

# HOG®



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**HDN0412** ONYX SKULL NECKLACE, **HDN0411** TRIBAL ONYX NECKLACE **HDR0471** BLACK ONYX SKULL RING, & **HDR0461** DOMED BLACK ONYX TRIBAL RING



# INSIDE



32

## FEATURES

### 26 It Has Been a Long and Crazy Ride ...

Looking back on 35 years of H.O.G.® history, from its humble beginnings in 1983 to one million members and beyond.

### 32 Rolling With Rolling Thunder

The Rolling Thunder Ride for Freedom has been riding into Washington, D.C., during Memorial Day weekend for 31 consecutive years to raise awareness and money for veterans.

### 38 Distinctive Design

Exploring the processes behind the creation of H-D® Genuine Motor Parts and Accessories.

### 42 Blues Highways

On the road in Mississippi with the Blues - Trail of Honor H.O.G. Touring Rally.

### 48 Get Connected

Explore the full functionality of the new Harley-Davidson riding app.

### 50 Freedom Machine

The Harley-Davidson Museum® has commissioned modern-day replicas of an original 1917 Model 7-17 Special Harley® bicycle.

#### ON THE COVER

The Harley-Davidson Museum has commissioned replicas of an original 1917 H-D bicycle. Image by Brad Chaney.





26



38



50

## 6 Intake

## 10 Opening Shots

## THE WORD

### 15 HD News

Notes from the world of Harley.

### 18 Gear

New Harley-Davidson® Genuine products designed to enhance your long-haul adventures this summer.

### 20 Next Ride

Discover history and liberty in and around Boston, Massachusetts.

### 22 2018 HOG® Rallies

Upcoming rallies and events.

### 24 Spotlight

Dan Auerbach, of rock duo The Black Keys, shares his Harley bike collection.

## EXHAUST

### 54 Enthusiasts

Readers and riders share pictures and stories.

### 60 Between the Lines

Safe riding strategies for rallies.

### 62 H-D Museum

A new exhibit explores the evolution of motorcycle suspension.

### 64 100 Dollar Rides

A day ride to the Palm Springs Aerial Tramway in California.

### 66 Last Stop

A daughter's account of her dad's attempt to deal with cancer through riding.



# INTAKE

FROM THE EDITOR

## Rev Your Engine at the H-D 115<sup>TH</sup> Anniversary



**I**f you're already a motorcycle racing fan, there's a full slate of action designed to get your motor running during the H-D 115<sup>TH</sup> Anniversary Celebration in Milwaukee over our Labor Day weekend, but even if it'll be your first exposure to any of these racing activities, you're sure to leave as one.

Bike racing comes in many forms, and while we've had some racing at past anniversary celebrations, never before have so many unique types of motorcycle racing been brought together in such close proximity. In the span of three or four days, you'll be able to experience a little bit of everything two-wheeled racing action has to offer, from run-whatcha-brung drag racing at the legendary Great Lakes

Dragaway in Union Grove to a hillclimb at the Little Switzerland ski hill in Slinger, indoor flat track racing at Flat Out Friday in downtown Milwaukee, and the capper: beach racing at Bradford Beach on the shore of Lake Michigan.

Each of these motorsports has its own history in motorcycling, steeped in unique traditions and oddball personalities, and featuring quirky machines purpose built to do all sorts of crazy things most of us would never dream of doing on a "normal" bike. You'll see 200-mph nitro-methane-burning drag bikes one day, followed by freaky hillclimbers with stretched-out swingarms clawing their way to the sky, vintage bikes throwing rooster tails of sand on Bradford Beach, and the mayhem of flat trackers crashing and bashing around a tiny indoor circle track soaked with sticky Dr. Pepper syrup.

The cool thing about bringing all of these grassroots events together under the banner of the 115<sup>TH</sup> is that you can participate either vicariously as a spectator from the stands or actively from the seat of your own bike. You can pick and choose, or go all in – either way. I wouldn't recommend that you try some of these events on an Ultra Limited model, but I bet there will be a few crazies who show up with bikes set up to go for the all-around medal.

In between all of this racing, the anniversary weekend will be filled with street parties, motorcycle demo rides at all of the local dealerships, concerts and other activities at the Harley-Davidson Museum® and the Moto-Carnival at Veterans Park along the lake (just a short walk from the beach racing!), and a whole lot more. The entire weekend will be a back-to-basics celebration of the roots of motorcycle culture, done up in a way that only a motorcycle company with 115 years of history can pull off. I hope you can make it; but if not, follow all of the action on social media or visit [h-d.com/115](http://h-d.com/115) for all of the details.

MATT KING

FEEDBACK

### Life-saving Advice

I've always ridden as described in your article "Riding with Purpose" [*HOG*® 044 and 045], and it has saved my life. A slow-moving oncoming vehicle had a long line of cars behind it, and a car pulled out to pass with the pedal to the metal. I was in position 3 and quickly moved to the shoulder, narrowly missing a head-on collision because the driver saw me but didn't let up, content to run me off the road.

A.F. CLARKE

Liberty Hill, TX

### A New Identity

I'd been riding for the better part of 35 years, but my first Harley-Davidson® purchase was not until 2010. I'd just left a relationship and was trying to reclaim my identity, I guess. I bought a 2003 100<sup>TH</sup> Anniversary Fat Boy® model – black and silver, with tons of chrome. I loved it. In March 2017 I met my soul mate, and she was more than happy to share my love and passion for the Harley-Davidson culture. I traded in my Fat Boy for a bigger bike – a 2009 Electra Glide® model with a Tour-Pak® luggage carrier, a comfy back seat, and a huge trunk and side packs for those long road trips. We take off on the open road every chance we get, and I love her – and the wide-open spaces that our Harley-Davidson motorcycle allows us to explore – more and more every day!

ROBERT GILLEY

San Antonio, TX

### Miles of Smiles

Growing up in Brooklyn, New York, it has always been Harley for me. My brother John and I would always say, "If it's not a Harley, it's not a motorcycle." Since retiring from the NYPD I've moved to



Florida, and I'm now riding a Road King® model and love it. Riding has enriched my life. "Living the dream" isn't just an expression; for me, it's for real. I ride with my buddy Paulie, and others, as well, but whether I'm on back roads alone or riding on the highway, I ride with a smile on my face. I'm truly living the dream, and it's all because of my Road King motorcycle.

**"SAINT ANTHONY"**  
Orlando, FL

### A Way of Life

My neighbor's son had a badass chopper in the 1970s, which started my love for Harley-Davidson. When I was a kid he'd put me on the tank and take me around town, and I loved it. I had my first Harley motorcycle in the late '80s: a 1975 Super Glide®, and I still kick myself for getting rid of it. Since, I've had a 2007 Sportster® 1200 model; a 2001 Sportster 883, which I gave to my oldest son and bought a 2000 Road King, which I sold to a buddy and got a 2006 Super Glide. After awhile I missed the Touring bike, so I got rid of the Glide and picked up a 2007 FLHTCU, and I love it. Harley-Davidson to me is just everyday life, plain and simple.

**RAYMOND LUTZ**  
Silvis, IL



### A Parade of One

In *HOG* 044, Matt King listed 10 ways to make 2018 the best riding year ever, including riding in the rain. It has been a very wet spring in my part of the country, including over Memorial Day weekend. But I took his advice, and on Memorial Day I donned my rain gear and did a 50-mile one-bike parade through neighboring towns. It made the whole weekend for me! Lots of motorists honked and gave me the thumbs-up. I think the sight of a Harley-Davidson motorcycle with the American flag (Betsy Ross version) brightened the rainy weekend for many. I would add to Mr. King's list: Mount a flag on your motorcycle and make your own parade.

**"BIKABILL"**  
Fountain Inn, SC

### Preserving the Pins

As I understood JT Hasley's announcement in *HOG* 044, it was only the Pin Stop program that would be affected, not the yearly membership pins. I use and display my annual H.O.G.® pins, as well as ones from many other rides and events I've attended. Also included in the display are the Roadmaster, Adventurer, and Scout pins. The Roadmaster pin is very special to me, as I was one of the first five to earn that status.



I hope that the annual pin will continue to be sent out with the membership renewal package because I'm planning on buying a much larger display board.

**DAVE KIRKPATRICK**  
Via email

*Don't worry, Dave. There are no changes planned for the annual pins. -Ed.*

### Customization Counsel

I loved the editor's "The King of Custom" column in *HOG* 045. He nailed it: No two Harley motorcycles are alike. I've modified quite a few motorcycles over the years, with my most recent job being the customization of my 2018 Breakout® model. I'd like to offer a little advice for those considering making changes ...

Start with the things that really bother you; then enhance your riding experience; then, lastly, enhance aesthetics. Don't jump into modifications immediately after buying your bike; live with it for awhile. Trust me, it will save you money. And, finally, chrome is like barbecue sauce: It's meant to be used



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](http://hog.com/tablet) for details.



sparingly to enhance the flavor of good food, not soaked to bury the flavor of bad food. Chrome is great but be gentle with it.

**REGGIE BRASWELL**

*Via email*

As much as I love Harley-Davidson motorcycles I can't stand to see them left stock. It bugs me. Something has to change about the stock bike, no matter how good it might be, to make it "one of a kind." It doesn't have to take a pile of money, but it does take creativity and courage. Overcoming the fear of "blowing it" is real. I had to do it, though, because it had to become more personal and rideable.

I traded in my well-loved 2016 Fat Boy model for the 2018 version. I like the new wider fenders and forks, and fatter tires, but I saw the "need" for new-school meets old-school aesthetic changes. In this case, it meant making it look like a cool, old Softail® bike. After several false starts and repaints, this [image below] is what I finally came up with.

I guarantee that this is the only one like it in the world, and that was my goal. I suppose one day it will belong to someone else who will renovate my creation and make it their own image of the perfect Harley motorcycle, but right now it's mine. The bike and I fly together. It's timeless.

**MICK BIRNEY**

*San Jose, CA*

## Mastering the Swerve

I thoroughly enjoyed the "Observations of a Riding Coach" article (Between the Lines, HOG 045), which reinforced everything I've learned in the Harley-Davidson® Riding Academy and in all of my riding experience. However, the wording in the "Master the Swerve" section can be confusing to those who haven't mastered it yet. The article states: "If you want to initially swerve right, press the right side of the handlebar forward." This baffled me in the Riding Academy, too. To initiate a swerve to the right, you need to press the right side of

the handlebar "downward" (not forward) while initiating a lean to the right. It's a minor point, but once you've performed this maneuver you'll understand what "pressing downward" will do.

**RICK TERESI**

*Palm Bay, FL*

## A Harley® in Hollywood?

In the "Motown Motors" article about the Detroit Police Department [HOG 045], there's a photo of an officer giving a ticket to a sailor. It looks like it's from a Hollywood movie, and the officer looks like a very young John Wayne. Does Mr. Plueddeman know if I'm right?

**DAVE DEBACE**

*Cottage Grove, MN*

*Charles Plueddeman writes: The image is from the 1926 film "A Briny Boob" starring Billy Dooley. The policeman isn't a young John Wayne but an actor called Hal Craig.*



## WHAT'S YOUR STORY?

We welcome your letters, photos, and riding stories. Please email yours to [hogmagazine@harley-davidson.com](mailto: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.



FROM THE OWNERS GROUP

# The Value of H.O.G.

If you're reading this magazine, you're almost certainly a Harley Owners Group® member, and one of these days it's going to be time to renew your \$49 annual membership. If you're not already taking advantage of all that H.O.G. has to offer, you may be thinking we're asking a lot for a magazine subscription. *HOG*® magazine is a great publication, but it's just one of the many benefits H.O.G. members get.

For starters, there's a long list of tangible benefits. Your membership includes the H.O.G. Roadside Assistance program that puts help or a tow a phone call away, peace of mind for that day you run out of fuel or get a flat on the highway. How about the value of exclusive access to H.O.G. events at rallies and free admission to the Harley-Davidson Museum®? There's the fun and the rewards of participating in the Ride 365 Mileage Recognition program. And you can take advantage of special discounts on wireless service, motorcycle shipping, and insurance. Only H.O.G. members can visit the H.O.G. Check-In at major events to pick up a cool pin or patch.

Each of these benefits alone is probably worth \$49 to many riders, if that's how you want to place a value on a H.O.G. membership, but I think H.O.G. offers even bigger intangible benefits that are priceless to many riders.



One thing that all H.O.G. members share is a deep connection to Harley-Davidson, riding, and each other. At the local level, being involved in a H.O.G. chapter is a great way to add a social element to riding, not just through organized H.O.G. events but through the new people you meet. Every H.O.G. member is a potential new friend with at least one shared interest. And there's the bigger picture. Even if you don't belong to a chapter, being a H.O.G. member makes you part of a worldwide network of riders with compatriots all over the planet who consider you one of their own. H.O.G. members are famous for sharing advice on the best riding, the best adventures, the best food, and the best people, anywhere. Wonder how to ride above

the Arctic Circle? Ask a H.O.G. chapter in Norway or Alaska. Want to know more about riding the Rockies or taming the Dragon? Easy and done.

No matter where they go H.O.G. members share the bond of freedom and a passion for riding the best damn motorcycle in the world. You can't put a price on that.

**TODD "THOR" ROBINSON**  
*H.O.G. Regional Manager*



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# Bradford Beach Brawl

You may get some sand in your face, but there will be no 99-pound weaklings on Milwaukee's Bradford Beach when race bikes hit the shores of Lake Michigan August 31 and September 1, during the H-D 115<sup>TH</sup> Anniversary Celebration. Visit [h-d.com/115](http://h-d.com/115) for more details.

Photograph by **Josh Kurpius**









# The Art of Time

Colorado-based Vortic Watch Company creates unique timepieces by refurbishing vintage American-made pocket watch movements and installing them in new 3-D metal printed cases, like this one featuring an original Harley-Davidson movement made by South Bend Watch Company in the 1920s. Vortic, co-founded by CEO R.T. Custer, a seventh cousin of the famous participant in the Battle of the Little Bighorn, made its name by crowdfunding projects on Kickstarter in 2013 and now offers a wide range of products that capture the spirit of Made in America. Learn more about them at [vorticwatches.com](http://vorticwatches.com).

Photograph by **Michael Lichter**









# 115<sup>TH</sup> ANNIVERSARY RALLY PACKS EXCLUSIVE ACCESS AHEAD



There are no bad seats at the 115th Anniversary. But there is a way to upgrade the celebration with exclusive, limited-quantity Rally Packs. There are three levels, each filled with merchandise and offering experiences you



can only get in Milwaukee during Labor Day weekend. Pick your pack, call your friends and make your plans. It's more than music and street parties; we're celebrating motorcycling. For details on all the events visit [h-d.com/115](http://h-d.com/115).

ORDER YOUR RALLY PACK TODAY AT [H-D.COM/RALLYPACK](http://H-D.COM/RALLYPACK)



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# THE WORD

DON'T JUST KEEP UP. TAKE THE LEAD.



## Is Love

And it still makes the world go round.  
Photograph by Josh Kurpius



**STURGIS MOTORCYCLE RALLY**

## More Reasons to Ride in the Black Hills

There's still time to plan your trip to Sturgis for the Black Hills Motor Classic, and H.O.G.® is proud that the Full Throttle Saloon and Pappy Hoel Campground and Resort will once again be the official campground of Harley Owners Group® and the epicenter of all things H.O.G. during the Sturgis Motorcycle Rally, August 3-12.

Located on more than 600 acres, Pappy Hoel Campground and Resort has private cabins, RV hookups, an Olympic-size pool, and the largest stage in Sturgis. It's also the new home of the legendary Full Throttle Saloon. H.O.G. members are eligible for preferred pricing when

booking a camping or RV spot, including a 10 percent discount on all camping wristbands, camping fees, RV fees, and poolside tent fees at the campground during the event. The camping wristbands grant access to all of the campground amenities, including the laundry, shower houses, general store, and all concerts at the Saloon during the event.

In addition to hosting daily random drawings of swag bags, drink tickets, and side-stage access to concerts at the Saloon for H.O.G. members, as well as an exclusive members-only party on Thursday, August 9, this year Harley-

Davidson is ratcheting up the action at the campground by adding motorcycle demo rides and moving the H.O.G. member Check-In to the campground located on SD Highway 79 just outside of the city of Sturgis.

Even more motorcycle demo rides, plus new product displays and a host of other activities are still located in downtown Sturgis at the main Harley-Davidson event on Lazelle Street, so get on your bike and explore everything Harley-Davidson has to offer in the Black Hills. For complete details, visit [h-d.com/Sturgis](http://h-d.com/Sturgis).



## HANDS-ON EXPERIENCE

# #FindYourFreedom Interns Ride and Report



What a summer gig this is. Harley-Davidson's #FindYourFreedom program has turned what can be a mundane rite of passage – the summer internship – into the

experience of a lifetime. From more than 7,500 submissions received from junior-/senior-year college students and recent graduates, Harley-Davidson selected eight

applicants for the #FindYourFreedom program and turned them loose on new H-D® motorcycles to spend the summer exploring, attending events, and sharing their experiences with us all through Harley-Davidson social media channels.

Each of the eight interns, who are from the U.S., England, South Africa, and China, has completed the H-D Riding Academy course and will spend 12 weeks “on assignment,” gaining hands-on experience in integrated marketing communications while they travel on a Harley® motorcycle and file reports on Harley-Davidson's Facebook, Instagram, Twitter, and Snapchat channels. Some will also take part in the Harley-Davidson 115<sup>TH</sup> Anniversary celebrations in Milwaukee and Prague.

There's an added bonus – at the end of the program each intern gets to keep a Harley-Davidson® motorcycle. Sure beats working in the mail room. Follow the exploits of the #FindYourFreedom interns on social media this summer.



## Ready to Ride?



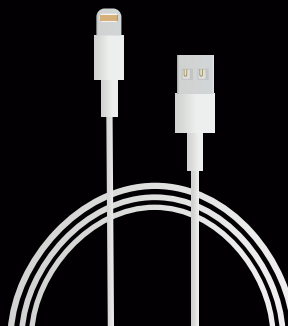
Packing for a long motorcycle trip? You can make it as simple or as complex as you want, but what do you really need? Here are our essentials:

- Travel light. Take only what you know you need and separate your gear into bags, including one bag with casual shoes, clean pants, and shirt for when you're off the bike in the evening. Keep your waterproof gear easily accessible in a separate bag. Consider packing a spare pair of gloves, too.
- Take an extra key (or key fob for proximity ignition) and keep it in your jacket, not on the bike!
- Keep your critical documents safe, accessible, and weatherproof – items such as driver license, H.O.G.® Roadside Assistance card, insurance card, H.O.G. membership card, emergency medical information and contacts, and any hotel

bookings. If it's a long trip, consider separating documents (hotels, ferries, route information) on a day-by-day basis in different envelopes to keep things simple.

- Remember your eyes and ears – if you wear glasses, take a spare pair, as well as sunglasses and clear/yellow lenses for night riding if you don't have a windshield. Earplugs will protect your hearing on long journeys – take spares, as well.
- GPS is great, but a map can be helpful, too, for the “big picture” or as a backup for navigation – pack your “H.O.G. Touring Handbook” and keep it accessible.
- A motorcycle cover takes up little room and can help keep prying eyes off of your bike at night, as well as protect against overnight weather, and birds and critters.
- A basic tool kit is necessary. Your Harley-Davidson dealer can advise

on what you may need for your model. You should at least make sure you have a multi-tool, duct tape, and the appropriate sockets and drivers needed for basic tasks on your bike. Also take extra luggage straps, a basic medicine kit, your phone and charger, and a water bottle to keep you hydrated between stops.



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# Gear Up for the Ride Home

**T**he Harley-Davidson founders didn't put an engine in a frame just so they could go farther and faster than a horse. They did it for the freedom those machines bring to riders. Any Harley-Davidson® motorcycle can be outfitted to accommodate long-haul adventures, including the Rides Home to the Harley-Davidson 115<sup>TH</sup> Anniversary Celebration in Milwaukee. Add comfort and confidence to touring with these five Genuine Harley-Davidson products, available from authorized Harley-Davidson dealerships and at h-d.com.

## Metallic Graphic Sun Shield M05 Full-Face Helmet

The innovative matte-metallic graphic application and the thermoplastic shell shape of this helmet are exclusive to H-D, and a retractable sun shield ups the wow factor. Channel vents provide cooling airflow, and the main face shield offers 95 percent UV protection and has a durable anti-scratch coating. The moisture-wicking lining is removable and washable. Available in sizes XS to 2XL. P/N 98228-18VX, **\$135.00**



## Wind Splitter Windshield - 10-inch Light Smoke

The Wind Splitter windshield is shaped to deliver effective airflow management to deflect wind and noise, and its sweeping design complements the batwing fairing and inner dash panel of 2014-later Touring and Trike models. The light smoke finish doesn't interfere with forward vision. Visit a participating dealer to test out this windshield as part of the Windshield Demo Program. P/N 57400206, **\$169.95**



## Sundowner™ Touring Seat

This seat is designed to offer maximum comfort by providing lower back support and proper touring position, while the wider passenger pillion is shaped to eliminate pressure points. The smooth vinyl cover complements any Touring or Trike model, but the Sundowner is available with other cover styles and configurations for a variety of H-D® models. Test-ride the seat through the Seat Demo Program at participating H-D dealers. P/N 52000128, **\$349.95**



## Men's Dual Cool Cooling Vest & Cooling Kit

Designed with stretch panels for a close fit, the embedded HyperKewl™ lining of this lightweight nylon hydration vest absorbs water after a two-minute soak and then slowly evaporates for a cooling effect that lasts one to two hours. For maximum cooling, the four cool packs can be chilled in advance and slipped into the interior pockets of the soaked vest. Includes an insulated tote for storage. Available in sizes S to 3XL. P/N 98186-17VM, **\$199.00**



## CoolFlow™ Fan

Engineered to maximize rider and passenger comfort in situations such as parades, rush-hour traffic, or extreme temperatures, the waterproof CoolFlow Fan draws heated air away from the rear cylinder and exhaust pipe, and directs it toward the ground. The fan features switched On/Off/Auto operation. Fits 2017-later Street Glide®/Special, CVO™ Street Glide, and Road Glide®/Special models. P/N 26800120, **\$299.95**



## DIVIDED HIGHWAYS

# Pins and Patches *or* Plain and Simple?

**WE ASKED:** Do you like to display your chapter allegiance – as well as pins and patches from events, rallies, or H.O.G.® Mileage Recognition – on your riding jacket? Or do you prefer your outer layer to remain unadorned and free from personalization?



Pins and patches are part of the history and legacy of Harley-Davidson. I met a guy from Australia at the last national rally in Milwaukee. He saw my patches and just started sharing. –Tim P. ... **No patches or pins here; just an H-D® leather jacket with bugs splattered on the front.** –Paul J. ... I display all of my pins and patches. Every one has a story. –Chuck H. ... **My pins and patches are framed and hang in my H.O.G. den at home. I wear a single pin belonging to my late sister, who loved Harley® bikes.** –Emil D. ... Long after the T-shirts have gone, the pins and patches will be a reminder of the miles and smiles I have accumulated. –Lino. ... **I like both. It depends on where I'm going and the**

**mood I'm in.** –Edwin K. ... For the last 15 years I've been having the adventure of a lifetime, and have four vests and two leather coats full of patches to prove it! –Michele M. ... **There has always been room and respect for the unadorned lone wolf in the H.O.G. family.** –Karl H. ... Both. Rallies and major events are a perfect time to show off your collection, and other times only the ride matters. –Rich L. ... **I have my fair share of H-D swag, but never felt the desire to have them sewn or pinned on to my jacket.** –Daniel L. ... I adorn my vest with patches that carry meaning to me. My wife calls it my biker's charm bracelet. –Scott B. ... **Have a beer with me, and I'll tell you where I've been!** –Randal F.

## NEXT QUESTION:

## Do It Yourself *or* Ask the Expert?

Do you like to be hands-on, and change the oil and service your Harley-Davidson® motorcycle yourself? Or do you prefer to leave it to the experts at the dealership?

» Send your thoughts to [hogmagazine@harley-davidson.com](mailto:hogmagazine@harley-davidson.com) with "Divided Highways" in the subject line. We'll publish the best responses in the next issue.

## 5 THINGS ABOUT

## Great Mountain Roads

A reporter once asked George Mallory why he wanted to climb Mount Everest, and he famously replied, "Because it's there." Here are five peaks Ayau can summit on two wheels – for reasons of your own.

**1** **Pikes Peak, Colorado**  
Pikes Peak is probably the most famous rideable summit road in the country – and one of only two "14ers" in the Rockies that you can motor to. Elevation: 14,115 feet.

**2** **Mount Evans, Colorado**  
The Mount Evans Scenic Byway is the highest paved road in North America. Its many twists and turns will take you almost to the top of the 14,264-foot peak.

**3** **Mount Washington, New Hampshire**  
The Mount Washington Auto Road is known for its steep grades, narrow lanes, partial pavement, and lack of guardrails – not for the faint of heart. Elevation: 6,288 feet.

**4** **Signal Mountain, Wyoming**  
Set apart from the main range, the top of Signal Mountain provides stunning views of the rest of the Grand Tetons and the surrounding valleys after only a five-mile ride nearly to the top. Elevation: 7,720 feet.

**5** **South Mountain, Arizona**  
A more urban mountain-climbing experience, this ride starts in the heart of Phoenix and rises 2,000 feet through tight twisties. The top of the 2,690-foot peak is off-limits, but you can still enjoy some truly spectacular views of the city and surrounding areas from nearby Dobbins Lookout.





**F**rom the Freedom Trail to Fenway Park, Boston is a historic and vibrant city. Founded by the Puritans in 1630, Boston is often referred to as the “Cradle of Liberty” for its role in the American Revolution. It’s where, in 1773, Samuel Adams and a band of patriots dumped 342 crates of tea into Boston Harbor to protest “taxation without representation,” and where Paul Revere raced through the countryside on horseback to warn of approaching British troops in 1775.

#### ONE IF BY LAND

For motorcyclists, a couple of nearby scenic byways provide perfect opportunities for a morning of riding followed by an afternoon of urban exploration. The Essex Coastal Scenic Byway runs 90 miles along Boston’s North Shore through 14 coastal communities, from Lynn to Salisbury. And Battle Road Scenic Byway follows the approximate path used by British troops during the Revolutionary War, through Concord, Lincoln, Lexington, and Arlington.



#### TWO IF BY SEA

There’s no better way to immerse yourself in Boston’s history than along the Freedom Trail. Park your bike and follow the 2.5-mile red brick line, beginning at Boston Common, America’s oldest public park, and stroll through the heart of the city and some of its most historical sites, including the Old North Church; Faneuil Hall; the Paul Revere House; and the USS Constitution, also known as “Old Ironsides.”



#### BASEBALL, BEER, AND BOSTON CREAM PIE

Take in a Red Sox game or tour Fenway Park, Major League Baseball’s oldest stadium still in active use, opened in 1912. Or visit a brewery – tours are offered at Harpoon Brewery and Samuel Adams Boston Brewery, among others. Top off your visit to Boston with a sample of the state’s official dessert, which is Boston cream pie, naturally. The tasty treat, which is actually more cake than pie, is said to have been created at Boston’s Parker House (now the Omni Parker House hotel), which opened in 1856.



## Road Captain Recon

Tips from the Boston H.O.G.® Chapter

#### BARKING CRABS

Given its coastal location, seafood is the Boston H.O.G. Chapter’s go-to meal. “Check out The Barking Crab, down by the waterfront,” advises Dave “Demon” Gallant, chapter director. Another favorite is Tony’s Clam Shop in nearby Quincy. “If you like shrimp or scallops, you get a good portion for the money,” he says. Quincy Market, a collection of shops and restaurants at Faneuil Hall Marketplace, also offers a plethora of food choices.

#### MUSEUMS AND MONUMENTS

Visit Boston’s Museum of Science, where the Theater of Electricity offers “charged up” demonstrations from the world’s largest electrostatic generator. Then head over to the nearby Bunker Hill Monument and USS Constitution Museum for some Revolutionary War history.

#### NATION OF PATRIOTS

Fittingly, one of the Boston H.O.G. Chapter’s favorite activities involves the Nation of Patriots™ flag tour, where an American flag is escorted by motorcycle throughout all 48 contiguous states, paying tribute and honoring the U.S. Armed Forces. When it reaches Boston – this year on August 21 – the flag travels from Boston H-D to the USS Constitution.

For more information:  
[bostonusa.com](http://bostonusa.com)  
[thefreedomtrail.org](http://thefreedomtrail.org)  
[scenicbyways.info/state/MA.html](http://scenicbyways.info/state/MA.html)  
[nationofpatriots.com](http://nationofpatriots.com)

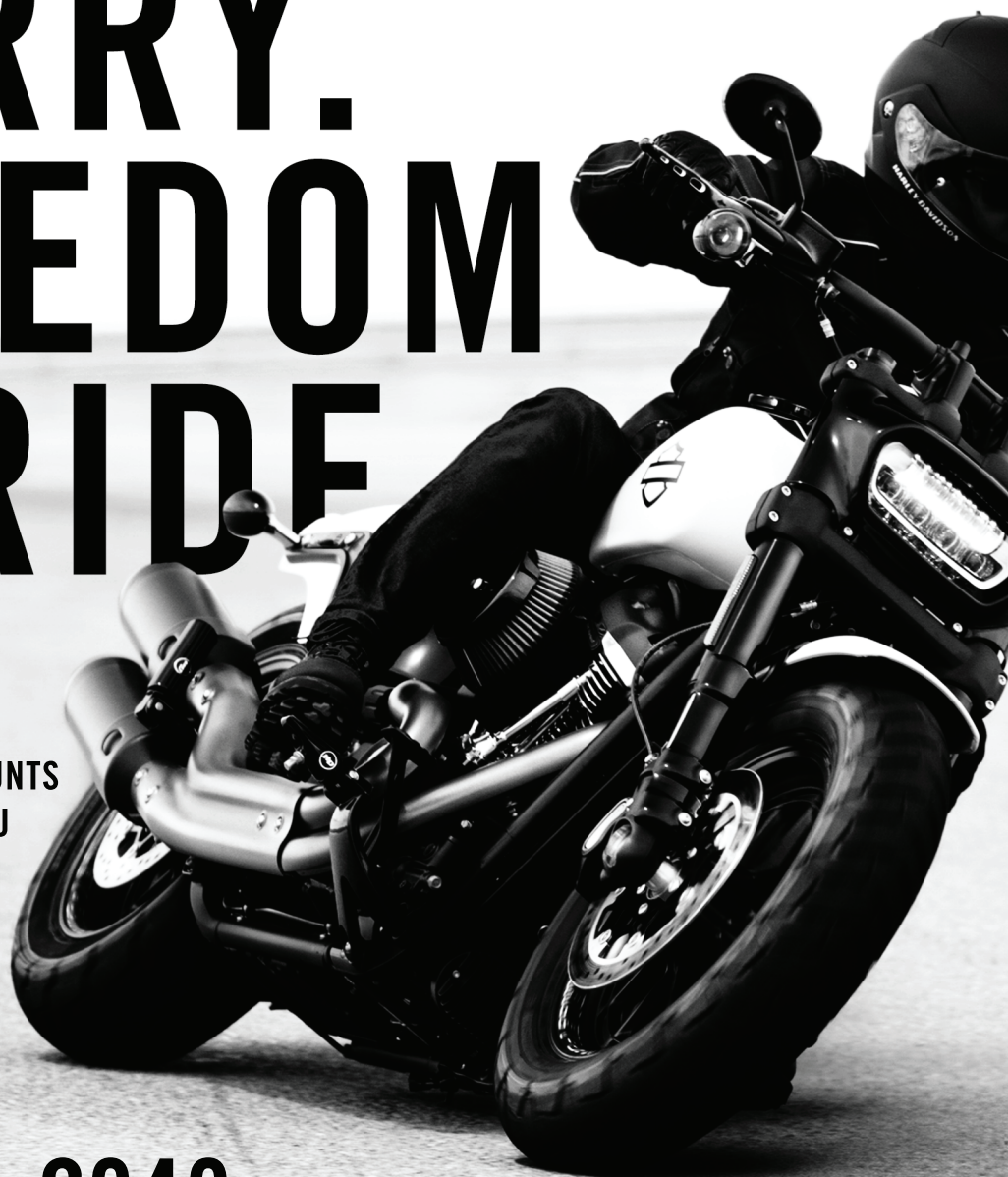


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## H.O.G.® Check-Ins

### 1 Jul 13-14

Hot Harley Nights  
Sioux Falls, SD

### 2 Aug 4-11

Sturgis Motorcycle Rally  
Sturgis, SD

### 3 Sep 14-15

Tomahawk Open House  
Tomahawk, WI

### 4 Sep 20-22

York Open House  
York, PA

### 5 Sep 26-29

Bikes, Blues & BBQ  
Fayetteville, AR

### 6 Sep 27-29

Reno Street Vibrations  
Reno, NV

# Seattle



# San Diego

## H.O.G. Touring Rallies

### July 25-29

Rainforests, Rivers, and Volcano  
H.O.G. Touring Rally  
Seattle, Port Angeles, Winthrop,  
Wenatchee, Seattle, WA

### September 19-22

Colorado and Black Canyon of the  
Gunnison H.O.G. Touring Rally  
Denver, Glenwood Springs, and  
Gunnison, CO

### November 8-11

SoCal H.O.G. Touring Rally  
L.A., Palm Springs, and San Diego, CA

## H.O.G. Rallies

### August 2-4

Iron Adventure of New England  
Newry, ME

### August 29-September 2

H.O.G. 35<sup>TH</sup>/H-D 115<sup>TH</sup> Anniversary  
Milwaukee, WI

Details are subject to change.  
Visit [hog.com/events](http://hog.com/events) for the most  
up-to-date information.

## 115<sup>TH</sup> Anniversary Rides Home

### August 21-29

Northwest Ride Home  
Seattle, WA to Milwaukee, WI

### August 21-29

Southwest Ride Home  
San Diego, CA to Milwaukee, WI

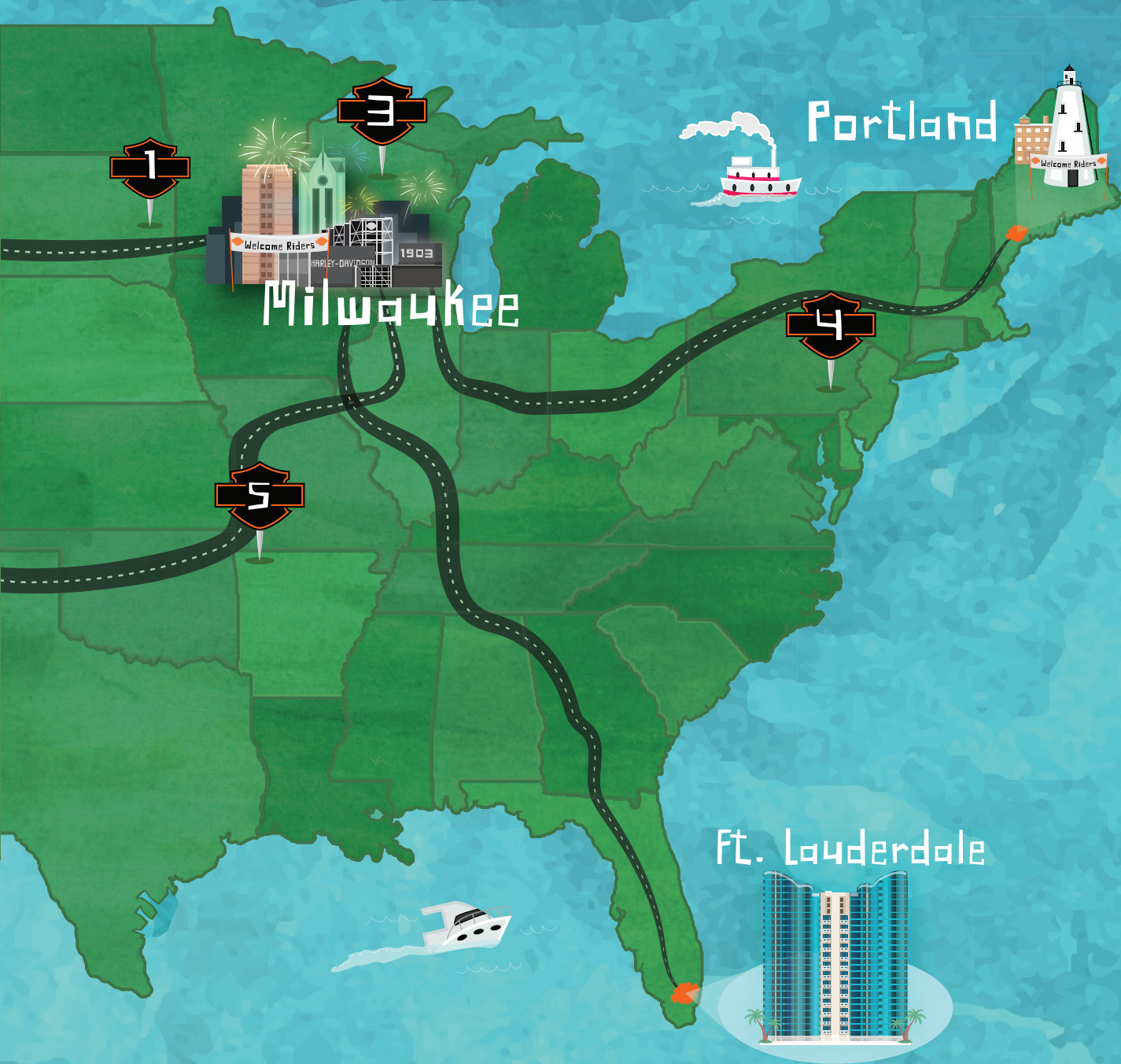
### August 23-29

Northeast Ride Home  
Portland, ME to Milwaukee, WI

### August 24-29

Southeast Ride Home  
Ft. Lauderdale, FL to Milwaukee, WI





Key:



Touring Rallies



Rallies



Check-Ins

Anniversary  
Rides Home



Our Rally map was designed by H.O.G.® member Heather Leech, who has been a proud Harley-Davidson® motorcycle rider since the age of 2. She began riding on the back of her dad's Softail® Custom model, then purchased her first bike when she was 18, and recently added an Iron 883™ bike to her collection.





# Old Bike Fever

Dan Auerbach of The Black Keys talks about his other passion - collecting early custom Harley-Davidson® motorcycles.

*Story by* **JEREMY PICK** *Photos by* **LARRY NIEHUES**

**D**an Auerbach is best known as singer and guitarist with the rock duo The Black Keys. Aside from the band's multiple Grammy awards and multi-platinum sales worldwide, Dan is also a successful solo artist and collaborator with a roster of musicians as diverse as Duane Eddy, The Pretenders, Danger Mouse, and Lana Del Ray.

Dan's other passion is collecting and riding vintage Harley-Davidson bikes, particularly unrestored bikes and

early models personalized by their first owners. Now a selection of these rare early survivors will be on display in a yearlong exhibit at the Lane Motor Museum in Auerbach's adopted hometown of Nashville, Tennessee. "The Dan Auerbach Collection: Vintage Harley-Davidsons from 1937-1950" opened on May 10 this year, and features original-paint EL and FL knucklehead, panhead, and key early models.

Dan was bitten by the early-Harley bug

when he moved to Nashville in 2010, just as his band The Black Keys was becoming one of the biggest acts in modern rock. Having gotten into motorcycles the usual way - starting off with a small amount of bikes and working up to a modest collection - the first Harley® model he rode was a knucklehead owned by Mike Wolfe, host of "American Pickers" and fellow Nashville resident.

"That was the 'Oh, s---' moment for



me,” recalls Dan. “As soon as I started riding it down the road I thought, ‘What have I been doing with all those other bikes?’ That was the sort of feeling I got. I wanted to take all of my other bikes and just roll them into the pond.”

That first ride was the start of Dan’s journey into the rabbit hole of collecting vintage Harley motorcycles. A connection through Mike Wolfe led to the purchase of a 1937 EL, one of the exhibits at Lane Motor Museum.

“After that it was like a sickness, and it dug down strong,” says Dan. “The deeper you get into it, the more opportunities arise, and the next thing is you find yourself in a van in the middle of nowhere with a bag full of cash. I found myself in the most isolated regions of Minnesota, Iowa, Texas, Ohio – these bikes were so important to everyone involved. These guys had such close connections to these bikes they become almost like a part of the family.”

Like many collectors, Dan has a philosophy behind choosing his bikes. Auerbach Senior was a dealer in folk art, and some of that aesthetic sensibility has been passed down to his son. Bikes have to have original paint or old paint that was used back in the day. And Dan looks for bikes that have lived a life, seen the road, and that still have the personality of the owner who put love and effort into maintaining or customizing them.

“Those are the sort of qualities I’m attracted to in bikes, as well as just about everything, including guitars. I like them to be worn in and personalized; something that breaks the mold, that is real and useable because those are the bikes that feel the best and ride the best. The bikes that got ridden all the time ride better than ones that just sat there. It’s the same with guitars; you know, when a guitar is all beat up because it was loved on you know it is going to play good. It’s the same with old Harleys.”

That philosophy can be seen embodied in the bikes in the Auerbach collection. In addition to the original ’37 knucklehead, other favorites include a 1940 EL tricked out in period custom chrome work, raked-out front end, pinstriping, and custom wheel covers made back in the day from a military Jeep’s hubcaps. These period modifications give the bike a vintage aesthetic that reflects the passion

and character of the original owner. Other highlights of the collection include a rare 1938 UL Sport Solo, and FL and EL models ranging from the late 1930s to 1950, each with their own personality.

What makes Dan’s collection even more unusual is that every bike gets ridden. “Well, apart from maybe one,” says Dan. “I do have one, an original first-year panhead chop with a chromed XA springer front end – real old-school. It belonged to a guy who was in a bike gang in North Carolina, and he just used to run around the mountains over there on this chopper, and it just feels like a death trap when you are on it. That really must have been the way he rode it, and it has everything to do with the personality of the owner.”

The Auerbach bikes aren’t just a collection; they inform Dan’s music and the way he creates it, too. “It’s a physical and mental thing, about the only thing that relaxes me. It inspires my music. The feeling of being on a bike or even just looking at it – some of those beautiful, old bikes are just inspiring. I’ve got a barn at my house where I keep them and display them, and [I] sit and drink and just look at them. I can drink bourbon and just

stare at a Harley for a weird, strange amount of time.”

These unique bikes are now at Lane Motor Museum because Dan’s wife, Jen, has appropriated the barn space for her growing organic skincare business, Clary Collection. “My wife needed the barn so I needed to get the motorcycles out,” says Dan. “I knew the guys at the Lane Museum and knew they’d do a great job so it was a win-win. I went over there to talk about each one, where it was found, the personality. When I walked in and saw them all together it was amazing; it was really cool.

“Now I’m taking a break from collecting to focus on my new record label, Easy Eye Sound, and record new material. I feel I have some amazing bikes, and I feel like I got into them just right before they blew up on price. The bikes that I was buying into six or seven years ago are a completely different price now; it’s just weird how quickly things change. I got really lucky – I really did. I’m really proud to own them.”

*“The Dan Auerbach Collection: Vintage Harley-Davidsons” at Lane Motor Museum, Nashville, runs until May 6, 2019.*





# IT HAS BEEN A **LONG** **AND** **CRAZY** **RIDE ...**

From humble beginnings in 1983 to its 2018 position as the world's biggest, most successful factory-sponsored owners group, H.O.G.® has been a crazy success story.







1

**H**arley Owners Group® was born on January 1, 1983 and by the end of its first year had more than 30,000 members. Its launch was, in many ways, a response to a dark time in the Harley-Davidson Motor Company's history, resulting in its 1981 buyback from AMF by 13 executives, including a young Willie G. Davidson. The move re-energized and refocused Harley-Davidson on its strongest asset – the world's most loyal customers.

## HUMBLE BEGINNINGS

The buyback team celebrated by riding from York, Pennsylvania, where the deal was signed, to Milwaukee, talking to riders and dealers en route, and sowing the seeds of what was to become Harley Owners Group. A year or so later, the first members could celebrate their affiliation with pins and patches, read *Hog Tales*® magazine (the predecessor of *HOG*® magazine) beginning with the February/March 1983 edition, or join the H.O.G. Fly & Ride™ program to Miami or Orlando, Florida; Honolulu, Hawaii; or Frankfurt, Germany.

The H.O.G. events program launched in 1983 in conjunction with Sturgis,

**“WE WERE  
SOMETHING TO BE  
RECKONED WITH,  
AND IT FELT VERY  
SIGNIFICANT.”**

**—STEVE PIEHL**



## 1983

- January 1983, Harley-Davidson launches Harley Owners Group
- *Hog Tales* magazine and the Fly & Ride program debut

## 1984

- H.O.G. delivers two stand-alone North American national rallies – Reno, Nevada and Nashville, Tennessee
- Nearly 100 members participate in the inaugural ABCs of Touring contest

## 1985

- First H.O.G. chapters form in the U.S.
- 2nd Annual H.O.G. Rally: Branson, Missouri

Daytona, and U.S. motorcycle racing events. Members were invited to enjoy a complimentary sandwich, drink, or even a boat ride. Steve Piehl, the first H.O.G. manager, recalls: “Our goal was to make Harley riders feel special.” The following year, the first exclusively H.O.G. events began with two rallies – in Reno, Nevada, and Nashville, Tennessee – attracting around 3,000 people in total.

Volunteers carried out much of H.O.G.'s work under the regional manager program, and Piehl recalls the organization's family vibe: “We had a very small staff and a much smaller membership than we have today. It sometimes felt like we knew every one of them by name!”

## RALLYING ROUND

The ABCs of Touring contest, soon to become one of the club's most popular programs, also began in 1984. By the end of 1985, membership was more than 60,000, boosted by the launch of the chapter program in association with H-D® dealers: 49 official chapters formed that year.

The concept of one main U.S. H.O.G. rally was established in 1985, with the 2nd annual held in Branson, Missouri, that year, and by 1986 the first regional H.O.G. rallies were taking place across the country in San Juan Capistrano, California; Breckenridge, Colorado; and Nashville, Michigan. Ladies of Harley® launched that year, with meetings, events, and activities quickly following.

In 1988, H.O.G. celebrated its 5th anniversary with an annual rally in Asheville, North Carolina. Piehl recalls that, rather than facing the usual misconceptions about motorcycle riders, “in Asheville, it felt like they really wanted us there. We were something to be reckoned with, and it felt very significant.”





The H.O.G. concept was succeeding beyond wildest expectations, with more than 87,000 members and 305 chapters. By 1990, H.O.G. in the U.S. was catching the attention of potential members worldwide, particularly in Europe. Although overseas members could join, most benefits and services were specific to North American members, so Bill Davidson, H.O.G. director from 1990-1993, was tasked with expanding H.O.G.'s activities and benefits abroad.

## GLOBAL GROWTH

The first European H.O.G. Rally, held in 1991 at Cheltenham Racecourse, England, attracted 3,500-plus attendees, including the then-Harley-Davidson CEO Rich Teerlink and Willie G. Davidson. Nigel Villiers, who led the organizers and later joined Harley-Davidson to debut H.O.G. in Europe, says: "It was fantastic, a bit like Woodstock."

Benefits offered to attract and retain members included the Mileage Merit Program, a forerunner of the Mileage Program, in 1989, and new Fly & Ride locations set up in 1991 in Sydney, Australia, and Milwaukee and Atlanta in the United States.

By 1992, global membership was nearly 200,000. In 10 years, H.O.G. had become a major presence in the motorcycling world and the envy of other companies, many of which tried, and largely failed, to emulate its "close to the customer" approach. Buyback team member Tim Hoelter recalls: "H.O.G. just took off. Not because the company set it up but because of the members, the chapters, and dealership support, the volunteers .... It's a member-driven organization. And that's why it has been so successful."

As membership grew, H.O.G. moved from enlisting member volunteers as regional managers to hiring full-time staff. Bill Davidson recalls: "That was one of the most difficult things I've ever done in my career - to go to all these volunteers, who had put their hearts and souls into H.O.G., and tell them we were dissolving the volunteer regional manager program to make them full-time positions."

## A DECADE OF DEVELOPMENT

In 1993, more than 20,000 members celebrated H.O.G.'s anniversary at the 10th Annual U.S. H.O.G. Rally in Milwaukee. H.O.G. established an official European office in Frankfurt, Germany, and by mid-year there were around



# 1986

- Ladies of Harley is established
- First U.S. Regional H.O.G. Rallies held in California, Colorado, and Michigan

# 1987

- 4th Annual H.O.G. Rally: Pocono Mountains, Pennsylvania



# 1988

- H.O.G. celebrates its 5th anniversary with an annual rally in Asheville, North Carolina



# 1989

- H.O.G. Mileage Merit Program launched
- 6th Annual H.O.G. Rally: Breckenridge, Colorado

# 1990

- 7th Annual H.O.G. Rally heads to Sturgis

# 1991

- First international H.O.G. event and first European Rally: Cheltenham, UK
- 8th Annual H.O.G. Rally: Louisville, Kentucky

**"IT'S A MEMBER-DRIVEN ORGANIZATION. AND THAT'S WHY IT HAS BEEN SO SUCCESSFUL."**

**-TIM HOELTER**

20,000 H.O.G. members and 70 chapters across Europe.

The second European H.O.G. Rally took place in Alsace, France, in 1992, followed by Holland (1993); Germany (1994); and Castellón, Spain (1995), where more than 5,000 members gathered. This success led to the launch of separate annual events in the north and south of Europe, with events in Rotterdam, Holland, and Lake Garda in Italy in 1996.

The success of H.O.G. rallies and major Harley-Davidson events led to many venues requesting a permanent position in the Harley-Davidson events calendar, with annual events in Golfe de Saint-Tropez, France, and Faaker See, Austria, continuing to this day.

Further afield, significant H.O.G. rallies took place in locations including Australia, Canada, and New Zealand. *Hog Tales* featured members from these countries and others as worldwide membership passed the 200,000 mark in 1993 and then a quarter of a million one year later.

Events were growing in scope, scale, and frequency. Rallies around the world included a two-week touring rally in South Africa, from Cape Town to Johannesburg, in 1997. More than 40 U.S. state H.O.G. rallies were held in 1997, plus five national events, including the Made in America: Greatest Hits Tour and the inaugural Posse Ride.

## MILLENNIAL MAGIC

By 1998, the 95<sup>TH</sup> anniversary of Harley-Davidson, H.O.G. had grown to 380,000 members in 99 countries, and in its home country H.O.G. was planning a giant "thank-you" party, the 15<sup>TH</sup> Annual Rally, held in conjunction with Harley-Davidson anniversary celebrations in Milwaukee. *Hog Tales* marked the occasion with its September/October 1998 15<sup>TH</sup> Anniversary Commemorative Issue, including



a feature listing the 1,049 active H.O.G. chapters around the world.

In 1999, Harley Owners Group launched [members.hog.com](http://members.hog.com), for members only, providing access to news, information, riding resources, event merchandise, member enrollment and renewals, and rally registrations. Sections for chapter officers and rally committee members were added in 2001.

In late 1999, membership worldwide topped the half-million mark. H.O.G.'s rapid growth brought challenges, but the staff team was up to the task as volunteer staffing and training capabilities developed. The H.O.G. Primary Officer Training (P.O.T.) program for chapter officers, which began in 1995, had grown substantially. By 2002, 1,812 people attended P.O.T. sessions, representing nearly two-thirds of U.S. chapters, and the program expanded around the world.

The H.O.G. Rally Coordinator Training (HRCT) program also grew. Beginning in 1995 in the U.S., it went global in 2000 as new rallies were launched, including the Southeast Asia Rally (1998), Argentina National Rally (1999), and Eastern European Rally (2000). Other significant events included the 10<sup>TH</sup> Annual Australian National Rally in Canberra

# 1992

- Global membership nears 200,000



# 1993

- 10<sup>TH</sup> Annual H.O.G. Rally held in Milwaukee

# 1994

- H.O.G. membership passes 250,000



# 1998

- H.O.G. celebrates 15<sup>TH</sup> anniversary

(1999); H.O.G.'s first official "hub rally" in Albuquerque, New Mexico (1999); and the U.S. Posse Ride, From Sea to Shining Sea Tour (2000).

## MARCH TOWARD A MILLION

By Harley-Davidson's centenary year in 2003, H.O.G.'s worldwide membership passed 750,000. Thousands of rally-goers headed to Washington County Fair Park near Milwaukee for the 20<sup>TH</sup> anniversary of Harley Owners Group and Harley-Davidson's 100<sup>TH</sup> Anniversary Celebration, which attracted riders from as far as Japan, New Zealand, Brazil, Australia, Europe, and the Middle East.

In Europe, the combined celebrations were in full swing in Barcelona, Spain, and Hamburg, Germany, drawing crowds of more than 100,000. *Hog Tales* marked the occasion with a 20<sup>TH</sup> Anniversary Commemorative Edition, featuring H.O.G. members' photos, plus recollections from Willie G. and other Davidson family members.

As H.O.G. continued to grow, it expanded in scope. New dealerships opened worldwide, including the first authorized Harley-Davidson dealership in Russia in 2005, followed in 2006 by a dealership and chapter in Beijing, China.



2



3



4

1. The ABCs of Touring contest began in 1984.
2. Ladies of Harley® launched in 1986.
3. An early advert for Harley Owners Group.
4. Those legendary H.O.G. pins and patches.



The U.S. Posse Ride tradition continued with a two-part, two-year tour visiting all 48 of the contiguous states. The Western Campaign in 2004 toured the 22 states west of the Mississippi River, and the Eastern Campaign visited the remaining states in 2005. Across the Atlantic, members celebrated 15 years of the Annual European H.O.G. Rally in Killarney, Ireland, in 2006.

As H.O.G. reached the million-member milestone in 2006, Tim Hoelter, vice president of government affairs for the Motor Company, reflected on its early days: "We were optimistic about the future of H.O.G., but none of us had any idea, in our wildest imagination, that it would become so successful ... H.O.G. helped keep the true spirit of Harley-Davidson alive while we took care of some challenging business."

## MAINTAINING MOMENTUM

Following the success of the CLUB H.O.G. 25 anniversary party at Milwaukee's Miller Park in 2008 and the European equivalent at Lake Garda, the world's most populous country staged the 1st Mainland China National H.O.G. Rally in 2009. Only around 90 people took part, but Bruce Motta, international manager, Harley Owners Group, remembers: "We drew lots of attention. If we stopped to ask directions, within 30 seconds we were surrounded by people!"

The mantra to "Ride and Have Fun" and the club's basic structures remained firmly in place, but H.O.G. saw membership drop below one million in the wake of the 2008 economic collapse. That didn't stop the European contingent embracing an important U.S. H.O.G. tradition, staging the 1st European Posse Ride in 2008, riding from city to city on an extended tour – a tradition that continues.

With everyone tightening their belts due to the financial downturn, H.O.G. expanded the member benefit package. Million Mile Monday, for example, which debuted in 2008, grew to become a popular global annual tradition, relaunching in 2013 as World Ride.

There was another innovation in 2010 with the formation of the first official military group. The Sigonella Military H.O.G. Chapter, based at Naval Air Station Sigonella, Sicily, Italy, was for U.S. military personnel serving overseas, with a "back home" feel. H.O.G. was also debuting in the world's biggest

motorcycle market, India, with the first H.O.G. chapters quickly following.

Time-tested programs – such as H.O.G. Roadside Assistance, the H.O.G. Mileage Program, and the ABCs of Touring contest – remained as popular as ever. Back in 2008, *Hog Tales* had merged with *Enthusiast*® magazine to create a bigger, better, all-new publication: *HOG*®. It increased its reach by appearing in multiple language versions. It continues to be the most popular H.O.G. membership benefit – as well as the magazine you're reading, there are editions serving members in Europe, the Middle East, and Africa (EMEA); Canada; Latin America; Australia and New Zealand; and Japan.

## THE STORY CONTINUES ...

In 2013, the 30<sup>TH</sup> anniversary of H.O.G., combined with the 110<sup>TH</sup> anniversary of Harley-Davidson, saw celebrations in Milwaukee and worldwide, including in Golfe de Saint-Tropez and Rome, where a major event drew more than 100,000 celebrants. Notable new events also took place in Belarus and Saint Petersburg.

The logo used since H.O.G.'s inception was updated in 2013 with a more modern design, and the following year new H.O.G. merchandise was made available to appeal to a wider range of members. A new benefit – unlimited access to the Harley-Davidson Museum® in Milwaukee – launched in 2015, along with free Museum/H.O.G. pins for visitors.

In 2016, the link between H.O.G. and the Motor Company was reinforced when the Bar & Shield was added to chapter chevrons.

We know H.O.G.'s future inevitably holds more change. We also know that no matter what the road ahead has in store for H.O.G. and the Harley-Davidson Motor Company, riders around the world will continue to love their Harley® motorcycles like no other brand in history.







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**USA**  
FROM DOMESTIC AND FOREIGN MATERIALS



A dark, moody photograph. In the foreground, the right shoulder and arm of a person wearing a black leather jacket are visible. In the background, a person in a dark jacket stands in front of a wall covered in many small, illegible white text entries, possibly names and dates. The overall atmosphere is somber and mysterious.

# ROLLING





Over Memorial Day weekend, we rode together to raise awareness, to honor the fallen, and to remember the forgotten.

Story by Tim Budzien Photography by Josh Kurpius

# THUNDER





It's called Rolling Thunder for a reason. The sound of thousands of motorcycles rolling over the Arlington Memorial Bridge and into Washington, D.C. – a procession that takes more than four hours to complete – grabs your attention. That, of course, is exactly the intent of the Rolling Thunder Ride for Freedom. For 31 consecutive years on Memorial Day weekend it has been a demonstration designed to generate awareness and support for the POW/MIA cause and the issues of veterans, heroes that too often fade from the public's collective memory.

It's an impressive sight, but to be part of this patriotic motorcycle procession is a soul-stirring experience. I rode with the Rolling Thunder demonstrators in 2017 and was anxious to do it again this year, as I'd be attending the event in my capacity as Harley Owners Group® manager and an Air Force veteran. However, I was scheduled

to be at the Blues – Trail of Honor H.O.G.® Touring Rally the prior weekend, which didn't leave me enough time to ride from home in Milwaukee to Washington, D.C., for Rolling Thunder, and I really wanted to participate. I decided to fly to D.C. and rent a motorcycle from the EagleRider Rentals & Tours location at Patriot Harley-Davidson in Fairfax, Virginia.

When I arrived on Friday, a beautiful Silver Fortune 2018 Street Glide® model with just seven miles on the odometer was waiting for me. In just 30 minutes I was out on the road, faster than renting a car and ultimately a lot more fun.

There are many H.O.G. chapters that participate in the Rolling Thunder demonstration, but the Rolling Thunder organization

also has 90 chapters scattered across the U.S. that are involved in supporting veterans and raising awareness. You don't have to be a veteran, or even a motorcyclist, to join a Rolling Thunder chapter. Rolling Thunder® Charities, Inc. is a national nonprofit organization almost entirely staffed by volunteers and provides more than \$200,000





in aid to veterans and their families each year. The Memorial Day weekend demonstration is the group's key event and fund-raiser, but the organization is active all year. The Rolling Thunder organization also lobbies on behalf of veterans and POW/MIA issues. Harley-Davidson is proud to be the official motorcycle sponsor of Rolling Thunder and has supported the demonstration since 2001.

I had a great ride into D.C. to our hotel, where I met several Rolling Thunder chapter members. I didn't know them but was greeted with a "How you doin' brother?!"

With a full schedule the rest of the weekend, I devoted the remainder of Friday to paying my respects to those who had given the ultimate sacrifice for our freedom.

As an Air Force veteran, I thought it would be great to start at the United States Air Force Memorial, located on the grounds of Fort Myer near The Pentagon and adjacent to Arlington National Cemetery. What an awesome structure! The highest of the three stainless steel spires soars 270 feet into the air. The arcing spires are meant to depict the USAF Thunderbirds as they peel back in a precision "bomb burst" maneuver. The absent fourth contrail suggests the missing man formation traditionally used at Air Force funeral flyovers.

I then rode to Arlington National Cemetery, a stop I try to make whenever I'm in Washington, D.C. It's always a humbling experience to walk the grounds. I had a chance to see a few wreath-laying ceremonies at the Tomb of the Unknown Soldier. I ended my day attending the Rolling Thunder Candlelight Vigil to honor Gold Star Mothers at the Vietnam Veterans Memorial. The mood at the wall on Friday was filled with reflection and emotion.



On Saturday, I jumped on the Street Glide motorcycle and rode to Harley-Davidson of Washington, D.C., in Fort Washington, Maryland, where I picked up my official Rolling Thunder T-shirt and visited with the rest of the H.O.G. team at the H.O.G. Check-In. The Check-In (formerly referred to as a Pin Stop) was at Harley-Davidson of Washington, D.C., on Saturday and at The Pentagon grounds on Sunday. I got to spend a little time with some great friends, including "New York" Myke Shelby, owner of San Diego Harley-Davidson and also an Air Force veteran, about some veterans initiatives that we're working on together. I also had a chance to catch up with Steven Prager, the Rolling Thunder National Sergeant at Arms and a board member of Rolling Thunder Charities. By Saturday afternoon I could tell the demonstration was getting close, as there were motorcycles everywhere.

The Sunday before Memorial Day is always the big day of the demonstration ride. Our riding group included the Rolling Thunder National organization, Rolling Thunder chapter members, and members of Congress and others who have long supported the efforts of Rolling Thunder. Kickstands were up at 6:45AM for an escorted ride to The Pentagon. The massive parking lot complex at The Pentagon served as the staging area for the ride, and it was really a sight to see. Motorcycles began pouring into the lot at 6AM for the demonstration ride that was to depart at Noon. There were so many patriotic participants, including many veterans motorcycle clubs. The activity built as the start time approached, with helicopter flyovers; the U.S. Park Police on Harley-Davidson®





motorcycles to lead us out; and the presence of Medal of Honor recipient Master Chief Petty Officer (SEAL), Retired, Britt Slabinski, who had just received the award at the White House on May 24. The atmosphere at The Pentagon before the ride was electric and the camaraderie strong. It's not a solemn event, but everyone seemed to be aware of the greater purpose of the gathering.

The ride route was only about 2 1/2 miles long and crossed over the Arlington Memorial Bridge, around the Capitol, and back to the Vietnam Veterans Memorial. Event organizers estimated that about 900,000 riders and spectators combined were part of the demonstration. The spectators lined the streets cheering, waving, and taking pictures. It was an amazing sight.

This year the city shut down streets to provide room for motorcycle parking along the National Mall near the Vietnam Veterans Memorial, and the program of entertainers and speakers, including Harley-Davidson

Director of Retail Development and Marine Corps veteran Anoop Pakash, took place on a stage between the Lincoln Memorial Reflecting Pool and the memorial itself.

As a motorcyclist, as a veteran, as a H.O.G. member, and as an American, it was both inspiring and humbling to participate in such a meaningful event. It's an experience that stays with you long after Memorial Day.



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As the largest provider of motorcycle rentals and tours in the world, EagleRider can help expand your riding horizons. Use an EagleRider rental to "fly and ride" to a destination too far to reach by riding from home or to attend a special event like Rolling Thunder. An EagleRider rental is also a great way to try out a brand-new Harley-Davidson® motorcycle. With the vast network of H-D dealership rental locations around the U.S., riders can begin and end their motorcycle adventures almost anywhere, including one-way rentals.

An alliance between EagleRider Rentals & Tours and Harley-Davidson established in 2017 has now placed EagleRider rental locations in more than 100 Harley-Davidson dealerships throughout the U.S. - and that list is growing. Both companies are committed to helping travelers explore the world in the most authentic way possible, on an iconic Harley-Davidson motorcycle. Every EagleRider/Harley-Davidson location can set up riders with a variety of tour experiences, daily rentals, and Club EagleRider membership opportunities.

EagleRider offers rental experiences in Harley-Davidson dealerships exclusively on the largest and best-maintained fleet of current model year Harley-Davidson motorcycles from every model family, equipped with H-D® Genuine Parts and Accessories. Rental locations can also provide a helmet and other riding gear to make your ride as simple and smooth as possible.

For more information on EagleRider rentals through Harley-Davidson dealerships, visit [www.h-d.com/rentals](http://www.h-d.com/rentals).





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"American Legends Bike Giveaway 2018" Sweepstakes is open to age 21+ residents of the 50 US States and DC. (6) prizes: custom-painted 2018 HARLEY-DAVIDSON® STREET BOB motorcycle plus voucher for Harley-Davidson® Riding Academy New Rider Course (ARV \$15,349); mileage & condition determined by Sponsor; may differ substantially from any motorcycle shown in advertising. Subject to Official Rules at [www.sailorjerry.com/harley-davidson](http://www.sailorjerry.com/harley-davidson) including odds & complete details. Begins 5/15/18 at 12:01am ET; ends 9/3/18 at 11:59pm ET. Void where prohibited.

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# DISTINCTIVE DESIGN

Behind the scenes with the H-D Styling and Design team.

**D**esign (that's Design with a capital "D") is one of the key elements of all Harley-Davidson® products – from the motorcycles themselves to the incredible array of H-D® Genuine Motor Parts and Accessories (P&A) created to customize them. Let's take a look at the process that Harley-Davidson designers use to create distinctive products available anywhere.

"First and foremost, our designs are steeped in the voice of the customer," says Brad Richards, vice president – Styling and Design. "To develop them, we work closely with the Motorcycle Product Planning department. They look at competition everywhere in the world –

what's percolating, what's stagnating. In addition, all 20 members of our Design team are deeply immersed in the culture. When we're not working, we're attending events related to the industry. There's something in our designers' DNA that picks up on trends. I guess you could call it 'gut instinct.' We combine that with the information we get from the Motorcycle Product Planning department to determine what comes next."

## THE GENUINE PARTS AND ACCESSORIES DESIGN STUDIO

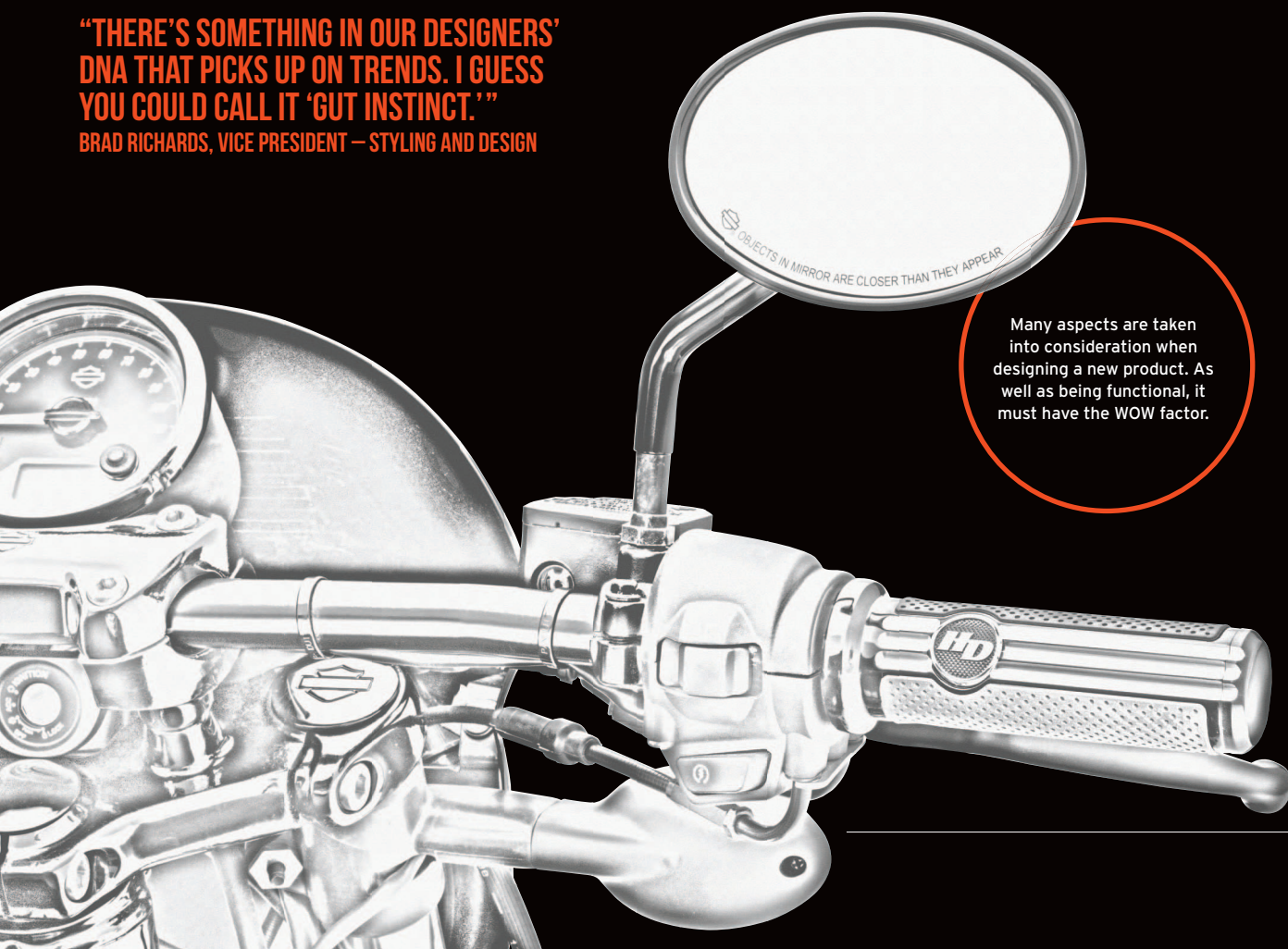
"About a year ago, we created a satellite design studio located within the P&A department," says Richards.

"Given the incredible number of products produced by P&A, we wanted to make it easier for internal people to consult the Styling team and ensure that nothing slips past our design filters." Ray Drea was chosen to manage the new studio. "He was a perfect fit because he has a great depth of both brand knowledge and P&A, and he's a fantastic artist with very high standards."

"I love the variety and fast pace of the new design studio," says Drea, principal stylist, who has been involved in design work at Harley-Davidson for more than 30 years. "Creating and building just one motorcycle is complicated. It can take several years before it sees the light of

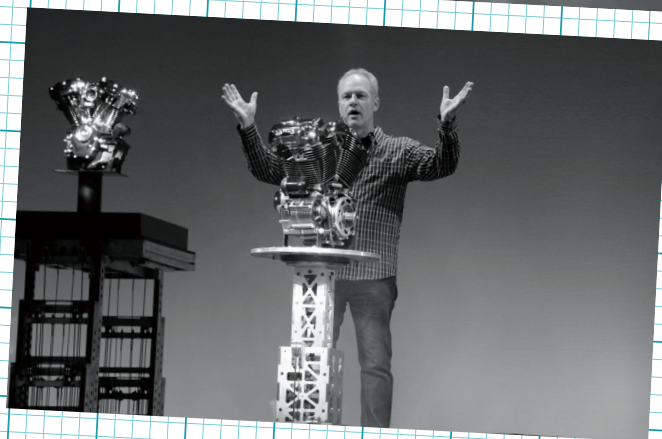
**"THERE'S SOMETHING IN OUR DESIGNERS' DNA THAT PICKS UP ON TRENDS. I GUESS YOU COULD CALL IT 'GUT INSTINCT.'"**

**BRAD RICHARDS, VICE PRESIDENT – STYLING AND DESIGN**



Many aspects are taken into consideration when designing a new product. As well as being functional, it must have the WOW factor.





appearance or to transform the bike's functionality."

Vehicle service also is a major consideration in all H-D designs. "We've all run across something that could have been designed better to make servicing a vehicle easier, so we ask, 'Will this be easy and cost-effective to access for repair or accessorization?' The essence of great design really is a collaborative effort, ensuring that all of these customer touchpoints are considered."

### DESIGNING PREMIUM P&A: THE BURST AND DEFIANCE COLLECTIONS

"A lot of our product is high volume, which helps provide a better price point for a larger audience, plus very consistent quality," Drea says. "However, we designed the Burst Collection using a different strategy. With Burst, we went for a premium billet aluminum look, but we expected a smaller customer base due to the higher cost." When sales of the Burst Collection exceeded expectations, it indicated that there was a strong market for premium accessories.

"Based on that market feedback, we went on to create the Defiance

day. People often think it's all about the bike, but what makes our brand unique is how we enable personalization through related products that allow customers to express themselves individually."

Opportunities for new products can stem from a customer need, a trend, a technology-based use, a future regulatory issue, or the goal of exceeding customer expectations. "First, we look at the

functional side, the customer need," Drea says. "We've got to deliver on that. At the next level, we start thinking about the look and the WOW – the feature that sets it apart from the competition. For example, our Detachables Collection certainly delivers on the function of a backrest, but its WOW factors are its premium custom look and its easy removability – without any tools – for a quick change in



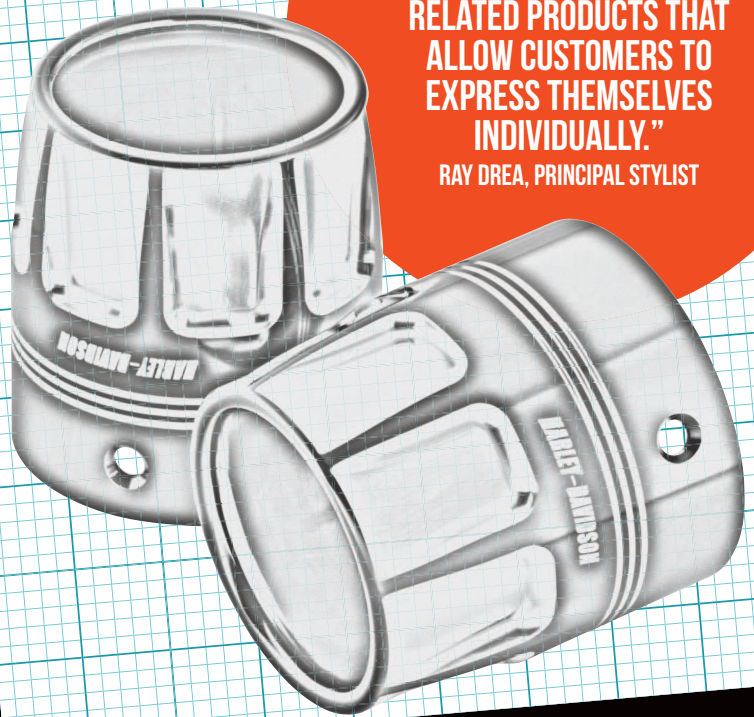
Collection,” Drea says. “The hook for this collection is pushing the shape. It’s a little more extreme. In addition, the Marketing team suggested that we offer three different finishes. It was a good call because the collection now appeals to three distinctly different customers. We have chrome for our more traditional customers, and a rich tuxedo black for riders who want a sinister blacked-out look. The third style is black anodized machine-cut that has deep grooves milled into the surface to expose the aluminum below. It offers more refinement and detail than the solid black, but is more subtle than chrome.”

### STRADDLING THE LINE BETWEEN CLASSIC AND CONTEMPORARY

“A great design process keeps our product offerings fresh,” Drea says. “It’s ever-evolving, like fashion. To keep our brand modern and relevant, we need to keep both emotional and visual excitement in front of the customer. And, it’s essential to know the customer you’re designing for. The majority of us at Harley-Davidson ride, so we are our own customers. That’s incredibly valuable because it informs the decisions we make and the products we develop.”

**“WHAT MAKES OUR BRAND UNIQUE IS HOW WE ENABLE PERSONALIZATION THROUGH RELATED PRODUCTS THAT ALLOW CUSTOMERS TO EXPRESS THEMSELVES INDIVIDUALLY.”**

RAY DREA, PRINCIPAL STYLIST





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# BLUES HIGHWAYS

On the Road with the Blues - Trail of Honor H.O.G.® Touring Rally

By Glen Abbott

**R**olling across Lake Pontchartrain on the Causeway - at 24 miles, the world's longest bridge over a body of water - I reflected on some of the many things to love about New Orleans, the city in my rearview mirrors. Overstuffed shrimp po-boys, piping hot beignets dusted with powdered sugar, frozen daiquiris in a mind-numbing (literally and figuratively) array of flavors, and Ms. Linda's Ya-Ka-Mein, just to name a few culinary delights. But the oppressive humidity, which envelops the city like a soggy blanket from early May to late September, isn't one of them. During my 30-minute two-wheeled Causeway Bridge crossing, that blanket lifted just a tiny bit in the form of a refreshing breeze over the lake, providing welcome, if temporary, relief from late springtime in the South.

My riding companions for the Blues - Trail of Honor H.O.G. Touring Rally were several fellow members of New Smyrna Beach H.O.G. Chapter in Florida. I linked up with Bruce Crewe, and Ken and Katie Stuber at the rally's welcome reception at New Orleans H-D the day before, which featured a smokin' performance from the

Troy Turner Blues Band. The music helped set the mood for one of the rally's two themes: Mississippi's famed Blues Trail (not a single trail but a series of nearly 200 historical markers throughout the state) and a salute to veterans at The Trail of Honor in Jackson, Mississippi.

## CROSSROADS OF THE BLUES

Mississippi is to blues what Milwaukee is to Harley-Davidson: a place of incubation, birth, and growth. Blues music emerged from the unimaginable brutality of slavery and the inequities of post-emancipation sharecropping. African-American slaves, farmers, and laborers created their soulful style of music using voices and simple instruments, based on African traditions. Blues spread from the fertile cotton fields of the Delta to rollicking Saturday night juke joints, lighting a musical wildfire that eventually reached across the country and around the world.

U.S. Highway 61, cutting through the heart of the Mississippi Delta, a 7,000-square-mile swath of alluvial floodplain in the northwestern part of the state, has come to be known as the Blues Highway. "Highway 61 was one of the main arteries,"

explained Roger Stolle, owner of Cat Head Delta Blues & Folk Art in Clarksdale, Mississippi. "It's what you used whether you were traveling around playing plantations or clubs, or if you were fortunate enough to have a vehicle or catch a ride, that would be one of the main arteries out of here to Chicago or St. Louis."

My blues journey began on 61 in Tunica, Mississippi. I arrived there from Florida a few days before the rally began, on my 2018 Harley-Davidson® Ultra Limited 115<sup>TH</sup> Anniversary Edition in Legend Blue and Vivid Black - it's my own personal Bluesmobile. In Tunica, I pulled up to the Gateway to the Blues Visitors Center and Museum, a restored 1890s train depot, for some photos and a look around. Continuing south on Highway 61, I rode past miles of fields bustling with farm machinery. Down the road in Clarksdale, I made a beeline for the Devil's Crossroads marker at the intersection of old U.S. highways 61 and 49. That's where mythology holds that legendary bluesman Robert Johnson sold his soul to the devil in exchange for the ability to play a mean blues guitar. "Clarksdale is sort of the epicenter for the

Mississippi Blues Trail," explained Roger from behind the counter of the Cat Head store. "We have the most Blues Trail markers of any county in the state because of all the blues people who came from here and all the blues things that happened here." Besides Robert Johnson, Muddy Waters, Charley Patton, John Lee Hooker, and Ike Turner, among others, called Clarksdale home at one time or another.

I had a late lunch at Abe's Bar-B-Q, a family-owned business since 1924. Sitting right on the crossroads, Abe's is a popular stop for lots of hungry blues pilgrims. Afterward, I met Bubba O'Keefe, a local developer and enthusiastic Clarksdale supporter, for a whirlwind downtown walking tour highlighting notable blues sites and museums, including the Rock & Blues Museum and nearby Delta Blues Museum. I'd hoped to visit Ground Zero Blues Club, which features live blues music four nights a week, but unfortunately that doesn't include Monday, the day of my visit.

Later, I checked into the Shack Up Inn, located on the grounds of Hopson Plantation, established in 1852 and the site where modern cotton farming









## “MISSISSIPPI IS TO BLUES WHAT MILWAUKEE IS TO HARLEY-DAVIDSON: A PLACE OF INCUBATION, BIRTH, AND GROWTH.”

began in 1944 with the first commercial use of a mechanical harvester. The Shack Up is called a “Bed and Beer,” since there’s no restaurant, but there is a bar on the premises. The inn’s unique collection of sharecropper’s shacks is restored with modern plumbing but otherwise quite rustic. After settling into my shack, I strolled over to the main building for a beer, and to listen to some blues and folk music with singer/songwriter/guitarist Cary Hudson.

In the morning, I continued south on 61 into Vicksburg, stopping along the way in Cleveland at the GRAMMY Museum Mississippi. The state boasts more GRAMMY Award winners than anywhere else. “This is the museum that Mississippi built,” explained NaCherrie Cooper, the museum’s marketing and communications director, who also happens to be the great-granddaughter of Muddy Waters. “Because so much of it has to do with Mississippi legends of all different genres, from Faith Hill to Elvis Presley.”

### TRAIL OF HONOR

That night in Vicksburg, I met up with my friend Gene Faulk from the Cajun H.O.G. Chapter of Lafayette, Louisiana. Gene accompanied me the next day on an enjoyable back roads ride to Lafayette, where we rode to dinner with chapter members before heading to New Orleans for the start of the

rally the next afternoon. I never miss a chance to ride with my fun-loving Cajun friends when I’m in their part of the world.

After check-in and the rally opening in New Orleans, I settled into my French Quarter-area hotel to prepare for the day of riding ahead: NOLA to Natchez, Mississippi. Touring rallies are a little different than stationary H.O.G. rallies – each day you ride to a different place, on your own or with friends, following a suggested route and with planned activities along the way, like hosted lunches at H-D® dealerships and parties at the evening’s destination. “We’re finding a lot of people want to go ride to different places, so it’s a great excuse to go somewhere you’ve never been,” explained Tim Budzien, manager of Harley Owners Group® and a rally participant.

The next night on the banks of the Mississippi River in Natchez, rally-goers enjoyed pizza and wings, and listened to a local band. “You just meet so many nice people,” said attendee Emil Mallaun from New Orleans. “Everyone we’ve met, whether it’s people from the area or other riders, is so nice and friendly.” His riding partner Errin Bray added, “We try to do one or two bike-themed vacations a year. And this one was at a wonderful price point, too – a mini-vacation that didn’t break the bank.”

The next day, the rally headed to Jackson,

Mississippi, for The Trail of Honor event honoring military veterans. We rode north on Natchez Trace, a national parkway that runs 444 miles from Natchez, Mississippi, to Nashville, Tennessee. Tree-lined and tranquil, the Trace follows a path used over thousands of years by Native Americans and later European settlers. With no commercial traffic or development, and a maximum speed limit of 50 mph, two- or three-wheeling the Trace is a touring rider’s delight.

At Clinton, Mississippi, rally riders left the Trace to gather for a police- and military helicopter-escorted parade into Harley-Davidson of Jackson for a very special event. Every year the dealership closes for a week to host the Vietnam Traveling Memorial Wall, along with a stop on the Memorial Day Rolling Thunder Run to Washington, D.C., as well as the three-day Trail of Honor event. Now in its 16th year, The Trail of Honor is both a tribute and a living history demonstration. A walking trail behind the dealership features historically accurate depictions of military life in all engagements from the French and Indian War of the 1700s through the current War on Terror, along with battle re-enactments. Inside the dealership, heroes, including Medal of Honor recipients,

Pearl Harbor survivors, and Gold Star families, are available to meet the public. It’s free to visitors, and gives great honor to those who serve and defend our country. “There’s a lot of healing that goes on at this event and others like it,” explained David McElroy, The Trail of Honor’s director. “We have a great time, put on some great shows with helicopters and pyrotechnics and re-enactments. With the Vietnam Traveling Memorial Wall, the Missing Man table, and hearing the stories of some of our VIPs – it’s a real healing place for people.”

“Very, very moving,” remarked attendee Adam Purcell, a military veteran. “We stopped and took pictures with the re-enactors, and talked to people. It’s hard to put into words – just very emotional.”

“Riding in the parade to the dealership was one of the most incredible things ever, just to be part of the procession with the helicopters crisscrossing over us. It gave me goose bumps,” said Emil. “Definitely one of the most impactful group rides I’ve ever been on,” added Errin.

“The organizers obviously put a lot of thought into having different events that really capture the spirit of the rally,” said Katie. “Well done. God Bless America!”



See video of the Blues – Trail of Honor H.O.G. Touring Rally in the H.O.G.® tablet edition: [hog.com/tablet](http://hog.com/tablet). Download the H.O.G. magazine app from the App Store and Google Play Store.

ADDITIONAL PHOTOGRAPHS BY BILL DAVIS/EAGLERIDER AND BRYAN FREEMAN





FOR MORE INFORMATION

[grammymuseum.org](http://grammymuseum.org)  
[msbluestrail.org](http://msbluestrail.org)  
[theshackupinn.com](http://theshackupinn.com)  
[trailofhonor.org](http://trailofhonor.org)  
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# GOING RIDING?

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Smartphones are everywhere, and even those of us who ride to “disconnect” probably have one along any time we get on a bike. There are many travel and riding apps available for Smartphone users, but one you'll want to check out ASAP is the new Harley-Davidson app, available free for iOS and Android devices. The new app lets you create, record, and share rides right on your phone, and it also works in conjunction with the newly redesigned online Ride Planner program at [h-d.com/rideplanner](http://h-d.com/rideplanner). Let's take a closer look at some of the features that can help make your next ride even better ...

## HOW TO GET IT

You can download the H-D app free for iOS and Android phones from Apple's App Store or Google Play. Just search for “Harley-Davidson,” install, and head out on the road.



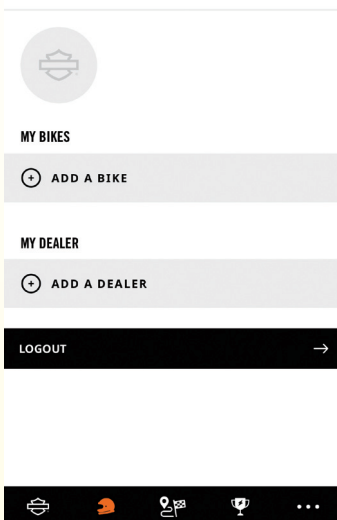
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## MY H-D



MY BIKES  
+ ADD A BIKE

MY DEALER  
+ ADD A DEALER

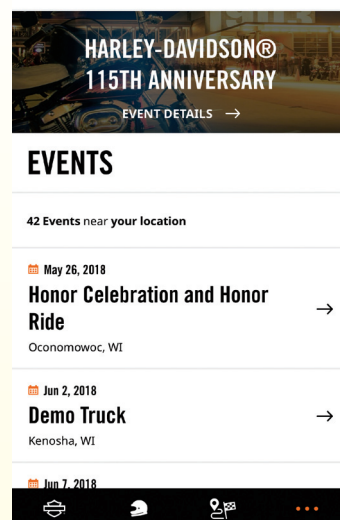
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## MY H-D

Get started by entering details about your motorcycle and set your preferred “home” H-D dealer. You can also create/edit a personal profile, and upload photos of you or your bike.



FILTER



**HARLEY-DAVIDSON® 115TH ANNIVERSARY**  
EVENT DETAILS →

**EVENTS**

42 Events near your location

May 26, 2018  
**Honor Celebration and Honor Ride** →  
Oconomowoc, WI

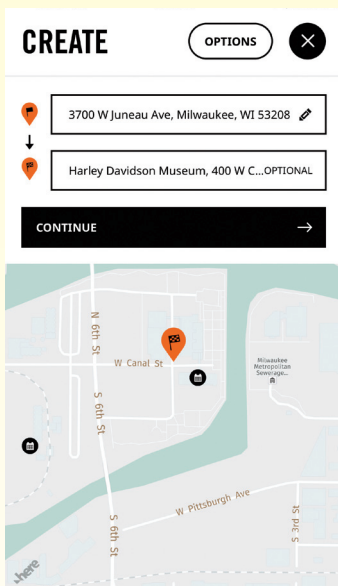
Jun 2, 2018  
**Demo Truck** →  
Kenosha, WI

Jun 7, 2018

## FIND A RIDE OR EVENT

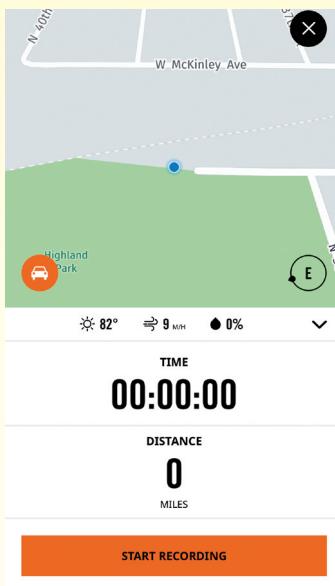
Hit the Filter button at the top of the map page to search for recommended rides in your area and other nearby points of interest like dealers, events, gas stations, and restaurants.





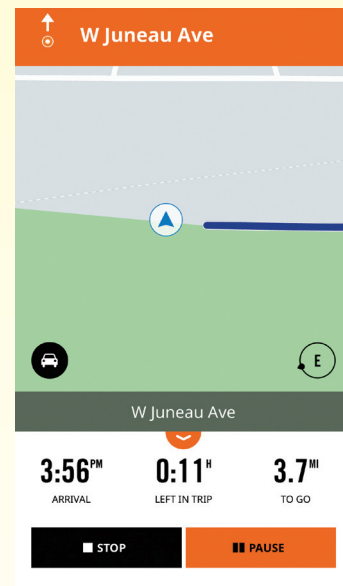
### CREATE A RIDE

Use your finger to move the start icon to your beginning location and hit the check mark to bring up a box to enter your final destination. You can add multiple destinations, waypoints, and filter out routes to avoid.



### RECORD A RIDE

When you hit Start, the app will start recording your ride route on the map.

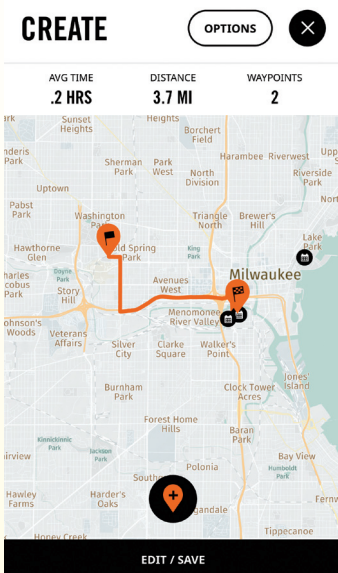


### TURN-BY-TURN NAVIGATION

For riders without an onboard Boom!™ 6.5 GT Infotainment System, the app provides turn-by-turn directions and can sync to a Bluetooth headset to verbally guide you along your route.

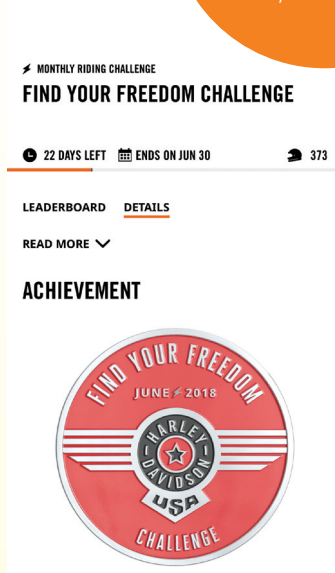
### TELL US WHAT YOU THINK

We'd love to hear from users about how we can make the H-D app even better. Use the App Feedback feature to share your ideas.



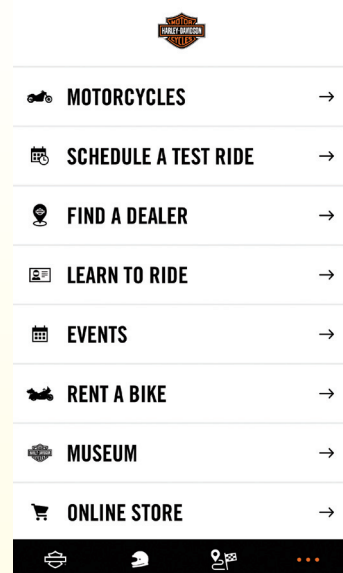
### SAVE A RIDE

At the end of your ride, hit Finish to save it. You can give it a name, and add notes about your ride.



### CHALLENGES

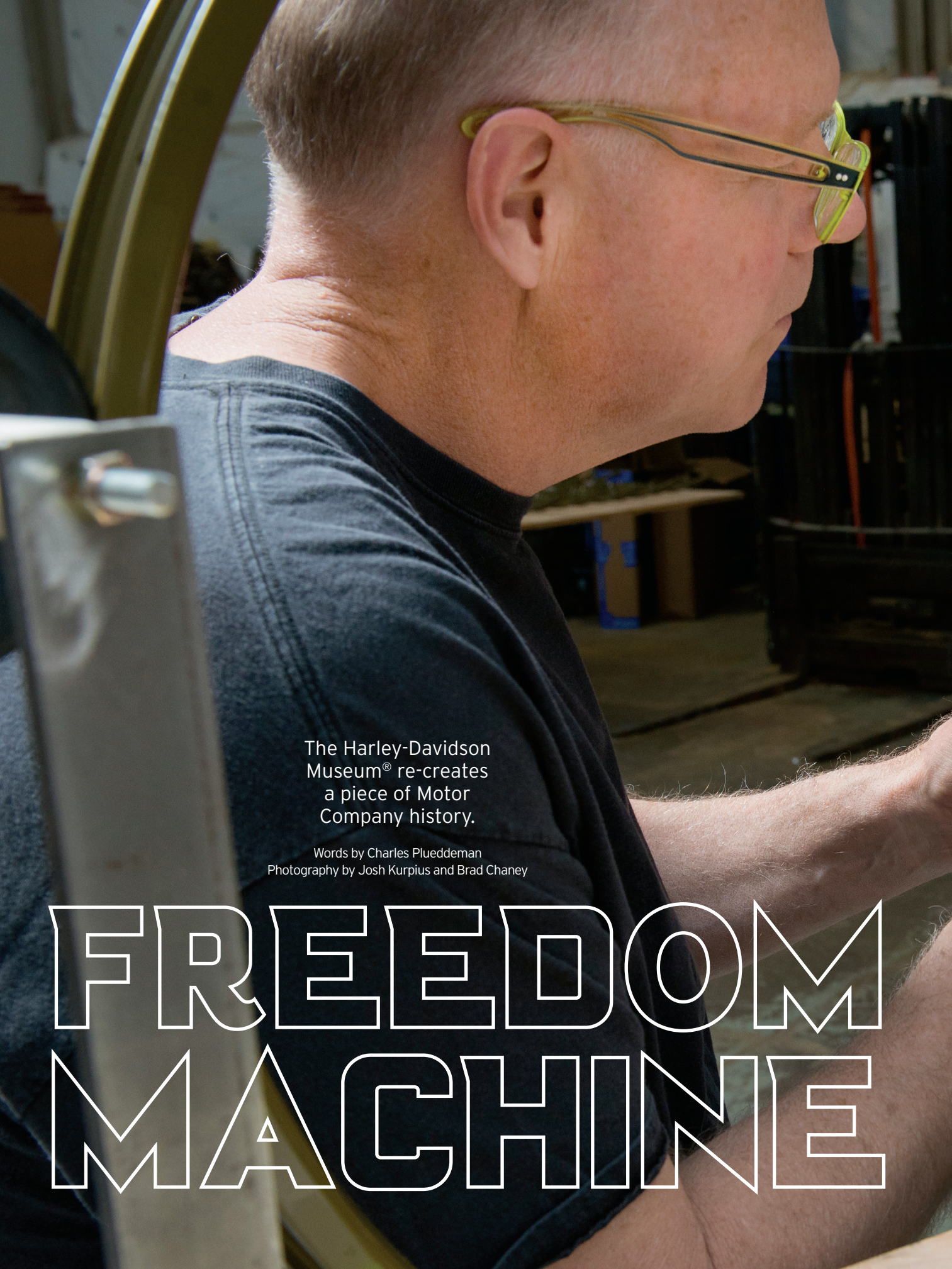
Ongoing Challenges let you compete against yourself and others to earn digital achievement badges for the miles you ride. It's a great incentive to spend more time on your bike.



### AND MORE

This page contains handy links to information like the dealer locator, online events calendar, motorcycle rentals, h-d.com, and more. You can even schedule a test ride or connect to H-D's online store.



A man with short hair and safety glasses is working in a workshop. He is wearing a dark t-shirt and is focused on his task. The background shows various workshop equipment and tools.

The Harley-Davidson  
Museum® re-creates  
a piece of Motor  
Company history.

Words by Charles Plueddeman  
Photography by Josh Kurpius and Brad Chaney

# FREEDOM MACHINE





**T**wo wheels for freedom has been the Harley-Davidson formula for 115 years, but those two wheels

haven't always come with an engine. For six years beginning in 1917, riders could experience the exhilaration of two-wheeled motion by purchasing a new Harley-Davidson® bicycle. Intended to introduce new riders to the brand, these bicycles were styled to look like the company's motorcycles and offered the same exceptional quality; truly "a wheel you'll be proud to ride." Today, an original Harley-Davidson bicycle, easy to identify by the "H-D" lettering cut into its front sprocket, is a rare and valuable collectible.

In the ramp-up to the Harley-Davidson 115<sup>TH</sup> Anniversary Celebration in Milwaukee over Labor Day weekend, the H-D Museum staff began considering a special project to call attention to an interesting piece of company history. The Motor Company Archives has a half-dozen examples of original H-D® bicycles in its collection, and a plan was hatched to re-create a bicycle that, while not an exact replica of the 1917 Model 7-17 Special, would represent the character of the original, with some concessions to practicality, safety, and cost. Just 10 examples of the tribute bike will be produced and sold by the Museum this summer. Heritage Bicycles of Chicago, a builder of heirloom custom bicycles, was commissioned to create the bikes.

"Harley asked us to replicate the original as closely as possible," said Heritage owner Mike Salvatore. "This was quite a challenge because it took us out of our element. We were not going to just pull a frame out of the basement and paint it green. It was also a lot of fun to work with a client like the Museum that was so engaged in every detail of the project."

The original H-D bicycles were assembled in a building across the rail tracks from the Juneau Avenue factory in Milwaukee with components sourced from the Davis Sewing Machine Company of Dayton, Ohio. Davis had been in the bicycle business since 1892 and also manufactured the Dayton motorcycle. The Dayton bicycle brand would evolve into Huffman and later Huffy, a brand still familiar today.



To create a close association with its motorcycles, Harley-Davidson gave each of the seven new bicycle models a basecoat of the same olive green paint that was introduced for the motorcycles in 1917. The 7-17 Special model bicycle (original list price \$35) also had a kinked top frame tube that was meant to give it a profile similar to the motorcycles. The steel crank sprocket incorporated the H-D letters into its spider and was finished in brilliant chrome. In their day, Harley® bikes were a top-of-the-line ride.

Heritage Bicycles began the process of re-creating the 7-17 Special in the H-D Archives, taking precise measurements of the original frame, which has that quirky bend in the top tube, unusually curved chain and seat stays, and geometry that Joel Van Twisk, director of bike operations at Heritage, calls “rather odd.”

“The original bikes were designed for smaller statured people, so the frame is compact and low,” said Van Twisk. “We wanted larger adults to be able to ride it comfortably, so we altered the geometry. I’d call it a 52-cm frame in modern terms.”



Heritage had frame components formed with premium chromoly steel tubing and built a jig to assemble the frame parts for welding. After the frames were finished, Heritage began hunting for components it could use to assemble a bike that would look a lot like the original. Because of the short production run, actually re-creating the steel fenders, for example, would be cost-prohibitive. Heritage located aluminum fenders that have a very similar profile. Instead of the original 28-inch wood rims, the new bikes roll on modern 700C-size rims shod with brown rubber tires that are a close color match to the original terracotta Firestone tires. The stem and seat post are modern components. A Brooks B135 saddle, today only sold in England, has front and rear coil springs, similar to the original Troxel seat. Heritage also re-created the roll-off rear stand.



One detail that had to be perfect is the distinctive lettering in the front sprocket.

"We couldn't disassemble the Museum's original bike to use that sprocket as a pattern," said Van Twisk, "so we created a Google Docs photo that the fabricator used to laser-CNC cut the replica from polished stainless steel, which is more durable than the chrome-plated original. The original also used an obsolete tooth pitch and chain size, so that was changed to fit a modern chain."

Van Twisk said the biggest challenge that Heritage faced was re-creating the triple-plate fork crown.

"There's nothing like it you can buy today, so we had to fabricate the crown plates from scratch using polished stainless steel," said Van Twisk.

The distinctive Harley-Davidson head badge was a final detail that Heritage had to tackle. "We found one on eBay to use as a pattern and had exact replicas cast in brass, which were given an antique finish," said Van Twisk.



Before final assembly, the bike frames were hand pinstriped by Jeff Williams at King of Paint in St. Francis, Wisconsin, in a pattern and colors identical to the original bikes.

The original Harley bicycles were an initial sales success, with the company reporting that 5,079 had been sold in the first weeks of availability in 1917. But even in the peak sales year of 1920 bicycle sales were only four percent of total domestic business for Harley-Davidson, and during the postwar recession of 1920-21 the company stopped bicycle production and an interesting chapter in Motor Company history was closed.

"For us the story is not all about the bike, but also about being able to participate in commemorating a period in the history of Harley-Davidson and of bicycling," said Salvatore. "I really hope these tribute bikes don't just get hung on a wall display. We built a bike an owner can ride and enjoy."



EXHAUST

# ENTHUSIASTS

STORIES FROM THE OPEN ROAD

## Get In Touch

We welcome your photos and riding stories. Email your submission with "Enthusiasts" as the subject line to [hogmagazine@harley-davidson.com](mailto:hogmagazine@harley-davidson.com) and include your name, city, state, and contact details.







## **1 Aussie Rules**

I had never ridden a motorcycle in my life when I went with my dad, who's a massive Harley-Davidson fan (we have five Harley® bikes in our household), to the inaugural Harley Days in my hometown of Wollongong, Australia. Within three months I had my "L" plates, and a few months later I purchased my first H-D® motorcycle: a Street® 500. I love it, but soon I'll be looking to upgrade. The first bike that I want to test ride is a Softail Slim® S. I love nothing more than an afternoon ride up to the national park and then back down along the Sea Cliff Bridge to back home. I've also joined the NSW South Coast H.O.G.® Chapter and been on my first group ride – what a great feeling!

**KARLA ERVEN**

*Towradgi, NSW, Australia*



## 2 Start 'Em Young

This is the mini Harley-Davidson kids motorcycle I got for my 3-year-old grandson Scott last Christmas. I'm trying to get him started early. I also bought him a Harley jacket to go with it. He loved it. We got to take his first ride together around the block, and I don't know who loved it more – him or me!

**GREG CLARK**

*Shelby, OH*

## 3 A "Tail" of Proposals

Each year, a group of friends, family, and I embark on a weeklong ride throughout the Great Smoky Mountains/Maggie Valley area. We ride there from North Mississippi and enjoy many views during the 10-hour day. Although we're never at a loss for great memories, this year was made even more special due to that I had recently gotten engaged to the love of my life, and, shortly thereafter, one of my friends proposed to his love at a majestic overlook on the Tail of the Dragon. Six Harley-Davidson® motorcycles, 12 people, and thousands of memories.

**GARY ROBERSON**

*Tiptersville, MS*







#### 4 **Going Solo**

I had the incredible experience of taking a solo ride across the U.S. from Jacksonville, Florida, to Edmonton, Canada, to visit family. I can attest to the incredible feeling of detaching from the daily grind by straddling my 2013 Road King® Classic motorcycle. I had no itinerary; I headed in the direction of Canada with just me, my bike, and the ever-present V-twin symphony.

**MARK ROSENBERG**

*Jacksonville, FL*

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#### 5 **Ready to Start**

In 2012, I tried the Jumpstart™ demo at a bike show in Dubai. I realized how it would feel if I were on the road on a Harley bike. A month later I bought a Sportster®. It didn't stop there; I needed more power and bought a Street Bob®, and later the new Road King Special.

**PRASANNA NARAYANAN**

*Sharjah, UAE*

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#### 6 **Gotta Love a Hugger**

I've been riding for 25 years. I started out on a 1983 Sportster bike and moved up to a 1993 FLH Police Special model. I rode that bike everywhere; it had become one with me. Recently I've had rapid weight loss, and I can't lift up the FLH, so my husband found this gem for my new ride, a 2003 883 Hugger.

**SHAWN MYERS**

*Elverson, PA*

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#### 7 **A Welcome Break**

I was having a nerve-racking day at work. My friend Rose called to chat, and it was the welcome break that I needed. I immediately exclaimed, "I need a road trip!" She replied, "Wanna go to Daytona?" After a glance at the calendar, I said, "Sure! I'm in!" We invited another friend Pat to join our girls' trip to pre-Daytona Bike Week.

**SANDY REECE**

*Winston-Salem, NC*





## 8 One Terrific Team

My wife, Judy, and I have ridden all over together, logging more than 100,000 miles, with Sturgis and Canada holding particularly special memories. We're closer than ever, and there's no one I would rather ride with than my amazing wife of 31 years. Here we are at Monument Valley in May of this year. She lives to ride her 2013 Road King CVO™ model and is one of the best riders I know.

**BRIAN RABOIN**

*Los Angeles, CA*

## 9 A Grand Ride

Grand Teton National Park served as a photo backdrop for one stop on our two-week trek through eight Western states, five national parks, and a brief trip into Canada on our H-D Ultra Limited motorcycle. We've now touched 23 states toward our goal of riding in all 50 fabulous states!

**MIKE AND BRENDA SCHARNOW**

*Fountain Hills, AZ*

## 10 Just Like Grandpa

While Adam Nevue was home on leave from the USAF, he and his "Pepe," Bob Lagrant, made the trip to the H-D dealership that Adam's grandfather has shopped at for many years. There, Adam purchased his first new Harley-Davidson motorcycle, a 2017 Dyna® Street Bob.

**TONY NEVUE**

*Ware, MA*

## 11 Gliding Along the Mother Road

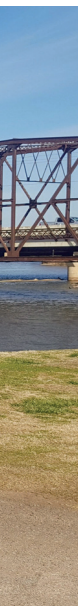
My wife and I bought a 2017 Tri Glide® trike last August, and we've been loving it. We took an 850-mile trip down old Highway 66 through Oklahoma, and made stops at many landmarks and nostalgic locations - this Route 66 bridge among them, around the Oklahoma City area.

**ROBERT BRANHAM**

*Bentonville, AR*







## 12 Mountain Highs

My oldest son lives in Milan, New Hampshire, and we LOVE to visit Mt. Washington whenever we can! We make Laconia Motorcycle Week an annual event, and the riding in that part of our country is breathtaking. I'm 57 years old, and started riding two years ago when two of my five sons each got a Harley bike and kept pushing me to fulfill one of my dreams: to have a Fat Boy® motorcycle. Since then I'm a committed rider and am having the time of my life! My wife enjoys riding with me, but, as is very common, she's tired of being a passenger and is considering getting her own bike.

**MICHAEL P. THIEL**  
*West Chester, PA*

## 13 Can't Dampen Our Spirits

I left home on my 2005 Heritage Springer® motorcycle this past April for a 2-week, 4,500-mile trip from Idaho to Arkansas to ride through the Ozarks. Along the way, I picked up my brother in Illinois, and we traveled to Arkansas through the most rain I've ever ridden in. We both thoroughly enjoyed (nearly) endless riding through beautiful country and spectacular roads. And the trip wasn't a washout thanks to some kind people at the Frontier H.O.G. Chapter and the Service Department at Frontier H-D in Lincoln, Nebraska, who helped me get my bike back up and running, and on the road ASAP after some mechanical issues.

**O.M. HEATON**  
*Caldwell, ID*







BETWEEN THE LINES

# Rally Like a Pro

Story by JOHN SANDBERG

**W**ith Sturgis just days away and the 115<sup>TH</sup> Anniversary Rides Home to Milwaukee coming at the end of August, now is a great time to talk about safe riding strategies for rallies. Really, riding strategies specifically for rallies? Absolutely!

While rallies serve up some of the best experiences available for motorcycle enthusiasts, they also come with their share of unique challenges. Ray Petry, project manager of the Harley-Davidson® Riding Academy, sums it up: “Several hundred thousand motorcyclists arriving in a single town or region (especially one they’re unfamiliar with), and experiencing new roads, new laws, and unexpected situations heightens both the excitement and potential dangers of a major rally.”

Having the right mindset, practicing

a few skills and safe riding strategies, and being aware of the ground rules will maximize your safety and the amount of fun you’ll have at your next giant motorcycle rally.

## **LARGE GROUPS: DON'T BE A LEMMING**

Whether it’s a planned excursion with friends, a massive organized parade, or the impromptu accumulation of unrelated riders that naturally occurs at big events, riding in large groups is a near certainty at most rallies. It’s going to happen. But

don’t fret: Riding in and around large groups is one of the great experiences of a motorcycle rally and following some basic advice easily minimizes the risks.

“Probably the most important general advice I can give is to not get too caught up in the excitement,” says Petry, adding, “No matter where you ride, always do it within your own comfort zone, ride your own speed, make your own decisions, don’t blindly follow the person in front of you, don’t assume the people around you know what they’re doing, and always stay calm. In short, just ride your own ride.”



There are some special situations during a rally that can be extra challenging. For instance, the 115<sup>TH</sup> Anniversary celebrations offer several well-attended events, such as concerts and parades. If you want to avoid the traffic jams that occur when these events end (and thousands of people try to leave at the same time), Petry suggests timing your departure to avoid the mad rush.

Such advice sounds simple and obvious, but the nature of groupthink has a peculiar way of turning individuals into lemmings. Take the road less traveled when you can.

### ROADS NEVER TRAVELED

While there's safety and virtue to taking the road less traveled, beware the potential challenge of riding the roads never traveled, as in those roads and regions you're experiencing for the first time.

"New places and new roads can be exciting," says Petry, "but they can also be distracting and unpredictable."

"If it's your first trip to a particular rally, be prepared to take the long and slow way to get around. Chances are you'll miss an exit at some point. When it happens, don't force an erratic maneuver or attempt a U-turn. Instead, take your time, go to the next exit, and revise your route accordingly."

Petry also reminds us to be even more vigilant about utilizing these common safe-riding strategies:

- Ride at a speed that you can easily slow down or stop from.
- Search aggressively within the visible sight distance.
- Always position yourself to have an escape path.
- Cover your brake and clutch controls to reduce your reaction time, especially when approaching an area with limited visibility or complexity, like an intersection or highway exchange.
- Pay heightened attention to road signs.

### PARK LIKE A PRO: BEWARE THE TIP-OVER

It may surprise you to know that one of the most common accidents at rallies is the slow-speed tip-over.

There are several reasons why tip-overs are common at rallies. Many popular destinations allow middle-of-the-street

parking (in which motorcycles are parked herringbone-style in the middle of the road, as well as along each side of the road) to maximize parking space. Add to the mix the commotion of so many riders and pedestrians, very slow speeds in such

#### HOW TO RIDE IN THE 115<sup>TH</sup> ANNIVERSARY PARADE

Riders who have participated in any of the massive parades through Milwaukee during previous Motor Company anniversaries regard it as a highlight of the event. If you're planning to join the thousand-plus motorcycle Parade at the 115<sup>TH</sup> Anniversary, here are some important answers to the most frequently asked questions ...

**Q:** I'm meeting friends at the parade. How can we ride together?

**A:** To ride with friends in the Parade, you need to have the same color Parade credential. Plan to meet your friends prior to arriving at Miller Park, where the Parade starts. Then ride to Miller Park together, and if you're wearing the same color Parade credential you can be placed together in the Parade lineup. Once you're placed, you won't be allowed to change your position.

**Q:** If I'm early, can I be first in the Parade?

**A:** No. Early arrival doesn't mean placement at the beginning of the Parade. Participants will be staged to depart based on credential color, not arrival times.

**Q:** What Parade rules should I be aware of?

**A:** Parade rules include, but aren't limited, to:

- Don't pass.
- Watch your speed; stay at parade speed.
- Stay in your lane.
- Don't use four-way flashers.
- Absolutely don't stop for photos.
- Pull off the route to the far right if there's an emergency.
- Maintain your position during the Parade. Don't attempt to move ahead of or fall behind other Parade riders.
- Pay attention to parking signage, and be prepared to follow the directions of Parade staff and law enforcement at the start and end of the Parade.
- Refrain from high-fiving spectators or throwing candy to the crowd.

**Q:** What do I need to bring with me on the day of the Parade?

**A:** In addition to your Parade credential and motorcycle (Harley-Davidson® or Buell® model), a photo ID and valid motorcycle operator's license must be provided at the time of staging. If you are the official representative of your H.O.G.® chapter, you must bring your chapter flag. A passenger is required to carry the flag.

areas, and the added pressure of being watched by hundreds of peering eyes, and you have a recipe for tipping over.

Petry's advice is to minimize the likelihood of tipping over:

"The best way to avoid tipping over in parking situations is to practice riding slowly. Find a parking lot, preferably one with a crowned surface that replicates most roads, and begin by practicing slow riding."

"That's probably the most important skill, but it's also worthwhile to practice the steps of actually parking, especially backing into a spot. Do this a half-dozen times before your trip, and you'll be a pro when doing it on Main Street in front of a thousand riders."

Petry also suggests parking like you're planning to leave in a hurry, with the rear wheel on the curbside and the front wheel pointing toward the middle of the road. Use gravity to assist backing into the spot and leave an open (usually uphill) path forward to pull out. Always park in a spot where the bike's jiffy stand provides optimal balance and bring a puck/pad to place underneath the jiffy stand to help avoid tip-over due to soft asphalt.

While practice and smart strategies can minimize the chance of a tip-over, it may still happen. If it does, Petry offers this sage advice:

"Don't panic. People get so embarrassed when they tip over, but they shouldn't. It happens to almost everyone at some point, and the worse thing you can do is to rush the situation. Instead, take a moment to evaluate yourself and your motorcycle. If you tweaked a knee, don't make it worse by trying to wrestle your bike by yourself. Recruit help from a friend or a stranger."

"Then make sure nothing is broken on the bike, such as control levers. Gather your wits and calmly return to whatever task you were performing that resulted in the tip-over."

And by all means, offer to assist a fellow rider who's tipped over. It's good biker karma.

*Have a comment or question about this story? Share it with us via email at [hogmagazine@harley-davidson.com](mailto:hogmagazine@harley-davidson.com) or mail them to HOG® magazine, P.O. Box 453, Milwaukee, WI 53201.*





H-D MUSEUM

# The Evolution of Suspension

What are “spankers,” and what do they have to do with motorcycle comfort?

**T**here’s nothing quite like hitting a bump on a motorcycle without rear suspension, but there’s also nothing that looks as purely elemental as a hardtail motorcycle frame. As Louis Netz, retired vice president of Harley-Davidson Styling, once put it, “I think the appeal of the hardtail look is simplicity, and it [has] more of a bad, rough-guy connotation to it. But, they [are] punishing to ride, especially at speed on the wrong roads.” This uneasy relationship between style and comfort goes back a long way.

The modern bicycle form that we’re familiar with today was developed in the 1880s and served as the foundation from which many early motorcycle manufacturers, including William Harley and Arthur Davidson, built the first motorcycles. Although not actually made from them, the earliest Harley-Davidson® motorcycles shared more than a few similarities with contemporary bicycle frame designs. That included “suspension” or, rather, the lack of it.

Even if the roads of the early 20th century were often rough to the point of being perilous, early motorcycle frame designs provided for rider comfort with little more than a bicycle saddle riding on a spring that had only about a half inch of travel. As for articulating suspension on the front or rear of the chassis, riders would have to wait awhile for that.

For the 1907 model year, H-D offered its first “cushion” front fork, which used dual coil springs. Sometimes called a “leading link” arrangement, the sprung part of the fork attached to a rocker, which, in turn, connected to the frame head. By today’s standards, it was still pretty rudimentary, but for early riders it was a step in a better direction.

The spring front fork design underwent a number of changes over the next several decades. In time, the name “springer” came to evoke a classic motorcycle front-end design.

Improved seating comfort was hailed in 1912 with the “Ful-Floteing Seat,” featuring a seat post that rode on two springs. According to a 1913 motorcycle sales brochure, the search for alternatives was exhaustive, reporting that “After careful experiments with ‘shock absorbers,’ ‘spring seat posts,’ ‘spankers,’ ‘jolt preventers,’ etc., we discarded them.”





For the Time of Your Life ...

**MAKE YOURS A Hydra-Glide VACATION**

**HARLEY-DAVIDSON**

Now the greatest vacation you ever had, riding into the saddle of a Hydra-Glide Harley-Davidson. Just the saddle bags are a find on the body are. Sit up with you and feel the thrill of a thrilling, luscious ride you will never forget. You'll get all the mile, if you wish, for the night and all feel the going on and on. You'll give your rubber feet a rest and your legs a rest. You'll be happy and make and money from each breath a given. Come in that old feeling of being a star of hundreds of miles of travel. You'll make up the most exciting trip in a day—enough to go going and see more of the great country of ours.

The place you thought was too far away for a trip of a week or two now within any reach. Yellowstone, Yosemite, Catalina, California, Hawaii, Australia, Europe, Canada, Mexico, and all the world.

Black Hills, Florida, our Nation's Capital, Niagara Falls, and across and across of other scenic spots before you to come. You'll see more and you'll enjoy more with your Hydra-Davidson Hydra-Glide. The miles will slip past of you and you'll glide along with effortless ease, riding in the presence of scenery you will never forget. What a wonderful time will be yours! What a truly magnificent, unforgettable vacation you will have!

Ready to make this year's vacation the best you've ever had, let your Hydra-Davidson handle you on a Hydra-Glide ride. Get the best of the moment and you ever experienced on our wheels. Then, with a Hydra-Glide, your vacation will be the best you've ever had—and you will want to tell about and that will bring back pleasant memories for years and years.

HARLEY-DAVIDSON MOTOR COMPANY • MILWAUKEE 1, WIS., U.S.A.

The next major round of notable improvement to Big Twin motorcycle suspension didn't come until after World War II. By that time, hydraulic shock absorbers were common on automobiles. Hydraulic shocks work by damping the action of a coil spring inserted inside two telescoping tubes with oil to maintain the wheel's contact with the ground.

The 1949 model year brought the first hydraulic front forks to the Harley-Davidson lineup. In the tradition of H-D design, the new front end was uniquely styled and given a catchy name. The new Hydra-Glide front fork was integral to marketing efforts, with such calls as "For the Time of Your Life ... Make Yours a Hydra-Glide Vacation."

Hydraulic rear suspension came to the Big Twins on the 1958 Duo Glide model, the "smoothest thrill on wheels." Roads and highways in the post-war era were of better construction, and allowed for smoother travel. This, in turn, led to more powerful motorcycle engines. Riders could go farther and faster than ever, putting a premium on all-day comfort.

The Duo Glide's basic setup of externally mounted twin rear shocks between the frame and swingarm remains on many Harley-Davidson models into the present day. But even as some riders chose better comfort, a few still preferred the older-style frames with rigid back ends (or hardtails), often fashioned from antique frames.

In 1976, an engineer from Missouri named Bill Davis showed his "Sub Shock" frame to Stylist Willie G. Davidson and others at the Motor Company. Davis engineered his own custom frames to tuck dual shock absorbers underneath the seat. An alternate version placed dual shocks underneath the transmission, putting them entirely out of sight. This allowed the motorcycle to have full suspension yet retain the look of a classic hardtail frame.

Harley-Davidson eventually purchased the rights to his design, and after some additional development to the under-transmission placement of reverse-acting twin shocks the 1984 FXST Softail® model was born. Success was immediate, and

the Softail spawned a new platform of H-D® motorcycles. The Softails even received the revived "springer" front fork in 1988, adding to an already classic look.

Air-adjustable suspension came to the rear shock absorbers on the 1985 line of H-D Touring motorcycles. This allowed the rider to adjust the preload, meaning that the amount of suspension travel could be easily modified based on the rider's preference.

For the 2018 model year, the Softail family was revamped as a result of the largest product development project in company history. Among the key changes is the adoption of a monoshock rear suspension, located underneath the seat. Rider adjustability is now the easiest it has ever been, and none of the classic look has been sacrificed.

The evolution of Harley-Davidson suspension systems has come a long way from the early days of motorized bicycles, all without spankers – whatever they were.

*In June, the Harley-Davidson Museum® opened a new exhibit titled "Taming the Road in Style, the History Behind the Harley-Davidson Softail."*



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

**The GLAD RIDE**

**The GLIDE RIDE**

for '58



100 DOLLAR RIDES

# Trip to the Tram

Story by **RON HADFIELD**

**A**t age 77, and a rider for more than 25 years, I've been on my share of interesting rides. I think the most enjoyable rides are those that include a specific destination or attraction, so I planned a day-ride that included the Palm Springs Aerial Tramway as such.

The ride began from our family cabin in Big Bear Lake, California, at 6:30AM with the temperature at 40 F. I rode Highway 18 north out of the San Bernardino Mountains, a scenic and curvy road with a drop in elevation of 3,800 feet, to Lucerne Valley in the southern Mojave Desert.

From Lucerne Valley, I rode south on Highway 247, also called Old Woman Springs Road, to Yucca Valley, and then took Highway 62 to Palm Springs Harley-Davidson, where I arrived at about 9AM. The elevation had dropped another 2,480 feet, and the temperature had increased to 90 F. The staff was very friendly and gave me a bottle of water to drink as I toured the dealership.

I left at around 9:30 and went west on I-10 for about 20 freeway miles, and then turned south on Highway 243 in the Banning area and rode 25 miles up a very twisty, scenic road to the little town of Idyllwild, elevation 5,413 feet, in the heart of the San Jacinto Mountains. There are tall pines and cedar trees all around, and great views in every direction.

There are some neat, small cafes in Idyllwild – I really like The Red Kettle – but it was still early, so I decided that the visit was worth it just for the great ride up the mountain. I turned around and headed back down the mountain and to the Palm Springs Aerial Tramway to have lunch in Mount San Jacinto State Park.

The Palm Springs Aerial Tramway is a unique adventure attraction – an engineering marvel featuring the world's largest rotating tramcars. It travels 2 1/2 miles up the cliffs of Chino Canyon, transporting riders more than 5,800 feet in elevation to the pristine wilderness of Mount San Jacinto State Park. During the 10-minute journey from Valley Station, the tramcar slowly rotates two full turns, offering spectacular views of the valley floor below and the surrounding cliffs.

When I arrived at Mountain Station, an elevation of 8,516 feet, I took a few minutes to explore the amenities there. Tourists can enjoy two restaurants, observation decks, a natural history museum, two documentary theaters, and a gift shop. There are more than 50 miles of hiking trails, including to Mount San Jacinto Peak, which has a summit of 10,834 feet. I enjoyed the view from several of the observation decks, and then had a delicious lunch at Peaks Restaurant before I caught the next tram down to begin my ride back toward Big Bear.

I left Valley Station at about 1:30 and rode Highway 111 back to I-10 west, and went to the Beaumont area, where I turned north on Highway 79. I rode through Beaumont, Cherry Valley, and Oak Glen to the small city of Yucaipa. The scenery during this ride was

wonderful – there were cattle and horse properties, forested hills, and orchards.

It's about 50 miles to our mountain home from Yucaipa – a beautiful ride going through Angelus Oaks and over Onyx Peak, one of the highest roads in Southern California. It passes by the San Geronimo trailhead, the highest peak in Southern California at just over 11,500 feet. Highway 38 is designated a Scenic Highway by the California Department of Transportation.

I arrived at our cabin in Big Bear Lake at around 4:15PM, with 291 miles on the odometer. It had been a relatively long day but a wonderful ride with lots of interesting roads and scenery, and a great experience at the Palm Springs Aerial Tramway.

<b>TRAMWAY</b>	
ENTRANCE FEE	\$5.00
TRAM RIDE TO MOUNTAIN STATION	\$23.95
LUNCH AT MOUNTAIN STATION	\$29.21
GAS	\$24.70
<b>TOTAL</b>	<b>\$82.86</b>





**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](mailto:hogmagazine@harley-davidson.com).*



LAST STOP

# Counting the Memories

Story by **BETH WHITE**

**S**omewhere on a 1,000-mile ride from Maryland to Prince Edward Island, Canada, I clung to my father's back, my helmet acting as a shield against an assault of frozen rain. My sister, huddled behind my mother, did the same. The four of us, dressed in matching yellow rainsuits, were riding through the storm.

That was a typical Bernard family vacation. While my friends relaxed on white sand beaches, my sister and I ate corn dogs in Sturgis, South Dakota. I'm sure I didn't appreciate it at the time, but I wouldn't trade these memories for any all-inclusive resort in the world.

My earliest recollections include frequent rides on the back of my father's Harley-Davidson® motorcycle. The chortle of the engine announced my presence at Girl Scout meetings, lacrosse practices, and birthday parties. It was a normal part of my daily life, and I never really grasped my friends' curiosity and amazement. Everywhere my sister and I went was on the back of a Harley® bike.

While I'm thankful for the memories that we made along the way, I can't say I ever understood the ride. After the first

few miles of made-up songs and sign language that my sister and I used to communicate were desperate and failed attempts at sleep.

But for my father, Richard, riding has always meant a lot. On the surface, the whole idea has always seemed ironic because Dad doesn't like to sit still.

He's constantly moving and constantly planning. Back surgery in 2005 slowed him down, but as soon as doctors cleared him to ride he was on the bike again riding to the other side of the continent.

Dad has ridden thousands of miles all over the country, and Mom has faithfully ridden alongside him for many of them. I remember her spending the better part of an hour with pen and paper making a meticulous account of the statistics (displayed proudly on an impressively large map framed in their basement) of journeys traveled – 49 states (build a bridge to Hawaii already), 47 national parks, and 171 Harley-Davidson dealerships. The map is covered in a maze of metal pins with an endless bounty of beautiful memories they share.

My sister and I sat on the patio and listened in silence as our father told us

he had cancer, his words punching us in the gut. I wanted to spend every waking moment with him. However, he got on his bike and rode to Alaska. While I tried to place myself in his shoes, it was hard to not be selfish. I can only assume that riding was the therapy that his doctors couldn't prescribe.

Dad rode from Jarrettsville, Maryland, to the Arctic Circle. He spent hours on the highway without seeing another vehicle and only had his thoughts for company. He stopped to eat, refuel, sleep, and moon passing trains. When he reached his destination, he called my mom. She flew out to him, and they rode home together – stopping to moon trains together, I'd bet.

My father loves to ride. It's a love that he has shared with all of us and is a thread that weaves throughout the fabric of our family's story. It has been almost five years since Dad told us he had cancer, and he still doesn't sit down – except to ride. I believe that to him every mile is a memory. He has made more than 400,000 of them, and, most importantly, he's still counting.





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