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2016

HARLEY AND THE DAVIDSONS TOP TEN TOURS MONTREAL



HOG.COM

**IF YOU WAIT TO LIVE YOUR DREAMS,
YOUR KIDS WILL MISS THE LESSON.**



**SOME OF THE MOST IMPORTANT THINGS YOU CAN TEACH YOUR KIDS ARE THE WORLD IS BIG, ADVENTURES ARE EVERYWHERE AND DREAMS AREN'T MEANT TO BE PUT UP ON A SHELF. SET THE EXAMPLE BY LIVING YOURS TODAY.
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Vintage board track racing comes to life in the Discovery Channel's *Harley and the Davidsons* mini-series that airs later this year. Image courtesy of The Discovery Channel



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INTAKE

FROM THE EDITOR

History in Your Hands



Two articles in this issue of *HOG*® really hammer home to me the magnitude of what Harley-Davidson has accomplished over the past 113 years since our four founders rolled their first motorcycle out of a small shed just a couple hundred yards from where I'm sitting right now.

First and foremost I should acknowledge that 2016 is the 100th anniversary of the first publication of *The Enthusiast*, a magazine that for most of that time was the company's primary means of sharing riding stories and product information with Harley owners around the world.

As you'll learn in this issue's Museum department (A Century of Communications, Page 64), *The Enthusiast* was not the first, last or only magazine published by the Motor Company, but it was the longest lived. In the mid-1980s,

shortly after the formation of the Harley Owners Group®, *HOG Tales* debuted and for about 25 years we published both concurrently until we merged them into *HOG*, the magazine you're reading right now, in 2009. So even though the names have changed, I consider *HOG* to be *The Enthusiast's* spiritual successor and it has been an honor for me to be at the helm of both magazines.

The other thing that recently impressed the scale of Harley's history on me was my visit to the set of the Discovery Channel's upcoming miniseries *Harley and The Davidsons* (see Lights, Camera, Action, Page 26). The fact that a major network is producing a six-hour drama about the history of Harley kind of blows me away. It just proves what an impact our motorcycles have had on the world since 1903. While plenty of historical liberties have been taken in telling the story of the founders' vision and fight for survival in the early years, it gets the important stuff right. I know I'll be tuned in when it airs on Discovery Channel over Labor Day weekend.

Speaking of Labor Day weekend, that will be a great time to visit the Harley-Davidson Museum here in Milwaukee to learn more about the *real* history of Harley-Davidson. The Brew City will be hopping with activities including the Milwaukee Rally, the Museum's Custom Bike Show and the final days of the drag racing special exhibit. Don't forget, admission is free for H.O.G. members!

MATT KING

FEEDBACK - #LIVEYOURLEGEND

Never Too Late

The rush of cutting through the air on two wheels can be addictive and is certainly therapeutic. I didn't get my first motorcycle until I was in my late-50s. However, I had experienced the rush for many years as a bicyclist, riding alone or with friends across many thousands of miles in the US and Europe. My new legacy started four years ago with my first Harley. It's never too late.

DAVE TAYLOR

Via email

Living A Legend

"What's your Legend?" struck a chord and a nerve with me. When my wife and I met 44 years ago, I didn't even own a car. We rode all over in all sorts of weather, but along came the "stresses and often conflicting priorities of work, family and life in general" and the bike took a back seat. For nearly 35 years, other than being able to occasionally take someone else's bike out for a ride, there was always more than two wheels under me. Then, nine years ago, my cousin and her husband said we should go to Fort Lauderdale, rent Harleys and head down to the Keys for a week. That led to us buying a used Softail® Standard, more advanced riding courses and, eventually the FLSTN we've owned for the past four years.

Despite the lengthy riding hiatus, I don't think I've missed the "chance for all those incredible experiences." To borrow from the Tom Cruise character in the movie *Jerry Maguire*, the riding I do today "completes me." I'm not trying to relive any part of my life. I'm having too much fun just living it.

BOB KOTOWSKI

Lewes, DE

Forgotten Wonder

My legend started 40 years ago. I had a small bike that I rode back and forth to college along with weekend trips with my soon-to-be wife. I had a blast until my brother put the bike into the side of a pickup truck. The brother was okay, but the bike not so much. As the story goes I didn't have the money to replace it, I just graduated from college, got married and moved away. The next 32 years my legend paused until my brother-in-law Tim and nephew Dan bought Harleys. During one of our visits Tim asked if I wanted to take Dan's bike for a ride. I was nervous about my time off a bike but accepted his invite and off we went. I realized what I had been missing and it took about a week to wipe the smile off my face. A week after that I had a Road King®. My legend continues.

MARSHALL BOSWORTH

Tomah, WI



Facing Fears

"What's Your Legend?" in *HOG* 035 got me to thinking about my own legend. Four years ago at age 56 after riding behind my husband for a year I decided to get my motorcycle license. I wanted to better understand what goes on as the rider and also so I could be a better passenger. I absolutely loved the class and learning to ride a motorcycle so much that within two weeks of getting my license I bought a Sportster® 1200.



Kyle Highsmith's Road Glide on a dirt section of old Route 66

Three weeks and four years later I now have my dream bike, a 2015 Road Glide® Special. I am a big believer in thinking outside the box and facing my fears. As long as I can remember my motto life has been 'I don't want to look back and say I wish I would have'!

BOBBIE STREATCH

Pahrump, NV

Like Son, Like Father

In 2001 my oldest son called and said he just bought a motorcycle. He was living in Virginia and said, "We can ride 10 months a year down here and I have no one telling me I can't have one." The light goes on in my head that I have no one telling me I can't either. I thank my son for pointing out the error of my ways. We should all encourage others to ride. It is wonderful relaxation and a thrill all at once.

PHIL MILES

Burnsville, MN

Inspiration from the Road

As a coach I find inspiration in many forms. Riding has definitely enriched my life, and as I am closing in on 60 years of living, I know my Harley has brought me much joy and personal freedom.

GLENN WEISSEL

Elizabeth, CO

From Those in the Know

I loved your article about Route 66 (*HOG* Vol. 035), but Galena is not the only town in Kansas on 66; so is Baxter Springs, which I have heard inspired Radiator Springs from the movie *Cars*. I can also recommend Miami in the northeast corner of the state as one of the best stops in Oklahoma.

KYLE HIGHSMITH

Miami, OK

One for the Road

I loved the piece on the 90th birthday of the Mother Road, Route 66. I encourage everyone to log some miles on the old road any chance they get. A lot of roadside attractions are disappearing at an alarming rate. If you are planning a trip I recommend the *Route 66 Adventure Handbook* by Drew Knowles.

RICHARD CROSS

Arlington, TX

Dirty Biking

In issue 035 you said that spectacular dirt road is the Neck Spring Trail in Canyonlands National Park. Well, you got the park right. But the picture shows the Shafer Trail Jeep Road. I know it well, having ridden down it. The views are spectacular, the road is steep and rough and (as the park service brochure used to say) "not for the squeamish" due to thousand-foot drops just spittin' distance from the road. It's well worth the trip, but

TABLET

DISCOVER HOG DIGITAL

GET THE DIGITAL EDITION OF **HOG MAGAZINE** for exciting bonus content: expanded photo galleries, behind-the-scenes interviews, exclusive videos, and more. Available for iPad, Android, and Kindle Fire tablets. Go to hog.com/tablet for details.

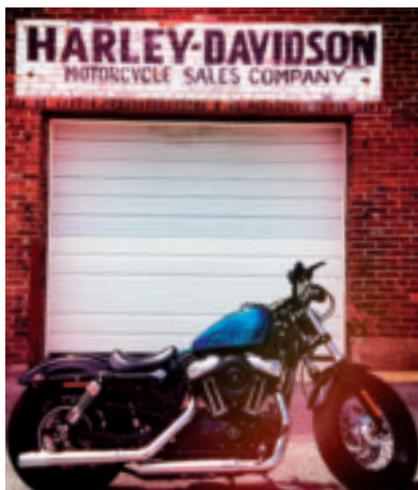


unless you're extremely skilled and don't mind scraping some paint off the bottom of your Harley's frame, you'll probably want to rent a four-wheel-drive or dirt bike in Moab before tackling this trail.

DAN STARR

Via email

[Thanks for setting us straight. We'll get the name right eventually. -Ed.]



Childhood Fulfillment

I had wanted a Harley since I was seven years old, but life kept getting in the way, and I never learned how to ride. Thirty-eight years later, Harley motivated me to make my move. Aside from putting myself through college, buying my bike was the single greatest thing I have ever done for myself.

SCOTT LASSER

St. Louis, MO

The First, First Responders

As a Life Member of H.O.G., I was excited to read about Harley-Davidson's American Heroes promotion. I believe wind therapy is the best way to relieve stress and I try to encourage others my age and in my profession to learn how to ride a motorcycle. After reading the fine print, I was taken back on the exclusion of dispatchers. Dispatchers are the ones who answer 911 and who send the police officer, firefighter, or EMT. We are the ones providing CPR instructions to family or friends, listening to the emotional distress of a caller, or gathering/relaying the important information to help keep our first responders safe. I'm not looking for recognition for my career choice, but I wish Harley-Davidson had included the "First" First Responder.

WILL LITTLE

Glastonbury, CT

Harley History

I just want to take a moment to tell you how much I enjoyed your feature story on the Flying Eagles MC. I think it's important for us to shine a light on popular MCs and their individual history as it lessens the stigmas associated with MCs. I am looking forward to future stories on other MCs.

KEVIN CARPENTER

Via email

We are All Bikers

I really enjoyed the article about The Flying Eagles MC. I can appreciate the role they have played in motorcycling race relations. As long as a person has

a love of the sport and the camaraderie that comes with it, we are all bikers no matter what our race is. They should be an inspiration to all groups about inclusiveness.

STEVE BRAVERMAN

Glen Rock, NJ

Signal Failure

I just got the latest issue of *HOG* magazine and found a problem - in 'Between the Lines' (*HOG* Vol. 035, p63) the address for getting the copy of the group riding hand signals is faulty: "You can download and print them from the msf website at www.msf-usa.org/library". All that address does is get the reader to the library itself. It took me a while to locate the file itself: Quick tips and then guide to group riding.

DIANE

via email

[Thanks, Diane, and apologies for the oversight. The correct address is www.msf-usa.org/downloads/Group_Ride.pdf -Ed.]

WHAT'S YOUR STORY?

We welcome your letters, photos, and riding stories. Please email yours to hogmagazine@harley-davidson.com or mail them to *HOG* magazine, P.O. Box 453, Milwaukee, WI 53201. Please include your name, address, and telephone number and/or email address. All submissions become property of Harley-Davidson. We reserve the right to edit submissions for length and content.

Riding season is here!

HERE AT JUNEAU AVENUE we tend to see the 'kick off' to the riding season as Daytona Bike Week.

Probably that's because it is usually still freezing here in Milwaukee and decent riding weather is still a way off. We know, of course, that for some of you folks further south, you don't have to park your Harley-Davidson motorcycles, ever, the whole year round; yes, a whole 12 months of decent weather to ride in!

For pretty much all of us it can now be considered 'riding season', though, and more than ever there are plenty of choices for rides and events to suit your riding style and the time you have available. H.O.G.® events such as Pin Stops – yes, more than 15 this year alone. And if pins stops aren't your thing, Harley-Davidson has the biggest range of events anywhere, from full-on H.O.G. Rallies through Bike Nights, racing events, dealer VIP days, concerts, ride outs and much more – check out the Events section of the website for full details and start planning your next adventure. Harley-Davidson events are unlike any others in the world – because they are set up and run by enthusiasts and riders they are where life-long friendships are born and instant memories created.

Of course, H.O.G. rallies and Pin Stops don't just happen – they are events your brothers and sisters of the H.O.G. world have planned and worked at – often the only thing they ask is that you have a great time in the area of the rally and see the great riding the area has to offer. That might be a one-day Pin Stop ride, or it might be something as epic as the 10-day Open Road West H.O.G. Riding Event through New Mexico, Colorado, Utah, Arizona, and wrapping up in California. Close your eyes



and think of the mountains, the high desert and the blue sky and tell me you don't want to be part of that!

So, sure the rally season may have started back in March at Daytona Bike Week, but the great thing about being in H.O.G. is that there is still more to do, and way more still to come for the rest of the year. The other 'mega event' yet to come is Sturgis, 6-13 August, and this year Harley has a major presence – the H-D Rally Point on Main Street. The event is open to everyone so come and hang out with us there, see the complete model line-up, check out the new parts and accessories, take a test ride or just soak up

the entertainment we have lined up ready to welcome riders to this legendary event. Hey, there are more Pin Stops yet to go, waiting on you to ride to. More rallies, more road trips – check out the event section on hog.com under the 'Events' tab and start planning your next adventure.

So, do your plans for the rally season include a H.O.G. Rally? A H.O.G. Pin Stop? Or are you planning your own rides that take you on a Harley-Davidson motorcycle journey of your own? The events are there waiting on you, the road is there waiting on you, the adventure is there waiting on you.

Memories from these adventures are the road stories you'll tell over and over. The places you've been, the people you met, and the lasting excitement of getting there and back. Whether you're riding with 10 friends or by yourself, these road stories don't come to be if your Harley® is parked in the garage.

The time to ride is now! Ready? See you on the road!

JT HASLEY
H.O.G. Regional Manager



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

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Giddy up!

The Giddy Up Vintage Chopper Show in New Braunfels started out as a "little chopper show" in 2014 and has grown into one of the biggest grassroots bike shows in the south in just three years. Great weather, good riding and a laid-back attitude combined with a swap meet, live music, camping and the attraction of nearby Austin make it an ideal riding destination for fans of all kinds of bikes. Check out www.giddyuptx.com for more info.

Photograph by Staci Wilt



**GENERAL
MAYHEM**



The Custom King

After multiple rounds of NCAA tournament-style bracket eliminations, the Sportster® 1200 Super Low®-based General Mayhem, built by Hal's Harley-Davidson® of New Berlin, Wisconsin, was crowned the 2015 Custom Kings contest winner, topping a field of entries from Harley-Davidson dealers around the country. "Our vision was a modern-day dual-sport bike with an edgy, minimalist look that would appeal to millennials, hooligan riders or the young at heart," said Bud Curtis, team lead at Hal's. Visit h-d.com/customkings to view a gallery of all 64 contest finalists.

Photograph by **Josh Kurpius**



KEEP FIRING ON BOTH CYLINDERS.

**RENEW YOUR H.O.G.[®] MEMBERSHIP.
AND GET THE MOST OUT OF YOUR HARLEY-DAVIDSON.**

Get the full-on, thundering Harley-Davidson experience with exclusive rides, a network of like-minded independents and a bunch of other perks that help you get every last town-cruising rumble out of your Harley-Davidson motorcycle. **RENEW TODAY AT HOG.COM/RENEW.**

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THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



21 Days Under the Sky

Follow the adventures of *HOG*® magazine contributor Josh Kurpius and three friends on a three-week, 3,800-mile journey of discovery along the Lincoln Highway from San Francisco to Brooklyn on vintage choppers. Narrated by actor (and H.O.G.® member) Robert Patrick, *21 Days Under the Sky* is available now on Netflix's streaming service.



MOVIES

Defending Freedom

Captain America and Iron Man may have drawn battle lines for the biggest superhero fight the Marvel universe has ever seen, but Harley-Davidson and Marvel have reunited to bring Dark Custom style and horsepower to defend the city streets in Marvel's *Captain America: Civil War*. Both teams have Harley torque on their side: while the Winter Soldier, a member of Captain America's team, rides a customized Harley-Davidson® Street 750®, Black Widow as Iron Man's right-hand woman rides an Iron 883®. So you can easily pick a side.



ONLINE

Get the 'Insider' Story

To receive regular updates from the world of H.O.G.®, make sure you register and set up an online profile - this will give you full access to member benefits and the global H.O.G. community on HOG.com, including expanded content from HOG magazine and an archive of all the back issues. Visit HOG.com and click on 'Create an online profile' on the home page, and follow the on-screen instructions. Once registered, submit your email address to receive the monthly 'HOG Insider' e-magazine, which contains even more great content.



H-D MUSEUM®

Pick Up a Pin at the Museum

As you will no doubt have read, as a H.O.G. Member you can now visit the Harley-Davidson Museum for free - whenever you like. As if that wasn't incentive enough, there is now a Pin Stop in the Museum lobby - simply show your membership card to receive a limited-edition 2016 Museum pin, available 363 days a year. Visit h-dmuseum.com for full details on more exclusive special offers for H.O.G. members.

STURGIS

Rally in the Black Hills

The Sturgis rally is around the corner and H.O.G. and Harley-Davidson have a huge slate of activities planned for the annual pilgrimage to the Black Hills. It all kicks off Friday August 5 with the official rally opening ceremonies at the Harley-Davidson Rally Point in downtown Sturgis and continues through Saturday August 13. Visit h-d.com/sturgis or download the H-D Sturgis event App for Apple and Android devices for a complete listing of events and locations.

H.O.G. PIN STOP & DEMO RIDES

Check in at the main Harley-Davidson display at the Sturgis Community Center on Lazelle Street from August-13 from 9am-5pm daily to pick up your commemorative event pin and see the latest MotorClothes and Genuine Parts & Accessories displays, including free motorcycle demo rides.

FREE REFRESHMENTS FOR H.O.G. MEMBERS

Beverages and snacks are available daily in the community center for H.O.G. members from 2-3pm. Open to members and one guest each (with valid H.O.G. membership card). Stop by for information about the Harley-Davidson Museum, see the racing motorcycles on display or purchase a commemorative H.O.G. event t-shirt when you pick up your free commemorative event pin.

H.O.G. RALLY RENDEZVOUS AT IRON HORSE SALOON

H.O.G. members and a guest are invited to join us at the H.O.G. Rally Rendezvous at the Iron Horse Saloon on 888 Junction Avenue in Sturgis on Sunday August 7 and Thursday August 11, 6-8pm. Each attendee receives two drink coupons and a food coupon.

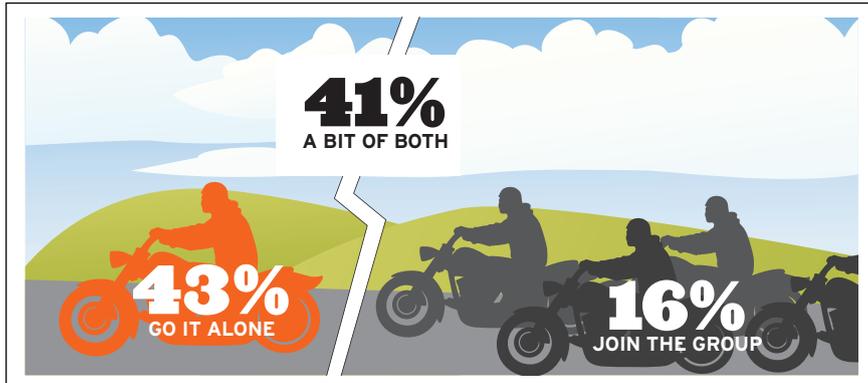
STURGIS CALENDAR OF EVENTS

- Aug. 5:** Official Opening ceremony
- Aug. 7:** H.O.G. Rally Rendezvous
- Aug. 9:** Harley-Davidson's Editor's Choice Custom Bike Show
- Aug. 11:** H.O.G. Rally Rendezvous

DIVIDED HIGHWAYS

Leader of the pack or lone wolf?

WE ASKED: Does riding in formation gives you the extra streak of pride, or does soaking up the scenery unaccompanied give you more peace of mind?



Both. Occasionally, you need that ‘me time’. On the other hand, you make great friendships on group rides. -TAMMY E. ... **Solo means no: waiting for last rider to rise and shine, debates on best road to follow and haggling over a time and place to call it a day. Solo means yes: to more miles of smiles.** -E. G. STACK. ... **Four or five staggered bikes with extended spacing between them – perfect!** -MIKE D. ... For me, large groups are best for day rides. You meet a lot of new friends see new places. - JIM R. ... **“Are you riding alone?” “Yes.” “Aren’t you scared?” “No, if I was, I wouldn’t be out here.”** -DEVON D. ... I enjoy showing others the beauty of this country and what motorcycle touring is all about. For me, put me in the lead position! -ROY D. ... **There is nothing more fun to me than a ride with a large group of bikers that**

know how to ride together. -PAUL B. C. ... Solo is the way to go. No worries, no responsibilities – just me and the open road. -MARCOS H. ... I take the occasional breakfast run with one or two friends and maybe a charity fund-raiser with a large group but for the most part I prefer to ride alone. -BOB. ... **I prefer to ride solo because it is less stressful. You stop where you want, and if you want a cup of coffee – not a problem.** -HAROLD F. ... I enjoy the ‘me time’ where all decisions, good or bad, are yours. I’ve met great folks who want to know where you’re headed and say they wish they could do it. My response is “Go for it!” -R MALY. ... **I prefer to ride alone on America’s back roads. I go when and where I want.** -GLENN N. ... I am very aware of my surroundings for safety’s sake and when you add other bikes, I find I cannot truly enjoy the ride. -KEN A.

NEXT QUESTION:

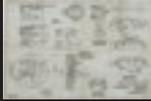
Off the grid or tech-connected?

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

» Send your thoughts to hogmagazine@harley-davidson.com with “Divided Highways” in the subject line. We’ll publish the best responses in the next issue.

5 UNUSUAL ITEMS IN THE H-D Archives

1 The earliest known document in the collection pertaining to our history. There’s plenty of mystery about this recently acquired treasure.



The H-D Archives collaborates with the Product Development Center regularly, sometimes to support exhibits, otherwise to document the key new products of H-D history. These models served as 3-D concepts for the landmark Project Livewire electric motorcycle.



3 Originally sold as plans and in kit form by the Mead Ice Yacht company of Chicago, Illinois. Ice boat is powered by a 1925 JDCB 74” twin cylinder H-D engine. The body is bent spruce covered with canvass, has a dual seat cockpit to allow a driver and passenger kill switch, throttle brake lever and steering wheel are the only method of control.



The only known photograph of one of the first three Harley-Davidson motorcycles ever sold. Also, the bike has been seriously modified, showing some of the earliest customization.



5 By 1910, HDMC must have heard complaints from farmers about motorcycle noise. Their response was a humorous pocket card, dripping with sarcasm about the precautionary measures riders should take to avoid offense, including “On discovering an approaching team [of horses], the motorcyclist must stop off-side and cover his machine with a tarpaulin painted to correspond with the scenery.” Ouch.





TOMAHAWK OPEN HOUSE
TOMAHAWK, WI
9/16-17

MILWAUKEE RALLY
MILWAUKEE, WI
9/1-4

H.O.G. BREW CITY EXPERIENCE
MILWAUKEE, WI
9/1-3

ST. CHARLES, IL
8/18-20

KANSAS CITY OPEN HOUSE
KANSAS CITY, MO
8/26-27

OSAGE BEACH, MO
8/25-27

BIKES BLUES & BBQ
FAYETTEVILLE, AR
9/21-24

TUPELO TO NATCHEZ, MS
10/26-29

BIKTOBERFEST®
DAYTONA BEACH, FL
10/13-15

POLK COUNTY, FL
10/26-29

HARBOR SPRINGS, MI
8/18-20

SUDBURY, ON
7/28-30

SAGUENAY, QC
7/21-23

ALEXANDRIA BAY, NY
7/14-16
YORK OPEN HOUSE
YORK, PA
9/22-24
WILLIAMSPORT, PA
7/28-30

IRON ADVENTURE RUN
(NH/VT, MA/RI, CT)
LUDLOW, VT
7/28-30

BANGOR, ME
7/13-16

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Ideal for the shorter trips, this bag mounts to a Tour-Pak® luggage rack. Alternatively, slip the low-profile band over a passenger backrest or sissy bar for a snug and secure fit, and cinch the bag in place on a rack with the adjustable mounting straps. This bag features two zippered exterior pockets and one zippered mesh interior pocket, glove-friendly zipper pulls and an oversize handle. The bag and integrated rain cover feature 3M™ Scotchlite reflective piping and graphics for added visibility. For additional versatility, these bags can be equipped with an optional Clip-On Rider Backrest and a Premium Shoulder Strap. P/N 93300005; **\$149.95**



Illuminated Windshield Trim

A direct replacement for the Original Equipment windshield trim on 2014-later Project RUSHMORE Touring and Trike models with a batwing fairing, this illuminated trim has smoked lenses that conceal bands of amber LED lamps that glow as running lamps when the ignition is on. The two outer clusters function as auxiliary turn signals. The wiring is concealed inside the fairing for a clean, custom appearance. P/N 57000394 Chrome, P/N 57000395 Black; **\$199.95**



Harley Hammock Rider and Passenger Touring Seat

To isolate a rider from the roughest roads this seat features two inches of added foam padding and an internal sling-like suspension system for a 30 percent improvement in comfort and two inches of travel above the seat pan to prevent bottoming out. The broad seating surface and shallow bucket shape distribute weight and relieve pressure points. The passenger position features a wider seating surface with two additional inches of foam padding and an internal springboard suspension which combined deliver 15 percent more comfort. P/N 52000003A fits 2009-'13 Touring and Trike models; **\$549.95**



HDMC Messenger Bag

Ready to tote anything to office or class, this sling bag features a padded shoulder strap with a cross-chest stabilizer strap. The bag may also be secured to a sissy bar with a wide, adjustable hook-and-loop flap and quick release tabs. The canvas shell is trimmed with contrasting web straps, distressed metal buckles, and a carrying handle and features an exterior newspaper pocket and a side pocket. The water-resistant inner cavity features a padded laptop compartment. P/N 93300099 Black and Silver, P/N 93300100 Brown and Tan, P/N 93300101 Army Green; **\$169.95**



Electra Glo™ Keystone Auxiliary LED Run/Brake/Turn Lamps

Designed to add style and brilliant LED visibility to the rear fender strut opening on 2014-later Harley-Davidson Touring motorcycles, Keystone Lamps emit a soft red glow when the ignition is on. The center row of LED lamps burn brightly when the brakes or turn signals are activated. The dark smoked lenses fill the gap between the fender and saddlebags. The easy-to-install kit includes left and right sealed lamps and a plug-and-play wiring harness. P/N 67800589; \$299.95

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Service Consultants, Your Bike and You



Harley-Davidson Service Consultants are highly trained professionals. So what can you expect when you take your bike to an Authorized Harley-Davidson dealer?

Scheduled maintenance, repairs, upgrades, and customization – our Service Technicians are experts at all of these, and our Service Consultants are there to ensure you get the best possible experience from your visit. The process you'll experience when dropping off your motorcycle for a Harley-Davidson Authorized Service helps us ensure you get maximum value from each visit. After greeting you, the Service Consultant is likely to:

- Confirm the reason for the appointment, and confirm your expectations
- Verify the VIN and vehicle mileage
- Document the motorcycle's cosmetic condition

INQUIRE ABOUT HOW THE MOTORCYCLE FITS YOU AND HOW IT FUNCTIONS:

- Do you have any issues with comfort, balance, feeling stretched or cramped?
- Are you satisfied with how the bike moves and feels when you sit on it, as well as when riding?
- Does the ride feel smooth, tight and balanced, both when moving in a straight line and when turning at both low and high speed?
- Is everything working correctly – lights, horn, turn signals, accessories?

- Ask about your long-term hopes and expectations for style and performance:

LOOKS. Does your bike look just like you want it to, or is there anything you would like to add or change?

PERFORMANCE. Do you want more speed and acceleration on the highway or when first setting off?

HANDLING. Do you want the suspension to better suit your physical characteristics and riding style?

COMFORT. Do you want your bike to sit lower or taller?

- Perform a 360-degree visual inspection to identify any leaks, wear, damage, or functional issues

- Provide a written estimate of the cost and time to complete all the work

- Confirm your contact information and your preferences for communication.

After the Service Technician begins working, your Service Consultant may contact you to communicate any other critical service needs and work status. And, when the bike is ready to collect, they will summarize what was done, take payment and have you riding off for your next adventure in no time. So next time you are in for a service appointment, look to your Service Consultant to be your link to a top-level Authorized Service experience from start to finish.



North by Downeast

Meandering the **Maine Seacoast.**

Welcome to the land of lighthouses, lobster, and L.L. Bean. For 300 miles or so, U.S.

Route 1 sets the stage for a scenic tour of Maine's craggy coastline, leading the rider through historic small towns and fishing villages where you can dine on a lobster roll or tour a lighthouse. Watch the morning mist rise from a Maine harbor as lobstermen head out to tend their traps. Soak in the salt air as gulls glide in the sea breeze. Visit a National Park, buy a moose call at 2:00am (if you're so inclined) from the 24-hour flagship L.L. Bean store, or stop at a local diner for a slice of Maine wild blueberry pie.



SEACOAST SENTINELS

More than 60 historic lighthouses stand sentinel along Maine's rocky seacoast. Among the most photographed is Portland Head Light in the town of Cape Elizabeth, the state's oldest, constructed in 1791. Other picturesque beacons include Cape Neddick Light (also

known as Nubble Light) in York, and the red-and-white-striped West Quoddy Head Light in Lubec, the easternmost point in the U.S.



BAH HAAH-BUH

Bar Harbor (pronounced "Bah Haah-buh" if you're a Mainer) sits on Mount Desert Island, bordering Acadia National Park. A popular 19th-century resort, the era's rich and famous built their palatial "summer cottages" along Millionaire's Row.

LOBSTER AND BLUEBERRIES

Maine is the nation's leading lobster producer, and the search for the best lobster roll – a simple concoction of fresh lobster chunks, mayo, and lettuce on a buttered, lightly grilled bun – is a never-ending pastime for locals and visitors alike. Perhaps not as well known, but no less tasty, the state is also the world's leading producer of tart and tiny wild blueberries, the source of many a fine pie and no fewer arguments over which is best.



Road Captain Recon

Tips from the Southern Maine Portland H.O.G.® Chapter

INLETS AND OUTLETS

U.S. Route 1 has plenty of places to get close to the coastline. "You can take all these inlets off Route 1, up near Wiscasset, Newcastle and Bristol," advises Lead Road Captain Corey Zahares. "All these little seacoast towns, they're beautiful and worth looking at."

WICKED LOBSTER

Road Captain Bob Foss recommends the lobster pie at Maine Diner in Wells. "They take lobster meat, butter, and a bunch of other seasonings, bake it in the oven, and it's amazing," he raves.

A NEW DAY

"Ride your motorcycle up Cadillac Mountain at Acadia at sunrise," recommends Foss. "It's one of the most beautiful things you're ever gonna see." It's the first place to see the sun rise in the United States, and you won't be alone. "Everybody's got blankets spread out, sitting there waiting to see the sun come up," says Zahares.

WHEN TO GO

Tourist season runs Memorial Day through Labor Day, but that's when you'll find the most traffic. "My favorite time of year is after Labor Day when the tourists go home," advises Foss. "Columbus Day is usually the last big day for the ice cream joints and lobster roll joints."

For more coastal Maine photos, check out the HOG tablet edition: hog.com/tablet For Maine tourism info, see: VisitMaine.com



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Screen Stars

Harley-Davidson's Live Your Legend TV campaign features real bikers... real H.O.G. members. Here, we meet some of the campaign's stars



DREW AND WYATT

Remember the father on the bike and his son on the tricycle in the commercial? Drew Rincon is the man on the Dyna® Low Rider® S, and his son Wyatt handles the tricycle.

“My journey to appearing in the Harley-Davidson® commercial began when I was three, when my dad took me down the street on his Panhead chop,” says Drew. “Mom wasn’t happy but Dad wanted to teach his son about motorcycles. Dad owned a motor shop so from an early age I would fetch Dad’s tools for him. At three years old I was racing motocross, I raced through my teens but broke my neck when I was landed on in a race at the age of 14. That took two years of rehabilitation before I could race again, which I continued to do until I was 22 years old when my daughter was born. Once I had given up racing I worked as an accountant in a law firm to provide for my family until I decided working in an office just wasn’t for me any more. Now I am 32, two years out of a divorce, working on motorcycles and planning to open a repair shop in Orange County.”

Harley-Davidson is still as big a part of life as ever for Drew; he still has his 1989 FXR and a 2013 Street Glide® for entertainment, therapy and escape. Originally from Virginia, this summer Drew plans to take a month to ride across the country and back again, visiting friends and family on the way.

“The way the Harley-Davidson team treated me and my five-year-old son Wyatt during the shoot really exceeded my expectations,” says Drew. “The only problem was, Wyatt fell in love with the tricycle used in the shoot and was heartbroken when it had to go back; so a group of my friends bought an identical model and customized it to look exactly like the one in the commercial. It was as much a surprise to me as it was to my son when they unveiled it for him in my garage.

“So many people who have seen the commercial comment on the strength of the father/son bond concept. It is no

surprise to me, as that is exactly how it was for me when I was a kid – waiting for my dad to come home on his bike, then I would hop on board and ride into the garage with him – the best thing ever. And that is exactly how it is with me and my son now.”

KORTA-T

Those who have seen the latest Harley-Davidson commercial may recognize Kortel Autry – ‘Korta-T’ – who appears with his friend and fellow freestyle stunt rider Buddy Suttle. Korta-T has featured in previous videos of a rather different kind – rap stars Nicki Minaj and Tyga are among those who have used his talents, or you may also have seen him in the movie *Straight Outta Compton*, or opening for the IHEART music awards and for Usher on his recent tour. Korta-T uses his bike skills to mentor inner-city kids and redirect their activities from gangs to motorcycles and cars.

Kortel’s day job as a motor technician sees him fitting out cars and motorcycles with camera equipment; he is also a customizer, having recently completed a bike for Usher, among others. But now his work for the ‘Bikes Over Bang’n’ charity takes precedence.

Kortel had an early start in his motorcycling career, first getting on a bike at the age of four. “My father raced dirt and drag bikes and built Harley-Davidsons, so I had a head start,” says Kortel. His first 50cc dirt bike led to a progression of bigger bikes, and he spent time perfecting his stunting and street-riding skills.

Recognition of the social potential of his bike activities came with street riding and stunting in downtown Los Angeles; recognizing the power of bikes to get the attention of kids who might otherwise have been at risk of involvement in gang culture, the concept of Bikes Over Bang’n was born.

Founded in 2013, the purpose of Bikes Over Bang’n is to help at-risk inner-city youth reach their full potential, and to demonstrate that life is possible outside gangs, by providing an alternative outlet through bikes and cars and developing their interpersonal skills, healthy self-esteem, and hope for the future. As Kortel puts it: “By pairing the youth with reliable and consistent mentors who share their passion for bikes, we provide



the social support they may otherwise seek through gang involvement. Our motto is: ‘Put Down the Gun, Pick Up a Bike!’ Our ultimate goal is to show them that there is an alternative and pro-social route to their future.”

Starting with inner-city youth in Los Angeles, Korta-T and the Bikes Over Bang’n team plan to promote hope, hard work, determination, unity, peace, friendship, and loyalty by forming partnerships with local school districts, the juvenile court system and a specialist counseling agency, Innocent Faces.

“Only through personal relationships

can a sense of individual responsibility be re-established,” says Kortel. “We intend to foster the self-efficacy that will give youth the commitment to follow through on a path to adulthood with a sense of pride and accomplishment. Appearing in the Harley-Davidson spot has helped us move forward to reach that goal.”

More information on the Bikes Over Bang’n project, and the opportunity to contribute, can be found at www.bikesoverbangn.com





LIGHTS, CAMERA, ACTION

BY MATT KING. PHOTOGRAPHY BY MATT KING AND COURTESY OF DISCOVERY CHANNEL

In an abandoned warehouse on the outskirts of Bucharest in Romania, Walter, Arthur and William Davidson stand with Bill Harley inspecting a lineup of prototype three-wheeled package trucks the company plans to introduce to boost flagging sales. One of the brothers asks Harley, "Do you think it's enough?" "I'm not sure," he replies grimly. As worried looks cross their faces, a director yells "Cut!"

We're on the set of the Discovery Channel's *Harley and The Davidsons*, a six-hour miniseries scheduled to run over the course of three episodes starting Labor Day weekend. Inspired by the history of Harley-Davidson Motor Company from its founding in 1903 through the mid-1930s, the series is a dramatic account of a company that emerged from a small shed in Milwaukee to become one of the most recognized and admired brands in the world. Each episode covers approximately a decade in the company's evolution as the story explores the challenges the founders faced and the determination, luck and moxie that turned their dreams into reality.

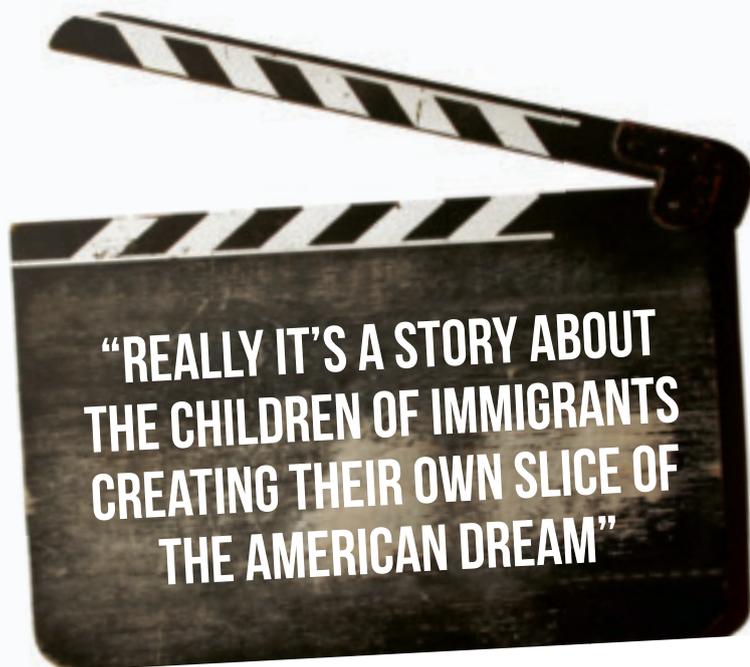
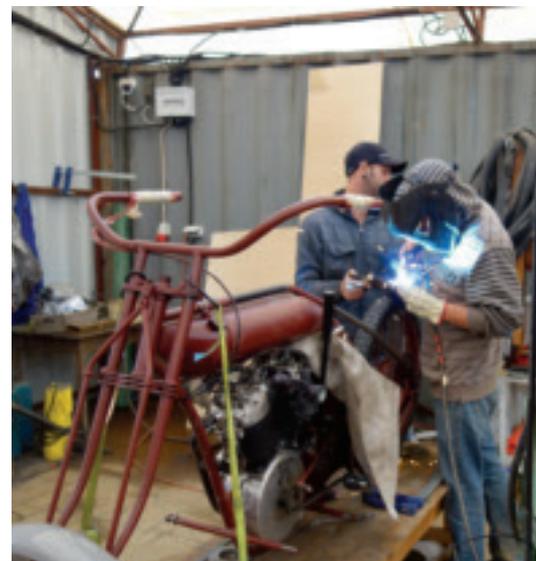
"Really it's a story about the children of immigrants creating their own slice of the American dream," says Ciaran Donnelly, who directed two of the three episodes. "It's about why these guys did it. There were a lot of companies trying to build motorcycles, but what was it about them as people that made this one last?"

Although much attention to detail was

paid in researching the story and building period-correct sets and props, Donnelly acknowledges that *Harley and The Davidsons* isn't a documentary. "It's a dramatization. It's also a love letter to the era, to the time and to the motorcycles and the founders of the company, but is it slavishly accurate? No. It simply cannot be if it's a drama," he says.

While some elements of the story are pure fiction, Discovery did a lot of homework in preparation for filming, including visits to the Harley-Davidson Museum® by members of the cast and crew. The screenwriters and production company worked with the Archives and Curatorial staff at the Museum to research the company's origins and were granted extensive access to early documents and photographs that helped to build authentic sets and props, including a fleet of more than 80 motorcycles, but the series is not officially endorsed or sponsored by Harley-Davidson.

The script itself focuses heavily on Walter Davidson, the middle brother and company's first president, played by Dutch actor Michiel Huisman, and Bill Harley, the neighborhood friend and mechanical genius behind many of the company's earliest product innovations, who is portrayed by American Bug Hall. British actors Robert Aramayo (Arthur Davidson) and Daniel Coonan (William A. Davidson) round out the main cast, which is supported by several romantic interests





and an obligatory villain or two.

Huisman, who also plays a recurring character on HBO's *Game of Thrones*, sees elements of Walter's character that reflect the time and place where he lived, but also a determination to create something great and make a name for himself.

"Walter represents a little bit of that last frontier feeling that was still around in the early 1900s. He's little bit of a rebel, and that seeped into what the brand became," he says. "I think that's a very cool story and I hope the audience agrees with that when they see the show. I also hope that people who don't ride a motorcycle understand that this is a story about a piece of American history, about friendship, about family, about courage."

Why was a series about an American motorcycle company filmed in Romania? Mike Fischler, Discovery's production director, explains that Romania, in addition to being home to a thriving film industry, is



also a relatively cheap place to film. Its aging Communist-era infrastructure is a pretty accurate stand-in for industrial revolution-era Milwaukee, plus the capital city of Bucharest is home to a historic velodrome that became an incredibly accurate replica of an early motorcycle board track. “That really sealed the deal.”

The velodrome plays a starring role in the show; success on the track was essential to establishing the reputation for durability and performance that helped Harley-Davidson stand out in a crowded field of early motorcycle brands.

“The biggest challenge (of the production) was filming the racing scenes,” says Donnelly, who has also directed episodes of The History Channel’s *Vikings*. “In episode one we have three really big racing sequences, and planning them was like filming a battle scene or choreographing a fight. It’s a big show in that regard. It’s very cinematic and there’s a lot of action.”

South African Alex Wheeler was responsible for building and maintaining the fleet of bikes, which was no small feat given the time allotted and the need to ship them from Cape Town to Bucharest for the start of production. Most of the bikes were built from scratch, although some action sequences were shot with mule bikes fitted with modern dirt bike engines to reach



higher speeds.

“We did a massive amount of research, especially for the bikes in the first episode, which are essentially 1905 models. They are incredibly detailed and accurate,” Wheeler says. Without original examples or scale drawings to work from, many of the parts were reverse engineered from scaled-up photographs.

Later episodes feature bikes from the 1920s and ’30s, culminating with the 1936 EL Knucklehead. “It was very interesting

because we literally got to see the evolution of how we ended up with a modern motorcycle,” Wheeler says. The project also gave him an appreciation for the original machines the founders built. “It was a bit more difficult than I thought it would be,” he admits. “These guys sat in a shed and got these things working. You’ve got to take your hat off to them for building these in 1903 without what we’ve got today.”

In addition to the racing scenes, much of the show’s dramatic tension stems from the rivalry between Harley-Davidson and Indian Motorcycle Company, with conflicts playing out on the velodrome and in boardrooms and beer halls. The cast of characters provides nuances to the story that makes *Harley and The Davidsons* more drama than documentary. Some are fictional, but many are accurately drawn from history – such as William B. Johnson, a successful racer and Harley-Davidson’s first African-American dealer.

Donnelly hopes audiences come away with a sense of the impact the four founders had on the world around them.

“You design something from the heart and it becomes this lasting legend. By age six I knew the name Harley-Davidson. How is that? How do you know the name of Harley-Davidson when you’re a kid growing up in Belfast? It’s not just about the brand and the logo. What’s interesting about that is the connection back to those guys who just said, ‘What if?’ That’s something that’s still true about America. You can come up with an idea in a shed and the whole world can know about it.”



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48 HOURS
MON in TREAL
on the NEW
FORTY-EIGHT
MODEL



There is something euphoric about this city in La Belle
Province that stays with you after you leave

Story and photos by **DUSTIN A. WOODS**

I'VE NEVER HEARD A SINGLE PERSON SAY THEY DISLIKE THE CITY OF MONTREAL



I have enjoyed the city of Montreal many times before on business trips or on stag weekends, where nocturnal activities gravitated toward the bright lights and bawdy establishments of St.

Catherine Street and lasted until the wee hours of the morning – but the city offers so much more.

It had been a few years since I'd visited one of my favorite cities, so I decided to explore Montreal from the seat of a revamped 2016 Harley-Davidson Forty-Eight® model.

Aside from the '70s-inspired retro tank art and new colors – like the vibrant Hard Candy Gold Flake on my tester – changes include new 49mm front forks with cartridge damping, stronger triple clamps and a fork brace. This increased stiffness up front allowed rake to be reduced by 1.3 degrees and trail to be lengthened an inch, improving low-speed maneuverability.

All of these changes that improve the ride and handling are complemented by the beefy Michelin Scorcher 31 tires and new 16-inch 9-spoke cast aluminum wheels that replace the former laced versions. Other changes in appearance include exhaust shields with old-school cut-outs and a selection of other blacked-out bits signifying the bike as a member of the Harley-Davidson's Dark Custom™ series.

In addition to the aforementioned nightlife, Montreal is famous for smoked meat sandwiches, bagels and poutine – and notorious for its poor road surfaces and even worse drivers. Shocking and disconcerting at first, local motorists are laughably inept and unapologetically aggressive. Use of turn signals is non-existent, while multiple lane changes are both frequent and abrupt. (Don't even think about making a right-hand turn on a red light, though; that is illegal and highly enforced.) My ride's ample brakes, the 1,200 cc Evolution™ engine boasting

MONTREAL IS NOTORIOUS FOR ITS POOR ROAD SURFACES AND EVEN WORSE DRIVERS



71 ft. lbs. of torque at 3,500 rpm, and the planted feeling of the bobber solo saddle all came in handy for staying out of harm's way.

My previous visits to Montreal were in the depths of winter. This time around, the warm September weather allowed me to explore the city in its entirety. I was in search of a different kind of satisfaction – experiences that sated my stomach and soul. I witnessed the convergence of virtual reality and artistic expression at a fascinating exhibit called “Sensory Stories” at the Phi Centre on Saint-Pierre Street. The centre’s mission is to share many forms of art in an inviting, educational space, providing a free interactive experience for visitors.

Montreal is a very modern and progressive city, yet one steeped in heritage and tradition. This duality is demonstrated in its architecture, its fashion, its history of cultural tension between the English and the French and even its cuisine. So intrinsic to the fabric of the city, the bagel shops have been granted special status allowing them to use wood-burning ovens, which are

otherwise prohibited in new buildings. Making bagels fresh as they have for generations, and serving them while still warm, the St-Viateur Bagel Shop is legendary – with good reason. Schwartz’s Deli, another Montreal institution, serves smoked meat sandwiches with mustard and a pickle, just as they did when they opened in the same spot in 1928. Expecting to be disappointed after years of hype from friends and family, I was pleasantly surprised and impressed.

Juxtaposed with the many bars and clubs are historic, ornate and imposing churches, like the Notre-Dame Basilica in Old Montreal. Constructed in the gothic revival style, the basilica was inaugurated back in 1829. The church carries on in the Catholic tradition and is a place where many dignitaries and the rich and famous are married and buried.

Throughout the city, old meets new both culturally and architecturally. This vast contrast between tradition and modernity was not lost on me as I admired the Forty-Eight® model. Harking back to the Sportster® family’s debut in 1957, the Forty-Eight® offers an enduring, time-tested formula featuring a rumbling, torquey V-twin.

This trip was about experiencing the famous spots I’d always meant to visit but hadn’t, and discovering diamonds in the rough, like Romados chicken and a Japanese-inspired speakeasy called Big in Japan. The former is best experienced by grabbing an order to go and sitting in the nearby park with a frosty one. Thanks to something called the picnic law, drinking in public parks is tolerated in Montreal as long as you’re consuming food. Go figure.

Working with the landscape architect Claude Cormier, the city is transforming many of its public spaces in an artistic, accessible way to encourage a feeling of community. During the mural festival, members of the public are encouraged to artistically deface specific spaces, resulting in open-air galleries.

Offering many distinct neighbourhoods that combine a vibrant heritage with a modern prerogative, Montreal truly is a world-class city. Sure, the roads are perpetually under construction and the drivers are erratic and discourteous. But there is much to offset these downsides, not least the European-inspired culture, history and cuisine. As in most cities, it’s simply a matter of exploring until you find the places that appeal to you. Forty-eight hours is barely enough time to scratch the surface of this great city, which is all the more reason to plan another visit.



**SADDLE UP
LET'S RIDE!**





On the Road with H.O.G. Officer Training

By Glen Abbott

If you've hung with H.O.G.[®] members for any length of time, you've surely heard the phrase "Saddle Up! Let's Ride!" It's a call-and-response uniquely tailored to the Harley-Davidson group riding experience.

Perhaps you're not a member of a local H.O.G. chapter, however, and prefer to ride alone. Or perhaps you did check out a chapter once and decided it wasn't for you. Maybe the meetings seemed boring and focused on things unrelated to riding. Despite best intentions, it's been known to happen.

Enter the superheroes of H.O.G. – chapter leaders who volunteer their time and energy to make sure their chapters stay focused on H.O.G.'s primary goals: riding and having fun.

To keep H.O.G. fresh and focused on great riding experiences, each year the Motor

Company encourages chapter officers to attend one of four HOT – H.O.G. Officer Training – sessions held regionally throughout the country. HOT's mission is to help leaders learn "best practices," to streamline and simplify chapter operations so members maximize their time in the wind.

This year, *HOG*[®] magazine attended H.O.G. Officer Training in Las Vegas along with 700 fired-up chapter leaders, for an inside look at how it's done. Right from the opening session, with the introduction of H.O.G. staffers and instructors by their "superhero" nicknames, the weekend is a high-energy, high-impact HOT experience. Beginning with the spirited shout from the stage, "Saddle Up!", and the crowd's enthusiastic response, "Let's Ride!", this is where the rubber meets the road.

Good Vibrations

Throughout the weekend, instructors – themselves former chapter officers – and H.O.G. regional managers hammer home a common theme. "It's all about planning fun experiences on the Harley-Davidson motorcycle for the Harley-Davidson owner," explains HOG Regional Manager JT "Silver Surfer" Hasley. "There's always been strong camaraderie among Harley riders, and H.O.G. is a channel to bring that camaraderie together, to go out and ride together."

The overriding message is simplicity itself. "Ask yourself, if it doesn't have to do with riding a Harley-Davidson[®] motorcycle or having fun, should we be doing it?" Tim "The Red Tornado" Budzien, Director of H.O.G. and Membership Programs, challenges the

assembled chapter leaders.

"In classes this weekend, you're gonna find ways to improve the fun and the rides, and the training brings it all together," Hasley adds. "Joining a chapter, you're gonna go on rides you probably wouldn't have gone on, and see things that you might not have seen on your own."

The atmosphere at HOT buzzes with electricity and enthusiasm, creating a kind of synergy with the goal of ensuring the best damn riding experience possible for H.O.G. members. "We love to ride, and that's really the key thing - we love our Harley-Davidsons®," enthuses attendee Randy Mack, director of the Redwood Empire Chapter of Sonoma County, CA. "So you put those together, and life is good already. And you get around all these people thinking the same way, it's just electric."

"It's a cosmic event to come to H.O.G. training," explains Chris Harrison, a passionate HOT instructor from Tacoma, Washington who teaches leadership and volunteering. "It's really incredible to be around 700 to 900 people that have the exact same interest as you. It's a real connection of camaraderie and brotherhood that gives it the complete experience, learning from each other."

Classes with names like "Inspire Through Leadership;" "The Good, The Bad, and the Unnecessary;" and "The WOW Factor;" are designed to get members "Thinking Outside the Box" (which also happens to be the name of a class).

"I'm very impressed," says first-time attendee Gaby Salinas, Ladies of Harley® Officer from Laredo, Texas. "A lot of work goes into this training. I've met lots of people, and I have lots of ideas that I want to take back and share."

Indeed, whether it's a first-timer like Gaby or a 12-time attendee like Fred Champneys, Treasurer and Webmaster from Central Utah H.O.G., there's no question attendees return home with a fresh perspective. "You're recharged," explains Fred. "You're fired up and you can't wait to get started sharing the ideas you've learned here with those H.O.G. brothers and sisters back home."

"It's really been moving for a lot of our officers," echoes Echoes Troy Sievers, director of East Valley H.O.G. from Mesa, AZ. "They were motivated before, but now they're bringing back all sorts of tools they didn't have before. The "Get It" factor definitely happened during this H.O.G. training."

In addition to the classroom sessions, the sharing of ideas and networking between chapters can be particularly rewarding. "It's probably one of the most exciting parts about H.O.G., at least for me," says Randy Mack of Sonoma County, CA. "There's chapters from all over the country, sometimes all over the world, at these events. I always come back with a whole book full of new ideas to bring back to my chapter."

Coming Home

Coming away from H.O.G. Officer Training, you realize there's a wealth of information that resides within local H.O.G. chapters. "I've never seen it in any other organization," says H.O.G. Regional Manager Bruce "Captains America" Motta. "These people are passionate about what they do, and they're passionate about wanting to help other people enjoy the same thing they enjoy."

Stats show that chapter members ride on average almost one-third more miles than non-members, and there's a good reason for that. "Our chapter members know where the best hot dog within 500 miles is," claims Regional Manager "Thor" Robinson. "They know where the

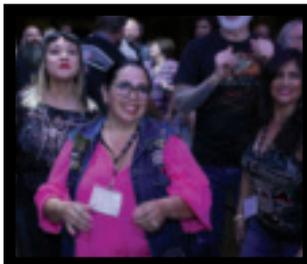
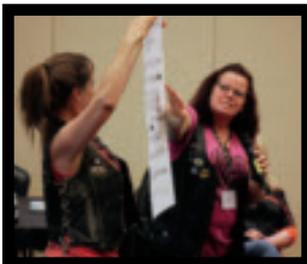
coolest landmarks are, the coolest parts of the world they live in."

Bill Davidson, Vice President of the Harley-Davidson Museum, closed HOT weekend, and speaking later with *HOG*® magazine, explained the importance of local chapters. "It's really a nucleus of planning to have fun, and that's ultimately what it's about, right? When you think of just shy of a million members around the world, it's an incredible asset for us, and we will continue to cherish and help these people do what they love to do."

So if haven't checked out your local chapter lately, it may be time to take another look. There are more than 650 U.S. H.O.G. chapters to choose from, each with a sponsoring dealer. Collectively, those chapters plan more than 20,000 rides and events each year. All national H.O.G. members are eligible to join local chapters, and you can participate on your own terms. No obligations, but the potential to share experiences and memories with others for whom a love of all things Harley-Davidson creates a common bond.

Saddle Up! Let's Ride!

 For a video showing an inside look at this year's HOT Las Vegas session, check out the *HOG*® tablet edition. hog.com/tablet



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THE TRAVELIN' GRINGOS



TOP TEN TOURS



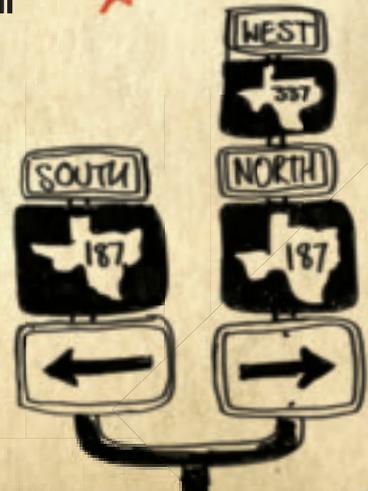
Words by GLEN ABBOTT

(AKA THE TRAVELIN' GRINGO)

I'VE BEEN EVERYWHERE, MAN
CROSSED THE DESERT BARE, MAN
I'VE BREATHED THE MOUNTAIN AIR, MAN
OF TRAVEL, I'VE HAD MY SHARE, MAN
I'VE BEEN EVERYWHERE
- JOHNNY CASH, I'VE BEEN EVERYWHERE, 1946

When it comes to motorcycling, our riding styles are as different as we are. What fuels my fire, personally, is to ride deep into the middle of nowhere – the more remote, the better. As long as there's a gas station every 150 miles or so, and a basic motel when the sun sets, I'm good. But that's me. Your idea of two-wheeled nirvana may be completely different.

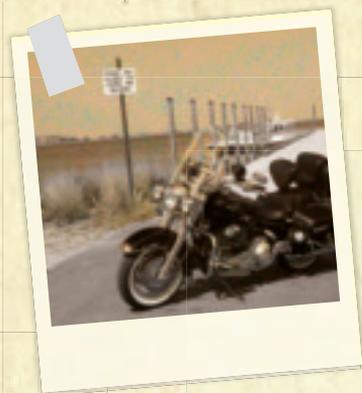
As much as I like the song and sentiment, I'm not Johnny Cash, and I ain't been everywhere, man. My personal bucket list is a work in progress. But I know what I like, and here are a few highlights from the journey so far.



10 TEXAS HILL COUNTRY

A FREAKIN' HALLMARK CARD CAME TO LIFE!
Deep in the heart of central Texas, it's all about winding roads, rolling hills, babbling brooks, and chirping birds. One of the best rides in the 25-county Hill Country region is called the "Three Sisters;" a trilogy of trails comprised of Ranch Roads 335, 336, and 337 that form an unforgettable 100-mile loop.

POPULATION 5 - ACCORDING TO A BUMPER STICKER
DON'T MISS: Sip a Shiner and listen in at a "picker's circle" acoustic jam session at the tiny tradin' post in Luckenbach. Popularized by Waylon Jennings and Willie Nelson in a 1977 hit, *Luckenbach, Texas (Back to the Basics of Love)*, the town's motto is "Everybody's Somebody in Luckenbach."
LUCKENBACHTEXAS.COM



KNOW AS APALACH
This 80-mile stretch of U.S. Route 98 along Apalachicola Bay on Florida's Panhandle is referred to as the "Forgotten Coast;" it's free of the waterfront condos and development you'll find elsewhere in the state. Here you'll find Old Florida, where oyster fishing is one of the main industries and the seafood is fresh from the dock.
(SALTY FLORIDA.COM)

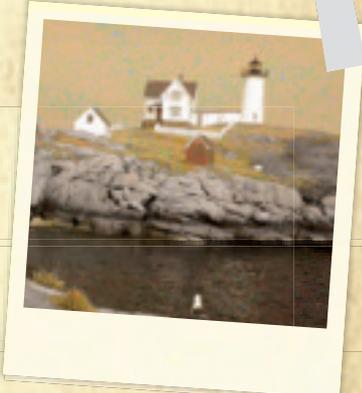
DON'T MISS: Spend the night in the historic town of Apalachicola. Founded in 1831, this waterfront community of fewer than 3,000 residents has more than 900 homes listed in its National Register District and lots of shops, cafés, and galleries. Have dinner at Boss Oyster (bossoyster.com) and sample some fresh Apalachicola Bay oysters.
PREPARED JUST ABOUT ANY WAY YOU LIKE 'EM!

9 FLORIDA'S FORGOTTEN COAST

8 MAINE SEACOAST

SEE A LOT OF GREAT RIDES HERE
Maine's rocky coastline offers a wealth of scenic riding. From Kittery to Calais, you'll travel through historic resort towns and fishing villages mostly along U.S. Route 1. Check out Cadillac Mountain at Acadia National Park, the first place in the country you can see the sun rise, and visit the red-and-white-striped West Quoddy Head Lighthouse in Lubec. *- THE EASTERN MOST POINT IN THE US*

DON'T MISS: Maine lobster - it's what's for dinner. A perfect Maine lobster roll is a simple combination of fresh lobster chunks, mayonnaise, and lettuce on a grilled, buttered bun. Wherever you happen to find yourself at mealtime, ask the locals and you'll get plenty of suggestions on where to find the best one.
** LUNCH + BREAKFAST TOO*



There's no place in the country like the Florida Keys. Hopscotch the islands' 42 bridges along U.S. Route 1, including the famous Seven Mile Bridge, and take in the emerald green waters and fresh, ocean air. It's a real taste of the tropics, perhaps no more so than in quirky Key West which in 1982 seceded (presumably tongue-in-cheek) from the union, then promptly surrendered and requested a billion dollars in foreign aid.
THE SOUTHERN MOST POINT IN THE CONTINENTAL US
THE CONCA AND THE CARIBBEAN

DON'T MISS: Spend the night in Key West and watch the nightly sunset celebration at Mallory Square, complete with street performers and food vendors. Stroll Duval Street, epicenter of the tourist district, and stop in for a drink at Sloppy Joe's Bar, which claims to have been Hemingway's favorite watering hole. And be sure to get your selfie at the Southernmost Point monument at the corner of Whitehead and South Streets.
SLOPPYJOES.COM

7 OVERSEAS HIGHWAY FL

6 SKYLINE DRIVE VA

(SHENANDOAH NATIONAL PARK VA)
Skyline Drive is a winding, 105-mile slice of heaven through Virginia's Shenandoah National Park (nps.gov/shen/). The speed limit is 45mph, so take your time and enjoy as many of the 75 scenic overlooks as you can, offering majestic views of the Shenandoah Valley and Piedmont region of the Blue Ridge Mountains. Watch for wildlife: deer and black bear are particularly abundant.

DON'T MISS: When I rode Skyline Drive several years ago, I entered the park at dawn, parking at the first scenic overlook I came to. I watched the sun rise and listened to the sounds of chirping birds; it felt like I had the entire park to myself.
THROUGH THE SOUTHERN ROCKPUSH GAP ENTRANCE



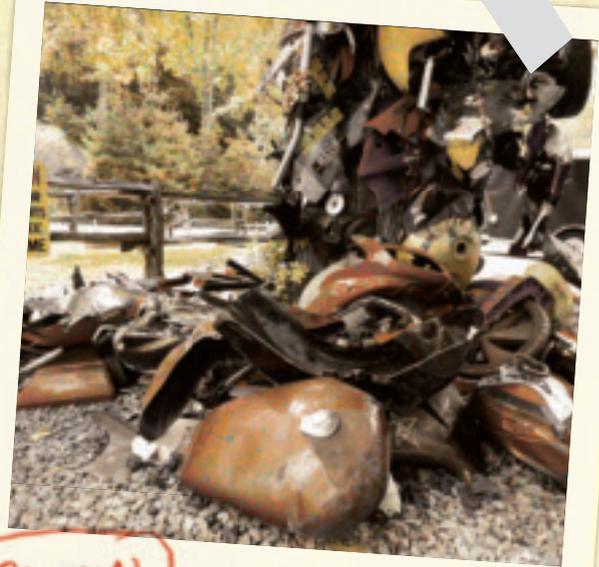
THE DRAGON, DEALS GAP, TENNESSEE

Sure, the Dragon - U.S. Route 129 through Deals Gap - is hardly a secret among bikers, and for good reason: with 318 curves in 11 miles, it's among the most thrilling riding you'll find anywhere. Nestled between the Great Smoky Mountains and Cherokee National Forest, the entire region features amazing scenery and lots of twisty roads.

DON'T MISS: The "Tree of Shame" at Deals Gap Motorcycle Resort. A mighty maple, adorned with disembodied gas tanks, fenders, and other miscellaneous motorcycle parts from those who tried to tame the dragon and lost. The sign reads "No gain, and a lot of pain."

DEALSGAP.COM

BE SURE TO CHECK OUT THE NEARBY
CHEROKEE BYWAY ATHELL.



For Native Americans, the Black Hills held deep spiritual significance. Known as Pahá Sápa in the Lakota language, the Black Hills of western South Dakota and northeastern Wyoming feature ruggedly beautiful terrain ranging from grass-covered prairie to forests and mountains. Lots of scenic byways, curvy canyon roads and state parks

A COUPLE OF BEAUTIFUL NATIONAL PARKS TOO.

ANYTHING WITH "SCENIC BYWAY" IN THE NAME IS A GUARANTEED BONUS!

UNLDRUG.COM

DON'T MISS: There's barely a bad road anywhere in the Black Hills and Badlands. Badlands Loop through Badlands National Park is 31 miles of iconic pinnacles, spires, and bluffs; an ever-changing landscape that reminded me of giant, pastel-paint-drizzled sandcastles. For a different kind of icon, visit nearby Wall Drug a tacky tourist trap in the best sense of the phrase, offering "free ice water" to weary travelers since 1931.



BLACK HILLS AND BADLANDS, SOUTH DAKOTA

RUDE, THIS IS IT

WEST TEXAS BIG BEND REGION

Recall my fondness for the "middle of nowhere?" The Big Bend region gets its name from the sharp southeast-to-northeast bend in the Rio Grande River on the U.S./Mexico border, the location of Big Bend National Park - 800,000 acres of exquisite desolation in the heart of the Chihuahuan Desert and Chisos Mountains. You don't come here by accident: it's 300 miles from El Paso, the closest big city, and 400 miles from Laredo. If you like wide-open spaces, and terrain that looks like it's out of a Western movie, you're in the right place.

REALLY WIDE OPEN

DON'T MISS: The towns of Marfa and Terlingua - separated by 100 miles, but worlds apart in atmosphere and attitude. Marfa is something of an artist's colony set amongst cattle ranches, and Terlingua ghost town, near the National Park, is a former mercury mining boomtown that retains a raw, Wild West feel, populated by its share of colorful characters.

QUIRKY



FOR THAT, BE SURE TO DRINK PLENTY OF WATER AND REST FREQUENTLY

You can't go wrong in the Rockies. If the scenery doesn't take your breath away, the thin mountain air certainly will. Trail Ridge Road - U.S. Route 34 - runs 48 miles through Colorado's Rocky Mountain National Park, with 11 of those miles above the 11,500-foot treeline - alpine tundra terrain. It's the highest continuous paved road in the country. You're likely to see elk, bighorn sheep, and moose along with out-of-this-world scenery.

ROCKY MOUNTAIN HIGH BABY!

TRAIL RIDGE ROAD, ROCKY MOUNTAIN NATIONAL PARK, COLORADO

DON'T MISS: Everything about Trail Ridge Road is don't-miss. My best advice is to take your time, and take advantage of the many turnouts to stop, enjoy the scenery, and take pictures. Just come prepared for what the signs warn can be "rapidly changing weather and driving conditions."



In a state that likely has more rattlesnakes than people, U.S. 50 through the middle of Nevada really stands out. Christened "The Loneliest Road in America" after a 1986 *Life* magazine article reported "it's totally empty... there are no points of interest," very little traffic and just a few small towns scattered along its 285-mile length. The mountainous high desert terrain is nothing short of spectacular. When people ask about my best ride ever, this one always comes to mind.

MY KIND OF MOTORCYCLE TRIP!

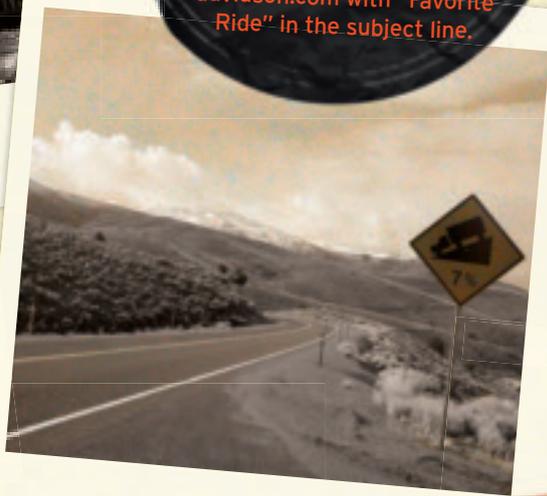
"THE LONLIEST ROAD IN AMERICA"

U.S. ROUTE 50, NEVADA NATIONAL PARK, COLORADO



Always on the lookout for future touring stories, HOG® would like to know about your favorite rides. Or maybe you're a member of a local H.O.G. chapter that's planning a special ride that might make an interesting travel story - we'd love to hear about it.

Email hogmagazine@harley-davidson.com with "Favorite Ride" in the subject line.



CHORAL MESSIAH.COM

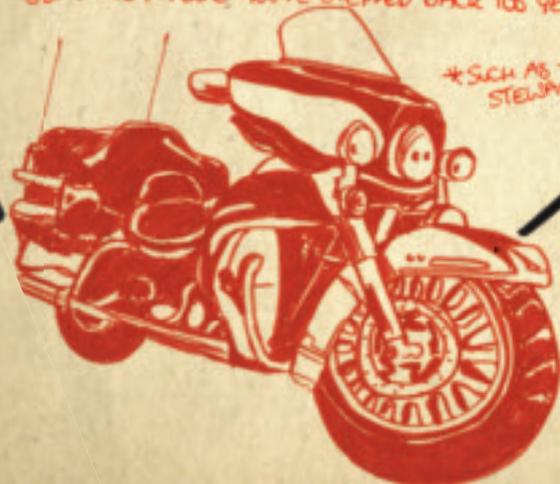


So there you have it - a short list of recommendations to get your imagination going. Sure, miles count; they fuel H.O.G.'s ABCs of Touring and Mileage Recognition programs, after all. But great motorcycle journeys are about much more - making memories, hanging with friends old and new, sharing laughs and a cold beverage at the end of the day, and the sheer, indescribable joy of two wheels on the open road, the distant horizon the only signpost you need.

DON'T MISS: Spend the night in Ely on the eastern edge of the Loneliest Road. Originally a stagecoach station on the Pony Express route, copper was discovered there in 1906, leading to a mining boom. Stay at the historic Hotel Nevada; at six stories tall it was the tallest structure in Nevada when built in 1929. Today it's refurbished but decidedly retro, with many of the rooms named for celebrity guests who once stayed there. Also in Ely, tour the Nevada Northern Railway (nnry.com), completed in 1906 to transport copper ore from the mines to the smelter. It's a National Historic Landmark that's credited with being the "best-preserved, least-altered, and most complete main yard complex remaining from the steam railroad era." You can ride steam trains, tour the yard and maintenance shops.

GENERALLY FEEL YOU'VE STEPPED BACK 100 YEARS IN TIME

*SUCH AS JIMMY STEWART



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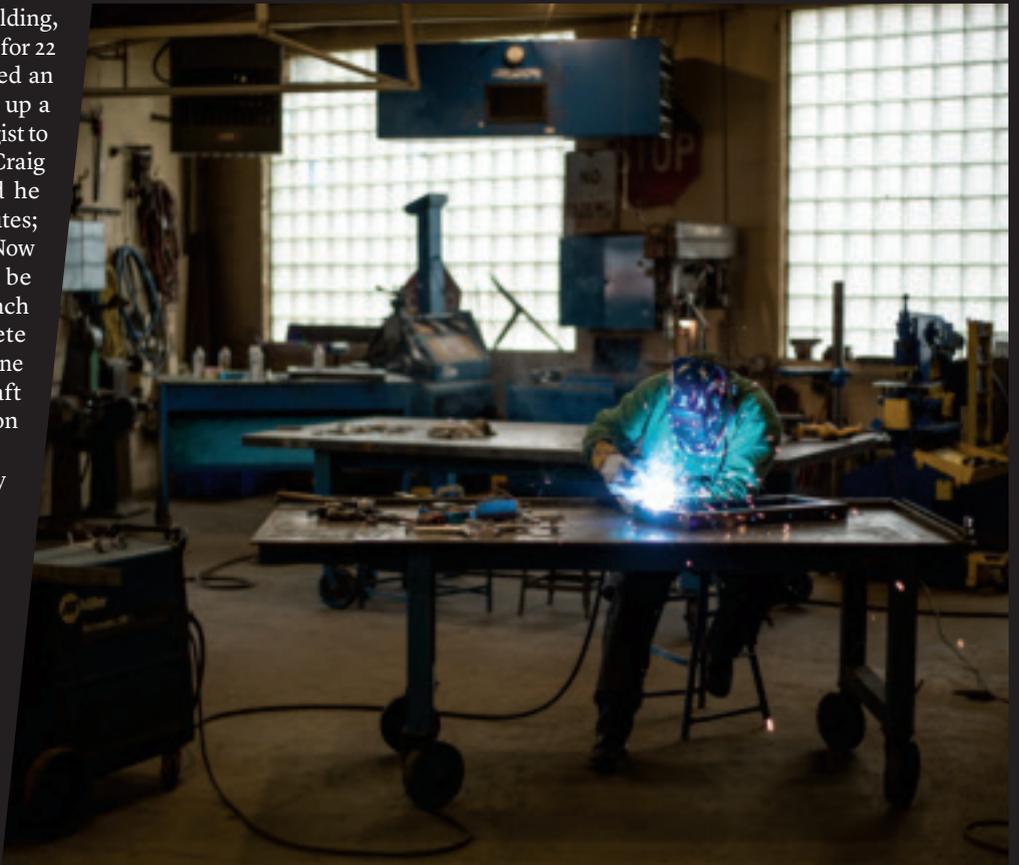
MILWAUKEE

METAL

If you've been to the Harley-Davidson Museum or into the lobby at Juneau Avenue you will be familiar with the work of Milwaukee's Kendall Polster - the 'Weld Guy' - even though you may not know it. The giant Bar & Shield logo in metal, the 'Freedom Wall' and much else is his output. *HOG* magazine talks to Kendall to find what inspires his work

I've been making a living welding, grinding and torching metal for 22 years. My career has followed an unusual path in that I gave up a career as a blood research biologist to become a welder. My brother Craig always had an auto shop and he taught me to weld in three minutes; then I started making furniture. Now a typical day's work could be anything from making a 16-inch vase of flowers, to a complete restaurant build like we've just done for the Central Standard Craft Distillery here in Milwaukee on South 2nd Street.

For the first seven years of my career I was working from my garage, with just a stick welder, blowtorch and chop saw, making mainly art pieces for galleries - the important thing was I was making a living at it. Now I work from a 6,000-sq-ft machine shop and workspace over two floors that I bought 11 years ago, with modern equipment from MIG welders to plasma cutters, shears and drill press.



HARLEY AT HEART

The Harley® connection began pretty much by chance. I was drinking at a bar and chatting to a friend who happened to work at the H-D Museum®; he introduced me to [former] Museum Director Stacey Watson who needed some industrial-style metalwork completed. One project led to another and so I've since completed many pieces for the Museum - the frames for signage, all the chairs in the restaurant, the coat racks, the outdoor signage, even the speaker podiums designed by Willie G. Davidson. I'm proud to have completed a number of personal commissions for Willie G., including a cool weather vane for his house. The Museum work led to commissions for Juneau Avenue - anyone who has been into the lobby will have seen the 'Freedom Wall', which is my work; I've also completed a load of other cool stuff including the 'opening chain' custom-built for the opening of the Harley-Davidson Rally Point at Sturgis last year.

FUELING CREATIVITY

The emotion that the creative process evokes is important to me, and my job is quite the performance art in itself. When Harley-Davidson is added to the mix then it really heats up. I find riding a motorcycle is a great way to fire the creative process. Often I'm inspired by things I see while I'm riding; they may be unrelated to what I'm working on, but they give me inspiration and may pop up in projects further down the line. I've ridden motorcycles since I was six years old; my father was a rider. I bought my first Harley in 2011 - a Fat Bob® that I still have - and I have a 2014 Street Glide® as well. If I had to only have one bike, it would be my Street Glide as it does everything - as it proved on a recent trip to New Orleans. Thousands of miles of riding, and the Street Glide made it almost effortless.



IDEA TO REALITY

There are real parallels between my work and what Harley does - taking a raw material, steel, and turning it into a beautiful and functional end product. The process that takes a piece of metal from idea to reality is one that a bike builder would understand; the client gives a basic idea of what is required then there is usually plenty of creative leeway.

All my work is earned by word of mouth and client recommendation, although I use social media to raise awareness of my work and of course I have a website (www.weldguy.com).

I appreciate the variety of work I do so I have no plans to focus solely on corporate work or just on art commissions. I love the mix of precision stuff, creative stuff and specific commissions. I guess the next step is to keep doing what I'm doing but get better at each stage of the process.

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My ride begins and ends in my Roadtrek



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The Science of Boom!

Dave Koshollek teaches us to speak the language of Harley-Davidson's super-advanced Boom! Audio systems

Adapted from an article in Harley-Davidson Shop Talk

Although some audio novices mistakenly believe loudness is the primary criterion of an audio system's quality, making lots of noise isn't the sign of a great audio system, especially one that's installed on a motorcycle.

Relying only on output ratings in watts or decibels (see sidebars) when comparing an audio system for use on a motorcycle can be misleading. What an audiophile craves is sound reproduction with the realism of a live performance.



Achieving this objective requires a team of audio engineers well-versed in the demands of a motorcycling environment. Harley-Davidson Boom! Audio engineers design and tune Boom! Audio radios, amplifiers, speakers and speaker enclosures for a demanding life on a Harley-Davidson® motorcycle that competes with road, traffic, wind and exhaust noise, and helmet interference. The result is audio performance with incredible naturalness and depth, while being tough enough to withstand harsh outdoor conditions.

Inferior audio systems often increase sound decibels indiscriminately across the entire audio range, which for the human ear

is a range of frequency from 20 hertz (Hz) to 20 kilohertz (kHz).

This points to an important distinction between “peak” watts and “Root Mean Square” (RMS) watts. Peak watts are the amount of watts an amplifier can produce for an instant, often at a high level of distortion. How much distortion is permitted and how peak wattage is measured can vary between manufacturers, making the peak watts number a poor indication of desirable audio output. A much better indicator is RMS watts, which is the measure of the continuous average power output, usually at a low distortion level. Harley-Davidson rates its

What's a Watt?

A watt is a standard unit of power in an electrical circuit. The calculation for watts is volts x amps = watts. For instance: 12 volts x 2 amps = 24 watts.

One rating of an amplifier would be peak watts output per channel, such as 24 watts per channel. This specification on its own has little relevance to audio quality or how well the system reproduces the sounds we hear.

Boom! Audio systems using RMS watts.

Another reason Boom! Audio systems outperform others in audio quality is the unique equalizer (EQ) designed for each combination of Boom! Audio speakers, amplifiers and enclosures. The job

of an EQ is to boost or reduce the levels of different frequencies in an audio signal.

For example, in a two-speaker system the fairing speakers must produce all frequencies of music. The EQ software for a Boom! Audio fairing speaker kit is designed to output emphasis on the lower frequencies for good bass performance. In a four-speaker setup, such as two speakers in the fairing and two



in the Tour-Pak® Luggage Carrier Rear Speaker enclosures that incorporate bass ports, the specific EQ reduces output of the lowest bass frequencies in the fairing speakers so

several kit options that enable '14-later Touring model customers to select the audio performance they desire at the price that's most comfortable. In the Stage I Boom! Audio group there are three basic levels of performance.

1 Boom! Audio speaker kits such as



the Boom! Audio Stage I Batwing Fairing Speakers (Part No. 760000317) deliver a noticeable improvement in audio quality and clarity using a 6.5-inch woofer cone design with 1-inch integrated tweeters.

2 Amplifier and speakers kits that replace the stock components, such as the 4-Speaker Ultra Boom! Bagger kit for Road Glide® Ultra models (Part No. 76000671) greatly increase audio output while producing a stronger range of

audio frequencies for a weighty, crisp and detailed listening experience.

3 Increasing the number of speaker locations from two to four, six or eight creates a “wall of sound” (fairing and fairing lower speakers) or an “envelope of sound” (fairing, saddlebag and Tour-Pak speakers).

In short, any Stage I upgrade will be noticeably louder and produce higher quality sound than a comparable stock system. A two-speaker Stage I system with amplifier can be easily heard over most ambient noise by riders wearing a half helmet.

Then there is the Stage II Boom! Audio

system, which is unique in the industry. The Stage II system is designed to use the output of two 75-watt signals per speaker. One signal powers the large woofer cone and the other signal powers the mid-range cone and tweeter.

This produces greatly enhanced audio dynamics. Stage II speakers are a high-excursion design, which means the speaker cone can move a greater distance before striking the speaker frame or basket. This enables the best bass frequencies,



especially at higher volume. A Stage II Boom! Audio system will produce significantly greater bass frequencies, and plays louder than comparable Stage I systems. A four-speaker Stage II system should be

loud enough for most audio enthusiasts.

Whether or not you're an experienced audiophile, as you consider an audio system upgrade to your motorcycle, rest assured that Boom! Audio systems have been designed to satisfy the most discriminating ears in the world.

Decibels Defined

A decibel is a unit of sound pressure or a measurement of the loudness of a sound. A higher number of decibels equates to a louder sound. Because humans hear mid-range frequencies better than low and high frequencies, Harley-Davidson Boom! Audio systems adjust the audio output by reducing certain audio frequencies and boosting others to arrive at a great-sounding system.

Glossary of Audio Terminology

Attack: The leading edge of a note and the ability of a system to reproduce the attack transients in music.
Crisp: Extended high-frequency response, especially with cymbals.
Depth: A sense of distance (near to far) to different instruments.
Detailed: Easy-to-hear minute details in the music.
Imaging: The sense that a voice or instrument is in a particular place in the room.

Hertz (Hz): A unit of frequency equal to one cycle per second.
Lush: A sense of warmth and fullness; notes are more authoritative and have a sense of life about them.
Punchy: Good reproduction of dynamics; good transient response, with strong impact.
Transient: The leading edge of a percussive sound; good transient response makes the sound as a whole more live and realistic.



EXHAUST

ENTHUSIASTS

STORIES FROM THE OPEN ROAD





Love, Adventure & H-D

My wife and I have been married for five years now and with the help of Harley-Davidson® it has been a wonderful adventure. I had ridden years ago and in 2012 I decided I wanted to ride again. When I got my used 2005 Ultra Classic®, my wife asked “What about me?” I told her that it would be a while before I would be able to ride with her, but she said no – she wanted her own.

Since then, watching my wife – who had never ridden in her life – enjoy herself has been the greatest joy for me. We have participated in the ABCs of Touring for the past four years and some of the stories and memories will never be forgotten. Starting from our home in Virginia we have traveled as far north as Maine and Canada, south to the Florida Keys and west to the Grand Tetons, plus a visit to the Harley-Davidson Museum®.

This past year we traveled to Jackson Hole, The Grand Tetons, Yellowstone National Park and the Beartooth Pass and we still talk about that adventure. At our local dealer, we purchased a frame that holds 88 poker chips, and we filled it the same year! Thanks to the ABCs of Touring challenge, we have been to many places we would have never traveled to with wonderful views, picnics and rides. Working full time and trying to still ride about 15,000 to 20,000 miles a year is a challenge in itself. ABCs of Touring has given us purpose, challenge and adventure.

LEROY FRUCHEY
Sutherland, VA

EXHAUST

2 **2,240 miles of Texas**

The plan for day one was to head from Houston to Leakey, Texas to ride The Three Sisters in the Hill County of Central Texas and stay the night at Neal's Lodge in Concan. The Frio River runs right through the Lodges' back yards - if you have never been, I strongly recommend that you stay here.

On the second day we headed up to Alpine and spent the night preparing for the Ultimate Big Bend National Park ride. We headed up to Marathon for something to eat at Nancy's Diner. Nancy herself was there with a smiling face and took our order and then she sat down and joined us for breakfast.

I hope to see you on the roads; the H.O.G.[®] family is where it's at.

**DAVID J. NERIOS
(AKA SLIDER)**

*Cut N Shoot, Texas H.O.G.
Chapter*

.....

3 **From one family to another**

For me my story begins as a kid looking out the window of the car with my family on vacation to California. A couple of bikers rode by taking their time to look over at me, smile and give me a slight nod.

The dream didn't come to pass until I was in my late 40s. But truly, buying my Harley[®] has changed my life and even my career in positive ways. After buying my Wide Glide[®] in August 2011, I attended my first H.O.G. chapter meeting in September - it felt like family.

H.O.G. and Harley-Davidson[®] have given me so much enjoyment, freedom and a positive refocusing of my life and career. I have met people I will forever refer to as brothers and sisters; some of those I see





on a daily basis, others I have met only briefly and chatted to while filling the tank.

RONALD SIEWERT
Spokane, WA

4 Man's best friend

My riding partner Lumpi and I have logged 30,000 miles since she started riding with me in 2010. She was a big hit when we road for the M.D.A. and the breast cancer charity rides – she is known in our city of Algoma as the dog on the motorcycle. So if you see us at a stop this summer – she only eats French fries with ketchup!

DAN PRESSLEIN
Algoma, WI

5 Bold at Daytona Beach

John Austin on his 2012 Street Glide® Tequila Sunrise.

JOHN AUSTIN
By email

6 Rustic pride

I don't have a picturesque story to tell, I just wanted to brag a little about my Harley. I've been riding for 46 years, joined H.O.G. in 1983 and became a life member. I can't begin to tell you how many good people I've met and how much fun I've had over the years. I now ride my third Harley, a 1989 Heritage Softail® Classic, which I bought in January 1990 with 200 miles on it.

Today it has more than 132,000 miles on the clock. I know the mileage alone is nothing to brag about, but what I am proud of is that it has the original clutch, clutch cable, drive belt, oil pump and front calliper. The motor has never been taken apart, it doesn't smoke in the least and it runs like a dream.



Thank you, Harley-Davidson, for building such a great motorcycle.

TERRY SUTTER
Aurora, IN

7 Tail of the Dragon

In May of 2015 my wife, Joanie, and I took a ride from Katy, Texas to Gatlinburg, Tennessee. While we were there we had to ride the Tail of the Dragon in North Carolina... okay, we rode it four times! We had a blast and saw such beautiful scenery only God could have created. If you own a bike this is a 'bucket list' ride for sure!

GARY RODGERS
By email

8 We are family

"Just an old retired couple that love to ride."

MARVIN YAKOS
By email

9 Fun in the Sun

I started riding motorcycles only a few years ago, upon returning home to Switzerland after many years of expatriation in Asia and Africa. My natural choice was a Harley-Davidson, but I had to get my license first. Having done this, the second natural choice was a trip to the US, where we have visited the main National Parks in Utah and Arizona - an epic ride of 2,100 miles in two weeks. This picture of my wife reflects everything we loved on that trip: riding an Electra Glide® Ultra, the fantastic scenery, the sun and the freedom.

THOMAS WETTSTEIN
By email





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D408F™/D407T™



100 DOLLAR RIDES

Colorado Mountain Rendezvous

Story by DAN SLEVIG

Two riders, one on the front range of the Colorado Rocky Mountains, one on the western slope. We have been friends since high school and riding motorcycles for more than 40 years. At about 7am on a Wednesday morning in August we both set out with the goal of meeting for lunch in Salida, CO.

On my 2009 Standard Electra Glide®, I left Parker (5,900ft) and headed west across the southern Denver metropolitan area to US285 South toward Conifer. It was an unusually cool morning for August in CO; a cold front pushed south overnight and cooled off eastern Colorado. The temperature was 48 degrees when I left home but I was prepared for it, or so I thought. As I left Denver and climbed into the foothills the temperature dropped to 38 degrees, which necessitated a stop to switch to warmer gloves.

My route on US285 took me through Conifer, Bailey, and over Kenosha Pass (10,000ft). Kenosha Pass on the eastern side is kind of unique in that at the base of the pass there are some good curves and the speed limit is 45mph. Then as you climb the road straightens out and the limit increases to 55mph. The road continues to straighten and the limit increases again, to 65mph.

Once over the summit, US285 drops down into South Park, a huge valley basin surrounded by the Mosquito and Park mountain ranges. Riding across South Park I crossed over Red Hill Pass (9,993ft) to Fairplay, where I stopped for gas and to warm up a little. Continuing south on US285, I traversed Trout Creek Pass (9,346ft) and then caught highway CO291 south into Salida.

My riding buddy Clint, on a 2010 Heritage Softail® Classic, left Clifton, CO (4,700ft) and rode east on US50

toward Delta. The temperature in Clifton was fairly normal – in the low 60s. After Delta, Clint's trip followed US50 through Olathe, Montrose, over Cerro Pass (8,042ft) to Cimarron, and then into Gunnison where he stopped for gas.

Leaving Gunnison he encountered many curves and twisties while climbing a 7% gradient up and over Monarch Pass at 11,312ft. Clint met the eastern Colorado cold front at altitude and the air temperature dipped to the mid-30s. There was nothing to do but forge ahead and get down to lower elevations. He continued on US50 through Poncha Springs to Salida where the elevation is 7,083ft, a 4,229-foot change from the summit of Monarch pass.

We met at about noon at the Bounty Restaurant, and we tucked into a heavy lunch. We spent over an hour catching up on what had been going on, how family was doing, our plans for the fall.

As the restaurant got busy we stepped outside to our motorcycles. Here we talked a while longer before getting back on our Harleys® and heading home.

To make the ride a loop, I headed east on US50 to Canon City and gassed up. Continuing east to Penrose, I turned north on highway CO115 toward Colorado Springs. CO115 is beautiful canyon riding with mild curves and not a lot of traffic. At Colorado Springs, traffic was bad for a while until I merged on to I25. There followed some high-speed riding up I25

to Parker and home. My total day on the road was 350 miles.

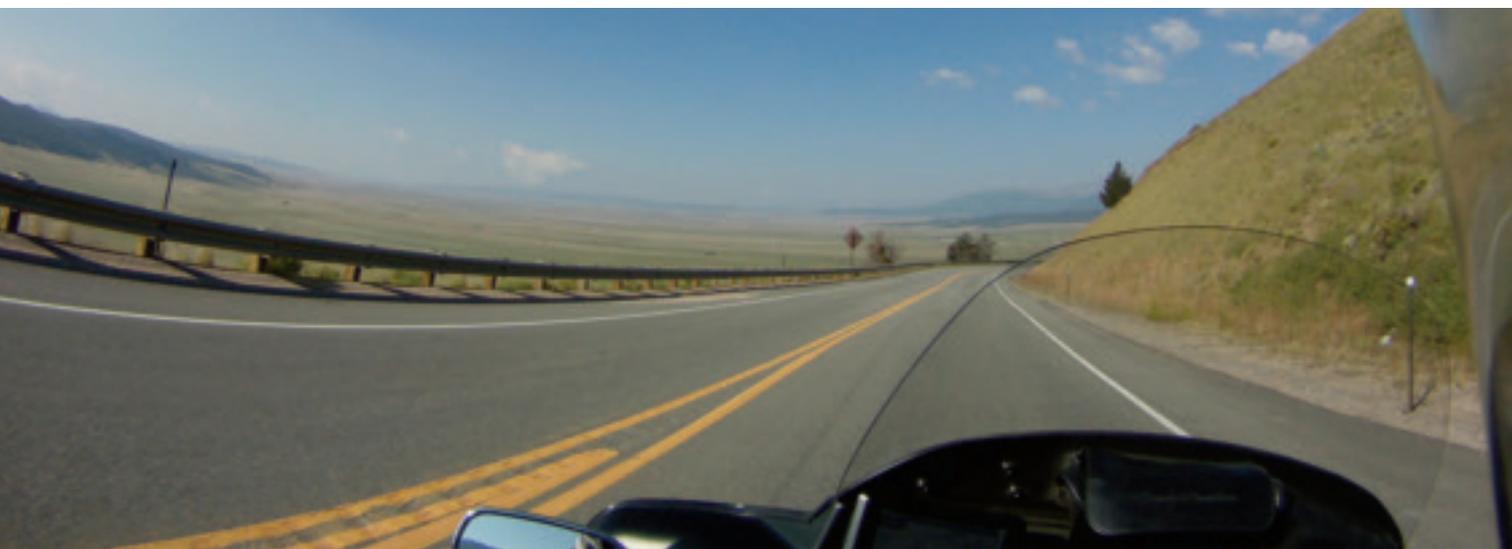
Clint made a loop out of his return trip as well, but the USA Pro Challenge bicycle race was running from Arapahoe Basin to Aspen that day and they had entire segments of highway shut down for the bicycle racers. Some of these closed highways were in the route Clint would follow to make his return trip a loop. Consequently he headed back west on US50, retracing his morning ride over Monarch Pass, where it was cool but not nearly as cool as earlier that morning. After stopping for gas in Gunnison he continued home to Clifton. Clint's total day on the road was 380 miles.

Two long-time friends, a nice lunch, a great day of letting the Harleys run through the mountains. Nothing better.

DAN	
FOOD	\$23.47
GAS	\$20.61
TOTAL	\$44.08

CLINT	
FOOD	\$23.74
GAS	\$18.13
TOTAL	\$41.87

GRAND TOTAL \$85.95



THE \$100 CHALLENGE *If you have a \$100 Ride story to share, we want to see it. If it appears in HOG® magazine, we'll even foot the bill – in the form of a \$100 Harley-Davidson™ Gift Card. Keep your story to 750 words or fewer, including a list of your expenses. We also need photography from your adventure, including a photo of you. Email your submission with “\$100 Rides” as the subject line to hogmagazine@harley-davidson.com.*



BETWEEN THE LINES

“Mistakes I Have Made”

Compiled by JOHN SANDBERG

If it's true that experience is our best teacher, then our most profound lessons are the results of mistakes we have made. It's true in life and in motorcycling.

We asked some experienced Motor Company riders to share their hard-learned lessons about motorcycling, which ranged from almost tragic to entirely laughable. Let's do ourselves a favor and learn from these riders' mistakes, rather than our own.

Mixing Oil and Water

While commuting to work on a warm August day, it started to lightly rain. I had great riding gear so no worries... until a left-hand, off-camber corner on a road that had been recently sealed. The result was a low-side crash (and a trip to the ER for a separated shoulder). Why? Because I was going faster than the conditions allowed. I learned that a road's surface is exceptionally slick immediately after it begins to rain, when the road oil and rain are separating. Motorcycle tires can be great in the rain, but everything has

a limit - especially in those first moments after a road gets wet.

NATHAN A. BOYD, P.E.
Director, Product Integrity

Gearing Up for Dogs

Years ago I was riding on a rural road, rounding a right-hand sweeper and cresting a hill when a dog emerged in the ditch. It was gaining speed and heading right for me. I slowed and angled as far away as possible without crossing the double yellow line that would have taken

“By the time I got back to the scene my underwear was strewn across all four lanes”

me into the path of possible oncoming traffic. At the apex of the turn and the crest of the hill: BOOM! I ran the front wheel right over the dog and went down.

The immediate lesson was the importance of good gear. Seeing the deep scars in the fiberglass and face shield of my helmet; the scrubbed leather on my jacket and gloves; and the threadbare knees of my jeans set in me a steadfast commitment to use the right gear EVERY TIME I RIDE. Later I learned how to correctly dodge a dog courtesy of the H-D® Riding Academy Advanced Rider Course! My mistake that day with the dog was slowing and angling steadily away. Rather, I should have braked and then accelerated: a double move throws dogs off your line and allows you (and dogs) to escape.

MATT LEVATICH

Harley-Davidson President and Chief Executive Officer

Brand Compatibility

A long time ago, I got my first Harley-Davidson® motorcycle and was ready to hit the road on a three-day road trip by myself. I had ridden other brands prior and assumed I knew everything I would need for a successful trip. First thing was to get a set of tools. No big deal if they're tools for a non-Harley® motorcycle, right? My leathers and rain suit weren't branded H-D either, which wouldn't be a problem either, right?

About 150 miles from home on Route 66, I encountered some rain. I pulled over to put on the rain suit. I saw the bungee cord hook had rubbed against my rear fender with a blemish to the paint. While relocating the attachment point, the hook broke and whacked me across my nose, hitting my glasses.

Startled, I bumped the bike and it fell over.

What did I learn? To never use bungee cords that had been used on another brand of motorcycle. It wasn't long after that I also learned to use H-D brand gear and tools.

JOHN HASLEY

H.O.G.® Regional Manager

Ride Strategically and Skillfully

A long time ago I suffered a head-on collision with a car that resulted in a totaled bike and, lucky for me, just bruises and lots of explaining to my mom. What did I learn? Not much at the time. It was ruled as the classic “car-turns-left-in-front-of-motorcyclist.” Years later when I took a Motorcycle Safety Foundation course, I learned that I had a lot to do with that wreck. I was speeding through an intersection and around a blind corner. At the time of the crash I had great riding skills but, as I learned in the MSF course, no riding strategy.

Today as a Riding Academy Coach I share with my students that there are a few degrees of separation between riders and a crash. These are: behaviors, strategy, skills, and riding gear.

If you rely on your riding gear to keep you safe, it's the equivalent of using your bumpers to make your way through traffic. Back up one degree and you are using your riding skills to avoid relying on your gear to protect you. That's better, but the safety margin is still slim. Now ride smart and use a strategy to avoid needing to use your skills. It's better to see the situation developing and avoid it, than using maximum braking or a swerve-to-evade maneuver.

And what about behaviors? Making

good choices includes getting trained and licensed, riding responsibly and within your limits and wearing good riding gear. Just remember, it is an interaction of factors that results in a crash. Likewise, an interaction of positive factors works in your favor. No single thing by itself will keep you safe.

RAY PETRY

H-D Riding Academy Coach

Pack Carefully

A few years ago I rode a Wide Glide® from Los Angeles through the southern California desert to Las Vegas. It was a short overnight out-and-back for a photoshoot so I was traveling light with just a small duffel bag. Since there's no luggage rack on a stock Wide Glide and I didn't have time to attach one, I strapped the bag to the rear seat with a ratchet strap anchored around the rear shock and turn signal mounts. About an hour into the ride I noticed that the bag had shifted off to one side of the bike, but it seemed OK.

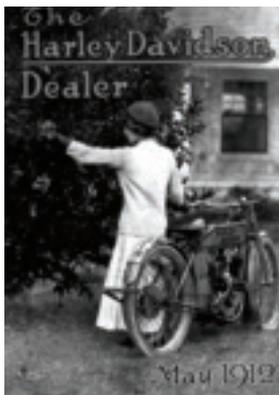
A few minutes later I saw my riding companion gesticulating wildly in my rear-view mirror and a moment later saw my duffel bag barrel rolling down the freeway into rush-hour traffic. I don't know how many cars hit it, but by the time I got back to the scene my underwear was strewn across all four lanes. Fortunately an amused county sheriff pulled up and blocked traffic while I repacked my gear into the remnants of the bag.

I learned a few lessons from this ordeal: Pull over at the first sign of trouble; never use a strap or bungee without at least running it through a handle or other secure attachment on the bag; invest in saddlebags or a luggage rack; and wear a full-face helmet so nobody recognizes you while you're collecting your underwear!

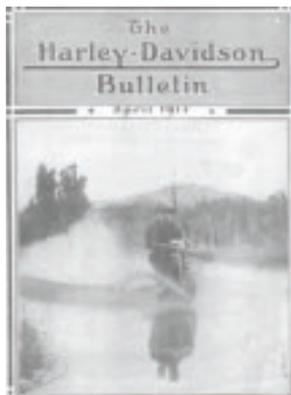
MATT KING

Editor, HOG® Magazine

Have you made a mistake while motorcycling and learned from it? Share it with us via email at hogmagazine@harley-davidson.com or mail them to HOG magazine, P.O. Box 453, Milwaukee, WI 53201.



1912



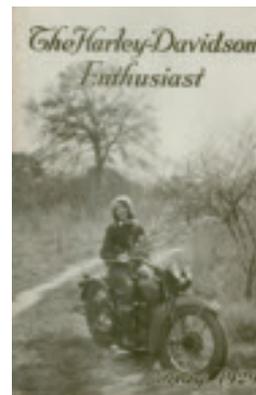
1914



1915



1916



1929

H-D MUSEUM

A Century of Communications

Bill Jackson, Archives Manager at the H-D Museum, delves into more than 100 years of printed publications from the Motor Company

Harley-Davidson's first magazine was *The Harley-Davidson Dealer*. First offered in May 1912, page one proclaimed the mission, "The Dealer will be published for the benefit of the men who handle the Harley-Davidson motorcycle. We say benefit because this publication is the medium in which you dealers tell your troubles and your joys. It is your paper."

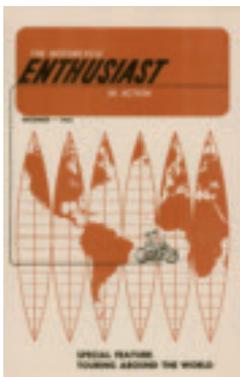
H-D Dealer articles reprinted accolades from customers and kept dealers up to date on the new large-scale factory under construction in Milwaukee. Updates from riders were never too small to go

unnoticed. Among the shortest was a two-sentence article from the February 1916 issue: "She sure is some snappy boat," said a letter from Roscoe Edde of Preston, MO. 'Have ridden [it] 9,875 miles with a repair bill of but 20 cents.'"

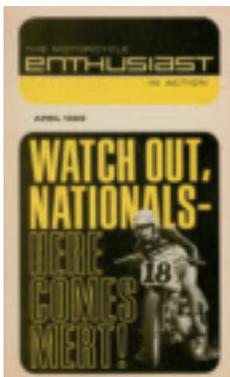
The Harley-Davidson Dealer was published monthly from 1912 to 1916. During that time, H-D also printed at least two other titles about which far less is known. The *Harley-Davidson Bulletin* was published from February 1914 until 1916. *The Bulletin* was written expressly with H-D owners in mind. The even more briefly lived *Motorcycle News* may have

lasted for only two issues published in 1916. The inside front cover made it clear, "Published now and then by the Harley-Davidson Motor Company, Milwaukee, Wis. Not published monthly." The layout and content of *Motorcycle News* was adopted by a new magazine started in late 1916 called *The Harley-Davidson Enthusiast*.

Issue number one proudly stated on the inside front cover: "This is the first issue of *The Harley-Davidson Enthusiast* which is being published in the interest of the red-blooded men and women who enjoy motorcycling as a sport and for the



1964



1969



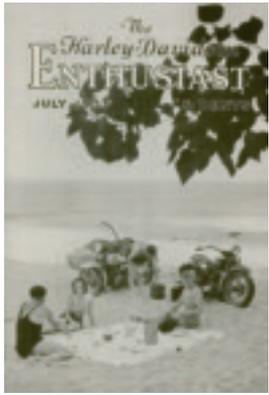
1977



1983



1986



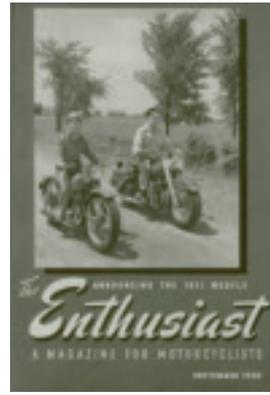
1933



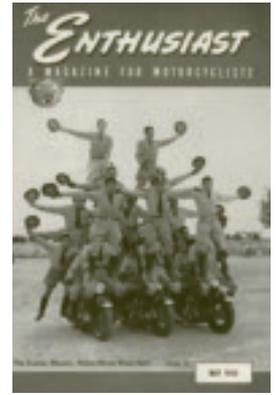
1935



1942



1950



1954

merchant and for the corporation which uses the Harley-Davidson in various branches of service.” As with other titles, the message was clear: “*The Harley-Davidson Enthusiast* is your magazine. It is made up mostly from material which our riders contribute.”

Just like *Motorcycle News*, *The H-D Enthusiast* was initially published “now and then.” Even some of the same articles from *Motorcycle News* and *The Dealer* overlapped, but by late 1916, *The H-D Enthusiast* would stand as the sole magazine published by Harley-Davidson.

Articles covered proper maintenance and occasional reports on the scourge of motorcycle theft, but *The Enthusiast* kept its promise of accepting and publishing stories and photos of riders for decades to come. Landmark events in Motor Company history were reported first in *The Enthusiast*, such as the provision of 12 motorcycles for the U.S. Army in the U.S.-Mexican border conflict of 1916, the first known fleet order for military service.

Among the most important features was the “Doings of the Clubs,” a regular

and often pictorial feature with news from clubs and their latest rides. Countless customer photos were sent to Milwaukee for publication. Sadly, they were not saved.

The worldwide ridership was well represented by stories and photos from Japan, Australia and Switzerland, among many others. At home, *The Enthusiast* began reporting in 1927 about a young woman rider from Albany, Georgia named Vivian Bales. During her famous 1929 journey to Milwaukee and back, Bales was dubbed “The Enthusiast Girl.”

The Enthusiast had a lighter side with the “Nobby Ned” and other cartoons, found on the back covers of *The Enthusiast* from 1923 to 1933. The maintenance advice columns written by “Frank,” (actually Howard “Hap” Jameson, documented in HOG issue 024) often provided snarky responses to letter writers.

HOG magazine’s tradition of announcing new models reaches back decades. Some of the most landmark bikes in the history of the Motor Company were first shown to the public on the pages of *The Enthusiast*. Better yet was the occasional celebrity

posing for the cover, as burgeoning star Elvis Presley did for the May 1956 edition on his new KH model, now in the Harley-Davidson Museum® in Milwaukee.

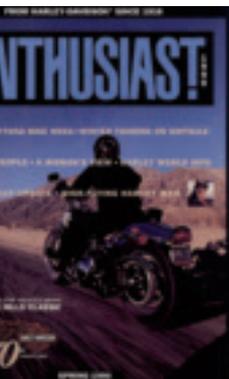
The introduction of the Harley Owners Group® in 1983 was followed shortly by *HOG Tales* magazine. From 1983, *HOG Tales* grew from a four-page newsletter to a full-color magazine with worldwide news not only about H.O.G., but covering new models, chapter rides and some of the farthest reaches of the globe. *HOG Tales* and *The Enthusiast* were merged into HOG magazine in 2009.

Also still in publication today is *The Motor Officer*, originally titled *The Mounted Officer*, H-D’s official magazine for law enforcement riders. At least two stints of *The Mounted Officer* have been published, from the late 1920s and early 1930s as well as the modern magazine, published twice annually since 1989.

See more historic images in the HOG® tablet edition. hog.com/tablet



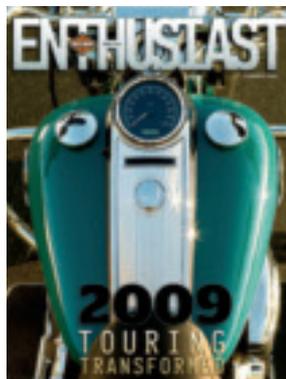
Photography courtesy of the Harley-Davidson Motor Company Archives. Copyright H-D®.



1990



2003



2008



2009



2016

LAST STOP

Living the Dream

Story by RUSS 'ROAD DOG' BRASWELL

When I was a very young man I fell in love with two wheels. I rode my bicycle everywhere and I even customized it. I loved the feeling of being up on two wheels and having the wind in my face. As I approached my 16th birthday the biggest thing in my life was getting my driver's license.

About this time, I had been riding my bicycle every week over to our local Harley® shop, which was owned by a nice old man named JW. I would go inside and stand there in awe of all the shiny, big, beautiful new Harley-Davidson® motorcycles on the showroom floor. I would run my fingertips across the gas tanks, look at my reflection in the gleaming paint then gaze at all the shiny chrome. It was almost like being in a dream. Sometimes I would pick out the

nicest one and sit on it and pretend I was riding down some scenic highway, and dream of someday having a Harley-Davidson of my own.

Well, the day finally came when I got my license. For three years I had been working part time at a local welding supply store, and I had saved every penny. I had told my mother I wanted a motorcycle; she said she would help me get a car but would have nothing to do with a motorcycle. So I had only one option: to save my money until I had enough to buy a bike of my own.

Then one day in our little local paper I saw a 900 XLCH Sportster® for sale. It was owned by a local firefighter so I called him up. I went and met him and saw the bike; it was love at first sight. It was the most beautiful thing I had ever

laid eyes on. It had everything, a custom paint job with flames on the tank and fenders, straight pipes, baby apes and it was all chromed out. I just had to have it.

Well, I bought that bike and I still remember the very first time I sat on it. I was Marlon Brando, James Dean, Steve McQueen and Peter Fonda all rolled into one.

I am now much older and I have owned several Harleys, and I have loved every single one of them. For me there is no other motorcycle quite like a Harley-Davidson. I still love the feeling of the wind and the freedom of the open road; nothing makes my blood race quite like that feeling.

I now own a 2015 Road Glide® Special and it is one fine ride. It has plenty of get up and go, and generous saddlebags large enough to carry all my gear on those multi-day road trips. It has everything a serious rider could possibly desire in a motorcycle; it is not only fun to own but also a genuine blast to ride.

Dreams really do come true, and the best part of it is actually living that dream. I attend many bike rallies and motorcycle events and I still enjoy looking at all the wonderful Harleys and how their owners have customized them.

So, I have some advice for those of you contemplating a Harley: get one and find out what it is all about. You will not be disappointed, I promise. Talk to some Harley owners, ask them what they think, then go pick your dream ride. I have been riding Harley-Davidson motorcycles for 48 years, and I can tell you if you get one you will experience a freedom and a feeling that touches your very soul. It is a ride like no other you will ever experience.

So live free, keep dreaming and ride safe.



Russ (right) with his friends Eric and Monteena Harrington



#Roll your own

@HarleyDavidson #RollYourOwn

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