



HOG TALES™

The magazine of the H.O.G.® experience, incorporating *Enthusiast*® SPRING 2009



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News and events
from H.O.G. UK
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SAUDI ARABIA AND MOROCCO » 2009 EVENTS AND TOURING RIDES
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We care about you. Ride safely,
respectfully and within the limits of the
law and your abilities. Always wear an
approved helmet, proper eyewear and
protective clothing and insist your
passenger does too. Never ride while
under the influence of alcohol or drugs.
Know your Harley® and read and
understand your owner's manual
from cover to cover.

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Welcome from H.O.G.® Europe



Reasons to be cheerful

Times are troubled at the moment – no doubt about it. Maybe you are reading this issue of *Hog Tales* and wondering if there is anything to be cheerful about. Well – yes, of course there is. The world keeps turning; life continues; and this is not the first time we've all faced tough times.

Some things remain constant, though. In tough times, communities, friendships and bonds become more important than ever. And that is where H.O.G. really comes into its own. H.O.G. endures, keeps growing and keeps improving because the basic H.O.G. philosophy holds as true today as when H.O.G. was born. Nothing complicated, nothing fancy or unrealistic. Simply: 'Ride – and Have Fun'.

That means that H.O.G. will keep coming up with 'Reasons to Ride'. H.O.G. will keep working on bringing like-minded owners of the world's greatest motorcycle together. H.O.G. will keep coming up with cool events and initiatives, the best value-for-money services and benefits, and the best opportunities simply to have the most fun with that million-strong worldwide group of friends and enthusiasts that is the Harley Owners Group.

The adventure starts with the ride, so take a look at the event schedule for 2009 on page 24. We hope to see plenty of you for the kick-off H.O.G. party of the year, H.O.G. Enthusiast Adventure Training (HEAT) in April, which is a great excuse for a trip to Germany to experience the party atmosphere and the camaraderie that is HEAT.

Then there is the spectacle that is the Annual European

H.O.G. Rally, this time at a real adventure destination – Jurmala in Latvia. We've listed a few of the most commonly asked questions to help you decide to make the trip to this fantastic beach location this year. If you can't make Latvia, how about the urban street parties that are Hamburg and Barcelona Harley Days? Or Europe's biggest and best open and free biker festival – European Bike Week in Faaker See? We hope to see you at one of these, or at one of the great Chapter events that will be happening this summer.

We are working on some great new benefits and services for 2009 to make H.O.G. even more essential and even better value for money – keep checking members.hog.com for details.

Look out for these changes starting with the all-new *HOG Magazine* this summer. We're excited about the new-look magazine so keep the contributions coming. We've also expanded the Intake Gallery section to include more of your photos – view it in the new digital edition of the magazine that will arrive in your inbox. If we don't have your email address, visit members.hog.com to update your profile.

And remember, as H.O.G. members – as part of a worldwide network that will endure beyond the current troubled times – remember that we still have that precious option to say: 'Screw it – let's ride'.

Jeremy Pick Operations & Communications Manager,
H.O.G. Europe, Middle East and Africa





**A RIDE FIT
FOR A PHARAOH**
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members.hog.com



CURRENTLY

News round-up from the world of H.O.G.® and Harley-Davidson®



Get kitted up

The days are finally getting longer (unless you live in South Africa!), which means there's more opportunity to get out riding again. What better opportunity to kit up in the next generation of Harley-Davidson® FXRG® MotorClothes®, launching this spring in dealerships? These functional riding pieces have been updated to include the latest and greatest in riding technology. There are now three jackets for men to choose from, loaded with high-performance materials for the ultimate protection

FXRG® MotorClothes®

The Midweight Leather Jacket is completely saturated with a water repellent treatment so it's fully waterproof to keep out the elements so you don't have to change into separate rain gear, while the Textile Jacket uses a hollow fibre construction that works as a thermal insulator to keep things cooler in warm weather and warmer in cool weather. Plus it's super-lightweight, waterproof, windproof, abrasion-resistant and tear-resistant. For warmer climates the new Perforated Leather Jacket is perfect as it deflects heat and up to 80% of sunlight to keep things cooler. The unique diamond plate pattern provides maximum

airflow, and is reinforced with a Cordura® mesh backing for added durability and abrasion resistance.

The women's jackets have been completely redesigned for a more flattering, feminine and functional fit. They have front and back venting for maximum airflow so you can get a continual burst of cool air when the ride gets a little too warm.

All the FXRG® jackets come with a climate control lining to keep the body cool and dry, plus a membrane that reacts to the body temperature and moisture to either retain or release excess heat. The removable liner provides added warmth or can be worn on its own as a light jacket. To keep even toastier it can be replaced with a genuine Harley-Davidson® heated liner.

They also all come with reflective piping on the front and back to make you more visible in all weather conditions; lightweight performance body armour to absorb any energy upon impact; a removable and adjustable kidney belt to provide added back support; pre-curved sleeves and an action-back providing increased mobility

and arm rotation; a fantastic interior pocket system to keep everything in place (including a waterproof pocket for mobile phones, eyewear and a built-in lens wipe); even the zips and pulls have been redesigned to make them more durable and to reduce the risk of snagging.

In addition, the men's FXRG® pants have been redesigned to blend leather and textile, which reduces the weight by 12% from the original leather FXRG® pants. Men's and women's FXRG® pants now combine protection with maximum flexibility, comfort and reduced garment weight. You can also attach them by zip to any of the jackets for yet more warmth.

The women's FXRG® pants are based on the Harley-Davidson® MotorClothes® Contoured Bootcut Denim Jean so they are designed for a more flattering and feminine fit at a staggering 45% less weight than the original leather FXRG® pants.

Harley-Davidson® FXRG® riding gear is the most durable and functional gear available and, as you can tell, we've designed and updated it to enhance your comfort and performance. It's



also built to last, and with a five-year warranty, you know we stand behind it.

Spring collection out now!

To supplement the MotorClothes that form the basis of your year-round wardrobe, we produce seasonal collections of clothing to complement these core items. These collections have their own distinctive look, feel and colour schemes but are only available for a short time. Check out the latest spring collection just delivered.

Please visit your local dealer for more information on any of these MotorClothes.



CHAPTER CATCH-UP

The dark side

Harley-Davidson has announced the new Sportster Iron 883, adding to the legacy of Dark Custom with a defiant attitude for those who ride true, hard and often. Sportsters became the starting point for many legendary choppers of the 1960s, while also getting pumped up for championship dirt racing and daredevil stunt riding in the 1970s.

The Iron 883 keeps the rebellious fire burning with responsive handling, smooth clutch effort and durable carbon reinforced drive belt while pushing the styling of motorcycle minimalism to the edge. Decked in black from fender to fender, the new Harley-Davidson Iron 883 brings the best of the 883 Evolution engine backed up by a combination of gritty features like front fork gaiters and drag style handlebars.

The black powder-coated XL 883cc Evolution powertrain with black covers takes the Iron 883 deep into the heart of darkness. With Electronic Sequential Port Fuel Injection (ESPFI) and performance tuning with a flat torque curve, the Iron delivers plenty of power for cruising the city scene. The pipes on the straight-cut, dual exhaust flow the distinctive American V-Twin sound.

The black chopped rear fender with its combination stop/turn/tail lights show more of the 150mm rear tyre, while the front tyre rides on black cast wheels. The rest of the Iron 883 gets a dark-suited presence with black cast aluminium wheels, front forks and fender supports, air box cover, oil tank, belt guard, drag style handlebar and mid-mount front foot controls. A classic Sportster solo seat with a height of 643mm fits the lone rider, while a passenger pillion and / or backrest can be added.

As the latest of the Harley-Davidson Dark Customs, the Iron 883 is stripped down and ripe for customs creativity. Soul mates of the Iron 883 include Nightster, Night Train, Night Rod Special, Cross Bones, Fat Bob and Street Bob. The Iron 883 is available in Black Denim and Brilliant Silver Denim colours.



TIAAN VAN DEVENTER

H.O.G. Tygervalley Chapter

Above is a group photo of South Africa's newest H.O.G. Chapter – H.O.G. Tygervalley Chapter (7782), Cape Winelands, Cape Town, South Africa. Although we were officially registered on June 2007, the shop itself only opened on August 13 and the Chapter only really got going in late-September 2007.

This photo was taken in Laaiplek on the west coast of South Africa during our first official Dine n' Dos (mini rally) over two nights in Paternoster. The event was attended by more than 120 members and numerous day visitors on the Saturday. If you look closely you can see Phil Owens' Sportster stuck in the middle.

Our Chapter now has more than 350 members, has a full committee and organises numerous functions together along with an official breakfast run every Sunday, weather permitting.

Be sure to get in touch if you're travelling to the southern tip!
Alastair Brown, Head Road Captain, H.O.G Tygervalley Chapter



ALASTAIR BROWN

Chapters in focus

If you would like your Chapter to appear here, please send us some good-quality photographs and no more than 300 words telling us about your Chapter – how it began, how membership has developed, the activities you organise and how you ride and have fun! Send your stories to: Hog Tales Europe, Oxford Business Park, 6000 Garsington Road, Oxford OX4 2DQ, UK or email them to: hogtales@harley-davidson.com

intake >>>

Send us your stories

This is your place to help out fellow H.O.G.® members by sharing knowledge you've acquired on the road.

Here are a few guidelines to get you started:

- When submitting a letter, be sure to include your name, address, telephone number, H.O.G. number and Chapter affiliation (if any).
- Keep your submission brief but include enough information to make it interesting. (We reserve the right to edit submissions for length and content, but the better your letter begins, the better chance it will find its way into print.)
- Mail submissions to: Intake, c/o Hog Tales, Harley-Davidson Europe, Oxford Business Park, 6000 Garsington Road, Oxford OX4 2DQ UK or email: hogtales@harley-davidson.com



A MEETING OF FRIENDS

For 16 months we had fostered a desire to pay a return visit to the Invicta Chapter in England since the members of the Invicta Chapter from Kent had visited us in Cologne in 2007.

In August 2008 we finally made it. A total of 25 bikes and 31 bikers finally set off on the road to Ashford, Kent in the UK.

After 400km of motorway, the ferry from Calais took us to Dover where we were greeted by many members of the Invicta Chapter, and given a warm English welcome.

First stop was our hotel in Ashford. First we had to re-educate ourselves – riding on the left was a whole new experience for us. That evening we met many more members of the Invicta Chapter who came to help us explore the wide range of English beer!

The following morning, Chapter Director Nick and his crew met us for the great Kent tour. As well as the historic Cinque Ports, the tour passed through some beautiful English country roads, first to Sandwich and from there via Dover and New Romney to Hythe where we enjoyed fish and chips on the promenade.

Back in Ashford, everyone took time out to relax, each with their new personal favourite variety of beer. The restaurant was all set for the evening BBQ – we were slightly worried, however, as the Indonesian cook began grilling the first steaks, sausages, hamburgers and spare ribs at 5pm. How would they taste two hours later? We were to find out – as tough as old boots and black as pitch (at least on one side). A good thing we had our beer! More than 70 of us, including our friends from the Invicta Chapter, spent a brilliant evening together.

The next morning, Invicta Road Captains led us to Canterbury. Another wonderful tour through the English countryside and then finally to the dealer! Shopping time!

We then travelled in convoy into Canterbury's city centre and the cathedral. Most of us went straight to the cathedral. Not as high as Cologne Cathedral, but longer and adorned with solemn beauty... a place of tranquility and reflection, and indeed, the birthplace of Harley-Davidson and the H.O.G! How could we have thought that Harley is an American product? In the cathedral we found the tomb of archbishop Randall Davidson, born in 1903 and right next to the cathedral, the Chapter House, the home of the first Chapter! It was fantastic to think that the forebears of the Davidson brothers came from Kent, long ago.

On our final evening we celebrated in the Invicta Chapter clubhouse – more beer, the resident DJ, a giant hog roast and wonderful company made this an unforgettable evening.

Our final morning and it was time to leave. Many members of the Invicta Chapter saw us off and some escorted us to the motorway. To sum up our lessons from the experience: driving 1,200km is relatively short if it means you gain some cool new friends; we promised one another that we will live out this new friendship; you can only experience something like this with Harley and H.O.G.; driving on the left isn't as hard as all that; and finally – Invicta, thank you, thank you, thank you – see you in Germany!

Heinz-J. Hengelhaupt, 5th Season Chapter, Germany

AN EXPERIENCE NEVER TO FORGET

My wife Irene and I decided to take our 2003 Centenary Ultra Glide for a trip to the Kalahari Desert in Northern Cape, South Africa and back. Although having ridden motorcycles for many years before and being a previous Harley Sportster owner, I had never undertaken a trip of this nature before so was understandably a little nervous.

After a lot of planning, we set off on our round trip of almost 2,000km in six days on Sunday September 28. The first day took us from Johannesburg to Kuruman, a distance of 530km. Kuruman is famous for its 'eye', a large body of natural water that forms a lake in the centre of the town. The second day we rode from Kuruman to Upington, approximately 275km. The roads are well maintained and very straight at times with the temperature hovering between 32°C and 38°C in the day but cold at night. We spent a marvellous three nights in Upington visiting previously unknown places such





as Keimoes and Olifantshoek (Elephant's Corner) and also spent time at the Augrabies Falls. It is very dry at present and the waterfall was still quite strong but it is best visited after the rainy season.

Although not as popular as the Western Cape, the Northern Cape is famous for its superb wines also and a number of cellars have wine tasting and are available for visits there. I found the places idyllic and the people incredibly helpful and friendly. The Weaver birds are really something to see with their communal nests on the telephone poles.

It goes without saying that the trip itself, although daunting, was an experience never to be forgotten and the bike was a pleasure to ride. We are barely home and are already planning our next trip, but this time to the Karoo. Thanks for a great magazine!

Paul Hatch, Johannesburg Chapter, South Africa

A HARLEY MARRIAGE

Our story begins in the 1980s when my partner rode a Japanese bike. (Yes, really!) He rode it so fast, both in town and in the country, that his whole family feared for his life. We all begged him to sell it. For the sake of our love, he gave in, but he always missed the sound of the engine.

Twenty years passed. One Sunday in May we were strolling through the lovely Alsace town of Obernai and there were some bikes in the square, with their chrome gleaming in the sunlight.

Lover Boy and I stood admiring those Harley-Davidsons. They were so beautiful that I could already see myself astride such a machine, and I said to him: "I wouldn't be frightened on a bike like that." He gave a big smile and replied: "I'll be 50 next year. If you buy me one, I'll marry you."

It took us nearly a year to choose the bike. It was bought second-hand from our

H-D dealer and we went to pick it up on Valentine's Day. Three months later my husband added me to his Heritage. Our Harley is our 'wedding-ring' and of course our most precious jewel.

For five years now we've seen the countryside changing its colours and scents. And it's such a good feeling being carried away by that special rhythmic breathing sound of our bike. We even have our own rivet in Milwaukee to seal our union. (A future trip perhaps?)

Joelanne (Joël and Anne in wedded bliss), France



FOR LIFE

I wanted to share a burst of inspiration with the readership of *Hog Tales*...

I have seen the weathered lines on that face, showing the miles, the rain, the sun, the cold winter winds. I have seen the shine polished into paintwork, the devotion of a bond between a rider and his machine. I have seen the tired leathers, the scuffs, the tears, the patina of so many miles, the nights spent ensconced in their warmth on a summer meeting. I have smelt the morning rain, felt the evening chill, burned in a noon sun on a high road with the warm wind rushing into me as speed takes its price on a weary gaze. I have shaken those hands stained with oil and grease, felt the belonging of a brotherhood, the meaning

of true friendship. I have felt the sorrow of loss, the ache of regret for words unsaid. I have rejoiced in happiness, a union, a birth, felt the intoxication of celebration. I have shared the headaches and the grisly awakening after a night of laughter and stories made. I have arrived seeing the faces shine with familiarity and welcome. I have left watching places of joy shrink in a rear view mirror. I have laughed at fools reaching beyond their ability. I have seen experience save an injury. I have gazed at a landscape in silence, simply because it commands it. I have ridden unseen on a back road, dazzled proud on a fast multi-lane highway. I have worn my declaration on my back, defended my lifestyle in city streets under the watchful gaze of authority. I have toiled in a garage on a cold and rain-soaked night. I have felt the sting of cold tools and sharp edges cut at my skin. I have sacrificed to fulfil a dream, and revelled in the fruits of labour. I have shared knowledge, helped a rider home without reward, to sustain a precious loyalty. I have visited homes and treasured places, witnessing change and progress within. I have seen the passage of time erode a way of life, a culture, a faith. I have seen the few that survive and ride on. I have answered the demands of an authority, surrendered a freedom, paid a hearty wealth for the privilege. I have ridden out in all weathers to be there, to be one, to be a part of something greater than a single man. I have cried. I have seen behind those eyes, sure and certain of their meaning without a word spoken. I have seen respect given and taken in equal measure. I have witnessed dedication, felt its true warmth, taken a breath at its cold edge when it is demanded. I have seen a punch thrown, blood spilled in anger, and wounds healed with immeasurable attention. I have seen charity in its purest form, felt emotion rise to a fever pitch. I have felt a hand on my back in times of need, talked openly about feelings with men, sharing a secret fear without ridicule or embarrassment. I have been there before, and will be there again, with so many others who feel and have seen the same things. I am a biker, for life.

Rob Twycross, Life member, UK >>



PIONEER RUN

John Warr, Harley dealer and Chapter director of both Chelsea & Fulham and Meridian H.O.G. in the UK, will be riding his 1914 Harley-Davidson Silent Gray Fellow in the 2009 London to Brighton Pioneer Run on Sunday March 22, 2009.

Over 300 of the world's rarest pre-First World War motorcycles take part in the 50-mile endurance test every year with only one or two Harleys ever entered. "All Harley supporters will be gratefully acknowledged," says John! To check out the route and timings for the Pioneers visit www.warrs.com and click on the 'Pioneer' story.

John Warr, UK

MY HARLEY LOVE AFFAIR

This story is dedicated to my wife, my Uncle Jaime and my grandmother. And to the Old Biker...

I was 16 when I bought my first motorbike. It was on show in a bicycle repair shop. I remember the price – 11,000 pesetas. At that time I was earning around 3,000 pesetas a month. I asked my grandmother for a loan and with what I had saved I put down a deposit to reserve it, then later paid the balance and the motorbike was mine. It was a red and white 50cc OSSA, with high chopper-style handlebars, a fuel tank in the shape of a teardrop, a single sprung seat, spoke wheels, and a two-speed gear-change on the right twist-grip. It was wonderful. I used to go to work on it and on bank holidays I'd go on trips with a bunch of friends on 50cc Derbi, Rieus and Puch bikes.

When I was 18, and with a brand-new driving licence, I was already thinking about a bigger bike. The little Ossa was now too small for me and I wanted to go out on the main roads. My Uncle Jaime was keen on motorbikes. He'd had several – Bultaco,

Montesa, Guzzi – but at that time he had a cream-coloured kick-start 500cc Norton, beautiful, but a hell of a job to start. You could hear him struggling with it when there was no way to get it going. When he came to the house, he'd park it in the yard. I'd ask him for it and, unknown to my parents, I'd go for a ride round the town and show off to a bunch of friends, and especially the girls.

On my short trip, I'd pass in front of a little house where on many evenings there'd be an older man cleaning a beautiful, big, black motorbike with gleaming chrome. Sometimes he had the engine running and the sound of its exhaust was really something. If I could, I'd hang around for a moment to look at that bike that was very different from all the rest.

One day when I stopped outside that house, the man let me in and when I began to ask him about the bike, he said: "Look, kid, this isn't any old motorbike, it's a Harley. It's as if she has a life of her own, she gets inside you, she seduces you and you fall in love with her." I didn't understand all that, I thought: "This bloke's completely nuts. What's he on about – a bike having a life of its own, seducing you, falling in love? – that's crazy talk."

I'd love to see that man again and tell him how right he was. The little house isn't there any more, it's been replaced by factory premises, and I've lost track of him. I'm 59 and I've had four motorbikes, and now I have a Harley, and I'm still that boy with stars in his eyes, just like when I got the little Ossa. I've ridden more than 200,000km on bikes with my wife, and I've been very happy with all of them, but nothing, absolutely nothing, can compare with the feeling I get when I go out on the Harley. When I clean her, and check the oil and petrol levels, the wheels, the panniers, the paintwork, the chrome, time stands still – for me it's complete relaxation. And when I'm finished, I look at her just like on that first day, and I think that what that old Harley biker said is very true. She's seduced me, I've been snared. I'm in love with my Heritage Softail Classic, I'll never think of leaving her and when I'm incapable of riding her, I'll keep her in the garage and carry on grooming and caring for her with all my love and affection. Thanks for everything, Harley.

Josep Mata Puig, Spain

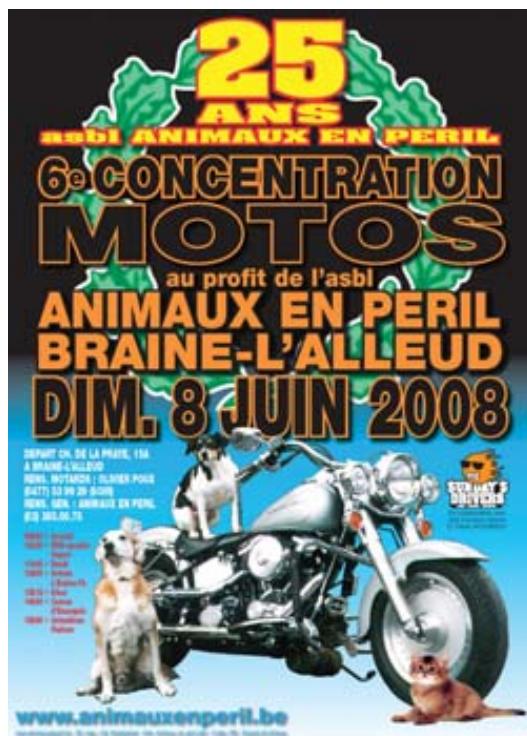
THE SUNDAY DRIVERS

The 'Sunday Drivers' of Wavre in Belgium comprises around 20 Harleys as well as other makes. But several of our bikers also belong to H.O.G. Six years ago, one of our members, Olivier Poux, adopted two animals from a local rescue centre. Such a friendly relationship developed between Olivier and the people running the centre, that in 2003 he suggested organising a rally and run in aid of the animal shelter. This event has been taking place annually for the last five years. Our club organises a biker's day out jointly with the non-profit organisation 'Animals in danger' (Braine-l'Alleud), and the proceeds go to this organisation, which takes in dogs, cats and other large animals.

Every year, on the second weekend in June, we organise a 60-kilometre run starting from Braine-l'Alleud in Belgium and open to all bikers. Thanks to Olivier's idea and the involvement of all the 'Sunday Drivers', some 500 bikers participate in the day's activities and help provide the animals with more comfortable, more suitable and healthier accommodation.

My story is neither funny nor particularly special, but in the little world of bikers and Harleys in particular (Olivier rides a Fat Boy) we're quite well represented at this gathering every year.

Dominique Pierre, Belgium



intakegallery

Intake gallery on-line!

If your photo isn't published here, we may have included it in the digital version of *Hog Tales*! Make sure we have your email address and look out for *Hog Tales on-line* to land in your inbox!

When sending in your pictures, please make sure they are taken with your camera's quality mode set reasonably high so they are good enough for print. And don't forget to send captions!



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Check out an extended Intake Gallery in
the digital edition of *Hog Tales on-line*.
Go to 'My Profile' on members.hog.com
to update your email address, and
Hog Tales will also land
in your inbox!



Suzan and Danny Zwakhals from the Netherlands took both of these photos during the parade at the 2008 European H.O.G. Rally at Lake Garda, Italy



intakegallery

Below: Andy and Karen Allen from East Yorkshire, UK, celebrate their wedding Harley-style



Right: Giorgio Onorato Aquilani from Italy, took this picture of his Nightster during his last trip with friend Roberto De Caro in Chiusdino, Tuscany



Mario Spagnoli from Italy with his biking friend at Monte Nerone in Umbria, Italy



Below: Harley "Marc" Davidson from Belgium defies the SUV on his Fat Boy!



Federico Bianchi from Italy with his family





Right: Photo by Fernandez
Diego Ilguez from Spain



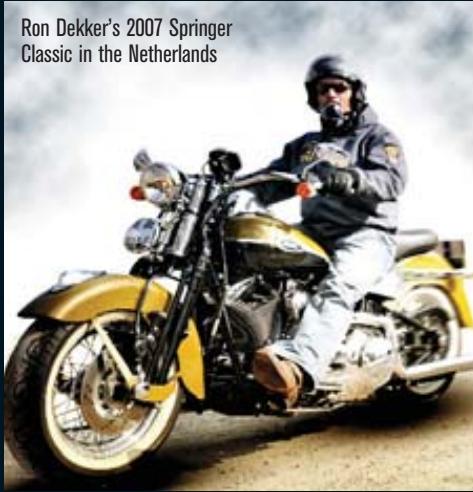
Left: Francesco Ciliberto
from Italy took this photo
during European Bike Week
2008 at Faaker See, Austria



Below: Ahhh... Matteo
Marcellini sent us this
photo from Italy



Ron Dekker's 2007 Springer
Classic in the Netherlands



Right: Photo by Jose
Antonio Ayala Martinez
from Spain

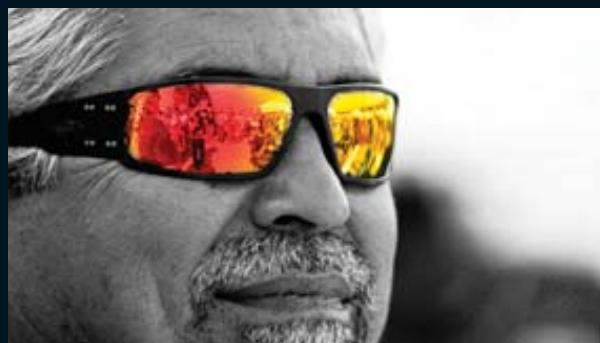


intakegallery



Above: Dallas Knight from Missouri near Springfield

All others on this page: Photos by Luca Mattioli, Italy





All photos on this page by Gilberto Trevisan from Italy
All images represent his three years of riding Harleys



intakegallery



Isabelle Dauvergne, France



Joan Carles Blanco Atienza, Spain



Coufer, Switzerland



All photos on this page
by Ricky Monti, Italy



intakegallery

Bertrand
Mathivet,
France

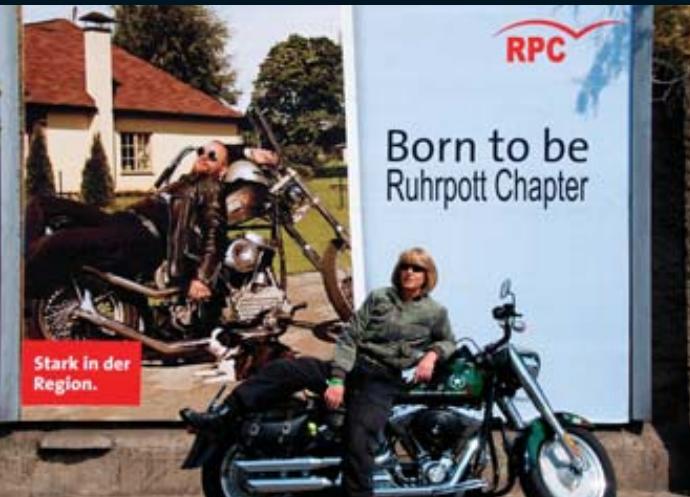
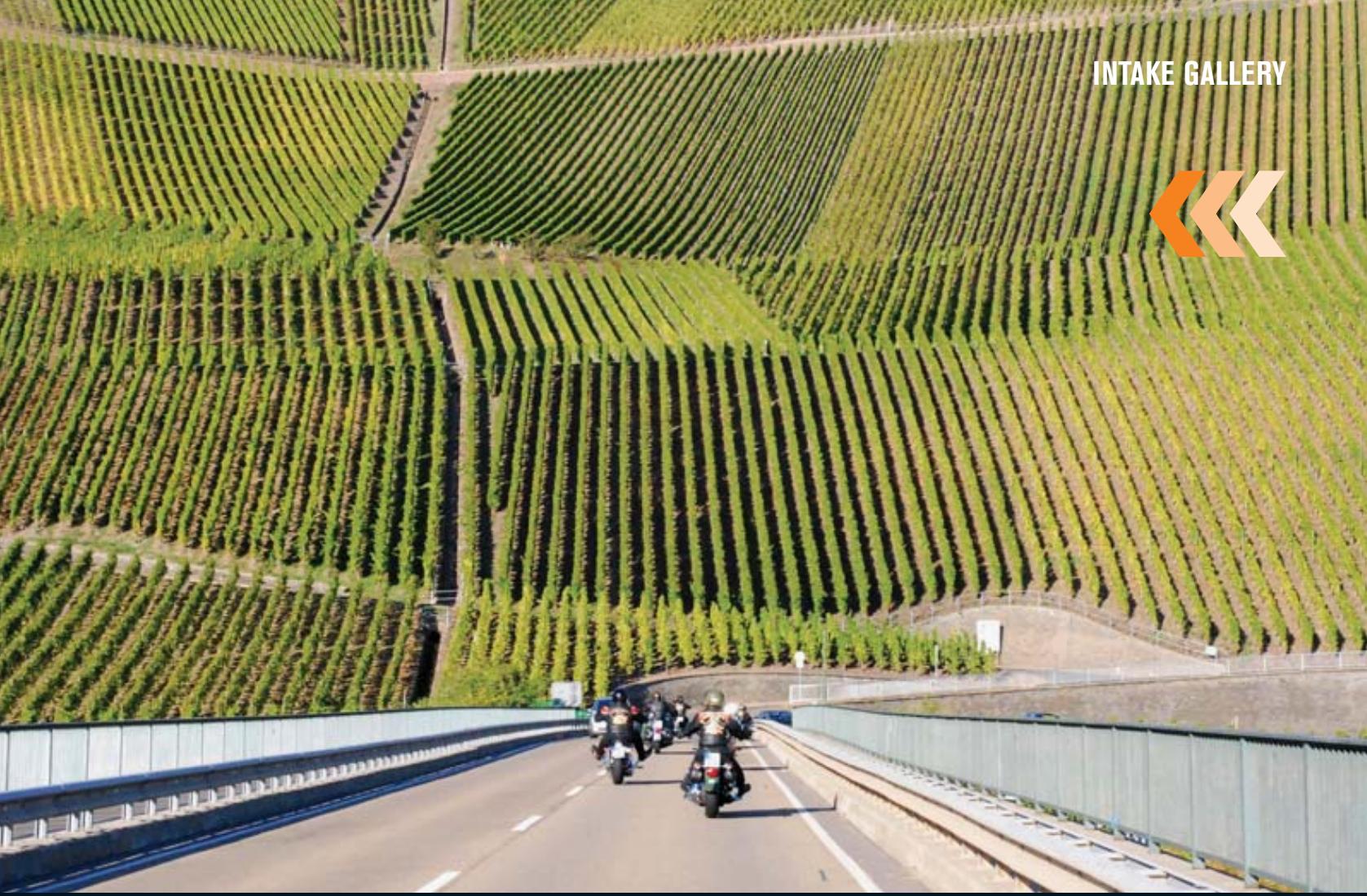


Spanish H.O.G. member



Stefano Donati, Italy





All photos by Markus Tertilt, Photographer
Officer, Ruhrpott Chapter, Germany

intakegallery



All photos on this page by
Thomas Ecker, Germany





Andrea Vizzoni,
Italy



Paul Bromhead,
UK



Brenda Gray,
Wales

Tom Regan,
Ireland



intakegallery



Gianmarco Soru,
Italy



José Manuel Llanos Menéndez, Spain



Theo Kindts,
Holland



Heinz-J. Hengelhaupt,
Germany



^>Pascal Gauch,
Switzerland



^>Heinz-J. Hengelhaupt,
Germany



intakegallery

▼Marcel Henry
Belgium



►Francesco Magni,
Italy

▼Alan Quiney,
Spain



Federico J. Blanco,
Italy



Francesco Magni,
Italy





▲Piti Pérez Torres,
Spain



RALLY ROUNDUP

**BENELUX
RALLY 2009**

Cowboy hats at the ready p20

PREVIEW

18th European H.O.G.
Rally, Jurmala, Latvia

June 25-28, 2009

members.hog.com



GET READY TO PARTY



European H.O.G. Rally travels to Latvia

The 18th European H.O.G. Rally promises to be an event with a difference – get ready to party in this little-explored corner of Europe!

The 2009 European H.O.G. Rally will be a real adventure – held in the fantastic beach resort town of Jurmala, Latvia, this little-explored corner of Europe has some of the most exciting attractions you will ever have the excuse to visit. From the old-world cosmopolitan charms of Riga to the fascinating regions of Estonia (Tallinn is a three-hour ride), Lithuania and Russia, the road to Latvia promises to be an adventure of a lifetime!

Jurmala is a purpose-built charming resort town on 20km of beautiful white sandy beach within easy reach of the wonderful old city of Riga.

The rally itself will be located partly on the huge beach, and partly in the town and parkland of Jurmala, and includes:

- Fantastic beach location
- Midsummer party in the park
- Three nights of fantastic live entertainment – staged in the purpose-built concert area
- Varied accommodation on site to suit all budgets
- Demo Rides
- Games
- Guided and self-guided tours
- Traders and dealers



Pricing

Pre-registration includes a rally pack – bag, T-shirt, pin and patch – and entrance to event for three days. **Member: £50/65 Euros** **Guest: £65/85 Euros**

On-site registration includes entrance to event for three days only. **Member: 75 Euros** **Guest: 95 Euros.** (The on-site prices will be chargeable in Latvian currency at an exchange rate applicable at that time.)

Remember to pre-register in

order to secure your rally pack and make a significant saving. Only limited amounts of rally packs will be available for sale and will be sold on a first-come, first-served basis.

Take advantage of a saving of 45 Euros when you pre-register! Pre-registration closes May 15, 2009!

Tickets can be pre-registered through the H.O.G. Member Services Centre or at members.hog.com

NORWAY NATIONAL H.O.G. RALLY

Take a trip to Geiranger this spring p21



3RD EURO FESTIVAL

Soak up the sun at the Golfe de St Tropez p18



WHAT YOU NEED TO KNOW - FAQS

Do I need a visa to enter Latvia?

No, no visas are required if you are an EU citizen, or if you are from Norway, Switzerland or the USA. All other nationalities should check the visa requirements applicable to their country. EU citizens should not need a visa for any part of the journey to Latvia unless planning to travel through Russia, former Soviet states or the Russian enclave of Kaliningrad.

Will my bike be secure on the journey to, and while I'm in, Latvia?

Yes indeed! This area of Europe is part of the EU and is no less safe than any other.

Do I have to go through Russia to get to Latvia?

No, you do not need to go through Russia to get to Latvia, unless you choose to do so. Travelling to Latvia via Russia or Kaliningrad would add to the adventure of getting there, but would require a visa – and allow plenty of time for the border crossing!

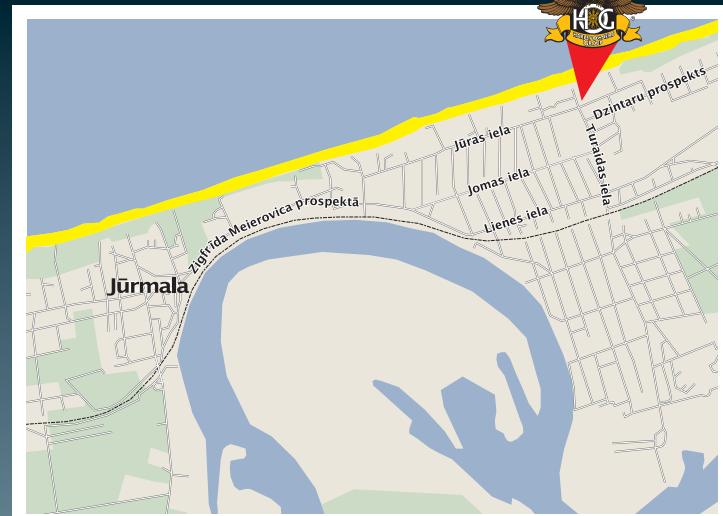
Will I be covered by H.O.G. Assistance and by my insurance on the journey to Latvia?

Yes, so long as you are a valid paid-up member of H.O.G. Assistance, the service will cover you all the way to and from Jurmala. Harley-Davidson Insurance also covers all areas you are likely to travel through on your journey. If you have other policies,

please check with your insurer before travelling.

Is there a recommended route to take to get to Jurmala?

There are a number of fantastic routes you can take to get to Jurmala, depending on your starting point, how long you want to take and how adventurous you wish to be. Our H.O.G. Managers from each market – and members of Riga Chapter Latvia – have suggested some exciting options you could consider, please see members.hog.com/europeanrally for suggested routes with different levels of adventure!



Can I fly to Latvia and rent a Harley when I get there?

Please check the Fly & Ride and Rentals sections of members.hog.com and www.harley-davidson.com for availability of bikes.

How do I choose and book accommodation?

Please use our dedicated travel agency to book the style and price of accommodation that best suits your requirements: www.travelinbaltica.lv
Email: evija@travelinbaltica.lv



Welcome to Latvia!

A warm welcome from Riga Chapter Latvia! If you're hesitating about making the trip, please rest assured that you will be made very welcome when you come to our country! There are beautiful, cosmopolitan attractions; great food, wonderful scenery, friendly people plus the fantastic adventure of the ride. The Chapter will be listing some of the must-see attractions on the members.hog.com website – there are some fantastic sights in Latvia, not least the amazing beach and partying around the clock in our famous summer resort town Jurmala. We look forward to seeing you for a fantastic weekend in Latvia for the European H.O.G. Rally, it will be a party like no other!



Egils Valeinis, Chapter Director, Riga Chapter Latvia

Programme of events

Thursday June 25, 2009

Concert hall area • DJ Music Bands • H-D Competition (main stage, prizes!) Fashion show

Demo rides • Touring rides H.O.G. Village (Includes Hospitality, Customer Service, Dealers, Merchandising) • Traders

Friday June 26, 2009

Concert hall area • DJ Music Bands • H-D Competition (main stage, prizes!) Fashion show

Demo rides • Touring rides H.O.G. Village (Includes Hospitality, Customer Service, Dealers, Merchandising) Traders • Poker Run and Observation Run Custom Bike Show

Saturday June 27, 2009

Concert hall area • DJ Music Bands • H-D Competition (main stage, prizes!) Fashion show

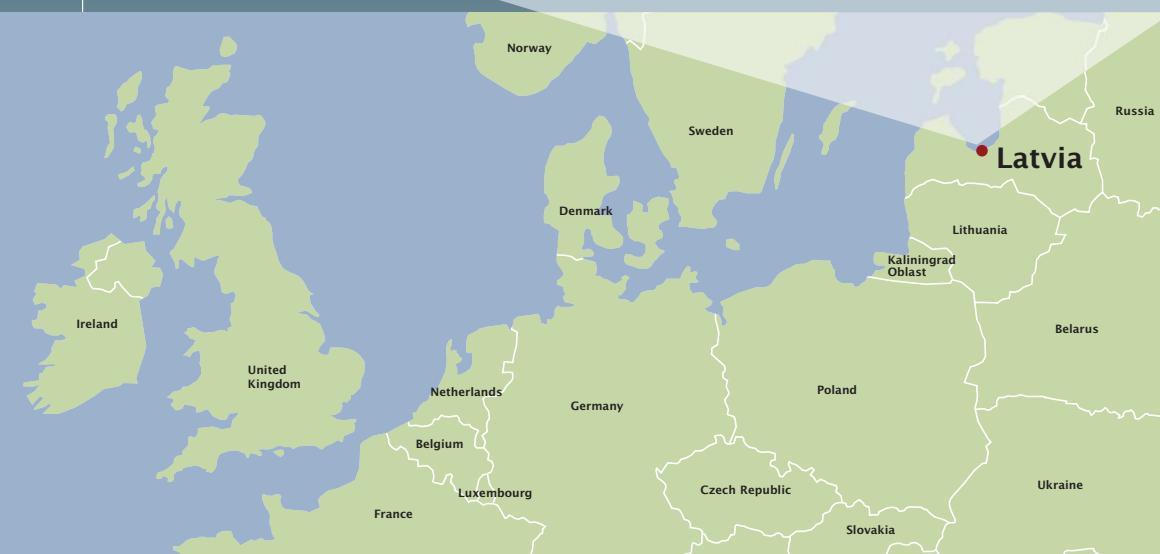
Demo rides • Touring rides H.O.G. Village (Includes Hospitality, Customer Service, Dealers, Merchandising) • Traders

Ceremonies (Chapter Challenge winners, oldest / youngest rider)

Sunday June 28, 2009

PARADE!!!!

All content correct at time of going to print but please be aware all arrangements are subject to change.



RALLY PREVIEW

PREVIEW

3rd Euro Festival, Grimaud,
Golfe de St Tropez, France

May 7-10, 2009

members.hog.com



3RD HARLEY-DAVIDSON® EURO FESTIVAL GRIMAUD, GOLFE DE ST TROPEZ





MOTOR HARLEY-DAVIDSON CYCLES

EURO FESTIVAL

Grimaud - Golfe de St-Tropez - 07/10 Mai 2009

HOG HARLEY OWNERS GROUP

The 3rd Euro Festival kicks off 7-10 May, in Port Grimaud, St Tropez, and it's going to be bigger and better than ever! Take a demo of our new models (don't forget your driving licence!) and check out the Exhibitions and the fantastic Custom Bike Show. Browse genuine parts, accessories and MotorClothes® from Harley-Davidson® dealers and merchandise from traders across Europe and get your hands on merchandise only available during the Festival. Take part in the Parade or participate in one of the rides in the beautiful local area. Then chill at the beach listening to great sounds!

Accommodation in the area

is already filling up, so be sure to book your tickets and your accommodation soon!

Pricing

Pre-register NOW to take advantage of the great discount we are offering over the gate price. This includes entrance to the event for three days only plus rally pack discount voucher for H.O.G. members. Pre-registration prices – H.O.G. member: 40 Euro/ £31 Guest: 65 Euro/ £50 On-site ticket prices – This includes entrance to the event for three days plus rally pack discount voucher for H.O.G. members. H.O.G. member: 60 Euro Guest: 80 Euro Day tickets (available

Thursday, Friday, Saturday)
H.O.G. member: 40 Euro
Guest: 50 Euro

To register, visit members.hog.com
'My Membership' or contact
H.O.G. Membership Services Centre
Tel: +44 (0)208 891 9088
Email: customerservices@hog-europe.com

Rally packs – including bag, t-shirt, pin and patch – will be available for sale in the Merchandise Area. The discount voucher entitles you to purchase a rally pack (or the individual items) at a much lower price. Pre-registration will close 15th April 2009.

Accommodation

CAMPING LES PRAIRIES DE LA MER

Tel: +33 (0)4 94 79 09 09
Fax: +33 (0)4 94 79 09 10
Email: hog@campazur.com
www.campazur.com

MAISON DU TOURISM CARREFOUR DE LA FOUX

Tel: +33 (0)4 94 55 22 00
Fax: +33 (0)4 94 55 22 03
E: info@st-tropez-lesmaures.com
www.st-tropez-lesmaures.com
Please book accommodation directly using the booking form available on-line.

Media enquiries:

hogtales@harley-davidson.com

Trade stand/dealer enquiries:

RLattisch@web.de



Pierre & Vacances



RALLY ROUNDUP

PREVIEW

Benelux H.O.G. Rally 2009,
Leersum, Holland
June 5-7, 2009
www.beneluxhogrally2009.nl

The Rock City Chapter in Amersfoort in the Netherlands is hosting the 2009 Benelux H.O.G. Rally, which will take place on June 5-7, 2009.

The chapter's organising committee is responsible for all aspects of the rally and is tasked with making sure participants go home with memories that will stay with them for a long time!

The chairmen of the committee, Bart Rietveld and Dolf de Wit, have set themselves the challenge of offering visitors something that hasn't been done before. Dolf says: "Bart and I have certainly been to a lot of rallies and we have a good idea

COWBOY CAPERS

of what rally-goers think is important: an attractive location with good places to stay, great entertainment, fantastic shows and great ride-outs." With that in mind, the Ginkelduin estate has been chosen as the location for the 2009 Benelux H.O.G. Rally. This estate is situated near the village of Leersum, in the Dutch 'Utrechtse Heuvelrug' National Park. This will guarantee wonderful rides through the countryside or along the Rhine and Waal rivers.

The organising committee has chosen to give the rally a Western theme, with the slogan 'Find The Cowboy In You'. According to

Bart: "It's a theme that will strike a chord with many bikers. The feeling of freedom, the music, the decor and the displays. Everything will bear the stamp of the Old Frontier."

Volunteers from the chapter will help with the organisation and during the rally itself. Together with the organising committee, they will ensure that the rally runs without a hitch.

"Our programme is taking shape and I can already say that it will be something quite unique that has never been done at a H.O.G. Rally before. We have a beautiful rally site at our disposal. There will be a huge party tent as well as a specially built Western Saloon. Thanks to our main sponsor, Pecoma, you will even be able to check your e-mails in a special internet tent! There will also be plenty of stalls selling lifestyle and Harley-Davidson products," adds Dolf.

Bart says: "As well as activities on-site, we are organising demo rides, a bike show, various ride-outs and of course the parade on the final day of the rally. This parade will start from the Ginkelduin estate and run through the Utrechtse Heuvelrug countryside to Amersfoort.

There it will end at our sponsoring Harley-Davidson dealer, Motor Saloon, where a massive after-party will be held for all rally participants."

Thought has also been given to convenience and safety: on the estate there is a spacious, guarded and covered parking garage where everyone can park their Harleys. There will also be a mobile workshop, courtesy of Motor Saloon. The estate itself

will also be guarded day and night. For participants who have accommodation outside the estate, a taxi service will be provided, which everyone can use at a minimal cost.

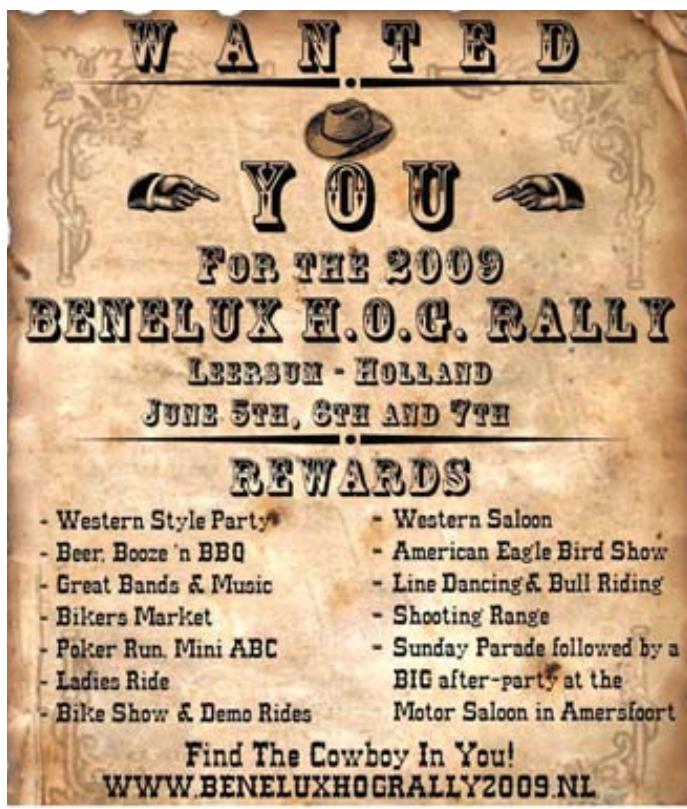
The Rock City Chapter has set up a web site – www.beneluxhogrally2009.nl – where H.O.G. members and non-members can register for the rally. Participants must reserve their own accommodation, but the organisers are happy to point them in the right direction!

It is clear that the location, theme and programme are very popular, because all the chalets on the Ginkelduin estate are already fully booked! However, there are lots of camping spaces available on the estate. There is also plenty of accommodation in the immediate vicinity of the Ginkelduin estate, in the form of hotels, farm camping sites etc. See the rally web site for more information.

The Rock City Chapter is expecting between 1,200 and 1,500 participants in total, from the Netherlands, Belgium, Luxembourg, Germany, France, England, Scotland and even Italy, so don't leave it too late to reserve your accommodation!

Bart and Dolf conclude: "We can feel it. This is going to be an exceptional rally! Together with our volunteers we are going to make sure that participants leave here having had the time of their lives! So if you haven't done so yet, register now and 'Find The Cowboy In You' from June 5-7, 2009 in Leersum!" What more can we say...? Yeehaw!

www.beneluxhogrally2009.nl



RALLYNEWS

NEW DATE FOR HAMBURG

PREVIEW

Hamburg Harley Days,
Hamburg, Germany

June 26-28, 2009

www.hamburgharleydays.de

This summer, the city of Hamburg will be ruled by two-wheelers. From 26-28 June, the European Harley-Davidson community in Hamburg will celebrate the icon from Milwaukee once again. The venue for the sixth Hamburg Harley Days in 2009 is still undecided, but will most likely be the historical harbor warehouses (50er Schuppen).

Up to 50,000 bikers from all parts of Europe, plus thousands of curious sightseers, are expected to come to this unique city event. A large music stage and a bikers' bar will offer a large range of music acts and entertainment – from pop, rock and jazz to funk and country.

Professional stunt and dragster shows and the famous ride-in bike show in the inner city (Mönckebergstraße) will enthuse all the visitors. Many authorised dealers and customisers will present their products and works in a large exhibition. Finally, on Sunday 28, the big parade with up to 10,000 bikes will crown the three-day-event.

PLEASE NOTE: THE PREVIOUSLY ADVERTISED DATE FOR THIS EVENT HAS NOW BEEN CHANGED TO

JUNE 26-28, 2009

DUE TO CIRCUMSTANCES BEYOND OUR CONTROL

NORWEGIAN H.O.G. RALLY

PREVIEW

Norwegian H.O.G. Rally
Geiranger, Norway

June 19-21, 2009

<http://nordvest.hog.no>

Geiranger is the most famous fjord in Norway and a popular destination for bikers as well as for tourists. Taking the trip to Geiranger on your bike is a memory you never will forget.

The roads to Geiranger are just made for biking. The scenery in this part of Norway is spectacular with fjords and mountains diving in to the sea.

There will be music from several bands, rally games, a



Harley cruise on the fjord and guided road trips where we will lead you to some unforgettable places. Hope to see you this spring in Geiranger!



H.O.G. AT THE OPERA



H.O.G. members in Norway have taken part in an indoor national opera performance.

It all began in 2006 when Chapter Østfold, Norway, received an invitation to play a role as gypsy warriors in *Il Trovatore*, a popular opera by Giuseppe Verdi. This was an outdoor performance staged

at an old fortress in the city of Halden in 2007.

Twenty-five members took part in all three performances with an audience close to 7,500 people. The performance took place during darkness, at high speed, on gravel roads and cobble stones, through narrow gates and slippery stages.

During 2008, we were again approached by Director Ronald Rørvik from the

Norwegian National Opera and Ballet about taking part in a special performance on New Year's Eve to be held indoors on stage in the brand new Opera House in Oslo. The bikes were transported by truck to Oslo and we took part in one rehearsal. Back-stage riding with blacked-out walls and

limited lighting – it wasn't an everyday task!

The performance was designed as a farewell gift to the General Director of the Opera, as this was his last day of work, after 17 years in the job. The main performance was *Die Fledermaus* by Johann Strauss.

Our group of riders entered the stage with roaring engines and gleaming chrome. One of the bikes carried the lead singer, the wife of the General Director, and as soon as the bikes were parked, she quickly moved into the front seat and began her performance. The General Director, seated on stage in a golden chair, was delighted, as all of this had remained a well-kept secret for him.

Judging from the applause given by the audience, both when we entered and left the stage, they appreciated the sound and the look of Harleys at the opera.

Terje Hansen, Chapter Østfold



HARLEY-DAVIDSON

WE DON'T DO DIRECT, WE DO INTERESTING

BRETTOURS IS NOW one of only a few tour operators officially authorised by Harley-Davidson. This gives you peace of mind when booking, as it means it has to meet an extensive list of requirements set by Harley to qualify. These requirements include: being bonded by a regulatory body for tour operators; visiting all hotels and checking routes ahead of each tour; having no hidden costs; having emergency plans in place to cater for breakdowns and extreme weather conditions and at least one tour guide or Brettours representative on each tour. Many more guidelines also have to be met. Brettours has many years of biking experience, riding throughout Western Europe and organising Harley-Davidson Authorized Tours during the past 10 years. Brettours is a full-time tour company,

which means 100% of its time is spent on organising tours, checking routes and inspecting the hotels used. There is also a support van and back-up riders to help.

Once again, Brettours has some exciting new tours scheduled for the 2009 season and all tours, as always, offer great back-road routes throughout Western Europe. As with previous years all the accommodation – chateaux, paradores and hotels – will be a minimum of three stars, and many will have four or five stars.

For 2009 Brettours is offering a full list of tours including short breaks, medium distance and long-haul. If your preference is a trip to a rally, there will be a run down to the Euro Festival in St Tropez and a

13-day tour to Faaker See for European Bike Week.

Brettours is also pleased to introduce some exciting new tours for 2009 including Spain and Pyrenees; Normandy Brittany and The Loire; The Swiss Lakes; and a 14-day tour to the Mediterranean and back, exploring some of France's best-kept secrets including gorges, mountains and valleys. Staying in quality hotels and chateaux, it includes a three-night break near Perpignan at the foot of the Pyrenees. ■

For more information log on to www.brettours.com or phone 01304 379446 and we'll be happy to answer any questions you may have.

Please note that Brettours is not the only tour operator to offer Harley-Davidson touring rides.



Just wanted to say thank you so much for another great tour. Another selection of lovely rides and stunning scenery. A couple of the hotels are worth a mention – Chateau de Salles and the Parador at Vielha – both first class.

Ann & Kim Cooper (Pyrenees & Spain, 2008)

Just a quick letter to say "fantastic tour!" Having done several of your tours in the past, this was my personal favourite. The routes chosen were brilliant and interesting, particularly the roads through the Pyrenees and the Gorges – great fun. The accommodation was first class as usual and the Chateau de Salles in France was absolutely magnificent. We also had a very cosmopolitan group this year, with riders from Australia, America, South Africa and Ireland. Everybody got on well with each other, which only added to an already fabulous trip. I'll certainly be back again next year.

Ralph Scerity (Pyrenees & Spain, 2008)

Thank you very much for organising a great holiday. So many varied experiences! Hopefully Angus and I will be back next year. I hope all your other tours this year are as successful.

Kate Grandfield (St. Tropez, 2008)

We wanted to write straight away and thank you for a great weekend in France. The tour was excellent, as was the accommodation, but as first-timers we found the friendship among the group really made the trip. To spend time riding with like-minded individuals in a lovely region while Ron and the team worry about the fuel and food stops makes the pleasure of riding the bike even better. We look forward to seeing the 2009 tours and will definitely be back.

Jenny & Simon Turl (Chateau & Gourmet, 2008)

Just a short note to say a big "thank you" to you and all your team for a lovely trip to St. Tropez. A well-organised trip all round.

Mike Harding (St. Tropez, 2008)

AUTHORIZED TOURS

TOURS AT A GLANCE

APRIL

★ **H.O.G. Europe Touring Ride**
Arras, France, April 18-20

★ **H.O.G. Europe Touring Ride**
Ypres, April 25-27

★ **H.O.G. South Africa 'The Elephant Ride'**
Natal, Africa Bike Week, Kapama
Private Game Reserve, April 28-May 8

MAY

★ **H.O.G. Europe Touring Ride**
Belgium, Luxembourg, Germany,
May 8-12

★ **Dragon's Edge** Wales, May 15-18

★ **H.O.G. Europe Touring Ride**
Normandy, France, May 16-19

★ **H.O.G. Spain Touring Ride 'Montes Universales'** Valencia,
Cuenca, Teruel, Zaragoza, May 20-24

★ H.O.G. Europe Touring Ride

Chateaux, Gorges and the
Mediterranean, May 24-June 6

JUNE

★ **The Emerald Isle**
Holyhead-Killarney for Ireland Bike
Fest, June 4-8

★ **Route 66 Touring Ride**
Chicago-Los Angeles, June 4-20

★ **H.O.G. Europe Touring Ride**
Spain and the Pyrenees, June 17-26

JULY

★ **H.O.G. Europe Touring Ride**
Normandy, Brittany and the Loire,
July 4-11

★ **Friends, Romans, Countrymen**
Scotland and North Yorkshire, July 5-8

★ H.O.G. Europe Touring Ride

Belgian Ardennes, Luxembourg and
Mosel Valley, Germany July 12-16

★ **H.O.G. Europe Touring Ride**
Swiss Lakes, July 23-August 1

AUGUST

★ **Sturgis & the Old West**
Denver-Sturgis-Denver, August 2-13

★ **H.O.G. South Africa 'Big 5 Hippo Tour'** Hippo Rally, then Private
Game Reserve, August 7-13

★ **H.O.G. Europe Touring Ride**
Chateaux and Gourmet, August 15-18

★ **Thunder in the Glens**
Northumberland and Scotland,
August 27-31

★ Harley-Davidson Authorized Tours

SEPTEMBER

★ **H.O.G. Europe Touring Ride**
Five Nations and European Bike Week,
September 5-17

★ **H.O.G. Spain Touring Ride 'Ruta del Ebro'** Zaragoza, Montbrio,
Lleida, Cataluña, September 16-20

★ **Coast to Coast Tour**
Johannesburg, Tiger Valley H.O.G.
Rally, Cape Town, Johannesburg
via the Garden Route, Gauteng,
September 22-October 8

★ **H.O.G. Europe Touring Ride**
Spain II – Picos de Europa,
September 23-October 1

For all Harley-Davidson Authorized
Tours bookings, please contact
the Member Services Centre.



Just to say a big thank you for a most enjoyable tour. As I said on the last night, you are "a great tour leader and a great guy". Mary and I count it a privilege to ride with you and look forward to doing so again.

Trevor Harvey (Ardennes & Luxembourg, 2008)

Just a short note to thank you guys once again, we had a fantastic time. We have some great pics and good memories. Until the next time...

Neville and Jane (Alps & Lakes, 2008)

Many thanks for another great trip. Chris and I had never been to northern Italy before, and we were both really impressed with the scenery, the people and the food (especially the pizzas). Definitely worth another trip to that area.

Andy Bransom (Alps & Lakes, 2008)

Just a quick email to say thank you for a great trip, Andrea and I really enjoyed ourselves and can't wait to go on another trip with you.

Paula Wood (Arras, 2008)

I just wanted to thank you once again for the trip now that I am safe and sound back in Dubai. We had an absolute blast and enjoyed every minute of it. It was so good to be able to see so much beautiful countryside and ride such great roads after the sand and concrete of the Middle East, and to do this with a great bunch of people was the icing on the cake. We have nothing but praise for the organisation, which made everything go so smoothly. As a project manager myself, I know that this is a reflection of the amount of effort put in behind the scenes, so our thanks to all involved. You will definitely be seeing us again in the future.

Andy Hewitt (Alps & Lakes, 2008)

We did not manage to say goodbye to Ron in Santander. Would you please pass on our thanks to him for yet another brilliant holiday. He did a great job and we are looking forward to our tours next year.

Keith & Janet Naylor, Eric Lidster (Spain, 2008)

Our trip with you was great. Thoroughly enjoyed it. Hotels were good and the organisation was superb.

Stuart Vausden (Ardennes & Luxembourg, 2008)

WHAT'S ON

PREVIEW

South of England Rally,
Bisley, UK
August 7-9 2009
www.sofe.uk.com

SOUTH OF ENGLAND RALLY 09

Enjoy terrific value for money, British hospitality, a great atmosphere and that unique Bisley experience at the 2009 South of England Rally, being held August 7-9.

If you put only one Chapter Rally in your ride diary for 2009, make it the South Of England Rally!

Tickets will be on sale from April 01, 2009 on-line at www.sofe.uk.com, at organising chapters' Chapter Nights, participating dealers, or by post. Only H.O.G. members can buy tickets however, non-members accompanied by a H.O.G.®



member are very welcome.

Please note: the South Of England Rally is a pre-registration-only event.

Accommodation

Visit www.sofe.uk.com for details of on-site accommodation. To book, call the National Rifle Association on +44 (0) 1483 797777 Ext. 125 Monday-Friday 9am-5pm. Ask for 'rally accommodation', they will be able to tell you what accommodation is available, and you can pay by credit / debit card. You will need your current H.O.G.® membership number and ticket number.



MARCH

Dubai Bike Week 2009

March 19-21

4th Harley on Safari

Mpumalanga, South Africa,
March 25-29

APRIL

H.O.G. France Concert: Blue Oyster Cult & Uriah Heep

Olympic Hall, Paris, April 5

H.E.A.T. (H.O.G. Enthusiast Adventure Training)

Fulda, Germany, April 24-26

Africa Bike Week 2009

Margate, KZN, South Africa,
April 30-May 3

MAY

Love Ride Switzerland

Duebendorf, May 3

3rd Harley-Davidson EuroFestival

Golfe de St Tropez, France, May 7-10

Czech National H.O.G. Rally
Prague, Czech Republic, May 29-31**Italian National H.O.G. Rally**
Pescara, Italy, May 29-June 2

JUNE

Ireland Bike Week

Killarney, Ireland, June 5-7

Benelux National H.O.G. Rally
Leersum, the Netherlands, June 5-7**12th Summertime Party Sylt**
Westerland, Germany, June 5-7**10th International Harley-Davidson Festival, Hungary**
Lake Balaton, Hungary, June 10-14**8th Magic Bike Rüdesheim**
Rüdesheim, Germany, June 11-14**3rd White River Rally**
Mpumalanga, South Africa, June 13-16**Norway National H.O.G. Rally**
Geiranger, Norway, June 19-21**18th Annual European H.O.G. Rally**
Jurmala, Latvia, June 25-28

International H.O.G.® events coming up in 2009

For additional details on all events, log on to members.hog.com



HAMBURG HARLEY DAYS

Hamburg, Germany, June 26-28

11th INTERNATIONAL EDERSEE MEETING

Hemfurth, Germany, June 25-28

JULY

Swiss Harley Days

tbc, July 3-5

7th Snowball Rally

Drakensburg, South Africa, July 10-12

France National H.O.G. Rally

Morzine, France, July 12-14

Barcelona Harley Days

Barcelona, Spain, July 17-19

Sweden National H.O.G. Rally

Helsingborg, Sweden, July 24-26

AUGUST

Finland National H.O.G. Rally 2009

Helsinki, Finland, August 7-9

South of England Rally

Bisley, UK, August 7-9

5th Hippo Rally

Mpumalanga, South Africa, August 8-10

The 1st Friendship Ride

Wasserkuppe, Rhön, Germany, August 14-16

15th Ladies of Harley Rally

Bitburg, Germany, August 20-23

7th Polish West Coast Rally

Kolobrzeg, Poland, August 20-23

Thunder in the Glens

Aviemore, Scotland, August 28-31

SEPTEMBER

12th European Bike Week™

Faaker See, Austria, September 8-13

1st West Coast Rally

West Coast, South Africa, September 24-27

OCTOBER

CORE Chapter Officer Rideout

Event Switzerland, October 3-4

3rd Alpine Heath Rally

Drakensburg, South Africa, October 23-25

Benelux H.O.G. Halloween Party

tbc, Benelux, October 31



NOVEMBER

5th Royal Rally

Swaziland, November 6-8

Mallorca Bike Week

Robinson Club Cala Serena, Mallorca, November 9-15

10th Middle East H.O.G. Rally

Bahrain, November 11-14

DECEMBER

Santa on a Harley

Zürich, Switzerland, December 5

For details about H.O.G. events, visit

members.hog.com



members.hog.com
EVENTS





Waking the beast

If your bike's been in storage for the winter, there are a few things you should consider before you get back out on the road...

IT MAY STILL be winter, but spring is edging closer every day and many of you will be looking forward to the day when the roads thaw out, the sun blazes again and your ride can come out of hibernation. However, if your bike has been sleeping since the autumn, you need to be sure you and your bike are ready to hit the road this spring.

As long as you've stored your bike correctly there shouldn't be any issues, but mechanically speaking, you need to make sure your bike is sound. If your bike's been in storage, you should have changed the oil before it went in. If not, you may need to change the oil now.

It's common for batteries to go flat over time, so check your lights and the other electrics thoroughly. Look carefully at the tyres. Check pressure and adjust as necessary, but also check for any cracks or damage. Replace the tyres if you need to. Check your controls and brakes. If anything is not as it should be, or you want extra peace of mind, book a pre-season service at your dealership. The highly

trained Harley-Davidson staff will make sure you set off on the right foot.

Don't forget to make sure your kit is still as safe as it should be. Helmets will become less effective over time, and need replacing every two to three years, depending on the amount of use. It should still fit tightly to your head. If it has suffered any damage at all, replace it. Even a drop from a short height will damage its effectiveness.

A common pitfall for bikers is to let their insurance lapse over the winter, then unwittingly ride uninsured when going back out in the spring. Don't let yourself slip into this group – speak to your insurers and make sure it's renewed and valid before you even think about opening the garage.

If your bike is approaching its second birthday, and you'd like the security of your warranty to extend for the next year or two of its life, enquire about the Harley-Davidson extended warranty programme. Get in before the two years are up and enjoy the comfort of knowing your bike's

guaranteed for a lot longer. This is not available in all markets so speak to your dealer to find out more.

Occasionally, the unexpected happens. You go to your garage, pull the cover off the bike, and over the winter your love has grown cold. Perhaps a new model has caught your eye, or maybe your bike just doesn't make your heart race the way it used to. At times like these, you're probably going to be looking to upgrade your ride to something that ignites your passion all over again. Every dealership offers a range of financing options to help make the bike of your dreams the bike in your garage. Different packages and special offers may be available. Visit your dealership to eye up the available models and find out more about your finance options.

As soon as you've got your perfect bike, you're road-legal, it's checked, fuelled, and fired up, your helmet's on, your protective gear's in great condition and you've got the open road ahead, give the engine a rev and get back out there, where you belong. ■

Previously Worshipped motorcycles from Harley-Davidson



Harley-Davidson® Originals

Every Approved Used **Harley-Davidson® Originals** bike comes with a whole lot of attitude and the reassurance of the following checks and benefits:

- 99 point quality inspection check
- Provenance check
- Mileage investigation
- 1 year Official Harley-Davidson® warranty
- 1 year **FREE** H.O.G.® membership.

For more information visit www.harley-davidson.co.uk/originals
or visit your local dealer.

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Warranty is provided by Lumley Auto Ltd and underwritten by AXA UK Ltd, standard Terms & Conditions apply.

09-006-01-H



Make every day count

Official H.O.G.[®] Merchandise



MID Ltd is proud to present new items of the Harley Owners Group merchandise range, exclusively available at the official H.O.G. online store:

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Visit the store for official H.O.G. pins, patches, apparel and many more essential riding accessories.



A1063L



A1069S



A1064L



A1063S



A1069L



A1064S



A1062L



A1070S



A1065L



A1062S



A1070L



A1065S



A1066



A1067



A1068

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JURMALA, LATVIA



**H.O.G.® UK EVENTS
DEALERS &
CHAPTERS**

**H-C TRAVEL GIRLS
GO TO RIDER'S EDGE
MINI'S FINAL RIDE**



HOG NEWS

ISSUE 9

Official news from the Harley Owners Group® UK and Eire

SPRING 2009

START YOUR ENGINES!



Hi! WELCOME TO the first issue of *Hog News* in 2009 for the UK and Eire. Although it may still be decidedly frosty outside, this is the time of year when your plans for the upcoming months can really start to take shape. For that reason, it's one of the most exciting times in the motorcycling calendar.

Right now, bikes are coming out of hibernation, road trips are being planned, and preparations are underway for a season of festivals, rallies, parties and shows. Across the UK and Eire, H.O.G. members certainly aren't shying from the task at hand. Ireland Bike Fest, the South of England Rally and Thunder in the Glens are just three of the events in the listings that are sure to attract members from all over.

If you're looking to travel further afield, one of the tours on offer through the Harley-Davidson authorised tour programme could be just the thing to make your dream come true. Tour the wild mountain roads of Europe, cross the Atlantic to trace historic Route 66, or join one of the biking world's biggest parties in Sturgis or Daytona. Turn the page for a first-hand account from one of our tour guides or call **0870 940 1450** for a copy of the new Open Road brochure, with riding experiences to suit just anyone.

If you're planning your own journey overseas this year, make sure you're making the most of your H.O.G. membership benefits. Our BMF affiliation gives UK members access to great discounts and offers. See opposite or www.bmf.co.uk for more information.

Whatever you do in the upcoming months remember – we want to keep you informed and make sure that all the H.O.G. news is shared among your fellow members. If there's anything you want to see more of, or something that you think we're missing out on, then get in touch. Email your feedback to hoguk@archantdialogue.co.uk Ride safe and have fun!

Marj



IT'S GOOD TO BELONG

As a member of H.O.G.®, you're also an affiliate member of the British Motorcyclists' Federation, but are you making the most of the benefits that this brings?

All H.O.G. members automatically become affiliate members through H.O.G. UK's affiliation with this great organisation. As Britain's largest and most influential riders' rights group, with more than 92,000 members, the British Motorcyclists' Federation (BMF) is a great thing to be a part of. If you're planning to travel abroad – with or without your motorcycle – be sure you take advantage of the additional benefits that you are entitled to.

If you're planning on crossing the channel, Transeuropa Ferries offer BMF members a 15 per cent discount on ticket prices. Running from

Ramsgate to Ostend, it is the only cross-channel passenger service that goes direct to Belgium. Ring their team on 01843 595522, armed with your membership number and quote discount code HOG09Q533.

SeaFrance, the most modern fleet on the Dover-Calais route, also offers you a discount of 10 per cent. It has the largest, fastest and most luxurious ships, with a French ambience. There are up to 15 daily departures, so you can easily fit your ferry crossing in with your other travel plans. To take advantage of this offer, visit seafrance.com and quote BMF in the promotional code box, or ring reservations on 0871 22 22 500.

Motorsport Travel provide discounts on channel crossings including Eurotunnel. Call 01759 301010 for more information and to book. Alternatively, email motorsport_tv@aol.com or visit www.motorsport-travel.com »»

H.O.G.® Benefits

H.O.G.® UK benefits



H.O.G.® UK members are entitled to numerous benefits, including preferential terms and discounts for the following services:

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Harley® Insurance T: 0870 2411 674 F: 01708 732396

Fly/Ride T: +1 (414) 343 4876 F: +1 (414) 343 4515

Harley-Davidson® Rentals www.hdrentals.com

Harley-Davidson® Shipping T: 01375 656100
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Harley-Davidson® Rider Training T: 0871 641 2208
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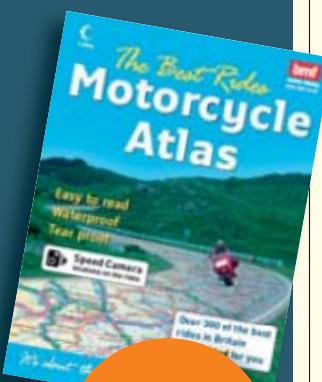
BMF affiliated membership
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DON'T FORGET!

H.O.G. UK/Ireland members can receive an exclusive discount on *The Best Rides Motorcycle Atlas* at just £9.99 including P&P. To order your copy, visit <http://offer.thebestrides.biz/> and enter your H.O.G. membership number to qualify for the discount.

Further details about the H.O.G. UK benefits package is available on-line at www.hog.com

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A number of other ferry providers also offer discounts of up to 35 per cent, including Condor Lines, Stena (Holland and Ireland), DFDS and Irish Ferries. Special deals on cabins may be available too.

Once you get across the channel, where do you stay? Your BMF membership can give you and your bike some great options for accommodation too. If, like thousands of bikers, you dream of touring the sweeping curves and tight hairpins of the Alps, Let's Bike Together might be just what you need. A group of hotels in Austria and Italy, through the Alps, Dolomites and Tirol, these five select lodgings will suit you, whatever your taste. From luxury hotels to cosy biker inns, they've got it all, and BMF members get a five per cent discount. Visit www.motorrad-hotel.com

For more casual options in north-west France, try Pete and Rusty's. With a 4-6-person gîte, a two-berth caravan and a small but well-equipped campsite, this is a great location if you're touring the area. BMF members enjoy at least 10 per cent off. Email peter.broad@tiscali.fr to find out more. Also in the area is La Croix au Vanneur B&B, offering comfortable lodging for you and your bike. BMF members get a discount on individual and group bookings of three nights or more. Visit www.mayenne-bandbtours.com.

If you're nearby the famous Magny Cours F1 race circuit, try Camping Magny Cours, just five minutes away. A super tented village and first-class B&B, you can get up to 25 per cent off the usual prices. For more information visit www.campingmagnycours.com or email info@campingmagnycours.com.

For all your travel money, head to Travelex. They offer 50 per cent off commission to BMF members, so go to any bureau or visit them online at www.travelex.com to claim. Of course, there are plenty of opportunities to enjoy the benefits of the BMF in the UK too. The Sammy Miller Museum in New Milton, Hampshire, has more than 200 beautifully restored, working motorcycles to explore. With your membership you'll get a reduced entry. Also, the BMF itself has an established programme of bike shows, to which you will be entitled to reduced entry. Visit www.bmf.co.uk to see what's coming up and to make sure you don't miss out. It's a great relationship to have – make sure you make the most of it.

To claim additional benefits the BMF discount code for H.O.G. members is:

HOG09Q533

Group tours are a way for you to access some of the best rides in the world, guided by people who know their bikes, know the landscape, and know how to make sure you have an unforgettable time

2009's Harley-Davidson® riding experiences could take you around the UK or across Europe to some of the biking world's biggest events. You could improve your riding skills, start from scratch and learn to handle your own Harley, or rent your dream bike for the perfect holiday.

The pinnacle, however, for many H-D® owners and riders would be to ride through the USA, experiencing the twisted mountain roads, wide-open plains, iconic culture and unforgettable scenery. This year, the Open Road tours will be taking some lucky groups across the old west to Sturgis, to Daytona and along historic Route 66. And you could be among them, following the footprints and tyre tracks of thousands of bikers before.

Someone who's very familiar with the freedom and delight of a Transamerica trip is Gary Fleshman, rider and tour guide for the Route 66 and Sturgis trips. Gary has ridden some of the world's most popular biking routes dozens of times and dreams of riding the Pan-



GUIDING YOUR RIDING

American Highway (northern Alaska to southern Chile). He cites his dream riding companions as: "an eclectic mix of people, including Sean Connery, Adrian Edmondson, Rik Mayall, Rowan Atkinson, the guys from *Top Gear*, Alice Cooper, AC/DC, Gordon Ramsey, Lee Evans, Will Smith, Clint Eastwood, Robin Williams and Jim Carrey."

Gary, like many to-the-core biking enthusiasts, first discovered the joys of biking at a young age, trading off-road four-wheelers and dirt bikes

with his friends. At this point the love affair began, as he admits: "When I was 17 I got my first street-legal motorcycle and after that all I wanted to do was ride my bike. Cars were just too mundane for me."

And Gary has certainly stayed loyal to two-wheeled transport, flirting with every major motorcycle brand under the sun. "I'll ride anything with two wheels and a motor," he confesses. "I've ridden Harley-Davidson and Buell, Indian, Honda, BMW, KTM, Kawasaki, Yamaha, Triumph, BSA, Royal Enfield, Moto Guzzi, Suzuki, Norton, Vincent, Boss Hoss, Ducati, Husqvarna, Orange County Chopper and Victory."

In spite of this encyclopaedic experience, Gary has come back time and again to Harley-Davidson. "While on tour, I prefer to ride a Harley-Davidson Road-Glide (FLTR). I have found it to be the most comfortable touring motorcycle," he related.

The customisable nature of H-D® bikes is part of the appeal too. "I would love to own a fully dressed-out Road Glide," Gary admitted. "Deep metallic blue with metallic silver accents, lots of chrome, and equipped with

all the bells and whistles Harley-Davidson offers."

Gary, like all motorcycle guides, is in his element out on the open road, and the run across historical Route 66 and the jag to Sturgis are two of his favourite routes.

"Historic Route 66 is very different from any other tour we do. This is the only tour where the whole focus is about the road we're on, both physically and figuratively," Gary explains. "With other tours the road is just a way to get somewhere special, but with Route 66 it's about the road itself."

However, that's not to say the places themselves aren't also a delight of the trip. For some, the highlight is the Midwest farmlands, for others the Ozark Mountains.

But whether you're struck by the plains and deserts or peaks and valleys, it's an incredible ride, and one that bears repeating, as Gary has found: "I've done Historic Route 66 more than 30 times now, and I still see something new every time."

The trip to Sturgis is about more than just the rally, too. It's an eye-opening way to »





experience the extremes of the United States. From sparse stretches of land, with just a handful of houses in 60 miles or more, to the thundering gathering at Sturgis' rally itself, it's a ride of extremes.

The landscapes on the journey are just as stunning. And this is something Gary is very much aware of. "The local attractions are great. Spearfish Canyon, the Black Hills and Badlands are all great to ride through," he

recollects. "Mount Rushmore, Crazy Horse, old-west mining towns like Deadwood and Wall Drug, plus Devil's Tower and Yellowstone National Park are also amazing. The rides through the Rocky Mountains are stunning and worth the trip alone."

If you're thinking of taking a long tour by motorcycle, going with a group can be the best way to make the most of your location and, of course, there's the great camaraderie among your fellow riders. "The Route 66 group in 2007 sticks in my mind," Gary remembers.

"Everyone got along amazingly well and had such a good time it became contagious: you couldn't help but have a good time with them. It made my job into more of a holiday than work and even I found it hard to say goodbye at the end."

With a tour like this, you have so much more support than if

you were by yourself, so your chances of keeping your route and seeing everything you've imagined are that much higher. Baggage can be carried on a support vehicle and a spare bike is carried too in case of any breakdowns.

The guide and support vehicle driver can help you with anything you need, while their experience means that the worries of where to turn, when to fuel up, where to stay and how to find the accommodation can go out of the window, leaving you nothing but your bike and the road ahead of you to think about.

This is something Gary's seen a lot of: "I've seen many solo riders and small groups poring over maps and guidebooks. They spend more time trying to navigate when they should be enjoying the scenery and having a great time." Route 66 is particularly notorious for this.

Nothing beats the joy and freedom of running with a pack, and when you join an experience like this, you and your fellow riders will share something you'll always remember, meaning that saying goodbye might just be the hardest part of the trip.

"I've had many people meet for the first time at the beginning of a tour, and be in tears at the end when they have to say goodbye to their new friends," explains Gary. "Many people keep in touch and go for rides together back home. It's a great way to meet people and make friends who love motorcycling as much as you." So, if this is the year to explore some of the world's greatest rides, join the gang and hit the road.

To find out more about these and other Harley-Davidson riding experiences, call 0870 940 1450 to request a copy of the Open Road brochure

GETTING THE BLUES

A Birmingham blues guitarist has commissioned Stratstone Birmingham to create a custom Fat Boy® to mark the release of his latest album

Fred Woodley, a Birmingham-born blues guitarist, has been working with Stratstone Harley-Davidson to create a custom-built guitar-themed Fat Boy® to coincide with the release of his forthcoming blues album.

This special bike features a custom paint finish illustrating a Gibson guitar headstock with musical notes, flames and smoke trailing from the neck and fretboard. The work was completed by local paint specialist Punch (Fort Sport Ltd).

The combination of Harley-Davidson, Gibson Les Paul Guitars and Fred's passion for

blues music have collided on this beautiful one-of-a-kind machine, and will take pride of place on the album's cover. The album itself will have an electric blues feel, featuring local professional musicians.

These include Mark Stanway on keys, Mo Birch on vocals, Alvin Davis on sax and trumpet, Steve Fitton on Bass and Ray Ham on drums. Stratstone Birmingham's Dealer Principal, David Kennedy, will also make an appearance on guitar. Set to be released in April 2009, the album will be the soundtrack for many a rider this season.

Fred's passions for guitars and motorcycles are both deeply embedded in his life. The first bike he rode was a BSA 125 at the young age of 8, before passing his bike test at 16 on a Lambretta GP 200. A series of bikes followed, including a Triumph Bonneville 750, a Honda Hornet 600 and a



Honda Blackbird 1100CBR. It was on this bike that he rode into Harley-Davidson Chapel Ash and first road-tested a Harley. That day, he rode home a convert on his brand-new Road King Classic. "It took me back to how it felt to ride a proper bike," he remembered.

He began to play the guitar at

14. His main influences include Eric Clapton, Carlos Santana and Joe Bonamasa. He has played with Edwin Starr, Alvin Stardust and Maggie Moon, as well as with the Climax Blues Band. Watch this space for further details of the album, plus information about upcoming tour dates.

H-C TRAVEL GIRLS GET HOLD OF HARLEY-DAVIDSON®



At the end of last year, four intrepid women from the same company all passed their motorcycle tests, having completed a week's dedicated course at Rider's Edge in Builth Wells, Wales.

These four keen motorcyclists all work for H-C Travel, the leading specialist motorcycle tour operator in the UK and an authorised Harley-Davidson tour provider. Harley-Davidson was chosen as the training provider for a number of reasons, not least that H-C Travel has a close working relationship with this iconic American motorcycle brand.

David Grist, Director of H-C Travel, set up his company in 1994 to provide motorcycle tours worldwide and his company now offers a great

range of tours and destinations on five continents.

As David said: "Motorcycle tours to the USA are our most popular destination. I kept getting very large hints from my staff that it was about time they all had an opportunity to learn to ride a Harley-Davidson®, enabling them to give our customers best advice on the range of motorcycles available and understand what's important to a motorcycle rider.

"I realised that this made good sense for the business, and it would give me some peace and quiet..."

In September 2008, Carol, Wendy, Hannah and Rachael arrived at Rider's Edge in various states of excitement and nerves. The ages of the new riders range from mid-20s to mid-50s, so it was definitely a case of youth and enthusiasm mixed with experience and a 'go for it' attitude that brought them together in their pursuit of riding a Harley. Here, they share some notes from their diaries during the process:

The week-long course was to prove a challenge for everyone, including the two instructors, Bob and Mark, who were assigned to take us through Compulsory Basic Training and get us ready for the test at the end of the week.

The first morning was spent going through the safety aspects, before we were put on a selection of 125s and shown the basics of riding a motorcycle. The Welsh National Showground is an ideal training venue for novice motorcyclists as it has plenty of tarmac roads in its private grounds.

The afternoon of the first day saw each of us learning how to use the gears and brakes, manoeuvring the bikes through cones and occasionally adding some additional landscaping to the grass verges.

Once Saturday arrived, the confidence gained on day one of the course quickly evaporated. A sheep fair was being held at the Showground. Our instructors led our convoy confidently through the tangle of farm vehicles,

people and sheep, all of whom took very little notice of four women on motorcycles gingerly riding around them. Perhaps if they had known this was only our second day on motorcycles they would have moved out of the way a little faster!

The rest of that morning was spent improving the rudimentary elements of riding a motorcycle, including U-turns and emergency stops. Bob and Mark took us out in pairs for a short ride into Builth Wells to fill up with petrol and get some riding experience on the open road.

It is a little-known fact that the residents of Builth Wells and neighbouring villages have tremendous patience and a forgiving nature, as four girls riding motorcycles at around 35mph would test the goodwill of most car drivers in the UK.

The pleasure of learning to ride a Harley-Davidson is matched only by riding through the stunning scenery of this part of Wales. The instructors make sure that they stay in contact with us at all times by radio and each rider takes it in turns to lead the way, with the instructor riding at the rear or taking the lead himself when required.

Riding through town is the first real test of what each of us has learnt, and it was celebrations all round as we all passed the CBT.

The celebrations continued on to the third day of training, when the instructors opened up what Carol called the sweetie shop. This main garage is »



H.O.G.® Events

home to a selection of beautiful, gleaming Harley-Davidson motorcycles, which we now had the chance to ride.

Compared to the little 125s, the 883s are big beasts and were much heavier to handle. Rachael, however, turned out to be Eddie Kidd in disguise and amazed us all by her ability to ride the bike with skill and speed – at least until the bike hit a patch of mud and she did a somersault that would impress an Olympic athlete.

Luckily she was not hurt, but it was a sobering lesson for us all. Day three was definitely a baptism of fire into motorcycling.

Throughout the day we all came off the bikes and had aches and pains by the end of it.

It was at this point that we really appreciated staying in the Metropole Hotel at Llandrindod that Rider's Edge uses, as the food was excellent, the rooms comfortable and the swimming pool and spa centre were worth every penny.

During the final two days of training, the instructors made sure we got used to riding the 883s and Rachael was put on an 1100cc, which she handles with ease. Our confidence increased, and we were loving both the morning training sessions and getting out on the open road in the afternoons.

On this course there is a great deal to learn in a short space of time and none of us had realised just how tired, physically and mentally, we would be at the

end of each day. It was clear that we would need determination to get through.

The big day of the test arrived and we were all nervous. The test lasted around 40 minutes, but it raced past. We have all had one of the best experiences of our lives and would recommend Rider's Edge as an excellent training centre with experienced, good-humoured and infinitely patient instructors.

All four girls have now passed their test and Carol has bought a Low Rider®, much to everyone's envy. David at H-C Travel is proud to have four dedicated women riders working for him but is beginning to get hints about testing out some of the tours, particularly Route 66...

**Wendy Turkington,
H-C Travel**



NOT A TURKEY IN SIGHT

The fourth Thursday in November probably isn't a date that many British people would notice passing. However, across the Atlantic, millions of Americans gather with their loved ones to celebrate and give thanks. And last year, Chester Harley-Davidson caught the Thanksgiving spirit and organised a party as well.

More than 200 guests were invited to join the party, and just 15 minutes after the doors were opened that evening, the dealership was full. Everyone had descended to take advantage of the great deals

that Chester were offering. It was a night to give thanks for great motorcycling.

Guests were treated to a wide range of custom paint samples, available as part of the dealer's custom paint scheme. Airbrush art demonstrations, running all evening, showed that with the right artist, what you have painted on your ride is limited only to what your imagination can conjure up.

Customised bikes glittered at the centre of the event, with bikes from the dealership's custom bike programme intermingled with the best

of the customer base's stunning machines.

Chester's own custom bikes included three hand-picked Battistini Custom bikes: El Toro, a one-off featuring 1,600cc engine; El Fatto, a highly modified Fatboy with a 250 rear-end conversion; and Mojo, a 1,900cc powered one-off build. Mark Battistini commented: "It was a pleasure to meet Chester Harley-Davidson's top customers and I was impressed by their appetite for custom cycles. We look forward to seeing Chester's growing custom products."

Outside the dealership, members of the local American Car Club had arrived in force with their classic and custom cars, adding some four-wheeled strength to the Americana atmosphere of the night.

Dealer Principal Kirk Herbert was delighted with the evening. He said: "An event like this has not been seen before, and is a great opportunity to open up our dealership to new and existing customers. This event led to four customers buying new bikes that night, with another being bought the next day."



START THE SEASON

From June 5-7, one of the first major events of the UK and Eire biking calendar will take place – Ireland Bike Fest. There's no registration and no fee to pay; just turn up and join the party.

You can expect all the excitement and events that you'd get at any other great Harley-Davidson rally. Sunday morning will see a thundering parade of the bikes at the rally. In the afternoon, get the chance to take a closer look at some of the weekend's show-stoppers in the custom bike show.



Demo rides of all the latest models will be available, giving you the chance to see what's at the cutting edge of motorcycling this year. If you want to get out and explore the beauty of the surrounding countryside, join one of the touring rides that will be operating out of the event, taking you on a tour of Co. Kerry's beautiful roads.

H.O.G. hospitality will be on hand to give you somewhere to kick back, relax and catch up with friends.

Trader areas will give you the chance to stock up on merchandise and spare parts, so have a root around and see what you can pick up! There will also be some glittering entertainment in the evenings. Expect live music and some excellent bars to get the

party going. Just like last year, accommodation in the middle of the action will be an absolute breeze. Bordering the Bike Village, there are hotel rooms and apartments available for the weekend. The Gleneagle hotel offers fantastic sporting equipment, with a 25m swimming pool and fully equipped gym. The Brehon Hotel is a luxurious, elegant option, featuring the Angsana Spa.

Finally, the River Apartments offer a self-catering option. Sleeping four people comfortably and featuring all modern appliances, this could be your home from home at the festival. All Bike Fest-goers staying at any of these will receive a Bikefest T-shirt and pin. All in all, this is going to be one event you don't want to miss out on. Come and join the party at Bike Fest 2009.

For more information and regular updates on entertainments, visit www.irelandbikefest.com

GOODBYE, MINI

It is with great sadness that we announce the passing of one of H.O.G.'s most well-known biker dogs, Mini. Along with her owners, Rob and Pat Oxley, this plucky Jack Russell has ridden more than 23,500 miles up and down the UK, sat on the petrol tank of Rob's Superglide. She also attended festivals and rallies across Europe – you might recognise her from last year's Bike Fest flyers. Mini was adopted eight years ago from Battersea Dogs' Home. "She took to biking by her own choice, by chasing me out to the open road," Rob remembers. "Words can't tell the joy she has given us." From all of us, Mini, rest in peace.



TAKE YOUR BIKE ON HOLIDAY

If you're planning on heading to one of the international rallies this year, but have limited time to ride, you can take advantage of the new transport service provided by We Move Bikes – the transport team used by Harley-Davidson and Buell UK for press and event bikes. Their expertise is second to none when it comes to taking care of your baby.

Riding cross-country for days on end to join a rally in Europe is something that many of us dream of. However, aside from anything else, time often prevents us from making these trips with our pride and joy.

Take advantage of the professional and experienced services of We Move Bikes, and you and your beloved motorcycle can be turning heads across the continent all season long. Your bike can be collected from and returned to any mainland UK or Ireland authorised Harley-Davidson dealer so that you can make the most of your riding time.

Exclusive prices for H.O.G. members

3rd Annual H-D EuroFestival, Golfe de St Tropez (May 7-10)

Booking deadline: April 10, 2009, loading dates between April 19 and April 27, 2009 Collection and drop-off dates to be confirmed (*).

H.O.G. Members

| | |
|---------|------|
| Return | £650 |
| One way | £475 |

Non-members

| | |
|---------|------|
| Return | £715 |
| One way | £525 |

18th Annual European H.O.G. Rally, Jurmala, Latvia (June 25-28)

Booking deadline: May 29, 2009, loading dates between June 7 and June 15, 2009 Collection and drop-off dates to be confirmed (*).

H.O.G. Members

| | |
|---------|------|
| Return | £885 |
| One way | £590 |

Non-members

| | |
|---------|------|
| Return | £975 |
| One way | £650 |

12th European Bike Week, Faaker See, Austria (September 8-13)

Booking Deadline: August 7, 2009, loading dates between July 21 and July 30, 2009. Collection and drop-off dates to be confirmed (*).

H.O.G. Members

| | |
|---------|------|
| Return | £650 |
| One way | £475 |

Non-members

| | |
|---------|------|
| Return | £715 |
| One way | £525 |

Terms

1. Prices include VAT.
2. Prices do not include insurance. Insurance charges will be added at a rate of 1% of stated motorcycle value. Specific details of insurance will be provided upon enquiry.
3. Payment must be received and cleared by the booking deadline. Bookings will be confirmed once payment has cleared.
4. Spaces will be allocated on a first-come, first-served basis.
5. All bookings must be made by telephone on 01242 582448 or email: paul@wemovebikes.co.uk

H.O.G. MEMBERS RAISE THOUSANDS FOR CHARITY

In 2008, through a variety of events, H.O.G.® Chapters across the UK & Eire raised £145,000 for various charities. Compliments to all on this impressive achievement!

Every H.O.G. Chapter has a great record for raising money for charity, and 2008 was certainly no different. Although many fund-raising endeavours make their way on to the pages of *Hog Tales* or the eNews, there is plenty that never makes it this far. As such, we wanted to take the opportunity to recognise, as a whole, the

amount that H.O.G. members across the UK & Eire have raised throughout 2008.

In total, 2008 saw £145,000 raised across all the Chapters who answered our appeal for their annual total. It also includes a few individuals who undertook fund-raising either with their bike or with the support of their Chapter.

We launched the appeal to hear from your Chapter in *Hog Tales* and in the quarterly eNews, and we were pleased with the response. We had complete totals from 12 Chapters, as well as many others featuring totals from rallies, individual events and non-Chapter H.O.G. Members.



Whether you were tackling specific charities on behalf of a friend or loved one, or raising money for a broader appeal, it was inspiring to see what H.O.G. members across the UK and Eire have done.

It was fantastic to see how much work has gone into this fund-raising and how much imagination was displayed in the process. Even better, many of you were keen to share how you were planning to continue

your charity work in 2009.

Although impressive, we're sure this 2008 total doesn't include every charity effort that took place. We didn't hear from every Chapter, but this year, we want to make sure we do.

Be sure to email us at hoguk@archantdialogue.co.uk with details of your fund-raising efforts and give us and your fellow H.O.G. members the opportunity to recognise all that you do.

BIRTHDAY BIKES



For Thomas Evans, his 12th birthday marked his first close encounter with the sound and energy of Harley-Davidson®, and now he's counting down the days till he can get one of his own!

For some, the love affair with Harley-Davidson begins long before they are able to take their test.

Thomas Evans, 12, is just one person who's been smitten at a young age.

2008 was a sad year for Thomas; his mum passed away very suddenly, and his 12th birthday was to be his first without her. Knowing his love for Harley-Davidson bikes, a friend contacted Nene Valley H.O.G.® Chapter on Thomas' behalf, and began to arrange a birthday surprise he was sure to remember!

A thundering mass of Harley-Davidson bikes arrived at Thomas' home in Northampton. He took pride of place at the front of the line, riding pillion with Nene Valley member, Pug. The ride snaked 10 miles up the road to Silverstone Harley-Davidson, Towcester, where Thomas was presented with presents from the Chapter.

He chose a Harley-Davidson T-shirt from the dealership, and was given a goodie bag of DVDs, posters, a leather keyfob and keyrings. He was also presented with a birthday cake. On choosing his T-shirt, Thomas had struggled between two styles, so some Chapter members had a quick whip-round and bought him the other one too.

Members of the Chapter who knew Thomas had bought him their own presents, including a remote control car, a bandana and some gift vouchers.

"I would like to thank everyone from Nene Valley Chapter for such a fantastic day," enthused Thomas, at the end of his birthday. "It has always been my dream to ride on a Harley and it was even better than I expected. A big thanks to 'Pug' for letting me ride on his bike."

The spirit of H.O.G. certainly came through strongly for Thomas too – Nene Valley did a grand job of giving him a taste of the H-D and H.O.G. lifestyle.

"All my friends and family commented on what a friendly and fun bunch of people the Chapter are," remembered Thomas. "My dad is now saving up to buy me my own Harley when I am 18, well at least I think that's what he said... Thanks again to everyone for making my dream come true."

"It was wonderful to be able to help Thomas achieve his dream ride, particularly given the sad circumstances," said Rikki Gee, Nene Valley's Assistant Director, who organised the event. "I hope Thomas had a load of fun, I know we did!"



ICENI: NEW CHAPTER FOR NORWICH

The latest Chapter to join the H.O.G.® family has been launched in Norwich. More than 100 members have already joined Iceni Chapter Norfolk UK, which is sponsored by Norwich Harley-Davidson.

Mel Freakley, Dealer Principal and Chapter Director, said: "The Chapter's philosophy will be all about riding. We want it to be about enjoying our bikes in the company of fellow H.O.G. members.

"We have been absolutely delighted with the response from our customers since we opened last summer and launching the Chapter is another major step forward."

More than 80 members signed up on the launch night early in January with another 20 joining in the following few days. Marjorie Rae, H.O.G. Manager UK and Ireland, gave a short presentation on the role of H.O.G. and its chapters.

She commented: "It was a fantastic evening and very exciting to be at the launch of the 35th H.O.G. Chapter in the UK and Ireland."

The Iceni Chapter's first event to finalise ride-out plans for the year will be held at the Norwich dealership on February 20 with the first ride-out of the season taking place on March 1.

H.O.G.® UK EVENTS 2009

A guide to H.O.G.® UK rallies and events in 2009

APRIL 2009

13 HOG in the Bard III
Ride to Stratford-upon-Avon
E: src@sherwoodchapter.co.uk

MAY 2009

1-4 Cider Rally
W: www.bridgwaterhog.co.uk

15-17 Spring Fever
T: 01420 87051
E: bob.sue@tiscali.co.uk
W: www.nfhog.com

15-18 St Leger Iron Horse
Bainland Country Park,
Woodall Spa, Lincolnshire
E: info@ironhorserally.co.uk
W: www.ironhorserally.co.uk

22-24 Clyde Valley's The Gathering
Ayr Racecourse, Scotland
W: www.clydevalleyhog.com

**22-24 Hogs Around the Rock:
Jersey Chapter H.O.G. Rally**
E: jerseyhogrally@jerseymail.co.uk
W: www.jerseyhog.co.uk

JUNE 2009

5-7 Hog on the Humber
W: www.avhog.co.uk

5-7 Ireland Bike Fest
W: www.irelandbikefest.com

19-21 Circus Maximus VII
W: www.devalegionhog.co.uk

JULY 2009

9-12 Sherwood 'The Legend' Rally
Thorseby Hall
W: www.sherwoodchapter.co.uk

10-12 III Rivers American Iron Rally
E: martyn.coote@nthworld.com

10-12 Peak District Rally
T: 07531 037090
E: rally@peakriders.co.uk
W: www.peakriders.co.uk

10-12 Hoggin' the Hayfields 2

The Hayfields, Cleve Rugby Club,
Mangotsfield, Bristol
T: Mike Brown on 01454 776 148
E: gwrally@greatwesternhog.co.uk
W: www.greatwesternhog.co.uk

23-26 17th Annual Fenlanders Rally

Fakenham Racecourse, Norfolk
W: www.fenlandershog.com

31-2 August Knot Rally

W: www.bridgwaterhog.co.uk

AUGUST 2009

7-9 South of England Rally

National Shooting Centre, Bisley
T: 07973 624116
E: rallyman@sofer.uk.com
W: www.sofer.uk.com

7-9 Hog 'n' Bog

Colraine Rugby Club, Colraine
W: www.provincewidehog.com

14-16 Ridings Rally

Wetherby Racecourse, Wetherby,
West Yorkshire
W: www.avhog.co.uk

14-16 Horseshoe III Rally 2009

Deepings Rugby Club
W: www.rutlandchapter.co.uk

14-16 Essex Chapter Rally

Rochford 100 Rugby Club
E: director@essexchapterhog.com
W: www.essexchapterhog.com

21-23 Nene Valley Back2Basics

Market Harborough Rugby Club
E: martindickinson@aol.com
W: www.nenevalleyhog.co.uk

28-31 Thunder in the Glens 2009

Aviemore, Scotland
Contact George McGuire
T: 0131 666 2326
E: l3ref@aol.com
W: www.dunedinhog.com

SEPTEMBER 2009

4-5 Hoggin' the Beaver VI

The Dirty Duck, Woolsthorp-by-Belvoir
W: www.hogginthebeaver.co.uk

18-20 Heart 'n' Soul Rally 2009

Gosforth Racecourse,
Newcastle-upon-Tyne
E: director@geordiehog.com

25-27 Autumn Blitz

T: 01420 87051
E: bob.sue@tiscali.co.uk
W: www.nfhog.com

OCTOBER 2009

10 Ride to the Wall

E: martindickinson@aol.com

tbc Hoggin' the Bridge

W: www.bridgwaterhog.co.uk



See p16-25 of this issue for other international rallies and events
or visit www.members.hog.com for the full listing

H.O.G.® Dealers and Chapters

1 Black Bear Harley-Davidson

Black Bear Lane, Newmarket,
Suffolk CB8 0JT
T: 0871 641 2736
www.blackbear.co.uk

2 Fenlanders Chapter Suffolk UK (9143)

Director: Peter Lough
T: 07747 771609
E: home@peterandkaren.wanadoo.co.uk
www.fenlandershog.com

3 Cheltenham Harley-Davidson

559 Princess Elizabeth Way,
Cheltenham GL51 7PA
T: 0871 641 2891
www.bladegroup.co.uk/cheltenhamhd

4 Rolling Hills Cheltenham England (9070)

Director: Wayne Honey
E: director@rollinghillshog.co.uk
www.rollinghillshog.com

5 Chester Harley-Davidson

Stanney Mill Lane, Little Stanney
Chester CH2 4HY
T: 0871 641 2831
www.chesterharley-davidson.co.uk

6 Deva Legion (9926)

Director: Ade Nicholson
T: 01244 544173
E: ade.nicholson@btinternet.com
www.devalegionhog.co.uk

7 Dockgate 20 Harley-Davidson

Second Avenue, Millbrook,
Southampton SO15 0LP
T: 0871 641 2730
www.dg20hd.com

8 New Forest Branch (9081)

Director: Les Williams
T: 01929 424601
E: bob.sue@tiscali.co.uk
Hotline: 01794 323701
www.nfhog.com

9 Dublin Harley-Davidson

Red Cow Retail Centre, Robin
Hood Road, Ballymount, Dublin22
T: 00 353 1 4642211
www.harley-davidsondublin.com

10 Gaelic Chapter Ireland (7766)

Director: Peter Mulcahy
T: 00 353 872 573 326
E: director@gaelicchapterireland.com
www.gaelicchapterireland.com

11 Edinburgh Harley-Davidson

14 West Mains Road,
Edinburgh EH9 3BG
T: 0871 641 2822
www.edinburghharley-davidson.co.uk

12 Dunedin Chapter (9083)

Director: George 'Mad Dog' McGuire
T: 0131 666 2326 M: 07833 148 890
E: L3ref@aol.com
www.dunedinhog.com

13 Guernsey Chapter (9384)

Director: Tim Prevel
T: 07781 135692
E: tprevel@hotmail.com
www.guernseyhog.com

14 Guildford Harley-Davidson

Weyvern Park, Portsmouth Road,
Peasmash, Guildford, GU3 1NA
T: 0871 641 2895
www.guildfordharleydavidson.co.uk

15 Hogsback Chapter UK (7846)

Director: John Tenner
T: 01438 207222
E: john.tenner@guildfordharleydavidson.co.uk
W: www.hogsbackchapteruk.org

16 HarleyWorld

Station Road, Whittington Moor,
Chesterfield S41 9EX
T: 0871 641 2603
www.harleyworldchesterfield.co.uk

17 Peak Riders Chapter (9943)

Director: Jonathan Hill
T: 07790 665396
E: director@peakriders.co.uk
www.peakriders.co.uk

18 Jersey Harley-Davidson

Georgetown Garage, Victoria Road,
St Saviour, Jersey JE2 7QG
T: 0871 641 2649
www.jerseyh-d.com

19 Jersey Chapter (9774)

Director: Michael O'Connor
E: oconnors@jerseymail.co.uk
T: 07700 326 652
www.jerseyhog.co.uk

20 Just Harleys

Thunder Alley, 3 Dinsdale Place,
Newcastle-upon-Tyne NE2 1BD
T: 0871 641 2813
www.justharleys.co.uk

21 Geordie Chapter (9721)

Director: Julie Horsfield
T: 0191 2848147
E: director@geordiehog.com
www.geordiehog.com

22 Leeds Harley-Davidson

217 Kirkstall Road, Leeds LS4 2AH
T: 0871 641 2647
www.harleydavidson.eddysmotorcycles.co.uk/harleydavidson

23 Aire Valley UK (9695)

Director: Rob Mitchelmore
T: 07904 877738
E: director@avhog.co.uk
www.avhog.co.uk

24 Lincoln Harley-Davidson

8 Tritton Road
Lincoln, LN6 7QY
T: 0871 641 2837

25 Manchester Harley-Davidson

Hempshaw Lane, St Mary's Way,
Stockport SK1 4LG
T: 0871 641 2820
www.manchesterharley-davidson.co.uk

26 Hatters Chapter (7479)

Director: Pete Burgess
T: 07770 730736
E: PPedro81@aol.com
www.hatterschapter.co.uk

27 Norwich Harley-Davidson

120 Ber Street, Norwich, NR1 3ES
T: 0871 641 2893
www.norwichharleydavidson.co.uk

28 Iceni Chapter Norfolk UK (7822)

Director: Mel Freakley
T: 01603 784818
E: mel.freakley@

29 Oxford Harley-Davidson

Corner House, Wootton Road,
Abingdon OX13 6BS
T: 0871 641 2815
www.oxfordhd.com

30 Oxford UK Chapter (7460)

Director: Peter Davies
E: oxford.ch.director@googlemail.com
www.oxfordukchapter.com

31 Preston Harley-Davidson

West Strand Park, Strand Road, Preston,
Lancashire PR1 8UY
T: 0871 641 2833
www.harleydavidson-preston.com

32 Red Rose Chapter (7772)

Director: Gordon Dick
T: 01524 735074
E: gordon@skikool.wanadoo.co.uk
www.redrosechapter.com

33 Provincewide Harley-Davidson

8 Ferguson's Way, Kilbogs Business Park,
Kilbogs Road, Antrim BT41 4LZ
T: 0871 641 2719
www.provincewide.com

34 Provincewide Chapter Northern Ireland (9918)

Director: George McCarroll
T: 07795 431246
E: director@provincewidehog.com
www.provincewidehog.com

35 Riders of Bridgwater

Riders House, Wylds Road,
Bridgwater TA6 4BH
T: 0871 641 2723
www.riders-bw.com

36 Stratstone Harley-Davidson Birmingham

Waterlinks Motor Village, Lichfield Road,
Aston, Birmingham B6 5RQ
T: 0871 641 2732
www.hdbirmingham.co.uk

37 Riders of Bristol

519 Stockwood Road,
Brislington, Bristol BS4 5LR
T: 0871 641 2607
www.ridersofbristol.co.uk

38 Great Western Chapter (6655)

Director: Mike Brown
T: 01454 776148
E: rockhouse@btconnect.com
www.greatwesternhog.co.uk

39 Robin Hood Harley-Davidson

216 Queens Road, Beeston,
Nottingham NG9 2DB
T: 0871 641 2817
www.robinhoodharleydavidson.com

40 Sherwood Chapter (9794)

Director: Pete Clifford
T: 07815 181152
E: director@sherwoodchapter.co.uk
www.sherwoodchapter.co.uk

41 Shaw Harley-Davidson

Holmes Hill, Nr Lewes BN8 6JA
T: 0871 641 2679
www.shawharley-davidson.co.uk

42 1066 Chapter (6746)

Director: Alan Parr
T: 01323 899205
E: director@1066hogchapter.co.uk
www.1066hogchapter.co.uk

43 Silverstone Harley-Davidson

170 Watling Street East,
Towcester NN12 6DB
T: 0871 641 2824
www.silverstonehd.com

44 Nene Valley (9946)

Director: Martin Dickinson
T: 01327 359060
E: martinpdickinson@aol.com
www.nenevalleyhog.co.uk

45 St. Leger Harley-Davidson

Bulrush Grove, Balby,
Doncaster DN4 8SJ
T: 0871 641 2621
www.stlegerharley-davidson.co.uk

46 St Leger Chapter (6752)

Director: Andy Coe
T: 01302 881047
E: a.coe@virgin.net
www.stlegerhog.org.uk

H.O.G.® Dealers and Chapters

Birmingham Chapter UK (6852)
 Director: Garry Foster
 T: 07971 573 146
 E: grf@blueyonder.co.uk
www.birminghamhog.co.uk

26 Stratstone Harley-Davidson North East London
 2 Loxham Road, Chingford,
 London E4 8SE
 T: 0871 641 2811
www.hdnortheastlondon.co.uk

Essex Chapter (9082)
 Director: Vincent Penkul
 T: 07962 455500
 E: director@essexchapterhog.com
www.essexchapterhog.com

27 Stratstone Harley-Davidson Wolverhampton
 37-43 Chapel Ash,
 Wolverhampton, WV3 0UF
 T: 0871 641 2623
www.wolverhampton.co.uk

Wolfruna Chapter (6827)
 Director: Mick King
 T: 07801 709 252
 E: micky.wolfruna@sky.com
www.wolfrunachapter.com

28 Sycamore Harley-Davidson
 North Street, Uppingham
 LE15 9RN
 T: 0871 641 2617
www.sycamoreharleydavidson.co.uk

Rutland Chapter (6730)
 Director: Peter Ward
 T: 07712 671555
 E: rutlandhog@btinternet.com
www.rutlandchapter.co.uk

29 Thames Valley Harley-Davidson
 Windsor House, 121 Yarmouth Road,
 Slough, Berkshire
 T: 0871 641 2721 F: 01753 557177
 E: enquiries@thamesvalleyharley.com
www.thamesvalleyharley.com

Thames Valley UK Chapter (9746)
 Director: Don Pritchett
 T: 07802 819137
 E: director@tvhoguk.com
www.thamesvalleyhog.org.uk

30 The Foundry Harley-Davidson
 Broad Oak Road,
 Canterbury CT2 7QG
 T: 0871 641 2643
www.robinsonsfoundry.co.uk

Invicta (9141)
 Director: Nick Ovenden
 T: 07860 721208
 Hotline: 01227 378478
 E: director@invictahog.co.uk
www.invictahog.co.uk

31 Three Rivers Chapter (9979)
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 T: 07736 929104
 E: martyn.coote@nthworld.com
www.3rivershogchapter.co.uk

32 Warr's Mottingham Road
 16-20 Mottingham Road,
 London SE9 4QW
 T: 0871 641 2609
www.warrs.com

Meridian Chapter England (6726)
 Director: John Warr
 T: 0208 857 9198
 E: j.warr@virgin.net

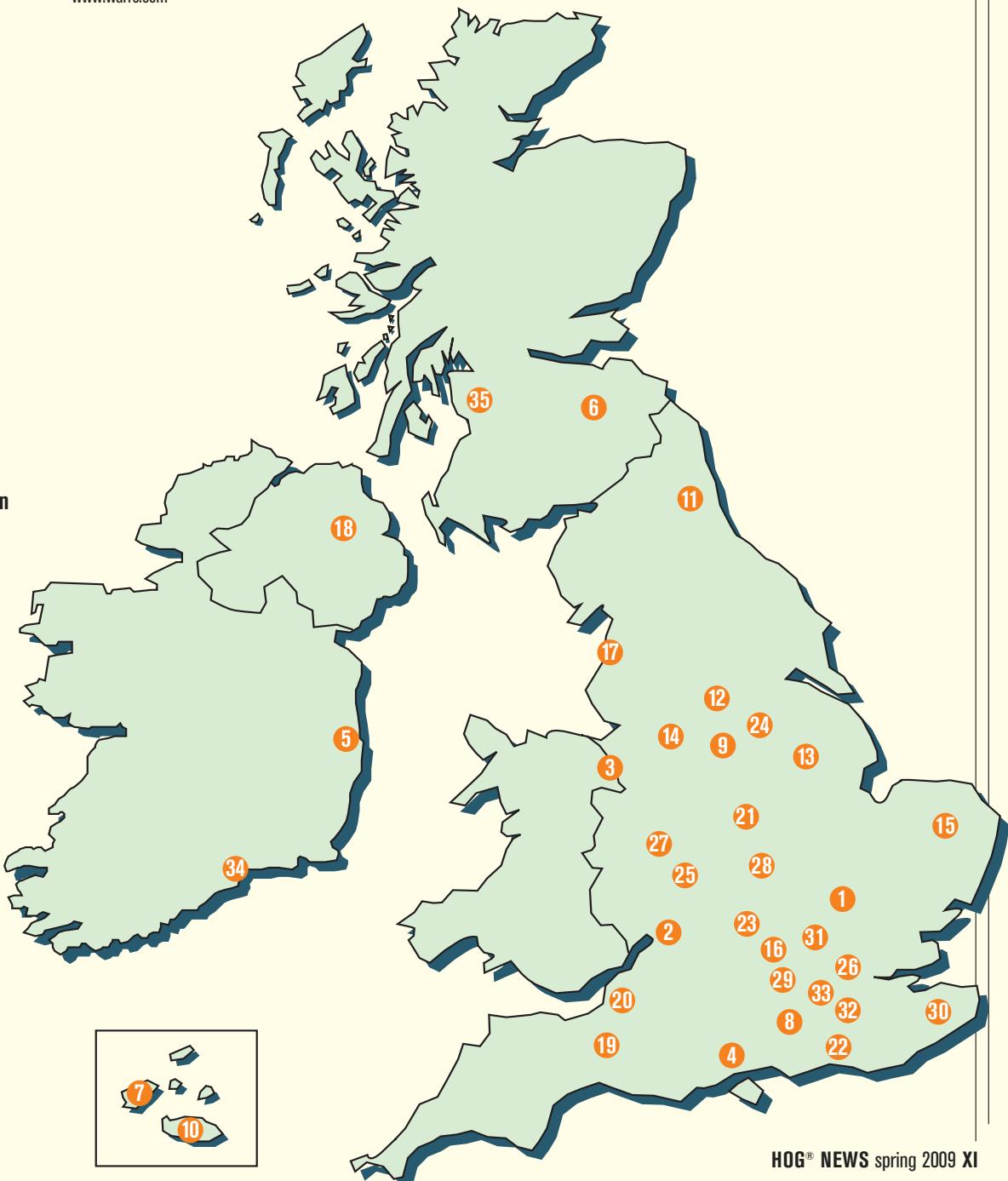
33 Warr's Kings Road
 611 Kings Road, London SW6 2EL
 T: 0871 641 2645
www.warrs.com

Chelsea and Fulham (9085)
 Director: John Warr
 T: 0207 736 2934
 E: j.warr@virgin.net

35 West Coast Harley-Davidson
 147-151 North Street,
 Glasgow G3 7DA
 T: 0871 641 2734
www.westcoasthog.com

34 Waterford Harley-Davidson
 Ozier Park, Waterford City,
 Waterford, Ireland
 T: (+353) 5184 4200
www.waterfordharleydavidson.com

Celtic Thunder Chapter (7567)
 Director: Michael Thompson
 T: 00 353 8724 71577
 E: thompsonm@eircom.net
www.celticthunderhog.com



A man and a woman are shown from the waist up, standing close together. The man, on the right, is wearing a dark blue leather vest over a camouflage hoodie. The woman, on the left, is wearing a dark leather jacket with a visible zipper. They are both looking off to the side with serious expressions. The background is a blurred outdoor setting.

SPRING COLLECTION



HARLEY-DAVIDSON MOTORCLOTHES®
Now available at your local Harley-Davidson dealer

HERE COME THE GIRLS

More and more women are moving into the driving seat and hitting the road on their very own two wheels. Whether sick of being a backrest, or new to motorcycling altogether, women are riding, and they're riding hard, as Zoë Francis finds out



Tn the past two decades, the number of women learning to ride motorcycles has sky-rocketed. Why? According to Karen Davidson, great-granddaughter of founder William A. Davidson, and general merchandise creative director: "Now is the time for women to do anything they want!"

The list of reasons why women decide to ride Harley-Davidson® motorcycles is as long as the open road itself. "There aren't many options left for the person seeking pure, unadulterated adventure," says Karen. "Luckily, the excitement-hungry can still climb on a Harley-Davidson and ride off into the sunset, finding the exhilaration they crave, and discovering new sights and experiences on the open road."

Women have been avid enthusiasts and riders since the beginning and, throughout Harley's history, the company has recognised women's involvement in the sport. Starting in 1915, accessories were designed to keep women passengers comfortable. That year, the company introduced a rear skirt protector and dual-fabric lap blanket with attached muff! In 1982, the H-D accessories catalogue cover featured many photos of women on motorcycles.

And of course there are many inspiring stories of women riders who have made history: mother and daughter team Avis and Effie Hotchkiss from Brooklyn, NY, who rode a motorcycle to California and back in 1915; Vivian Bales, who became the cover girl of *The Enthusiast* magazine after covering nearly 5,000 miles in 78 days on

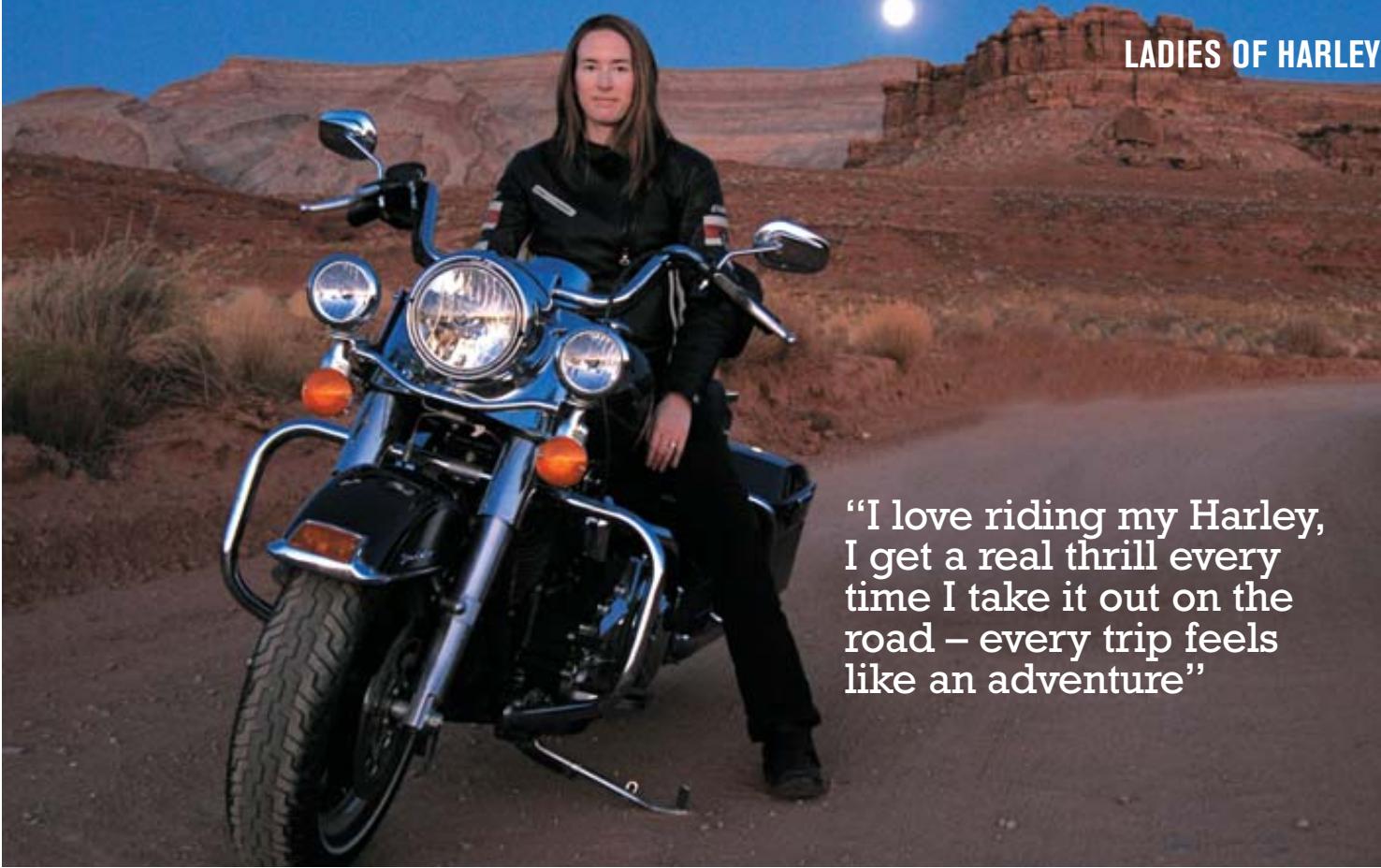
the scenic route north from Florida on her 45 Twin D; and of course, a legend among women riders and motorcyclists in general, Dorothy 'Dot' Robinson who began working in her father's H-D dealership in 1912 – by the 1930s she had married, bought the dealership, moved it to Detroit and by the end of the decade was winning rough-and-tumble endurance races. She won Michigan's Jack Pine Enduro in 1937 and 1940. She was also a founding member of the Motor

Maids, an organisation that continues to unite women who own and ride motorcycles in North America today. And, known as the Motorcycle Queen of Miami, Bessie Stringfield was the first African-American woman to complete a solo, cross-country ride. Just 19 at the time, she went on to ride through the lower 48 states, later coming to Europe before riding through Brazil and Haiti.

All these women riders from history shared one story of pride, curiosity and the desire to break the mould. They were all pioneers on two wheels, and this continues today.

"It's the feeling of freedom, adventure and empowerment of riding that appeals to women," adds Karen. And women around the world are revelling in the freedom that comes with riding a motorcycle.





“I love riding my Harley, I get a real thrill every time I take it out on the road – every trip feels like an adventure”

Sharon Anderson (above)

One such woman is Sharon Anderson from Scotland who, in the summer of 2008, celebrated her first anniversary of riding with a 2,500-mile roadtrip from Las Vegas to Colorado and back.

29-year-old Sharon is an airline pilot for bmibaby and had never considered biking before, however Harleys had always drawn her attention since she was a little girl. “One day I just thought, why not? So, in June 2007 I booked a place at Rider’s Edge and bought my Sportster a week after my test. Although my instructor didn’t believe me, I was more thrilled by passing my test on a Harley than I was passing my Commercial Pilot’s Licence flight test.

I just can’t believe it didn’t do it 10 years ago!”

And Sharon hasn’t looked back. “I love riding my Harley, I get a real thrill every time I take it out on the road – every trip feels like an adventure. If I’ve parked it somewhere, I can’t contain a broad grin when I return and see it waiting for me! It’s quite hard to explain the feeling of optimism I have on a long trip, with my Harley as my travelling companion. It doesn’t matter how foul the

weather is or how torrential the rain, it only seems to enhance the experience and the bond I feel with my Harley. It seems the folks I meet along the way feel that draw as well, I can never complete a trip without somebody approaching me to chat about my Harley!”

One year on and Sharon found herself in the USA with her fiancé Michael, cruising through this biker heaven astride a rented Road King. “Our south-western road trip took in the National Parks in Utah, Arizona and Colorado,” recalls Sharon. “We had the time of our lives!” And she enjoyed the Road King. “I loved it to bits – despite getting it stuck in a sand dune at one point on an optimistic off-road foray and having to haul its heavy ass upright again!”

Let’s just say that Michael wasn’t on a Harley for the trip. “He ended up being in envy of my laid-back steed with plush seating and ride quality, enhanced by mile-munching six-speed and cruise control!”

So when Sharon will upgrade to a Road King of her own? “It’ll take a while to save the money as I can’t contemplate selling my Sportster – I’ll need to have two Harleys instead!” »



LADIES OF HARLEY

Gr. Hedwig Schot

Gr. Hedwig Schot enjoys taking time out from her day job working for a Dutch bank in Luxembourg to enjoy the freedom of the open road astride her Harley. "I learned to ride a motorbike in the Netherlands in 2000," she says. "It took me three months to get my motorbike licence. I have always been a fan of Harley-Davidson and decided to try and get my licence first before buying a bike!" It was 2003 before Hedwig got her dream motorbike. "I had never been interested in any other motorbike except Harley-Davidson, and it was a dream come true when I bought my 100th Anniversary Fat Boy. I had it customised, of course! Different exhausts, handlebars, a lot of chrome accessories, a larger headlight... you name it!"

Gr. Hedwig covers many miles on her motorbike and also now rides a Road King. "I like to ride everywhere!" she laughs. "I love experiencing the beautiful surrounding countryside, smelling the freshness of the air around me. I love the sense of freedom, the power, being at one with nature, the sound and the special spirit that surrounds Harley-Davidson."

Dawn Alexander (right)

Dawn Alexander from Bloxham, Oxfordshire, UK, got a welcome confidence boost when she was awarded the prestigious gold award after completing an Advanced Riding course at Rider's Edge in Wales in 2008. "It all started in October 2003 when I went to Rider's Edge in Builth Wells where I began my journey to becoming a real biker," she recalls. After an intensive week of training, a few hardships and wobbles, Dawn pushed herself beyond her comfort zone and got her motorbike licence – all in six days. "Ladies, if you're thinking of taking your test, have no doubts this will be one of the best achievements of your life! And, Rider's Edge offers the best instructors and the most beautiful locations in which to learn."

After the celebrations died down, she couldn't wait to buy her first bike. "It just had to be a Fat Boy!" she smiles. "But not just any Fat Boy – I bought a 2003 1450cc Limited Edition Anniversary Fat Boy – better known to me now as Annie. She's since been customised too." Dawn's not afraid to put on the miles, either, with trips to Portugal, Spain and France – in fact, any excuse for a long Harley ride!

She admits that, despite the excitement, she did have a few doubts about her purchase. "Could I handle this bike? What had I done? Was it too big? I did start to wonder if I had bitten off more than I could chew!" Those doubts were soon put to rest as she got



to grips with riding the bike. "The experience and feeling of riding is like nothing on earth, particularly on this bike."

Once comfortable with the Fat Boy, she was more determined than ever to get miles under her belt and show the motorcycling world that women don't just belong at the back. "I rode as much as I could and had the opportunity to travel around the UK and Europe." Despite the amazing experiences – not forgetting meeting fabulous people along the way – she felt that something was still missing. "In terms of training, I had been back to Rider's Edge and achieved my bronze award, but I wanted silver, and then gold."

Dawn planned another trip to Wales with a few friends. "It poured with rain but we did get the chance to ride new 2009 H-D models," she adds. "We rode all weekend and on assessment day we were awarded our gold certificates – the first women in Europe to achieve Gold! Words can't describe how I felt. I was delighted with what I'd accomplished."

Marijke van Laarhoven (right)

Marijke van Laarhoven is a member of the Corridor Chapter in the Netherlands, along with her husband. "As a young girl I always played *Chips* – the TV series about two policemen on motorcycles!" she says. "Even then I would dream about what it was like to ride a motorbike and began having lessons as soon as I could – I actually got my motorbike licence when I was 19, which was very cool for a girl at that time."

In 2001, Marijke and her husband bought their first Harley. "It



was my dream bike," she recalls. "I saw it in a commercial many years before and I fell in love with that bike. We bought the Liberator in pieces and it took about three years for my husband and his friend to build it – it now stands in our living room."

In 2006, she fell in love with a purple and white Heritage late-Evo, with as many chrome accessories you can think of. "It was for sale at our local dealer and I was attracted to it like a magpie with all that chrome!"

While Marijke enjoys motorcycling holidays with her family,

she has a huge appreciation for her local surroundings. "Austria has fantastic scenery and great roads for riding, but I've also learned to enjoy riding in the Netherlands – there are loads of beautiful places on our doorstep! My biggest dream, though, is to ride my bike in the US."

Marijke is a member of the Benelux Ladies of Harley and loves sharing her passion with fellow riders. "What I love the most about riding is the freedom and to have the opportunity to ride a motorbike, especially a Harley – I just love the sound it makes." **»»**

"I began having lessons as soon as I could ... I got my licence when I was 19"



Ladies of Harley Motorcycling Memories Contest 2008

The winner of the 2008 Contest in Europe is

Rosita De Dapper

Love at first sight

I am a lady rider from Ghent Chapter Belgium. In early 2008 I bought a Sportster 1200 Low, a nice bike. Since then, I have ridden 5,000 miles. But, in the summer, we had our dealer's Open House event, and that's when I saw it ... the colour caught my eye immediately – copper and black – it was wonderful. The 08 105th anniversary limited edition Dyna Super Glide Custom ... it was love at first sight! Then I was confused – should I buy a brand new bike after just 10 months? I had many sleepless nights. Could I afford it? Could I sell my Sportster for a good price? What if someone buys it before me? I had a chat with our dealer, and I decided to buy it. The following Friday I rode my Sportster for the last time to the dealer and returned astride my Dyna Super Glide. I am a very lucky and happy Lady of Harley that owns one of just 10 examples in Belgium, and I hope to clock many miles with my new ride!



If you have a story to tell, put your words to paper and send to: H.O.G. Member Services, Globe House, 1 Chertsey Road, Twickenham TW1 1LR, UK, along with a quality colour photo of you and your bike. You may find yourself appearing in *Hog Tales* and on members.hog.com – and clutching a US \$500 H.O.G. gift certificate.



“I fell in love with the ride of the Fat Boy”

Zoë Francis (above)

I can't possibly put this article together without mentioning my very own pride and joy. After clocking 7,000 miles in my first 10 months of riding astride my beloved 2007 Street Bob, a Fat Boy caught my eye. As much as I loved my 'untouched' Bob, I was bitten by the ride of the Fat Boy and just had to have one. Smitten by the 'ride' so much, I hadn't given the look of the bike a second thought. Before barely wearing in the brand-new tyres on my 08 Fat Boy I had begun customising it. New chrome bevelled-edge triple trees forced the bike's entire front end to be dismantled. Clearly, with the bike in bits, the best time to do the respray, obviously! Gun metal grey with matt finish, plus all the usual cosmetics – hand grips, footboard inserts, gear shift and brake pedal levers were coupled with matt black V&H Big Radius exhausts, high-flow air filter, extended shock bolts for a lower stance, new Brawler seat and a chrome tank panel. The pillion seat disappeared too – this is MY bike! :-)

And now I have to admit that looking at it is *almost* as cool as riding it!

So, as women take control of their own handlebars, new adventures are calling and they just can't wait to find out what's hiding round the next bend! Join in the fun!



RED HOT RACES

H.O.G. Spain reports on its red-hot XR1200 competition



In December 2008, the international racetrack in Valencia, Spain, hosted the final of the spectacular BBQ Series – an amateur competition where 30 riders compete in two categories: Harley-Davidson XR1200 and Buell 1125R.

The series began with a night race at Albacete racetrack in August, with the following leg held at the new racetrack in Monteblanco. More than 15,000 braved the chilly temperatures in December for the grand final and party in Valencia in December, where a monumental paella and a fantastic atmosphere created by H.O.G.

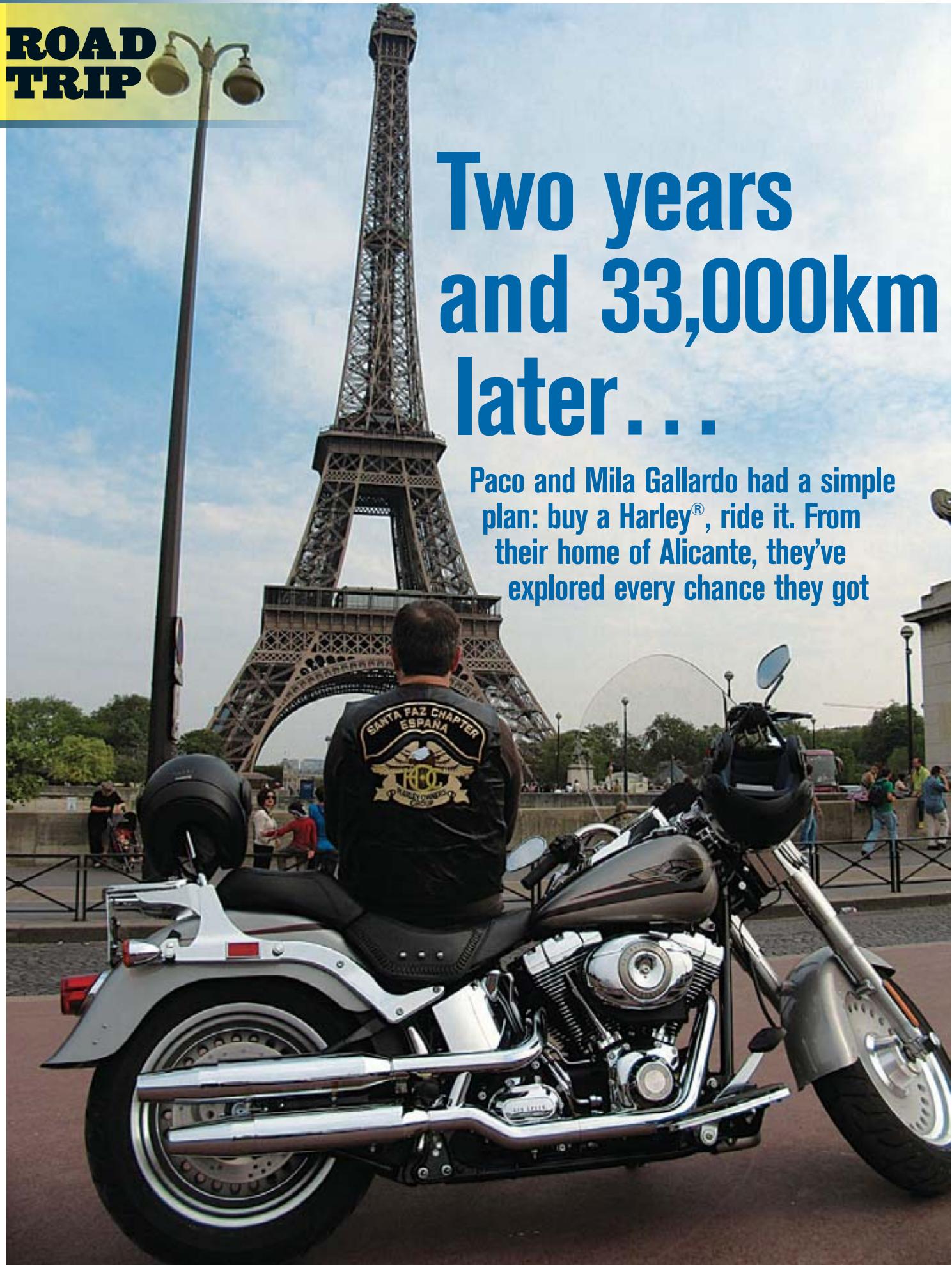
members, H-D owners and others made the event a huge success.

The competition is designed for amateur riders who want to race the H-D XR1200 or Buell 1125R. Sergio Armet, Buell Brand Manager and co-ordinator of the BBQ Series, said: "Although we received interest from very experienced riders, the BBQ Series, as the name suggests, is not just a motorcycle race. The event is designed to combine motorcycle racing with music, a barbecue, and one big party for people who want to share their enthusiasm of riding motorcycles." ■



Two years and 33,000km later. . .

Paco and Mila Gallardo had a simple plan: buy a Harley®, ride it. From their home of Alicante, they've explored every chance they got



In December 2006 my wife Mila and I collected our Harley, a completely redesigned 2007 Fat Boy. Immediately, as though we had been shot from a starting pistol, we were out on the road. We began to go out on little trips with our puppy, for weekend activities with the Chapter and whenever possible I'd go to work on the bike. At the end of April 2007 we made our first long trip: from our hometown of Alicante to Brussels. The story was published in the autumn 2007 edition of *Hog Tales*. When we got back we started to participate in events organised by some of the Spanish Chapters.

In the meantime I began to plan our August holiday trip through Provence. We spent a few delightful days riding along the roads in the south of France, visiting towns and sampling cuisine, finishing the holidays with a few days with friends in St.Tropez. The summer came to an end and the season for long journeys gave way to outings with our Chapter and preparations for our Harleycante Rally in 2008.

2008 started with me and Mila going to the Marbella Chapter's first anniversary party on March 28. In April we attended our Harleycante Rally, and then in May we went to Madrid to take part in the KM-0 Rally, and from there we headed off to Vigo for the Vigo-Sevilla Touring Ride, first stopping in León to visit some friends. In León we got in touch with the Touring Ride people – Santos, Quique, Raúl – and rode with them towards Vigo. On the way we met the American couple who were also taking part in the ride.

Before we got to Vigo it began to rain, but the advantage of being accompanied by the event organisers meant that we could easily find the hotel in Sanxenxo. However, the next day it went on raining until we reached the Santa Tecla region at the mouth of the River Miño, where it miraculously stopped raining – for the rest of the trip.

From then on we began to enjoy the journey, along roads carefully chosen so that we could appreciate our Harleys as well as the scenery and the company of the other Touring Ride participants. Until then, Mila and I had only taken long trips by ourselves, and this was the first time we rode with other Harley enthusiasts.

Words fail to describe what we experienced during the trip; you have to have been there to feel the sensation. The written and spoken word can only express excitement but never feelings.

We reached Bussaco in Portugal and spent the night in a lovely hotel that was full not only of interesting architectural details but also of nice personal touches, because when we went to bed exhausted after an unforgettable day, the bed was already »»



FROM ALICANTE



made up with a 'good night' sweet on the pillow, just like when Granny used to turn down the bed for us when we were little.

At dinner we all felt like children ready for games. We talked easily with our travelling companions, creating bonds of friendship with people that only time will tell if we'll ever see again.

Next day, after a hearty breakfast, we set off for Cáceres, an old city with lots of historical monuments that met us with a warm welcome. We rode along A-roads carefully chosen for their exciting combination of curves and long straight stretches, giving us plenty of opportunity to check out our fellow riders and tell them about their motorcycling performance. Many a time friends have told me how they like looking at my Fat Boy's oversized wheels leaning over on the curves, and they always ask me if the bike is easy to handle. You can imagine my answer after having done 33,000km in less than two years.

Back to the Touring Ride, which on its last day brought us some unforgettably enjoyable feelings of warmth towards the city of Sevilla. Together with the Sevilla Chapter we attended a dinner where lots of gifts and prizes were handed out, and Mila and I received the 'Nicest Couple Award'.

This gave us the chance to thank all the Touring Ride participants, all those present and especially the organisers who had looked after us so well. They had so patiently ensured that everything went smoothly, from traditional meals to carefully chosen roads. The combined efficiency of the staff meant that any serious incident was avoided. Mila and I realised the great work each of them had put in, from the Road Captain to the 'shepherds' and the guy who brought up the rear – we thank you all.

Next day we said our goodbyes, although Mila and I took the opportunity to stay an extra day in Sevilla. On the way home, Mila and I planned a route from Sevilla via Cádiz, Arcos de la Frontera, Córdoba, Alcaraz, riding along A- and B-roads, and through pretty Spanish villages and beauty spots.

Apart from the typical architecture of cities like Córdoba and Cádiz, what stands out in the mind is the unique five-sided 16th-century tower in the town of Alcaraz. We arrived there after leaving Córdoba and crossing the Puerto de las Palomas mountains near the villages of Grazalema and Zahara on a highland road with views of the Ronda mountains and the Zahara Reservoir.

After that trip we got ready to take part in the 105th Harley-Davidson Anniversary and the 25th H.O.G. Anniversary in Barcelona. But before this, we went and spent a weekend with our pals in the Valencia Chapter who were as friendly



ROAD TRIP

as ever. They arranged a very nice route for us, together with activities that kept us so entertained that time just flew by.

The group ride to Barcelona promised to be unforgettable. And so it was, from getting up at the crack of dawn, leaving at four in the morning to arriving in Barcelona where it was all happening. Scores of Harleys were riding through the city, with people from all four corners of the earth taking part in an event that you don't see every day.

Finally the August holidays arrived. We decided to return to St. Tropez and spend a few days with our friends. This time the challenge was to get there from Alicante without paying a single toll. The whole journey on secondary roads, A-roads, toll-free main roads, through villages, towns, from one country to another – something I'll never forget. And best of all, no GPS. I never take one, just a few notes that I make before leaving and my sense of direction along with the odd question I ask a local. This means it's always sure to be an adventure. I got there in two days.

After the summer the schools recommenced, with students anxious to start their courses. That's when a few of us from the Chapter went to Granada on a trip organised by one of them.

We had a great time in Granada, riding along the country roads and visiting well-known villages in the foothills of the Sierra Nevada. We went to typical places in the city and really enjoyed the company of a bunch of Harley enthusiasts intent on having a good time.

Right now we're preparing for our last trip outside the province, as winter is approaching and we'll be focusing on outings close to the city where we live. This trip is to Almería's first H.O.G.® Rally where we hope to enjoy ourselves and share with our friends our mutual passion for riding motorcycles, especially Harleys.

With all these experiences, you can see that we haven't been bored, planning and enjoying our trips, just my wife and I by ourselves or together with others. Either way, it's all very pleasurable. The main thing is the desire to get what you want and to put all your efforts into achieving it. But what's most important is not to be afraid – if you conquer your fears, you'll feel free – and there's nothing like the freedom you feel when riding a Harley. ■

Harleys and boats? Not a natural pairing ... or is it? Pete Richelmann reports

Every year in October, the Royal Cape Yacht Club holds its opening cruise. This event marks the start of the sailing season and is typically festive with a theme. In 2008 the theme was 'different cultures' and the competition was fierce as some of the catamaran owners, who take part in this event every year, have much experience in dressing their boats. Preparation for some starts weeks in advance



All aboard!





of the big day. For instance, the winning catamaran, owned by Jimmy and Dawn Ewigster, had gone for the theme 'District Six and the Cape Minstrels'.

Ernie and Lynette Aylward from H.O.G. Cape Town own a beautiful 26ft catamaran and also decided to take part in this great event. Guess what culture they chose? Yes, Harley-Davidson! Ernie kindly invited a few of us club members to join them the day before the event.

Julie loaned us the club flags and banners which we used to dress our boat. Our secret weapon came in the form of Ernie and Lynette's daughter Talia's Sportster, which we planned to mount on the front of the catamaran.

The actual task of getting the Harley on the boat raised a lot of interest from the other yachtsmen, who looked on with interest. But

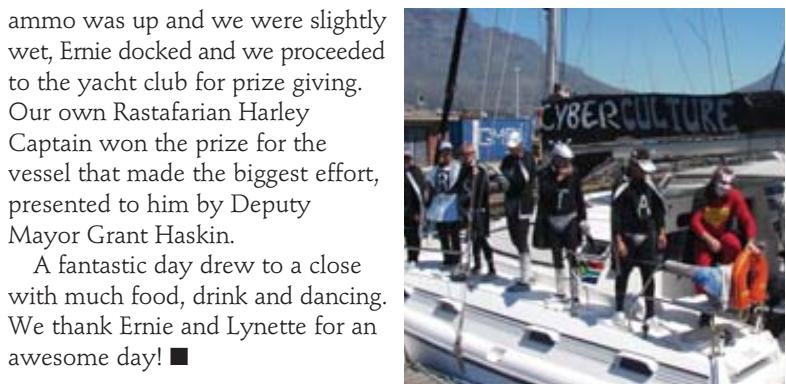


Ernie was unperturbed and very confident that we could get the Sporty on deck. Not an easy task!

Once we had successfully secured the bike, we set sail with the rest of the fleet to present our creations to the Admiral of the fleet. As our turn came, we started the Sportster and gave it some revs to get the competition going.

After the sail past, we all engaged in a water pistol and a water-filled-balloon-bomb battle! Once our ammo was up and we were slightly wet, Ernie docked and we proceeded to the yacht club for prize giving. Our own Rastafarian Harley Captain won the prize for the vessel that made the biggest effort, presented to him by Deputy Mayor Grant Haskin.

A fantastic day drew to a close with much food, drink and dancing. We thank Ernie and Lynette for an awesome day! ■



**"No grievances to redress
No wrongs to right
No injuries to amend
No debts to discharge"
Hilario Pérez Quintano and his
wife Rosamaria hit the road...**

In the land of

La Mancha's iconic windmills make the area's landscape unforgettable



Beckoned by the sun, we were drawn to the highway to leave cold, damp Cantabria. Feeling like Don Quixote, we headed for La Mancha, where good friends and places that have been part of our folk memory for 400 years awaited us.

For me, travelling by bike is always exciting, but for my wife Rosamaria it's a challenge as enormous as the windmills were for Don Quixote, since she always lives under the shadow of fibromyalgia.

Together on our Harley®, we've rediscovered the pleasure of travelling slowly without timetables, at whatever speed our energy allows. We enjoy the heat or the cold, the wind or the rain; the adventure is in the journey, not the destination.



Don Quixote

The sunlit landscape of La Mancha was calling us. On our bike, our *Rocinante*, we were to ride through some of the places where Cervantes set Don Quixote's legendary adventures. Then before our very eyes, 11 windmills and a historic castle on the Calderico Hill dominated the Consuegra countryside. From the crest of the hill, all four horizons of La Mancha lay before us. We drank in the spectacular beauty of this captivating land.

We continued along the roads of La Mancha accompanied by huge vineyards, the largest in the world, and a permanently blue sky. We came to El Toboso which, with its whitewashed walls, has managed to preserve all its La Mancha charm. Wandering through its streets, reading

fragments of quotations from *Don Quixote*, awakens feelings of nostalgia and melancholy. Much to Rosamaria's regret, as she could already smell the paper and parchment, the Cervantes Centre was closed – it has an amazing collection of 300 editions of *El Ingenioso Hidalgo Don Quijote de la Mancha*.

We carried on to Campo de Criptana. W. Starkie said that Criptana is the most welcoming place in the whole of La Mancha, and we could only agree with him. He praises its white and indigo painted houses and its steep narrow streets leading to the Sierra de la Paz where stand 10 windmills, some of which are 500 years old and from where we had a marvellous view of La Mancha.

According to students of Cervantes it was here, in its heyday when it had nearly 40 windmills, that Don Quixote's well-known battle with the windmill giants took place. We returned to Sonseca through a sea of olive trees. The Mora castle stands guard over the road, with its ruins now a reminder of its past glories. Further on, we had a nice cold beer in the 'most noble, loyal and ancient' town of Orgaz. Our journey had come to an end.

We left behind a land with the strength, colour and aroma of wine, oil and orange blossom. Villages laden with history and legends; landscapes bearing Don Quixote's footsteps. An adventure we heartily recommend but, as he himself would say, 'it's all in the eye of the beholder'. ■



The road map

The thrill and adventure of riding a great motorcycle on the open road has ignited passion in generations of Harley-Davidson® riders.

There are many roads to discover along the journey. The whole reason many of us got involved in riding was to find adventure. In return, we expect things to be new and exciting, to find more ways to meet people and see new things – to meet your own (and sometimes your Chapter's or fellow riders') expectations.

Continually raising the bar like this can be challenging. That's why H.O.G. Enthusiast Adventure Training helps you lead the way. H.E.A.T. offers a well-proven track to riding success, and focuses on what H.O.G.® is all about: the ride, having fun, and getting out more often. The leadership road map will get you there.

H.O.G. fuels the adventure

Ready to heat it up in preparation for the riding season? The Harley Owners Group is pleased to announce the second annual H.O.G. Enthusiast Adventure Training programme in Fulda, Germany – April 24-25, 2009.

H.E.A.T. invites riders from around the world to join in the celebration of the Harley-Davidson experience, while also gaining insights, ideas and information on how to get the most out of the H.O.G. riding experience. For decades, Harley-Davidson riders have been sharing their passion for great motorcycles and riding adventure. Now it's your turn.

Take advantage of the opportunity to share ideas and lead the way for others to enjoy the riding experience. H.E.A.T. provides information on H.O.G.-related strategies, and how to create more adventure on your Harley-Davidson and build excitement for the great rides ahead.

Not to mention it's all in a party-filled atmosphere with the most fun group of riders you'll find anywhere. It's your opportunity to connect with people as passionate – or more! – as you are about riding. You'll interact with H.O.G. experts, a special guest or two, and fellow riders from throughout the world.

We invite every one of you to be there.

Adventure

Igniting the spark, embarking, riding and having fun: the hallmark of H.O.G.

Strategy

Tools and resources to resolve challenges and issues, while engineering new journeys and riding excitement.

Teamwork

Surrounding yourself with fun, like-minded riders looking for the same excitement and riding passion.

Languages

Courses and sessions will be offered in English, French, German, Italian, Spanish, Dutch and Norwegian!

Light your fire!

The 2009 H.O.G. Enthusiast Adventure Training programme is set to ignite the passion that runs deep in the hearts of all Harley-Davidson riders



TAKE A RIDE TO THE H.E.A.T. SPRING PARTY!

H.E.A.T.

H.O.G.® ENTHUSIAST ADVENTURE TRAINING



Fulda, Germany. April 24-25, 2009

Plan to arrive Thursday April 23, 2009. That evening you can start having fun and meeting new (and old) riding friends. The formal H.E.A.T. programme starts on Friday April 24 and continues through Saturday April 25.

What is H.E.A.T.?

"H.E.A.T. is a great place to meet other riders and Harley enthusiasts who are interested in taking their riding experience to another level. H.O.G. Enthusiast Adventure Training really gives riders – both new to H.O.G. and those running their local Chapter – a great foundation of information to make the overall Harley experience that much better. And the best part is the people you meet, the things you learn and all the great ideas you walk away with."

Nigel Villiers

H.O.G. Director for Europe, Africa and the Middle East

What you will get

- Two full days of training with expert instructors from around the world
- Three nights' four-star accommodation
- Three dinners including wine, beer, soft drinks and coffee
- H.O.G.-focused courses
- NEW seminars for all types of riders
- Training materials
- Three breakfasts
- Gala dinner with live show
- Two cocktail sessions
- Presentation pack, pin and patch
- Special gift
- Other surprises

Who should attend?

- All H.O.G. members – both national and Chapter
- New H.O.G. members wanting to learn more
- Current and future Chapter Officers
- Chapter members considering a leadership position with the Chapter
- Dealers and Dealer staff



HOW DO I REGISTER?

MEMBERS.HOG.COM
'MY MEMBERSHIP',
'REGISTER FOR AN
'EVENT' 'HEAT'

**ROAD
TRIP**

Eliza Conquest rode pillion on an 870km ride through the land of the Pharaohs. She tells the story of her journey



A Nile cruise fit



On a sunny morning in November, I found myself sitting on the pillion seat of a stationary, brand-new Harley-Davidson Ultra Classic Electra Glide in Egypt. We were part of a group of ten Harleys that were heading from Port Ghalib on the Red Sea to Luxor on the River Nile, but there were two ways to get there. Our back-up truck and fuel supply had already headed off in one direction but the police escort had decided to take us in the other. As we waited for the dilemma to be resolved, a mini-van whizzed passed us with the rear door wide open and suitcases and soft bags were flying out on to the road; they belonged to us! Our Egyptian adventure had begun.

By the time the bags had been reloaded, the route issue had been resolved and we set off northwards in staggered, group riding formation.

Eight of the bikes were the 2009 range of Harley-Davidson touring bikes: a Heritage Softail, three Road Kings, three Street Glides and the imposing Ultra Classic Electra Glide, specifically designed for touring with a pillion rider in maximum comfort. This impressive range of chrome and steel is about lifestyle, and we were off on a "Nile Cruise" with a difference: on wheels instead of on water.

As the only female guest and non-rider in our group, I was allocated the pillion seat that I am sure Queen Nefertari, the beautiful and favourite wife of Rameses II, would have chosen. The Ultra Classic has armchair-like comfort and you can sit back and enjoy the scenery while being massaged by the renowned Harley-Davidson engine vibration.



for a Pharaoh

We started from the brand new resort of Port Ghalib, owned and built by Kuwaitis. It has grown out of the empty desert over four years and the 5* (plus!) Palace Hotel is managed by the Intercontinental Group. If you want a peaceful getaway with superb service, swimming pools that are like elaborate lagoons (one is heated) and a chance to dive in an unspoilt section of the Red Sea, this is a new destination to try.

As with many Middle Eastern gatherings, our group was a diverse mix of nationalities: British, American, Kenyan, German, Belgian, Palestinian, South African and our Egyptian hosts. For the first 100km our route took us on a two-way road running alongside the Red Sea in the east, with barren desert and hills in the west. We passed numerous new and isolated tourist developments, with glamorous names like 'Utopia'. »





“A bond had formed between us all after sharing a long and scenic journey”

We then headed west to ride through a range of rugged hills. The road twisted and turned for about 60km, giving the riders the challenge that they all love. The big tourers took the hills effortlessly. By now, the riders had all switched bikes so that they could eventually test-ride the full range and I had risked trying out the pillion of the Heritage Softail. While it had a reasonably comfortable seat and quite a good backrest, I decided this perch was definitely not for me. Another negative for the pillion rider are the foot rests, which are simple foot “pegs” as opposed to the security of foot boards. Cleopatra would not have been impressed if Mark Anthony had shown up on anything less than the Ultra Classic!

After the mountains came a stretch of pristine, flat, rocky desert with big distant hills, and it was hard to imagine any greenery anywhere in Egypt. Then we arrived in Qift; a wide canal that ran beside the bougainvillea-lined road for 55km to Luxor. On either side of us the desert had been transformed into rich farmland. Sugar cane seems to be the main crop, and farming techniques are little changed from the days of the great Pharaohs. Although we passed the occasional tractor, manual labour is still the main form of cultivation. On our state-of-the-art Harleys, we passed men and boys riding on donkeys, donkey carts loaded with sugar cane, and the die-hard 504 Peugeot station wagons, old trucks and other random vehicles.

Finally we rode into Luxor, once the ancient city of Thebes, with its chaotic traffic of horse-drawn carriages, donkey carts, mopeds, small motorbikes, bicycles, cars, enormous coaches and now our ten Harley-Davidsons, all vying for space.

By the time the bikes pulled up on the edge of the massive ruins of the Luxor Temple, the Harleys had worked their magic: a bond had formed between us all after sharing a long and scenic journey on arguably the best touring bikes in the business. No one was complaining of a sore



rear-end and everyone was complimentary about the new and more rigid frames, the ABS brakes, wider rear tyres for better handling, cruise control on all but the Electra Glide Standard, and a larger front wheel on the Road Kings. During the ride, we had a larger-than-life character as our leader, riding his own 2008 Anniversary Road King. Sharif Begermi is the Director of Cairo H.O.G. and he kept us all in order, ensuring that we left on time from each rest stop by hollering a countdown: "FIVE MINUTES!", then "THREE MINUTES! GET ON YOUR BIKES!"

Part of touring is also sightseeing, so in the evening we went to the sound and light show at the 4,000-year-old Temple of Amon at Karnak. Built over a period of 2,000 years, this is an ancient ruin that everyone should resolve to see before they die, if only to see the magnificent hypostyle hall. This was built by Seti I and Rameses II and has a forest of 134 immense sandstone pillars, all carved with hieroglyphics.

After a night at the Karnak Sofitel, with its beautiful gardens and swimming pool on the east bank of the River Nile, our pack of ten growling metal beasts headed west over the bridge to ride to the Valley of the Kings.

We took the same route back to Port Ghalib and by this time everyone had "claimed" their favourite bike and there was no more swapping. Another day of clear blue skies, perfect biking weather, and by now a strong sense of camaraderie between people who two days ago had been total strangers accompanied us back to Port Ghalib. The poetry of leaning into the corners as the road wound its way through the mountains in the afternoon sunshine, followed by the ride along the coast in the setting sun, made a great end to our 870km Nile cruise.

Indji Ghattas, the young Egyptian woman who is the General Manager of Harley-Davidson Cairo and rides her own Springer Softail, is planning to market organised motorcycling cruises in Egypt in 2009. ■



GETTING THERE:

Saudi Arabian Airlines and Egypt Air have frequent daily direct flights to Cairo from Riyadh and Jeddah.

Cairo to Marsa Alam: Egypt Air operates one flight daily, except Fridays.

Cairo to Luxor: Egypt Air operates frequent flights to and from Luxor.

Port Ghalib Palace Hotel: email: reservations@icportghalib.com
Google 'Port Ghalib' for details of all the activities.

Karnak Sofitel: Full details available on internet.

Tourist Visas: Many (including British) can get Tourist Visas for US\$15 on arrival. In some tourist areas you don't need a Visa if you are staying in the one place. Check your own visa requirements before departure.

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A NEW CHAPTER

Dave White, Associate Lecturer at the Harley-Davidson University Service School in Bromsgrove, UK, talks us through the development of the Harley-Davidson Evolution powertrain

Back in June 1981, the Harley-Davidson Motor Company had just been bought from AMF for \$80 million. The Company faced a trading situation that showed sales were 14% down and the lowest recorded in a decade. It was clear that the Harley-Davidson V-Twin was running out of gas... it was at this time that Harley-Davidson's Manufacturing Chief, Tom Gelb, introduced techniques to help the company run more efficiently, making the most of every dollar spent. It's fair to say that after the

implementation of these new philosophies by Harley-Davidson, the savings to the company at the end of 1982 were approximately \$20 million.

It was also time for the Evolution engine. The Evolution engine was instrumental to the turnaround of the company as it was a modern and reliable engine compared to the Shovelhead engine that preceded it.

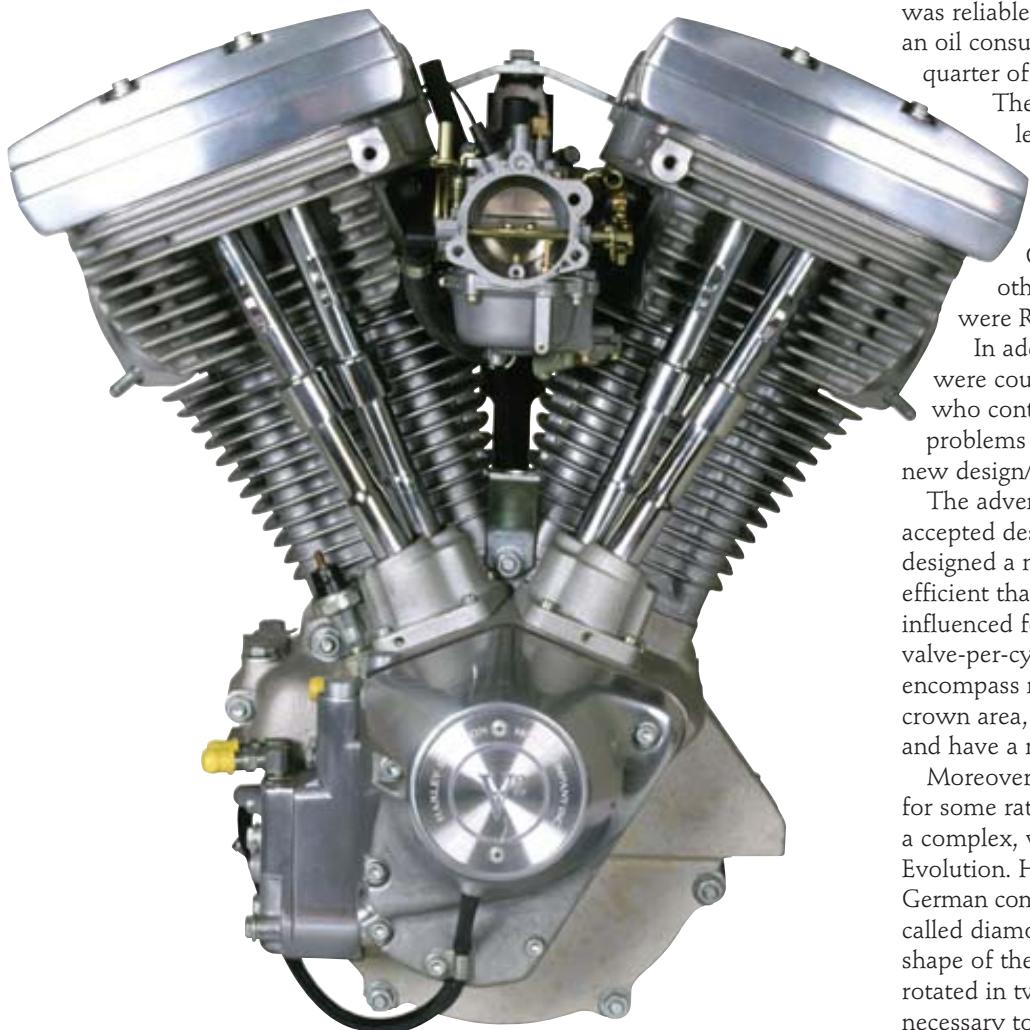
It is stated that most of the engine design work for the Evolution was completed by 1980. The main design engineers were Bob Sroka and Dave Webster. Their brief sounded simple: build an engine that was reliable, had adequate power and would return an oil consumption of 1,000 miles or better per quarter of oil.

The Powertrain team was under the leadership of Don Valentine and a new manager of engine design, an ex-Norton (England) man, John Flavil. John had, with others, helped to design the Norton Commando, as well as contributing to other major projects. Other team members were Roger Bascomb and Bruce Dennert.

In addition to the Evolution team there were countless other dedicated employees who contributed to the solving of many of the problems and issues that are associated with a new design/build.

The advent of the Evolution saw many formerly accepted design features blown away. Dave Webster designed a new cylinder head that was much more efficient than adventurous, bucking the automotive-influenced four-valves-per-cylinder for that of a two-valve-per-cylinder design. This new design would encompass minimised combustion chamber and piston crown area, ensure a more complete burn (gas swirl) and have a more efficient flame path and travel.

Moreover, the pistons used in this engine came in for some rather close attention. The pistons were of a complex, variable quality design needed for the Evolution. Harley-Davidson went to the specialist German company Mahle – this company used a process called diamond turning. A diamond cutter carved the shape of the piston while the piston simultaneously rotated in two axes to get the complex shape necessary to ensure the pistons were cylindrical »





at normal engine operating temperature.

The whole top end was designed to maximise cooling, and the pistons had the correct shape when operating at normal temperature. The eventual piston clearance on this engine was 0.0014". The advantages were a cooler running engine due to the close proximity of the cylinder wall and a quieter engine too.

The original brief for the bottom end of the Evolution motor was to keep the work below the cylinder base gasket to a minimum, which was cause for concern. The team wanted a motor that would give an average 100,000 miles reliability from the whole engine.

The crankpin and the rods were an area of some concern on this engine. All too often, on some high-mileage motors, there was evidence of 'spall' (small

Harley-Davidson unveils the 1340cc V2® Evolution® engine on five models including the all-new Softail®. The result of seven years of development, the Evolution engine produces more power at every speed, runs cooler and cleaner, and is oil-tight. Also witnessed is the debut of the Softail design and its trend-setting method of 'hiding' the motorcycle's rear shock absorbers.

chips of metal) about the crank pins or cracks on both con-rods and/or crank pin. On a Shovelhead motor, where it was quite common to tear down the top end of the motor every 10,000 to 20,000 miles, it was no big deal to do the bottom end at 50,000 or so, but for the Evolution it was just not good enough.

Rod cracks came from stress risers that were inherent from the old design. The new rod design was that much better than Harley-Davidson stated; it had 10 times the fatigue strength.

The biggest problem with the crank pin was that the oil hole was placed about the centre of the roller track. This meant that the rollers moved about themselves and travelled the length, or rather the circumference, of the crank pin.

After hundreds of thousands of passes over this pre-modified porthole, tiny hard metal chippings would fall away and into the bearing. The team's objectives were to remove keyways and use better tapers, thus improving crank quality and reliability. This was finally achieved just prior to model launch.

When the Big Twin Evolutions finally hit the showrooms in 1984 almost everyone knew a great new generation of Harley-Davidson motorcycles had been born. Before the season-end, sales of the new Softails were outselling everything else. Rubber-mounted Harleys were also selling at record pace. When the year was done sales had rocketed by an astonishing 31%.

When *Cycle* magazine tested the FXRT in November 1983 it said: "It started easier, ran cooler, vibrated less, and gave higher power and flatter torque curve, especially at low engine speeds. Power peaked at 56.64 horsepower at 5,000rpm with torque at 68.16 ft. lbs. at 3,500rpm. Best of all, the Evolution engine was oil tight, and in a test conducted over 1,000 miles consumed only 12 ounces of oil. Moreover, in the whole of their testing programme, the engine did not leak any oil."

With the launch of the Evolution Powertrain, a new chapter in Harley-Davidson's history was born. It is no exaggeration to say that the work that went into the design and construction of the 'Evo' engine turned the Motor Company's fortunes around, and that without those engineers and designers who put their blood, sweat and tears – and in many cases their reputations, savings and even their houses – into its completion, the history of Harley-Davidson would have turned out very differently. ■



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IMPORTANT SAFETY NOTICE: Following an incident and several near misses at the 2008 event, the use of bicycles (pushbikes) by rally-goers or their children on site will be prohibited at the 2009 event. Please do not bring bicycles to the South Of England Rally 2009. We reserve the right to refuse admission if you do. If you bring children to the 2009 event, it is your responsibility to supervise them at all times. If you fail to do so, the organisers reserve the right to ask you to leave the site.

**No official rally events on Sunday, but food and drink outlets will be open and some traders will be operating.*

Tickets will be on sale from April 01, 2009 on-line at www.sofe.uk.com, at organising chapters' Chapter Nights, participating dealerships, or by post (use the registration coupon below). Only H.O.G.® members can buy tickets; non-members accompanied by a H.O.G.® member are very welcome. The South Of England Rally is a PRE REGISTRATION event.

On-site accommodation: See the website for full details. To book, call the National Rifle Association on 01483 797777 Ext. 125 Monday-Friday 9.00am to 5.00pm. Ask for 'Rally Accommodation', they will be able to tell you what accommodation is available, and you can pay by credit / debit card. You will be asked for your current H.O.G.® membership number and your ticket number.

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Enter total amount payable =
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Our Harley holiday

Andy and Kim Hewitt from the UAE relive their European Harley holiday

My wife Kim and I live in Dubai. In 2008 we needed to take a trip home to the UK for our daughter's graduation. It made sense to rent a Harley while we were there. Our plan was to take three or four days to ride from the UK to southern Spain, spend a few days in our apartment there, and then return to the UK via a different route.

One evening I spent three hours or so poring over the H.O.G. Ride Planner, trying to plan our routes, searching for suitable stopovers and hotels... one of my least favourite things is to try to find a hotel in a strange town in a country where my language skills are limited at the end of a long day's ride. I didn't have much success.

Half an hour later, I was lying in bed reading the latest edition of *Hog Tales* and noticed an advertisement for H.O.G. Touring Rides, whose tours included the 11-day French Alps and Italian Lakes tour, which was to take place almost exactly at the time when we were planning our trip.

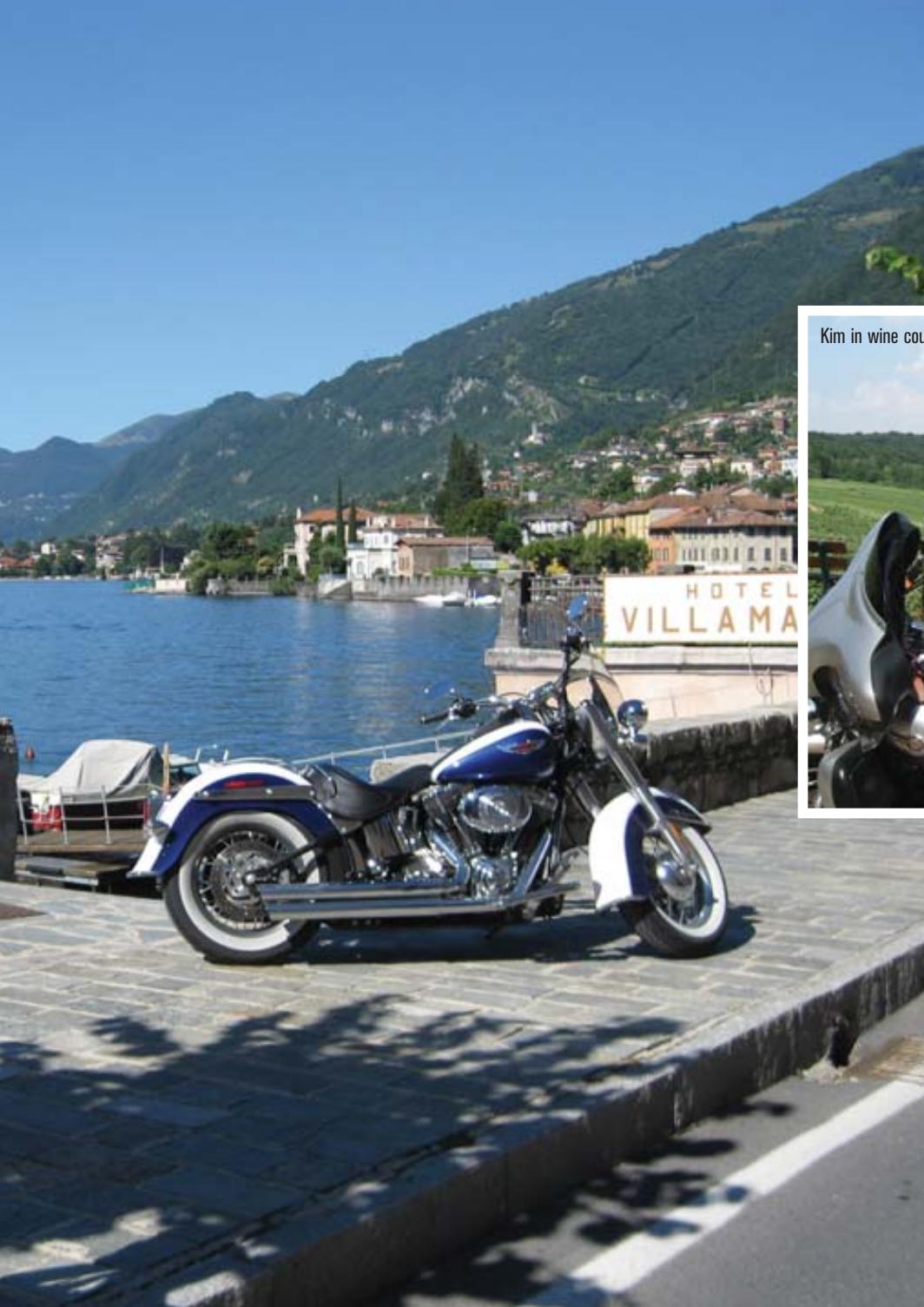
"This is worth a further look," I thought, and leaving my bedtime cocoa to go cold I hopped out of bed and logged on to the Brettours website. I discovered that an experienced road captain would lead the tour over the good biking roads, the hotels would all be pre-booked and that there would also be a support vehicle to transport the luggage. "This looks like just what we need," I thought.

A couple of months later saw me taking the train from Yorkshire, where we were



Top: Lake Como
Left: Alpine forests

ROAD TRIP



Kim in wine country



“We began to relax into the rhythm of riding with a group”

staying for a week for our daughter's graduation and to catch up with family and friends, to Stratstone Harley-Davidson in London where the guys handed over a brand-new Fly & Ride Ultra Classic Electra Glide with just 200km on the clock. On the three-hour trip back north I had the chance to fiddle with the goodies such as the cruise control and audio, which I do not have on my Road King. The next few days were spent rediscovering some old places and biking roads in the Derbyshire Peak District, which is where I cut my biking teeth many years ago.

It was eventually time for us to load up the bike and head back south to Dover where we stayed overnight before joining the tour. At 7am the next day we cruised into the Dover cross-channel ferry port to

be greeted by Ron and Caroline Brett (Brettours, get it?) and, together with another 26 fellow Brett-Tourers, boarded the cross-channel ferry for France.

On the two-hour ferry ride, we began to get to know the people who would become our travelling companions for the next 11 days. People had travelled from all over the UK to join the tour and one couple had made a two-day ride from Glasgow. We were interested to discover that many of the riders already knew each other from previous tours and probably more than half of the guys had previously done H.O.G. Touring Rides – we took this as good recommendation.

After five years of doing the majority of my riding on straight highways, among the sand, rocks and concrete of the UAE, it was

an absolute delight to be riding on A-roads through the luscious green countryside of rural France. Ron's tour plan was to use motorways to bash on through the less pleasant industrial areas and to use the A-roads through the more scenic places. We rode through delightful villages and towns and began to relax into the rhythm of riding with an experienced and proficient group of riders.

The group soon settled into a daily riding routine which started with Ron blowing his whistle to get wheels rolling at 9am, a coffee break for an hour or so mid-morning, a longer break for lunch, an hour or so mid-afternoon break and reaching our hotel during late afternoon with the odd bum/fuel/water/cigarette/convenience break thrown in along the way. All the stops were in delightful towns or villages, usually with a good choice of cafes and restaurants for us to relax. Riding days were typically 200 miles (320km) and not many days were spent on fast roads, so these days tended to include eight hours of riding, which tested the comfort level of seat and butts somewhat. »

ROAD TRIP

Days one and two saw us riding great biking roads through some beautiful French countryside with overnight stops at Reims and Beaune. During day three the roads became more interesting as we approached the French Alps for our next destination, which was to be Chamonix at the foot of Mont Blanc where we were to stay for two nights.

Apart from biking, one of our other interests is hiking, which is something else that we don't get the opportunity to do much of in the UAE, so we spent the next day exploring some of the trails around Chamonix; this time by foot rather than by bike. Mont Blanc and the glacier were visible from almost everywhere, the sound of the river was never far away and the smells of pine trees and Alpine meadows surrounded us – a lovely day.

We continued through the Alps, taking more superb roads through Switzerland and then on to Italy and Lake Como – undoubtedly one of the most picturesque places I have ever visited, and the weather was glorious. The road hugs the lake shore and passes through small towns and villages along the way, each one showing its individual heritage through the stone and red-tiled roofed buildings. Our hotel room overlooked the azure blue of the lake and provided views of boats and ferries criss-crossing the smooth surface and of the forested mountains and villages on the far shore. We took another day off the bike to travel by ferry and foot to explore Bellagio and the surrounding area.

Day seven saw myself and a few of the others out riding while Kim did some more exploring on her own. George Clooney has a villa at Bellagio and I understand that he is also a Harley rider so when an Electra Glide rider gave me the Harley wave, I like to think that it was George out for a relaxing evening ride.

On day eight we headed north to the Alps, again crossing the Swiss border and taking the Simplon Pass to Montreux at the eastern tip of Lake Geneva. Once more we were riding roads with lots of good twisty bits and hairpin bends bordered by Alpine meadows and forests, all the time overlooked by snow-covered peaks. Unfortunately,



these conditions seem to attract less pleasant weather, so the rain gear had to be unpacked. Once again the hotel had a lake view and dinner with the rest of the group was followed by a stroll along the cornice. The next morning saw us climbing yet another great road into the Swiss mountains as we headed back towards France. As we climbed higher each hairpin turn of the road showed us a new view of Lake Geneva below us.

As we cruised along with our new friends, I reflected on the Fly & Ride Electra Glide Ultra and appreciated all the things that make this Harley-Davidson's best

“The road hugs the lake shore and passes through small villages along the way”

touring bike. The bags, tourpack and rack enabled us to carry all our gear for almost two weeks on the road. Kim loved the armchair-like passenger seat and my back appreciated the rider's backrest. The cruise control was an unexpected advantage on motorways when not travelling with a group, and especially so in the UK where speed cameras seem to have sprung up all over the place in the past few years.

On our return journey north through France Ron again led the group along the A-roads through rural areas as we travelled through the charming French countryside,

which included the champagne-producing vineyards. We followed the route of the River Seine for some of the route as it wound its way past picturesque villages and we noticed the many cemeteries where thousands of graves of those who perished in the two World Wars are immaculately kept. I tried to imagine what the areas we were travelling through were like during these periods and how it must have been to live in those awful times.

We made overnight stops at Dijon and another lakeside hotel at Chamouille. Our last night included a group dinner complete with speeches and prizes for various achievements or notable blunders during the tour, including one for Kim and myself for being the furthest travelled.

On the final day we headed for Calais and the ferry ride back to the UK, which gave us a couple of hours to say our goodbyes before the group split up and headed in their various directions towards home. We stayed overnight in Dover from where we took a ride along the coast and had fish and chips wrapped in paper while sitting on the beach. The next day we headed back to London to hand back the Electra Glide to the good people at Stratstone Harley-Davidson, having covered almost 4,000km.

Did we have a good time? You betcha! Did we meet some great people? Absolutely! Would we do it again? We can't wait! If your idea of a good holiday is riding a Harley along great biking roads through some of the most beautiful places in Europe with a group of like-minded people, we can thoroughly recommend the H.O.G. Fly & Ride scheme and a H.O.G. Touring Ride with Brettours. www.brettour.co.uk ■

A unique experience

**ROAD
TRIP**



Bizzie Frost attended the 2nd Saudi National H.O.G. Rally, and gives us a thorough report on this unique experience

Following the success of last year's 1st Saudi National Harley Owners Group (H.O.G.) Rally, Mr. Ahmed Halawani was given the task of organising the second one. Already an experienced biker, he bought his first Harley-Davidson motorcycle in 2005 and in 2007 was elected as the Director of the Jeddah Chapter. Although he hasn't been to any HOG rallies outside the Kingdom, he attended a Harley-Davidson Rally Co-ordinator training course on how to organise and direct one. "It was a great training programme and I used all the

skills that I learnt there," he said. Working together with Mr. Monther Al Mutlaq (joint owner of Harley-Davidson Saudi Arabia) and Ms. Lisa Schleinsker (H.O.G. Manager for Middle East & Africa) they decided on At Taif city and Al Baha province as the locations. Halawani's inspiration to suggest these towns came from his previous trips there. Because of the abundance of mountain roads, he persuaded them to make it a "riding" rally, as opposed to a more social one with biking games and activities.

With Al Baha around 550km from

Jeddah, and 1,100km from Riyadh, Halawani described some of the logistics in planning the event: "It involved a lot of traveling to Al Baha as we had to make sure the roads were good enough, and that there were enough fuel stops, and to note any emergency stops. We also had to get permission from the Governor of Makkah province, Prince Khalid al Faisal, and Prince Dr. Faisal bin Mohammed bin Saud bin Abdul Aziz, the son of the Governor of Al Baha province, and this required a lot of private meetings. We are very grateful to them for allowing us to hold this rally." »

ROAD TRIP



One hundred and thirty bikers were registered to arrive in Taif on October 22, so Halawani had to ensure safe riding principles were carried out during the rally. Ten "Road Captains" were appointed to lead groups of around 13 bikes each to ride between At Taif and Al Baha, along the Tourist Route. This winds its way along the top of the massive Al-Sarawat Mountain range, a harsh landscape that still has the remains of old stone settlements and watch towers. Many of these have gradually

become integrated with new buildings as villages have expanded over the years. Road signs to warn motorists of dangerous bends and corners have been charmingly translated from Arabic into English to read 'Dangerous curves', and these signs were seen at regular intervals along the route. Although there are frequent petrol stations and small shops on the way, washroom facilities on Saudi Arabian highways are notoriously grim, especially for ladies. However, it is all part of the big adventure!

An important part of H.O.G. events is the family involvement and, as women cannot drive in Saudi Arabia, several buses had been laid on to transport wives and children. Ms. Schlensker is particularly keen to promote this aspect of Harley biking. "When you look at this rally here and you see the family involvement, this for me is the highlight of the rally. We all know that women can't ride motorcycles here, but that is not the relevant point – it is the activities that we do that bring families

"It was interesting to note the wide age range of the bikers"



together." Although not riding their own bikes, there were quite a few steadfast Ladies of Harley riding pillion.

As all the Hogs congregated in At Taif and Al Baha it was also interesting to note the wide age range of the bikers. After a few enquiries, Mr. David Joury, aged 60, was found to be the oldest one there. He has been biking on and off for many years, and recently bought a Heritage Classic. He explained his passion for Harleys: "I grew up in Lebanon and the police in my day »

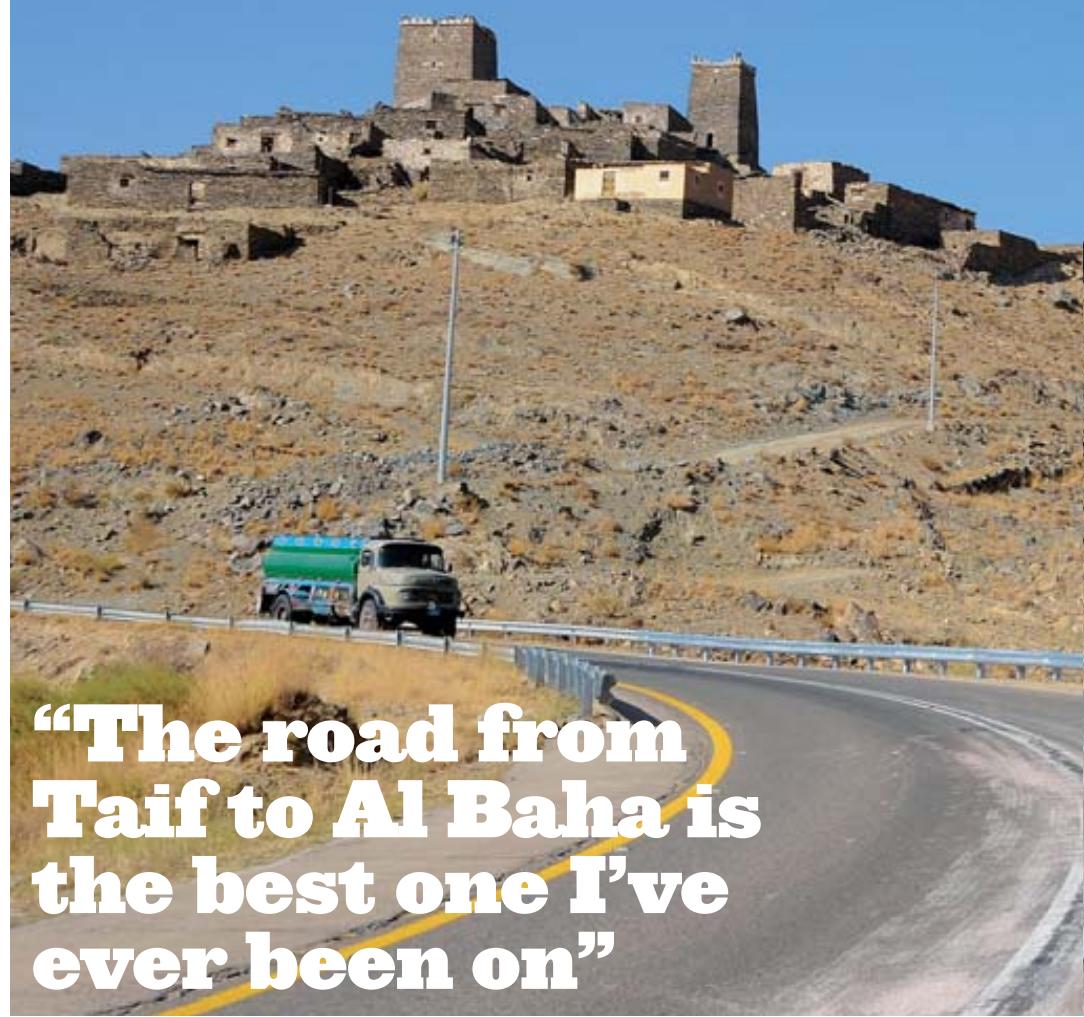
ROAD TRIP

used to have fantastic Harleys – so it was a ‘must have’ item from when I was a child – and it keeps me young!”

A close runner-up was 59-year-old Torbjorn Nilo, a Swedish businessman on a visit to Riyadh. He has been riding with the Riyadh and Jeddah Hogs since 2005 and was very impressed with the roads. “I have been to rallies in Europe and Sweden, but the road from Taif to Al Baha is the best one I’ve ever been on. It is 240km of non-stop corners and hills – it is fantastic.”

Nilo’s sister, Mrs. Anneli Dearing, is a nurse living in Jeddah and is a Lady of Harley. She is a very youthful ‘wannabe’ grandmother and has been passionate about Harleys since she was only 12 years old. “My brother and his friends had bikes and I will never forget the first time I heard their Harleys come up the hill to our house. But I never owned a Harley before coming here. Then my brother came to visit in June 2005 and we went to the dealership and we made a decision right there and then to buy one.”

Most Harley owners would dearly love to own more than one, and another man in this category is Jeddah businessman Amr Amawi. He has been biking for almost 20 years and bought a Harley “for the camaraderie and for what Harley stands for – love of nature and cruising, and being together in groups of like-minded people”. However, he was reluctant to tell me how many Harleys he actually owns: “I have got a few but I prefer not to say how many. I do love them and I love to customise them and show them.” He took three bikes on



“The road from Taif to Al Baha is the best one I’ve ever been on”

the rally, all prize winners in the show.

As all Hogs know, looks are everything, whether on the bike or at dinner after a ride – lots of black leather jackets and leather waistcoats glinting with souvenir pins, and black jeans and T-shirts with elaborate Harley-Davidson pictures on them. During the first dinner at the Intercontinental Hotel, a few of us were enjoying the fancy dress show, and voted that one man in particular should be awarded the ‘Most Authentic Looking Harley Biker’ (although such an award didn’t exist even at this rally!) He was a tall, dark, handsome man,

with very long ‘pepper and salt’ dark hair tied in a pony tail, a beard, the prerequisite leather waistcoat and black jeans, plus an impressive black Stetson hat.

Mr. Ghassan Hourani has a contracting company in Riyadh and he was amused at our summation of his appearance. “I have only been riding a Harley for about one and a half years and have a Road King Classic. It is fantastic and a great adventure to ride a Harley. I had other friends who bought Harleys at the same time and we ride together. We have so far been to Sharm El Sheikh in Egypt, Muscat in Oman, Lebanon, and Fujairah in the UAE.”

Harleys also appeal to the younger generation in Saudi Arabia, and cousins Mohammed Al Mutlaq and Mishal Al Mutlaq, aged 24 and 25 years old respectively, were the youngest at the rally. Mohammed is studying finance at university and bought a Dyna Fat Boy earlier this year. “I prefer the Harleys to speed bikes. We don’t have many activities to do here in Saudi Arabia, and H.O.G. arranges activities. I like the rides, gatherings and rallies.” Mishal rides a Softail Custom 2006 bike and he particularly enjoys being able to customise his bike and enter it for shows (it won two classes at the rally, including the ‘People’s Favourite’). “I enjoy working on my bike. Some people prefer to race bikes, but I like the safety courses that H.O.G. gives.”

Another young and very enthusiastic





Saudi H.O.G. member who uses his Harley as his main form of transport is 31-year-old Mohammed Kalantan, an electrical technician from Yanbu. His wife and two small children live in Makkah, so nearly every week he rides the 860km round-trip back home on his 'no frills' 2001 Ultra Classic Electra Glide. "Before, I used to like speed bikes. I bought a Harley because I like travelling and adventure. My wife also comes on the bike. Even when she was pregnant, I had a recording of the motorbike sound and I played it to our unborn son. I hope eventually he will ride better than me."

Looking at all the different crash helmets, one in particular stood out as being different. It belonged to Colonel Haitham Attar. He used to fly fighter jets in the Saudi Royal Air Force and explained about his unusual helmet: "It was my flying helmet and has been with me for 20 years, so I am very attached to it. It is made out of lightweight Kevlar and is bulletproof. It also reduces noise levels – good when the bikes are going through tunnels! I like the team spirit of H.O.G. – they are really nice people and you see all kinds of different cultures here."

Once in Al Baha, the Rally took the bikers on a challenging ride down the Al Baha escarpment. This road twists and turns its way precariously down some 2,000 metres of the rugged Asir mountainside, going through numerous tunnels on the way. It even took some of the more experienced

bikers by surprise. On several occasions, as groups of growling Harleys were in the enclosed space of a tunnel together, one or two riders couldn't resist unleashing more noise by revving their engines.

At the bottom of the escarpment is the picturesque ruin of the Marble Village, Thee Ain, and it was an incongruous sight to see so many Harleys against this secluded backdrop. With the light fading behind the mountains, we sat cross-legged on carpets to enjoy a local dinner, followed by traditional sword dancing, all organised by Prince Dr. Faisal bin Mohammed. Everyone enjoyed the outdoor location and the distinctive Saudi atmosphere of this event, and the sword dancers encouraged the bikers to join in with them. The bikers then had another unusual challenge: a night ride back up the escarpment road.

By international standards, the Saudi rallies have been small, as I learned from Mr. Jamil Ayas, the General Manager of the Jeddah dealership. He has worked for the Company for 16 years, in different countries including Scotland. "I did the Aviemore Rally – we had 10,000 riders show up!"

A well-known and always cheerful face on the local H.O.G. scene is businessman Amr Al Khaldi. He has been an active H.O.G. member and officer in the Riyadh Chapter for six years and rides a 2007 Street Glide. As well as riding extensively in the Middle East, he has also ridden through Europe. "Two years ago we did a trip to Ireland and we loved the roads in Europe. As they say, it is not what you ride but who you ride with, so that is one of the

major advantages of the H.O.G. group; regardless of who you are, what religion or what colour, we are just brothers and sisters. This ride has been great; I like the curves on the mountain rides. It's a challenge, and I love it."

Marwan Al Mutlaq, a joint owner and Managing Director of Harley-Davidson Riyadh, was very pleased with how the rally turned out. "I think this rally is exploring Saudi Arabia in ways that have never been done before, and showing the opportunities for riding here. The participants get a chance to see first hand the special flavour of the country. I am very happy that by starting Harley-Davidson here, we have given people the chance to enjoy something they never had – when I see the smiles on their faces, and having a fun time, this is all about Harley." The rally also brought smiles to the faces of spectators along the route, young and old; they waved enthusiastically at the bikers and many used their mobile phones to photograph the unusual spectacle – and be photographed with the bikes.

At the end of the rally, the advisor and co-ordinator for tourism in the Al Baha area, Gharmullah Al Ghamdi, said: "Prince Mohammed bin Saud bin Abdul Aziz was very happy when he was asked if the Harleys could come here and he gave instructions to make sure that you are well looked after and given a warm welcome. We hope you have all enjoyed yourselves and we will welcome you back at any time." With hundreds of further unexplored kilometres of twisting and turning mountain roads, plans are already afoot for the 3rd Saudi National H.O.G. Rally in 2009. ■



MEET THE DEALER



Casablanca Harley-Davidson

96 Boulevard de la Grande Ceinture
Ain Diab, Casablanca, MOROCCO
Tel: +212 (0) 22 79 71 14

OPENING TIMES: Monday to Saturday
9am to 12:30pm and 2:30pm to 7pm
Closed on Sunday



Introducing Casablanca Harley-Davidson of Morocco

A long, wide boulevard slopes towards the Atlantic Ocean and a light sea breeze blows through the manicured palm trees. The expansive whitewashed villas blend into the pastel horizon and the residents of the neighbourhood move along without haste or sound.

A rumble suddenly breaks the calm of the sun-drenched scene.

Casablanca Harley-Davidson has set up shop with vigour as the only Harley-Davidson dealer in Morocco. Since mid-2007, the Art Deco showroom has stood out as an eclectic landmark amid the sea spray and small cafes.

We have been welcomed, however, with minimal effort, thanks to the decades of French and Spanish H.O.G. riders who traversed this north-west African frontier on their annual tours. They have returned to the European continent boasting of their experiences on some of the world's best roads situated just moments from the main highways, and views of some of the most expansive, pastoral and rugged yet beautiful landscapes. Such experiences occurred while they rode amid the 300 days of sunshine per year, beneath persistently blue skies. Paul Bowles once referred to the culmination of this Moroccan scene as the 'sheltering sky'. Bill Conner, President of Casablanca

Harley-Davidson, says: "There were entire villages along the route in which the roads had been shut down just for our passage. Children came out to wave at us. There was a magic found in entering these places virtually untouched by the passage of time."

Our H.O.G. members gather next to the arranged pattern of chrome, steel and



American engineering while sitting upon high bar stools in the showroom. They take a traditional mint tea or coffee from our Biker Café and share with one another their latest ride through the Atlas mountains, or en route to Marrakech. They engage new clientele in the independent-spirited

American culture that is Harley-Davidson, while maintaining a Moroccan camaraderie that interweaves Arabic, indigenous Berber and French mannerisms.

Now a regular sight on the streets of Casablanca, Harley-Davidsons are recognised as a symbol of independence. As the H.O.G members gather outside the showroom to proudly display the new addition to their Harley collection, groups of curious teenagers approach, requesting their photo to be taken next to the gleaming Hogs.

Harley-Davidson's presence in Morocco extends to the experienced service department and wide selection of parts and accessories found at the dealership. We at Casablanca Harley-Davidson, along with our Casablanca H.O.G. Chapter, invite you to pay us a visit. Come, share your own tales of freedom and adventure upon a Harley-Davidson while taking in the local flavour manifested in a cup of mint tea from our Biker Café. ■

Before you make your journey towards us, please visit www.casablancaharley.com. Also, find the motorcycle routes carved into the Moroccan map by those H.O.G. riders gone before.
By Erin Helfert

DogTales



Just thought I'd introduce our 'hog dog'. We are training Diesel Dog to go on the bike. He started on a 125 scooter and is now on a Nightster with stock pipes, but he doesn't seem to worry too much about the loud pipes as he has also been out on a Fat Boy.

His ears go up and the tail starts wagging when he hears the bikes being backed out of the garage, and enjoys the ride with his 'doggles' keeping the wind out of his eyes. *Ivan Ford, UK*



WE WANT MORE DOG TALES!

If your dog accompanies you on the road, please write and tell us all about it! If we publish your story, we'll send you a special gift for your dog from the H-D MotorClothes range! Send your stories by email to: hogtaleseurope@harley-davidson.com



This is Skizzo who rides in Italy aboard his owners' H-D Street Glide in a special dog bag that fits on the tank. You can see more pictures of him at www.romainharley.com *Jonathan Basciucci, Italy*

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COMPETITION



WINNER Three Harley friends...

Domingo Bataller Tortosa from Valencia, Spain wins the camera! We loved this image – it really captures what being part of the Harley family is all about!

Bikes, camera, action!

We asked you to send us your photos that really sum up what riding a Harley is all about. Thanks to everyone who entered, and here are our favourites!



Runner-up Guido Trucco, Italy

Trips, new roads, friends and Harley-Davidsons... is there anything more special?

Runner-up Samuele Zagami, Italy

Right time, right place... the sun sets on another great journey!



WIN A **Gibson** GUITAR

Music and Harley-Davidson go together like peas and carrots, so, in this issue's competition, we've teamed up with Gibson Guitar to offer a very special prize!

Readers have the chance to win a Gibson Les Paul Studio – with its '50s rounded neck profile, 490R and 498T pickups and 22-fret rosewood fingerboard. www.gibson.com

HOW TO ENTER

For your chance to win, simply email us with your top three New Year Harley resolutions for 2009: Will it be to convince a friend/partner to learn to ride? Attend a national and/or international rally? Customise your Harley? Upgrade your Harley? Or just simply to ride harder and for longer...?

Send your answers, along with your name, address and daytime phone number, to: hogtaleseurope@harley-davidson.com Put 'GIBSON' in the subject line. Closing date: April 30, 2009



HARLEY OWNERS GROUP

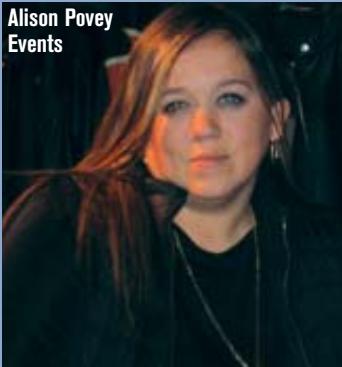
MEET THE H.O.G. EUROPE TEAM...

H.O.G. Europe

Nigel Villiers
Director



Alison Povey
Events



H.O.G. Managers

Marjorie Rae
UK & Ireland



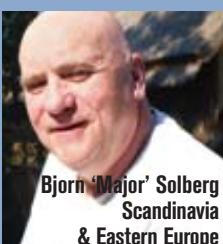
Sue Nagel
Spain



Lisa Shlensker
Middle East



Bjorn 'Major' Solberg
Scandinavia & Eastern Europe



H.O.G. MEMBERSHIP

Full or Full Life members must own a Harley-Davidson motorcycle. Associate memberships are designed for the passenger or family member of a Full or Full Life member.

»**Full Membership:** Entitles the member to all the benefits and services of the Harley Owners Group.

»**Full Life Membership:** Entitles the member to all the benefits of a full member, plus a special life member patch and pin.

»**Associate Membership:** Entitles the member to a number of benefits. Every associate member must have an active sponsoring full member.

»**Associate Life Membership:** Entitles the member to all the benefits of an associate member, plus a special life member patch and pin. Every associate member must have a sponsoring full life member.

| Membership type | Euros | Pounds UK |
|----------------------|--------|-----------|
| Full (one year) | 69.00 | 46.00 |
| Associate (one year) | 35.00 | 25.00 |
| Life | 690.00 | 460.00 |
| Associate Life | 350.00 | 250.00 |

A one-year full H.O.G. membership is automatically issued to the purchaser of a new, unregistered Harley-Davidson motorcycle.

In your membership pack you will also receive:

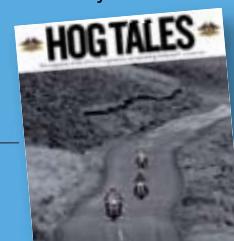
»H.O.G. Membership Card;

»European Touring Handbook listing all Harley-Davidson dealers and H.O.G. Chapters;

»Membership Manual listing all current benefits and programmes;

»H.O.G. patch and pin (new members) or H.O.G. Renewal patch and pin (renewed members).

»Quarterly mailings of *Hog Tales* (European magazine) incorporating *The Enthusiast* magazine and country-specific newsletters (where applicable).



H.O.G.® EUROPE MEMBER SERVICE CENTRE



For all membership enrolment and renewal enquiries:

Email: customerservices@hog-europe.com

Web site: www.members.hog.com

Mon-Fri: 08.00-17.00 (UK) 09.00-18.00 (Europe) PO Box 114, Twickenham TW1 1XQ UK

From Belgium, Cyprus, Denmark, France, Germany, Hungary, Ireland, Israel, Italy, Netherlands, Norway, Portugal, South Africa, Sweden, Switzerland, Spain and the UK.

Telephone: 00 800 1111 2223 (FREEPHONE)

Fax: 00 800 7766 5566 (FREEFAX)

From rest of Europe, Middle East and Africa:

Tel: 00 44 208 891 9088 Fax: 00 44 208 843 8770

Check your H.O.G. membership status at

www.members.hog.com

18TH ANNUAL EUROPEAN H.O.G. RALLY JURMALA, LATVIA JUNE 25-28, 2009 [MEMBERS.HOG.COM](http://members.hog.com)

HAMBURG HARLEY DAYS JUNE 26-28, 2009

3RD HARLEY-DAVIDSON® EURO FESTIVAL GRIMAUD GOLFE DE ST-TROPEZ MAY 7-10, 2009

DO WE HAVE YOUR EMAIL ADDRESS? ARE YOU MISSING OUT?

We have recently launched a *Hog Tales* on-line e-newsletter – a monthly email with news, exclusive information and a direct link to this magazine, on-line – right into your inbox!

Hog Tales on-line hosts articles and a full European events calendar, plus, you'll be able to see this magazine, on-line, with extra pages of Intake Gallery where we will include more of your photos – even before it lands on your doormat!

You'll only receive this if we have your current email address so please go to My Membership on members.hog.com to update your profile with your preferred email address!

New auto-renewal function for members

We are pleased to announce that auto-renewal of H.O.G. memberships is now live. All H.O.G. members are now able to purchase/renew their H.O.G membership with the auto-renewal function available on-line at members.hog.com as well as through the H.O.G. Member Services Centre, and using the forms found in your membership pack.

What does auto-renewal mean?

Auto-renewal will allow you to have your membership automatically renewed each year when it is due to expire, meaning you don't have to worry about whether or not you've renewed your membership.

Members paying by credit card (or debit card in the UK) are automatically 'opted in' to auto-renewal unless they specify that they do not want to do so. This means that when their annual membership approaches the end, their credit (or debit) card will automatically be charged for a subsequent year's H.O.G.

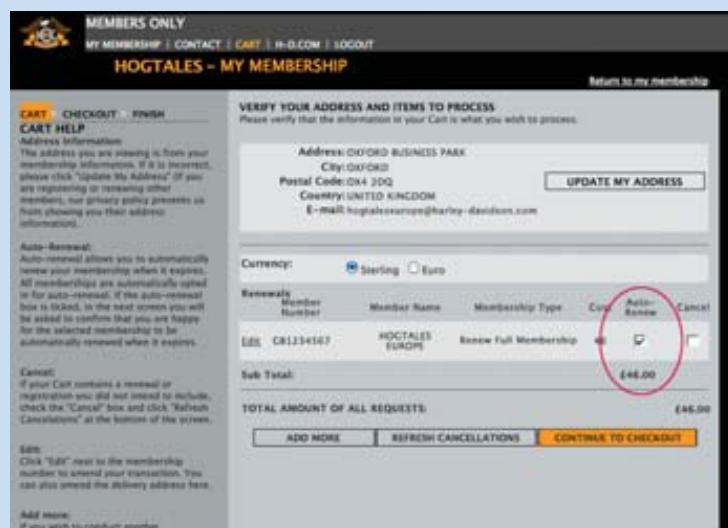
membership, and the same will happen each subsequent year, unless they specify otherwise.

What if I do not want auto-renewal on my membership?

When you process your membership payment, you will be automatically opted in to auto-renewal, and before you actually process the payment you will be asked to confirm that you are happy to have this benefit on your membership.

If you agree to it, we will process your yearly membership payment and retain your payment details for future renewal. If you do not wish to have auto-renewal on your membership, you can simply remove it by unchecking the tick box.

You will also have the option to cancel your auto-renewal at any time either by contacting the Member Services Centre, or by changing the 'Auto Renew' status on your on-line profile under 'My Membership' on



MEMBERS ONLY
MY MEMBERSHIP | CONTACT | CART | H.O.G.COM | LOGOUT
HOGTALES - MY MEMBERSHIP
Return to my membership

CART | CHECKOUT | FINISH
Address and payment information
The address you are viewing is from your membership information. If it's incorrect, please click "Update My Address" or you are re-registering or renewing other members, our privacy policy prevents us from showing you their address information.

Auto-Renew:
Auto-renew allows you to automatically renew your membership when it expires. All you have to do is add the membership you want to auto-renew. If the auto-renew box is ticked, in the next screen you will be asked to confirm that you are happy for the selected membership to be automatically renewed when it expires.

Address: CHOCORD BUSINESS PARK
City: CHOCORD
Postal Code: CH4 2DQ
Country: UNITED KINGDOM
E-mail: hogtales@euro.hog-davidson.com
UPDATE MY ADDRESS

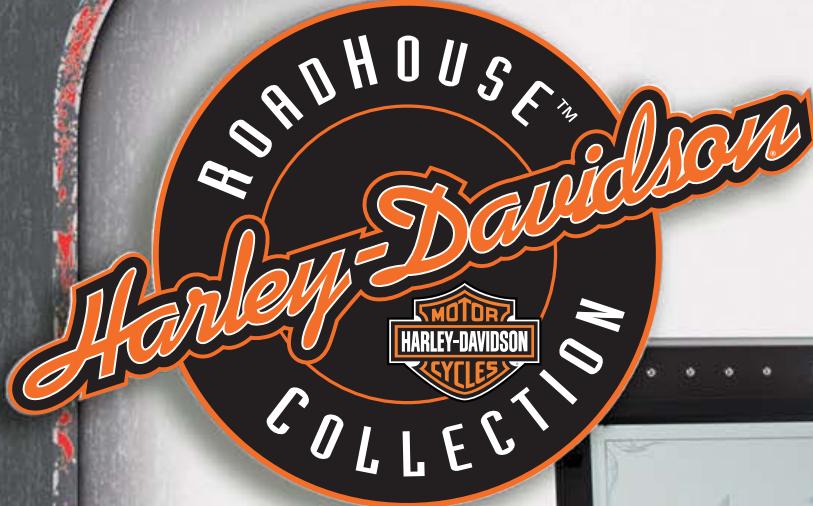
Currency: Sterling Euro
Renewal: Member Number: Member Name: Membership Type: Auto-Renew Cancel
LHS: CB1234567 Sub Total:
TOTAL AMOUNT OF ALL REQUESTS:
ADD MORE REFRESH CANCELLATIONS CONTINUE TO CHECKOUT

members.hog.com.

Furthermore, all members enrolled in the auto-renewal process will be contacted 60 days before the renewal date of their membership to remind them that their H.O.G. membership will be renewed shortly, and that payment will be taken 30 days before

the membership expiry date.

If you have any queries, please do not hesitate to contact the Member Services Centre. You will also find details of auto-renewal in the 2009 H.O.G. Benefits Guide, or by visiting members.hog.com, 'My Membership' and click Auto Renewal FAQ.



ON THE ROAD

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take 5

Five minutes could save your life. How? By taking five minutes to practise evasive motorcycle manoeuvres in a safe area.

Maximum braking

Stopping your motorcycle in the shortest possible distance is a skill every rider needs. To achieve it, practise simultaneously (and smoothly) squeezing the front brake and clutch levers, and pressing the rear brake, while keeping the bike in a straight line.

Swerving

A swerve is two consecutive quick turns using counter-steering, the first to avoid an obstacle, the second to return to the original direction of travel. Counter-steering involves pressing forward on the side of the handlebar (press the left handgrip to turn left).

Practise while maintaining constant throttle, without braking.

Stopping in a curve

The best technique for stopping requires enough room to get the motorcycle perpendicular to the road, standing the motorcycle upright (aka: "squaring" the handlebars), then applying the maximum braking technique. If conditions don't allow a straight-line stop, brake smoothly and gradually while leaned over.

Controlled skids

Skids sometimes occur during maximum braking situations. Motorcycle riding courses teach riders to practise straight-line, rear-wheel skids, helping riders to be comfortable should it occur during a ride.



Obstacles

Practise riding over a small obstacle (such as lumber) by approaching it at a 90-degree angle, the bike upright. Rise slightly off the seat, shift your weight rearward and roll on the throttle slightly, keeping your knees bent and braced against the fuel tank.

SOURCE: MOTORCYCLE SAFETY FOUNDATION'S GUIDE TO MOTORCYCLING EXCELLENCE

1962 Model AH Topper



Harley-Davidson certainly has some strange things in its past. From bizarre bikes to golf carts, Harley-Davidson has never shied from innovation. Here is just one of the things in store at the Harley-Davidson archive museum in Milwaukee.

A far cry from the all-black-and-chrome, gleaming, growling leather-clad image with which Harley-Davidson is most often associated, the early 1960s saw the launch of this bright motor scooter – the Topper.

The Topper is the only Harley-Davidson motorcycle ever to start with a rope-pull. This mechanism turned over the 9-horsepower 165cc engine. The model AH was in production for five years, from 1960 to 1965. Few of these are around today, but they do still appear occasionally in the Ride-In Bike Shows at the major European Harley-Davidson events, so keep your eyes open!



H-D's belated 50th Anniversary



Anyone who has forgotten an anniversary can take solace that Harley-Davidson was a year late in celebrating its 50th; having equipped its 1954 models with this special logo on the front fender, which should have appeared on its 1953 models. (above).

The company corrected its mistake by making its 1978 models "75th Anniversary" editions. All subsequent Anniversary-editions motorcycles have remained consistent, including the 85th (1988), 90th (1993), 95th (1998), 100th (2003) and 105th (2008).

Some anniversaries were marked with one special model for that year, some with special paint or badging for the entire model line or for select models.

Parties have also factored into the celebration, beginning with a humble (by today's standards) company ceremony in 1953. Inviting riders "home" to Milwaukee first occurred at the 85th, and subsequent parties have grown larger and more festive. And since the company has celebrated its anniversary every five years since 1988, it's safe to assume another shindig in 2013.

So was there hell to pay for being a year late in commemorating the 50th? We can only assume it was smoothed over with flowers and a box of chocolates.

H-D on YouTube

Check out short films on the 105th Anniversary Celebration, the 2009 H-D model line and other great videos at the official H-D channel on YouTube website. See authentic content straight from the company such as behind-the-scenes footage from Daytona Bike Week, inside the flat track pits with the Wrecking Crew race team and celebrity riders. Rider Story videos focus on real Harley riders from all walks of life. See it all at www.youtube.com/harleydavidson.





Sound of Silence

and international government regulations on the legal limit of motorcycle sound emissions, the overall contribution of every component is optimised to provide freedom for the most beautiful of sounds. "The exhaust is the dominant sound of a Harley-Davidson, which is the way we want it," says NVH System Group manager Alex Bozmoski. "Anything else that makes noise robs from that sound."

humidity to achieve consistent sound readings accurate to within 0.1 decibel. Along each side of the chamber, 96 microphones record the sound emitted from every component of the motorcycle being tested, including the engine, transmission, intake, exhaust and sheet metal, each of which contributes to the vehicle's overall sound signature. With increasingly strict domestic

wedges, each formed from perforated sheet metal and filled with a total of 50,000 pounds of fibreglass. To isolate it from extraneous outside noise and vibration, the 1,423-ton inner chamber floats in a cushion of air suspended by 61 pneumatic airbags.

Sound and vehicle performance are affected by temperature and humidity, so atmospheric conditions inside the chamber are maintained to 72°F and 30 per cent

Inside one of the world's quietest rooms, the simulated pass-by chamber at Harley-Davidson's Willie G. Davidson Product Development Center, you are as likely to hear the thundering crash of a pin falling on to its acoustically perfect floor as you are the roar of this CVO Fat Bob's V-Twin exhaust.

Actually a room within a room, the walls of the inner sound chamber are lined with 1,400 customised sound-absorbing acoustic

Change everything, but lose nothing

Those were the goals for H-D engineers to design the new-for-'09 Touring platform, and they didn't disappoint. With decades of riding experience to draw from, they focused their talent to enhance the product, starting with the chassis.

By replacing stamped and welded parts – many of them

pre-bent – with strong castings and forgings, the new single-spar, rigid backbone frame boasts half the parts and 50 per cent less total weld length than the previous chassis.

Wheelbase has increased 0.556 inches, to 63.54 inches, for greater comfort at highway speeds, while the head tube geometry was given approximately

0.7 inches more trail for a more responsive ride. A two-piece, deep-drawn, steel-shell swingarm incorporates a forged pivot section and accommodates a wider five-inch rear wheel compared to the former three-inch hoop. Consequently, the '09 offers 15 pounds more cargo capacity (five pounds in each saddlebag

and Tour-Pak) and 101 pounds more Gross Vehicle Weight Rating than previous models.

After three decades of quelling engine vibrations to the rider, the three-point rubber engine isolation system was upgraded to a four-point system, enhancing stiffness without losing vibration damping.



Story by John Sandberg
Photos by Wayne Davis

ULTRA

HOW A 2009 ULTRA COMPARES TO A 2003 COMPARISON

Ride harder

New-for-'09 engineering extended beyond the chassis, to other areas that needed freshening. In addition to being wider, the new Dunlop 180 rear tyre (and 130 front) was re-engineered with a harder centre tread compound and softer shoulder compound. The result is up to 25 per cent more rear-tyre tread life and enhanced cornering traction.

Wheel size has also increased from 16 to 17 inches, playing an important role in the new Ultra's manoeuvrability. New 28-spoke cast wheels likewise contribute to the overall increased rigidity.

Besides the chassis, the most noticeable difference between a

new Ultra and its '03 counterpart is the motor and drivetrain. In 2003, all Touring models came with the Twin Cam 88, which pumped out 86 ft.-lbs. of torque at 3,500rpm, and had a five-speed tranny. In 2006 the numbers changed, with the Twin Cam receiving a longer stroke to increase displacement to 96 cubic inches. Torque increased as well, to 93 ft.-lbs. at 3,000rpm.

Just as important as the increase in power – especially to touring riders – was the addition of the six-speed Cruise Drive transmission, which reduced top-gear rpm by 11 per cent. At 75mph, engine speed went from 3,227rpm to 2,859rpm. Nice!

A change to helical-cut teeth and steel “dog ring” internals reduced shift effort, while lower spring rates and a revised ball-and-ramp design eased clutch effort, both of which are noticeable after just minutes of riding.

For 2009, H-D rerouted the exhaust system to pass under the frame instead of under the seat, moving the heat away from the rider's thigh and passenger's foot. In tandem with louvres that redirect airflow and a rider-activated, rear cylinder cut-off for standstill situations, riders (and passengers) on the '09 models stay cooler.

Other significant improvements to the Ultra

Classic (and other Touring models) in the past six years include Brembo brakes with available ABS, a six-gallon fuel tank (compared to five), increased charging capacity to handle an array of heated clothing and grips, the Advanced Audio System, GPS navigation systems with downloadable routes from Ride Planner, electronic throttle control and the Isolation Drive System.

What hasn't changed in one, six or nearly 30 years of evolution are the characteristics that have always defined these Harley-Davidson motorcycles: characteristics like a tight turning radius and great low-speed manoeuvrability, and a responsive feel at highway

Wheel size has increased from 16 to 17 inches for 2009, along with new 28-spoke cast wheels and touring-specific Dunlop tyres





The six-speed Cruise Drive transmission reduces engine rpm by 11 per cent at highway speeds compared to five-speed models

speed, whether it's fully loaded with gear and a passenger or with a single rider not carrying anything extra.

Nor have features like EFI and redesigned transmissions diminished the mechanical experience of riding the biggest Harley bagger. They've made it better. Shifting from neutral to first gear is as distinct and solid as ever, yet shifting through the gears is quicker and more precise, with shorter shift throws.

Applying the massive rear brake pedal is as intuitive and natural as any model year, yet

the force of the '09's Brembo brakes leaves no doubt which bike you'd prefer if a quick stop is required.

The brutish pulse of a 45-degree V-Twin is as evident here as it's ever been. Yet with 96 cubic inches of displacement its authority is unmistakable; its ability to accelerate harder while fully loaded is undeniable.

And as you can see, the majestic look and style of these age-separated bikes is almost identical, the exhaust routing and the rear profile being the most obvious differences.

| | 2003 | 2009 |
|---------------------------|---|--|
| DIMENSIONS | | |
| Seat height (laden) | 27.3 in. | 27.3 in. |
| Length | 98.3 in. | 98.6 in. |
| Ground clearance | 5.10 in. | 5.10 in. |
| Rake steering | 26°/6.2 in. | 26°/6.69 in. head/trail |
| Wheelbase | 63.0 in. | 63.5 in. |
| Fuel capacity | 5.0 gal. | 6.0 gal. |
| Dry weight | 788.0 lbs. | 852.0 lbs. |
| Running order weight | 877.0 lbs. | 889.0 lbs. |
| POWERTRAIN | | |
| Engine | Twin Cam 88™ | Air-cooled Twin Cam 96™ |
| Transmission | Five-speed | Six-speed Cruise Drive® |
| Displacement | 88 in. | 96 in. |
| Bore x stroke | 3.75 in. / 4.00 in. | 3.75 in. / 4.38 in. |
| Engine torque | 86.0 ft lbs @ 3500 rpm | 92.6 ft lbs @ 3500 rpm |
| Fuel system | Electronic sequential | Electronic sequential port |
| Port fuel injection | Fuel injection | |
| Compression ratio | 8.9:1 | |
| Miles per gallon | 46 hwy/39 city | 54 hwy/35 city |
| Primary drive | Chain | Chain, 34/46 ratio |
| WHEELS/TYRES | | |
| Wheels: | Nine-spoked lace option | Black, 28-spoke cast aluminium |
| Tyre size : front/rear | MT90B16 72H, 180/65B16 81H | 130/80B17 65H, |
| ELECTRICAL | | |
| Instruments | Electronic speedometer; odometer; resettable tripmeter; low fuel indicator; diagnostic readout; tachometer; electrical power outlet; voltmeter; oil pressure gauge and low indicator; ambient air temp. gauge; cruise control; CD player; clock; intercom | Fairing-mounted electronic speedometer with odometer; time-of-day clock on CD player/stereo; dual tripmeter; low fuel indicator light and mileage countdown feature; low oil pressure indicator light; engine diagnostics readout; LED indicator lights; six-speed indicator light; cruise control indicator light |
| CHASSIS | | |
| Brakes | Four-piston front and rear | Four-piston Brembo front and rear |
| Lean angle (per SAEJ1168) | 30° / 31° | 31° / 33° |
| Exhaust system | Crossover dual blunt-cut | Chrome, dual exhaust w/ taper end caps |

¹ Specifications listed may differ from specifications and prices of vehicles manufactured and delivered. Please check with your dealer for complete product details and the latest information.

Custom Paints



Custom Grind Paint Set - Chisel

In our Custom Grind Collection, we have two new paint sets to give you an industrial and urban feel. Chisel has a rubbed-steel treatment on both fenders to round out the unvarnished attitude. A Dark Custom skull casts a foreboding, stone-cold glare on the road.

Custom Grind Paint Set - Alpha

Alpha has a street tartan pattern splayed across a satin-black base, so you can ride with an iron fist. The distinctive metallic plaid is accented with a gothic Harley-Davidson® script.

Surge Paint Set - Wired

In the Custom Surge Collection you could try the Wired paint set, which has a satin silver skull with surrounding free-form flames, which appear to be exposed metal. The chalk-effect outlines lift the design from the matte black surface.

Full Zip Hooded Sweatshirt

The Harley-Davidson® MotorClothes® Black Label Collection is bold and bad. The new spring clothing from this range is coming to your local dealership soon. Check out this cotton jersey Full Zip Hooded Sweatshirt in Grey [96785-09VM]. It's got raw-edge details on the shoulders, armholes, sleeves and hem for a worn-in, carefree style. It has a kangaroo pocket and a raw-edge applique screen print on the front as well.



HARLEY-DAVIDSON®
FOOTWEAR

GARAGE COLLECTION 2009



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