

HOG®

RIDING THE ROCKIES

REVELING IN THE CANADIAN LANDSCAPE



THE METAL IS LIMITED. THE FREEDOM IS NOT.

STREET BOB
WITH THE REAPER PREMIUM PACKAGE



FIRE UP THE HARLEY-DAVIDSON® STREET BOB® MOTORCYCLE WITH THE PREMIUM REAPER PACKAGE AND YOU'LL DISCOVER MORE POWER AND CUSTOM ATTITUDE THAN YOU EVER FELT UNLEASHED ON THE STREET. YOU GET A 103 CUBIC INCH ENGINE AND SCREAMIN' EAGLE® HEAVY BREATHER PERFORMANCE PACKAGE FOR KNUCKLE-WHITENING POWER. BLACKED OUT STYLING DETAILS. DIAMOND CUT CONTROLS. BLACK FINNED TIMER AND DERBY COVERS. AND SMOKED TURN SIGNALS IN THE FRONT. DISCOVER MORE AT YOUR LOCAL DEALER.

GET STARTED AT H-D.COM/TODAY

Handlebar height is regulated in many locations. Check your local laws before installation. All Premium Reaper and Vengeance performance packages are compared to stock models. Premium Reaper and Vengeance packages shown on all models are optional.

©2016 H-D or its Affiliates. H-D, Harley, Harley-Davidson and the Bar & Shield Logo are among the trademarks of H-D U.S.A., LLC.



LIVE YOUR LEGEND.™



Big Bling

COLLECTION



MOD JEWELRY GROUP INC.

WWW.MODJEWELRY.COM



*JEWELRY SIZE IS 20% LARGER THAN ACTUAL SIZE

**COLOR OF STONES MAY VARY FROM PRINT

©2014 D or B BRAND, HARLEY-DAVIDSON, H-D AND THE BAR AND SHIELD LOGO ARE AMONG THE TRADEMARKS OF H-D U.S.A., LLC. THIS PARTY TRADEMARKS ARE PROPERTY OF THEIR RESPECTIVE OWNERS.

INSIDE



26

FEATURES

26 Border to Border

Carlan Tapp details his exhilarating journey riding Highway 93, the 2,200-mile route across the American West.

32 A Story of One Continued

Meet the rider who received the Street Glide® Special and its powerful Milwaukee-Eight™ engine.

36 Idyllin' Upstate NY

Glen Abbott tours three of Upstate New York's most beautiful regions, with a stop at the New York H.O.G.® Rally.

42 Screamin' Eagle® Performance for the New Milwaukee-Eight™

We dive into the performance and diversity of the Screamin' Eagle products, and how they work with the new Milwaukee-Eight engine.

44 Riding the Rockies

Two Ontario riders traverse the Banff Trail across the foothills, their spirits high no matter what the weather throws at them.

50 Chocolate & Steel

Anette Righi DeFendi, chocolatier, explains how riding her H-D® motorcycle inspires her chocolate designs and tastes.

ON THE COVER

Dan Lim captured this shot along Alberta's Banff Trail in the Canadian Rockies.



32



44



50

6 Intake

10 Opening Shots

THE WORD

15 HD News

Notes from the world of Harley.

18 Gear

The latest accessories for your bike.

20 Next Ride

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

22 2017 HOG® Rallies

An overview of upcoming rallies in 2017.

25 Spotlight

Ben Bostrom explains how riding a Harley® motorcycle has rekindled his love of biking.

EXHAUST

54 Enthusiasts

Readers and riders share pictures and stories.

60 Between the Lines

Readers share some of their riding mistakes and lessons learned.

63 H-D Museum

The life of the inspirational Joe Ryan.

64 100 Dollar Rides

Ed "Sparky" Howell details his travels to Woodstock – 47 years late.

66 Last Stop

Leticia Cline shares a story about how riding to Sturgis reconnected her to family.

INTAKE

FROM THE EDITOR

Saddle Time is the Best Time



Here at Harley Owners Group, our number one goal is to get more members riding more miles. Whether it's through programs or benefits like the ABCs of Touring contest, the Mileage Recognition program, chapter events, or rallies, H.O.G.® is all about giving you more reasons to ride and to have more fun doing it.

In every issue of the magazine, we try to inspire you with stories about the adventures of other riders and ideas for places to go. Sometimes these are about extreme riding achievements, like Harley-Davidson Museum® conservator Bill Rodencal's coast-to-coast ride on the Motorcycle Cannonball on a century-old board track racer (Spotlight, *HOG*® 037) or the story of Adam Sandoval, who just finished an epic journey visiting every H-D® dealership in the U.S. to raise money for the Wounded Warrior Project (Scootin' America, Page 16).

Both of these stories are about riders who have ridden more miles at one time than many of us ever will, however, not everyone has the time or inclination to hop on a bike for weeks or months at a time, or to ride off into the sunset until their tank runs dry. But that's not the only way to have an epic journey. Riding more doesn't always mean riding farther because adventure on a motorcycle is everywhere, and great rides can be found around the block, a continent away, or anywhere in between.

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

Speaking of big rallies, we're bringing back one of the biggest of them all in 2017, the National H.O.G. Rally, which will be in Milwaukee, August 31-September 3. If you can only make it to one H.O.G. rally next year, that should be the one. Think of it as a warmup for Harley-Davidson's 115th Anniversary in 2018.

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

I hope you have a chance to ride more in the coming year, whatever that means to you, and if you have a story about your own first great ride, please send it to hogmagazine@harley-davidson.com, and we'll share a few in the next issue.

MATT KING

FEEDBACK

Nailed it!

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

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

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

GENE DIORIO
Chatsworth, CA

New convert

You asked for our impressions of the Milwaukee-Eight, so here are mine.... First, it's a beauty to behold! The sound is great, too - not too loud, not too soft, and noticeably light on mechanical chatter, with a nice rumble. It almost goes without saying that there's plenty of power on tap, with the torque and horsepower that 107 cubic inches of

H-D muscle provide. Personally I'm a big fan of the new counter-balancer. I never could learn to enjoy the shaking-at-idle of the Touring family models with the Twin Cam engine; it's one of the reasons that my personal touring bike is a Heritage Softail® Classic, with the counter-balanced 96-cubic-inch Twin Cam motor. The transmission also deserves mention. Shifting was smooth and easy, yet nowhere near sloppy or ambiguous, and neutral was remarkably easy to find, even at a dead stop. All in all, I'm really quite impressed. There's a lot to love about this new powerplant, and I certainly hope that it fully meets or exceeds all of the expectations that the Motor Company has for it.

KEN LACHMAN
Franklin, WI

New addition to the family

After reading the *HOG*® 037 edition, I wanted to share my experience during a trip to a local H-D dealer. In early September, I called around to see if any 2017 Road Glide® Ultra motorcycles in the blue color scheme made it to their showroom floors, and only one had. After viewing it, the salesman offered to put it outside and asked if I had test driven one. My response was "No." He just grinned, got the paperwork done, and gave me the keys. The power and quickness of the bike was noticeable from the start. However, the vibration at a stop was incredible. My eyes and hands weren't vibrating, as is common with most H-D® bikes I've ridden. I was playing hard to get with the salesman, but I knew it was over when my wife asked, "When are we taking her home?" The result? We took her home that day.

ALEX HERNANDEZ
via email

Unlimited stories

The article about helping kids "Live Unlimited" in *HOG* 037 was awesome and inspiring. Please share more stories like that one.

JEFF STEWART
via email



Benefits of historic proportions

After attending the Sturgis Motorcycle Rally this year, I visited the Harley-Davidson Museum® in Milwaukee and heartily encourage all H.O.G. members to go. I showed my H.O.G. membership card and got in free, and they even gave me a great pin for my vest. It was one of the best museums I've ever visited, and the entire place is a work of art. The reproduction of the original building puts into perspective where the original founders started. I'm not even sure if my Harley® motorcycle would fit in that shed.

MARK CREEL
Cleveland, OH

Top of the class

Just want to share my views on the new Milwaukee-Eight engine. I've been a H.O.G. member since 1993 and belong to two H.O.G. chapters in my area. I recently had the opportunity to lead some demo rides of the new Touring bikes and got to use the Street Glide® and Road Glide models, with the 107-cubic-inch engine. WHAT A BLAST! H-D did its homework on this engine; incredible power and acceleration, smooth idle, and great

torque all the way through the powerband. You can do 30 mph in sixth gear and not even lug the engine! I really wanted to take that Road Glide bike home with me!

DAVE LABOSSIÈRE
Gardner, MA

"Pass"ing along new information

As I was enjoying the most recent edition of your fine magazine (*HOG* 037), I came across a letter to the editor from Matt Engleking inquiring if a Harley motorcycle had ever been ridden to the Mount Everest base camp. I must politely correct your response, wherein you refer to Khardung La pass in India as the highest "motorable" road in the world. I offer you Chacaltaya in Bolivia; it's now a closed ski resort, which not only sits at an elevation of 17,785 feet – and, thus, bests Khardung La pass by 203 feet – it's also "motorable." I know because I rode it on a moped in 1969 when I lived in La Paz, 20 miles away. Many years later I graduated to Harley-Davidson® motorcycles, but I'll never forget that ride and regret that I don't have any pictures to document it.

DAVE FISCHER
FRONTIER HARLEY-DAVIDSON
Lincoln, NE

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.



Knowledge is power

On a recent ride, I had one cold start and three hot starts; all of them were normal, with no indication of any problems. Then on the fourth hot start I heard that sickening “chatter” sound you hear when batteries say, “I’m done.” As luck would have it, I was on a hill and was able to do a successful push start. I thought I’d dodged a bullet as I headed home, but the check engine light came on followed by a red warning light I’d never seen before. Then the engine started missing and eventually quit altogether. After a tow to the repair shop (H.O.G. Roadside Assistance was wonderful!), I had a new battery installed and was on my way. It was then I realized that my battery was pushing four years old, and I hadn’t paid any attention to it. My point: Don’t take your battery for granted.

AVERY LESLIE
Tampa, FL

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

Altitude adjustments

I read the Coast to Coast article (*HOG* 037), and it mentioned the rider having to navigate an 11,000-foot pass and the need to adjust the carburation to prevent the bike running lean at altitude. Wouldn’t it run richer at altitude due to the less dense air if it weren’t adjusted?

NOEL ASHMAN
via email

.....
Bill Rodencal says you’re correct! —Ed.

The man in the mirror

After 45 years driving a truck and motorcycle, I’ve learned a few things and have enjoyed many accident-free miles. If you have to slam on the brakes, there’s a good chance you weren’t paying attention. I look ahead as far as I can, scanning 360 degrees, watching for traffic lights, brake lights, construction signs, slow-moving cars, emergency vehicles, and so on. Making eye contact is also important. When I pull alongside a car or truck, I look at their side mirror. If they’re looking at me, I know they can see me; if not, I assume they don’t! And

when riding with friends, I watch their riding style. If I don’t like the way they ride, I try to keep clear of them.

I’ve always called this the “big picture,” though I like your idea of calling it “The Great Escape” (Between the Lines, *HOG* 037)! Thanks for the information; I may be old, but I’m never too old to learn!

FRED DEELEY
via email

Great escapes

I really enjoyed the Between the Lines escape routes article in issue 037. I’ve always left myself a way of escape at traffic signals and kept my bike in gear. It paid off. Once I moved out of the way when an approaching car behind me appeared to be going too fast while I was stopped at a light, and it ended up smashing into the car ahead of me. Also, pickup trucks and trailers carrying stuff that doesn’t look well secured are vehicles I get away from – and fast!

A. F. CLARKE
Liberty Hill, TX

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.

H.O.G. Rallies – the next chapter

H.O.G. rallies have always been one of the flagship benefits of Harley Owners Group,[®] allowing H.O.G. members to ride to more great places, have more fun, and hang out with other members.

Yet nothing stands still, and feedback from H.O.G. members has highlighted ways we can make rallies even better to meet the needs of current and future members.

Your feedback told us that although there are already many great elements to H.O.G. rallies, at times not all rallies have reached the highest standards for a host of reasons – less than ideal location, politicking, inconsistent execution of best practices. It told us it's time to freshen up the rally approach and do some things differently, while retaining the unique elements that customers love, and – most of all – making sure all of the rallies are on track with the mission of H.O.G. – to “Ride and Have Fun.”

So, for 2017 and beyond, H.O.G. is raising the bar on rallies to make sure they're the best they can be. Here's what we have planned:

- Select the best locations for rallies, rather than the individual state-by-state approach of the past
- Epic rides and fantastic experiences
- More involvement from local Dealerships, National H.O.G., and Harley-Davidson Field Teams
- Focus on the quality and growth potential of rallies based on “best practices” from the most successful events, as opposed to the quantity of rallies



I'm proud to announce that we're bringing back the National H.O.G. Rally. In 2017, the National Rally is coming to Milwaukee, Wisconsin, over Labor Day weekend to join the Milwaukee Rally that's already rocking Harley-Davidson's hometown.

So what does this mean for H.O.G. rallies going forward? Well, expect to see fewer H.O.G. rallies than we've had in the past, but for all rallies to provide a better experience and more opportunity for growth. We've actually been testing this

approach over the past couple of years, with events like in the Pacific Northwest, where we combined the Washington, Oregon, and Idaho State Rallies, and saw a significant increase in attendance, greater rally attendee satisfaction, and greater engagement by everyone involved in the organization of the event. We're confident and committed to adopting this model in other locations and believe it will significantly improve the experience for H.O.G. members.

Of course, we still want your input and suggestions to make the H.O.G. rally experience the best it can possibly be. We're going to write the next chapter of H.O.G. rallies together. So if you have recommendations for a great rally location, ideas for rally content, or you've experienced something at a recent rally that you think would translate well to future H.O.G. events, we want to know! Send us an email at info@hog.com.

See you on the road – and at a 2017 H.O.G. rally!

TIM BUDZIEN
Director, Harley Owners Group



Editor in Chief
MATT KING

Design and Production **ARCHANT DIALOGUE** • Publishing and Content Director **ZOÉ FRANCIS-COX** • Creative Director **JON LILLEY**

Copyeditors **MATT COLLEY & AMY REID** • Editorial Assistants **CIARA JACK & HAZEL COMPTON** • Art Director **RICHARD BERRY** • Production Designers **CORAL MCCLLOUD & LUCY PERKINS**

Digital Designer **RUPERT BURROUGHS** • Production Manager **KAY BROWN** • Account Manager **KATHERINE BERRYMAN** • Studio Manager **NICKY WRIGHT**

38 Contributors **GLEN ABBOTT, MATTHEW JONES, JOSH KURPIUS, MICHAEL LICHTER, DAN LIM, JEREMY PICK, CHARLES PLUEDDEMAN, JOHN SANDBERG, CARLAN TAPP, DUSTIN WOODS**

Visit Harley-Davidson Motor Co. on the Internet at www.harley-davidson.com.

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

HOG[®] magazine is published by Harley-Davidson for members of Harley Owners Group, the official riding club of Harley-Davidson.

We reserve the right to edit all submissions for publication in HOG.

All submissions become property of Harley-Davidson Motor Co. If you'd like your photo returned, please send a self-addressed stamped envelope with your submission.

All H-D[®] product illustrations, photographs, and specifications mentioned in the publication are based on the latest product information at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications, and models and also to discontinue models. Some vehicles in this publication are shown with available equipment.

HOG will not intentionally publish fraudulent or misleading advertising. HOG does not endorse any advertiser or its products, and cannot be responsible for advertisers' claims. Some advertised products are not available outside the U.S.

To advertise in HOG, email John Sandberg at jsandberg@integraonline.com.

No part of HOG may be reproduced for any purpose in entirety or part without the express written consent of Harley-Davidson.

Harley-Davidson, Harley, H-D, HOG, H.O.G., and the Bar & Shield logo are among the trademarks of H-D U.S.A., LLC.

Copyright 2016

Back to Bear Butte

Riders travel along Fort Meade Way during the annual Sturgis Motorcycle Rally in August. The newly opened unpaved bypass connects Interstate 90 with Highway 34, making it possible to avoid in-town traffic and enjoy unobstructed views of nearby Bear Butte. Photograph by **Michael Lichter**



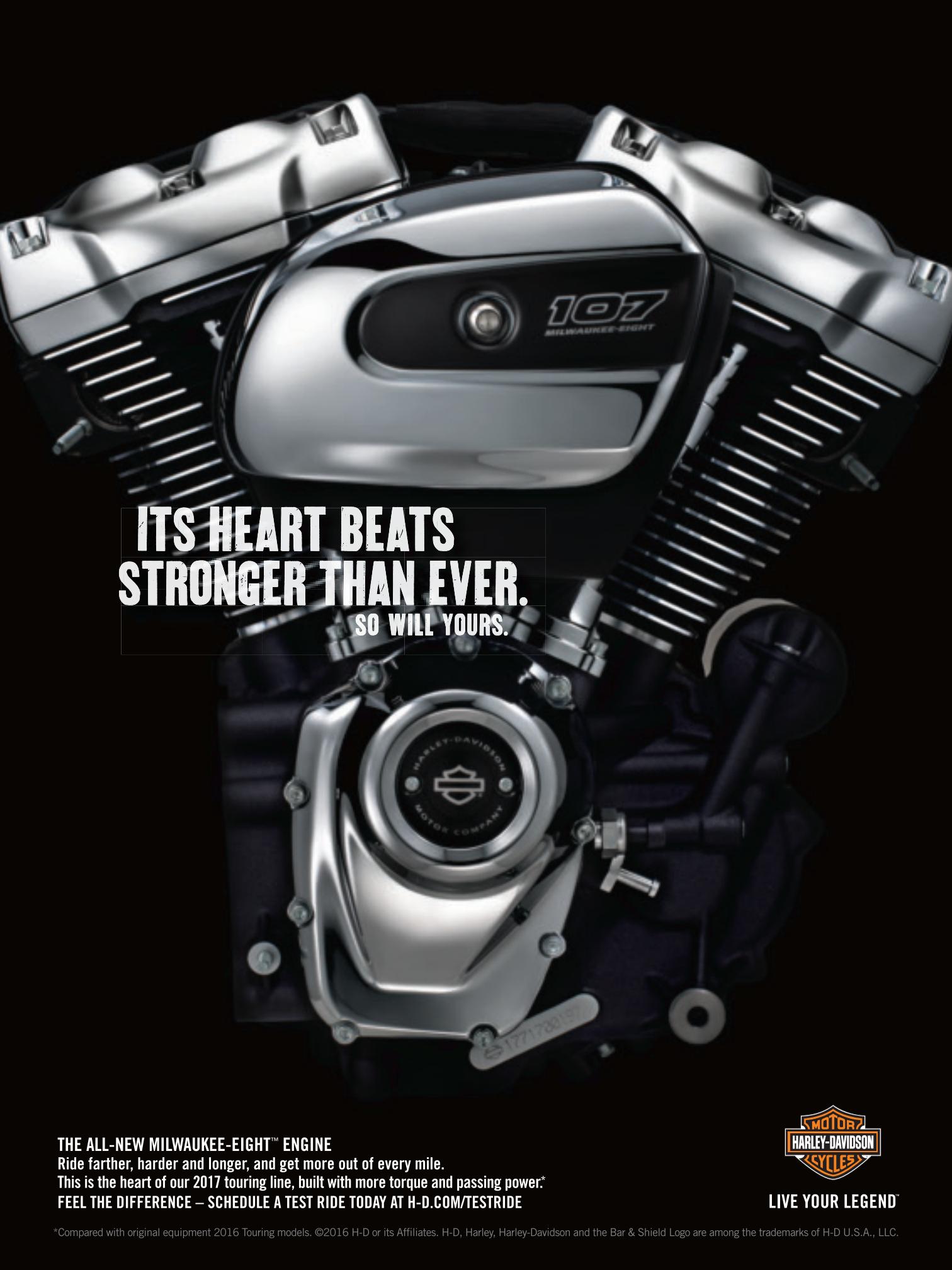






Flat Out Friday

The Hooligan class gets off to a fast start during Mama Tried's Flat Out Friday races at the University of Milwaukee's Panther Arena on October 7. If you missed the crazy action around the Dr. Pepper syrup-coated indoor short track, check out the Harley-Davidson Facebook page for a full recap video.
Photograph by **Josh Kurpius**



**ITS HEART BEATS
STRONGER THAN EVER.
SO WILL YOURS.**

THE ALL-NEW MILWAUKEE-EIGHT™ ENGINE

Ride farther, harder and longer, and get more out of every mile.

This is the heart of our 2017 touring line, built with more torque and passing power.*

FEEL THE DIFFERENCE – SCHEDULE A TEST RIDE TODAY AT H-D.COM/TESTRIDE



LIVE YOUR LEGEND™

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

THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



Ride, Wrench, Repeat

Somewhere between Indiana and Missouri, Bill Page makes a few adjustments to his 1915 Harley-Davidson® during a gas stop on day four of the Motorcycle Cannonball Race of the Century. Photograph by Michael Lichter

H.O.G.® RALLIES

Milwaukee Magic

The National H.O.G.® Rally is coming back to the motorcycle mecca of Milwaukee, home of Harley-Davidson. Join us Labor Day weekend 2017 (August 31-September 3) for the biggest party of the year, as H.O.G. joins forces with the Milwaukee Rally to take over the city. In addition to great music and parties all over town, you'll be able to

visit the Harley-Davidson Museum®; tour Harley-Davidson Powertrain Operations, where the new Milwaukee-Eight™ engines are built; and be among the first riders to demo the 2018 motorcycle lineup. Mark it on your calendar now, and watch the pages of *HOG*® magazine and hog.com for more details in the coming months.

2017 National H.O.G.® Rally

Milwaukee
 Labor Day Weekend
 Thursday, August 31-
 Sunday, September 3



ROAD TRIP

Scootin' America

Adam Sandoval and his dog Scooter recently completed an 82,000-mile road trip to visit every one of the more than 600 Harley-Davidson dealerships in the lower 48 states. Along the way, Sandoval, who documented the journey on his ScootinAmerica Facebook page, raised more than \$250,000 to help support veterans' causes, including the Wounded Warrior Project. The trip wasn't without its hardships; he spent many lonely nights on the road and several weeks near the

end was laid up with a broken leg suffered in a crash. But along the way he had the company of Scooter and the fellowship of innumerable riders he befriended. Sandoval began the epic ride in Florida in November 2014 and brought it to a close on October 6 at a dealership in Gettysburg, Pennsylvania, telling *USA Today*: "I'm kind of at a loss for words for the first time in a long time."



H.O.G.® MILEAGE RECOGNITION

Miles Roll Easier

Are you enrolled in H.O.G.'s Mileage Recognition program? Tracking your lifetime accumulated riding mileage in this free members-only program is even easier now, thanks to a new personalized mileage odometer on hog.com. It's simple to enroll: just bring your bike to your local dealer to verify your mileage. At each milestone you reach, we'll send you a pin or patch to commemorate the accomplishment. Can you hit 10,000, 100,000, or even a million miles? It's never too late to start, so visit hog.com to begin your mileage journey today.



H.O.G.® TOURING RALLY

Lewis and Clark Revisited

In 2002, Harley Owners Group® led a contingent of riders along the east-to-west route made famous by Meriwether Lewis and William Clark during their 1804-1806 expedition. In 2017, join us as we retrace the route the explorers took in 1806 as they made their way back from the Pacific Ocean to the banks of the Mississippi River in Missouri. Starting in Portland, "Lewis and Clark: The Expedition Returns" will take riders to nine cities along the famed route, with stops at numerous museums and interpretive centers, group meals, and other special gatherings, as well as some spectacular riding. Highlights of the route include Montana's Beartooth Pass and a visit to Yellowstone National Park. Look for more information on hog.com, with registration opening on January 10, 2017.

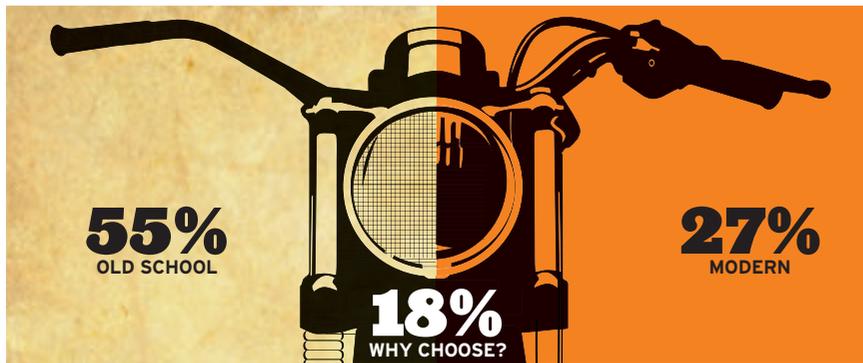
**2017 H.O.G. Touring Rally
 Lewis and Clark: The
 Expedition Returns**

Portland, OR to St. Charles, MO
 Monday, July 10-Saturday, July 22

DIVIDED HIGHWAYS

Old-school *or* modern contemporary?

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



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

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

NEXT QUESTION:

Riding chatter *or* solo silence

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

» 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 TOP

Rally Tips

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

The event is not just the event. The rally itself is not the sole reason to attend. Depending upon the area, there's likely to be a lot of great, interesting things to do and see away from the main rally site, so don't miss out on them. **2**

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

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

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

Bagger Brilliance

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



Chopped Engine Guard

This 1.25-inch diameter guard gives a custom bagger a low visual center of gravity and reduces the mass of the bike, yet retains its primary function. A slight forward sweep provides plenty of boot room around the brake and shift levers. The guard mounts 11 inches lower than the standard engine guard. It fits 2009-later Touring models, except Road Glide® model and models equipped with fairing lowers. P/N 49000114 Black, P/N 49000105 Chrome, **\$289.95**

Custom Wrapped Front Fender

Shaped to show off the full profile of a 19-inch front wheel, this apron-less fender wraps almost 180 degrees around the tire for a clean, custom appearance. The low-profile, cutaway design exposes the wheel from hub to rim for maximum visual impact. This all-steel fender is pre-drilled to fit Original Equipment mounting bosses, and doesn't require additional fender spacers or install kits. It fits 2014-later Touring models equipped with 17-, 18-, or 19-inch wheel; does not fit Trike models. P/N 58900196DH Vivid Black, **\$699.95**; also available factory primed P/N 58900196BEO, **\$449.95**



Vivid Black Custom Stretched Side Covers

The new Stretched Side Covers are sculpted to smooth the visual transition from the side of the bike to the front of the saddlebag, exchanging the traditional stepped look for a flowing design that eliminates the saddlebag guard clearance notch. Unlike some aftermarket designs, these side covers fit without significantly compromising the available passenger foot space and are a snap-in replacement for the Original Equipment covers on 2014-later Touring models. P/N 61300671DH, **\$649.95**; also available factory primed P/N 61300671BEO, **\$399.95**



Defiance Rider Footboard Kit

The Defiance Collection includes a variety of hand and foot controls, air cleaner trim, and muffler end caps in a choice of three finish options, all with non-conformist custom Bagger style. The extended length and sweeping shark-fin curves of these custom footboards maintain a long and lean appearance. The kit includes left and right footboards that fit 2006-later Dyna®, 2000-later Softail®, and 1986-later Touring models; they do not fit Trike models. P/N 50500527 Black Anodized Machine Cut, **\$429.95**; P/N 50500515 Chrome, **\$399.95**; P/N 50500640 Black Anodized, **\$399.95**



Curved License Plate Frame with LED Lighting

This new tag frame is shaped to hug the contours of the rear fender and will dress up the rear of a 2010-later Street Glide® or Road Glide model, and add practical auxiliary lighting. Its mount attaches to the underside of the rear turn signal bar, and the frame appears to float above the fender. Two vertical LED halo lights glow while in the run mode and burn brightly when the brakes are applied. The kit includes all necessary harnesses and connectors to enable complete installation - no drilling or wire splicing required. P/N 67900273 Black, P/N 67900275 Chrome, **\$159.95**



Brake Fluid Replacement

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

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

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

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

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

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

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

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

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

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

FOLLOW US



hog.com



facebook.com/harleydavidson



@harleydavidson



instagram.com/harleydavidson



pinterest.com/harleydavidson



youtube.com/harleydavidson

Get the digital edition of HOG® for your tablet at hog.com/tablet.



RIDE HARD REST EASY

Rider-exclusive discounts of 10% or more. Earn bonus points toward free stays.*



TO SIGN UP FOR BEST WESTERN RIDE REWARDS® OR BOOK A STAY, VISIT BESTWESTERN.COM/HOG OR CALL 1-888-292-2453.

Preferred bike parking and free bike washing stations at 1,600** Rider-Friendly® Best Western hotels worldwide.

*Restrictions apply. See bestwesternrewards.com for complete details. **Number is approximate and may fluctuate.

Each Best Western® branded hotel is independently owned and operated. Harley-Davidson, Harley, H-D, the Bar & Shield Logo, and the H.O.G. Logo are among the trademarks of H-D U.S.A., LLC. Best Western and the Best Western marks are service marks or registered service marks of Best Western International, Inc. ©2016 Best Western International, Inc. All rights reserved.

Hotter Than a Pepper Sprout

Riding Southwest **New Mexico**



Crossing San Augustin Pass between Organ and the San Andres Mountains, shafts of sunlight pierce the clouds, bathing the Tularosa Basin in golden light. East of Las Cruces, the vast desert terrain is striking in its stark beauty. Continue 40 miles on U.S. Route 70, and you'll come to the spectacularly surreal, wind-sculpted dunes of White Sands National Monument.



WHITE SAND WONDERLAND

Covering 275 square miles, White Sands comprises the world's largest gypsum dunefield, truly a natural wonder. Follow Dunes Drive eight miles to Alkali Flat, where the pavement ends and the road turns to hard-packed gypsum, and you'll see visitors sliding down sand dunes on plastic discs. It's like the tropical version of a winter wonderland.

RED OR GREEN?

Or head north from Las Cruces, past the pecan groves on State Route 185, to Hatch,

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

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



GERONIMO!

Continue north to Truth or Consequences (known as "T or C" to locals), and ride the northern stretch of Geronimo Trail National Scenic Byway. Take State Route 52 north for 50 miles to Chloride, a near-ghost town of 11 residents, and check out the Pioneer Store Museum, a restored 1880 general store with much of its original merchandise on display.



Road Captain Recon

Tips from the Southern New Mexico H.O.G.® Chapter of Las Cruces

SADDLE UP

With deserts, mountains, open spaces, and up to 350 days of sunshine per year, New Mexico is a riders' paradise. "We're pretty spoiled; we can ride almost all year long," says Southern New Mexico Chapter Director and Head Road Captain Chuck Butcher. One of the chapter's favorite rides is up and over 8,288-foot Emory Pass along State Route 152 toward Silver City. "Lots of switchbacks, a lot of forest area," explains Assistant Director and Road Captain Genno Tafoya.

"It's really pretty, and the weather's always cool when we ride through there."

CHOW DOWN

Besides the ever-popular green chile cheeseburger at Sparky's, Bar-B-Que on Broadway in Truth or Consequences is a chapter favorite. "They have a real nice pulled pork barbecue sandwich there," says Butcher. "And on Saturdays, they have a special." Other favorites include Mayhill Cafe, 35 miles east of Alamogordo on U.S. Route 82, and the Adobe Deli near Deming.

WHEN TO GO

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

For more information:

GeronimoTrail.com
NewMexico.org
PioneerStoreMuseum.com
White Sands: nps.gov/whsa



When it comes to protection, the company that built your ride probably knows the perfect way to protect it too. For peace of mind on the open road, trust Harley-Davidson Insurance to look after your Harley® motorcycle.

No depreciation for repairs on partial losses.

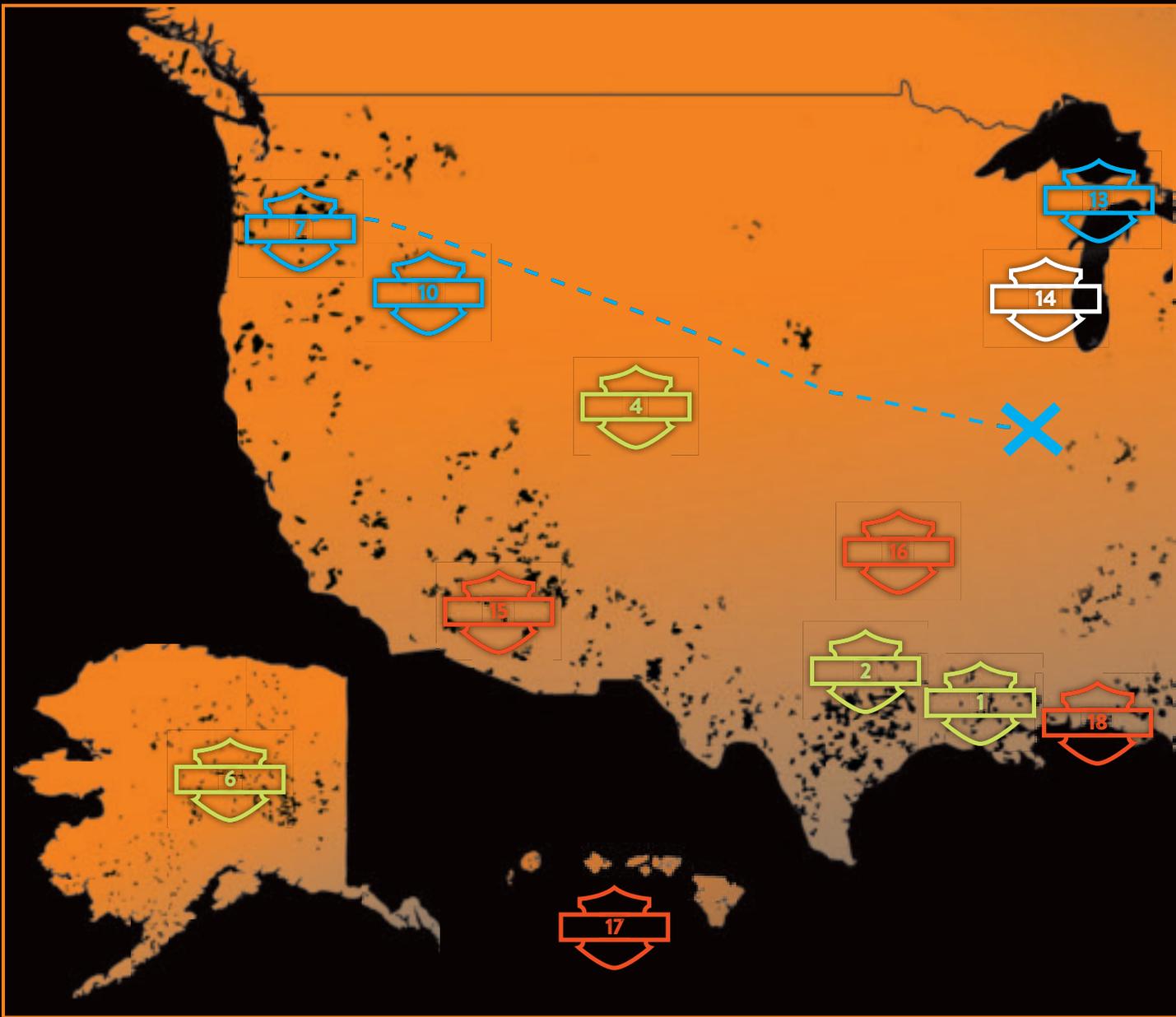
1-866-798-2848

H-DINSURANCE.COM



Harley-Davidson Insurance products are underwritten by Progressive Casualty Ins. Co. & affiliates. Harley-Davidson Insurance Services, Inc. is a licensed insurance agency in all 50 states with its resident agency license in Nevada (NV#5597). Available in U.S. only. CA LICENSE #0B26461

Harley-Davidson, H-D and the Bar and Shield logo are among the trademarks of H-D U.S.A., LLC. ©2016 H-D. All rights reserved.



MORE RIDING,

The 2017 rally season will soon be upon us, and this year we've got some amazing rallies on the calendar. With a focus on great locations, incredible riding, and a range of activities to suit all tastes, the lineup is impressive. We're gearing up for quality over quantity, but there's still a huge amount of choice for all H.O.G. members out there planning new adventures for 2017.



2017 HOG® RALLIES



SEASON

- SPRING
- SUMMER
- FALL

APR 6-8 ALEXANDRIA, LA
1 DEEP SOUTH

MAY 18-20 TEMPLE, TX
2 SOUTHWEST

JUN 5-10 ROANOKE, VA
3 MERGING MOUNTAINS

JUN 8-10 STEAMBOAT SPRINGS, CO
4 ROCKY MOUNTAIN

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

JUN 22-24 FAIRBANKS, AK
6 LAST FRONTIER

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

JUL 11-15 COOKEVILLE, TN
8 SOUTHERN BACKROADS

JUL 13-15 UTICA, NY
9 REVOLUTION RALLY

JUL 20-22 MERIDIAN, ID
10 PACIFIC NORTHWEST

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

AUG 17-19 GRANTVILLE, PA
12 RALLY IN THE VALLEY

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

AUG 31-SEP 3 MILWAUKEE, WI
14 NATIONAL H.O.G. RALLY

SEP 16-18 CHANDLER, AZ
15 WESTERN

OCT 5-7 ARDMORE, OK
16 CENTRAL

OCT 13-15 KAHULUI, MAUI, HI
17 ISLANDS

NOV 1-4 PENSACOLA, FL
18 SOUTHEAST

For more information, visit hog.com/events



MORE FUN





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.**

©2015 H-D or its affiliates. HARLEY-DAVIDSON, HARLEY, H-D, and the Bar and Shield Logo are among the trademarks of H-D U.S.A., LLC. Third-party trademarks are the property of their respective owners.





Squaring the Circle

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

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

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

Ben's father, Dave Bostrom, was a very successful dirt track rider back in the day, so it was probably inevitable that Ben and his brother Eric would grow up with a taste for motorcycle racing, too. Early race successes in dirt track soon brought Ben's talent to the attention of a wider audience, and it wasn't long before he was winning races on an H-D® XR-750 model and then in

the 883 dirt track series, culminating in 1993 with winning the AMA National 600 Dirt Track Championship. A switch to road racing in 1995 led to a stellar racing career, including wins in World Superbike at Laguna Seca and the AMA Supersport Championship in 2008.

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

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

I think it is something that comes with maturity."

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

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

The bagger has rekindled Ben's passion for just taking off and seeing where the road takes him. "It is a fantastic bike, especially with the 110 motor," says Ben. "It handles great, I can throw all my stuff in it and just take off, and I love the power and torque of the big motor. With sport bikes you can't take any luggage, so there are limits to what you can do, and there is only so fast you can go into a corner anyway.

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

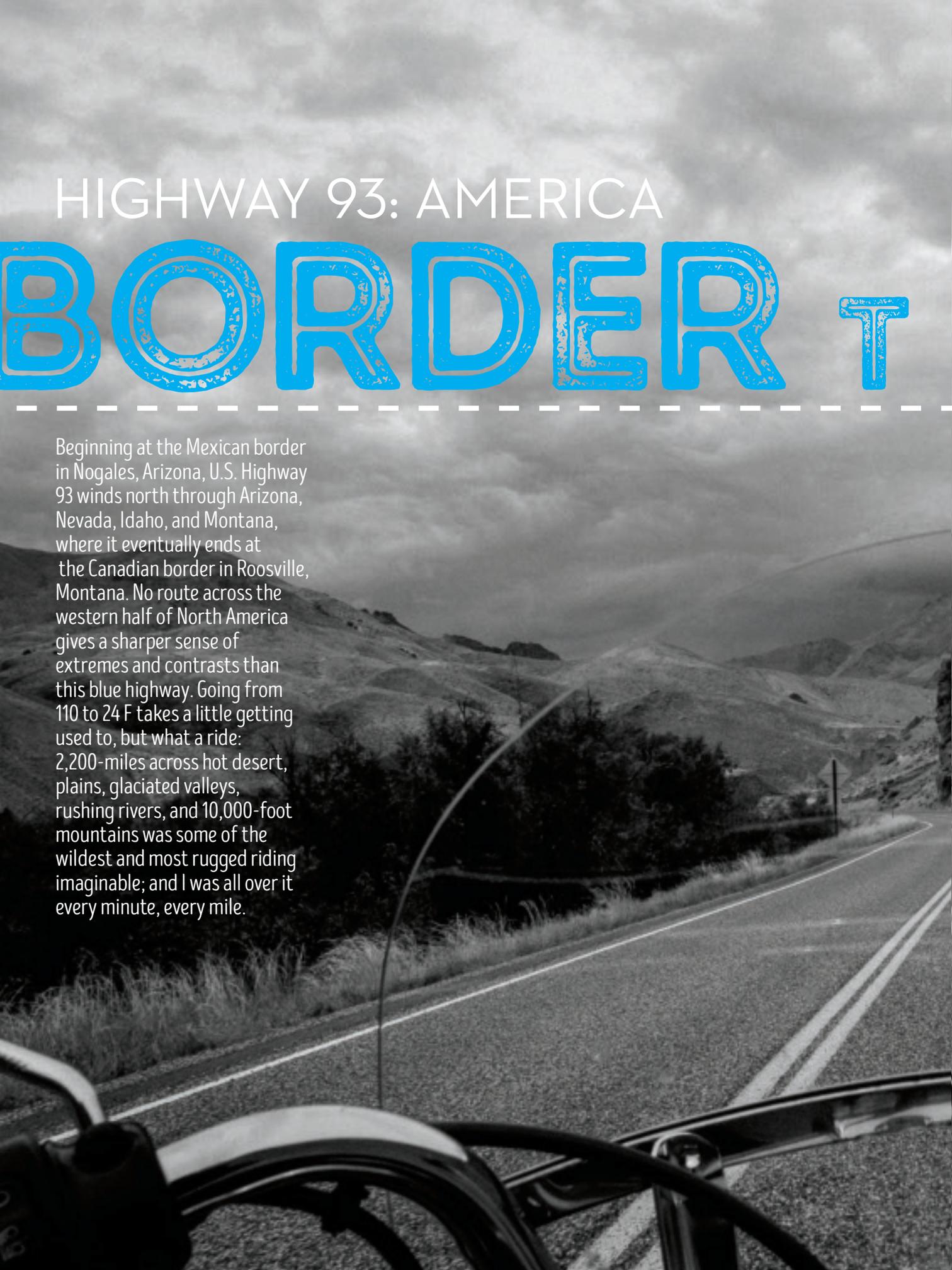
The Harley bike has sparked Ben's love of road trips; a recent excursion to Sturgis covered 1,500 miles, taking in Lake Isabella in California, Ohio, Death Valley, and the Black Hills. Next, Ben will be marrying his longtime girlfriend, and the honeymoon will be on the Road Glide motorcycle to the Grand Canyon, Zion National Park, and Area 51. "There is so much in the desert to see, it is so completely different than anything else, like riding on Mars - the ghost towns, the crazy little cafés in tiny towns that are so cool to ride into, the dramatic desert storms - I love it.

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

HIGHWAY 93: AMERICA

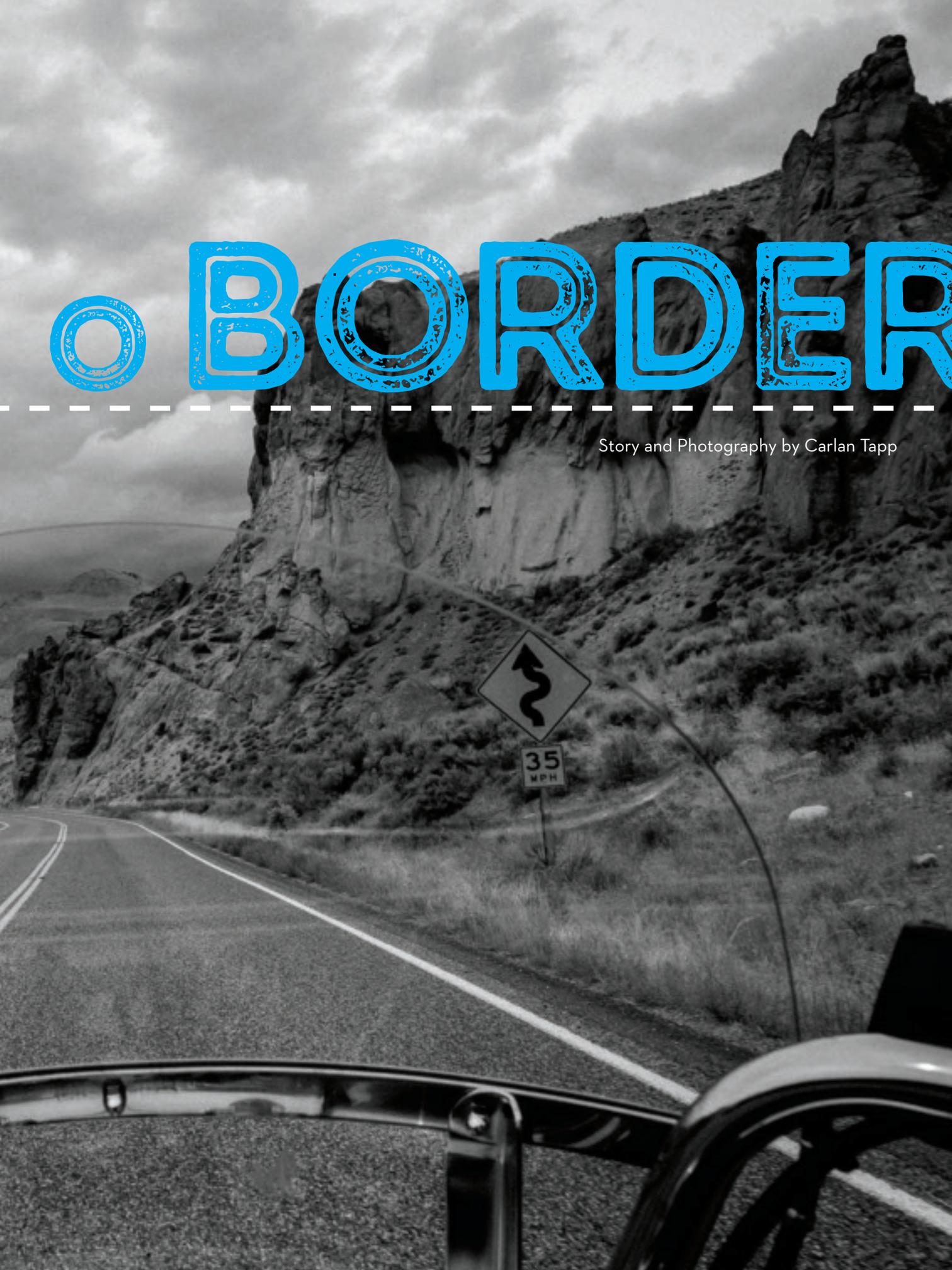
BORDER T

Beginning at the Mexican border in Nogales, Arizona, U.S. Highway 93 winds north through Arizona, Nevada, Idaho, and Montana, where it eventually ends at the Canadian border in Roosville, Montana. No route across the western half of North America gives a sharper sense of extremes and contrasts than this blue highway. Going from 110 to 24 F takes a little getting used to, but what a ride: 2,200-miles across hot desert, plains, glaciated valleys, rushing rivers, and 10,000-foot mountains was some of the wildest and most rugged riding imaginable; and I was all over it every minute, every mile.



o BORDER

Story and Photography by Carlan Tapp





DAY 1



DAY 2



This ride couldn't have come at a better time, as this classic blue highway won't be around much longer. Plans for a new interstate (I-11) are already underway, and it'll cover most of Highway 93 from border to border. It'll take a few years to complete, but when it's finished it'll bypass those colorful towns, where mom and pop motels and cafés still thrive. Open roads and twisties make a great ride, but it's the people and places that make a great road trip.

PACKING THE GEAR

I headed out at o'dark hundred for a flight to Tucson, Arizona to pick up the Harley-Davidson® Heritage Softail® Classic. When H.O.G.® asked me to ride this model, my wife reminded me that Elvis had one like it. Had a good feeling about that. At the dealership, the bike was polished and ready to go. Packed the bike, geared up, and headed south to Nogales and the Mexican border. Arrived hungry

after a long travel day. Had authentic Mexican food for supper. What a meal.

DAY 1

Ever had a day when the sun goes down, and you can't believe where you've been and what you've seen? Today was that kind of day. At sunup had breakfast in Nogales at a small family café. William Least Heat-Moon would call it a three-calendar type of place. Eggs cooked perfectly with chorizo; melt-in-your-mouth beans; rich, black Mexican coffee. Paid the bill, left a tip; the waiter thanked me, blessed it, and put it into a coffee can. Fired up the bike. Rode half a mile and hit the border. Looked like a war zone.

The original Highway 93 is buried under I-10 from Nogales to Wickenburg. Temperature upwards of 106 degrees. Rode 40 miles. Drank a bottle of water. Rode 40 more miles. Drank another bottle of water. Yet through the heat and burning sun, the Catalina Mountains and

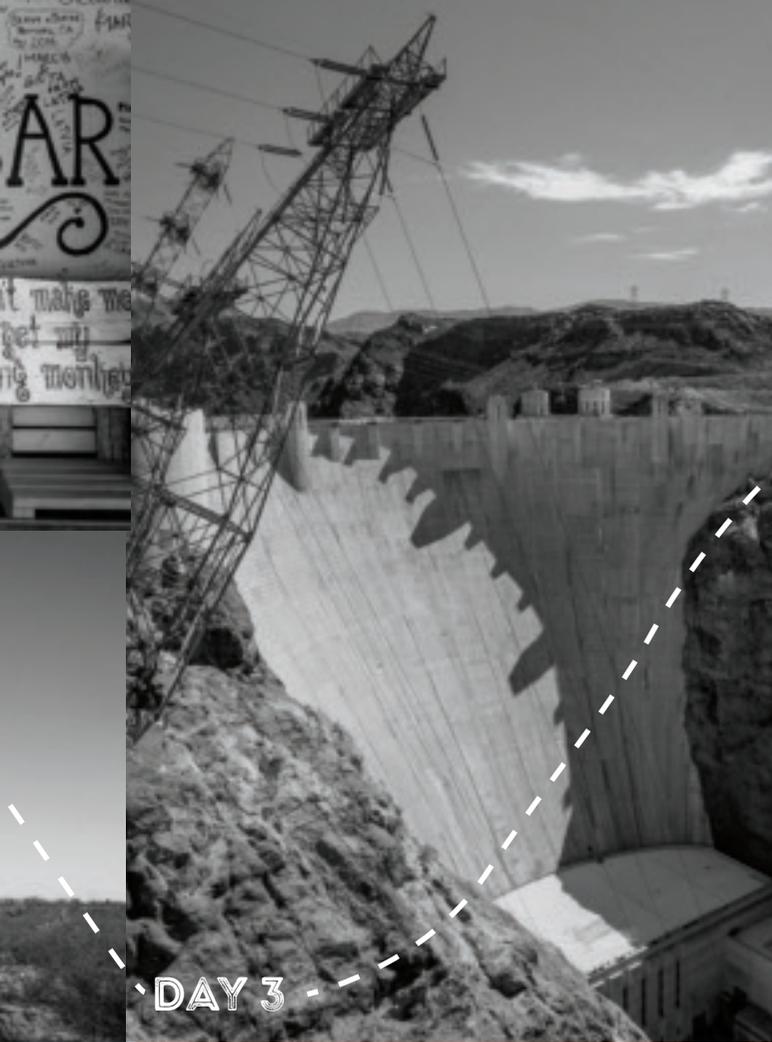
desert still created a sense of wonder and beauty. Gotta love it.

DAY 2

Arrived in Wickenburg. It was once a gold mining camp in the 1860s. A few crusty prospectors still search for a strike, and cowboys often ride through the town. Checked into the motel, and was given a brown paper bag containing cleaning rags and assorted hard candies. "Thanks for braking with us ... Yahoo" was printed on the bag.

Morning light illuminated the ancient Joshua trees along the road. I stopped for a late breakfast at the Wikieup Trading Post. Flo and Milo Morgan built the restaurant with discarded materials, surplus ammunition crates from World War II, railroad ties, and river sand from the Big Sandy River. Flo became famous for her tasty family meals and delicious pies. The tradition lives on.

North of Kingman, I took a short



DAY 3



DAY 4

DAY 5

detour to the town of Chloride, where I happened upon Digger Daves – a biker bar that’s the classic spot in town. Dave is a biker, family man, and lover of all mankind. In less than five minutes, we were sharing and working out the world’s problems. Getting ready to head out, he showed me a Low Rider® motorcycle he was building for his grandson. He then handed me a piece of turquoise to keep bad spirits away; a metal peace symbol; and a small, dusty antique bottle to remember his bar.

Back on Highway 93, caught Lake Mead in Nevada on the horizon. Hoover Dam’s just around the corner.

DAY 3

Hoover Dam ... so much \$@#% concrete. Highway 93 once crossed the dam connecting Nevada and Arizona. A few years ago, Highway 93 was detoured over a separate bridge. One can still drive on the dam and park for \$10. Guided tours

are offered for an additional \$10.

Leaving Boulder City, Highway 93 joins a section of I-515 that goes through downtown Las Vegas. The transition was insanely abrupt: the barren desert, then wham bam Sin City. Several miles outside of Las Vegas, Highway 93 once again turns back into a peaceful two-laner that traverses the entire length of the Pahrnagat Valley. The Pahrnagat Range marks the beginning of the Great Basin, and great it is.

Arrived at Windmill Ridge. Small individual cabins. Mine had fishing rods and reels on the wall. Not enough time to try them out.

DAY 4

A few miles north of Alamo, Highway 93 meets NV 375, better known as the Extraterrestrial Highway, which goes directly to Area 51. It was a detour, but it needed to be explored. Pulled off the road to take a picture. As I

reached into my camera bag, I heard the familiar thump of a Harley.® Dale Moore, a H.O.G. member from Utah, rolled up next to me. “Everything okay?” he asked. H.O.G. members looking out for each other.

DAY 5

Next morning met a group of bikers in front of the Hotel Nevada. It didn’t take long before we shook hands and shared stories. They were members of the Tribe Nomad MC from Nevada, Oregon, California, and Utah and had gathered in Ely to begin their annual run. Climbed on my bike to leave. They circled around me and gave me a special blessing for a safe trip. I was honored. Brotherhood, spirit of the road, that’s what it’s all about.

Another 75 miles to Jackpot, Nevada. First heavy winds of the trip. Temperature quickly dropped 20 degrees. Pulled over to layer up. Glad to get to Jackpot for a hot meal.



DAY 6

Heavy clouds with light rain leaving Jackpot. Temperature in the 50s. Got my rain gear on and cruised past open fields of new hay. Sweet smell. Good to breathe in the cool air. At Twin Falls, Idaho, Highway 93 meets the Snake River Canyon. Several miles east of the I.B. Perrine Bridge I found a massive dirt ramp. Not just any dirt ramp. Evel Knievel's dirt ramp. On September 8, 1974, he attempted to jump the Snake River Canyon in his rocket-powered Skycycle X-2. Unfortunately, one of his parachutes deployed on takeoff, and he gently floated into the canyon.

Volcanic outcropping began to appear along the road. Approached Craters of the Moon National Monument – three major lava fields and about 400 square miles of sagebrush.

Back on the highway, I spotted an enormous tumbleweed slowly rolling toward the road ahead. Seen many tumbleweeds in New Mexico but none this big. Back off the throttle, the weed slows,

roll on the throttle, the weed speeds up. You know the rest of the story.

DAY 7

Cold, overcast skies in the morning. Temperature at 45 degrees – a 70-degree change in a week. Working to adjust. Layered up and got on the road.

Met up with the Salmon River. What a sight. Stopped and listened. Watched it roll through the gorge's sheer canyons and walls of rock. Into the town of Salmon the highway twists and turns for 35 miles along the river. After several days of straight handlebars, it became a magical ride of pressing and leaning into the turns.

DAY 8

That morning at the motel in Salmon I noticed a very unique Harley parked next to my bike. Sat and waited to see who'd be saddling up that beauty. Before long, a seasoned rider came out and began to load up his gear. I asked if I could take a picture and got the bike's story. "It's a

1986 Heritage," Mel said. "The fender is from a 1947 Willys Jeep spare tire cover, front fender is a Triumph – pretty much all the parts are what I had in my garage." We were actually riding the same model only a few years and parts difference. He got loaded up and turned the key. Dead battery.

Truckers, other bikers, everyone gathered around to help Mel out. A jump did the trick. Mel headed south to Boise but not before he warned me of snow on the passes. Decided to leave the sidestand down and spend another night. Glad I did. Black ice on the roads, warmer weather tomorrow.

DAY 9

Woke to 34 degrees. Black ice melted, pass clear. Felt good to be back on the road, but riding at 34 degrees is cold. Hadn't gone two miles before wishing I'd packed long johns. Stopped at the local mercantile before leaving town and bought a pair. Sheila suggested the special expedition long johns. Bought 'em, put 'em on in the store, rode warm all day.



DAY 11

DAY 9

DAY 10

At the Continental Divide, a turn east on Highway 43 for 14 miles led to Big Hole National Battlefield in Montana. So quiet and peaceful. I was the only one there and stayed for awhile.

DAY 10

Rained all night in Missoula. Sure glad for the long johns. A few miles out of Missoula, Highway 93 connects with I-80. Rode it for awhile and was glad to be back on the two-laner.

Made a 30-mile detour to visit the National Bison Range. Theodore Roosevelt established it in 1908 to provide a permanent range for the remaining herd of 100 bison. I arrived only to see the sign "No motorcycles allowed on auto tour roads." Big disappointment.

Rode in rain for the remainder of the day. Pulled into Kalispell and one huge traffic jam. Whoa. Found out most folks were headed to Glacier National Park. Glad to pull into the motel.

DAY 11

Woke to drizzle and cold temperatures. Eighty miles from Kalispell to Roosville and the border. Traffic still heavy. At Whitefish, Highway 93 turns back into a peaceful two-laner. Pulled over at the border. A simple yellow gate divided the U.S. and Canada. Quite a contrast from the steel walls and spikes at Nogales. Twenty-two hundred miles between two borders separated by deserts, plains, mountains, and rivers. Going to take time to put it all into perspective.

With a bit of a heavy heart I made a right turn off of Highway 93 onto MT 37 south toward Spokane to drop the Heritage off at Lone Wolf H-D. There was a moment when turning right meant finishing the trip. Turning left meant Let me tell you, I was tempted.

See more about Carlan Tapp's ride in the extended article in the HOG® tablet edition. hog.com/tablet





A STORY OF ONE CONTINUED

By Charles Plueddeman, Photos by Matthew Jones



A burst of humid Southern air greeted the 2017 Street Glide® Special when the doors of the big-rig trailer swung open. At 10:30AM on August 26, our Story of One Harley-Davidson® motorcycle landed on the receiving lot at Savannah Harley-Davidson, roughly 676 road miles from the end of the line at Harley-Davidson Vehicle Operations in York, Pennsylvania. Resting in the Georgia sunshine, cradled in its steel shipping pallet, the Crushed Ice Pearl Street Glide Special was a step or two closer to the end of a journey that began in late June when its Milwaukee-Eight™ engine was pin-stamped with an ID number at Harley-Davidson Powertrain Operations in Wisconsin. Closer, but not quite finished with its journey.

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

Ray Crumpton started riding in 1982 on a new Sportster.® Three bikes later, he’s racking up 15,000 miles a year on a 2015 Heritage Softail® Classic, often with his wife, Nancy, as passenger. A lifelong resident of Savannah and now retired from the real estate business at 66 years old, Ray didn’t really need a new motorcycle. He and Nancy love the Heritage. But the new bikes were in at Savannah H-D.

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

SO LONG, HERITAGE SOFTAIL®

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

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

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

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

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

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

Sounds like the Story of One will continue for many miles.



ONLY DUNLOP MAKES
MOTORCYCLE TIRES
IN THE U.S.A.



MADE IN THE

U.S.A.



D408F and D407T



@RideDunlop

DunlopMotorcycleTires.com ©2016 Dunlop Motorcycle Tires.



Idyllin'

UPSTATE NY

by GLEN ABBOTT

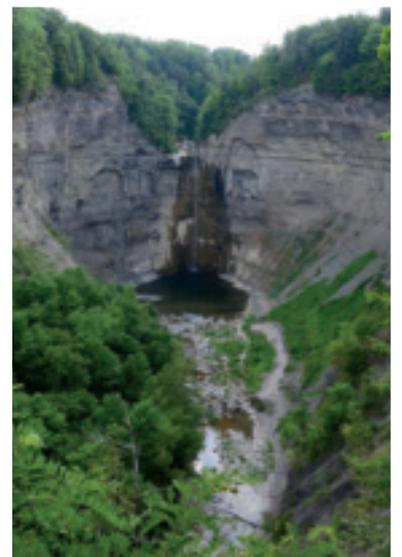


tip of Skaneateles Lake, we headed to Doug's Fish Fry for lunch. "We have no tablecloths, no waitresses, and no tipping. It's just a quality, slam-bam place," founder Doug Clark proudly told us. Clark opened the restaurant in 1982, and it's been drawing hungry tourists and locals ever since. "We employ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

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

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

Taughannock Falls is the highest single-drop waterfall in the Northeast – at 215



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

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

Bikes, BBQ, fish, and finger lakes

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

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

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

New York's Finger Lakes region consists of 11 finger-like, glacially carved lakes in the western central part of the state. Because of its distinctive microclimate – cool nights and warm summer days – the Finger Lakes is the state's largest wine-producing region, home to more than 100 wineries and several popular "wine trails," not to mention some great riding. "The roads are not clogged with traffic, and there's gorgeous scenery," explained Moe Young of Canandaigua, New York. Moe and her husband, Russ, are members of the Ontario County H.O.G. Chapter and ride together on a 2014 CVO™ Limited. "You have nothing but lakes and hills, and green grass and green trees, and it's just beautiful," she continued. "In the fall, you have a magnificent panorama of colors."

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

Upstate New York

feet, it's three stories taller than Niagara Falls. Drought this year has reduced the falling water from a roar to a trickle, but the rocky gorge and 400-foot cliffs are nonetheless an impressive sight, and as we admired the scenery, birds circled lazily overhead.

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



we scrambled to walk part of the two-mile-long Gorge Trail before continuing on to Geneva. Hiking into the gorge is like entering another world, a “middle-earth” of mossy, steamy dampness; trickling water; and layer upon layer of deeply eroded shale, sandstone, and limestone. Glen Creek descends 500 feet as it flows through the gorge in a series of 19 waterfalls, with cliffs rising 300 feet on both sides. “It’s like a moonscape,” Ana remarked. “Or lost jungle ruins.”

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

joins her husband for a ride on his H-D® motorcycle. “Here you have to share the road with tractors, bicycles, horses, buggies, and motorcycles,” she added.

More Than a Salad Dressing

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

From there, we joined the Great Lakes Seaway Trail, a 518-mile National Scenic Byway that runs from Lake Erie in the west, along Lake Ontario and the St. Lawrence River in the east. Despite its name, there are actually closer to 2,000 islands that make up the Thousand Islands archipelago, straddling approximately 50 miles of the U.S.-Canada border along the St. Lawrence River. Some are bigger than others; as long as it remains above water all year and contains at least one tree, it’s considered an island.

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



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

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

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



Q AND GO.



Weber® Q® 1200™ gas grills have the portability, durability, and craftsmanship to go the distance with you—the perfect companion for your life on the road.

Learn more at www.weber.com/Harley.



Upstate New York

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

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

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

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

Adirondacks Excursion

Adirondack Park contains more than six million acres of public and private land, half of which is wilderness. The area includes 46 mountain peaks taller than 4,000 feet, more than 3,000 lakes and ponds, and more than 1,200 miles of rivers – a longtime favorite vacation destination for generations of travelers.

Near the community of Raquette Lake, a four-mile hard-packed dirt road and one-lane bridge led us back more than a century in time. Great Camp Sagamore is a rustic yet elegant Gilded Age summer retreat, a prime example of an Adirondack “Great Camp.” “These were really wilderness estates that were constructed by a lot of the industrial barons [of that era],” explained Dr. Jeff Flagg, Sagamore’s program director. “There might have been three to four dozen of these retreats, and they’re a variety of architectural styles, but many of them were designed to sort of fit into the landscape, and Sagamore is probably the epitome of that.” Built in 1897 and acquired by industrialist Alfred G. Vanderbilt in 1901, the camp’s 27-building, 1,500-acre site was designated a National Historic Landmark in 2000. Since 1975, the camp has operated as a non-profit educational organization and is available for retreats, conferences, and programs. Could be perfect for a H.O.G. function, no? “We have various affinity groups who come, so if you’re involved with a group that tours,



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

we can satisfy groups from as small as five or six up to 20 or 30,” said Gareth Livermore, Sagamore’s executive director. “One of the unique things about Sagamore is it’s one of the few historic sites that you can come in as a guest and use it as it was intended to be used,” he continued.

“There are no velvet ropes. You can take a historical tour, but generally most of our guests come here, and stay and relax in the Adirondack wilderness, much like the Durants and the Vanderbilts and all their guests did 100 years ago.” There’s no cell phone service, limited Wi-Fi, no air conditioning (not a problem, as the nights are refreshingly cool), and no locks on the guest room doors. Meals are served in a communal dining hall.

Early the next morning – 5:30AM to be precise – Ana woke me so we could watch the sun rise over Sagamore

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

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



See more images and Glen’s video from the ride in the HOG[®] tablet edition.
hog.com/tablet

**THE MEMORIES LAST FOREVER.
THE BRAKE FLUID, NOT SO MUCH.**

HAVE YOUR BRAKE FLUID CHANGED AT YOUR HARLEY-DAVIDSON® DEALER EVERY 2 YEARS.
As DOT 4 brake fluid ages, its chemical properties deteriorate. If the fluid is not changed, damage to the braking system can occur. Your brake fluid should be changed every 2 years.
HAVE YOUR BRAKE FLUID CHANGED AT YOUR LOCAL HARLEY-DAVIDSON® DEALERSHIP TODAY.



LIVE YOUR LEGEND™

SCREAMIN' EAGLE

PERFORMANCE FOR THE NEW MILWAUKEE-EIGHT

Adapted from a Shop Talk article by Dave Koshollek

For almost 30 years, the Harley-Davidson® Screamin' Eagle brand has delivered a range of performance products that ramp up horsepower and torque, increase throttle response, enhance vehicle agility, and excite the overall riding experience. Along with parts fitment perfection and OEM-quality durability, Screamin' Eagle Stage I, II, and III upgrades for Twin Cam 103™ and Milwaukee-Eight engines are 50-state U.S. EPA compliant on select vehicles, and won't interfere with the Harley-Davidson 24-month Limited Vehicle Warranty. Let's take a closer look at what these stage kits offer.

STAGE I: AIR CLEANER, EXHAUST, AND TUNING

A Stage I upgrade is the foundation for further performance upgrades. Higher-flowing air cleaners increase the flow of air into the engine, and slip-on mufflers flow more air out of the engine. Stage I upgrades produce a 5-10 percent average increase in power that riders can feel throughout the entire RPM range. A Stage I upgrade can be completed without engine disassembly, and no special tools are required. To optimize engine performance, modifications to the intake and exhaust system must be accompanied by a new Electronic Control Module (ECM) calibration that tunes the EFI for the new components.

Screamin' Eagle® Air Cleaners for Milwaukee-Eight™

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

High-Flow Air Cleaner

- High-flowing filter element hides behind the stock OE air cleaner cover for a subtle look

- Back plate permits flow around the entire perimeter of the air cleaner and through the ram air opening at the front of the air cleaner cover for maximum airflow

Ventilator Air Cleaner

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

Heavy Breather Air Cleaner

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



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

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

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

which mean no worries for tickets or warranty issues

- Muffler end caps sold separately allows for style and color customization

STAGE II: PERFORMANCE CAM

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

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

The SE8-447 Screamin' Eagle cam included in this kit produces a five

percent increase in torque that can be felt immediately off the line and continues to build, up to a 14 percent increase at 4,500 RPMs.

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

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

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

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

STAGE III: BIG BORE PISTONS AND CYLINDERS

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

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

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

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



RIDING THE ROCKIES

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

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





RIDING THE ROCKIES

Into every life a little rain must fall.

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

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

Pulling off the Trans-Canada Highway just as the scenery started to get interesting, we donned our rain gear for the first time of the trip. It wouldn't be the last. We then went south on Kananaskis Trail, where we were immediately met with smooth, serpentine roads free of traffic lights or traffic. Weaving through

the hills and mountains, the scenery changed from turn to turn. Rather than immediately stopping at the hotel, we opted to continue exploring the area regardless of the rain. How could we not? These roads were made for motorcycles.

Highway 40, or the Kananaskis Trail as it's also known, leads toward Highwood Pass, which is credited as being the highest elevation of paved road in Canada at a height of 2,206 meters (7,237 feet). If you need yet another reason to travel this spectacular stretch beyond the epic scenery and beautiful roads, the Longview Jerky Shop is as good a one as any. After sampling several flavors, Dan and I stocked our saddlebags and were sad when we ran out. The pass is understandably closed for much of the year due to treacherous road conditions and to ensure animal sustainability, so plan ahead.

People in Alberta are friendly, the air is fresh, and the scenery is world-class. On the other hand, the weather is challenging and wildly unpredictable. Thankfully a previous experience riding through Calgary during a snowstorm in July meant that I packed for all kinds of conditions. Despite the fact that it was 40 C (104 F) with humidity when I left Toronto, I packed thermal underwear, winter gloves, and a balaclava. All of which came in handy during most of the trip. The locals have a favorite saying: "If you don't like

the weather, just wait five minutes."

It rang shockingly true, as we managed to experience four seasons of weather in a single day on multiple occasions.

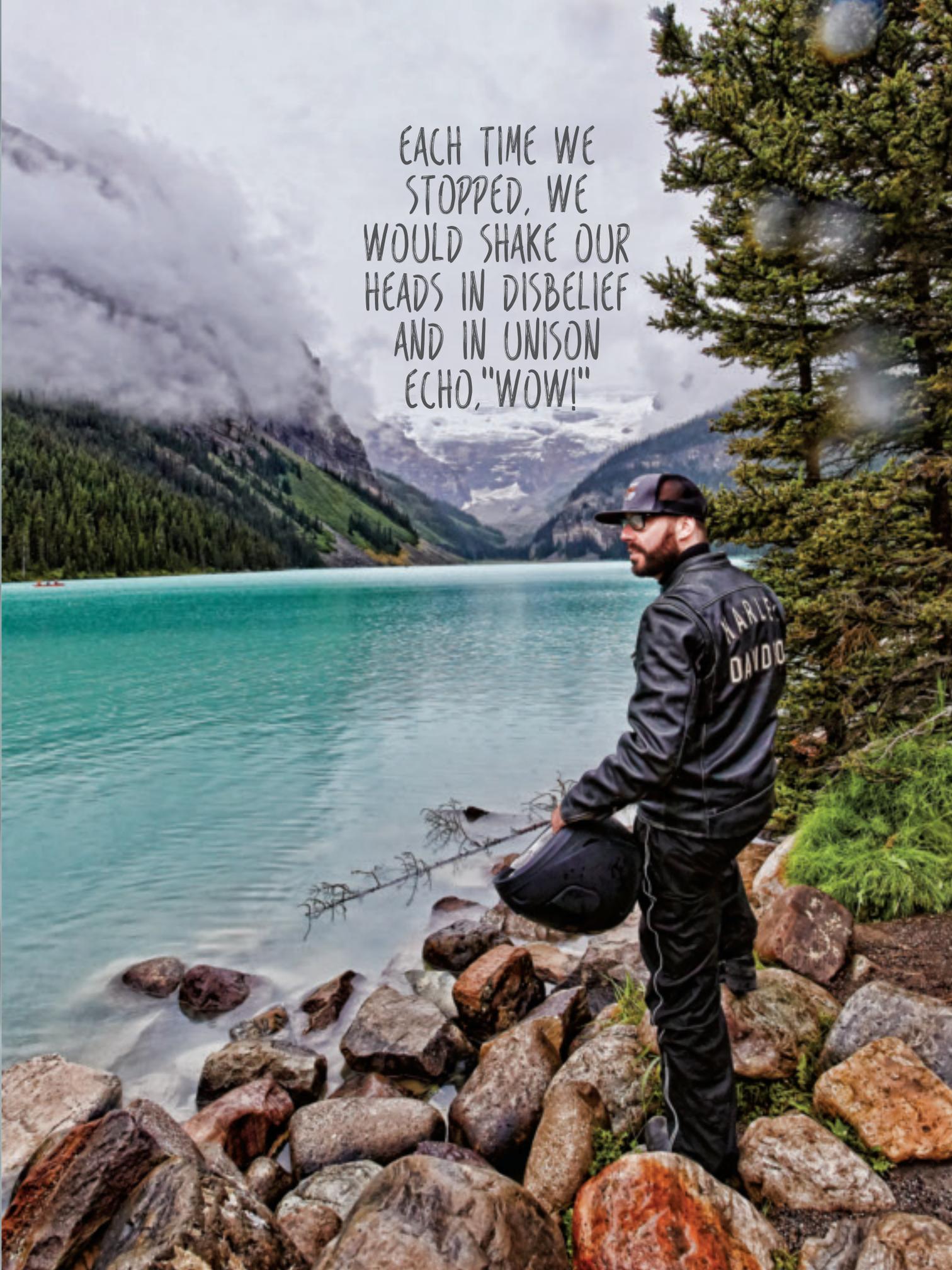
Over the course of our journey, our collective vocabulary was seemingly reduced to one word. Each time we stopped, we would shake our heads in disbelief and in unison echo, "Wow!" Words, and certainly pictures, don't seem to do the landscape justice. Hopping back on Highway 40, we merged back onto the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

Lake Minnewanka is only a few minutes out of town and is definitely worth the ride. The breathtaking mountains and vibrant bright-blue colored lakes reminded me of past travels through the Swiss Alps. We both marveled at how lucky we are to live in such a vast, diverse, and peaceful nation. That kind of beauty can't help but make you reflect calmly.

As all tourists and travelers seem to do, we stopped at the Banff Springs Hotel to take in the view before going up the Banff Gondola. With the gondola having recently undergone a \$26-million revitalization, the cable cars take you to the 1,267-meter (4,157-foot) summit in a matter of minutes. And then it started to rain. Again. In the mountains, it can rain at any time, even when the sun is shining. Taking in the truly magnificent landscape in the rain while wearing sunglasses, we were treated to a stunning rainbow.



EACH TIME WE
STOPPED, WE
WOULD SHAKE OUR
HEADS IN DISBELIEF
AND IN UNISON
ECHO, "WOW!"





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

The next morning we awoke to – you guessed it – rain. At least the grass was lush and green. We nevertheless continued our travels to Moraine Lake, situated in the Valley of the Ten Peaks. Not just a postcard-worthy landscape, but visitors may recognize the view from being immortalized on the former Canadian \$20 bill that went into circulation in 1960. Lake Louise is visited by tourists more often, but for those who travel on two wheels, the 14-kilometer (8.7-mile) road to Moraine Lake is reason enough to make the detour. Six glacial lakes that grind the rock beneath them into a fine powder called “rock flour” feed into the lake. Absorbing all colors of light except for the vibrant turquoise hues seen by the human eye, the famous view is beautiful enough to attract people from around the world – even during a torrential downpour.

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

Just before hopping on the Trans-Canada again to jog over to Highway 93, we stopped to gas up and came across a young guy soaked to the bone and shivering on his Harley-Davidson® Iron 883,[™] wearing little more than a flannel shirt and jeans and a backpack, he was planning on making it to Kelowna by nightfall. Given our own collective experience and dubious past life choices, we advised him to wait out the storm and make tracks in the morning. He was

determined to get there and set off into the storm. The things teenage boys will do for a girl.

The clouds parted for a few short minutes as we enjoyed the beginning of the Icefields Parkway: the motivation for our pilgrimage. Regrettably, our optimism and the sunshine were short lived, as dark clouds rolled in and the mercury steadily plummeted. Planning to take in the Glacier Adventure and Glacier Skywalk, where visitors walk on a glass floor 279 meters (915 feet) above the ground, we had to make a difficult decision, as conditions were deteriorating from uncomfortable to unsafe. Thankfully, we were aligned in our thoughts that we should find shelter sooner rather than later, so we headed east across Highway 11 toward Rocky Mountain House. The backup plan was to ride up to Jasper the next day, but we only made it to Nordegg before the weather turned sour yet again. Owned by the mining company, which closed up shop in the 1950s, a visitor center located in the town’s old schoolhouse features artifacts left behind by former town residents, local crafts, and incredible pie at the Miners’ Cafe.

Disappointed but not deflated, we turned back to our opulent accommodations at The Prairie Creek Inn. Owners Larry and Terri retired and set their sights on creating a place that they would want to stay at themselves, and they’ve done a pretty damn good job.

Boasting a main house and private luxury cabins frequently enjoyed by golfers and fisherman, it would also be a choice location for those looking to woo a lady. Luxuriously decorated rooms feature whirlpool tubs; or in the case of my room, a shower big enough to fit 10 people, with benches and multiple showerheads. Not much imagination is needed, I’m sure. The inn’s talented chef supports local farms and ranches, while its beer list includes the delicious Rutting Elk Red from the Grizzly Paw Brewing Company in Canmore.

Waking up to a steady downpour and a temperature of 9 C (48 F), at this point we were just sick of being cold and waterlogged – regardless of how many layers we wore. Even the best rain gear doesn’t withstand the kind of conditions we experienced. While it was still dark, we systematically acquired the garbage bags from every clean wastebasket in the building to cover underwear and boots that had been compromised by cold water for days. We looked ridiculous, and we knew it but couldn’t care less: We were dry. Dropping the bikes off at Calgary Harley-Davidson filthy and waterlogged, we breathed a collective sigh of relief. We had created an ambitious itinerary and were beaten by the weather, so we never completed our full journey. But thankfully, we did make it home safely.





Chocolate & Steel

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

ART of
CHOCOLATE
RECIPE
Chocolates



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

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



LIVING THE DREAM

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

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

FREEDOM TO CREATE

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

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



TEAMWORK AND TATTOOS

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

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

To see more of Anette's creations, visit KohlerChocolates.com.

EXHAUST

ENTHUSIASTS

STORIES FROM THE OPEN ROAD





1 Journey through the years

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

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

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

GINA SLYER
Troy, New York

EXHAUST

2 One off the bucket list

We left on July 15, 2016 and headed for South Dakota to visit the Badlands, Devils Tower, Custer State Park, the Crazy Horse Memorial, Mount Rushmore, and the Corn Palace. We rode Needles Highway, Iron Mountain, and numerous scenic roads in between.

We can't forget the many H-D® dealers along the way, where we were greeted like family. Ten days, 3,100 miles, 10 awesome friends, and eight states – priceless.

KARLA MILLS

Anderson, Indiana

.....

3 Through the lens

I've been riding motorcycles since I was 16 and currently own a 2014 Ultra Limited model. My wife, Debra, and I ride between 10,000-12,000 miles per year. I enjoy motorcycle photography and try to capture different perspectives along the way. Pictured is our trip to Yosemite National Park.

RON BROCK

Henderson, Nevada

.....

4 New ride

This photo was taken on the Fourth of July – almost a month after I purchased my bike. I was riding Route 66, between Elk City and Sayre, Oklahoma.

ROBERT KEPHART

Elk City, Oklahoma

.....

5 Whole again

My heart was racing, and my eyes were squeezed tight – the anticipation and excitement filled the air as my parents guided me into the garage. I opened my eyes and there it was, with a big red bow: My first yellow Suzuki 80. The year was 1994, and it was my 10th birthday.

As the years went on, the bikes got faster, and dirt, mounds, and the smell of two-stroke engines filled my weekends. When college rolled





around, riding started to fade, and I felt empty – like someone had stolen my soul.

One night, my family and I were out to dinner, and my parents handed me 48 pennies. With a puzzled face, I looked at them, and they said, “Go pick out your Forty-Eight®!” Excitement and anticipation filled the air once again, this time on my 31st birthday.

The day before New Year’s Eve 2015 we arrived in Bowling Green, Kentucky, and there she was: a 2015 Sportster® Forty-Eight motorcycle. We signed the papers, rang the hell out of that bell, and guess what? I named her Penny!

TIFFANY A. PICONE
Callicoon, New York

.....

6 In remembrance

In 2014, I sold my 2006 Heritage Softail® bike, but I really missed riding. Then, I saw the Softail Slim® S model. It had the look of a World War II H-D motorcycle, and I got goose bumps – the Harley-Davidson bug got me again. I’ve owned five Harley motorcycles since 1995, and there’s nothing like American-made iron. My father was at Pearl Harbor and then fought in the Pacific. My brother served in the U.S. Navy, while I served in the U.S. Army during Vietnam. It was without question that I had to have the throwback Softail Slim S. I ride it with pride in remembrance of my deceased father and brother, with pride as a veteran, and as a salute to all veterans.

DON POULIN
Port St. Lucie, Florida

.....

7 Defying age

My dad and I are riding my 2007 Ultra Classic® Screamin’ Eagle® CVO™ 110 model, nicknamed “The Brut,” while at my sister’s place in Olathe, Kansas, during a visit this past spring. My first Harley was a 1969 XLH Sportster model, which I bought secondhand in 1971. Pop enjoys riding as much as I do; he



recently turned 92, and we have plans to ride a bit during his visit to the San Diego area in the near future. On a Harley motorcycle, age is just a number.

STEVE MCCOY
San Marcos, California
.....

8 Short ride, spectacular views

As a retired Navy veteran and North Carolina native, I enjoy the scenic views with my wife, Joanne, of the island of Guam, which is an organized, unincorporated territory of the U.S., located in the western Pacific Ocean. Even though you can digest Guam using one tank of gas, with the “Håfa Adai” welcoming atmosphere, star-sand beaches, crystal-clear blue skies, world-famous sunsets, and intriguing historical sites, you’ll eagerly anticipate your next ride!

STEVE DUPREE
Marianas Island Chapter, Guam
.....

9 Take the chance

At the end of February, I lost my job and thought that if I didn’t take my big motorcycle trip then, I wouldn’t have the opportunity again until retirement. My plans were to leave Rockford, Illinois, and head to Key West, Florida, on my 2014 Ultra Limited.

I got my first service done during the trip, at Old Pueblo H-D in Tucson (Arizona), where they told me my bike needed rear brakes, tires, and rear wheel bearings. The techs worked past closing and got me back on the road the same night.

I tried to see everything I possibly could – from a sunset in Key West to Ruby Falls in Chattanooga to phenomenal roads, such as the Three Sisters in Arizona. I took more than 6,000 pictures and have the memories of a lifetime.

VAL PAPSON
Rockford, Illinois



TESTED AND PROVEN WITH SYN3.[®]

SINS 1 AND 2 ARE UP TO YOU.



SCREAMIN' EAGLE[®] SYN3[®] OIL IS THE ONLY SYNTHETIC LUBRICANT CUSTOM-BLENDED, TESTED AND CERTIFIED FOR USE IN HARLEY-DAVIDSON[®] ENGINE, CHAINCASE AND TRANSMISSION APPLICATIONS – WHICH MAKES CHANGING AND TOPPING-OFF FLUIDS A SIMPLE, ONE-PRODUCT PROCESS.

SYN3[®] IS THE OIL OF CHOICE FOR THE NEW MILWAUKEE-EIGHT[™] ENGINES.

To learn more visit your Harley-Davidson[®] dealer or h-d.com/Syn3.



©2016 H-D OR ITS AFFILIATES. HARLEY-DAVIDSON, HARLEY, H-D, AND THE BAR AND SHIELD LOGO ARE AMONG THE TRADEMARKS OF H-D U.S.A., LLC. THIRD-PARTY TRADEMARKS ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

LIVE YOUR LEGEND[™]



BETWEEN THE LINES

Mistakes YOU Made

Story by JOHN SANDBERG

The Between the Lines article in *HOG*® 036 included a sample of “Mistakes I’ve Made,” written by various H-D Motor Company employees. These confessions from the road of hard knocks elicited a great number of readers’ responses, including these ...

Expect the Unexpected

While riding on a charming two-lane road, I had contemplated removing some of my full leathers and helmet to cool myself. An old pickup truck in front of me, with its left turn signal on, started slowing. There was an asphalt plant on the left side of the road, so I presumed the driver was turning into it. At that point, a right-hand turn lane appeared, so I moved into it to pass the truck. As I did, the truck driver suddenly turned right – across my lane – and into his driveway! I grabbed the brakes, and the last thing I remember was the ABS doing its job.

When I regained consciousness, I was lying in a culvert staring at my 2013 CVO™ Ultra motorcycle, which looked like a pretzel underneath the truck. I had sustained only minor injuries thanks to my protective gear, which I will never again consider removing no matter how hot it is. The truck driver swore he didn’t have his left turn signal on, but I was sure it had been blinking. As it turned out, the right brake light was burned out, and he had been pumping the brakes trying to get the truck to slow down.

MIKE LENTINE

Fort Wayne, IN

Don’t Override Good Judgment

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

By 5:30, darkness had set in, along with cooler temperatures. I stopped for a bite to eat and put on a down jacket. At that point, my mind was focused only on friends and telling them stories of my adventure.

The exit ramp off of the interstate to get to their house wasn’t lit, but the overpass prior to it was. I went from a well-lit area to darkness, traveling at about 55 mph. As I entered the off-ramp, there was a

sign suggesting a speed of 25 mph, and it was right. Needless to say, the bike went down, and luckily it took the worst of the blow to the ground. As I was rolling behind my bike, I thought: "I've ridden over 7,000 miles on this trip, including a stretch through snow in Montana and now I screw up this close to home." I picked myself up, and all extremities were working just fine – but the off-ramp was covered with feathers from my jacket. **Lesson learned:** Don't let your enthusiasm to arrive override good judgment on when to call it a day.

RUSS MALY
Via email

Oil Deposits

Years ago I was riding my 2002 Electra Glide® when I stopped in the middle of the lane at a red light. When the light turned green I accelerated a bit more aggressively than I should have, not noticing the puddle of oil left by a previous vehicle at the intersection. The back end of the bike swapped sideways, pitching me off before jumping a curb and (fortunately) falling on its side without hitting another vehicle. **The moral of the story:** When stopping at a light or other places where a lot of vehicles stand dormant, avoid the middle of the lane where oil tends to accumulate.

MICHAEL MARENIC
Via email

Ride in the Present

Earlier this summer I was riding south from Fort Pierce (Florida) along the Indian River Road. There's a 120-degree uphill turn along the way that I'm very familiar with, which contained some surface sand but was still okay to ride. The next day my wife and I went back to Fort Pierce, and returned along the same route. It had rained really hard the night before, but my mentality was:

"It was okay yesterday, so it would be again today." When I made the sharp turn, I encountered powdery sand that was at least four inches deep, which had washed in with the rain the previous night. The result was a slow-speed crash that didn't injure my wife or my bike, but delivered a painful injury to my ribs. **Lesson learned:** Pay attention to road conditions today, not yesterday.

JOHN A. THOMAS
Florida

The Shadow Knows

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

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

PAUL HOLLAND
Via email

Slippery as Diesel

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

RICHARD ENGLISH
Via email

Three Lessons Learned

Last year I did four trips between

Chicago and Las Vegas, which provided experiences to learn three key lessons. **Lesson one:** Pay attention to smell. I learned that while riding down the Texas Panhandle at 85 mph, smelling what seemed like rubber and burning electrical components for about 10 minutes before a tire blew off the semi-trailer truck in front of me and nearly took me down. **Lesson two:** Bring an umbrella. When riding in desert areas that have little-to-no shade, I now carry an umbrella that I use whenever the opportunity presents itself. For example, when I come across road construction that forces me to stop for a few minutes or when taking a roadside break. **Lesson three:** Get a satellite phone. I'm a big believer in the safety that a cell phone can provide, but my favorite roads are the ones that bring me to places that are often without cell coverage.

JERRY TAYLOR
Plainfield, IL

Look Before Parking

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

NORM LESTER
Via email

Do you have a story or opinion about riding safely? Share it with us via email at hogmagazine@harley-davidson.com or mail it to HOG magazine, P.O. Box 453, Milwaukee, WI 53201.



THIS IS ONE TICKET YOU'LL BE HAPPY TO GET.

**YOUR H.O.G.[®] MEMBERSHIP CARD DOUBLES
AS A FREE PASS TO THE HARLEY-DAVIDSON MUSEUM.[®]**

Learn more at hog.com/museum.



H-D MUSEUM

Joe Ryan and the Service School

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

During World War I, in 1917, Harley-Davidson opened the Quartermaster School, which taught American soldiers the ins and outs of their new military-issued Harley® motorcycles. After the conflict ended, the company rechristened it the Service School, and continued offering a similar technical training to dealers, service technicians, and others. Today, it's known as Harley-Davidson University® and will celebrate its 100th anniversary next year. Joe Ryan joined H-D soon after the Service School's inception, and spent his lengthy career guiding and refining it.

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

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



selected for the new motorcycle division had ever ridden one, let alone patched a tire or repaired an engine.

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

From 1917 until the early 1980s, a "student record" was created for each person who came to school. Not much bigger than a 3 x 5-inch notecard, the documents contain a wealth of information. H-D Archives still possesses the records for the first five motorcycle-mounted Pennsylvania State Police troopers: Thomas Martin, Paul Worcester, B. G. Walters, Nevins Sees, and Joseph O'Boyle.

Of the troopers, only Walters had any serious time on a motorcycle.

Ryan and the other factory serviceman, Jay McDonald, had just a few days to educate the group and recorded their thoughts on the Pennsylvanians' performances on the card. Worcester "would have made an excellent salesman for some dealer." On the other hand, they felt they couldn't get O'Boyle interested in the technical work.

The five troopers returned to the Keystone State to instruct the others, but they didn't go alone. Harley-Davidson sent Ryan and McDonald to assist,

too. This was a normal job for the servicemen. They sometimes took the Service School on the road by training an organization's employees on site, including overseas. In 1925, Ryan became the first Harley-Davidson employee to visit Japan, where he taught new motorcycle mechanics in Tokyo.

Joe Ryan's career with the company stretched 43 years, most of which he spent as Harley-Davidson's Service Manager. Under his watch, thousands of technicians passed through the Service School. The Harley-Davidson Archives' photograph collections contain hundreds of images of these classes. In many, you can spot Ryan tucked in among his students.



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

100 DOLLAR RIDES

“I WAS AT WOODSTOCK”

just a little late

Story by ED “SPARKY” HOWELL

August 1969, lifeguarding on Atlantic City Beach, eyes on the water, thinking about my future. On the 6th I was headed off to basic training. Friends were planning a trip to some music festival called Woodstock up in New York state. Although I wouldn't be there, we had fun planning *their* trip. Woodstock wasn't on my calendar in 1969 – but it was in 2016.

My neighbor Jim didn't take long to say he was in! The planning was originally intended for Woodstock and a few days in the mountains of New York, but ended up being a \$100 Ride. Everyone likes a challenge, and planning a road trip is half the fun.

We headed out Monday morning at 6:15, 15 minutes late, but we would have probably left late in 1969 anyhow. With Jim on his 2014 CVO™ Limited and me on my 2015 Limited, we traveled down the Atlantic City Expressway west to Hammonton, then north to Trenton on Route 206. A good ride through the New Jersey Pinelands National Reserve. Just before Trenton we took a short run from Route 195 to Route 29 that skirts the state capital to Lawrenceville on the New Jersey side of the river.

In Lawrenceville, crossing the Delaware River was a challenge. The bridge from Lawrenceville to New Hope is a narrow half-mile-long metal grate, but using the recommendations from HOG® magazine there was no problem.

Once over the bridge, a quick right turn and we were on one of the sweetest roads in the country: Route 32, “River Road.”

This two-lane, tree-covered road makes you feel like you're floating through the countryside. Leaning left and right, the road goes past cliff walls and stone-faced historic homes.

Route 32 becomes Route 611. Although 611 is still a beautiful road, the population grew as we rolled north through Easton, Pennsylvania, to Stroudsburg and the Delaware Water Gap. There's no mistaking the “Gap” when you get near it; the mountain simply drops on both sides to let the river through.

At the Gap, we picked up Route 80 for a quick transfer to Route 209, then switched to Route 402 north at a traffic circle. We took Route 84 east, then Route 739 north, which brought us back to the woods. We picked up Route 434, which became Route 55 as we crossed into New York state. After that it was up through the woods and then a left turn onto Route 17B.

A right turn onto Hurd Road took us to Woodstock – there were no crowds, traffic, rain, or music, but I had a nice feeling after all these years.

I stood on West Shore Road, where the performers crossed the bridge from

the performers' pavilion to the stage. I stood where the stage was and looked out over the festival field where Hendrix, Joplin, and Joe Cocker had played. The Woodstock museum and videos of the performances brought us back to the time where “3 days of peace & music” somehow just made it all better. Both then and now.

The trip home ... well, let's just say Route 17 east and south, Route 87 to the Garden State Parkway, rush hour from north Jersey to Toms River, then a smooth ride, allowing time to think about what we had done. We covered 446 miles. The cost was \$69.25. A truly great trip at any cost and probably what I would have spent for the full three-day bike trip back in 1969.

I may have missed the festival, but “I was at Woodstock” – just a little late.

Follow-up: As I stood in my closet that night, I put some pocket change into the box that was nearly full. Although many other rides are being planned, I pledged that any time that box could afford it I would go on another \$100 ride. Why not use some change to “check off” *your* Woodstock.

GAS	\$27.00
FOOD	\$19.50
WOODSTOCK MUSEUM	\$13.00
TOLLS	\$9.75
TOTAL	\$69.25



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.*

LAST STOP

The Best Therapy

Story by LETICIA CLINE

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

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

When I was 4, my dad got me my first bike, a Honda 50, with homemade training wheels. He didn't even have to show me how to start it, as I had already been his apprentice since the beginning, memorizing his movements as he would twist the throttle and slowly let out the clutch. I took off in the yard that day, and it feels like it's been one long, continuous ride ever since.

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

My first bike was a 1990 XLH Sportster® that Dad traded an old



PHOTOGRAPH BY JOSH KURPIUS

worn-out, rusted panel wagon in for. We worked on it more than I rode it, and looking back I think he did that on purpose. It kept his little girl safely off the road, and it taught me how to diagnose and fix my bike myself instead of relying on a man to do it. He was always quietly protective like that. When it was running, we would ride to any and every rally we could until I moved away for college, and life started getting too busy to find the time. My dad still took trips, sending me postcards from each destination as a constant reminder that there was so much world we had left to see. When I got a little older and became a mom, I kept with tradition and bought my son a Honda 50, took him to an open field, and proudly let him take off the way my father did when I was 4.

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

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

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

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

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

YOU'VE NEVER BEEN DOWN THIS ROAD.



THE ALL-NEW MILWAUKEE-EIGHT™ ENGINE AND SUSPENSION

There are some things you have to feel for yourself. And once you open up the throttle on our 2017 touring bikes, you'll feel more torque, more passing power and more control* than ever before. It's more than just a new ride – it'll take you to an entirely new place.

FEEL THE DIFFERENCE – SCHEDULE A TEST RIDE TODAY AT H-D.COM/TESTRIDE



LIVE YOUR LEGEND™

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



HARLEY OWNERS GROUP®
P.O. BOX 453, MILWAUKEE, WI 53201
1-800-CLUBHOG (1-800-258-2464)
414-343-4896 (OUTSIDE U.S. AND CANADA)
414-343-4515 (FAX)
hog.com www.harley-davidson.com

Presorted Standard
U.S. POSTAGE
PAID
HARLEY-DAVIDSON

GET ALL THE LATEST
H.O.G.® NEWS AND INFORMATION
with the exclusive members-only
H.O.G. Insider e-newsletter.
Go to hog.com/insider to make sure
you get yours each month!

MOVING? HOG is mailed Third Class and
will not be forwarded. Please notify H.O.G. at
1-800-CLUBHOG with any address changes as
soon as possible.

P/N 99368-92VE
©2016 H-D ALL RIGHTS RESERVED. PRINTED IN THE U.S.A.

THE NATIONAL H.O.G.® RALLY IS BACK



LABOR DAY WEEKEND 2017

MILWAUKEE, WISCONSIN

WE'RE BLOWING IT OUT BIG IN OUR HOMETOWN

MORE DETAILS COMING DOWN THE ROAD SOON

©2016 H.O.G. AND THE H.O.G. LOGO ARE AMONG THE REGISTERED TRADEMARKS OF H-D U.S.A., LLC.