

Welcome to the 4th Issue of the Roadglide.org News letter. We are very excited about this issue because we have a great variety of articles from different members of our forum. We have said it before and we will say it again.. we need your input. You will only get out of something what you put into it. Thanks for contributing and we look forward to seeing others contributing in the near future.

SHARK WEEK UPDATE



The weekend schedule is almost complete and will be available as a download. Please go to
WWW.DOWNLOADSCHEDULE for your very own copy.

DOWNLOAD SHARKWEEK RIDE SCHEDULE

<http://www.roadglide.org/showthread.php?t=8662>

The membership keeps coming up to the plate to help make Shark Week a total success. One of our members has donated a four foot by six foot banner that will look just like the image you see above. When you roll into Gettysburg and reach the Day's Inn you will know that you are at the correct hotel. In addition to the banner we have decals, pins and patches that have been donated by different forum members. Thanks guys.

The door prizes keep getting better and better... Kevin Morris (Sincecrazy) is our door prize coordinator. He, along with Bill (The Admin) have reached out to the sponsors of our forum to solicit donations for the big weekend. For the past month Kevin has been soliciting and then posting the donations on the forum. With all of the nice items, it just keeps getting better and better. Windshields, Clothing and all sorts of accessories for your shark. I am blown away by the quality and value of the donations. We will put together a final list of donations and where they came from. This list will be on the forum and in our next newsletter. **PLEASE support these vendors.**

The Lincoln Highway Gypsy Tour is taking shape and we will be ready to roll. Participants will also receive a special thank you gift for making the ride. Are you ready for the Primanti Brothers Sandwich? It's meat, fries, cheese, coleslaw and italian bread piled together to create a little slice of heaven right here in Pittsburgh, PA. Don't forget to pile on the hot sauce!

Door Prizes

As I mentioned above... Kevin has gone above and beyond putting together some nice door prizes. He has also made a list of award categories:

1. Longest distance
2. Youngest rider
3. Oldest rider
4. Best custom
5. Oldest Bike
6. Highest Mileage Bike

Since the selection is so good we have decided to break the prizes down a bit and use this as an opportunity to raise some funds for a good cause. All in attendance will be able to purchase the opportunity to win some really great prizes and the funds will go as a donation to a worthy cause in the name of roadglide.org

T Shirt Swap

There will be a Harley T Shirt Swap on Thursday Night at the Dinner. Please bring a new (with tag on it) shirt from your local dealership. L or XL although we all seem to be the more athletic types and will need the XL's. ☺ Please consider taking part.

Forum Member Panhead will be coordinating the T-Shirt Swap. Please thank him for his efforts.

Thursday Night Dinner and Flag Dedication

Thursday night's dinner and flag dedication will take place on Thursday July 14th at the very bike friendly **Pike Restaurant and Lounge**. We will have our own room that will have the capacity to hold about 65 people. Each attendee will be responsible for their own menu selection and billing.

We will also be giving away door prizes, swapping T-Shirts and raffling off some great items. This will allow anyone who needs to ship anything home the rest of the weekend to find the time to pack things up and get to the post office to send your booty home.

Dinner will start at 7:00

On the Web - <http://www.thepikerrestaurant.com/home>

MENU - <http://www.thepikerrestaurant.com/pike-menu>

The Pike Restaurant and Lounge

985 Baltimore Pike
Gettysburg, PA 17325

717-334-9227

Owner: Cheryl Hankey chankeypsu@yahoo.com

Friday Ride and Dinner at Battlefield Harley

Friday's ride will take us to the York plant and then on to a nice North Western loop and then back to Gettysburg. Some Highway, some farm lands and some mountains. The ride will take about 6 hours or so. The ride was designed by a salesman at Battlefield Harley.

After the ride we will go to Battlefield Harley Davidson around 5:30 for a BBQ catered dinner. The dealership has a very large pavillion that we have reserved for this event. Plenty of time to eat and shop!

Dinner Menu

Buffet Dinner (two lines) with an Attendant

BBQ Chicken, Pulled Pork BBQ,
Roasted Redskin Potatoes
Baked Beans,
Cole Slaw, Pasta Salad
Kaiser Rolls
Cookies, Brownies, Fruit cups
tea, lemonade)

Please email me (hutmo@yahoo.com) to let me know if you will be joining us. I need to give the caterer a number by Thursday July 14th. Please join us.

Price - 20.00 (new price.... all inclusive) They take care of everything. We show up and eat.

TRACEYB will be collecting your monies for the BBQ dinner

NOTE: Battlefield Harley Davidson has a strict no alcohol policy. (save it till later ☺)

Saturday Ride... Shenandoah Valley Ride

IMPORTANT! RIDE CHANGE: THIS WAS ORIGINALLY SCHEDULED TO BE THE MONUMENT RIDE

Originally we wanted to do a monument ride to Washington DC. When I inquired to several different individuals from the area they all advised against taking a group into DC and that it would be difficult at best. With this said I made the decision to go with the ride into the scenic Shenandoah Valley that was designed by forum member Doffus.

Sunday - Breakfast and Scatter

<http://www.roadglide.org/showthread.php?t=8662>



SHARK WEEK CHECK LIST (THINGS TO DO)

_____ **Register For Shark Week**

Email Peter Brophy (PeterRG2009) at roadglide.org@gmail.com

Peter has set up an online document for you to input your data so we can see who will be attending and some other information. Once you send the email to Peter he will send you a link for you to go input your information. If you don't have a Google or Gmail acct, he will send you the basic information we are gathering to plan the event.

_____ **DOWNLOAD Shark Week Schedule**

Please go to the Shark Week Part of the Forum or go to <http://www.roadglide.org/showthread.php?t=8662>. There will be no copies given out.

_____ **DOWNLOAD and Complete In Case of Emergency Form**

Go to the Shark Week section of the forum. **Please bring this form to Shark Week.**

_____ **Thursday Night Dinner / Flag Dedication**

Email Chris Hutter (hutmo@yahoo.com) and let him know if you will be participating

_____ **BBQ Dinner**

Email Chris Hutter (hutmo@yahoo.com) to let him know if you will be taking part in the BBQ dinner after Friday's ride.

Tracy Basham (TraceyB) will be collecting the funds and taking down names.

The cost is 20.00.

_____ **T-Shirt Swap**

If you want to take part in the T Shirt Swap please bring a brand new (with tag) Harley Davidson Dealer T-Shirt to the restaurant on Thursday Night. Thanks to Panhead (Jeff Blazey) for coming up with the idea and for organizing it on Thursday Night.

Ride Report: Flight 93 Trip

JacktheBagger (Jack Dickey)

This trip started shortly after September 11 2001 . I found out that a memorial was being built at the impact site . I told my Sweetie that one day I was going there, I had to go.

Life being what it is, little did I realize that it would take almost nine years until everything would come together to make it happen. Like most folk, we were paycheck to paycheck for a number of years and I never put my road trips ahead of family obligations. During these years, there was no money left for the luxury of a road trip beyond a short weekend hop locally.

On May 4 2007, our world was turned upside down when our 100 year old home that had been in my family since the day it was built burned to the ground. It was Sweetie's birthday no less .. Needless to say we were devastated and in shock for some time afterwards .

Thanks to great insurance , we built a new house on top of the old one and for the first time in our lives we could say that we owed no one a dime. I decided that when everything settled down somewhat that we were going to do things like we used to do again and go places we wanted to go because life's too short to get caught up in the rat race .

My second Tour Glide that I bought new in 1988 was getting a bit long in the tooth and had already surpassed 300,000 miles. Needless to say... new iron was needed. I was tired of rebuilding the old gal so I sold her and got a new 2008 RG and Ultra

I called Bill, my riding partner of twenty years and told him I'm going in August . Bill who is always up for a road trip was redy to go. A call also went out to Ken , who lives northwest of Pittsburgh and he said he'd come. Also, Chris (Hutmo) who lives just a short hop from Ken , said he may be able to ride with us.

On August 11 2010 at 0400 , Bill and I roll out for Pennsylvania ... We both agreed 600 miles give or take was a good day for old farts (Bill turned 71 the day before). We head north on I65. The first stop was at Cracker Barrel in Cullman Alabama and I had a major problem. I normally wear a half helmet and have a ¾ that I wear for longer trips. I was wearing the ¾ that I rarely wear and it was too small and very tight against my neck. It's 0700 and the nearest Harley dealer wont be open when we pass near there an hour later .

We cross into Tennessee , and I punch nearest Harley dealer into my GPS .. What seems like an eternity later we pull into Cool Springs HD in Franklin Tennessee .. Quick stop , new skid lid , and off we go.

Around 1000 , we cross the Kentucky border , off comes the new skid lid (still too small and my heads still hurting) .. Second fuel stop , and the pumps wont take my debit card .. Have to pay cash , and off we go .. It's hot, maybe 90 degrees and the somewhat cool air feels good and my neck is finally returning to normal. In Elizabethtown Kentucky, we jump off the big road and take the Martha Layne Collins Bluegrass Parkway towards I64 in Lexington.

A few miles on the Parkway and it's getting dark, I mean real dark. A light drizzle starts and we pull off at a service station where there are a dozen guys doing the same thing we're doing, trying to stay dry. We talk for ten minutes or so .. They cant believe we've ridden 425 miles and still have nearly 500 to go and

it's still early afternoon. We make the command decision to roll on as it isn't gonna get better and we still want to put another 175 miles or so down before nightfall ..

So we press on .. We opted out of putting on our rain suits as it looked as though the hot Kentucky afternoon skies were clearing somewhat. They cleared for about thirty seconds and then the bottom fell out. We rode on not wanting to stop and figuring it would quit sooner or later . Around about 1600, its getting darker, a lot darker , I'm still in short sleeves , and the rain is forever more coming down , and it's getting cooler , a lot cooler.

All I can think is my Garmin GPS, that Sweetie gave me the previous Christmas isn't waterproof , and I'll be in deep caca expaining that to her when it dies a horrible death from self induced electrocution. Then it dawns on me , one of the reasons it's getting so dark , is I still have my WileyX shades on .. DUH .. Throw them in the glove box and put on my clear safety glasses .. AAHH I can see again ..



At 1730 we pull into the Super 8 motel in Grayson Kentucky. Including a couple long stops we knocked off 610 miles in 13 and a half hours. We stop, the rain stops, Figures. Call Ken , says we're whimps for only going 610 miles .. (He was at my place the previous year in 15 hours)

Thursday morning, 0400 roll out on I64 into West by Gawd Virginny. Stop in Charleston for Cracker Barrel breakfast. Cracker Barrel is our mandatory road trip breakfast stop every road trip we make if there's one around .. And by Gosh , still gettin' grits .. AAHH life is good ..

Here we pick up I79 , final leg .. Oh by the way cruise control in WV is a useless button .. The rest of the final leg is uneventful .. We meet Ken at high noon at King's restaurant , exit 73 on I79 and just a few minutes from Ken's estate . NO GRITS ...

Ken's sporting a brand spanking new '10 Road King .. We chow down , ride to Ken's place , spend the afternoon following him around his neighborhood .. Everywhere is uphill and around a curve. That evening , a call goes out to Hutmo , he wont be able to make the Friday 13th run to Shanksville ..

Friday morning we roll out of Ken's for breakfast and head across the PA turnpike (ya have at pay , they should pay me to ride this thing they call a road) to meet up with Doc and the Geritol Gang at the Double D , somewhere around Irwin.

All Harleys on this run , only two sharks. We fuel up and promptly get separated into two groups. I was in the first group, we turned right and everyone else went straight. After several cell phone calls and some rides thru some beautiful villages we finally connected up at the Highland Harley Davidson in Somerset PA

Off we go on the final leg to Shanksville. I was awestruck and speechless , my throat got kinda lumpy and tears welled up unashamedly .. This is hallowed ground my friends.

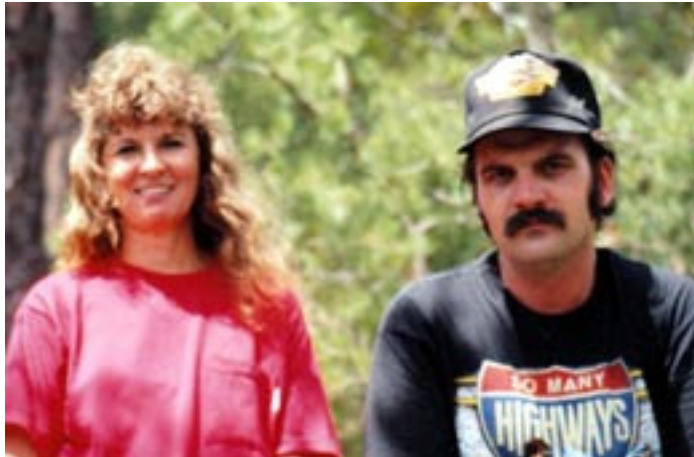


One note , it may be hot and sunny when you leave the Pittsburgh area , but hope you bring your rain suit and a jacket , cause you will need it when you get to the mountains ..

Some beautiful country as we rode through Hutmo's village up into the Allegheny River area on Saturday. On Sunday Bill and I headed south.

I will be back , next year I hope .. *See you on the road and ride safe.*

About the Author JacktheBagger (Jack Dickey) and "Sweetie"



Born and raised in Alabama , he has spent the last 40 years or so on Harley's exclusively , beginning with a 1969 Sprint 350 , then a Sporty and Big Twins ever since .. In 1984 he bought his first shark , a 1984 EVO Tour Glide , and his daily riders since have been sharks , and nothing else ..

He has had the good fortune to have ridden in all 50 states on Harleys ..and is not about to stop anytime soon he hopes.

BIKE OF THE MONTH: JUNE 2011



Congrats to MANLAW on winning the bike of the month for June.
Here are the details

Last year I participated in the inaugural Hoka Hey Motorcycle Rally. The rally ran from Key West Florida to Homer Alaska. The first person to arrive in Homer was to receive \$500,000. In order to qualify for the prize it was necessary to follow maps which were provided by the organizers, sleep outside with your bike and meet other requirements. I was riding my 1994 Road King. I have quite a few miles on my King and in Montana it finally died. The Harley dealership in Missoula didn't have the parts to get me back on the road so that I could make it to Homer within the time limit set by the rally. I was ready to get a plane ticket and fly home when I spotted a 2010 Road Glide with 2000 miles. Turned out the owner of the dealership was also on the ride, so the salesman contacted him and they gave me a deal and I was on my way to Homer within a few hours. Riding the Glide instead of my old King was like night and day. Of course I was disqualified for changing bikes but I made it to Homer (42nd).



After returning to Ohio I began the process of transforming the bike from a stock Road Glide to the bike you saw in the pictures. I first took the bike to T-Man Performance in Kernersville, NC to have the motor re-done. I wanted a bike that I could ride 80-85 mph for 16 hours a day without worrying about finding myself sitting by the side of the road. I also wanted an engine that had power and performance. The end result was 122.33 hp and 123.38 Max torque. The build was a 107 and the following are some of the changes made to the engine:

Pro Version 158 mm Throttle body. Oversized injectors, HD Race Tuner, Thunder Header 2 into one pipe, Aim variable pressure clutch assembly with stock spring, side mount oil cooler, Cylinder Kit, Compression Releases, cam set, pump and door upgrade,. etc etc etc.



After I received the bike back from T.R. at T-Man Performance, I took the bike to Mike Sullivan at Twin Visions Speed and Custom Cycles in Columbus Ohio for fabrication. He is responsible for all of the fabrication on the Glide. The first thing we decided to do was to rake the front end. After that we then used the Yaffe 21" front fender with a 21" Dominator front wheel. The rear wheel is a solid black Rev Pro 16X5. We used a 6 gallon stretch tank with 4" stretch rear fender and Ness stretch saddlebags. We used Sininster Leg Warmers, Grips, Gauge Housing and Handlebars. Most of the accessories on the bike are Ness Deep Cut to include the floorboards, shifter, saddlebag latches etc,. The engine parts to include the rocker box top covers are Roland Sands.

There is to much more to list and I don't want to bore anyone. Thank you for the kind comments about the bike and I would like to thank all of you who voted for my bike. I would also like to add that the other bikes in this months competition where spectacular and I am always amazed at the caliber of bikes I see on the forum.

BIKE OF THE MONTH: JULY 2011

This is my new project, It was built by myself. What I did was the painted inner fairing, Black powdercoated front end and the front RC Component 23" wheel and rotors and RWD front fender. After I had the wheel on I decided to rake the front so I installed Tri Glide triple trees and modified the fairing bracket to fit the new trees. Then I wired up the Yaffe Monkey bars and



installed a set of levers from Carsima Audio on the forum and a set of RWD grips. A set of TJD Designs 4" extended bags, and a read fender by Bad Dad. A air cleaner to match the Holeshoot front wheel and a RC component Exhaust. Gas tank is a Yaffe with dash ans custom cut H_D seat. For the audio I have a set of JL audio 653 components in the fairing and C2 6x9s in the saddlebag lids with the Baagger Audio Lids and an Elf audio amp. I am very happy with the setup, and am very greatfull for all of the help from other forum members as this is one of the best sites to get reliable information onfor any thing that you want to do on your bike.

Thanks to all that voted!

tjs529



TECH - 2005 FLTRI STEERING HEAD BEARING ADJUSTMENT

In preparation for the 1st ANNUAL SHARKWEEK RALLY for RoadGlide.Org members I wanted to check and adjust my steering head bearings. The following is an edited version from an original post I placed on the RoadGlide.Org forum.

This is what I went through to adjust my steering head bearing on my 2005 FLTRI. I am sure the procedure is similar for later model Road Glides but please get a service manual and verify for your self. Also be sure you are competent enough to make adjustments and perform maintenance on your motorcycle. I am not in any way shape or form a mechanic. I just wrench when I can for myself. Occasionally I get my local independent shop do work for me that I would not attempt. KNOW YOUR LIMITATIONS. There's the disclaimer.

I have a shop manual and while attempting to adjust the steering head bearing I followed the directions to perform the fall away test and where I should see ALMOST three swings it was MORE THAN five! I did have a slight shimmy a few times but nothing too scary like what I've read on RoadGlide.Org forum about the dreaded 'tank slapping' wobble. To make the adjustment the service manual tells you to locate the star adjuster nut under the steering head nut. It even has a useless and misleading diagram. Well it was a bitch to find because it sure ain't obvious.

I hope this tip helps anyone thinking of attempting this adjustment because now that I've done it, it really is easy to do. Here's the hot tip I couldn't find and after three days and nights of searching I finally found what I was looking for!!!! The elusive star adjuster nut is UNDER the top triple tree. It is very hard to see from below but you CAN see it....barely!

You need a simple tool to reach and move the star adjuster nut. I don't think a center punch would work unless its very long and thin. The shop manual shows how to make this simple tool that would work perfectly, I am sure. It's made from 1/4" diameter steel rod about 16" long, has a slight taper and gentle bend a few inches from one end. Then this tapered end is flattened and shaped to a 5/32"x1/8" square. I used a long slender flat blade screw driver and it took a bit of finesse but I did get it to work with a couple light easy taps with a hammer. Remember to loosen the fork tube pinch bolts first and the 1-1/2" top nut. Of course to do this it requires removing the instrument bezel and nacelle to access the awkward spot that the star adjuster nut is. A small movement on this adjuster makes a big difference. Double check your adjustment by performing the swing test after you re-torque your nutz. Make sure you don't miss re-tightening any of your fasteners. Double check your work. If you have any pieces left over.... double check your work. Another disclaimer.

The manual says to remove any after market accessories from your handle bars and front end components. Things like GPS or phone mounts could throw off the balance for the swing test. Even accessory lighting mounted on the forks may affect the swing test. Control cables and wires shouldn't be a problem as they are part of the stock configuration.

Good luck and remember if I can do it any one can.

Cheers!

Ken VanWyck (Hotrodad)

Gadget Guy... by Tim Snyder

Useful or fun things to add to your bike

Global Positioning System (GPS)

Adding a GPS to your bike is both useful and fun. The Garmin units made for motorcycles (see sidebar) are waterproof and do much more than prompt you with directions for where you want to go. They include an mp3 player and cell phone interface. Some models are equipped with an XM radio receiver.

The procedures, as well as additional hardware required, for installing and connecting to a zumo depend on the model of the bike. On all bikes the units have to be connected to the bike's accessory power source.

- Bikes with no radio require a headset. (A Bluetooth helmet headset is the simplest to connect.)
- Bikes with a radio and no headset can be connected to the radio's AUX input, which allows the prompts and music to be heard through the speaker.
- Bikes with a radio and a headset can be connected to the radio's AUX input. The prompts and music can be heard through the speakers or the headset.

The disadvantage to connecting the GPS to the AUX input is that you can't listen to the AM/FM/WX radio and hear the prompts from the GPS. Harley has designed an accessory to overcome this limitation. The Navigation Interface Module (NIM), attaches to the radio and the Road Tech™ zumo® 660/665. The NIM intercepts the tone emitted by the Road Tech™ zumo® and interrupts whatever audio is playing. The NIM makes it possible to listen to the radio and hear the prompts from the GPS. The NIM is standard on the current CVO Electra Glide and CVO Road Glide. It has to be added to other models with a radio.

If you have a J&M CB radio, you can purchase an interface kit from J&M to integrate the zumo® with the radio and helmet headset.

Up to this point I haven't mentioned using a Bluetooth cell phone with the zumo®. Harley recommends turning off the Bluetooth feature of their GPSs. I assume they are concerned about safety and the distraction of talking on the phone while riding. If, however, you want to pull over and make a call, it would be nice to be able to do so. There are good reasons for doing so. For instance, you can use the zumo® to search for nearby hotels, select one, and call to inquire about room availability.

To make a phone call, the headset microphone has to connect to the GPS, either by wire or by Bluetooth. Using a Bluetooth headset paired with the GPS or the J&M interface kit and CB radio are the simplest methods of connecting. If you have the H-D radio and wired headset, you have to add a 3rd party device to connect the headset microphone to the GPS, because the radio and the NIM do not have a microphone output. I installed the HD Bomm on my bike in order to route the headset microphone to the GPS.

A GPS is not a necessary gadget, but most who add them to their motorcycle find them indispensable.

Helpful websites:

Garmin - <https://buy.garmin.com/shop/shop.do?cID=135>

THE Zumo Forums – A forum for zumo users. www.zumoforums.com

HD Bomm – Microphone interface. www.hdbomm.com

Roadglide.org NewsLetter Volume 1 Issue 4

Zumo GPS

The Garmin **zumo®** GPS is designed for use on a motorcycle. It is waterproof and easy to operate while wearing gloves.

Harley-Davidson offers proprietary models of the zumo® with the **Road Tech™** trade mark. These units are black and orange with the H-D logo. They contain locations for all the H-D dealerships. Unlike the Garmin zumo, hardware for mounting the Road Tech™ zumo® to the bike has to be purchased separately

The Garmin/Road Tech™ **zumo® 550** is the first-generation model and is discontinued, but units can be found on-line. It has an mp3 player and Bluetooth interface built in. It can be paired with a Bluetooth cell phone and headset. The Bluetooth audio output is stereo. An optional XM radio antenna can be added.

The Garmin/Road Tech™ **zumo® 660** is a current model. It has all the features of the 550 except for the XM radio option. The Bluetooth audio output is stereo.

The Garmin/Road Tech™ **zumo® 665** is a current model with all the features of the 660 and the XM radio antenna.

The Road Tech™ 660/665 models have proprietary feature for integrating with the **Navigation Interface Module (NIM)**, which is an add-on for the **Advanced Audio System**. The GPS generates a tone before navigation prompts. The NIM intercepts the tone and mutes whatever audio is playing so the

prompts can be

PRODUCT REVIEW

GPS For Smart Phones

Recently some of our forum members were sharing information on smart phone based GPS applications. They were kind enough to write their reviews and share them with us.

Tom Tom for the I Phone.

I began using Tom Tom for the I Phone last March when my wife and I spent a week touring on our Road Glide thru Mississippi and Louisiana.

I chose the Tom Tom since I also owned their stand alone GPS unit.

The Tom Tom does an excellent job of getting you from one place to another. In my opinion, where it falls short is that it doesn't have the ability to plan routes with multiple destinations. On our ride through the south I would reset the app to our next stop when we would take a break or stop for gas. While this was an inconvenience it did not take any enjoyment from the trip.

The other area where it lacks is that the size of the screen made it difficult to find small back roads. In fact we ended up purchasing a couple old fashion paper maps to plan the next day's route and force it into the GPS.

Where the unit did excel was accurately locating lodging and restaurants as well their contact information. In short the GPS is invaluable if you want to go to a specific location. If however you want to tour around and see the country a paper map will better serve the purpose.

Pros:

Maps stored in memory (data signal not required)

Accurate maps

Cons:

Relatively expensive

No route planning

My conclusion is that I would look for an app that at least has route planning.

PRODUCT REVIEW

Motion X GPS Drive for iPhone

by dikdark

\$0.99 for the program 15.8 mb

30 days free turn by turn voice guidance then \$2.99 / 30 days, \$19.99 / 1 year

I recently bought this application and have used it on several trips. So far I am very pleased. The voice guidance (called Live Guidance) is excellent. Warnings for upcoming turns occur 1/4 mile prior to the turn so there is plenty of time to prepare. I ride in areas without 3G coverage so I was a little concerned about losing use of the app in poor or no coverage areas.

I found that the app will download and store your most recent maps to avoid any coverage loss problems. The speed of re-routing for changes is dependent on your connection speed. In areas with 3G the re-routing is fairly quick. On a recent trip through the Poconos (both 3G and Edge) the app worked flawlessly.

Motion X syncs with iTunes and has music controls built in to the app so you can control your music, including making playlists. While driving the music fades out to allow the voice guidance to let you know your turn is coming up. I recommend the Live Guidance so you don't have to watch the screen.

Routing options include fastest or shortest route. You can also choose to avoid freeways and toll roads if you have the Live Guidance. Live traffic update is available in the Fastest Route mode. There are several display modes for light conditions. I have left it on auto.

The Live Guidance feature can be purchased at any time. It's not an autopay or subscription. If you aren't going to use it for a couple months you don't have to buy it. Just wait till winter's over and get the 30 day deal.

I give the app 5 stars

Website: <http://drive.motionx.com/iphone/overview/>

PRODUCT REVIEW

Navigon GPS

You can purchase maps by regions, continents , etc. So if you live on the east coast and are never planning on leaving the east coast you can just purchase the east coast map . Purchase what you know you will use.

The application loads the maps onto your device so if you lose cell coverage the maps are already downloaded so you will not lose updates. On the other hand this takes up some memory so if you would rather fill your iTouch or iPhone up with music this app may not be the best choice.

Very intuitive mapping display, has lane assist that will show you which lane you should be in before your next turn. Especially helpful on the interstate and freeways. It will show you exit signs which is very helpful if you use the screen as part of your navigating experience. Sometimes I have the screen off and just listen to the voice.

Ipod controls through the application so once you get going click on the ipod icon , choose your music, and go. The guidance voice will turn down the music when giving a direction. You can also switch between music and audio book options, so if you're listening to a Podcast or an audio book and don't want to miss what's being said, the voice prompt will actually pause the podcast or audio book instead of just lower the volume as it will if listening to music.

You can turn off many of the functions such as POI's you want displayed on the screen, so if you only want to see gas stations and food you can turn everything else off and your route will only display gas stations and restaurants.

The Navigon directions are very accurate and it is good at informing you before hand when your exit or a street or turn is coming up. I also have a TOM TOM and a Pioneer Avic indash GPS and they both seem to tell you when to turn at the last minute.

What I like most about Navigon is that it is fairly simple to use and doesn't have a lot of bells and whistles that I wont use. It lets me control my ipod and is very good at telling me before I need to make my turn. The lane assist is actually very useful once you get comfortable looking down at the device.

I use the Iron Aces mount and a Ram cradle to hold my iTouch with a Bad Elf GPS receiver that plugs into the charging port of the iTouch with an AUX cable plugged into the cd player. Eventually I will get a Cardo Scala head set and Bluetooth sync through the in helmet speakers.

Navigon has been in the GPS business for 20 years producing actual hardware units but recently heavily invested in software, and has most recently been purchased by Garmin.

For roughly \$140 I use Navigon on my Itouch with the Bad Elf GPS receiver and feel that it so far has been worth the investment.

Ride Safe!
Brandon