores even offer remedial, or "additional practice", courses that allow you to hone your basic skills under supervision.

BEYOND THE BASICS

In addition to practical and technical training, reading various motorcycling publications is a good way to stay well-rounded on the subject. Like this one, many publications have regular columns or sections about safe riding.

A fun way to keep the learning flowing — and encourage others to adopt a similar attitude — is to plan an event for your H.O.G.® Chapter or riding group.



THERE'S ALWAYS MORE TO LEARN ABOUT SAFE RIDING — WITH GREAT BENEFITS FOR THOSE WHO KEEP MOVING FORWARD.



MIND AND BODY

Finally, a quick word about the importance of maintaining a healthy mind and body as part of becoming a better rider: If you're young and fit and full of energy, this may not apply to you — yet. But it's important to realize that as we age, keeping our bodies healthy and our minds alert may take a little extra attention. The two go hand-in-hand; a healthy body is necessary to maintaining your

mind sharp — essential for staying safe on a motorcycle.

Also, if your physical condition becomes a distraction while you ride — if a bad back, excess weight, or some other ailment makes you uncomfortable - it can take away from your ability to S.E.E. That is, to Search, Evaluate, and Execute as you ride.

By keeping your body well and your mind alert, while staying focused on constantly improving your motorcycling skills and knowledge, you will be a lifelong learner, better able to safely pursue and enjoy your lifelong passion of motorcycling.

Becky Tillman is an MSF Rider-Coach Trainer, a Rider's Edge® Instructor, and the Rider's Edge® Regional Manager, Harley-Davidson® Rider Services.

Sources: Harley-Davidson® Rider's Edge® Training

Program and The Motorcycle Safety Foundation's Guide to Motorcycling Excellence.

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NEXT GENERATION FXRGT HIGHEST-PERFORMANCE RIDING GEAR

The Genuine Harley-Davidson® MotorClothes® FXRG® Riding Gear line has comprised the flagship designs and technology of Harley-Davidson Motor Company since its introduction in 1998.

For 2012, the high-performance FXRG® line throws a little more twist to the throttle with newer materials and thoughtful, inspired designs that improve comfort, versatility, and the entire riding experience. From helmets to jackets, gloves to pants, nearly every FXRG® item has been refreshed and is worth further investigation.

Most notable are four reengineered FXRG® jackets: the men's Leather Jacket with Pocket System (98040-12VM), the men's Textile Jacket with Pocket System (98378-12VM), the women's Leather Jacket (98034-12VW), and the women's Textile Functional Jacket (98368-12VW). The men's Leather Jacket is mid-weight cowhide leather and the women's is lightweight cowhide leather, and each is constructed with a water-repellent treatment and inner membrane to create a fully waterproof jacket. Both the men's and women's textile jackets are made from waterproof 1,000 denier nylon. All FXRG® jackets are loaded with smart, ride-focused technology.

Staying dry in all weather conditions and temperatures is a fundamental requirement for FXRG® riders, and the new line delivers on that promise with Cocona® Natural Technology™, which consists of naturally-derived micro-porous fibres from coconut shells and other natural sources that provide unprecedented breathability while maintaining wind- and waterproof performance. Cocona® Natural Technology™ is used in a waterproof/breathable membrane that lies between the jacket's outer shell and mesh lining, and is embedded into the mesh lining for increased

evaporative cooling and natural odour resistance. Because it's embedded into the fabric, Cocona® will not wear or wash out like most waterproof/breathable coatings.

Compartmentalizing your riding gear has never been easier thanks to an all-new exterior front pocket system that graces the men's jackets. Using large waterproof zippered chest panels that reveal multiple pockets when opened, the new system offers ample, well-organized storage.

Versatility is an area where FXRG® jackets continually excel, and the offerings for 2012 are even greater. Six zippered air vents — two each on the shoulders, front, and back — deliver truly customizable temperature regulation. Likewise, the PrimaLoft® removable warmth liner can be worn separately as a casual jacket.

Other features are equally impressive and underline FXRG® riding gear's ride-engineered status: a removable kidney belt for core support on long rides; removable, lightweight body armour at the elbows and shoulders for extra protection; and $3M^{\text{TM}}$ Scotchlite $^{\text{TM}}$ reflective material in the piping, taping, and graphics provides enhanced visibility of up to 500 feet in clear low-light riding conditions.

The FXRG® Textile jackets also feature appliquéd micro-armour SuperFabric® at the elbows and shoulders for ten times greater abrasion resistance than standard textiles. Likewise, the leather jackets are reinforced with heavyweight leather at the elbows and shoulders for increased abrasion resistance.

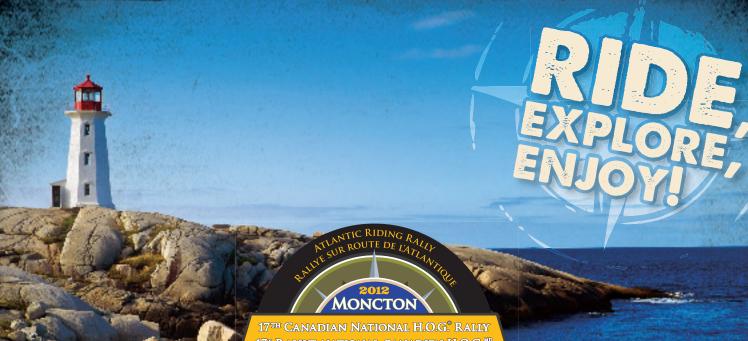
All four jackets are backed by a limited lifetime warranty and are available now at Harley-Davidson® Retail Stores.



THE ROAD TECH™ ZŪMO® 660 AND 665 GPS NAVIGATORS. Glove-friendly touch-screen. Built-in Retailer database. Easy to read in bright sunlight. Two-year warranty.

HARLEYCANADA.COM





Join us for our first ever Canadian National Riding Rally set up as a "Hub & Spoke" event, with Moncton acting as the host "hub" and the "spokes" branching out to various local Harley-Davidson® Retail stores around the Maritimes. The event will span four days from August 8 to 11, 2012 with the focus



predominately on great riding experiences with ample local flavour. Be prepared to spend most of your time on the road exploring the Atlantic Region, which is well known for its unique accents, the origin of the Acadian culture, and outstanding natural beauty.

More Rides, More Events, More Food, More Entertainment & More Fun.

IMPORTANT REGISTRATION DATES:

PRE-REGISTRATION ENDS: Postmarked by June 30, 2012

(Pre-registrations between April 1 - June 30 are <u>not</u> guaranteed rally packages and are given on-site on a first come, first served basis.)

HOW TO REGISTER:

- 1) Call H.O.G.® Canada at 1-800-668-4836 today!
- 2) Online at members.hog.com; HOG.com OR hogmagazinecanada.ca

FEES:

PRE-REGISTRATION RATE (April 1 - June 30, 2012)

Please note: rally packages not guaranteed during this time.

Adult (16+) \$125 CDN Children (10-15) \$75 CDN

ON-SITE REGISTRATION RATE (August 8-11, 2012)

Adult (16+) \$140 CDN Children (10-15) \$90 CDN

Children (under 10) FREE! They need to register, but they will not receive a rally package.



Tentative Schedule - 2012 NATIONAL RIDING RALLY - Moncton, NB

Tuesday, August 7th

• Pre-Registration Check-In @ Delta Beausejour Hotel – 5:00pm-9:00pm

Wednesday, August 8th

- On-Site Registration @ Delta Beausejour Hotel 9:00am-6:00pm
- Ride in Event from (NS & NFLD) Meet at Masstown Market & "Ride in" to the Rally TBD
- Opening Ceremonies @ Moncton City Hall 7:30pm

Thursday, August 9th

- On-Site Registration @ Delta Beausejour Hotel 9:00am-6:00pm
- Retailer Event: Lunch @ Red Rock Harley-Davidson® PEI 12:00pm-3:00pm
- Retailer Event: Party @ Toys for Big Boys 8:00pm-Midnight

Friday, August 10th

- On-Site Registration @ Delta Beausejour Hotel 9:00am-6:00pm
- Retailer Event: Breakfast @ J.H. Stewarts, Miramichi 8:00am-11:00am
- Retailer Event: Dinner @ Eldridge's, Saint John 3:00pm-6:00pm
- Street Party @ Downtown Core 8:00pm-Midnight

Saturday, August 11th

- On-Site Registration @ Delta Beausejour Hotel 9:00am-6:00pm
- H.O.G.® Mall & Entertainment @ Moncton Market 8:30am-1:30pm
- Show 'N Shine @ Main Street 10:00am-12:00pm
- Parade Staging & Landing @ Highfield Square 2:00pm-4:00pm
- Parade 3:00pm-5:00pm
- Closing Ceremonies Dinner @ Riverfront 7:00pm-9:00pm
- Street Party @ Downtown Core 9pm-Midnight

All times and events are tentative and subject to change.

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2012 CANADIAN H.O.G.® RALLIES

H.O.G.® Canada is pleased to announce the schedules for the 2012 Canadian H.O.G.® Rallies coming soon to a city near you. Check hogmagazinecanada.ca for updates.

16TH QUEBEC PROVINCIAL H.O.G.® RALLY 2012

Thursday July 5

9 am to 6 pm Registration, Hospitality, Information desk

9 am to 5 pm Bike wash/Photos
9 am to 7 pm Vendors Booths
2 pm to 5 pm Observation Run
7 pm to 8 pm Chapter Challenge
8 pm to 8:30 pm Opening Ceremonies
8:30 pm to 10 pm Entertainment

Friday July 6

9 am to 6 pm Registration, Hospitality, Information desk

9 am to 11 am Poker Run Check-in
9 am to 5 pm Bike wash/Photos
9 am to 7 pm Vendors Booths
9 am to 4 pm Poker Run

4 pm to 5 pm Show 'N Shine Registration
4 pm to 5 pm MOTO TOP GUN Stunt Riders
5 pm to 7 pm Show 'N Shine Judging

5 pm to 7 pm Retailer's Dinner

Tetalier 5 Billier

7 pm Entertainment (Joshua2 – Tribute to U2)

Saturday July 7

9 am to 12 pm Registration, Hospitality, Information desk

8 am to 10 am Bike wash/Photos
9 am to 10 am Parade Staging
10 am Group Photo
10:30 am Parade Launch

12:30 pm to 3 pm Field Games (Open to public)
6 pm Dinner, Closing Ceremonies,

 ${\bf Entertainment~(BodyGroove-Ribsteak~Ron)}$

www.rallyehogrepentigny2012.com

Sponsoring Retailer: Vision Harley-Davidson®

Location of Rally: Repentigny, QC

5TH PRAIRIE REGIONAL H.O.G.® RALLY 2012

Thursday July 12

4 pm to 9 pm Registration
7 pm to 9 pm Meet and Greet

Friday July 13

8 am to 11 am Breakfast 9 am to 6 pm Registration

9 am to 5 pm Poker Runs/Observation Runs

4:30 pm to 5 pm Staging for Parade

6 pm to 6 pm Parade
7 pm to 7 pm Happy Hour
7:30 pm to 9 pm Pork BBQ
9:pm to 1 am Dance

Saturday, July 14th, 2012

9am to 1 pm Registration

9 am to 3 pm Tattoo Contest Registration

10 am to 12 pm Show 'N Shine 1 pm to 4 pm Bike Games 6 pm to 7 pm Cocktails 7 pm to 11 pm Awards Dinner

www.prairieregionalrally.com

Sponsoring Retailer: Redline Harley-Davidson®

Location of Rally: Saskatoon, SK





12TH WESTERN REGIONAL H.O.G.® RALLY 2012

Thursday July 19

3 pm to 9 pm Registration at the Ramada 5 pm to 10 pm Meet and Greet at the Ramada

Friday July 20

9 am to 9 pm Registration
11 am to 3 pm Track
10 am to 11 am Biker Bingo
7 pm Cocktails
8 pm Dance

11 am to 3 pm Poker Run, Observation Runs
11 am to 3 pm Bike Wash at the Retail Store
11 am to 3 pm BBQ at the Retail Store

Saturday July 21

9 am to 5 pm Registration
9 am to 9:30 am Parade Marshalling
12 to 2 pm Bike Games
2:30 to 5 pm Show 'N Shine

6 to 6:30 pm Cocktails before Dinner, Closing Ceremonies

11 am to 3 pm Bike Wash at the Retail Store
11 am to 3 pm BBQ at the Retail Store:

Sunday July 22

8 am to 11 am Breakfast at the Retail Store

www.12thwesternregionalhogrally.ca

 $\textbf{Sponsoring Retailer:} \ \mathsf{Prince} \ \mathsf{George} \ \mathsf{Harley-Davidson}_{\$}$

Location of Rally: Prince George, BC



24TH ONTARIO PROVINCIAL H.O.G.® RALLY 2012

Thursday July 26

10 am to 8 pm Registration at Downtown Hilton
10 am to 6 pm Observation Ride (1)
10 am to 6 pm Poker Walk, men/women/couples
11 am to 6 pm Winery Tours (map)

10 am to 8 pm Thunder Road Harley-Davidson⊕ open
12 pm to 8 pm Vendors (Thunder Road Harley-Davidson⊕)
7 pm to 9 pm Block Party stage, Opening ceremonies,
Mayor blessing of the bikes, block give away

(bike draw tickets)

Friday July 27

9 am to 4 pm Registration at Downtown Hilton 8 am to 11 am Retailer breakfast (E-K S Armoury) 8 am to 6 pm Thunder Road Harley-Davidson⊚ open

8 am to 6 pm Vendors

9 am to 6 pm Observation ride (2)

9 am to 6 pm Poker walk, men/women/couples

11 am to 6 pm Winery Tours

12 pm to 3 pm BBQ /Music at CTM/Heritage Village

6 pm to 7 pm
OPP Golden Helmets show
6 pm to 8 pm
Bike Show (Riverfront plaza)
7 pm to 10 pm
Elimination Bike Draw

7 pm to 2 am Music

Saturday July 28

7:30 am Directors Breakfast (Hilton)
9 am to 12 pm Registration (Hilton)

9 am to 4 pm Thunder Road Harley-Davidson® open

9 am to 4 pm Vendors

9 am to 4 pm Observation ride (1 or 2)

9 am to 4 pm Wine Tours

12 pm Parade (staging at Thunder Road

Harley-Davidson®)

12:30 pm to 1 pm Parade of Flags to River Front
1:30 pm to 2 pm Group photo (River front)
2 pm to 6 pm Biker Rodeo (River front)
7 pm to 8 pm BBQ steak Dinner (River front)
8 pm to 8:30 pm Awards, Closing Ceremonies

6 pm to 2 am Music

www.ontariohogrally.com

Sponsoring Retailer: Thunder Road Harley-Davidson®

Location of Rally: Windsor, Ont

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TRIED, TRUE AND TESTED

Team Spotlight: Allan Woodward, West Team Lead, Test Our Metal™ Demo Program By Karen Mayberry

Al Woodward has been driving one of the two TOM™ transport trucks for the demo program since 2006 and puts more miles on those truck tires in one season (more than 50,000 kms) than the entire fleet of demo bikes combined! What was initially intended to be a one-time-only contract for a single riding season has now become a way of life and a source of neverending entertainment for our longest-serving demo team member, who calls Fenelon Falls, Ontario, home. Oh, the stories he could tell!

Each of the demo teams — one operates demo ride days at Retailers in Western Canada, the second operates in Eastern Canada transports a fleet of current Harley-Davidson® motorcycles and sets up demo days at participating Retailers to welcome any riders with a valid motorcycle licence to come out and try any model they wish. The demo teams are each comprised of three experienced, knowledgeable and trained associates who hail from across Canada and who all spend their summer on the road. Each team has one lead who is accountable for overseeing set-up; for communicating with Retailers in advance, during, and after the demo ride itself; for managing the team; and for submitting reports and communications back to home base via John Ibbitson, Field Operations Coordinator. The East team is also bilingual to ensure that we are able to provide the same level of exceptional customer service in Frenchspeaking communities.

From Concord, Ontario, all the way west to Victoria, B.C., to kick-off the demo season there is much more to his job than just driving. Upon arrival at each Retail Store, Al's team has to unload, wash, and inspect each motorcycle in the fleet. Then, it is set-up time, which includes a registration area, bike lift demo, signage, and tents. Before any rides can leave the Retail Store, Al will conduct a full sweep of the demo route to ensure every kilometre is free of debris, road gravel, and construction. Safety is the very first priority and is always at the front of the team's minds. After six hours of demo rides, which usually include about 100 riders, the team does all of that set-up work in reverse to get packed up and have Al back on the road in time to

arrive at the next scheduled demo; sometimes it is just the next town over, other days it is a whole province away.

The season is long — April to October — and only once or twice during that time do the TOM^{TM} team members have a break to head back home to visit with family and friends. Their summers are spent on the road and the work is hard, but you will never find Al without a smile on his face. He loves the bikes and likes knowing he will receive his entire schedule at the very start of springtime so he is able to make his own plans far in advance. He enjoys spending time with the Retailers and is interested in getting to know H-D® enthusiasts across the country.

When asked what his most memorable demo ride was, Al tells a story of a young man who came from miles away with all of his safety gear and monumental levels of enthusiasm, only to be told that because his birthday was tomorrow, he was too young to participate in the ride that day. The heartbreak that young man displayed has clearly been resonating with Al since then and it is exactly that kind of eagerness shown by ride participants that keeps Al's job so meaningful to him.

How could one be anything BUT pleased with having such a profound and positive impact on the lives of others? Whether it is that non-owner who has been coveting a Harley-Davidson® motorcycle since he was a kid, or that woman who is just about ready to buy her own first bike, all the way to the couple who are checking out the new models so they can select which one is going to be their eighth bike purchase, every rider comes with a story. And every story has heart.

Throughout the kms spent on the road and the smiles of demo riders in each town to which he goes, Al's love for the program, the bikes, and the people he meets grows more each year. "I work very hard, but I love it."

Al and the rest of the Test Our Metal™ Demo Program team look forward to seeing you this season when you come to test ride the 2012 lineup of Harley-Davidson® motorcycles at an authorized Harley-Davidson® Retailer near you. I don't think we will need to remind you to smile for the pictures, will we?

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MEXICAN ADVENTURE A WILD RIDE

Nine couples joined in 3,400 km trip from San Diego to Cabo San Lucas along the coast. By Marissa Baecker

The bikes were barely put away for the winter when one quick-thinking Harley-Davidson® Retailer began planning the next ride. Two days before Halloween, an email came across the network inviting the first on their feet with a deposit for a ride to Cabo San Lucas, Mexico.

The idea came to Blair Kane, of Kane's Harley-Davidson, one evening during a gathering of fellow riders. According to the email, the conversation went like this:

Blair has a brilliant idea. "Lets get the Hell out of Kelowna this winter and take a Ride to Cabo where it's warm!"

"Yay!" said the assembled throng. "When will we go?"

"February, for about 10 days," Blair decides in an instant.

"Yay!" said the assembled throng. "How much?"

"Uh Oh", said Leanne, who realizes she is now adding tour specialist to her resume.

"We'll get back to you on that", says Blair to the group, knowing full well he won't be doing any of the work.

Leanne Houston is the Manager of the Retail Store and wears many hats to keep it all going smoothly, so it is not surprising that "tour guide" was added to the list. The Retail Store offered to trailer nine bikes, including one of their own, to San Diego, California, where they would meet a plane carrying the rest of the riders. From there, everyone would pack their own bike and point it south.

"I'll send the email out in the morning with the details," says Leanne, "and told everyone that the first eight with their deposit would be going. It was full just after lunch."

"One gentlemen walked in holding his credit card and said something like, 'I was told to get my a** down here, give you my credit card and not ask any questions'", laughs Houston.

So, come February, nine couples stood in a self-storage parking lot packing their bikes for a 10-day, 3,400-km round trip ride from San Diego, California, to Cabo San Lucas, Mexico.

Crossing into Mexico proved much smoother than crossing from Canada to the U.S.; despite providing the U.S. Border Crossing in Osoyoos,

British Columbia, with the proper paperwork for the bikes that Kane and Houston were transporting to the U.S., including statutory declarations from each bike owner, U.S. authorities delayed the clearance of the crossing for 24 hours.

Riding into Mexico at
Tijuana, Houston laughed,
"the border patrol there was
waving us through frantically
like we were holding up the
line. No questions. No stopping.
Just go." A quick detour west,
and it was a beautiful 127-km
ride down the Pacific Coast to
Ensenada. "You can't get lost,"
says Houton. "There is only one
road and it changes coasts back
and forth all the way to Cabo."

The rules of the road seem equally simple; there doesn't





appear to be any. Houston said the highway resembled the autobahn "except there were wild horses, donkeys, goats, dogs, people, and cows" every so often strolling the roadside. Helmets are also optional, but the actual city road rules are somewhat different.

"It is interesting, traffic rules in Mexico," says Dean Muscardin. "When you turn left onto a one-way street in Mexico, you are to turn into the far right lane as opposed to turning left into the closest lane like we do in Canada."

Mexican authorities
would pull him over for this
infraction. However, not
speaking English, Muscardin
was handed a cell phone where
an interpreter (whose English
was poor) explained.

"I was told I had made a traffic infraction. My options were [to] pay \$115 at the police station or to pay \$100 to the officer standing there," recalls Muscardin

Based on tales he had heard prior to travelling, he opted for payment at the police station, but was promptly escorted off the main road at the next corner to a deserted road where the officers awaited the payment in their truck.

"It was an outright bribe to get my licence back," says Muscardin. Tales like this are common among travellers, but the incident didn't ruin the trip.

"The best advice is not to ride alone," continued Muscardin, "a minimum of three bikes together. And not to ride at night." They travelled from Ensenada to Catavina (458 km) to Mulege (416 km) to La Paz (485 km) and then to Cabo (216 km) for three glorious days of sunshine and marguaritas. The return trip looped north to Puerto San Carlos (414 km) to Santa Rosalia (391 km) to El Rosario (568 km) and back to San Diego (382 km).

Army checkpoints mark the road every couple hundred kilometres, and while the checkpoints are relatively uneventful on the way to Cabo San Lucas, on the way back they will stop you each and every time.

"They were friendly enough," says Houston. "They seemed more interested in the bikes than what we had in our saddlebags."

TRAVEL TIPS

Bring electric clothing, as the higher mountain passes prove chilly.

The best riding is between San Roselia and Loreto. Here, you will find yourself enjoying the twists and turns as you ride beside the Sea of Cortez. The road surface is good but narrow in places, and "I wouldn't rely on the road signs," says Muscardin. "Sometimes you slow down because of a sign and nothing. Other times you are braking and there was no sign."

At Guerrero Negro there is a tourist lookout that offers whale watching. The road to the lookout is 24 miles of sand and very difficult to travel on a bike, unless you have an adventure-style ride. When you get there, you can see the great grey whales about a mile away, in the ocean. If you want to see the whales, rent a boat.

Book ahead to secure accommodation.

Carry at least a one-gallon can of gasoline with you at all times. These riders needed it twice.

Do not cross back into the U.S. at Tijuana. Use the Tecate crossing a little to the east. There, riders are shuttled past the traffic to the front of the line due to the heat.

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IT ALL STARTS AT DAYTONA

Canadian riders carving path to the podium in Harley-Davidson® XR1200® Cup Series By Don Empey

There is no better way to get a running start on the motorcycle racing season than participating in the first race of the year at Daytona.

Ruthless Racing racer, and Deeley Harley-Davidson® Canada Manager of Racing Programs, Darren James, did just that. James, who brought the Harley-Davidson® XR1200® Cup Series to Canada just last year, made the long trek to participate in the 71st annual Daytona 200 Sportbike race, as well as the AMA Pro Road Racing, Vance & Hines XR1200® Series opening round.

The paved and banked 3.5-mile road course is a good test for the Harley-Davidson® XR1200® motorcycles, and the Dunlop tires and drafting is not only an important strategy, it is imperative to remain competitive in the seven-lap scramble.

James had a good showing in the first qualifying session, finishing sixth-fastest and greatly improved on that score in the second qualifier, placing in contention with the third-fastest time.

The race started with the sound of Harley® thunder filling the Daytona bowl. A four-rider pack of handlebar-slamming action took a slight advantage over the rest of the field, with James in hot pursuit. Bartel's Harley-Davidson® riders, Michael Barnes and Tyler O'Hara, battled for the early lead, while KWR Vesrah rider, Tyler Wyman, looked for an opportunity to jump into the fray. Dave Estok edged his way into the mix, dragging James along for good measure. The action was hot and furious and on the final lap, the lead riders jostled for that all-important positioning, leading off the banking, out of the draft and into the final corners to see who could cross that famous checkered finish line first. With the Bartel's Harley-Davidson® riders embroiled in the lead, Wyman took the advantage of his spot and used the double draft to his every advantage, stealing

the all-important first win of the season. Tyler O'Hara got a wheel ahead of Michael Barnes for second, while Estok grabbed fourth. Ruthless Racing's Darren James earned a hard fought fifth place.

Last season, a full grid of 14 riders took their Retailer-sponsored Harley-Davidson® Sportster® XR1200® motorcycles to the grid in the inaugural running at Circuit ICAR at Mirabel, Quebec. Youngster, Cody Matechuk took the first race, while riding for Privateers Harley-Davidson® of Nova Scotia, ahead of eventual series winner Steve Crevier by a mere 0.186 seconds. James took the third place on the podium. Rounds two and three moved to Shannonville Motorsport Park, the site of this season's opener. Wins in both of those rounds went to MotoSport Plus of Kingston-sponsored Crevier, both times a photo finish with Matechuk at the line. Finishing in third in both contests was Samuel Proulx, riding for Sherbrooke Harley-Davidson®.

Crevier again took the checkered flag for MotoSport Plus in round four in St. Eustache, Quebec, leaving Matechuk and James to battle it out for runner-up bragging rights. Round five saw the series shift to Canada's picturesque Nova Scotia at Atlantic Motorsports Park, in Shubenacadie. The move down east turned out to be Matechuk's undoing, as he fell out of contention with a battery cable problem. This let Crevier run off with another victory, this time chased to the wire by Darren James.

The final double-header weekend of the season saw the action move to Canada's famous 3.957 km Mosport International Raceway. James earned the pole position for the weekend after an all-night rebuilding effort on his Harley-Davidson® XR1200® motorcycle. For his Herculean effort, James was later awarded the (Pole Position) Tactical Products Canada Luminox watch.

Round one of the weekend went to Boca Raton U.S. rider, Michael Barnes, while Ruthless Racing Inc. rider, J.R. McRae, earned his first podium finish of the season with second place, while James finished in third. Crevier ran a safe race to finish in fourth and earned enough points to earn the series championship.

In what turned out to be one of the most exciting races of the weekend. Michael Barnes and Steve Crevier left nothing on the table and all four lead riders were in the 1:31 times. with only 0.2 of a second separating the lead duo from J.R. McRae and James. This time, Crevier, sporting his new No. 1 plate, was not playing it safe and challenged for the lead at every turn, occasionally getting in front of the four-rider battle. On the final lap, Barnes seemed to have it all sewn up but in the treacherous last turn corner, Crevier made a daring pass up the inside of Barnes to win the drag race at the finish line, narrowly winning the race and relegating the U.S. rider to runner-up status. James again took third place.

This is exciting times for Canadian motorcycle racing fans, as Deeley Harley-Davidson® Canada continues to lead the way in motorcycle racing in Canada with the new Harley-Davidson® XR1200® Cup Series, as well as a resurgent Screamin' Eagle® V-Rod® Destroyer[™] Drag Race Series. For the list of racing events in Canada that you and your friends might want to ride out to attend, visit www.csbk.ca. Updated posts will also be available on the Harley-Davidson_® Canada facebook page.



WHAT A DRAG... HEY, IT'S A GOOD THING

Another Deeley Harley-Davidson® Canada supported race series is the Sceamin' Eagle® V-Rod® Destroyer™ Drag Race Series. The Canada-wide series that boasts both a Western and Eastern contingent, wage their own battle during the season, meeting at Castrol Raceway in Edmonton for one final race weekend to crown the true Canadian Champion.

In the East, round one of the 2011 season at Toronto Motorsport Park turned out to be rained out after a weekend of tuning and qualifying solved little, leaving many questions unanswered. Although the advantage went to Eastern champion, Pete Thomson, over Mitch McCallum.

Out West at North Central Motorsports Park, in Prince George, B.C., things were just starting to heat up. Four-time Canadian champion, Redline Racing's Nick Allen, lost his first weekend challenge in a race that was heavily contested by a couple of up-and-coming newcomers to the drag racing scene. Edge Harley-Davison⊕-sponsored first-year rider, Jamie Moench, was the surprise winner in his first V-Rod® Destroyer™ race. Jamie McCuaig was a close second.

Round two in the East moved to Grand Bend Motorplex in Grand Bend, Ontario, where Eastern champ and Rocky's Harley-Davidson®-sponsored Pete Thomson continued his championship drive with a narrow win over MotoSport Plus-sponsored Mitch McCallum. Nick Allen got back to winning form in the West with a victory over Edge Harley-Davidson® rider Rick Adams, at Nl'akapxm Eagle Motorplex in Ashcroft, B.C.

The Eastern series returned to Grand Bend Motorplex, where Pete Thomson beat out Chris Fox. Allen returned to form in the West, narrowly beating Adams at Medicine Hat Raceway in Medicine Hat, Alberta. The last round of the Eastern series got under way at Toronto Motorsports Park in Cayuga, Ontario. Thomson cemented his eastern championship win, but had to displace the advancing Paul Guerrieri, of Thunder Road Harley-Davidson. With the win, Thomson again set the stage for a showdown in the west where Allen was himself winning his own series, this time besting Heritage Harley-Davidson. Fider, Shaun Rude.

The final event at Castrol Raceway in Edmonton, Alberta, was a much anticipated race. With the previous season final rained out, the final V-Rod® Destroyer™ race of the day pitted Eastern Champion, Pete Thomson, against Western Champion, Nick Allen. The two had been game advisors many times before, and both were more than capable of taking the Canadian championship, but it was Allen with a little more to prove. For the first time in a long time, Allen had to work for this championship to continue his string of consecutive championships. In what was to be one of the closest battles of the season, it was Allen with a narrow win as the lights flashed at the end of the strip, earning his fifth consecutive title.

As we move into another season of motorcycle racing competition, Deeley Harley-Davidson® Canada again leads the way in supporting Canadian motorcycle racing. If the success of last season's inaugural season of the Canadian Harley-Davidson® XR1200® Cup Series and the resurgence of the Screamin' Eagle® V-Rod® Destroyer™ Drag Race Series are any indication of the health of motorcycle racing in Canada, we have a lot of great racing to look forward to.

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SURFIN'SAFARI

A ride through the West Coast was a trip to remember.

By Chris Valentino, Service Team Leader at Thunder Road Harley-Davidson®

As motorcycle enthusiasts, we all have one memory that stands out, relating to an experience we had on our hogs that never leaves our minds. For some, it may be the first ride on their new bike, for others a trip across the country. It doesn't matter where they go, it is still special.

When I got my first Harley® motorcycle, I had heard tales of the "Hot Dam" Tour at Thunder Road Harley-Davidson®. Each year, Chris O'Neil, owner of Thunder Road Harley-Davidson®, meticulously plans out a motorcycle tour to a cross-country destination. Your

motorcycle is loaded on a semitruck, packed and ready to ride, and then you fly to the first stop to pick it up. From there, each night, the hotel is booked for you and you only have to arrive to sign-in to your room. How you get there is up to you, but Chris spends months researching and planning a spectacular route of back roads to show off the landscape and area attractions that you may come across.

After hearing the rave reviews of the beautiful roads, historic sites, and other wacky road happenings, I thought to myself, "I have to do this one

year", but my schedule never seemed to allow this to work out. But when the Hot Dam Tour announced its stop in California, I was going to work my schedule around this trip. I had always wanted to visit the Golden State, and I thought, what better way to do it than with my bride and on my motorcycle. Oh, and 35 other people as well.

After our bikes were packed for their trek to Sacramento, we boarded a plane to cross the continent to follow them. Seeing your motorcycle for the first time in a week is comparable to seeing a family

member after being away for an extended period of time, at least for me anyways.

Once the gear was unloaded at the hotel, it was time to tour the Sacramento area. Some of the crew went to Napa Valley, but I didn't want to fight the traffic on a Saturday, in the heart of the main tourist destination. I opted to visit Sacramento Harley-Davidson®, as Retail Stores are a magnet for me. From there I rode along the Sacramento River, enjoying the breeze and warm sun on my face. The combination of 35 degrees Celsius and no humidity is something I could get used to very quickly. When dinner time came around, it was time to visit Old Sacramento. The old stagecoach-era inspired buildings that line the streets







take you back in time. The first attraction you come across is the monument to the pony express. This was the birthplace of the mail system that delivered over 35,000 parcels of mail. Walking up and down the wooden sidewalks as you watch horse drawn carriages plod along the street, adds to the feel of being in an old western town.

After spending a few hours walking through the shops and a restful sleep, we started our trip to Fort Bragg. The last 15 kilometres or so was a slow speed zone through a forest with very little oncoming traffic. It was a truly amazing way to finish the day as we pulled into Fort Bragg.

We embarked on the longest day on the road the next morning, as we headed towards Redding for two nights. The start of the ride was my first taste of the Pacific Coast Highway. The stretch we rode lived up to all of the hype. We turned off on Route 36 to A16. This road was a tough stretch of hair-pin turns, switch-backs, and the

occasional gravel spot. After coasting over more roads, with little traffic, we followed Route 299 into the city, which was a great sweeping road. The night was filled with laughter at the pool and a tremendous piece of Snickers pie for dessert.

The next day in Redding started with a ride to Mount Shasta. As we walked around the town, it was glorious to find a used book shop to browse through. It was now time to ride towards the top of the mountain. We made it up to about 9,000 feet before deciding to turn back. The temperature was climbing up to 32 degrees Celsius, so it was time to head back to the hotel for some pool time and dinner. Afterwards, with the sun still shining, we headed to the Sun Dial Bridge. The bridge connects the two campuses of the Turtle Bay Exploration Park and is an entrance to the Sacramento River trail system. It was a beautiful area until I noticed the sign near the drinking fountain

that warned you to watch for rattle snakes when using the public restroom. That was my cue to leave and head back to the hotel

When the sun rose the next day, as the group was packing up their bikes, we visited Burney Falls, a must-stop attraction. The hike down to the pool at the bottom of the falls was stunning. The water temperature was still cold at around 10 degrees Celsius. After taking a few photos, we made our way back up the trail to hit the road again on Route 44, towards the Lassen Volcanic National Park. The park, which is part of the Pacific "Ring of Fire", was created by volcanic eruptions from 1914 to 1916. We met up with Tony and Sharron and rode to Summit Lake at 7,000 feet. There were still snow banks that hadn't melted along the roadside, and they added to the beautiful scenery along Route 89 through the park. The 8,500 foot high point had spectacular photo opportunities as we headed

through the park towards
Chester, where we were met by a
welcoming hotel staff at the Best
Western. The night brought a
BBQ and a campfire at the hotel,
thanks to the hotel manager and
Jim D.'s cooking abilities.

Our next stop with the group was Reno, Nevada, to enjoy the local Rally Street Vibrations. Our route took us through Plumas National Forest before we crossed the Nevada border. We first headed to Reno Harley-Davidson®, where the street was lined with rows of bikes on each side, and we ran into J.T. Hasley and Thor from H.O.G.® US at the Rally pin stop. As the crowd increased, it was time to hit the road and we headed out to Carson City and took the long way around by heading out to Lake Tahoe where we had to stop and take some photos of the clear blue water.

After checking out the vendor tents at Carson City Harley-Davidson, we cruised to the small old west town of Virginia City and then several of



THE MMIC/COHV OPEN ROAD® POWERSPORT INSURANCE PROGRAM IS GROWING!

Motorcycle & Moped Industry Council (MMIC) and the Canadian Off-Highway Vehicle Distributors Council (COHV) have announced that the Open Road® Powersport Insurance program is changing and growing to serve its riders better.

The changes include an expanse and simplification of the program. The number of insurers, the number of ways to get quotes, and the number of vehicle types. When riders request a quote from the Open Road® Powersport Insurance program now, you won't just be shopping with one insurer, you'll be shopping a minimum of three.

Since every insurer prefers certain types of riders, bikes, and regions, not all insurers will be able to quote in all regions or on all vehicle types. But, with more insurers Open Road® is more likely to find the best quote for you.

Starting in 2012, you'll be able to get quotes in a brand new place. In addition to online and telephone quotes, you'll now be able to get quotes right at the Retail Store. When you buy that new bike, wouldn't it be great to know what the insurance cost will be?

Shop and compare insurance premiums to make sure your bike or ATV is not only right for you but for your wallet as well. At the launch of the new program, this opportunity may not be available at your local Retail Store yet. If it's not, ask your dealer to inquire about the Open

Road Powersport Insurance program. And of course, you can always get quotes online at www.openroadprogram.com.

Lastly, the Open Road® Powersport Insurance program is expanding to all vehicles. In addition to great coverage for motorcycles and ATVs, we're expanding the program to include snowmobiles and personal watercraft. At the same time the Open Road program can take care of your home and auto too. We'll be bringing the same great multiinsurer quotes to you at home or at the Retail Store throughout 2012.

The Open Road® program continues to be endorsed by the MMIC and the COHV. It is believed to be one of the best insurance programs for power sport enthusiasts in Canada. Why? Because it's been designed by riders specifically for riders!

Coverage under the new program is available for policies starting on or after January 1, 2012. You'll be able to get a quote on the Open Road website and in select Retailers starting in December. If you're already an Open Road® rider and your policy expires after January 1, 2012, you will have to obtain a new quote from Open Road® Powersport Insurance to stay with the program.

The MMIC and the COHV want every rider to relax and be able to ride with confidence knowing you've got the worry-free coverage you need at the right price.



PIT STOP · RALLY RIDES · ENTHUSIASTS · RIDING STORIES · EXHAUST

us men headed out to downtown Reno to check out the Rally and another buffet dinner at Harrah's. Sonora was the next stop on the tour, and we decided to ride solo on this day and strayed from the group and the route. Afterwards we stopped for lunch at the Alpine Lodge Resort; it was a nice break to get my mind relaxed. As we approached Sonora, we took Route 49 into Jamestown to visit

tie up ... I guess those rockslide warning signs aren't a joke.

Our next stop was Monterey for two nights at the Best Western Victorian Inn. Each day at 4 p.m. they had a wine and cheese party for the quests; what a great way to welcome you to your stay. I fell in love with this city as we arrived and were welcomed by the Fisherman's Wharf. There is something magical about

saw some of the most stunning views imaginable. What should have been a few hours ride was almost doubled by my constant stopping for pictures and just admiring nature's beauty at the Big Basin Red Woods State Park. There were spots where you are riding between rock walls and then it immediately transforms into wide-open coastal cruising.

As we neared San Francisco, we wanted to day, as the next day we were headed back to Sacramento to load the bikes on the truck for the return home.

On the way back to Sacramento, we rode through Sonoma Valley to take in wine country and made a stop at Infineon Raceway to check it out. This included a stop in victory lane for a picture with the checkered flag. After the crew loaded the bikes, and the



THE TASTE OF SALT WATER IN THE AIR LEFT A LAYER ON YOUR LIPS AS YOU RODE ALONG...





Jamestown Harley-Davidson®, which was built to resemble an old west building.

The next morning was calling for another quiet day away from the route and a trip towards Route 120 and into Yosemite National Park on the way to Hollister. This park is a must for any rider to experience; the mountain's sheers and roadway are covered by a canopy of trees, a truly breathtaking ride. After getting back on the bike to head out on Route 140, we came across a rock slide on the left side of the split road, which closed the lane and lead to a minor traffic

walking out to your deck and watching the ocean. I had the chance to see more of these places since we rode the Pacific Coast Highway down towards Big Sur the next day. The taste of the salt water in the air left a layer on your lips as you rode along, which only added to the experience. If you haven't ridden the P.C.H., it is hard to fully take in the ride, as no other coastal highway compares to it.

Santa Rosa was our next stop and this was probably my favourite section of riding during this trip. We rode the P.C.H. up to San Francisco and check out the wharf, but due to construction, the quick route was blocked, so we took the long way, through the city. This was not the best thing to do, as traffic was busy and afterwards my patience was wearing thin, so we passed on and headed for the Golden Gate Bridge. This marvel of engineering was a beauty to cross, and of course, I had to stop once we were on the other side to get a view of the famed Alcatraz prison. We capped it off with dinner at one of my favourite restaurants, The Olive Garden. This was our last full travel

whole group sat at the pool reminiscing about the trip, I was torn: part of me longed to get home and the other part fell in love with California and didn't want to leave.

After a smooth flight home, many handshakes and hugs, the group departed to their homes. As I crawled into my own bed for the first time in two weeks and with over 3,100 kilometres extra on the bike — a familiar comfort came over me.

I couldn't wait to enjoy my own home again, but when I awoke the next morning I was ready to do it all over again, to experience California Dreaming.

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SUMMER DREAMIN'

A lifelong dream is realized from the seat of a Harley-Davidson® Electra Glide® Motorcycle By Dustin A. Woods

The dull fluorescent lights flicker and hum above me as I sit trapped within a labyrinth of grey cubicles, immersed in the dreary depths of winter. An endless sea of 9-to-5 drones outfitted in their own interpretation of business casual attire exchange equally inane clichés around the water cooler, then debate who among them faced the most challenging commute through rush-hour traffic from the suburbs. I contemplate whether I am experiencing déjà vu, or merely reliving the same boring day over and over again.

I seriously debate the pros and cons associated with ending this unbearable suffering by pressing a stapler to my temple. Or, perhaps I could tighten my noose-like necktie further until I lose consciousness. I abort the most recent, utterly preposterous, and futile task dropped on my desk by my superiors, deciding instead to wander down to the cafeteria to acquire my seventh steaming caffeinated beverage of the morning. I don't even like coffee. However, the journey necessary to acquire said drink gets me away from my desk, and in turn, the incessant nattering of a woman who

shares my northern cubicle wall. Her high-pitched cackle sends shivers down my spine like nails on a chalkboard. I can hardly keep my eyes open and am having difficulty feigning interest in the day's many menial and pointless tasks that lie ahead. I look down at my watch anxiously, hoping dreadfully that it will somehow magically be closer to lunch time than I expect. Unfortunately, it is only 9:07 on a Monday morning; welcome to life in the corporate world.

A mere six months prior, I was enjoying a far different experience. Having been laid off from a senior position within a moderately-sized corporation, I had run the gamut of emotions: shock, disbelief, anger, self-loathing, despair, and finally acceptance. With credit cards and loans piling up and job prospects looking dim as the economy continued its steep and swift nosedive, I figured I may as well embrace the opportunity to acknowledge a lifelong dream. After all, when else in my life would I have the freedom to traverse this great nation of ours by motorcycle?

I began excitedly telling everyone who would listen of my





upcoming coast to coast expedition; each person I told of my quickly approaching journey had the same advice, "take the U.S. route — it's way faster", without any comprehension that, for those of us who enjoy riding motorcycles, the journey and the destination can often be one and the same. Setting out bright and early on a Sunday morning, I kept a steady schedule, consistently adhering to three basic rules: eat when hungry, sleep when tired, and coordinate gas fill-ups with washroom breaks whenever possible. Aside from these three fundamental guidelines and a plan to meet up with friends in Calgary, Alberta, during the 2009 H.O.G.® Rally, the destination and the details of my trip would largely be decided spontaneously from the seat of the CVO™ motorcycle.

Packing the saddlebags as the sun rose above my private cabin at the Glenview Cottages, just north of Saulte Ste. Marie, I admired my two-day-old facial scruff in the reflection of the gleaming red bike. It had been a long time since I was able to let it grow freely, but it was something I could easily get accustomed to. My mind wandered freely as I pulled swiftly onto the wide open two-lane blacktop, which stretched as far as the eye could see. Being a Tuesday morning, the rat racers were chained to their desks, leaving the roads free of any traffic whatsoever. A sunny August morning with nothing in front of me but the wide open northern Ontario highway, I could tell it would be a good day.

The only sounds that could be heard were of the 110 CI V-Twin engine roaring between my legs, and my newly acquired Allman Brothers CD blaring from the speakers of a 2010 Harley-Davidson® CVO Electra Glide® Ultra motorcycle. The only thing longer than the name of this badass flame-painted bike was the list of available options: cruise control, satellite radio — even heated seats and handgrips, which I would end up using more frequently than sunscreen while on this momentous pilgrimage. Occasionally precipitous and chilly, my journey was not ruined by the unseasonably poor weather that I encountered, for even the worst day spent out on the open road is significantly superior to the best day spent at the office.

The visceral experience of riding is something that people either openly embrace as Gospel or disregard as absurdity. This is precisely why America's oldest living motorcycle Brand has a vast and unquestionably devoted cult-like following. "This here is the king-daddy emperor of grand poo-bahs", explained Rob Sheal, of my Harley-Davidson® Retailer, as he walked me around the monstrous machine at the onset of my journey. He wasn't kidding. No matter where I stopped for sleep or sustenance, an adoring crowd of onlookers would gather.

My wistful thoughts return to that glorious trip once again, as I stand over a temperamental photocopier that insists there is a paper jam when there is, in fact, not one. Smooth, sturdy, and obedient, the 906-lb hog is right in its element as I hum along the Trans-Canada highway. I celebrate this by sliding my well-worn black leather riding boots up to the highway pegs, as there won't be a streetlight, or any form of civilization for that matter, for miles.

While I witnessed plenty of scenery fit for framing and gained a renewed appreciation for this beautiful country and its people, the highlight of my experience came quite unexpectedly. Without warning, about 90 kilometres from Medicine Hat, after tirelessly battling violent rain showers all day, a break appeared in the dark, brooding clouds. For what seemed like an eternity, I was treated to the most beautiful sunset I have ever seen in my life. Still pouring with rain behind me, the glowing sky reflected a rainbow wall that showered relentlessly behind me. With the fresh post-rain prairie air rushing against my bare face, a blanket of vibrant orange and pink hues created an otherworldly halo of light that surrounded me and my machine for as far as my eyes could see.

Now that the economy seems to have moderately recovered and I have returned to the 9-to-5 office life, I long to feel the unadulterated freedom and exhilaration of moments like those once again. Desperately yearning to quench my insatiable wanderlust and embrace the ever-seductive horizon, I daydream every day about the next time that I can shed my corporate skin and set off on another adventure. Haunted by the restrictions and structure of my clean-shaven, pressed-suit workaday life, I cling to the memories of that ride to help get me through each and every day. Until the next time that I can set out on such a journey, the memories alone will have to suffice.



H.O.G.® **yearly packages** are sent upon renewal. If you have a July 2011 expiry date for instance, you can renew in January 2011 to receive your pack at the beginning of the season. Your membership will still expire in July 2011, but you will receive your materials sooner — so you don't lose any months of membership by renewing early!

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Motorcycles must be enrolled in the **Mileage Program** first before kilometres can be claimed; this applies to all bikes that you want to claim mileage (including rental bikes). Please enrol at your local Retailer, as they are required to sign the form to validate the number of kilometres.

Members receive the year-specific H.O.G.® **pins and patches** when renewing. In the first year of H.O.G.® Membership, the H.O.G.® (eagle) pin and patch are sent out, not the year specific ones. These are received for the first time on your first year of membership renewal.

Free H.O.G.® Membership from a new bike purchase is **transferable** to an existing full member or associate member.

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For delivery of **H.O.G.**® **materials**, please allow 4-6 weeks for delivery as this can vary depending on the local postal service in different areas.

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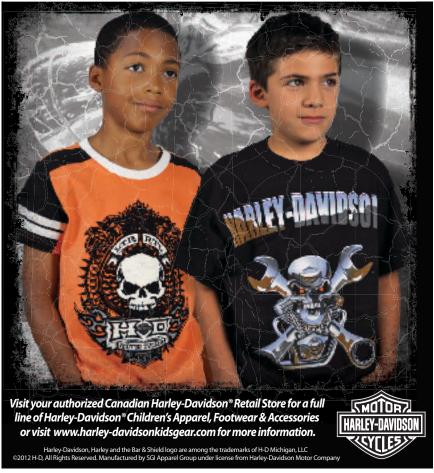
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MEET YOUR 2012 DEMO TEAM

By John Ibbitson



Name: Kyrié Which truck: West Truck Role: Harley-Davidson® Demo Team Assistant

I first started getting involved with motorcycles when I was just a little girl. I was lucky enough to have a father who had a passion for motorcycles and who passed that love down to me. In 2008, I began working at a Harley-Davidson® Retail Store where my love for motorcycles and meeting new people grew. I just started riding this year, and I am looking forward to accumulating some miles under my belt, as well as helping others learn and experience the open road.



Name: Angie Which truck: East Truck Role: Harley-Davidson® Demo Team Lead

Like many others, my dream was to travel the world on a Harley-Davidson® motorcycle. In 2008, I started working at J.H.Stewart (Miramichi, New Brunswick) in the MotorClothes® department and learned so much about the Brand and the way of life. My favourite memories involved the pleasure of getting to know my Customers (now many of my true friends) and assisting the Test Our Metal™ Demo team. I decided to follow my heart and apply for the Demo Truck position; this is my third season and I can't wait to get started ...



Name: Allan Which Truck: West Truck Role: Harley-Davidson® Demo Team Lead

I first got involved with motorcycles in Spring 2006 when I was given the opportunity to drive the demo truck for the season. I enjoyed it so much, that I am now going into my seventh season.



Name: Alexander Which truck: West Truck Role: Harley-Davidson® Demo Team Assistant

When asked what keeps me sparked with my interest with motorcycles, I say that it's the "feelings" experienced on the ride. From the age of four on my first ride, after sneaking a ride on my cousins dirt bike, the feeling of all five senses alive at one time really lit a fire for me. To this day, whether I am chasing a sunset to get to the next destination or riding to Alaska just for lunch, the feeling is still there. Each ride has its own journey and memories. However, if you are not riding, then we here at Deeley Harley-Davidson® Canada will get you there.

Name: Jean Which Truck: East Truck Role: Harley-Davidson® Demo Team Assistant

I started becoming interested in motorcycles near the end of the 90s. At that time it was frowned upon to own a Harley-Davidson® motorcycle in Quebec. Thankfully, now the Harley-Davidson® name is associated with quality and reliability. Thanks to my involvement with Leo Harley-Davidson® in Brossard, Quebec, in demo rides and family events, I've been able to grow in this wonderful world, and now I even have tattoos showing off the H-D® Brand. I've also had the privilege of passing on my passion to my kids. This year, I have the opportunity and the pleasure of sharing my passion with you.



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FOR YEARS, H.O.G.® MEMBERS HAVE BANDED TOGETHER FOR MILLION MILE MONDAY. NOW WE'RE KICKING IT UP A NOTCH WITH A SUNDAY/MONDAY EVENT WE CALL THE HARLEY-DAVIDSON® WORLD RIDE.

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