

The magazine of the H.O.G.® experience | Issue 3 2014

HOG®



›THE NEW HARLEY-DAVIDSON® LIVEWIRE™›A CENTURY OF H-D® RACING: TIMELINE›TOURS IN NEW ZEALAND›THE ART OF ANTICIPATION›EVENT REVIEWS AND PREVIEWS
›PLUS THE LATEST FROM H.O.G.® UK AND IRELAND



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SEE FULL CONTACT DETAILS ON PAGE 83**

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NON-STOP FUN!

Whether it's riding to foreign shores for international rallies, local Chapter events or other activities like Iron Hog, the World Ride, National Chapter Challenge or ABCs, H.O.G.® things to do seem never ending! In fact, there's so much going on that we want to share news of with you, we've had to add more pages with UK news to the magazine! You will also see there's more about member benefits, Chapters, dealers, rallies, other events and activities. We thank you for your contributions!

As a members' magazine, we aim to fill it with content that you want and find relevant to you. We hope you find it interesting and informative and welcome your feedback. Why not email us to let us know what you think? Tell us what you want more of and what you could do with less of, and we'll look to satisfy those requests.

It's August already and H.O.G. activity really doesn't seem to have stopped for a second. Let's keep it rolling! For the next few weeks hardly a weekend will go by without a rally in the calendar and after completing the Iron Hog Challenge I'm looking forward to seeing others place in the ranks of those that have completed it. It's a great way to check out of all else but riding for three days – good therapy for even those that don't think they may need it! For those who like a bit of competition but a different kind of challenge, it's still not too late to get involved in the National Chapter Challenge. You'll find details on all of these things to give you a reason to get rolling on the events page (p90), and stories from other members that have been out there rolling and making the most of their membership benefits on page 76, and it's not over yet. Thunder in the Glens and Blazin' Blazers are still yet to come. For reviews of events you may want to note to head out to next year, and those scheduled in this year's remaining months, check out the rally reviews and previews.

Until we meet again, it's visors down. Let's get rollin'. Ride and have fun.

Marjorie Rae
Customer Experience Manager, UK & Ireland



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VIDEOS ONLINE

As well as videos on hogeuropegallery.com, we've also got a YouTube channel – [HOGEuropeOFFICIAL](https://www.youtube.com/HOGEuropeOFFICIAL)



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UPDATE



A VOYAGE OF DISCOVERY

Question: what do you get if you cross a new Harley-Davidson® Project RUSHMORE Touring motorcycle with 32 countries and 20,000 kilometres?

Answer: the Harley-Davidson 'Discover More' tour. Starting on May 6 in Amman, the capital city of Jordan, the Street Glide® motorcycle has been piloted by around 50 specially selected riders – including H.O.G.® members, social media fans, celebrities, journalists and influential touring riders – to take the bike across Europe, the Middle East and North Africa.

The tour has been chronicled on social media using the hashtag #discovermore2014 – there's also a feed on the Discover More website (discovermore.harley-davidson.com), where you can look back at the highlights of this epic journey.

THE CLASS OF 2013

The results are in, and we can officially announce the winners of the 2013 ABCs of Touring competition. There was one clear victor, with Corrie van Rensburg of South Africa (pictured below) amassing an astonishing 181 points, almost 50 points clear of second-placed Karel Jandejsek from the Czech Republic.

1st	CORRIE VAN RENSBURG (South Africa)	181
2nd	KAREL JANDEJSEK (Czech Republic)	134
3rd =	CHANTAL SCHULE (Switzerland)	131
3rd =	PIERRE-ALAIN SCHULE (Switzerland)	131
5th	LORRAINE SEEDHOUSE (Great Britain)	124
6th	MALCOLM SEEDHOUSE (Great Britain)	123
7th	DOLF DE WIT (Netherlands)	120
8th	ROBIN SEYMOUR (Great Britain)	97
9th	MASSIMILIANO SPREAFICO (Italy)	95
10th	A I HOOLMANS (Netherlands)	94

If you're not familiar with the annual ABCs of Touring competition, find out more on the hog.com site or in your 2014 Adventure Guide. Any rider who accumulates five points or more will receive a prize!



Seeking freedom and adventure, thousands of globetrotting motorcycle riders ditched the daily grind and hit the road during the Harley-Davidson® World Ride on June 22-23. Together they logged 10,566,064 miles, or 17,004,389 kilometres, over the course of the two-day ride. Riders from more than 75 countries participated in the World Ride, with the five highest mileage totals coming from the United States, Canada, Brazil, Mexico and India.

"Riders left the rat race behind for two days during the World Ride and put on an

said Nigel Villiers, Harley-Davidson Director of Integrated Consumer Experience. "The

number of miles we rode together is amazing, but what really makes the World Ride special are the stories and memories it created."

After completing their rides, participants logged their mileage directly on to the World Ride website and shared riding stories and photographs on social media using the hashtag #HDWorldRide.

To learn more about the Harley-Davidson World Ride, visit h-d.com/worldride.

HARLEY-DAVIDSON®
WORLD RIDE
SUNDAY, JUNE 22 - MONDAY, JUNE 23
A GLOBAL GET-TOGETHER

incredible demonstration of the fun and freedom that riding brings to our lives,"



CELEBRATING IN STYLE

As part of its 90th birthday celebrations, Warr's Harley-Davidson on the King's Road in London held an open-day party on June 1. More than 5,000 bikes turned up for the landmark occasion and even local radio picked up on the story, saying that Chelsea had been overtaken by Harleys® and their riders celebrating. Managing director John Warr said: "It was staggering to witness the massive turnout for our 90th anniversary celebrations. People of all ages came from far and wide, from the UK and abroad. People seem to appreciate our commitment, passion and loyalty to Harley-Davidson, and yesterday's turnout demonstrated that. Our fabulous staff ensured everyone was looked after. I didn't stop smiling all day – I'm looking forward to our 100th already!"



CHAPTER CATCH UP

Namibia Chapter, Africa

While Namibia has always had some Harley-Davidson owners, albeit widespread and largely secluded, little effort was made by the owners to organise themselves.

However, with the perseverance of one Harley owner, more and more owners were identified and encouraged to join in with informal, social gatherings. It then got to a point where all were in agreement that they should try to formalise the Harley-Davidson owners into a recognised group. This motion was driven forward by Waltie Kleynhans, who was later to become the first Director of the H.O.G. Namibia Chapter.

During May 2013 Harley-Davidson Tyger Valley, from Cape Town, attended an expo in Windhoek, the capital of Namibia. It was here that all the details were finalised, with Marc Marais of Harley-Davidson Tyger Valley becoming the sponsoring dealer.

On July 24, 2013 the H.O.G. Namibia Chapter was registered as an official Harley Owners Group® chapter, consisting of 33 founding members. A legend was born! The Chapter's membership currently stands at 40 very active members, with more joining all the time.

The group meets on a regular basis, with Sunday ride-outs in Windhoek and Swakopmund, annual outings for all members organised for February and June, and a poker run and AGM held in Swakopmund in November.

H.O.G. Namibia Chapter members also travel long distances to attend Africa Bike Week in Margate, as well as other Harley-Davidson rallies in South Africa.

With the palpable enthusiasm shown by its members, the future for this chapter looks very promising indeed!

SEND US YOUR CHAPTER UPDATES

Are you a new chapter, or have you recently celebrated a milestone event or anniversary? Tell us all about it in no more than 200 words and we'll publish it here. Don't forget to send a photo!
hogtalesurope@harley-davidson.com



VIDEOS ONLINE

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UPDATE



ON TOUR: MOUNTAINS & MUSIC

Mountains & Music is a two-week self-guided tour that H-C Travel, a Harley-Davidson® Authorized Tour company, put together for 28 members of the Invicta H.O.G.® Chapter, starting in Nashville and riding the Devil's Triangle, the Blue Ridge Parkway and the Tail of the Dragon, then across to the Mississippi Delta, Memphis and back to Nashville.

What follows is the latter part of Ian Martin's report from the tour:

"...Now the party has begun and it's Memphis. First Graceland then Sun, Stax, Rock and Soul museums plus Beale Street to check out Catfish and Ribs, and of course the Blues.

"A nice ride now to Jackson and the

Rockabilly Hall of Fame. The curator Henry Harrison is amazing. He would have talked all day had we not had to move on to Kentucky and Kenlake. It's a beautiful area but it's a dry county! The nearest liquor store was 15 miles away. We have dinner for 28 with our own supply, watching the stars and fireflies with no pollution – just amazing.

"At the end of our tour, we go back to Boswells to drop off the bikes before two nights in Nashville with more studio visits and the amazing Broadway, with bars and music pouring out into the street.

"2,000 miles, good friends, friendly and helpful H-D® stores along the way. We will return but take more time next time."

IN SAFE HANDS

The **Geordie Chapter** Road Crew recently held a 'bonding weekend' that featured some very hands-on training. The weekend was held April 13-15 at Kirby-in-Furness in the Lake District and attended by 13 Geordie Chapter members.

The weekend included a mock accident with real actors – only a few of the Road Crew were aware of it not being for real. The course included a debrief, which showed how well the Road Crew had reacted – directing them with advice for the future.

Chapter Director Barry Gillespie, who was on the course, explained: "It was an amazing exercise. I only hope that we never have to do this for real, but rest assured we all feel more confident if we are ever faced with that."

geordiehog.com

DAVIDSON FAMILY MEMORIES

On July 21, BBC Scotland aired episode six of the On The Road show hosted by Fred MacAulay and Martel Maxwell. Over the summer, the show toured round Scotland looking at a variety of cultural events, shows and festivals from wood carving to the Edinburgh Fringe. This episode featured a segment on Thunder In The Glens. The show described the area around Aviemore before launching into the oft-played Steppenwolf classic. Host Fred MacAulay explained how the event began in 1997, with 150 bikes, growing since then to upward of 1,500 bikes. This year organisers expect 3,000 to register to attend and thousands more to flock to the area.

The show also takes a visit to Davidson Cottage (pictured below), the ancestral family home of the Davidson family, where Jean Davidson will visit while on tour, promoting her latest book.

Jean Davidson and Jon Davidson Oeflein have authored a book called **Harley-Davidson Family Memories** in which Davidson family members share photographs, letters and stories.

Jean and Jon will be passing through the UK when they are on tour over the summer. On their European tour they will be visiting **West Coast Harley-Davidson** in Glasgow on August 20 and **Edinburgh Harley-Davidson** August 28.

Between those dates, they will be on hand to answer questions and sign copies of the book which will be available for sale at Thunder in the Glens. On August 30 they head south to Warr's Harley-Davidson on the King's Road in London. For more specific details listen out at the rally or get in touch with one of the three hosting dealerships.





H.O.G.® ON SHOW

Henry Cole, presenter of the Travel Channel's *World's Greatest Motorcycle Rides* and ITV's *Motorbike Show* met up with a group of H.O.G.® members at the H-D® offices in Oxford recently.

Elaine Shepherd, National LOH Officer for the UK and Ireland, arranged a ride and lunch at a local pub. Henry rode with the group followed by his film crew, and at lunch he took the opportunity to talk to members and learn a bit more about H.O.G.

There was plenty of film footage recorded! The *Motorbike Show* goes out on ITV at 8pm for six weeks, starting August 18 and as we understand it H.O.G. will feature in the first episode.

"The feature comprises of me taking my Harley Forty Eight® to Harley-Davidson® head office in Oxford to experience riding out with about 20 members of H.O.G. who came down from all over the country," explains presenter Henry. "We head off in gorgeous sunshine for a 50-mile round trip taking in some of the best roads and pubs in the Oxfordshire countryside. I meet and interview

a cross section of H.O.G. members including father and son, husband and wife, the new breed of motorcyclist – that means young riders and also lots of lady riders!"



"Our granddaughter Lucy Ann's first motorcycle ride. Since she was born seven years ago she's been around Harley-Davidson® motorcycles: from sitting in the Tour-Pak™ aged one, until now, when she can reach the foot plates. Her favourite bit? When we go around bends."

Cy, Oxford UK Chapter Director #7460

THE JOY OF SOCKS

WOLVERINE PERFORMANCE SOCKS FROM HARLEY-DAVIDSON® FOOTWEAR PUT TO THE TEST

This summer, Harley-Davidson®

Footwear added a new level of comfort and protection to its line of progressive footwear, introducing H-D® Performance Warm and H-D Performance Cool socks. Each one has been thoughtfully designed using premium Merino Wool or Ultra Dri™ fibres and expert craftsmanship to keep feet cool and dry. We asked some H.O.G. riders to give them a road test. Here's what they thought:

Mike Dall, National Chapter Safety Officer, UK & Ireland

"I tested the socks on a ride across France from the south west over to Port-Grimaud. I wore them all day while helping out at the Custom Bike Show in the searing heat. I have to say that I've found them to be excellent to wear. My feet do feel cool and they don't seem to sweat up. They have had a couple of washes and they dry pretty quick too. I like the full length and the support they give. The elastic at the knee gives just the

right level of grip so they stay up all day long. All round a very comfortable product that seems to perform the way it should."

Gordon Dick, Director, Red Rose Chapter

"I'm currently sat at work in a quarry on a June afternoon in temperatures in the high 20s. To call it hot would be an understatement! Since leaving home and riding to the office, I've spent the rest of the day in the heat with safety boots on. My new Harley® cool socks kept my feet cooler than expected – and comfortable. I'm looking forward to more hot days to road test them with full days of riding! So far I think they are perfect for the job!"

Marjorie Rae, Customer Experience Manager, UK & Ireland

"I was somewhat skeptical of the claims that these socks could keep your feet cool but after the first

two days of my ride to Croatia, with hot feet in my boots, I decided they were worth a try. I'll be honest, I was shocked! My feet had been cooking and the difference after putting on the Wolverine socks was amazing. I don't know how they do it! But if your feet overheat when you're on tour, get a few pairs of these and they won't any more!"



WIN a pair of Wolverine socks! If you want to win a pair of these miraculous socks, just head to hogueuropegallery.co.uk to enter our competition to win one of three pairs.

IRON HOG. BECAUSE IT'S BIG. BECAUSE IT'S CLEVER.

Hogsback Chapter Director Dik Gregory explains what it's like to take on the Iron Hog Challenge

Dik Gregory, Director of Hogsback Chapter, completed the Iron Hog ride during May 1-3, 2014. Also in the group were the ride's designers, Axel Thill and Robin Seymour (both Hogsback Road Crew members), Marjorie Rae (Customer Experience Manager, UK & Ireland), Toby Sleeman (Dealer Principal at Guildford Harley-Davidson®), Ian Campbell (Jersey Chapter), and Hogsback members Ken Hall, Pete Fitzcosta and Malcolm Bradly. Notably, Ken Hall completed the 1,800-mile ride on his Fat Boy without a windscreen and Pete Fitzcosta, at 71, was the oldest member of the group.

"Yep – count me in!" How easily those words fluttered to the ground, like falling leaves, last autumn. But now, the Iron Hog Challenge was suddenly imminent. And it suddenly looked to be a rather serious proposition. But that was then. And this is now. Afterwards.

And it's only after it's all over that it has become clear about why anyone would really want to do it.

It's not just a long old ride where the only thing to be done is to translate hydrocarbons, gear changes and gritty determination into a rather large odometer reading.

It has structure. It has balance. You can make it make a difference. And it has the power to remind you who you are.

Its structure is apparent from the route that pops out of your favourite mapping program when you connect up all the Harley-Davidson dealerships in mainland UK. Pondering the reality of that route for the first time is interesting. The memory of those easily spoken words of acceptance months ago suddenly collides with a kerplunk in your gut. You breathe a different word. A word which more accurately expresses the enormity of what you suddenly realise you've agreed to.

And it is enormous. Designed by Hogsback Chapter Road Crew, Axel Thill and Robin Seymour, the Iron Hog Challenge is an endurance ride of up to 2,000 miles in less than three days. It must include the four dealerships furthest apart from each other – currently Maidstone, Plymouth, Swansea and Edinburgh. Good news though! You get an extra half hour for each of these dealerships. No, not a half hour to have a little rest in each one.

An extra half an hour to include them in your overall route. So, that's 50 hours for the minimum ride. But if you want to connect up all the dealership dots on your way, the good news brims over. Twenty-four more dealerships gives you another 12 hours! So you can max out the dealerships and have a whopping 62 hours to get round them all! And you can start at any one – as long as you end up at the same one when you're done.

It all sounds perfectly reasonable until you look at the route map. And do the maths. An average of 15 minutes at each of the dealerships. Same at each of the 10 or so fuel stops. Five hours' kip at each of the two carefully chosen hotel stops. Allow for the odd hold-up and several miles of busy motorway filtering here and there ... whirr ... whizz ... that's ... um ... three consecutive 12-plus-hour days in the saddle. Actual riding. Kerplunk.

This ride is clearly not for everyone. The strange thing is that it's precisely all those 15-minute stops that create the difference between an agonising test of insanity and a cleverly balanced,

utterly liberating experience. Getting off the bike every hour or two to stretch your legs, snap the mandatory group proof, greet the local Chapter members who've turned out at their dealership and maybe swallow a crafty Red Bull while you pay at a fuel stop, is surprisingly rejuvenating.

The highlights? For me, a quiet delight in my own confidence when arriving at

the Glasgow dealership just before it shut, and knowing that we still had a 300-mile ride to do that day via Edinburgh, Newcastle and Leeds – but feeling unfazed by it. The stunning roads and scenery of the Scottish Borders as we glided south that same evening. The surprise at so many local Chapter members who turned out – sometimes late at night – to wish us well. The knowledge that sufficient numbers of my friends, family and colleagues thought the venture was cool enough to help me raise £1,500 towards my favourite charity fund.

For sure, Iron Hog was not created as a charity raising event, but it does provide a great opportunity if you're so inclined. I created a page on the Justgiving site and it looked after itself. Easy peasy.

“Those 15-minute stops are the difference between an agonising test of insanity and a cleverly balanced, utterly liberating experience”

For more information and to take part, head to IronHog.wordpress.com

GO!

Just a few of the stops and photos from the Iron Hog Challenge



THURSDAY - 08:51



13:28



15:23



17:52



FRIDAY - 07:28



23:35



17:56



08:23



11:29



12:46



18:45



SATURDAY - 15:20



21:21

Dik's top tips

- Control group size. We got away with nine bikes, but six works better logistically
- Get everyone's bike checked by your dealer the week before you go. No one wants an avoidable breakdown
- Be clear about the breakdown policy. We agreed to a stop only long enough to ensure help was on its way for the stricken rider – fortunately not needed!
- Buddy up for petrol – two riders taking turns to pay for fuel gives everyone more time
- Use a satnav – you don't want to be struggling to find dealerships or hotels after a 750-mile ride
- Consider fitting a bike tracker
- device to one of the bikes – brilliant for letting people know where you are and when to expect you. We used www.back2yourtracking.com
- Keep to timings. Appoint someone assertive to insist on departures on schedule or the ride will get away from you
- Eat wisely. Avoid carbs during the day – they make you want to sleep. Eat protein instead – nuts are excellent
- Drink lots of water. Be careful of coffee – it's a diuretic. Red Bull can help you avoid the post lunch dip and end of the day fade
- Smile and forgive as fatigue increases – everyone's feeling the same as you





CHECK OUT OUR FAVOURITE SNAPS THAT HAVE BEEN UPLOADED VIA THE H.O.G.® APP! VIEW THE FULL GALLERY AT WWW.HOGEUROPEGALLERY.COM

DOWNLOAD THE APP FREE FOR YOUR SMARTPHONE AND ENJOY UPLOADING PHOTOS OF YOU AND YOUR HARLEY® WHILE YOU'RE ON THE MOVE.

LOOK OUT FOR MORE IN THE NEXT ISSUE!



SEND US YOUR STORIES

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

- When submitting a letter, include your name, address, 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.
- Email submissions to: hogtalesurope@harley-davidson.com

LADY OF THE VALLEYS

I've just turned 23 years old and I study Law at Swansea University in Wales.

The first time I went on a motorcycle was on the back of my late stepfather Stephen Davies's Harley[®], and I fell in love! He and my mother went to Las Vegas three times a year and every time they would bring me back stuff from the H-D[®] shop. He always joked that he would bring me a Harley[®].

In 2011 my stepfather was diagnosed with an advanced and rare form of cancer. Although I had never ridden a motorbike before my CBT, before he passed away in May 2012, I promised him that I'd pass my tests, buy a Harley and ride Route 66 in aid of Macmillian Cancer Support, as he requested, in his name.

I passed my tests and bought my first ever motorbike, the 2013 Harley-Davidson Sportster[®] SuperLow[®] XL883L. I am also now part of the first Welsh H.O.G. chapter, the Black Mountains Chapter. I just need to get some practice before I will be riding the Mother Road!

Michelle Chamberlain, GB



LET THE GOOD TIMES ROLL

After reading the Ladies of Harley[™] article in the last issue of HOG[®] magazine, I wanted to tell everybody about The Girls Power Riders.

After more than 10 years as a passenger, I finally got my motorcycle licence in 2013.

Why did I wait so long?

Well... there are priorities in life

that I couldn't ignore, such as family commitments.

My dream came true through willpower and patience and now I ride with my man and my mates (male and female) – true enthusiasts.

Thanks to everyone who supported me; it wasn't easy but I persevered and won through.

So that's how my girl group started, the Girls Power Riders. I love them to bits for sharing and discussing our passion and what it means to us. At the moment we're a bunch of about 10 girls, originally from the Oise in Picardy, France, and more will be joining us soon.

Above all, Girls Power Riders means having the strength to outdo yourself, the will to succeed, tenacity and commitment to your convictions. It's all about energy, the energy that keeps us going, that we require to fight life's battles and to help those in need.

We meet regularly to go on wonderful outings and it's great to see people looking when they see us turning up on our beautiful machines. We encourage women who want to get their motorcycle licence, telling them our stories and sharing our zest for life and the pleasure that motorcycling gives us. We are proud to be Ladies of Harley ambassadors in our area!

I've created a Facebook page so we can meet great women from all over the world and share our feelings, stories

and photos. Just search for 'Girls Power Riders'.

Laetitia Marcarian, France

WHERE THERE'S A WILL, THERE'S A WAY

The Ladies of Harley article in the last HOG issue appealed to me greatly because it was so incredibly close to my own experience.

I am 56, married with two grown-up daughters and two terrific grandsons. I work full-time at the Department of Mathematics at Saarland University.

In my early youth I rode but, unfortunately, did not pass my test and obtain a motorcycle licence.

After I met my husband, I was a pillion passenger for the next 20 years. I was able to ride occasionally myself, but because I had no licence this was confined to the private land of a gliding field. Leaning into the bends was always my dream, but I thought it would be too difficult for me.

But after St Nicholas' Day in 2012 and seeing a very appealing commercial at our Harley[®] partner in Saarbrücken that featured women riders, I plucked up the courage that I needed.

The next morning I phoned the driving school and put my name down for an 'unlimited driving licence'.

This is when things really got going. My husband became my riding





instructor, teaching me basic skills, which was great fun for us both. When the riding lessons started in April, I felt well prepared.

My enthusiasm was boundless and on June 4 it finally happened; I passed my motorcycle test.

That evening, the Harley Nightster® 1200 was ready for its first outing and within three months I had covered some 2,000km.

As is so often the case, it was not long before I became the proud owner of a brand-new Super Glide®.

In September my husband and I set off for Mallorca and the Harley-Davidson® Bike Week. I rode and rode, clocking up 1,000km in Mallorca alone. Up and down winding roads, on the motorway and across country, through towns and villages. It was simply wonderful and I was so happy.

I am now also riding Heritage Softail® and Street Glide® bikes whenever the opportunity arises, such as at Harley test ride events.

This year we are off to California for three weeks. We will be on the road for 12 days travelling from LA to the Mojave Desert, through the Grand Canyon, on to Monument Valley and Las Vegas and back again.

When I sit on a Harley, I feel as if I'm in a different world. Motorcycling has also become something very special in our relationship. My husband thinks it's great that I have realised my dream. My self-confidence has grown even further. It is simply fantastic! Even as we wave to one another on the road, you get a lovely feeling of belonging to this world.

I hope that my story will encourage other women who may be reluctant



to take motorcycle lessons and get a motorcycle licence. Learning to ride a motorbike really was a wonderful present to myself.

Karin Mißler, Germany

VISITING FRIENDS

For the May Day bank holiday, a group of members decided to go and see our fellow Harley® enthusiasts in Chioggia, Italy. They're a good bunch of friendly blokes who come and visit us every year during the Lunghe Langhe Run.

A group of 35 experienced bikers with gleaming machines rendezvoused in the main square in the beautiful town of Alba.

When we reached Ferrara we paused to visit the town centre. I'd been told that it was stunning, but I hadn't realised how true this was! After visiting the magnificent castle, we went on to Porto Tolle and found

a wonderful B&B in Scardovari.

The next morning we left for Chioggia, following the enchanting road across the Scardovari Lagoon alongside fishermen's houses set in an amazing landscape.

In Chioggia, we went to the hotel to get settled in and within half an hour Mattia Godino and the Chioggia bikers came to pick us up.

After an aperitif in the centre, we went to a seafront restaurant at the marina for an excellent meal and then to a bar on the promenade owned by a Chioggia member, with mojito cocktails and music until the early hours.

On Saturday morning, we were picked up and taken to the harbour where a boat was waiting to take us to Venice. On board the boat, we were each given a fishing rod and once in the lagoon started fishing. After a huge catch had been acquired, a master chef began to cook it... I'll leave it to your >

imagination how great the feast of fresh fish was!

When we got to Venice we spent four hours exploring the wonderful city, took the usual photos in St. Mark's Square and admired the spectacular buildings.

On the boat back to Chioggia a fantastic 'spritz a gogo' aperitif awaited us, with freshly cooked mussels. There was also music and dancing to finish off a wonderful day together.

Sunday morning we assembled ready for the return home. Our Chioggia friends accompanied us in a procession and we had a coffee in the main square on the seafront before saying goodbye.

It was a fantastic holiday with special people whom we had met through a mutual passion for motorcycles. We await seeing them at the seventh Lunghe Langhe Run that will be held on July 18-20 in Alba in the beautiful Langhe region, so we can attempt to reciprocate the wonderful hospitality they showed us.

As well as being noisy hell-raising bikers, we're a great band of friends. A big thank you to Mattia Godino for a truly warm welcome.

Bruno Bongiovanni, Italy

SPRING RIDE... DREAM RIDE

Great company makes any trip great! I started planning this ride in November 2013. Having previous experiences on European rides, I was looking for the right companions who have the guts

for a big adventure. Some of my best friends were excited and happy to join.

Our adventure started from Montpellier in southern France, taking the coastal road heading to Marseille. Skipping highways and heading to Arles passing through the beautiful Parc Naturelle de Camarague, it was an enjoyable road with beautiful blue sea and nature all around us.

Our hotel was in the Marseille Corniche area. We enjoyed a walk around the old port before settling down to a delicious dinner in one of the best seafood restaurants.

On the second day of our journey, a visit to the Marseille H-D® dealer was a must. After a traditional French breakfast we headed through Route Léon Lachamp to Toulon via Cassis, La Ciotat, Saint-Cyr-sur-Mer, Bandol, Sanary-sur-Mer, and La Seyne-sur-Mer.

This route is a biker's dream with towering mountains, sea views and plenty of curves. We continued to Hyères and the romantic coastal road to Saint-Raphaël, passing by Saint-Maxime overlooking Saint-Tropez from the other coast. We reached Cannes by late afternoon and had dinner on the old Saint Antoine road at a typical French restaurant, then loitered by the port watching luxury yachts.

The next day we rode through the French Riviera to Antibes and the famous city of Nice, where we took the Avenue Bella Vista toward Monaco. We

had a short stop to take pictures of the amazing view of Saint-Jean-Cap-Ferrat from the hill and then left for Monaco, where we had a nice break at the Plage de Larvotto after riding the famous Monaco Grand Prix circuit – the road was really silky and smooth.

We continued to Menton and passed the border into Italy. We had our lunch at Sanremo beach followed by a ride to Albenga, Savona, Varazze, Arenzano and Genoa.

Here we had time to walk around the old city and take photos in front of the stunning Cathedral of Saint Lorenzo before we had dinner in its Porto Antico di Genova.

The next day we climbed the hill to Piacenza following the river Fiume Trebbia, another most enjoyable road through nature. We passed Cremona and Mantua to Padua and Venice.

Here we went to the Murano Glass factory to see the incredible glass moulding done by hand before a walk on the Riva degli Schiavoni.

We moved on to Verona; this time we used the A4 Torino highway. Once there, it was not difficult to find the romantic Casa di Giulietta. Our ladies went up to the balcony and we acted out the dramatic scene from *Romeo and Juliet*. It was a nice walk through the city and the old market Piazza delle Erbe.

We continued on the highway to Milan. The Duomo was spectacular, with gorgeous sculptures. We stayed in the village of Valbrona, close to Lago di Camo.

The sixth day of our adventure was unforgettable. We started early for the Swiss borders on the E35 toward Lugano. We enjoyed the road of Via Cantonale on the Italian borders to Domodossola and followed the river Torrente Diveria where we started our Alpine pass.

Next day we all continued via the highway to Montpellier, where we enjoyed our last night on the bikes. We had travelled 3,500km during the seven-day ride.

Riding in Europe is always great. This one was a rich ride of memories and experiences that we will never forget. We rode through mountains, on coastal roads and open highways with our lovely wives as passengers. We started our rides as friends and came back as family! ■

Hosam Andijani, South Africa



Gerrit Jan Land from
the Netherlands with
a couple of old classics

Intake gallery



INTAKE GALLERY

More photos online!

If your photo isn't published here, we may have included it in the digital version of *HOG*® magazine or in the Intake Gallery at hogeuropegallery.com! You can send us your photos through the site too; click on 'Submit your photo'. 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!

There are lots of ways to share your Harley® photos with us:

- Visit hogeuropegallery.com and click on 'upload my photo'
- Download the H.O.G.® App and send us your photos on the move – check out the App Snaps gallery at hogeuropegallery.com/app-photos
- Upload your photos to the [instagram.com/HOGEMEA](https://www.instagram.com/HOGEMEA) account
- Email us at hogtales@hogeurope.com or @harley-davidson.com



DON'T FORGET – WE ONLY PRINT A SMALL SELECTION IN *HOG* MAGAZINE, BUT WE INCLUDE LOTS MORE IN THE DIGITAL EDITION OF *HOG* MAGAZINE

(MAKE SURE WE HAVE YOUR EMAIL ADDRESS SO YOU GET THE LINK IN THE MONTHLY *HOG* EMAGAZINE). WE ALSO UPLOAD LOTS MORE TO THE INTAKE GALLERY ON HOGEUROPEGALLERY.COM EVERY WEEK. KEEP CHECKING TO SEE YOUR PHOTOS ONLINE!

EVERY PICTURE PUBLISHED IN THE PRINTED EDITION OF INTAKE GALLERY WINS ITS PHOTOGRAPHER A H.O.G.® STAFF PHOTOGRAPHER'S PIN, SO REMEMBER TO SEND YOUR NAME AND ADDRESS TOO!

Intake gallery



Above: Italian member Nicola Domenechetti on his award-winning Road Glide®, with the Colosseum in the background

Right: Ian Pastoor from the St Leger Chapter, Doncaster, GB and his son Harley, aged three, at the New Zealand H.O.G.® Rally

Top right: Manfred Leikamm from Nuremberg in Germany



Left: Sergio Gil de Arana's friend doing a burnout in front of a helicopter in Tenerife

INTAKE GALLERY



Danny Destadsbader and his friends from Belgium

Right: An Ultra Limited® with custom colours belonging to Luca Cattaneo from Italy



Left: Michelle Chamberlain with her 2013 Sportster® SuperLow® – read more about Michelle in the Intake section

Above: Karalar Zeynep on her Forty-Eight®





Salvo La Fata from Italy captures a long stream of riders

Intake gallery



Left: Gabi Holzner,
Germany

Right: Frank Wagner,
Germany

Below: Manu Gil,
Spain



Left: Miguel Ángel
infantes Sánchez,
Spain

Right: Mohammed H.
Shehab Addin,
Saudi Arabia

INTAKE GALLERY



Right: Rose-Marie Franssen, Belgium

Below: Salvo La Fata, Italy









Left: Johnny Ellis, UK

Below: Salvo La Fata, Italy



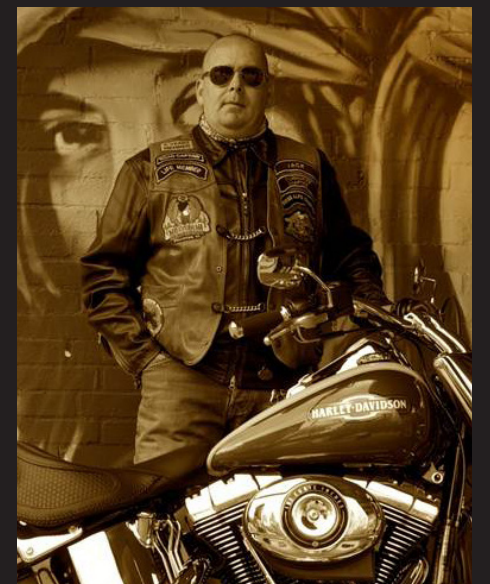


Above: Anil Bhatia, India

Left: Howard Wolff, South Africa



Right: Jacques F. Rüdin, Switzerland



INTAKE GALLERY







Above: Massimo Fava, Italy

Right: Carlo Domenico Del Massa, Italy



Above: Malcolm Godfrey, UK

Left: Michael Brückmann, Germany





Left: Andrea Nicoletti, Italy

Below: Jose María Suarez Almeida, Spain



Events



Do you want to travel to an event, but would prefer to rent an H-D® motorcycle on arrival? Look for the logo to find the nearest Authorized Rentals locations



EUROPEAN BIKE WEEK®

PREVIEW

17th European Bike Week®
Faak am See, Carinthia, Austria
September 2-7, 2014
hogeuropegallery.com/ebw/



RALLY ROUNDUP

SWEET SEVENTEEN

At the start of September, the annual European Bike Week® festival in Austria celebrates its 17th edition



KLAGENFURT, AUSTRIA
HARLEY-DAVIDSON KLAGENFURT
bit.ly/RentalsKlagenfurt

GRAZ, AUSTRIA
HARLEY-DAVIDSON GRAZ
bit.ly/RentalsGraz



In August, Lake Faak in Carinthia in southern Austria resembles any one of numerous placid bodies of water in the Alps. Surrounded by quaint villages dotted with pretty guesthouses set in lush green pasture, it is serene, placid, idyllic. Something, however, is stirring around this pastoral paradise.

By the end of August, the area is positively abuzz with expectation; the hotels and guesthouses start to fill up, the orange and black Harley-Davidson® livery appears on roadsides, in the windows of houses and cafés, in trees... it's time to wake the lake from its slumber.

By the start of the first week in September, the atmosphere is electrifying. Every bed in the area is taken, every pitch in every campsite is full, and the smell of barbecue smoke mingles with the sound of thousands upon thousands of thunderous V-Twin engines. This is European Bike Week®, and Harley® has landed!

The nucleus of the week's activities is the bustling Harley Village, which features its usual plethora of activities – the Expo tent, event merchandising, plenty of H-D® dealer stands, the Customiser Area and much more.

The focal point in the evenings is the main stage, where entertainment will take place from Tuesday to Saturday. In addition, Choppers Bar and the Harley Bar will offer a wealth of musical diversion.

Other regular features will return in their usual slots; Friday's Custom Bike Show is certain to wow the crowds, as dozens of the most remarkable custom builds from across Europe will descend upon the Harley Village in the hope of winning a prize in one of the many categories. From painstakingly restored antique bikes to modern, souped-up V-Rod® motorcycles, there is sure to be plenty of eye-catching chrome on display.

Saturday is, of course, parade day. A serpentine line of tens of thousands of motorcycles will stretch for many miles around the lake and its surrounding countryside; if you don't feel like joining the ride, find somewhere to sit and watch the endless throngs of happy bikers roll past. Whether you're participating or perusing from afar, it's a sublime experience.

Also, make sure you purchase a rally pin – during Saturday night's ceremonies, one lucky member with the lucky-numbered pin will ride away with a brand-new Harley-Davidson motorcycle!

With more than 100,000 visitors expected to attend, and a colossal 70,000 bikes likely to populate the roads around Lake Faak, this end-of-season party is an essential date for your diary! ■



FREEDOM

8TH HARLEY-DAVIDSON® EURO FESTIVAL

RALLY ROUNDUP



For the eighth year running, the beautiful beaches of the Golfe de St-Tropez welcomed thousands to the Harley-Davidson® Euro Festival. Under clear blue skies and to the beautiful sound of the V-Twin, a record-breaking attendance of well over 12,000 Harley owners from across Europe and beyond rode, relaxed and partied for three days of fun in the sun.

One of the 'must go to' events on the Harley-Davidson calendar, and following on from last year's 30th anniversary celebrations, Euro Festival is a highlight of the year, marking the start of the biking season in the northern hemisphere.

Set among the sun-drenched palm trees and stunning golden beaches of the Prairies de la Mer campsite in Grimaud, the beach is lined with bars, restaurants, merchandise stalls and dealers, while the rest of the site is covered with thousands of incredible Harley-Davidson motorcycles.

While some chilled out in the sun while listening to the cool tunes coming from the Harley® Bar, in the main car park Harley Demo Rides gave others the chance to ride a new Harley-Davidson around the beautiful roads of Provence – many taking the opportunity to test ride the new Project RUSHMORE Touring bikes. Others took advantage of local knowledge and joined

the various guided tours that were designed to show off the best this region has to offer bikers.

The H-D Expo – showcasing the latest models, parts, accessories and MotorClothes as well as Authorized Tours – was also located alongside Demo Rides and attracted plenty of inquisitive visitors keen to choose their next bike.

This year's event was sponsored by another American icon that represents freedom and adventure – Jeep®, brought a new four-wheeled dimension to Euro

REVIEW

Harley-Davidson® Euro Festival
Grimaud, Golfe de St-Tropez, France
May 8-11, 2014
hogeuropegallery.com/euro-festival



FESTIVAL

Festival. Located next to H-D Demo Rides, bikers could step off two wheels and on to four, tasting the thrill of driving a Jeep over a series of extreme obstacles.

After dark, crowds danced the night away at the main stage on the beach and in the Harley Bar. Festival favourites such as The Bogus Brothers and Elvis with his TCE band were in attendance. Bonnie Tyler, Louis Bertignac and Eric Burdon all entertained the masses of people, lighting up the Mediterranean with classic tunes.

Friday saw Harley-Davidson head inland as the picturesque Grimaud village came alive with the sound and sight of hundreds of Harley-Davidsons arriving to attend or view the famous Custom Bike Show. With more than 100 entries spanning 10 categories, Europe's finest custom bikes attracted onlookers throughout the afternoon. Sportsters® and Ladies of Harley™ showed exceptionally high-standard entries, while Mister T from Italy took Best in Show and Best Radical with a striking design – 'Knuck Out' – with entries from Lithuania, the UK, France and Switzerland completing the winners list. See the winners on www.hogeuropgallery.com

On Saturday, riders came together as one in the spectacular Parade through the streets of St-Tropez and the surrounding villages and countryside. Accompanied by two Jeep Wranglers, thousands of bikes rode the 40km route where people lined the streets to celebrate the spirit of freedom that Harley-Davidson invokes.

Marking the end of yet another fantastic event was a night filled with music, laughter and plenty of dancing. We hope you can make it next year! ■



Scan the QR code with your smartphone to see all the winners from the Custom Bike Show, or visit hogeuropgallery.co.uk/news-articles/view/euro-festival-2014-custom-bike-show-results/



RALLY ROUNDUP

COASTING INTO CROATIA

Biograd on Croatia's Dalmatian coast played host to the big H.O.G.® party of the summer; and what a party it was!



EUROPEAN H.O.G.® RALLY

Such was the overwhelming success of the 2011 European H.O.G.® Rally in Biograd, it was decided that the rally should once again descend on the Croatian coastal town. With a beautiful and sizeable seaside event site, and pristine and picturesque roads in the surrounding area, the scene was set for another momentous gathering of H-D® enthusiasts and H.O.G. members from across Europe and beyond.

Approximately 50,000 people descended upon the event site over the four days, with an estimated 25,000 bikers experiencing Croatia's fantastic riding roads. With around 10,000 international H.O.G. members joining

the party, the atmosphere was a fantastic mixture of passionate Harley-Davidson® enthusiasts and spellbound locals.

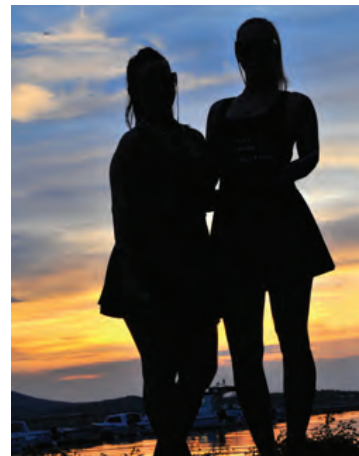
There was a wealth of entertainment and activities for participants to enjoy; as ever, the latest Harley® models were available to ride in the spectacular surrounds. The Demo Rides team were kept very busy throughout, with nearly 500 people electing to put a new Harley-Davidson to the test.

The H-D Central tent was the hub of the event site, with riders and non-riders alike taking the opportunity to peruse the full Harley model range, including the new Street™. There was a full sales team on

hand to talk to interested parties. Many hundreds of photographs were taken by captivated locals, with men, women and children alike sitting astride Milwaukee's finest with awestruck looks on their faces.

H-D Central also brought together the Authorized Tours and Rentals teams, H-D Financial Services, the H.O.G. information point and the press team; this was the first time that all these elements had been brought together under the same roof.

For those without a motorcycle licence, the Jumpstart™ experience offered an introduction to the feeling of firing up a Harley; the 'rolling road' just kept on rolling,



REVIEW
 23rd European H.O.G.® Rally
 Biograd, Croatia
 June 12-15, 2014
croatiaharleydays.com
hogeuropegallery.com/croatia-harley-days




as more and more festival-goers revved the V-Twin engine and accelerated through the gears without moving an inch.

For those with a penchant for four-wheeled excitement, the Jeep® Experience was present on site, with visitors able to simulate a genuine off-road experience on the custom-made course.

Members of Pleter Chapter Croatia were out in force, having travelled down from Zagreb to help ensure the smooth running of the event. As well as running the event's information point, they also provided a range of guided and self-guided tours around the region's riding roads.

World Cup fever descended upon the site on Thursday evening, as the opening match featured the tournament's host nation Brazil against Croatia. When Croatia opened the scoring the whole town of Biograd went crazy, with flag-waving fervour, joy unbridled and even some red flares adding a spectacular hue to the celebrations. Although Croatia eventually lost the match 3-1, the atmosphere was something really quite special.

For those with no interest in the beautiful game, there was of course no shortage of stellar entertainment on the two stages at opposite ends of the extensive event site

– the Beach Stage and the Harbour Stage – with the Guns N' Roses Experience, Bogus Brothers and Ben Portsmouth with his Taking Care of Elvis Band wowing the crowds until the early hours; on-site entertainment continued until 5am for the hardcore party animals!

Friday's Custom Bike Show in the beautiful seaside city of Zadar was situated in the imposing surrounds of the beautiful ninth-century Church of St. Donatus. The Roman ruins outside the church are older still; the contrast between the ancient architecture and modern Harley engineering was a sight to behold. >



The Best in Show prize was won by a new creation from Dream Machines in Slovenia; this remarkable motorcycle was the centre of attention for much of the afternoon.

On Friday evening the bars and restaurants were once again packed to capacity, as attendees refuelled for another night of partying. Across the two stages, tributes to Aerosmith, AC/DC and U2 rocked into the small hours.

Sadly the wonderful weather that was enjoyed on the first two days of the festival didn't last into the Saturday; although it

was still warm, the cloud cover generated numerous periods of rainfall. The Parade went ahead as scheduled, of course, with many Harleys making the journey from Zadar to the event site in Biograd, taking in rolling countryside as well as stretches of the terrific coast road. The parade was ably organised by Pleter Chapter, who made light of the weather conditions to ensure everything went without a hitch.

The wet and wild weather of the first half of the day mercifully lifted by the evening, allowing a fitting end to the festival with

one last spectacular sunset over the Adriatic Sea, before the musicians once again took to the stage to see out the festival in style; the Tenors Of Rock were just one of many acts who ensured the festival ended with a bang – as did the spectacular firework display at the harbour as the clock approached midnight.

As Sunday dawned and thoughts turned to packing up and hitting the road, the memories accumulated over the course of the event will surely last a long way down life's long and winding road. ■

Scan the QR code with your smartphone to see all the winners from the Custom Bike Show, or visit hogeuropegallery.co.uk/news-articles/view/croatia-harley-days-CBS/

BARCELONA HARLEY DAYS



REVIEW

Barcelona Harley Days®
Barcelona, Spain
July 4-6, 2014
barcelonaharleydays.com

BRILLIANT
BARCELONA

The sixth edition of Barcelona Harley Days has just ended and, once again, it has been a great experience! More than 20,000 Harley® riders joined the biggest EMEA urban event, with more than a million visitors from around the globe.

The event opened on Friday just after the official press conference. Activities included H-D® Expo, where bikes were displayed to show off different styles of personalisation. A special area was dedicated to Authorized Rentals and Tours, as well as Financial Services. There were Demo Rides of all Harley families, with special demos for the new Project RUSHMORE Touring bikes. The Jumpstart™ experience once again gave those who don't have a bike licence the possibility to feel the excitement of riding a Harley without moving a centimetre! New for this year was the H-D Street™ Airstream, which is touring around Italy and Spain for the whole riding season. Here all riders had a chance to try the brand-new model launched last November during the EICMA show in Milan.

Close to the Street Airstream there was a skate ramp for the 'Harley-Davidson Street Contest', the first skateboarding championship organised by Harley-Davidson. 30 riders joined this competition, and the winner, 24-year-old David Castells, a professional rider from Barcelona, won a brand-new Street 750!

The two local chapters (Barcelona Chapter and Espacio Chapter) were directly involved in different activities and worked together to offer a great experience. They welcomed everybody in the H.O.G.® Hospitality marquee, managed the Guided Tours, supported the parade, Custom Bike Show and Demo Rides, and also managed the Friday-night H.O.G. dinner.

Every night was a party at the main stage and the Harley® Bar, where bands of many different styles and genres created a great atmosphere.

On Saturday the Custom Bike Show welcomed 80 bikes across a range of different categories. For the first time in the 'Watercooled' category a Street 750 appeared, customised by the 24 Horas dealer from Barcelona. The prestigious 'Best in Show' award was won by 'Lobo III', by Xavi Gil from Barcelona.

On Sunday morning the Parade ran through a crowded Barcelona, with many thousands of onlookers lining the roads to welcome the bikers. More than 12,000 riders started from Montjuic, and let the roar of the bikes surround the whole city.

What gave the event an even greater atmosphere was the beautiful city of Barcelona and the sun that never stopped shining down on the event... Barcelona is truly a city of beauty, especially under the brilliant sunshine! ■

THE KILLARNEY

RALLY ROUNDUP



REVIEW

Ireland BikeFest
Killarney, Ireland
May 30-June 2, 2014
irelandbikefest.com



IRELAND BIKEFEST

I arrived at Killarney, in south-western Ireland, early on the Friday morning of the June Bank Holiday weekend. Adjacent to the luxurious Brehon Hotel, in among the INEC and Gleneagles Hotel, a party had started... thousands of motorcycle enthusiasts from all over the world were descending on this beautiful location to enjoy the 8th Ireland BikeFest. A variety of live music; shopping; a wide range of food and drink; entertainment for all the family; all topped with a generous helping of Harley-Davidson® with free Demo Rides, a Jumpstart™ experience, technical area, dealers and of course the Harley Owners Group®... a perfect recipe for the fun-filled four-day festival.

But thousands from all over the world don't just flock to Killarney every year for the atmosphere and 'craic' of the event hub in the Bike Village – Ireland is pure biking heaven, giving the event its title as the 'world's most scenic bike festival'. Indeed, the Bike Village itself is set against the backdrop of the Kerry Hills. Killarney is located on the edge of the Killarney National Park and, during the event, both the Celtic Thunder and Gaelic Chapter road captains and marshals guide visitors to the area around the spectacular sights of the

Wild Atlantic Way, creating a spectacle of their own as up to 100 bikes join each guided tour.

I took my place among the ride-out to the Ring of Kerry – 180km of fantastic riding and stunning scenery, all under the careful guidance of the Celtic Thunder Chapter road crew. As we headed for Waterville, Ladies View and Molls Gap we took in twisty roads, amazing views and camaraderie like no other.

At night the Bike Village came alive with music and dancing, hosted by DJ Donal. Friday night saw favourites Deuces Wild, Audio Circus and Straight from the Crate perform on the outdoor and Harley Bar stages while the Pat Byrne Band closed the opening night in the Backstage Bar. Original band Kodakid took to the stage on Saturday afternoon under beautiful sunny skies, while the evening line-up saw the Unusual Suspects and John Fairhurst Band warm up crowds ahead of Irish band Na Buachailli Dana and AC/DC tribute Hells Bells rocking out in the INEC.

Sunday played host to two very special activities – the morning Parade, where hundreds of bikes proudly rode their way through the town of Killarney; and the popular Custom Bike Show, which attracted

more than 80 entries of some of the world's most beautiful motorcycles. Massive congratulations to Wingnut from Ireland who won Best Radical Chopper, Best Engineering and Best of Show Judges' Choice – he took away the prestigious trophies as well as a €500 voucher for Harley-Davidson and membership to MAG Ireland. Full results are available at www.hogeuropogallery.com

Sunday's party started with Sin lad, Rod and Billy from Aslan with The Unusual Suspects and the Waxies closing the outdoor and Harley Bar stages. Children of the Sun and the GNR Experience took to the main stage in the INEC as thousands celebrated the close of yet another Ireland BikeFest. The night came to its climax as Bob Moorhead from Country Clare, Ireland won a Harley-Davidson Sportster® Iron, with all proceeds from the sale of raffle tickets going to Muscular Dystrophy Ireland.

I'd suggest you block out the June Irish Bank Holiday weekend in your diary for 2015 and look forward to enjoying a truly memorable event that combines all the best a bike rally has to offer!

Ireland Bike Fest 2015 takes place from May 29-June 1, 2015. ■

'CRAIC'



REVIEW
 Africa Bike Week™ 2014
 Margate, South Africa
 May 1-4, 2014
 africabikeweek.com




AFRICA BIKE WEEK™

HARLEY® REIGNS IN AFRICA

The sixth edition of Africa Bike Week™ was a resounding success. As the festival continues to grow, why not add it to your calendar next year?

Christina's story...

Christina Thompson was new to this event too. After experiencing the Jumpstart™ experience – her first time astride a motorcycle in the driving seat – Christina took to the pillion seat of the Gaelic Chapter's road captain to experience the Dingle Run. "I am still buzzing from this whole experience," she says with a massive grin on her face. "I will truly never forget it – every detail from sitting on the Jumpstart to experiencing the beauty of Ireland from the pillion seat of Tony O'Reilly's Project RUSHMORE bike – it was awesome."

Christina was very impressed by the etiquette of the Gaelic Chapter's crew of road marshals. "They are a really knitted team – they focus on looking out for each other and everyone is always so calm; I felt totally safe throughout. I was overwhelmed by their professionalism."

At 57, Christina surprised herself in getting "a fever" for something new. "I had a misconception, and really thought it would be out of my reach, but I can't wait to visit my local dealer and get to know these bikes a little more!" Bets are on that Christina will be returning next year on her own Harley®!



Africa Bike Week™, now in its sixth year, is an open and free event held in the town of Margate, on the KwaZulu-Natal coast in South Africa. The event brings together Harley® riders, other motorcycle brand owners, local visitors or anyone who has a passion for motorcycling. It is a fantastic showcase of the Harley lifestyle and experience, and that is exactly the goal of this event: a great Harley experience and party for everybody.

Where else can you test ride the latest Harley-Davidson® motorcycles, enjoy a full weekend of awesome local entertainment, learn how to ride or how to improve your riding skills on a Harley, see the newest models, visit your favourite dealer, participate in a mass ride or enter your customised bike in the Ride-In Bike Show and, what's more, all for free?

H.O.G.® members had their own private and relaxed H.O.G. Hospitality tent with a spectacular view over the Indian Ocean. Here they could meet with other H-D® owners and H.O.G. members and get their free rally pin.

Harley® owners travelled from as far as Namibia to attend this event and there was also a representation from a group of riders from Australia and Japan who had rented Harleys in Cape Town and ridden to the event.

At next year's Africa Bike Week in Margate H-D owners and H.O.G. members can expect even more experiences and benefits especially for them, so we encourage people from other countries to attend the event. Just contact the Customer Care Centre at customerservices@hog-europe.com – they will forward your request so we can send you more information. We look forward to seeing you next year! ■

H.O.G.® SAUDI RALLY

REVIEW

5th H.O.G.® Saudi Rally
King Abdullah Economic City,
Saudi Arabia
February 27-March 1, 2014
hogsaudirally.com



RALLY ROUNDUP

SAUDI SOLIDARITY

“All those in favour of holding the 5th Saudi Rally next year say aye!” This is how the majority of the 2013 Jeddah Chapter committee members voted last September to host what turned out to be the very best Saudi Rally ever.

We had anticipated the participation of around 200 bikers coupled with a relatively modest presence of family members, due to certain customary limitations in this part of the world. Never could we have predicted such a turnout; a whopping 452 riders accompanied by 418 family members, giving a total of 870 happy souls!

Perhaps the most peculiar trait about this rally was the predominantly ‘family-oriented’ spirit that reigned throughout the three days, in addition to the overwhelming representation of H.O.G.® chapters from as

far as Norway, Indonesia, Jordan, Lebanon, Kuwait, UAE and Bahrain.

Activities, fun and entertainment were on the menu, with creative ideas geared at satisfying the many families who came to support the event. Apart from the traditional bikers’ games, there was a designated area for kids with ‘soap soccer’, bouncy castles and swimming pools, with lifeguards constantly on watch to ensure the kids’ activities were hassle-free.

Adults had their share of fun too, with a shopping bazaar, helicopter rides, Zumba classes for ladies, two stand-up comedy shows, a one-man show and a traditional Hijazi musical performance.

We couldn’t have asked for a better venue. King Abdullah Economic City (KAEC) is around 90 miles north of Jeddah; this world-class facility was recently inaugurated to cope with the Kingdom’s aggressive economic growth and aspirations. At our disposal was a brand-new five-star hotel with approximately

170 rooms and 21 deluxe villas to accommodate the guests.

Our scheduled ride was comfortable and trouble-free. Recently opened and with superb tarmac quality, this road leading to Al Hajr village was discovered by Jeddah’s Road Team following numerous scouting expeditions. With spectacular curves and bends, close to 425 bikers made their way towards Al Hajr.

In a clear, authentic and genuine sign of Bedouin hospitality, villagers persistently tried to keep us over for lunch, but their efforts went in vain given our tight schedule. We did, however, promise them another visit as a token of our appreciation.

We must offer thanks all those who took part in making this event such a success – to all the wives, children, ushers and organisers who spent countless days and restless nights stretching their imagination to come up with something extraordinary, something impressive, and something definitely worth writing home about! ■

BAVARIAN-2-DAYS

A MARVEL IN MUNICH

Three years ago, the H.O.G. chapters in Bavaria came up with the idea of Bavarian-2-Days (B2D). The aim of this two-day event is for Bavarian H.O.G. chapters to meet up with H.O.G. chapters and Harley® enthusiasts from Switzerland, Germany and Austria. The organisation of the event changes each year so all the Bavarian H.O.G. chapters take turns at being host.

This year, Munich’s Herz Ass (Ace of Hearts) Chapter was in charge; established 13 years ago and with almost 100 members, the chapter was full of enthusiasm and looking forward to the work that lay ahead.

More than 200 bikers from seven H.O.G chapters responded to the call and thundered to the event on their Big Twins. The starting point on Friday was House of Flames, Munich-East, Herz Ass Chapter’s sponsoring dealer. After an invigorating breakfast of Bavarian sausages, the tour proceeded

to the event site. After check-in the show got under way – there were Bavarian delicacies in the event hall and the master of biker rock, Hank Davison, gave everything on his acoustic guitar. Everyone danced into the early hours to the rhythms of country, blues and rock ‘n’ roll, and afterwards were taken back to their accommodation by shuttle bus.

On Saturday at 10am it was time for the 200 bikers to saddle up to see the best riding roads in Upper Bavaria. A lunch break was taken at Penzinger See, where everyone enjoyed ribs and suckling pig.

The evening saw live music from ‘Hats-On’, and with spirits running high old friendships were rekindled and new ones formed.

On Sunday everyone made their way home after a hearty breakfast. Our friends made the event a huge success with a superb atmosphere. The spirit of H.O.G. hovers over Bavaria, and we’re looking forward to next year’s Bavarian-2-Days with our sister chapter, Einstein in Ulm.

Bavarian-2-Days 2014 may well be over, but the memories will stay with us for a long time. So, folks, keep the fire burning! ■

REVIEW

Bavarian-2-Days
Munich, Germany
May 30-June 1, 2014
herz-ass-chapter.de





Events



2014

AUGUST

Thunder in the Glens
Aviemore, Scotland
August 22-25

Prague Harley Days®
Prague, Czech Republic
August 29-30

SEPTEMBER

European Bike Week®
Faaker See, Austria
September 2-7

Touareg Tour
Morocco
September 24-28

OCTOBER

6th Lebanon H.O.G.® Tour
Lebanon
October 3-5

1st Bahrain Rally
Bahrain
October 16-18

Kingdom of Jordan Rally
Jordan
October 30-November 2

NOVEMBER

Mallorca Bike Week
Mallorca, Spain
November 3-9

DECEMBER

2nd Egypt H.O.G.® Rally
Sharm El Sheikh, Egypt
December 4-7

2015

JANUARY

14th H.O.G.® MENA Rally
January TBC

APRIL

Africa Bike Week
Margate, South Africa
April 24-26

MAY

Euro Festival
Golfe de St-Tropez, France
May 7-10

Ireland Bike Fest
Killarney, Ireland
May 29-June 1

JUNE

Magic Bike Rudesheim
Rudesheim, Germany
June 4-7

Open Road Festival
Lake Balaton, Hungary
June 11-15

Benelux H.O.G.® Rally
Bergen/Mons, Belgium
June 12-15

Hamburg Harley Days®
Hamburg, Germany
June 26-28

JULY

Scandinavian Harley Days®
Voss, Norway
July 2-5

Swiss Harley Days®
Lugano, Switzerland
July 3-5

Barcelona Harley Days®
Barcelona, Spain
July 3-5

American Tours Festival
France
July 3-5

Morzine Harley Days®
Morzine, France
July 11-14

Finnish Harley Weekend
Turku, Finland
July 31-August 2

AUGUST

St Petersburg Harley Days®
St Petersburg, Russia
August 6-9

7th Friendship Ride
Germany
August 7-9

Prague Harley Days®
Prague, Czech Republic
August 27-30

SEPTEMBER

European Bike Week®
Faaker See, Austria
September 8-13

GB RALLIES



REVIEW

The UK HOG rally season kicked off in Weston-Super-Mare with Bridgwater Chapter's 23rd Cider Rally on Mayday Bank Holiday weekend. The sun managed to make an appearance and spring was definitely in the air.

The fancy dress theme for this year was Tropical Beachwear and Bridgwater Chapter Director Gill Mogg, known to most as 'Moggy', was sporting a deep bronze tan, as were many of her team, owing nothing to anything tropical or the beach and everything to spray tan technology.

On Friday DJ Rob warmed up the packed ballroom with great tunes and witty banter before the Big Mac Wholly Soul Band took to the stage and got the party started. In the chill-out room Moggy was trying out the surf simulator with a varying degree of success.

Back in the ballroom the second band Heroes, a two-tone reggae ska band, had the house bopping.

On Saturday the Grand Parade departed for Weston at 11am. The bikes were parked up on the green below the Ferris Wheel and riders dispersed to sample the delights of this traditional seaside resort.

Saturday afternoon was spent mingling at the Ride In Bike Show, the most noticeable bike being a Sportster® that was chromed all over! As the sun began to set the party people emerged from their chalets in a variety of beach-themed costumes. Hawaiian shirts and dresses dominated, but the most notable was the Red Rose Chapter in full *Baywatch* gear. The night was rounded off by the covers band Devious, well versed in getting everyone at a H.O.G.® rally on their feet and rocking. Sunday ride-outs gave everyone an opportunity to blow away the cobwebs with a Ladies Of Harley™ ride to Chew Valley Lake and Woodford Lodge, another ride-out to the Paignton Bike Festival and a longer run that took in the Clifton Suspension Bridge, The Old Severn Bridge, the picturesque Wye Valley and returned over the new Severn Bridge after stopping for lunch at Tintern Abbey.

On Sunday night, while relaxing and winding down, rally goers were entertained by comedian Matt Black and 'The Skimity Hitchers'. Congratulations to Moggy and her crew who organised yet another successful Cider Rally despite some of the challenges presented in the run-up to it. ■ *Garry Stuart*

bridgwaterhog.co.uk

WILD WESTON

The Cider Rally 2014 was another riot of live bands, fancy dress and ride-outs

REVIEW

After four years of sunshine the Big Brum Bash, renamed the 'Big Bank Holiday Bash' for 2014, was bashed in any case – by rain! But a substantial number of die-hard H.O.G. members refused to let the weather conditions dampen their spirits, set up their tents and prepared to party. The Glampers who had hired luxury tents from Yippee Yurts most definitely reaped the benefits of not having to make or break camp, and the free tea and coffee on offer proved more popular than ever!

DJ Rob spun the discs and worked the crowd as the first bands tuned up. The live music was of a particularly high standard, with bands Maxwell Hammer & Smith

and Poker Jack playing classic rock sets, both featuring very skilful lead guitarists. Saturday dawned with leaden skies that only promised more rain. At 3pm the clouds parted and warm sunshine bathed the site. Tents and leather jackets steamed

WATER WEEKEND

The Big Bank Holiday Bash refuses to let rain stop play!

in the welcome solar rays. Campers appeared, shirts were stripped off and the scene resembled those from previous years – until yet another storm rolled in and torrential rain, thunder and lightning engulfed the campsite.

The fancy dress theme was either

'Onesies' or 'Super Heroes', both themes being represented. Everyone soon forgot about the poor weather when the bands struck up, the first a group of Birmingham Chapter members who called themselves the 'Fat B'stards'. They were followed by AKA Scarface who got the joint absolutely bouncing. The headline band, BC/DC, delivered an electric set of AC/DC covers.

Sunday morning broke to more rain

and a mass exodus ensued. Despite the arduous conditions the mood of the rally was good. A touch of British bulldog spirit and bloody-mindedness and beer goes a long way. ■ *Garry Stuart*

www.birminghamhog.co.uk



COME RAIN OR SHINE

Wake the Lakes makes the most of both the indoors and the outdoors!

REVIEW There is a reason that a large part of Cumbria is named the Lake District and not the Great Northern Desert. That was very apparent as Wake the Lakes was set to get under way at Kendal Rugby Club.

Despite rain, the Red Rose Chapter road crew donned their fluorescent jackets at 11am on Friday and headed out on the 'Technical Ride', only recommended for experienced riders. The route takes in two of the steepest roads in the UK, Wrynose and Hardknott Passes, which with their tight hairpin bends and 30% inclines are not for the faint hearted. The Chapter now issues a patch that reads 'I Survived The Technical Ride'.

On Friday afternoon, as the rain continued to fall, rally-goers emerged from their tents and headed down to the Rugby Club Bar. Many sampled sumptuous pulled pork rolls from the Hog Roast that the caterers had cooked onsite. Inside the large music marquee large Confederate flags, hay bales and a life-size John Wayne cut-out were clues as to what kind of evening was planned – a good ol' Western hoe down. The Ladies of Harley embraced

the Country and Western theme and donned cowboy hats and checked shirts, and sported 'Daisy Duke' shorts. They treated everyone to an impressive display of line dancing.

The Western theme continued, as the name of the first band to play suggested: The Lumberjack Cowboy Heartbreak Trucking Company. They claimed to be from Pennsylvania. The second band, Wildflower Seed, treated everyone to a whimsical West Coast USA psychedelic sound.

On Saturday morning, the campsite was bathed in warm sunlight. With the good weather forecast to last all day the mood was good. Bikes were cleaned to remove the road grime from the previous day and then lined up for the Parade ride, which heads out over Shap Fell and returns via the spectacular Kirkstone Pass. It is the rumble of a couple of hundred Harleys snaking through the valleys that gives this rally its name and it is indeed an impressive sight and sound experience.

Sandwiched in between the Parade Ride and the Evening Ride is the ride-in Custom Show. The Evening Ride took a route that



ran alongside Coniston Water and stopped at the Lakeland Motor Museum. H.O.G. members were given half-price access to the museum, which features a huge variety of cars and motorcycles and associated automobilia. A barbecue was served outside the museum in a beautiful riverside setting made more relaxing by the warm evening sunshine.

At the rally Bessie And The Zinc Buckets wowed audiences as they have done at the last two Thunder In The Glens rallies. Rumours are that they might be back next year as well as appearing for a third time at TITG. Catching their set is worth the cost of the rally ticket alone and they brought a great rally to a fitting climax. Roll on next year! ■ Garry Stuart

www.redrosechapter.com

GB RALLIES

Scotland's biggest H.O.G.® rally, Thunder In The Glens, gears up for another amazing year

Days of thunder

PREVIEW Thunder In The Glens 2014 will again be held in Aviemore, this year from August 22-25.

"The Highlands of Scotland are set to rock to the sound of thunder once more as plans for the 18th Thunder In The Glens Rally are being finalised," writes Rally Co-ordinator George 'Mad Dog' McGuire. "If you have never attended this rally then it is one you have to put on your 'must-do' list. Record numbers have pre-registered for this year's event, promising that this will be the most successful rally to date."

The organisers are clearly pulling out all the stops this year. In addition to the custom bike show and live music, they promise chainsaw carving, a firework display and a Scottish Knights challenge!

"There is also a mass ride-out and a variety of entertainment planned over the whole weekend."

Bands include tribute acts to Rod Stewart, Debbie Harry/Blondie and ZZ Top and, back by popular demand, Bessie and the Zinc Buckets.

"This will all be topped off on Sunday

night with the big finale – Doctor and the Medics."

Saturday's mass ride-out will go through the picturesque Highland villages and across the moors to Grantown-on-Spey.

Once again Harley-Davidson demo rides will be running for everyone with a motorcycle licence to take a test ride. There will also be a rally village with more than 50 trade stands to browse and, of course, the special Highland welcome given by the inhabitants of the Badenoch and Strathspey Valley.

"Dunedin Chapter is looking forward to welcoming old and new friends to TITG and can assure them all that everything possible has been put in place to ensure they have a great time. Even the sunshine has been ordered."

If you haven't pre-registered you can pay on the day. If you have questions regarding the rally you can contact George, the 'Mad Dog', at titg@dunedinhog.com ■

dunedinhog.com



KEEP BLAZIN'

New Forest Chapter take us back to school for Blazin' Blazers

PREVIEW The theme for this year's rally is Blazin' Blazers (last year was Blazin' Cannons – see pic, right). The event happens September 26-29 at the Seaview Holiday Park, Preston, Weymouth, Dorset, DT3 6DZ.

Be prepared for:

- Fantastic seaside location minutes from Weymouth town centre
- Great local attractions
- Excellent local ride-outs
- Memorable Grand Parade Ride
- Three live bands
- Themed fancy dress party night
- Luxury accommodation
- Custom bike show

On-site entertainment, a shop and restaurant, and both indoor and outdoor pools will also be on offer.

A H.O.G.'s Got Talent competition has also been planned as part of the 'back to school'-themed party night.

"If you don't have rally tickets you can't enter so buy your tickets before they all sell out!" say organisers. "Do a five-minute (or less) sketch, song, dance or other entertainment routine. To be selected, email a brief description of your act to: hogsgottalent@newforesthog.co.uk."

Tickets are from £75 including three nights' accommodation. New Forest Branch encourage everyone to join "one of our organised ride-outs over the weekend" to take advantage of the beautiful local



scenery. Book online for what promises to be another fun-packed weekend of music, fancy dress and riding Dorset's glorious open roads. ■

newforesthog.co.uk



The Iron Horse Rally

REVIEW Excellent sunny weather, a great new location and a friendly welcome from the H.O.G.® St Leger Chapter were all on offer to Harley riders from all over the UK and beyond who

thundered into Yorkshire for the Iron Horse Yorkshire Rally. This year saw a great new seaside location for the rally at Skirlington Leisure Park, Skipsea. The site had everything – themed diners, bar,

restaurant, shop and swimming pool.

The weekend was a riot of activities, from live music and ride-outs to fancy dress.

Saturday again saw unbroken sunny skies. The sounds of engines approached the red line that marked the start of the planned parade ride to Hull – named the UK City of Culture for 2017. The ride took in Beverley Minster and some great scenery before an almost civic reception at reserved parking in the centre of Hull. Back after the ride, sun cream and an ice cream were the order of the day to watch the Chapter games.

It was announced that the rally had raised £538 for The Yorkshire Air Ambulance and an additional £954 for Heatherwood School in Doncaster (for kids with severe learning difficulties and additional profound and complex physical / medical needs) – from a Puppet Show at the rally by Scottish St Leger Members Tim and Aileen Mottram. A really great effort and much-appreciated contributions.

With goodbyes said and exhausted from all the partying, Monday meant a return to the daily grind, but the images of the fun linger on. This may not be the biggest rally on the UK H.O.G. circuit but... Wow! Really looking forward to next year!

Next year's rally now confirmed for May 15-18, 2015. ■

stlegerhog.org.uk

THE GATHERING

REVIEW Clyde Valley Chapter enjoyed record attendance at this year's Gathering at Drimsynie Estate in Argyll. More than 450 followers converged on this quiet Highland village to turn the normally tranquil resort into a mecca for everything Harley-Davidson.

A unique event, being entirely residential with luxury log cabins and caravans, created the ideal setting for families and other rally-goers alike, with unlimited access to the leisure facilities, ranging from golf to swimming and bowling with the complimentary Rover Pass, normally £85.

Plans are already under way for 2015, to develop a 500-capacity event, so look out for full details and booking information later this year. ■

clydevalleyhog.net



Scenic Circus

More details for Deva Legion's Circus Maximus Re-mastered event announced



PREVIEW Deva Legion Chapter's remixed and remastered Circus Maximus rally takes place September 12-14 at the Llangollen International Pavilion near the scenic Berwyn Mountains in North Wales.

Chapter Director Jon Twigg explains how the Chapter is proud to be offering their own Rally Ale, brewed specially for the event by the Llangollen brewery.

"Some of the proceeds from the sale of the Rally Ale will be going to our Chapter-supported charity, Claire House

Children's Hospice," says Ade Nicholson, Rally Co-ordinator.

The Chapter is also pleased to announce that High Voltage Rock Disco will be playing both Friday and Saturday night.

"Entertainment will also include On the Edge, a brilliant rock covers band, Rockit, a female dance troupe and the fabulous rockabilly band Vavoom headlining and supported by classic rock band Clapped Out," says Ade. "We also have an exciting new act this year which involves fire. It's

guaranteed to be spectacular!"

On-site camping is included in the price of the rally ticket, with plenty of space and good facilities on-site and some hard-standing areas with electric hook-ups for those who wish to bring motorhomes. A glamping area, provided by Yippie Yurts, for those who want to travel light will also be available. For more info and to buy your tickets visit their website. ■

devalegionhog.co.uk

HOGS IN THE HAYFIELDS



REVIEW Organising a rally can be rather stressful, even when it's the seventh rally at the same location. While much of it is a repeat process, you still need to think about keeping things fresh to keep people interested. And there's always the worry over the weather – people leaving their ticket purchase until the last minute, when the forecast is certain. This year we hit the sunshine jackpot!

Friday evening got under way with "GWC

Entertains", a selection of Great Western Chapter members coming on stage from behind a curtain in an attempt to sing a song or perform an act. Respect to all of those that performed!

The glorious weather meant many sat outside in the evening while those inside the hall enjoyed rocking to our band Angel Up Front.

On Saturday there was a ride-out to Cirencester, taking in the superb

countryside of the Cotswolds. Afterwards it was time to chill out on the bar patio, serenaded by Dave Curtis our DJ playing his guitar. Chepstow & Keynsham branches of Mencap joined us that afternoon and we presented each with a £1,000 cheque to help their causes.

Saturday evening the GWC ladies 'The Gurzels' treated us to their latest stunning routine which left me with spots in front of my eyes! Well done ladies. Again the balmy conditions meant there was the option to chatter outside or rock to our band Maxwell, Hammer & Smith inside.

I think the weather for HITH 7 was the best ever, which helped to make it another resounding success. Thanks to Tony James our Rally Organiser for pulling it off again and to everyone from GWC who contributed to preparations and performances. Lastly a very big thank you to the other 12 chapters who supported our rally, it wouldn't be the same without you. ■

Barry 'Bazza' Aggett, GWC Director
www.greatwesternhog.co.uk



SofER

South of England Rally

A new start for an old favourite

SofER organisers promise that the event will return better than ever in 2015. Hogsback Chapter Director Dik Gregory picks up the story...

Since 2004, five neighbouring H.O.G.® Chapters in the southern counties have joined forces every year to produce the South of England Rally – aka SofER. For ten years the formula of cool music on hot days, hot bands on cool nights, multiple massive ride-outs, the Chapter Challenge and a large trader village was served up in the chilled atmosphere of the faded, sprawling colonialism of Bisley Camp in Surrey.

Then, just as 1066, Hogsback, Invicta, Oxford and Thames Valley Chapters were wondering how to shake the event into fresh new life, fate played a hand. When new management at Bisley frustrated organisational efforts, the organising committee made a tough decision and decided to look for a new site.

It was a courageous thing to walk away from one that had been so successful, but as new Rally Manager Skelly said: “It was also tremendously liberating. It meant we could start again with the same team, at a new venue, but this time knowing in advance what works and what doesn’t.”

And so, through the summer, the five SofER Chapters who would have been gearing up for their 11th Rally at Bisley have instead been scouring their territories for a new site. It has been a challenge.

David Lewis, the founding SofER Rally Manager, responsible for the first seven of the series, said: “There are so many criteria to satisfy, and 2,000 Harley® riders are pretty demanding as well!” Nick Ovenden, Rally Manager for the last three years through its momentous 10th, added: “There was no chance of finding a substitute for this year, so we calmly decided to take a year off and give ourselves time to take stock and get it right.”

So where have they got? Skelly tries not to look excited. “We aren’t quite in a

“Believe me, people are going to be blown away”

position to make a formal announcement,” he says, “but we’re close.” Don Wibberley, Director of Thames Valley, is less restrained: “All five Chapter Directors have examined the likely new site and, believe me, people are going to be blown away.” The whole event is also set to have a new look as well. Dik Gregory, Director of Hogsback, explained: “With the help of Hogsback member Clive Everett, a professional graphic designer, we have created brand new logos, pins and patches for the event –

and we have thought hard about how these designs will change in future years while remaining part of the same family. People are going to enjoy collecting these!”

Cy Grieve, Director of Oxford Chapter, agreed. “The new designs are the icing on the cake. And Oxford is very pleased indeed to continue as one of the key ingredients!”

The other participating Directors, Richard Beale of 1066 and Ian Martin of Invicta, are obviously raring to go as well. Richard said: “I have thoroughly enjoyed many previous SofERs, and I really can’t

wait for my first as one of the organisers.” Ian commented: “The next SofER will be in August 2015.

Like Bealy, it will be my first Rally as an organiser too. I feel privileged to join this brilliant team and I am very much enjoying helping to create a new start for an old favourite.”

H.O.G. UK has enthusiastically backed SofER since the beginning. What do they make of the developments? Marjorie Rae, Customer Experience Manager, UK & Ireland, said: “I have been fully involved in the discussions to date and I have to say I am very excited with what I see developing. I have no doubt that the event will be back, bigger and better in 2015!” ■

sofer.uk.com





ELECTRIC DREAMS BECOME REALITY

Jeremy Pick, Manager of H.O.G.® EMEA, had an opportunity to ride the game-changing new Harley-Davidson® Project LiveWire™ electric motorcycle

Harley-Davidson® LiveWire™



Earlier this year I was privileged enough to ride one of the icons of Harley-Davidson® past – the 1914 Silent Gray Fellow. More recently, things came full circle and I found myself riding what may well be an icon of Harley's future, and in itself just as astonishing as that groundbreaking 100-year-old model – Project LiveWire™, Harley-Davidson's first fully electric motorcycle.

The first thing that strikes you about LiveWire is just what a beautiful piece of engineering design it is. From any angle it looks cool, agile and futuristic, yet it still has all the DNA and design cues that make it unmistakably Harley-Davidson.

The second thing you notice is what is not there, rather than what is. No exhaust. No clutch. No gear change. No engine in the traditional sense – instead, a three-phase induction motor occupies the space where in a more 'conventional' Harley the iconic V-twin motor would fit. The electric motor is wrapped in a perimeter frame, which also holds the lithium-ion batteries that provide the power.

Sit on the bike and it is immediately clear what a beautifully compact design the engineers and designers at the Product Development Center have come up with. This bike looks and feels like a full production model, despite its status as one



“The LiveWire™ just keeps on accelerating as fast as you care – or dare – to go”

of a very few precious prototypes designed to test the opinion of traditional Harley customers as well as potential new riders.

The starting process is a little different too. No key; ignition is activated by proximity control, and the electric motor is powered up by flicking the familiar handlebar switch to 'run'. Twist the throttle... then the fun really starts. Power comes on strong immediately – full torque is developed at zero rpm, and a twist of the wrist is enough to hurl the bike to 60mph in less than four seconds. That's quick, and the LiveWire just keeps on accelerating as fast as you care – or dare – to go; with no need to roll off the power for gear changes, performance is truly startling. Roll off the power and the regenerative braking that recharges the batteries kicks in, bringing the speed down with



“From any angle it looks cool, agile and futuristic, yet it still has all the DNA and design cues that make it unmistakably Harley-Davidson®”

an effect much like heavy engine braking. The electric motor is flexible enough to trickle the bike along effortlessly at below walking speed and then up to hair-raising speeds within seconds.

The brakes are powerful, and the low centre of gravity, ultra-light aluminium perimeter frame and hollow aluminium wheels make the bike as nimble and agile as any sports bike. Riding through the city streets of Milwaukee, LiveWire feels like



the future – or at least one, very cool, version of it.

Talking about the specifications of LiveWire is a little irrelevant right now; these bikes have been designed and built as rolling engineering test-beds to shape the direction of potential production models, so things like range and power are adjustable as technology and opinion change the design parameters of the project bikes.

To gauge that opinion, Project LiveWire will be on tour through North America in 2014 and then coming to Europe in 2015 for further testing. Once the schedule is set – and we will be publicising that through *HOG*® magazine – make sure you book a test ride. You’ll be part of something that could be just as important and iconic to Harley-Davidson’s future as the original Silent Gray Fellow more than a century ago. ■

Road Glide®



IT'S ALL ABOUT THE GLIDE

Introducing the new
2015 Harley-Davidson®
Road Glide® Special

Known in the USA as the 'road warrior's bike of choice', welcome the Road Glide® Special, on sale in the EMEA region for the very first time. This American icon has benefited from a succession of enhancements over the years, none more so than those made in 2015 thanks to Project RUSHMORE.

The legendary fixed fairing has been redesigned to give a narrower profile and to reduce head buffeting. Hugely effective Daymaker™ lights have been added, the controls completely rethought and the infotainment system upgraded with a mighty stereo system, sat nav, comms centre and more. And at the heart of it all beats a new High Output Twin Cam 103™ engine and a six-speed Cruise Drive® transmission that's as smooth as you like. This is a bike that offers a whole new experience – a bike to cover big miles in ever-bigger comfort and style. Think you can handle it? ■



LONG-HAUL LUXURY



In this issue we're taking our Touring models to the next level with the latest innovations in ergonomically designed comfort seats, superior wind protection, exceptional lighting and premium luggage

How can anything else compare? The road stretches out before us and the pictures take our breath away. And we are privileged, because we aren't just seeing it, we're sensing it, feeling it, hearing it, relishing it and living it from the enviable seat of a Harley-Davidson® motorcycle. We have the world at our feet, our mates at our side and a Harley® in our hands. It just can't get any better.

Or can it? With the latest additions to the Parts & Accessories range for H-D® Touring motorcycles, the comfort and style you automatically associate with Harley-Davidson has just risen further still... ■

1 HAMMOCK® RIDER AND PASSENGER SEAT – WITH HEAT (52000127)

Incorporates a revolutionary suspension system for rider and passenger, providing additional isolation from road shock to improve long-haul comfort and endurance. Available with or without heat.

2 BATWING FAIRING WINDSHIELD – 10" LIGHT SMOKE (57400225)

This windshield reduces helmet buffeting while allowing a view unobstructed by dirt, bugs and raindrops. Harley-Davidson® windshields are formed of hard-coated polycarbonate for strength and scratch resistance, and are available in a variety of heights and tints to suit your riding needs.

3 REDUCED REACH® SOLO SEAT (51751-07)

Need to get your feet firmly on the ground? This ergonomically friendly Solo Seat moves the rider forward, and offers a truly comfortable seating option for the rider with a shorter inseam. The wide bucket surface provides a comfortable perch for those long rides, while the narrow front brings your legs together for a more natural riding position around town.

4 DAYMAKER™ LED HEADLAMP – 5¾", CHROME (67700144)

Safe night riding is about seeing and being seen, and nothing punches through the dark like H-D Daymaker™ LED headlamps. The difference between Daymaker™ LED headlamps and traditional filament headlamps is like the difference between night and day. Brighter, whiter and clearer light helps to illuminate the road from kerb to kerb much further along the road ahead. Riding with H-D Daymaker™ LED headlamps will help you see the night in a whole new light.



5 SMOOTH TOUR-PAK™ LUGGAGE 53690-06A

Add cross-country luggage capacity to your ride with accessory Tour-Pak™ Luggage. A cavernous interior will hold one full-face helmet or two half helmets. Kit includes backrest pad, interior rubber mat, hardware and instructions. Luggage capacity is 2,500 cubic inches. Dimensions: 18.5" width x 17.0" depth x 13.0" height. Racks and docking kits sold separately. International models may require separate purchase of License Plate Relocation Kit (60095-00A).



PREMIUM LUGGAGE

No matter where you are riding or how long you are staying, there is a Harley-Davidson® luggage product that is just right for you.

Our full line of premium touring luggage includes Shrink Sacks, Touring Bag, Rolling Touring Bag, Overnight Bag, Day Bag, Tour-Pak® Rack Bag, Sissy Bar Backpack and a Premium Rider Backrest Pad. Our durable luggage products are tastefully accented with the Bar & Shield logo and offer the following distinctive features:

- 3M™ Scotchlite™ reflective trim
- Secure Spandex mounting system
- Quick-release mounting straps
- Durable UV-resistant ballistic nylon construction
- Oversized handles, glove-friendly zipper pulls and interlocking D-rings
- Integrated rain cover
- Optional shoulder strap available

MotorClothes®

Distressed fabrics and earthy colours combine with function and comfort to define the stylish MotorClothes® Fall Collection

Somehow August is already upon us, and what a great riding season it's been. As the northern hemisphere slowly starts to transition away from summer, this season's MotorClothes® Fall 2014 Collection will allow you to continue to explore new destinations, giving you more time in the saddle to enjoy the ride in true H-D® style, whatever the weather.

Men's Fall Collection

The Harley-Davidson® MotorClothes Men's Fall Collection 2014 is all about escaping into the unknown. The more rugged functional styling is combined with a unique mixture of distressed, worn fabrics and earth-tone colours. The Men's Fall Collection gives you a performance-packed assortment that isn't afraid to take risks. The focus is on the transitional nature of the season, making your experience both on and off the bike more comfortable with



Left: Ashbury RCS Waterproof Functional Jacket (97029-15VW). Right: Ashbury RCS Mid-Layer Packable Jacket (97030-15VW)

NEVER STOP EXPLORING



Plaid Performance Shirt (96723-15VM)

a combination of warmer-weather features and cool-weather necessities, like the wicking performance feature that can be found in the Plaid Performance Shirt. It's designed to draw moisture away from the skin, regulating body temperature for a more comfortable ride.

But that's not everything; look out for the Magnum Distressed Leather Jacket with Triple Vent System. Its three strategically placed vents on each side of the body will allow you to customise the airflow to make you ready for anything – especially on our fairing bikes.

Of course, every journey needs a few breaks thrown in. So for those moments off the bike, why not throw on a Plaid Shirt Jacket? This key item in the Fall MotorClothes Collection is created for riders who embrace individuality and strive to live life to the full.

Women's Fall Collection

Come rain or shine, Harley-Davidson MotorClothes has something for all of our female riders. Eclectic fresh details and treatments blend with innovation in design, while the functional features stay true to the classic nature of the Harley® brand.

With an inspired vintage appeal, this season focuses on unique shaping and texture accents to create a distinctive range that embraces a truly unique style. Our Authentic Activewear Hoodie shows the true essence of this collection; it's made of 100% French Terry cotton teamed up with vintage printed graphics and topped off with a contrasting blanket stitching on the side seams.

Below:
 Authentic Activewear Hoodie (96256-15VW) and
 Wrinkle-Resistant Stripe Long Sleeve Shirt (96731-15VM)



Above:
 (left) Tattoo Sleeve Henley
 (96245-15VW) and (right)
 Authentic Space Dye Scoop Neck
 Shirt (96246-15VW), Brookhollow
 Soft Shell Jacket (97439-15VW)

Below:
 Plaid Shirt Jacket (96743-15VM)

Our Brookhollow Soft Shell Jacket, made with Spandex fleece materials with vintage printed graphics running from front to back, is there to bridge that transition from warm-weather riding into cooler conditions. And why not pair it up with the Authentic Space Dye Scoop Neck Shirt? Its red-violet colouring gives it a great all-over eclectic styling.



But that's not all – underneath the style and seamless silhouettes are versatile features, as found in our Ashbury RCS Mid-Layer Packable Jacket. Designed to fit close to the body, this mid-layer jacket has a two-way asymmetrical zipper and extended cuffs with thumb holes that will help cover the hands and prevent air from blowing up your sleeves. It will keep you feeling confident and comfortable, no matter what conditions you encounter on your journey. ■

Never stop exploring with Harley-Davidson® MotorClothes®. Visit your nearest Harley-Davidson® dealer to check out all the latest styles in the Fall Collection, or take a look at www.harley-davidson.eu/motorclothes



Scan the QR code with your smartphone to visit the MotorClothes website

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Seduction of the south



“We arrived at London Heathrow late last night after 36 hours of travelling,” says Graham Beker when I introduce myself. His cheerful and energetic demeanour certainly isn’t indicative of a man who has just spent a day and a half in transit, and his wife Donna greets me with similar fervour.

As the newest inductees into the prestigious Harley-Davidson® Authorized Tours programme, and the first from the Asia Pacific region, the Bekers made the Harley® headquarters in Oxford their first port of call on their recent trip to Europe. “We wanted to come and meet Trevor [Barton, Harley-Davidson Authorized Tours manager], as he’s been instrumental in helping us join the programme,” Donna enthuses. >

When New Zealanders Donna and Graham Beker first met 38 years ago, they were united by a love of motorcycles; this year, they have finally fulfilled a long-held ambition to join the Harley-Davidson® Authorized Tours programme

Words: Matt Colley



Harley-Davidson® Authorized Tours

And Trevor is thrilled to welcome Beker's into the Authorized Tours fold: "I'm delighted to bring a company like Beker's, who are passionate Harley-Davidson fans and dedicated H.O.G. members, into our network. The entire business has lived the Harley® lifestyle, attitude and ethos since it was established, so riders will be guaranteed the true Harley-Davidson experience when booking an Authorized Tour through Beker's."

Graham and Donna are dedicated to delivering a personalised, 100-per-cent family-run and high-quality riding experience. The palpable enthusiasm the couple exudes is both the cause and effect of a lifetime spent chasing dreams and passions; over the course of the afternoon we spend together, the anecdotes rarely stop.

"I was only 16 when we first met," recalls Donna. "Graham had a motorcycle, and that was something that really appealed to me. On our first date, I asked him if I could ride his bike, and when he accepted I was completely hooked."

"On the riding, that is, not on me," quips Graham. "That took a little longer!"

The American dream

"I know it's a big cliché," says Graham, "but watching *Easy Rider* was where the fascination with Harley-Davidson® came from. Originally I wanted to buy a Triumph when I was older, but after seeing the movie while I was at school, everything changed on the spot. I'd only ever seen one Harley before – a Sportster® on New Zealand's south island – but I knew from that moment that a Harley-Davidson was the bike for me."

Soon after Graham and Donna became an item, a plan was hatched to travel to the US and buy a Harley. It took nearly two years of hard work and saving up, but in 1978 the Bekers took their savings to the land of the free. After buying a car and driving around California for a few months, their four-wheeler made a cross-country voyage to Wisconsin, where the Bekers made their dream purchase.

"It was a brand-new black Low Rider," Graham reminisces. "We both had full licences, and within a few days Donna was desperate to get her hands on the handlebars. We'd share riding duties, as we

still do today when we only have one bike."

After living the American dream for a while, Graham and Donna had the Low Rider shipped to the UK, where they lived for two years in Ripon, North Yorkshire. Following some extensive riding around Europe, the couple moved back to New Zealand with a dream of opening up the world of motorcycle touring to others.

Tour de force

During the 1980s the Bekers organised a number of overseas tours from their base in Queenstown on New Zealand's south island. In 1991, the couple decided to make their 'labour of love' into a commercial venture. In those 23 years, both Graham and Donna have been on every single tour they have organised. "Every tour we've done, whether it's day rides or two-day rides, right up to six-week tours, we've always been on them together," says Graham. "We don't see the point in going through all the organisation but not being there with the riders."

"We have a policy that if there are more than eight riders we have crew, so there

"In 23 years, both Graham and Donna have been on every single tour they have organised"



Right: the Bekers have H.O.G.® membership patches dating back to 1984

Bottom: Graham astride the Low Rider in the UK, 1978



is more individual attention for each person,” adds Donna. “We keep our tours fairly small, we’re not into promoting big numbers.”

If you’ve never been to New Zealand, Donna is very keen to espouse the virtues of her homeland. “Our home town of Queenstown is one of the most popular locations in New Zealand; even New Zealanders generally agree with that. It’s just stunningly beautiful. We probably take it a little bit for granted, but every direction you can travel from Queenstown offers something different.

“There are amazing lakes and mountains, but you can be on the coast incredibly quickly as well; there’s such a variety of scenery. You’ve got the high country, you’ve got the plains, you’ve got the ocean and on the west coast there’s the rainforest, which is quite incredible. And, a short drive from Queenstown, is the Fox Glacier, which is quite spectacular. It actually runs all the way down to the rainforest!”

Graham then chips in to add an important point. “The roads on the south island are just fantastic. The tarmac is superb, and there is just so little traffic; it’s truly riding heaven.” For further information about the Beker’s motorcycle tour of the south island, see page 54.

A lifetime of H.O.G.®

When the Bekers heard about an owners’

group being started in the US in 1983, they signed up straight away. “Obviously the postal service was the only way of receiving information in those days,” says Graham, “so it took a couple of months for our membership materials to be delivered to us in New Zealand.”

“I’m the first ever H.O.G.® member from New Zealand!” remarks Donna. “As you know, every member has a number, and mine is the first one that comes up in New Zealand. We’ve still got a copy of the very first edition of *Hog Tales* that was published in 1983.”

After a few years of annual membership, the Bekers decided to take the plunge and sign up for life membership. Donna remembers deliberating with Graham over whether it was worth the financial outlay: “It was, I think, around 250 US dollars for life membership, possibly more. That was a lot of money for us back then, but after careful consideration we decided to do it. It was a great decision; it’s been an amazing journey and it’s well worth it not to have to pay out year on year. We truly feel like we’re part of something great.”

Firm favourites

Graham and Donna estimate that they have owned around 30 Harley-Davidson® motorcycles through the years; but of all the ones they’ve ridden, which is their absolute favourite? >



Harley-Davidson® Authorized Tours

"The nicest one I've ridden is without doubt the new RUSHMORE," says Graham. "In terms of comfort and functionality, it's unsurpassed. It's just perfect for touring. However, the ones that evoke the most passion are those early Low Riders, from 1977 to 1980." Donna nods emphatically in agreement. "It's the Low Rider for me. Those new Low Riders look great, very similar to the original design. I'd love to ride one of those..."

When I ask Graham and Donna where their favourite place to ride is, there's some discussion. "We love riding in Europe," enthuses Graham. "When it's the middle of winter in Queenstown, we can come to Europe and ride in the Alps or Tuscany – that's just ideal. A New Zealand summer, then a European summer, then back to New Zealand for another summer – perfect!"

"But that's not to say we're not hooked on New Zealand, of course," says Donna. "Even though it's so familiar to us, we never lose sight of its beauty. The ride from Queenstown to Fox Glacier, that's still the most beautiful ride for me. Through lakes, glaciers, mountain passes, rainforests and beaches, all in a day's riding – I don't know if there's anywhere else on the planet where you could do that."

And where else would they like to ride that they haven't ridden already? For once, both Graham and Donna are plunged into

pensive silence. "Oh man, that's difficult," Graham offers after a considered pause. "I guess because we're always running tours, we stick to the tried and tested – we have to consider satisfaction and safety first and foremost. But if we had some time, maybe other parts of Europe that we've not visited – Romania, Hungary, Croatia. And we've not been to the Far East either, that would be great."

"We're hopefully heading to the Caribbean in September," Donna interjects. "There's another Authorized Tours operator in the Dominican Republic, and we're hoping to go out there and visit them. Riding in the Caribbean would be something really different."

Finally, I ask Graham and Donna about the single most mind-blowing moment in their riding lives. Graham is quick to reply: "In 1982, when we first went to Sturgis. We'd never seen more than a couple of thousand bikes together before, so to turn up there among 70,000 motorcycles... that was just amazing."

"And don't forget the Colosseum last year!" adds Donna. "All that history – not only the ancient architecture, but also the 110 years of Harley-Davidson, the blessing by the Pope... it really brought it home to us that we were part of something special."

And while Graham and Donna are undoubtedly part of something special



in the wider Harley-Davidson and H.O.G. family, they are also responsible for creating something truly remarkable through their own unquenchable passion and hard work. "We can't wait to welcome new riders and continue to deliver exciting, unforgettable Harley-Davidson touring experiences," concludes Graham. "We find it so exhilarating to see the smiles on people's faces at the end of a day's riding and hear their positive comments. We aim for everyone to enjoy our tours as much as we enjoy running them!" ■



TAKE A TOUR: NEW ZEALAND

H-D® SOUTH ISLAND ADVENTURE TOUR

February 10-22, 2015
(13 days, 12 nights)

DAY 1

Riders are picked up from the airport and transferred to their hotel. They have the afternoon to relax before a welcome dinner in the evening.

DAY 2

A breakfast meeting, followed by a ride from Queenstown to Te Anau. 176km

DAY 3

A return trip from Te Anau to Milford Sound. This trip has some of the most stunning scenery in the country. 234km

DAY 4

Te Anau to Invercargill. Ride through the eastern Southland and along the southern coastline. Visit the home of Burt Munro, otherwise known as 'The World's Fastest Indian'. 187km

DAY 5

Invercargill to Dunedin; experience New Zealand's beautiful south-eastern coast. Visit McIver & Veitch Harley-Davidson dealership in Dunedin. 263km

DAY 6

Dunedin to Lake Tekapo – take the road inland from the east coast to incredible glacier lakes. 309km

DAY 7

Lake Tekapo to Hanmer Springs. We follow the scenic Route 72, before turning inland towards the mountains. There's a chance to enjoy the thermal hot pools, so bring your swimsuits! 381km

DAY 8

Hanmer Springs to Nelson. We take the inland route and then head back to the coast, with some more stunning coastline to admire. 372km

DAY 9

A free day to either ride or explore the wonderful city of Nelson, which is famed for its arts scene.

DAY 10

Nelson to Punakaiki. From Nelson we head west, reaching the coast at Punakaiki. This is our first foray into New Zealand's legendary wine region! 337km

DAY 11

Punakaiki to Fox Glacier. We will spend most of the day riding along the west coast – it really doesn't get much better than this. The Fox Glacier is a phenomenal spectacle not to be missed! 240km

DAY 12

Fox Glacier to Queenstown. Another day riding the west coast, then over the Haast Pass, through Cardrona and back to Queenstown for the farewell dinner. 329km

DAY 13

Departure from Queenstown, although there is the option of staying additional days if you're reluctant to go home (and who could blame you?).

WHAT'S INCLUDED IN THE TOUR

- Welcome and farewell dinners
- Late-model Harley-Davidson motorcycles with saddlebags and windscreens
- Two breakfasts
- Backup and luggage van
- Two guides on two bikes (when there are more than eight couples)
- Tour book

For more information about the tour, including pricing and booking details, visit bekersmct.co.nz, or email Donna or Graham at donna@bekersmct.com or graham@bekersmct.com. For more information on H-D Authorized Tours, visit authorizedtours.harley-davidson.com

Exclusively designed,
Exclusively made,
Exclusive to Harley-Davidson®



MICHELIN
Scorcher 11

A range of co-branded Michelin/Harley-Davidson® tyres delivering superior performance in grip, durability and handling. Co-designed and co-validated by Michelin and Harley-Davidson® with extensive testing sessions, working together to provide the ultimate ride. Available exclusively at your local Harley-Davidson® dealership.



MICHELIN



Revolutionary rubber

Adam Bolton explores the expanding partnership between Harley-Davidson® and legendary tyre manufacturer Michelin

Photos: Michelin/Eric Malherbe

They were exciting times back in 1903. With worthy but staid Victorian industriousness left behind in 1899, the crisp new 20th century was promising to be one of innovation and forward-looking invention and imagination. After all, it was the dawn of the age of the combustion engine, so people wanted more than just riding around their village on bicycles. They wanted speed! Excitement! Fun! Perhaps a hint of risk!

Luckily for those and other future thrill-seekers, there were already two groups of like-minded people beavering away on opposite sides of the Atlantic Ocean to invent things that would stoke man's desire for better methods of transportation. By 1901, in Milwaukee, USA, the 21-year-old William S. Harley had already completed a blueprint drawing of an engine he designed to fit to a bicycle frame. Just two years later in 1903, along with friend and collaborator Arthur Davidson, he was offering the first production Harley-Davidson® motorcycle for sale from their famous 10-foot shed with their names scrawled on the door.

In the very same year, 1903, in the city of Clermont-Ferrand in the Auvergne region of France, two brothers named Michelin had already spotted the potential motorcycle tyre market, and put their 'Triomphe' bike tyre on sale. Édouard and André Michelin took over the family rubber business in 1889, and had already taken out a patent in 1891 for the first ever

removable pneumatic tyre. Having then competed in the Paris-Bordeaux-Paris automobile race in 1895 with the *Éclair*, the world's first vehicle fitted with air-filled tyres, they were already absolutely convinced that pneumatic tyres were going to be an integral part of man's transport future.

Today it's 2014, and another century has slipped by into the past. Harley-Davidson and Michelin, respectively as American as apple pie and as French as croissants, have for the last five years pooled their huge amount of experience, technical ability and heritage to develop a range of Michelin tyres designed and produced specifically for Harley-Davidson motorcycles.

It's a fascinating collaboration and one that at first glance certainly doesn't seem like a natural one. Geography, distance, language and culture differences would all seem to be rational reasons not to embark on such a partnership, but it was the common commercial interests and values shared by Harley® and Michelin that allowed the partnership to flourish. After all, there aren't that many companies still operating with 100-year-plus industrial heritages of which to boast, and both brands, with the Michelin Bibendum tyre man and Harley-Davidson Bar & Shield logo first used in 1910, are among some of the most recognisable in the world.

The very point of this collaboration is and always was the design, development

and production of the Scorcher® tyre, which is the Original Equipment (OE) tyre as fitted to new Harley-Davidson Street™, Sportster®, Dyna® and V-Rod® models. Although the development of the Scorcher began in 2007, it was the year before that Michelin and Harley first got together.

Harley-Davidson had already tested and appraised some Michelin products, including the Commander and Macadam 50 tyres, for a wide range of their bikes, and had been impressed. A flurry of meetings between various departments from both companies recognised a common and deep-seated vision of brand identity and entrepreneurship, as well as a respect for their customers and pride in their connected products – tyres and motorcycles.

The meetings also served to pinpoint what both companies' expectations would be, and to put into place steps to ensure that all means possible to make the partnership were pursued and explored. Michelin would benefit from a close working relationship with a motorcycle manufacturer of Harley-Davidson's stature and increased presence in a North American cruiser market where every other bike sold is a Harley-Davidson. At a time where Harley's own technological approach and subsequent new-model design was constantly evolving, working closely with a company with Michelin's technological expertise and international reach could only bring real benefits to >

Michelin

their motorcycle design and manufacture.

Jérôme Haessler, Michelin's head of global OE activities, says that it's a unique collaboration and not just a branding exercise. "It is the only tyre in Michelin's range that is not just 'co-branded' but actually 'co-developed'. Few manufacturers are willing to take the risk of directly associating their name with a tyre." If you look closely at the Scorcher® tyre, the Harley-Davidson name and famous logo is proudly stamped and moulded alongside Michelin's into the sidewall. Proof enough indeed.

If you ride a Harley-Davidson (and we'll assume that's the case if you're reading *HOG*® magazine!), you can only benefit from the H-D®/Michelin partnership. That's because the tyre for each H-D model has been developed just for that model, and for its particular weight and handling characteristics. Development manager for Michelin, Bertrand Fraenkel, says: "Developing tyres for Harley-Davidson® is a complex business, notably because of the specific chassis of these relatively heavy bikes, and it's no coincidence that Harley-Davidson asks Michelin to pay particular attention to stability. To withstand the weight and permit a satisfactory level of stability, a high degree of lateral rigidity is necessary. This is impossible with a radial tyre, so we decided to redevelop bias-ply tyres for the bigger Harleys®."

Bertrand also thinks that the way Harley works is one of the reasons why Michelin and Harley-Davidson hit it off so well. "H-D knows what it wants and, to meet its needs, we apply its methodology and take advantage of its simulation data. This is a more precise way to perfect the development of a new product than when you depend exclusively on the subjective feedback of a test rider."

While the average Dyna® or Sportster® rider might not be interested in what goes into developing a tyre, they will certainly be interested in its grip, cornering ability, wear characteristics, value for money and, most importantly, safety – after all, that small patch of rubber is the only contact between rider, machine and some hard and unforgiving tarmac.

With more than 15 types of Scorcher tyre having been developed jointly over the last six or seven years, it looks as though the Michelin and Harley-Davidson collaboration can only go from strength to strength and endure well into the future. ■



THE SCORCHER® TYRE... WHAT'S SPECIAL ABOUT IT?

Michelin and Harley-Davidson started work on the Scorcher tyre range in 2007, with the deliberate aim of designing, developing and manufacturing a range of tyres suited specifically to a Harley-Davidson's power, weight and handling characteristics. That means that each type of Scorcher tyre requires about 20 months of development work from blank piece of paper to launch, and involves an exchange of thousands of data files between Harley in the USA and Michelin in France, as well as the production and assessment of many prototype tyres.

What's really special about the Scorcher tyre, and what you should be interested in as a Harley-Davidson owner, is that the tread has been designed for specific Harley-Davidson models. Not at all, then, like a one-size-fits-all tyre you may have fitted in your local tyre shop, which has to perform for any brand/size/type of motorcycle. The Scorcher treads include a relatively sporty design for the V-Rod® ranges, a bespoke pattern for the Fat Bob®, and a more traditional choice of pattern for the Sportster®. The lighter models use a radial Scorcher, and the heavier bikes have a bias-ply tyre with silica instead of carbon black added for better grip, especially in the wet.

The Michelin Scorcher tyres have also been given numbers that relate to the model of Harley-Davidson that they are designed for. The Scorcher 11 is dedicated to the Sportster range, and has the accolade of being the only radial tyre designed in tandem with Harley-Davidson for the 883 and 1200 Sportsters. There's also another Scorcher 11 available in a much more radical version featuring a more aggressive tread pattern, and this was developed for the more powerful V-Rod range.

Harley and Michelin knew that due to their greater weight, the big twins such as the Fat Boy would require their own tyre too, so the Scorcher 31 was conceived just for them. In fact, it's proved to be such a perfect match for many of these Harleys that it is now the tyre supplied new on the Dyna® range. The Fat Bob gets its own tread pattern too, with the Scorcher 32. The innovative reverse tread design helps to maximise the handling, smooth ride and traction of the bike and tyre together.

Though a tyre to most people, bikers or not, appears to be just a black round rubber ring, each Scorcher tyre has had around 200 ingredients added to the 'mix', from the structure, to the rubber compound, and to the tread and its design and pattern. "Contrary to conventional wisdom," says Jérôme Haessler, "Harley-Davidson is the motorcycle manufacturer with the most rigorous requirements in the current industry, and our relationship with them forged over time has allowed for a technical collaboration of an extremely high level." His point being, in plain English, is that the Scorcher tyre is the best boot a Harley can wear on its wheels.

FANCY A FLING WITH A SUPERMODEL?



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Harley-Davidson® Authorized Rentals, who knows where the fling may lead?

RESERVE YOUR HARLEY-DAVIDSON® H-D.COM/AUTHORIZEDRENTALS





A century of success

2014 marks the official centenary of Harley-Davidson®'s long history in racing. From board-track and road races to hill climbing and even ice racing, the story is as varied as it is victorious

Although Harley-Davidson® has been involved in racing from as early as 1905, with co-founder Walter Davidson winning motorcycle races in Milwaukee, it was not until 1914 that the Company officially started to participate in racing. By the following year, Harley® motorcycles had won numerous 100- and 300-mile races.

William S. Harley, one of Harley-Davidson's founders, recognised the success of private racing and formed Harley's first official racing department, becoming the Motor Company's first racing engineer. But within months he hired engineering maven William Ottaway, who became the long-term employee.

A year after the H-D® racing department was formed, the team, which had become known as 'The Wrecking Crew' due to the way it completely dominated racing, had won a total of 26 major firsts.

World War I had put racing on hold and after the war, concern mounted that racing was dead. But the 1919 race at Marion, Indiana proved a resounding success.

By the 1920s, due to the fact that injury and death were not uncommon, the popularity of board racing waned; the cost of maintaining the board tracks was unsustainable. The Great Depression in 1938 also had a major impact on the Company's involvement with racing, with financial pressures putting any developments on hold.

The racing department came back with vigour in 1946, producing the 'flathead' WR model. By 1950 Harley was back on track and had won 18 out of 24 National Championships, as well as setting six new racing records.

The 1950s and '60s saw H-D push the boundaries further and break into dirt track racing and TT racing. Once again dominating, both in road racing and on the dirt track, the team regained the title 'The Wrecking Crew'.

The pinnacle came with the production of the XR750, which is perhaps the most famous Harley racing bike. Still winning races today, it has earned the title of being the world's most successful competition motorcycle of all time.

With decades of dirt track, road race and hillclimb championships to its name, Harley-Davidson racing took on a new challenge in 2002 by teaming up with Vance & Hines to develop the Screamin' Eagle Pro Stock drag race team.

Over the years, Harley-Davidson has won dozens of championships. This has sealed its reputation as the most dominant motorcycle race team in history, as well as the most respected manufacturer in the business.



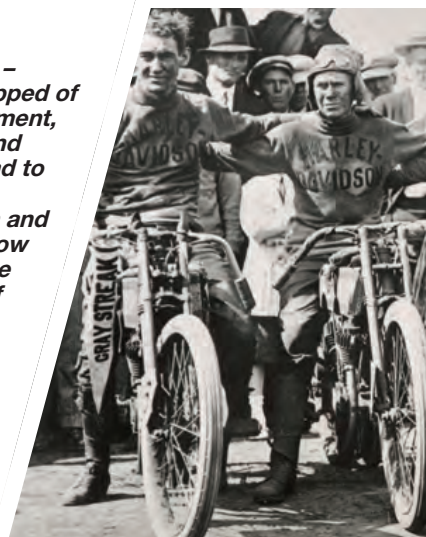
1915

Harley® began to see results just a year after the official racing department was established with bikes like the 1915 KT Board Racer. September also saw the first record set, with an F-head Harley achieving a 100-mile record of 89.11mph on a board track in Chicago. Around this time board-track racing was becoming increasingly popular, therefore it made sense for such a prominent player in the fast-growing motorcycle market to take part. Circular or oval-shaped tracks were made by placing planks on a wooden frame; during races the boards would be slick with oil, which made them increasingly slippery and dangerous to race on (above).



1915

K model racer (above) – Racing bikes were stripped of any unnecessary equipment, including the gearbox and brakes. Instead riders had to use a combination of the throttle, engine-kill button and plain old boot leather to slow their machines down. These motorbikes were capable of being run flat-out for considerable distances.



1915

KR Fast Roadster – Motorcyclists have always loved the idea of having a race bike to ride on the road. The KR Fast Roadster was produced to bring the racetrack to the road user. It was also the perfect choice for amateur racers at the time. A number of 100- and 300-mile races were won by the K-series in 1915. Only just over 100 were produced, making this particular model extremely rare today.

1921

A Harley-Davidson motorcycle won a race with an average speed of more than 100mph for the first time in history.



1925

1926 Model S Racer – Shortly after Harley revealed its ‘Peashooter’ racer in summer 1925, a new 350cc racing class was created. The motorbike was based on its new single-cylinder economy road bike. It was adapted to competitively race on the dirt track by shortening the frame and using telescopic, triangular forks for greater strength. Legendary racer Joe Petrali achieved major success on a Peashooter, sweeping the board in the new 350cc class (left).

1916

Boosted by their initial success, Harley produced special eight-valve racing twins in 1916. Built in very limited numbers until 1927, they were specifically for the exclusive use of the factory’s own race team. Over this 11-year period there were four different versions, which helped to make Harley a dominant racing-bike manufacturer. It was around this time the team gained the nickname ‘The Wrecking Crew’ (below).

In 1921, a Harley-Davidson[®] motorcycle won a race with an average speed of more than 100mph for the first time in history

1935

Joe Petrali, Harley-Davidson’s top racer, wins every race on the 13-stop Grand National Schedule.

1937

In this year Harley first offered the tuned WLDR. It was also the year that Petrali set a speed record of 136.183mph on the 1937 Model E 61cu. in. V-Twin Streamliner at Daytona Beach.



1946

The WR (flat-track) and WRTT (TT) models were released.

Daytona 200 – A 200-mile motorcycle race held annually at the Daytona International Speedway in Daytona Beach, Florida. It has a reputation of being one of the toughest tracks in American motorcycling. It debuted in 1937 on a beach course, before moving to its current location in 1961, when Roger Reiman was victorious for Harley-Davidson[®].

1948

Harley-Davidson® won 19 of the 23 National events, including a dominant performance at Daytona in which seven of the top 10 finishers rode Harley-Davidson motorcycles.



1952

The WR and WRTT model racers were beginning to show their age against newer and lighter designs from Europe. In response, Harley quickly brought out the KR, which placed the side-valve engine in a smaller, lighter and stronger package. For the next 17 years, the KR and KRTT models were rarely beaten (above). A new K-series road bike was introduced alongside a racing version, the KR. While looking similar to the K, the engine had been adapted to produce more power.

1970 was the year the Harley-Davidson® XR750, arguably the most successful competition bike ever, was born



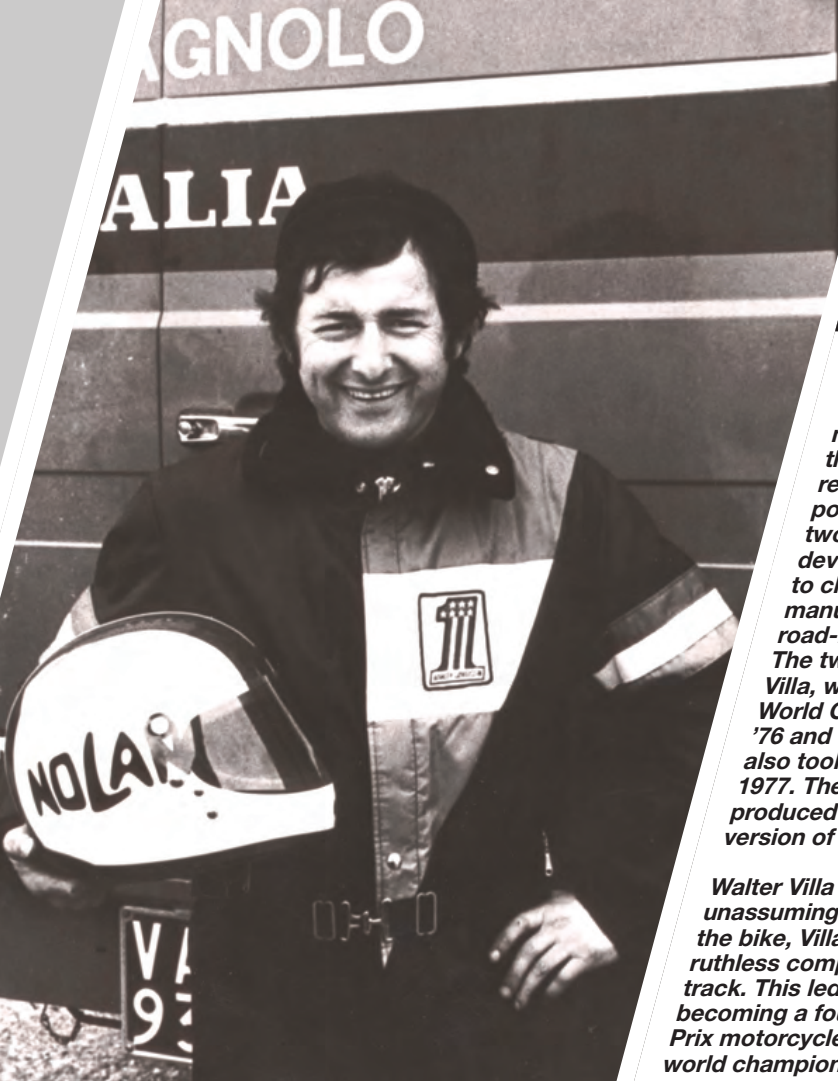
1961

KRTT – Being designed for dirt-track racing, the basic KR did not come fitted with brakes or suspension. The TT version had both and the KR was ridden by Roger Reiman, who rode it to victory at Daytona in 1961 (below).

1960s

In the 1960s, road-racing was rare in America. Instead most racing took place on dirt tracks, which is specifically what the XR and KR models were for. However, being forward-thinking, Harley decided to build a road-race version of the XR. It was fitted with a front brake and a large-diameter four-leading shoe drum, which was combined with a rear disc, just like on the dirt bike. Most other machines at this time had the disc-drum combination the other way round. Its most famous rider, Cal Rayborn, who beat his competitors who were often riding more powerful machines, made the XRTT successful.





1970s

1976 RR250 – The H-D® racing team won a number of World Championships in the mid-1970s. The machines that achieved this were as far removed from the V-twin as possible. Instead high-revving two-stroke twins were developed in Italy in order to challenge the Japanese manufacturers at international road-racing championships. The twins, ridden by Walter Villa, won three straight 250cc World Championships in '75, '76 and '77. A 350cc version also took the same title in 1977. The RR250 was produced as a production version of Villa's bike.

Walter Villa – A quiet and unassuming character off the bike, Villa turned into a ruthless competitor on the track. This led to him becoming a four-time Grand Prix motorcycle road racing world champion (left).

1968

KRTT – The TT models differ from the dirt-track bikes, as they include a modified frame, a larger capacity fuel tank and a more aerodynamic design.



1970

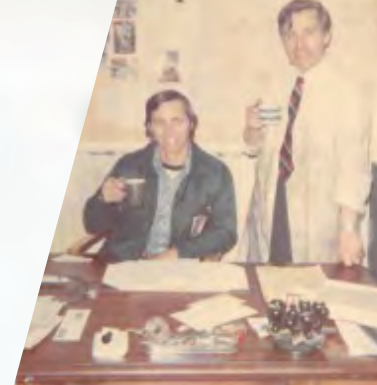
1970 was the year the Harley-Davidson XR750, arguably the most successful competition bike ever, was born. It is also famous for being the bike Evel Knievel (right) used to perform his stunts. A revised alloy engine version was introduced two years later. It was the first time on a production V-twin the rear cylinder had a forward-facing exhaust and rear-facing inlet port. The bike won the AMA Grand National Championship in its first year of competing. Improving through the years, it still wins races today!



1972

Cal Rayborn – Cal (above) achieved his greatest success racing for Harley-Davidson. He won the Daytona 200 two years in a row in 1968 and '69. He also set not one, but two motorcycle land speed records in 1970. Rayborn competed in the Transatlantic Match Races in England in 1972, which saw the best British riders compete with the top American road racers. Even though he had no previous experience on British racetracks, he won three out of the six races.





Above: London Harley® dealer Fred Warr with Cal Rayborn (left) in 1972. Cal used the Warr's workshops for his successful 1972 races in Britain.

Warr's restoration

Warr's has a historic Harley-Davidson® collection that includes these two ultra-rare race bikes. In homage to Cal Rayborn's historic Transatlantic race wins at Brands Hatch the two newly restored bikes were photographed there with Moto GP legend and regular Warr's rider Jeremy McWilliams. Both bikes will be on display at Warr's Kings Road dealership in London until September this year.

1968 KR750TT (no.25)

After poor race results in 1967 legendary Harley race chief Dick O'Brien set about a massive revamp of the venerable side-valve KR750TT. As a result the 1968 version featured a new 'Lowboy' chassis, wind tunnel-tested full fairing and various engine mods. Now capable of 150mph, factory rider Cal Rayborn went on to win the Daytona 200 in 1968 and again in 1969, lapping all riders up to third place.

1972 XR750TT (no.3)

By 1972 the latest XR750TT also had a new engine to try and take on the tough competition from Europe and Japan – an overhead-valve, all-alloy unit with twin carbs, capable of 165mph. 1972 turned out to be a good year for the racing department, with a GP win for Rayborn at Laguna Seca and the AMA No.1 plate for his team mate Mark Breilsford. Using the iron-barreled version Rayborn famously gave a superb showing in the 1972 Transatlantic Races in England with wins at Mallory Park and Brands Hatch – circuits he'd never even seen before!

Photo: Alex P



1994

Harley decided to develop a completely new race bike in 1994 for the AMA Superbike series. Making its debut at America's most prestigious road race, the Daytona 200, the VR-1000 was unveiled (above).

2002

Harley-Davidson launched the Screamin' Eagle/Vance & Hines Pro Stock Motorcycle team, with rider GT Tonglet to compete in the NHRA Drag Racing Series, the top professional level of motorcycle drag racing (right).



2014

Harley's latest motorcycle, the Street™ 750 (above), saw the Company make a debut into ice racing. Customised with studded tyres, some of the best flat track riders raced at the 2014 Winter X Games in Aspen, Colorado in January. Then, in June, the Street tried its hand at flat-track racing at the Summer X Games in Austin, Texas, with an exhibition race being held in an attempt to get flat-track racing included as an official event in future X Games series.



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HARLEY-DAVIDSON® HAS ENTERED INTO A BRAND PARTNERSHIP WITH JEEP® – TWO AMERICAN ICONS, BOTH REPRESENTING FREEDOM AND ADVENTURE. SO HOW WOULD THE TWO FARE ON THE ROAD TOGETHER? ZOE FRANCIS-COX TOOK HER FAT BOY® AND A JEEP® GRAND CHEROKEE FROM THE UK TO THE SOUTH OF FRANCE TO FIND OUT...

BEST OF BOTH WORLDS

With Jeep® as the main sponsor for this year's Harley-Davidson® Euro Festival, the Golfe de St-Tropez seemed a fitting destination for this road trip. With my one-year-old daughter and husband on board and my Fat Boy® on a trailer (yes, I know), we set off in the Jeep to combine some family, four- and two-wheeled fun across France.

It did seem weird not strapping the tightly packed t-bag to the back of the bike and setting off with a roar from my front

door, but at the same time it was nice to be able to generously load the boot of the Jeep, sit back and enjoy a luxurious drive through the south of the UK to the continent, crunching the miles on the motorways of northern France while enduring Peppa Pig on repeat to keep my baby Poppy happy.

The diesel-powered three-litre V6 Jeep towed the trailer effortlessly – I barely noticed it was there! Taking a quick glance in the rear-view mirror every now and again to reassure my Fat Boy that it wouldn't be for long (and to check it was still attached!), we took advantage of the





automatic gearbox, cruise control, built in sat nav and media centre as we headed to our first destination in the beautiful Champagne region of France.

Once off the motorway, it was nice to experience some 'real roads' as we snaked through the vine-lined fields to our hotel for the night. Switching the automatic over to manual, it was fun to finally drive the Jeep using the paddle shift on the steering wheel. Being in control of the gearbox turned this autopilot cruising machine into a responsive and sporty vehicle that loved the bends almost as much as my Fat Boy.

Our second day on the road was back on the motorways, with Peppa Pig back on repeat and the cruise control set to 110kph; we skirted Troyes and Dijon before exiting into the Burgundy region. Again, it was great to switch the Jeep into manual and enjoy driving through the winding vineyards. The smooth, effortless ride of the Jeep did make the motorways bearable, but looking down at the centre console, the 4WD options of sand, snow, mud and rock reveal that this car is capable of cruising on far more than just tarmac. We couldn't wait to get it off road.



“The mountain route was amazing and the scenery was breathtaking”

The French Alps offered the perfect picturesque backdrop for a road trip, on both two wheels and four

After our second grape-related stop in the Burgundy region, it was time to unleash the Fat Boy. From just south of Beaune, we snaked our way to Grenoble – me on my Fat Boy, and my husband Stu driving the Jeep behind, passing back milk in bottles, enduring more Peppa Pig and towing the empty trailer. The draw of the Alps could be seen in the distance.

While the air-conditioned leather interior of the Jeep made the first couple of days luxuriously comfortable, there was no substitute for straddling the comfy solo seat on my Fat Boy and feeling the thrill of the open road and wind in my hair. The Jeep looked menacing in my mirrors as it followed in my wake – that distinct seven-bar grille framed by the new-style daylight running lights.

Looking ahead, the yellow and green fields of the Rhône-Alpes region and the fresh scents of rapeseed provided the grin factor as I enjoyed the true freedom of riding my motorcycle. The bike was nimble without the weight of luggage on the back – the Jeep was like having my very own support vehicle, transporting my family and my luggage. What luxury!

The snow-capped mountains in the distance surrounding Grenoble were our next destination. We had the weather on our side, and it was truly uplifting riding into the sun as we entered the gates of the majestic French Alps. The Jeep continued to provide much-needed comfort to Stu and Poppy as it cruised behind me, while I enjoyed the true escapism that riding a Harley-Davidson offers. It was soon back into 'mummy mode' as Poppy let off some steam in the hotel corridors. The driving/riding time was kept relatively short >





“Bend after bend, amazing view after amazing view... it really was biking and driving heaven”



during the day, to allow for her short patience levels when strapped into her car seat, but it was also nice to have more time at each of our overnight destinations than we would normally have on a bike-only road trip.

The next day was spent on the Route Napoleon (N85) from Grenoble south towards Nice, although we planned a detour to the Gorges du Verdon before reaching our final destination. As we rode deeper into the mountains, the Jeep felt as much at home as the Harley – we stopped to explore some of the off-road tracks that led into the cavernous openings in the rocks. Now the Jeep was in its element. Gripping the rocky and loose surfaces like glue, the Jeep took whatever we threw at it in its stride.

Long sweeping bends, neat little hairpins



and long straights against the dramatic and spectacular backdrop of the soaring mountains made for riding and driving pleasure all day. We stopped for a family picnic by a river just north of Gap, and we all arrived at our hotel that night beaming. We even had time that evening to explore the pretty village of Moustiers-Sainte-Marie, just north of the Gorges du Verdon and near to our hotel for the evening. Set on the hillside with a chapel at the very top, stereotypical French buildings line cobbled streets with boutique shops and restaurants, against a backdrop of lavender fields – textbook Provence.

The next day we abandoned the trailer and planned a circuit around the Gorges du Verdon, returning to Lac de Sainte-Croix. It is easy to see why this area is known as Europe's Grand Canyon – as I rode through the winding roads of the gorge, looking up at the sheer face of the rocks, and down at the bluest river at the bottom... simply breathtaking. It never

ends! Bend after bend, amazing view after amazing view... it really was biking and driving heaven.

It was only fair to let Stu jump on the Fat Boy to experience some of this journey on two wheels. I have to admit, getting behind the wheel of the Jeep on these roads was almost as much fun. For a large car, it took the bends with ease, solidly holding the road but being nimble on the tightest hairpins – smooth, sporty and a real pleasure to drive.

The following morning we awoke with a different feeling of excitement – we were heading to the Euro Festival event on the south coast. It was a short ride through stunning countryside; a few final moments of calm before entering into the party atmosphere of the Harley-Davidson event that would see in excess of 15,000 Harley enthusiasts take over the Golfe de St-Tropez for four days.

From around 20km out, we began to mix with more bikes on the road, the roar

gradually getting louder as we approached the final few kilometres to Grimaud and the campsite.

Not much beats the feeling of arriving at an international destination having got there completely under your own steam – whether on four wheels or two (or both!), we got there our way, on our own time and with the complete freedom of no timetables. We went where we wanted, when we wanted, and how we wanted. Stu and I are used to arriving at H.O.G.® events on our two Harleys, through wind, rain and sunshine, enduring whatever the elements have to throw at us, knowing we have travelled every kilometre on our bikes. However tough some of it may have been, the sheer satisfaction of the journey and the pleasure of riding some of the world's most amazing biking roads is unexplainable to anyone who hasn't experienced it.

With the Jeep and Poppy in the mix, the ride was certainly different, but there was something equally special and satisfying about our road trip. Yes, we had the luxury of the Jeep for transporting Poppy and the luggage in premium comfort and luxury, and the trailer for when the roads were flat and relentless or when the weather wasn't on our side. But we also had the Harley for enjoying roads that were truly built for motorcycles, and for adding that element of escapism and freedom to our adventure. We combined a family road trip with a biking and driving adventure – and it truly was the best of both worlds. ■





Harley-Davidson® Touring models

are commonly known as ‘baggers’. The history of the Touring model began as far back as the 1940s, when Harley® launched the FL series. With a new frame, the Touring bikes were designed for long-distance comfort, offering maximum ease and convenience.

As early as 1965 the Electra Glide® series was launched, and in 1969 the first model appeared with a fairing fitted to the fork. The fairing proved ideal as a wind protector, and also for accessories such as radios and loudspeakers that were integrated into it. At the time, few people thought of customising, and purchasers of the Touring model series were more interested in chrome engine bars and well-padded seats.

In the years to come, Harley extended the range of accessories and continued to develop the frame, chassis and engine, making long journeys an ever-more-relaxed undertaking. Similarly, the range of accessories was supplemented by items such as navigation systems, various chrome covers, special paint kits and various add-on components, which became ever more popular.

After the first owners fitted their bikes with home-made lighting (at one point some custom shows had categories for ‘Bagger Light Shows’), different exhaust systems and various accessories, baggers became a category in their own right in H-D® ride-in bike shows, continually gaining in popularity and drawing the attention of accessories merchandisers.

World-famous customisers such as Arlen Ness and Paul Yaffe started off with tank covers, modified rear fenders and, finally, complete rear conversions with elongated panniers. Wild creations with plenty of sheet metal and plastic add-on parts were in evidence at the end of the 20th century.

The trend slowly abated until the first 23” front wheels appeared on the market. Suddenly, amazing tourers were emerging with 23” wheels, elongated panniers and giant sound systems, and a trend was reborn. Suddenly it was ‘hip’ to ride a bagger. In the USA the first customised tourers appeared with



THE ‘BAGGER’

Frank Sander continues his examination of the customising scene with a focus on the past, present and future of the bagger

fatter rear tyres. Panniers became ever longer, and the first stretched forks found their way into the bikes. When Laura Klock became the first woman to break the world speed record for a touring bike on the Bonneville Salt Flats at 156mph, and in 2006 won the Discovery Channel’s *Biker Build-Off* with a tourer, it became clear that Touring bikes were becoming a popular custom platform.

After that, something big happened; a 26” front wheel for Touring bikes. Fork bridges began to be milled out, frame extensions designed and suddenly custom tourers were in demand like never before. The accessories industry pounced, and a whole new industry exploded on to the custom scene.

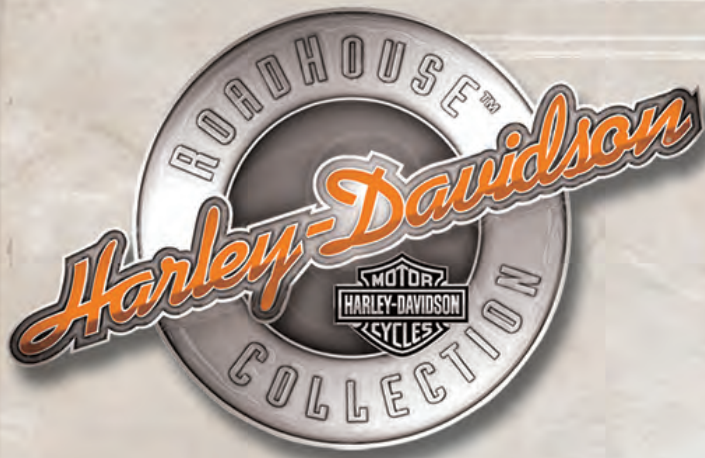
From running boards and fairings to complete rear conversions, suddenly everything was available. A new category, known as Custom Touring, soon became part of bike shows to prevent baggers with ‘normal’ modifications competing against ultra-custom bikes. Once a stone starts to roll, it’s hard to stop it, and that is how this trend has been.



After Thunderbike developed a Tüv-compliant fork bridge, 26” tourers started to appear in greater numbers. There will always be a challenger, and so Rick’s came along with a 30” front wheel and, just to prove that something like that will actually run, the first test ride was to the European celebrations of Harley-Davidson’s 110th Anniversary in Rome.

We are already speculating about what the next step might be, but there will surely come a point when the lines of the bike as a whole will suffer and there can be no virtue in continuing to extend. In terms of drive, too, things have been happening. Of course, a CVO™ tourer is great fun, but to take things a step further, Bertl’s Harley-Davidson has made the H-D 120 R engine Tüv-compliant and, in conjunction with a Screamin’ Eagle® air filter, approximately 130hp is possible.

One Kuwaiti customiser proves even greater eccentricities are possible. Nedal Ahmin took a Touring bike and built an entire creation with hubless front and rear wheels, AirRide and an additional compressor for the H-D engine. We wait with anticipation to see what will happen next – and we are confident we are in for a big surprise. ■



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Rolling with Eurocamp

Rolling Hills Chapter went to the 2014 European H.O.G.® Rally using their Eurocamp H.O.G.® benefit: great savings, great times! Chapter Director Gareth Swanson tells the story...

A man with a plan

The Rolling Hills Chapter recently made the trip to the European H.O.G. Rally in Biograd na Moru, Croatia. A small group of us asked the H.O.G. team at Eurocamp to assist in the route planning to get us to and from the rally as quickly as possible, as holiday time was limited to us.

Route master

One of the H.O.G. representatives at Eurocamp quickly contacted Brian Andrew, our Chapter organiser for the ride, and suggested a route based mainly on motorways, covering approximately 300 miles per day.

The suggested route took in a three-night stay on both the outbound and the return legs, using all of the camps en-route that had availability. That three-night stay would be at two sites in France, Berny-Rivière (just north east of Paris) and a site in the Jura National Parc and a final site at Peschiera on Lake Garda in Italy. We had five nights already planned in Biograd, so the same three locations in reverse for the return journey. Eurocamp also included our return Channel Tunnel crossings, all for the very reasonable rate of approximately £400 for two-bedroom caravans on each site with bed linen and towels, plus two motorcycles on the Channel Tunnel.

A slice of the trip

Departing from Cheltenham on Sunday morning, the first three hours to the Channel Tunnel were fairly easy going apart from the usual M25 traffic. We went through the Tunnel, which is the easiest way to Europe, and out onto the Autoroute in France to our first overnight stop.

We arrived at Camping La Croix at 8pm, and, having sent a text to their contact number earlier in the day with our ETA, a friendly member of the Eurocamp crew was ready and waiting for us to arrive. Impressed that we were on Harleys, they jumped on the back of one of our bikes to take us to our caravan for our first night. The two-berth caravan with ample room to park the bikes outside was comfortable and included a small decked area and a covered



barbecue area too. The site had a man-made lake in the centre and, although it looked like a large site on the map, we were fairly close to the entrance and central facilities, which included a covered swimming pool and outdoor adventure pool, a good on-site shop and bakery, plus a fast food and pizza take away and a gourmet restaurant serving many local dishes as well as a bar with entertainment mainly on weekends. The caravans were very clean and comfortable and the decked areas were fairly private as there were hedges between each of the 'Classic Plus' caravans.

Service provider

We arrived at Camping La Pergola late on Monday night. Yet again, we were welcomed with the friendly smile of a member of the Eurocamp crew ready and waiting for us to arrive. This site, near Marigny and on the shore of the Lac de Chalain in the Jura National Park, is fantastic in its setting with the caravan up a steep hill and overlooking the lake. However, there is no town within walking distance of the site and the on-site restaurant was closed. Later, we were talking to some of the site staff who were very friendly. We explained we'd not had anything to eat that evening, which resulted in them producing a fantastic salad each for us to enjoy. A huge thank you to the kind staff at La Pergola.

Verdict

I must admit that I wasn't sure what to expect of the experience of Eurocamp, but after this trip, I have to say for the price, it is excellent value for money and the sites we stayed at were all very well kept and the caravans were all clean. The caravans are small, and our two-berth caravans I would not recommend to be shared with more than two people (or maybe one couple and a single) as the double bedroom is small, but the twin rooms are not practical to be shared unless you really know who you're sleeping with well. Having said that, the price makes it very practical for two to share a two-berth caravan or maybe three to share a three-berth caravan. Eurocamp is excellent value for money, comfortable, clean and I would definitely do it again. My recommendation is that you pay a little extra for the bed linen and towels rather than find extra space on the bike for them, and although it was a large extra, the overall price as a H.O.G. member was unbeatable.

I'm already looking forward to next year's H.O.G. European rally and Eurocamp to help us with our journey. ■

Head to hogeuropegallery.co.uk for more details on how to save with Eurocamp

Great Western Chapter Director Barry 'Bazzer' Aggett reports on the Chapter trip to the Harley-Davidson® Euro Festival, staying with Eurocamp and making the most of their offering to H.O.G.® members



GREAT WESTERN'S GREAT SAVING

A couple of our Great Western Chapter members had it in mind to visit the 2014 Euro Festival in Port-Grimaud, so when Jamie Webster from Eurocamp offered to attend one of our monthly meeting nights, we jumped at the opportunity to see how it could all work.

Jamie explained that Eurocamp has a campsite very close to the rally site and that it could offer preferential pricing representing significant savings to H.O.G. members for this off-season period. It sounded like a good offer and we were keen to try out Eurocamp, knowing they have many other locations throughout Europe and that you can also book different overnight stops en-route to your final destination.

We made a block booking to secure enough of the available mobile homes in the Eurocamp site in Port-Grimaud. In total there were more than 40 of us attending the rally, including those members from our Welsh branch, Cangen Cymraeg. Some made their own way but the main group, travelling together, went

via the Channel Tunnel, headed to Gap and joined the famous Route Napoleon. From Gap it was mile after mile of stunning scenery until we arrived at Sainte-Maxime on the Mediterranean Sea.

After a short run along the coast to Port-Grimaud, passing the Euro Festival entrance, we arrived at our site, Holiday Marina Resort.

The site is situated on the main coastal road, only a 15-minute walk to the Euro Festival rally and the port of Grimaud – a great location! The port area is very scenic and there are plenty of places to eat. You can also catch a boat from here to visit St Tropez – which we did to see the parade thunder through.

The Holiday Marina Resort has everything you need, including a bar/restaurant at the entrance, a small shop and a swimming pool for chilling out. Guys, beware: swimming shorts are not allowed – only briefs will do!

Nearby is the old town of Grimaud perched on a hilltop. It's well worth a trip to wander around the narrow streets and take in the coastal view. If you fancy a day off the bike, you can jump on a road train at the port that will take you to the old town centre. This was also the venue for the custom bike show. It made a stunning backdrop for the amazing display of motorcycle creations.

As expected, there were always plenty of Harley-Davidsons cruising up and down the coast road day and night, but if you prefer to get out and explore the area I can thoroughly recommend the Verdon Gorge (see photo).

Sadly, all good things had to come to an end and it was time we headed home via Millau to view the spectacular bridge across the Tarn Valley.

It was a great trip and we will certainly consider Eurocamp for other adventures. ■

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OFFICIAL H.O.G.[®] MERCHANDISE



ALL NEW AND IMPROVED OFFICIAL ONLINE STORE

MID Limited are proud to unveil the new and improved official online store for all essential H.O.G. merchandise. To complement the introduction of the new H.O.G. logo, the store has new features for easier navigation and compliments the classic lines with a range of new logo items exclusively available to H.O.G. Members, Chapter & Dealers.

Visit and explore the store today at www.mid-hogeuropa.com for pins, patches, apparel, headwear, chapter specific lines and much more.



Do you have all your Chapter Specific merchandise and parade materials ready for the 2014 rally season?

Browse through the Chapter Specific section of the online store and see what you're missing. All Chapter products are available via your Chapter/Dealer and subject to terms and conditions (please visit www.mid-hogeuropa.com for T&C's)

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H.O.G.® HOSPITALITY

We continue our tour of restaurants and hotels that make great meeting points for Harley® riders on the road...



NETHERLANDS

A PERSONAL APPROACH

Hotel Berghem is located in the Maashorst national park, the largest continuous nature reserve in the Dutch province of North Brabant. The cities of Oss, Uden, 's-Hertogenbosch and Nijmegen are a stone's throw from the hotel. The hotel is the perfect base for a tour along the River Maas, along winding roads that allow you to take in the varied landscape, visiting old fortified towns, vibrant cities and the forests and moorlands of the countryside.

Awaken feeling refreshed in one of the 36 comfortable rooms or five apartments. The hotel offers free wi-fi, and for an extra fee you can enjoy a breakfast buffet prepared with local produce, plus lunch and dinner. You can also relax and unwind with a snack and a drink at the pleasant bar and outdoor terrace. Other services on offer are electric bike and scooter hire, advice on riding routes, as well as an artificial grass training field for sports and games.

Hotel Berghem has a personal approach and aims to offer a unique stay at a competitive price. The manager, Faye Margés, has a passion for Harley-Davidson® that started when she was a little girl when her father would take her on ride-outs on his Harley-Davidson FLH. Years later she obtained her own licence, and she now welcomes a large number of Harley® enthusiasts to the hotel. As a result there are many exclusive H.O.G.® member benefits, including a special price, arrangements with the local car wash and free parking in the hotel's secure car park. Just get in contact with the hotel to claim your discount!

Hotel Berghem,
Burgemeester van Erpstraat 99,
5351 AT, Berghem (Noord-Brabant),
The Netherlands
Email: info@hotel-berghem.nl
Web: hotel-berghem.eu
Tel.: (+31) 412 40 20 25

IRISH CHARM

Located in the fashionable area of Montenotte overlooking the city of Cork, the Montenotte Hotel boasts 107 beautifully appointed bedrooms, 19 self-catering apartments and an inspiring leisure centre with a 20-metre pool. Perched high above the city, the Vista Bar & Grill offers visitors a great place to take in the spectacular city views.

Nature sets the pace in this stunning south-west corner of Ireland – stretching from smart south-coast Kinsale to three rugged westerly peninsulas reaching into the wild Atlantic – Mizen Head, Sheep's Head and Beara.

Leave the hurried city behind to play along the long zig-zagging coastline and ride through peaceful inland woods and valleys.

Cork is also on the new Wild Atlantic Way route, which is every Harley-Davidson® rider's dream. Stretching for 1,500 miles along the dramatic western seaboard, this route takes in some enchanting scenery.

The Montenotte Hotel offers H.O.G.®

members a 10 per cent discount, complimentary washing station, wipe-down towel and bottled water for riders on arrival. Other benefits include specifically marked motorcycle parking spaces and advice on touring in the south of Ireland. To take advantage of these exclusive deals, contact the hotel directly.

Owner John Gately is a Harley® enthusiast who has three Heritage Softails® and a chopper, and is an annual rally organiser. "On behalf of all the team here at the Best Western Montenotte Hotel, we would like to extend a warm welcome to all H.O.G. members visiting Cork. As a Harley rider myself for the past 25 years and with many years' experience of touring around the world, I will ensure your visit is a pleasantly memorable one." ■

**Best Western Montenotte Hotel,
Middle Glanmire Road, Cork, Ireland
Web: www.montenottehotel.com
Tel.: (+353) 021 453 0050**



IRELAND



BEST WESTERN Montenotte Hotel is just one of 250 Rider Friendly Best Western Hotels in the EMEA region, and more than 1,300 worldwide, offering the following special services for H.O.G. members:

- Washing station/agreements with car wash at your disposal
- A micro-fibre towel to clean your motorcycle and helmet
- Free parking in an enclosed area

All Best Western hotels around the world offer special rates for H.O.G. members. For bookings visit www.bestwestern.com and enter 01412000 as a corporate rate.

GET IN TOUCH

If you would like to be featured on these pages, please email us your details at hogtalesurope@harley-davidson.com – please put 'H.O.G. Meeting Points' in the subject line



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Pick**

Manager H.O.G.® EMEA



**Alison
Povey**

Manager, Event Strategy
& Execution



**Gemma
Kirby**

Operations Specialist



**Kara
Taylor**

Event Assistant



**John
Cronly**

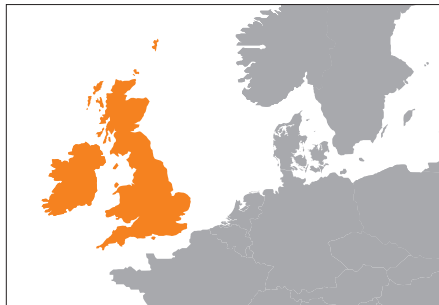
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Finance

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Rae**

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H.O.G.® Manager



**Stephane
Sahakian**

France
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**Evelyne
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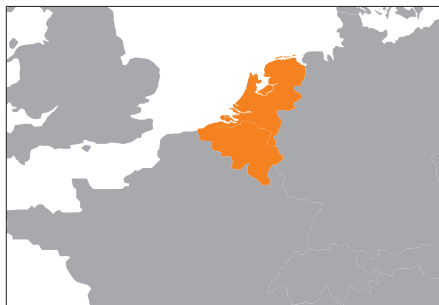
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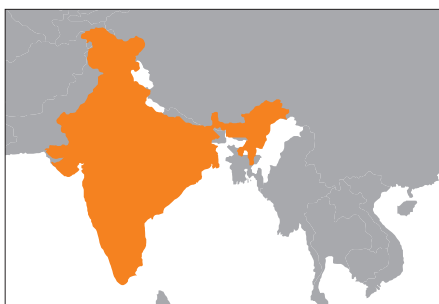
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Hug**

Switzerland
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**Milind
Shah**

India
Executive Marketing



**Vijay
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India
Assistant Manager Marketing

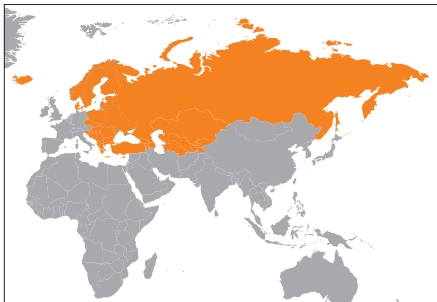


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Emmanuel***

**H.O.G.® & Rider Services
Manager
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***Sue
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**Regional H.O.G.® & Customer
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***Ahmed
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T: 00 44 208 891 9088

MON-FRI: 08.00-17.00 (UK)

09.00-18.00 (EUROPE)



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Visit hogeuropegallery.com/hogmembership to download your application form, or contact info@bikeassistance.com – you just never know when you might need it!

MAKE THE MOST OF YOUR H.O.G.® MEMBERSHIP!

Do you want to renew online?

Do you want to update your contact details online?

Do you want to register for events and rallies online?

Would you like to receive your monthly eMagazine by email?

If your answer is yes, then log in to members.hog.com and create your own profile if you haven't done so already. It's easy and only takes a few minutes! Each email address can be used once only.

New H.O.G.® member? New H.O.G.® profile!

Before you can log in to members.hog.com you will need to create your own profile with your membership number. Please follow the instructions on the screen. If you recently joined us, it may take up to 10 days before you can create your own profile.

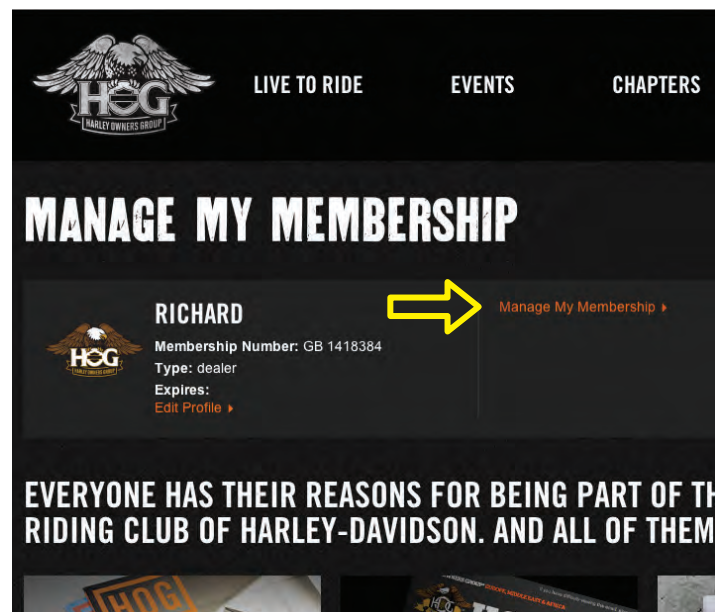
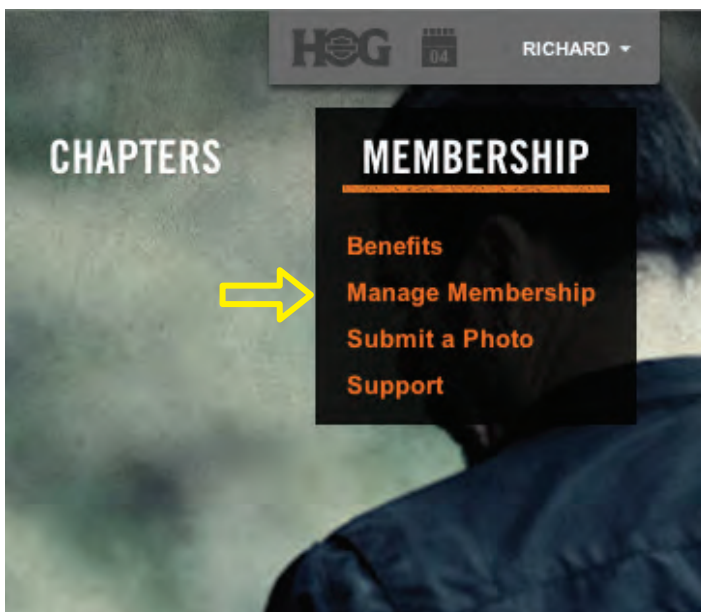
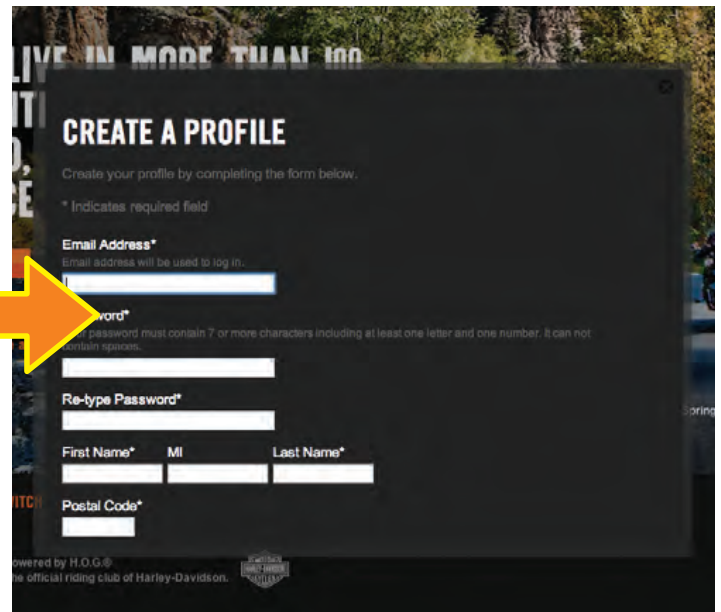
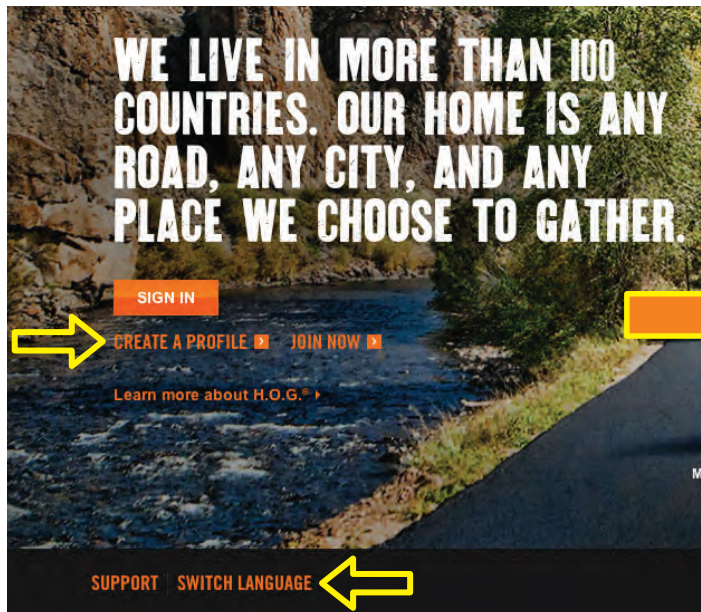
Update your contact details and renew your membership

You can only log in if your H.O.G. membership has not expired. If it has, please contact the Customer Care Centre by phone or email to renew.

1. Once logged in, please click on **'Membership'** in the top right of the screen.
2. Select **'Manage Membership'** from the drop-down menu.
3. On the next screen you can check and update all details and renew your membership.
4. Make sure your postal and email address are correct. Also, make sure you have 'opted in' to receive H.O.G. and Harley-Davidson communications to receive your monthly HOG® eMagazine.

Don't forget to save all changes and process all updates!

ALL DONE – NOW GO OUT AND ENJOY THE RIDE!



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FIND YOUR NEAREST DEALER AND JOIN YOUR LOCAL CHAPTER
TO KEEP IN TOUCH WITH THE H.O.G.[®] MEMBERS IN YOUR AREA

1 Leeds Harley-Davidson[®]

Unit 1, Wellington Road Industrial Estate, Leeds LS12 2UA
0113 2452499
leedsharley-davidson.co.uk

a Aire Valley UK (9695)

Director: Mike Gaunt
07866 461398
mike@mgcr.co.uk
avhog.co.uk

b St Leger Chapter (6752)

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

2 Black Bear Harley-Davidson[®]

Black Bear Lane, Newmarket, Suffolk CB8 0JT
01638 664455
blackbear.co.uk

a Fenlanders Chapter Suffolk UK (9143)

Director: Neil Billig
07768 755255
director@fenlandershog.com
fenlandershog.com

b Icen Chapter Norfolk UK (7822)

Director: Kevin Dewane
kevin.dewane@gmail.com
07990 743179
icenichapter.co.uk

3 Cheltenham Harley-Davidson[®]

599 Princess Elizabeth Way, Cheltenham GL51 7PA
01242 240570
bladegroupharleydavidson.co.uk

Rolling Hills Cheltenham England (9070)

Director: Gareth Swanson
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director@rollinghillshog.co.uk
rollinghillshog.co.uk

4 Chester Harley-Davidson[®]

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0151 357 3341 – Services
0151 357 2124
chesterhd.com

Deva Legion (9926)

Director: Jon Twigg
07768 877581
director@devalegionhog.co.uk
devalegionhog.co.uk

5 Dublin Harley-Davidson[®]

Red Cow Retail Centre, Robin Hood Road, Ballymount, Dublin 22
00 353 1 4642211
harley.ie

Gaelic Chapter Ireland (7766)

Director: Sean Hannon
director@gaelicchapterireland.com
gaelicchapterireland.com

6 Edinburgh Harley-Davidson[®]

14 West Mains Road, Edinburgh EH9 3BG
0844 248 8643
edinburghharley-davidson.co.uk

Dunedin Chapter (9083)

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07767 342304
director@dunedinhog.com
dunedinhog.com

7 Guildford Harley-Davidson[®]

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guildfordharleydavidson.co.uk

Hogsback Chapter UK (7846)

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hogsbackchapteruk.org

8 HarleyWorld

Station Road, Whittington Moor, Chesterfield S41 9EG
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harleyworldchesterfield.co.uk

Peak Riders Chapter (9943)

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director@peakriders.org
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9 Hatters Chapter (7479)

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hatterschapter.co.uk

10 Jersey Harley-Davidson[®]

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0871 641 2649
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a Jersey Chapter (9774)

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jerseyci.hog@hotmail.co.uk
jerseyhog.co.uk

b Guernsey Chapter (9384)

Director: Richard Pearce
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guernseyhog.com

11 Lakeside Harley-Davidson[®]

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lakesideharley-davidson.co.uk

Lakeside Chapter Great Britain (7958)

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01708 805005
garry.knowles@lakesideharley-davidson.com

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01522 850098
lincolnharleydavidson.co.uk

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maidstoneharleydavidson.co.uk

Invicta (9141)

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director@invictahog.co.uk
invictahog.co.uk

14 Nene Valley (9946)

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martindickinson@aol.com
nenevalleyhog.co.uk

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newcastleharley-davidson.com

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17 Preston Harley-Davidson[®]

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harleydavidson-preston.com

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gordon@skikool.wanadoo.co.uk
redrosechapter.com

18 Belfast Harley-Davidson[®]

8 Ferguson's Way, Kilbegs Business Park, Antrim BT41 4LZ
02894 466999
belfastharleydavidson.com

Belfast Chapter Northern Ireland (8088)

Director: Colin McLearnon
07795431246
director@belfasthog.com
belfasthog.com

19 Plymouth Harley-Davidson[®]

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08446 625927
plymouthharleydavidson.co.uk

Plymouth Chapter UK

Director: Ray Filsell
07789 554635
ray.filsell@hotmail.com

20 Riders of Bridgwater

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01278 457652
ridersmotorcycles.com

Bridgwater Chapter (9087)

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07771 901668
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bridgwaterhog.co.uk

21 Riders of Bristol
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Brislington, Bristol BS4 5LR
0117 958 8777
ridersmotorcycles.com

Great Western Chapter (6655)
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baznjac11@o2.co.uk
greatwesternhog.co.uk

22 Robin Hood
Harley-Davidson®
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robinhoodharleydavidson.com

Sherwood Chapter (9794)
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07512 754329
director@sherwoodchapter.co.uk
sherwoodchapter.co.uk

23 Shaw Harley-Davidson®
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shawharley-davidson.co.uk

1066 Chapter (6746)
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director@1066chapter
1066chapter.com

24 Southampton Harley-Davidson®
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southamptonharleydavidson.co.uk

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01782 211833

Stoke Chapter UK (8046)
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stratstone.com

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swanseaharleydavidson.com

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rutlandchapter.co.uk

30 Thames Valley UK Chapter (9746)
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warrs.com

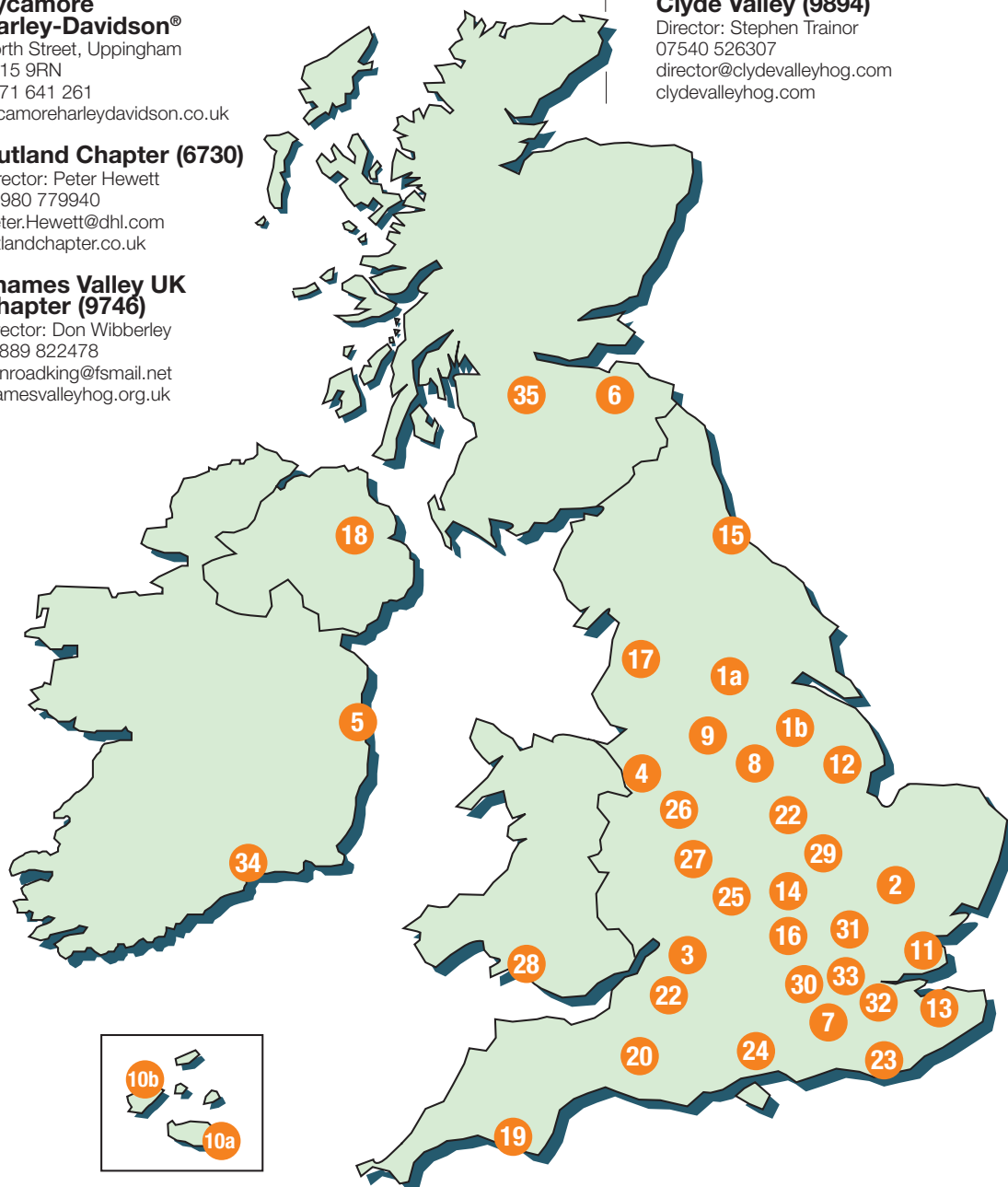
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westcoastharley.com

Clyde Valley (9894)
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07540 526307
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Sue Nagel, Customer Experience Manager Africa & Middle East, on why change isn't so difficult when you're in the same family



New beginnings

I am originally from Hamburg, Germany and have been a big motorcycle enthusiast since the age of 15, when I convinced my mother to buy my first small motorcycle – a Solex 6000.

Before buying my first Harley-Davidson®, I went through eight motorcycles of different brands, buying parts and assembling them with my friends during the bitter winters in Germany.

After 25 years of living in the cold, I decided to move to a warmer country; one with more possibilities to ride and enjoy outdoor activities without getting frozen or wet. So I moved to my favourite city, Valencia in Spain.

In 1991 I began working as a sales representative for H-D® accessories and MotorClothes®. I learnt a lot and grew to love the brand and lifestyle. It was also the first time I rode and owned a Harley-Davidson motorcycle.

When H.O.G.® started in Europe in 1993, I became the H.O.G. Manager for Spain and created local chapters all over the country and its lovely islands. From then on, friendships and bonds were created with Harley®-related people from Spain and all over the world, friendships that still exist today. Many parties were

celebrated and many kilometres ridden!

For me there could be no better job: making sure H-D owners use their motorcycles by going on tours and rallies, riding thousands of kilometres and living the H-D motto: 'Ride and have fun'.

In 2014, after having lived in Spain for 26 years and due to a restructuring of the Spanish H-D office, I found myself looking for new opportunities. I had the luck to be accepted as Customer Experience Manager for Sub-Saharan Africa and the Middle East, and so I and my partner moved once again, a little further south.

And here I am, in the wonderful city of Cape Town, part of a young and enthusiastic team that has helped me get established and familiarise myself with all the different issues with which you are confronted when you move to another continent.

Yes, the horse and my son stayed in Spain. H.O.G. members, chapters, dealers and colleagues in Spain are missed, but since my arrival in my new home country, I have been enjoying exploring this beautiful region on a Harley® and after two months I already know some areas better than the locals!

Including the Middle East in my area is

a welcome challenge, but a big adventure too. I've met some Middle Eastern H.O.G. members in the past at our H.O.G. Officer Training (HOT) courses and I look forward to working together with the dealers, chapters and members. I am also part of the H-D MENA team from the Dubai office, a young, international team that is a pleasure to work with.

Change is not so difficult when you know you are in the same family, even though you may be in another part of the world. What makes me happy is that I am still in the same team of Customer Experience Managers from EMEA, my colleagues and friends for so many years and that I will meet my Spanish H.O.G. friends again at rallies and events.

I love having a Harley and being able to discover new places with it. And, of course, the easiest way to meet new and wonderful people is to sign up for a ride with any of the local H.O.G. chapters. I still cry some emotional tears while watching the massed riders at a H-D rally.

My view of the future? Taking some African and Middle Eastern members to a ride in Spain and vice versa, staying in this family and riding motorcycles until I am 'really old'. ■

H.O.G.® EVENTS 2014

WHAT'S HAPPENING THROUGHOUT THE UK AND IRELAND




WHAT'S ON

AUGUST

August 8-10
Hog 'n' Bog Rally
Belfast Chapter
belfasthog.com

August 15-17
Old School Rally
Nene Valley Chapter
Towcester Rugby Club,
Northamptonshire
nenevalleyhog.co.uk

August 15-17
Sherwood Rally
Sherwood Chapter
Donington Park
sherwoodchapter.co.uk

 August 22-25
Thunder in the Glens
Dunedin Chapter
Aviemore, Scotland
dunedinhog.com


August 29-31
Bridgwater's 25th
Anniversary
Summer Bash
Morganians Rugby
Club, Bridgwater
bridgwaterhog.co.uk

SEPTEMBER

September 12-14
Circus Maximus
– Remastered
Deva Legion
Llangollen Pavilion,
North Wales
deval legionhog.co.uk

September 12-14
Jersey Rally
Les Ormes Country
Club, Jersey
jerseyci.hog@hotmail.co.uk

 September 26-29
Blazin' Blazers
New Forest Branch
newforesthog.co.uk

Additional points will be awarded to Chapters participating in the National Chapter Challenge for submitting an amusing group photo of at least five Chapter members displaying their Chapter patches taken at one of the two events specified by  in this event list.

CHAPTER CHALLENGE 2014

It's not too late to get involved in the 2014 Chapter Challenge. Registration for 2014 Chapter Challenge opened on March 31 and the activity has been building as Chapters and individuals gather miles.

Last year saw 1066 Chapter win for the fifth year in a row, but there's everything to play for in 2014.

To register with your starting mileage:

1. Download the registration form from the Chapters section of hogeuropegallery.co.uk
2. Print, complete and have the form endorsed by an H-D® dealer
3. Return the form to H.O.G.® Customer Care Centre.

To record your ending mileage follow the same three steps!

All ending mileage forms must be received no later than November 30, 2014 for mileage to be counted towards the Chapter Challenge totals. Submit your starting and ending mileage forms to H.O.G. Customer Care Centre.

By email: customerservices@hog-europe.com

By post: UK & Ireland Chapter Challenge, H.O.G. Customer Care Centre, The Arvato Building, Eastpoint Business Park, Fairview, Dublin 3, Ireland.

For further information call 00800 1111 2223 or speak to your H.O.G. Chapter Director.

NOTE: Registration will automatically enrol you into the H.O.G. Mileage Programme or update your mileage records if you are already enrolled.

The winner of the Individual Mileage Award receives a £100 voucher, redeemable at any authorised H-D dealer in the UK.

IRON HOG CHALLENGE

This challenge was created by Robin Seymour (Road Captain) and Axel Thill (Road Marshal & Head Photographer) of Hogsback Chapter UK.

During 2013, 17 H.O.G. riders completed the Iron Hog Challenge and received their unique patches. They travelled in five groups, and in total covered more than 33,000 miles, visiting a Harley-Davidson dealership a total of 464 times. Two groups chose to visit all existing 28 dealerships on mainland UK, and together they raised more than £5,000 for their respective charities.

The Iron Hog Challenge is based on three simple rules:

1. Within 48 hours visit as many mainland UK H-D dealerships as you can (adding 30 minutes per dealership visited to the allowed completion time)
2. Start and finish at the same H-D dealership
3. You must visit these four H-D dealerships: Edinburgh, Swansea, Plymouth and Maidstone

For all details visit ironhog.wordpress.com

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- / Angled grooves efficiently disperse water for wet-weather security
- / Multi-Tread™ technology for high mileage

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