

The magazine of the H.O.G.® experience | autumn 2011

# HOG®



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## “YOU CAN BE SURE THAT H.O.G. WILL CONTINUE ON THAT PATH OF PROGRESS”

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Project manager  
**Jeremy Pick** Manager, Operations & Communications, Harley Owners Group, Harley-Davidson Europe, Middle East & Africa

SEND YOUR CONTRIBUTIONS TO:  
HOGTALESEUROPE@  
HARLEY-DAVIDSON.COM

FOR ALL MEMBERSHIP ENQUIRIES, PLEASE CONTACT THE H.O.G. & RIDER SERVICES CUSTOMER CARE CENTRE –  
FREEPHONE 00 800 1111 2223  
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Tel: +44 (0) 1603 664242  
www.archantdialogue.co.uk

ARCHANT } DIALOGUE

**Zoë Francis-Cox** Editorial director  
**Tom Smith** Digital editor  
**Amy Nicholson** Production editor  
**Adam Browning** Assistant editor  
**Nick Paul** Art director  
**Richard Berry** Art editor  
**Chris Smith** Design assistant  
**Mick Hurrell** Managing director

For advertising enquiries, please contact **Andy Grant** (sales) on +44 (0) 1603 772554  
andy.grant@archantdialogue.co.uk or **Kay Brown** (production) on +44 (0) 1603 772522



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

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# Wheels keep turning

Back in April the Customising, Culture and Harley-Davidson exhibition opened its doors to visitors, welcoming anyone interested in learning a bit more about Harley-Davidson® and its products. On display at Manchester's Museum of Science & Industry, it includes a range of Harley-Davidson motorcycles from years long gone by and more recent modified versions that demonstrate the creative talent of their makers and the vast potential for customising a Harley-Davidson.

It is dedicated to the history and the culture inspired by this iconic brand. Most recently the new range of motorcycles for 2012 was unveiled. Viewed individually these are two distinctly different events. They are, however, intrinsically linked and together are evidence of great progress – not only in product but also in the variety of experiences now available to us as Harley-Davidson owners, riders and enthusiasts – each of them as individual and unique as we are.

The UK events calendar reads like a menu so varied and extensive there's something on it to satisfy any appetite for getting away on your bike. On top of that, for those looking for a different type of adventure and a little more time away, the Authorized Tours programme offers a selection of organised rides to destinations near and far.

You're sure to see the best and all the rest on one of those rides.

Or, if you're a little more independent and inclined to venture out on your own, Claridon, H.O.G.'s preferred global logistics partner, can assist you in making arrangements to ship your bike to your favoured destination. Or with hundreds of authorised Harley-Davidson rental dealers across the globe, many of which you can book with online, the range and number of motorcycles available is almost as endless as the list of places you can go on a motorcycle with the help of H.O.G.® and Harley-Davidson.

So just as the customisers whose works of art appear in the Custom, Customising and Harley-Davidson Exhibition, you too can be innovative and creative and design your own unique Harley-Davidson experience. For more than a century the company has been doing the same to produce great motorcycles and organise great events, both of which have brought and still do bring people together all over the world. You can be sure that H.O.G.® will continue on that path of progress, to ensure that you continue to have the best experiences ever.

**Marj**  
hoguk@archantdialogue.co.uk



## EUROPEAN BIKE WEEK

Get a taster of the biggest party of the year on p22. Are you ready?

## BEST OF BOTH WORLDS

Check out the new Dyna Switchback on p41

## MEET POLLY...

Shaw Harley-Davidson's Ambassador for Youth on her trip to the Golfe de St-Tropez, p48



## FEATURES

- 08 The latest from home**  
Dealer and Chapter news
- 32 Look around you**  
Event reviews from across the UK, including Wake the Lakes, The Gathering and Brum Bash
- 35 Home by Harley**  
Heading home on two wheels: an epic ride all the way from Dubai to the UK
- 38 Million Mile Butt**  
Lakeside Chapter Road Captain clocks up more than 1,000 miles on Million Mile Monday
- 41 New for 2012**  
Take a closer look at what Harley has up its sleeve for 2012
- 48 A new generation**  
Meet Polly, Shaw Harley-Davidson's Ambassador for Youth, as she takes off on her first ride overseas
- 53 €100 ride**  
Just how far can €100 take you across the rugged Scottish Highlands?
- 56 Europe's playgrounds**  
*HOG* editor Zoë Francis-Cox takes in the best of Europe as she cruises to Croatia for the 20th European H.O.G. Rally
- 63 Harley history**  
After decades of development it's the suspension that puts the spring in Harley's step
- 66 Lost love**  
Man and machine reunite: how one rider found his long-lost love – a 1951 EL Panhead





## WHAT ARE THESE?

Capture these QR codes with the camera in your smartphone (free QR code reader app required) for more content

## APP SNAPS

Have you downloaded the H.O.G. App yet? See who has on p20

In this issue



## NEWS

- 03 **Welcome** to the autumn issue of *HOG* magazine!
- 06 **News**  
Harley-Davidson made its mark at this year's Goodwood Festival of Speed, plus, new European Express Lane™ Service Centre opens
- 07 **Chapter in focus**  
Meet Ireland's Gaelic Chapter
- 12 **Intake**  
Your letters and photographs
- 20 **App snaps**  
Check out some of the photos you've sent via the new H.O.G.® iPhone app

## RALLY ROUNDUP

- 22 **Events**  
We look back on the first events of the summer, including the hugely successful Croatia Harley Days, and look forward to this year's European Bike Week
- 30 **What's on**  
The year at a glance
- 31 **Touring Rides**  
H.O.G. Touring Rides for 2012

## REGULARS

- 71 **Here comes trouble**  
On June 24, 1914, Della Crewe and her dog, 'Trouble', set out on the adventure of a lifetime
- 72 **Wrench**  
Read about how motorcycle suspension actually works
- 75 **Lighting the road ahead**  
See what you've been missing with Harley-Davidson's new LED headlamps
- 79 **H.O.G.® hospitality**  
We discover some more Harley-friendly restaurants and hotels across Europe
- 83 **Training in Jordan**  
Learning the rules of the road to make a safer ride around
- 45 **Gear**  
The latest parts, accessories and MotorClothes
- 76 **Between the lines**  
Tips on how to perfect riding with a passenger
- 84 **My favourite things**  
We look at some more of your riding essentials
- 86 **Dealers and Chapters**  
Contact details for your local H.O.G. network
- 88 **Your H.O.G. team**  
Meet the H.O.G. team, plus a few reminders about your membership
- 90 **Exhaust**  
Combining work and play





## Facebook

We now have a Fan page –  
facebook.com/HOGEMEA



## Videos on-line

As well as videos on hogueuropegallery.com, we've  
also got a YouTube channel – HOGEuropeOFFICIAL



## Bill Davidson roars into Festival of Speed

At the beginning of July, Harley-Davidson brought over 100 years of motorcycling heritage to the home of Lord March at the Goodwood Festival of Speed in West Sussex, UK. Bill Davidson, the great-grandson of one of the original founders, visited the festival for the first time to meet with Harley-Davidson customers and motorsport fans at one of the biggest automotive festivals in the world.

Bill Davidson led a group of riders through the glorious English countryside astride a Street Glide, arriving at the Goodwood Estate's airstrip. Bill met with Lord March before moving to the driver's enclosure for a chat with Formula One racing driver and Harley owner Jenson Button.

Traditionally the home of motor cars, this year Harley-Davidson increased its presence at Goodwood as classic bikes from Harley-Davidson's heritage such as the 1928 model Peashooter and 1914 Silent Grey Fellow were displayed alongside the latest 2011 range for fans to see, which included the new Blackline and V-Rod Muscle.

Visitors also had the chance to experience the thrill of riding a Harley-Davidson motorcycle by testing the unique Jump Start experience. Jump Start is a fixed,

road-ready bike that gives people who have never ridden a motorcycle the chance to feel what the power and roar of a Harley-Davidson bike is like in real life. Almost 300 people experienced Jump Start over the three-day event.

One of the Festival of Speed's principal attractions is the ride up the 'legendary Goodwood hill', which sees famous names from racing's past and present taking cars and motorcycles up the 1.16-mile course in the grounds of Goodwood. Some of the iconic Harley-Davidson motorcycles to take part this year included the 1978 XLCR Café Racer, the 2011 XR1200 Race Series bike, and the Shaw H-D Custom made NASCAFE, all rare bikes being seen for the first time by many fans.

Bill Davidson said: "It's great to see the passion of bike fans enjoying this unique event. Seeing fans of all ages lining up to sit on our motorcycles makes us extremely proud at The Motor Company. This is my first visit to the Goodwood Festival of Speed and it has been a phenomenal experience. I will certainly plan to come back again soon."

Read our exclusive interview with Bill Davidson in the next issue of *HOG* magazine!





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## Trihawk at the H-D Museum

The Harley-Davidson Museum's latest exhibit might look more like a car than a motorcycle, but in legal terms this is what it was classified as. The three-wheeled two-seater vehicle, which was first built in 1982, was created by Bob McKee, a Formula One racecar designer, and Lou Richards.

Hawk Vehicles would go on to take over production of the vehicle, and when the company became a subsidiary of Harley-Davidson the vehicle was rebranded appropriately. Harley-Davidson never manufactured the vehicle in its own facilities, and less than 100 Trihawks were ever produced. Federal emissions and safety

regulations meant that the vehicle was legally termed a bike rather than a car. The body of the vehicle rests only 12" off the ground, meaning the Trihawk has a low centre of gravity.

You can catch a glimpse of a 1985 Silver Metallic Trihawk this summer as part of Collection X: Weird Wild Wonders of the Harley-Davidson Museum.

For more information, visit [www.h-dmuseum.com](http://www.h-dmuseum.com)



## European Express Lane™ Service Centre opens

The first Harley-Davidson Express Lane™ service in Europe has been opened in Prague, Czech Republic.

An Express Lane™ Service, a concept that originated in the USA, offers speedy services without the hassle of having to make an appointment. During a slot, which can last up to an hour maximum, Harley-Davidson users can ask for anything from oil and part changes to the installation of small accessories.

Three Harley-Davidson Express Lane™ Service Centres were piloted in Germany, Switzerland and Prague. After successful completion of a training course, Prague was given the green light to operate Express Lane™ officially.

## Clashing passions

Harrie Poels has two passions: motorsport and musicals. Here he is pictured on his Harley-Davidson in front of the Theatre im Hafen Hamburg in Germany, where he is currently starring as Pumbaa in a stage production of Disney's *The Lion King*. This December the Theatre im

Hafen Hamburg will celebrate its 10th birthday. Harrie has been working at the theatre for nine years now. During the day Harrie proudly rides his Harley through the streets of Germany. Come evening, he's entertaining an audience of 2,030 people, showcasing his acting and singing abilities.



## Chapter catch-up



### Gaelic H.O.G. Chapter Ireland

For the Gaelic H.O.G. Chapter members, it's all about riding your Harley and having fun! At 10am Sunday March 27th, Dublin Harley-Davidson opened its doors for the first official weekly ride-out of the 2011 season. Then again, many of us in the Gaelic Chapter met up on off-season Sundays during the rest of the year – except for the few weeks when snow and ice forced us off the road.

The first official run took us up north up the east coast, along the windy, twisty Irish roads to the beautiful Carlingford Lough, where we stopped, as we do, for lunch and a chat – people of all walks of life with a common interest, riding their Harley-Davidson motorcycles. After a good feed it was back on the bikes for a ride across the beautifully scenic Cooley mountains, before eventually hitting the motorway and home. Well except for those who took a longer, more scenic route, arriving back in Dublin late evening...

Gaelic Chapter members are very active. In addition to the weekly rideouts, a large number of our members go to Killarney every year, organising one of the main Saturday ride-outs taking in either the Ring of Kerry or the Dingle Peninsula. We have also had groups going to Lake Garda, and Lugano, and shorter excursions into Wales and Scotland.

Aside from the ride-outs, Gaelic Chapter members meet at Dublin Harley-Davidson on a regular basis – drop in any Saturday and you'll find the H.O.G. lounge area a welcoming spot for a chat, a coffee, even a H.O.G. dog, and there will always be a few folks ready to go out for a spin! It's not all about the social side – the Gaelic Chapter supports various charitable events – Winners On Wheels being our nominated charity, supporting kids in wheelchairs. Our ever growing Ladies of Harley also organise an annual run in aid of breast cancer research.

We welcome riders who visit Ireland, so get in touch if you're planning a trip here!

Meet us at [www.gaelicchapterireland.com](http://www.gaelicchapterireland.com)



**HARLEY-DAVIDSON UK** has just launched its own Facebook page. Go to [www.facebook.com/HarleyDavidsonUK](http://www.facebook.com/HarleyDavidsonUK) and become our friend!



## Chapter News



### By the water

The Lakeside Chapter launched last month following the opening of the Lakeside Harley-Davidson dealership in September 2010. With 150 members signed up already, and a successful inaugural ride-out, the Chapter looks to be going from strength to strength.

Chapter Director Joe Borgia said the launch was an overwhelming success. "We launched on April 19, and I was hoping to get 50 people or so on the Tuesday night. That would have been pleasing, but around 200 people turned up, which was absolutely stunning. We signed up 100 members on the night and 50 since, so 150 in total so far. We were all blown away."

The following weekend saw the inaugural ride-out, which Joe led, to the south coast. "We had 50 people turn up, were blessed with great weather, and had a thoroughly enjoyable ride," he remembers. "What was really encouraging for me was the enthusiasm. We just want everyone to have a bit of fun and enjoy it."

The Chapter has organised other events, including an American fun day on June 5. This charity event was organised on behalf of the Herts and Essex Air Ambulance. Joe continued: "There were a number of US planes there, including a Spitfire and a Mustang, plus a load of American classic cars. They wanted Harley-Davidsons, so we opened the ceremony and rode into the arena as an opening."

Other events lined up include the carnival at Saffron Walden, and a lot of national and international rallies, events and ride-outs, as well as regular attendance at the Harley night at the Ace Cafe on the last Thursday of each month.

"We didn't expect it to pick up this quickly," concludes Joe. "It has gone a lot better than I could have hoped for." From all of us, welcome to the family!

**To find out more or if you are interested in joining the Lakeside Chapter, please visit [www.lakesideharley-davidson.co.uk](http://www.lakesideharley-davidson.co.uk)**





## Red Rose get walking for Cancer Research

The Ladies of Harley from Lancashire's Red Rose Chapter have presented a charity with a cheque for £1,400 following their fundraising efforts in Blackpool. As reported in the last H.O.G.® GB eMag, the ladies took part in a sponsored walk to raise money for Cancer Research. Kim Fyfe tells us how the day went.

"It went very well considering that it was both windy and constantly raining – a typical Blackpool summer's day! It was great that all 15 girls who promised to do the sponsored walk turned up – travelling from all over Lancashire, Greater Manchester and Cumbria to get there. The team consisted of: Lesley, Debbie, Dawn, Nic, June, Gill, Kirsty, Shelly, Jess, Tracey, Linda, Liz, Viv, Barbara and myself. All the girls wore pink LoH Red Rose T-shirts with pink accessories.

"Seven of the guys from the chapter also turned up to marshal and start us off

on their bikes, while a further eight turned up just to support and encourage us.

"We set off from the glitter ball at South Promenade, Blackpool at 12 noon and walked to the Central Pier and back, which was approximately 5km and took

just under an hour and a half. It's fantastic that we were able to raise so much money for Cancer Research. I'd like to thank everyone who donated their money and the team for their support on the day."



## Peak Riders pin down their history

The Peak Riders are celebrating their tenth anniversary and are marking this next chapter in their history with a special commemorative year pin.

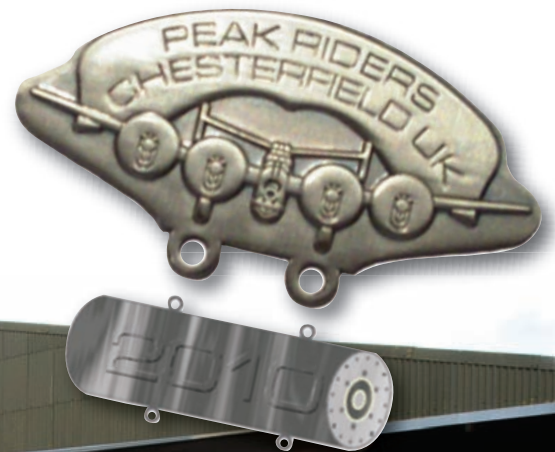
In looking for inspiration for the design of their new pin, the chapter turned to the RAF's 617 Squadron or, as they're more commonly known,

'The Dambusters'. As both share the same Peak District home it was suggested to the Chapter to incorporate this heritage within their design.

As discussions and development progressed a design was settled upon that links the Chapter Rocker and the aeroplane of the 617 RAF Squadron, the iconic Avro Lancaster – which famously carried out the bouncing bomb raids.

The pin is to be given out to new members and all 2011 renewals in

February. At the end of each year a 'bouncing bomb' inscribed with the date will be issued to all members, which will attach to the earlier pins.







## Dealer news

### Chester H-D® celebrates female biking

In the fourth of their ever-popular ladies' nights, Chester Harley-Davidson heard tales from women who love riding, shared some treats and had a superb evening.

Sian Flavell, Parts & Accessories and MotorClothes Manager at Chester Harley-Davidson knows her products and her customers' needs but wanted to know more about her customers themselves.

With a love of the social side of Harley-Davidson, Sian began organising these ladies' nights. The aim? To find out more than just what her customers are looking for but to find out more about who they are as a rider and as a person.

"We're trying to extend the family aspect of Harley-Davidson and the social scene," says Sian. "The event is geared around understanding what brought everyone there that day to our dealership."

A combination of around 30 riders, pillion riders, friends and newcomers came together to share their stories.

Marjorie Rae, Customer Experience Manager and avid rider, spoke about how she'd got into riding too, and everyone had time to enjoy trying the range of bikes. Alongside the bikes, the team from the local branch of Lush Cosmetics came down to share their recommended products, plus a representative from Clarins showed some techniques for keeping make-up fresh while on a bike.

A raffle was held, raising £140 for the Air Ambulance, and giving partygoers the chance to win T-shirts, vouchers, merchandise and some other treats too. Ultimately, though, the evening was all about riding, and showing people who perhaps hadn't thought they had the chance just how accessible it can be.



"The thought of riding on the road can be a bit scary," Sian admits. "But I always say, have a go at your CBT, if you don't like it, you've not lost anything." And this is something that echoed through her own experiences, 10 years ago as a novice rider: "I remember the first time I took a bike out on the road. I'd had a great day, and then suddenly this thought came to me – I'm actually riding a bike on the road! I'm doing it!" Now, through events like these, Sian is helping other women to discover just how much fun it is for themselves.

### In the presence of a legend

At the beginning of this month, a member of the legendary Davidson clan visited Europe's oldest Harley-Davidson® dealership, Warr's of London.

Harley-Davidson legend and factory founder's great grandson Bill Davidson visited Warr's of London this summer while visiting the UK. After attending the Goodwood Festival of Speed the previous weekend, Bill took time out of his July 4 Independence Day holiday break to visit Europe's oldest Harley-Davidson dealership.

It's not every day Harley® royalty pays you a visit so the landmark dealership ensured that premises and the showroom were in pristine order and the visit was given full VIP status. Managing Director and third-generation Harley dealer John Warr welcomed Bill and fellow top H-D exec Ken Ostermann upon their arrival and proceeded to give them a tour of the dealership.

Warr's has been a home to Harley-Davidson® in the UK since 1924 and has become a place of pilgrimage for many Harley fans from around the globe. The dealership's large collection of rare and beautiful vintage Harley-Davidson® motorcycles certainly gave Bill an added incentive to visit – after all, Bill is in charge of the Motor Company's Archives and highly regarded Museum in Milwaukee.

Bill was then given a tour of Warr's award-winning Kings Road Customs department, where Charlie Stockwell impressed Bill with one of his latest builds – a brand-new Bobber Sprinter with incredible gunsmith-style engravings on the nickel-plated engine covers.

This new bike earned high praise indeed from the maestro. Its new owner, British Formula 1 ace Jenson Button, who Bill met with at the Goodwood show, should be equally delighted.

After the dealership tour, John presented Bill with



## Southampton joins the family

The sun was shining for the official opening party at Southampton Harley-Davidson® as it swung open its doors to the public for the first time.

The event was attended by members of the New Forest Branch H.O.G.® Chapter, whom wowed the crowds with a parade ride to celebrate the occasion. More than 80 Harley-Davidson® motorcycles took part in the 10-mile ride to the dealership that took in the towns of Totton and Milbrook. The locals in the area showed their support with many en route turning out to wave at the procession and join in the fun.

The day was organised by owner and Dealer Principal



Richard Marsh, which also included a hog roast, live music, a bike wash and many discounts on the shop's merchandise. And of course, there was a fabulous range of new and used motorcycles on display and available for test rides.

Richard Edwards, the General Manager at Southampton Harley-Davidson, commented: "It's always



PHOTOS BY JIM MURPHY/HOGPIX

an impressive sight watching a large group of Harleys riding together; the H.O.G. members really know how to enjoy themselves. Fortunately we were blessed with fine weather and we all stayed dry. A fabulous day was had by all who attended the opening and we are grateful to all of those who gave up their valuable time to make this an event to remember. We really appreciate the support and extend a welcome to all to come visit us."



a framed and very rare original Harley-Davidson advertisement from a 1915 edition of the *Illustrated London News*. Tour over, everyone made their way up on to Warr's roof terrace where a large group of invited guests including Chelsea & Fulham and other



UK H.O.G. Chapter Officers, long-standing Warr's client and Radio star Neil Fox and the Japanese model, and girlfriend of Jenson Button, Jessica Michibata enjoyed lunch surrounded by a beautiful display of vintage and Warr's Custom Harleys.



## Send us your stories

This is your place to help fellow H.O.G.<sup>®</sup> 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](mailto:hogtalesurope@harley-davidson.com)

### STORY OF A BEGINNER – AN UPDATE

About 12 months ago I submitted a piece entitled 'Story of a beginner', so I thought a little update might be in order. Just over a year later, with nearly 6,000 miles under my belt, the grin factor still remains.

To be honest I was a little worried that this new interest might not have all the endurance it needed. Stupid, stupid, stupid; why I ever doubted that it could not sustain my interest I really do not know. And that's important, as on a Harley-Davidson it's an endless adventure.

Unfortunately the wife's initial support for this adventure may have waned a little when she realised that my new mistress demanded lots of my time. Fortunately, my mother-in-law (a doctor) explained that riding a motorbike was a good physical pursuit, engaging the brain and keeping you relatively fit.

The gym membership was immediately scrapped in favour of a larger petrol fund! So I've parked the mid-life crisis and readjusted my mental state to 35, which conveniently chops 17 years off my true age, and completely reinvented myself. Now my wardrobe has a clear separation between the nine-to-five shirts, suits and ties and the Harley-Davidson wardrobe, which is sort of taking over.

I've ridden all over the UK, to the south of France and this year we're off to Barcelona Harley Days. Joining the Fenlanders H.O.G.



provided the opportunity to attend the Fakenham Rally in July 2010, a number of ride-outs and, in August 2010, a few of us ventured down to SOFER at Bisley; you cannot explain the experience, you just have to go! Awesome...

The Black Bear Harley-Davidson store has become a second home; you know when you are spending too much money, the staff recognise you and address you by your first name! For me Black Bear is the comfort zone – it's an extension of the bike; I could spend all day there, funds permitting. George and Andy are just two of the best people I've met in years. Okay they want to sell you a Harley-Davidson, it's their job, but the difference is there is lots of honest advice, options, a little haggling and then, and then, yes Screamin' Eagle heavy breathers and Vance & Hines pipes. Fridays used to be an unfortunate interruption to the working week; now they can't come around fast enough.

So here I am. I can honestly say Harley ownership has transformed my life.

*Mr Giles M Housden,  
Saffron Walden, UK*

### DESERT DAYS

'Live to ride and ride to live' – that was our motto as we

planned an 11-day ride from our home country of Kuwait down the Arabian gulf to Oman.

With a half-day's preparation, a Street Bob (Nasser Khuraibet), a Nightster (Aziz Khuraibet) and a Sportster Custom (Bader Al-Hindi) set off on the 3,000km route, leaving the hassles of everyday life to disappear in our mirrors.

Within an hour we reached the Saudi border and chased the sun as it started to sink on the horizon. It set quickly, so we raced through the desert night with nothing but the stars and our headlamps to light our path.

We stopped at Dhahran Harley dealer, the oldest in Saudi Arabia, and checked into a nearby hotel. They had a big event the next day but managed to fit our bikes in for a quick check-up. We then hit the road at night heading towards Qatar. It was a risky ride with many detours, so we were forced to take short naps at gas stations.

We made it to Qatar in the early morning and headed straight to the capital Doha and, by chance, met some of our Kuwaiti biker friends who happened to be staying at the same hotel as us. After touring the streets of the city we were on the road again heading



towards Dubai when Nasser started to get a fever. We rode faster in the hope of finding a hotel so Nasser could rest but, as luck would have it, a conference meant most of the hotels were fully booked. We phoned friends who knew the city and at last we found somewhere to stay.

Over the next few days we explored Dubai, taking in the amazing skyscrapers, famed hotels and fantastic aquariums but Nasser's condition didn't improve. He had no choice but to ship his bike and himself back to Kuwait.

Aziz had a choice to make; to go home with his brother or stay with me. In the end he couldn't leave a biker to ride alone and so we continued onwards.

The next day we woke early and headed for Oman. We checked out some cities near the border and got a chance to smell the fresh air as we rode along the gulf sea. Before long it was time to head home and as we sped across the desert I thought of this journey; the heat, the risky roads, the long hours and the sickness. Is it worth it? Would I do it again? Definitely!

*Bader Al Hendi, Kuwait*

## SKILLS FOR LIFE

Every biker could improve their riding skills, so our chapter thought it would be a great idea to take part in a special safety riding course. We began our day in miserable weather at the early hour of 7.30am but were upbeat about what we were to learn.

The first lesson was 'medical knowledge' and we were taught about what to do when arriving at an accident. It was very useful and important stuff, especially if a rider in your touring group has a fall.

The next was 'balance', which involved advanced handling skills, and the third, 'brakes', tested our response times and co-ordination. The wet surface meant we had to focus even more than usual but

consistency was the key and we kept going until all riders could complete a set of 20 circuits.

The instructors gave us clear instructions, direct advice on improving and very valuable feedback and joined us for a much-needed lunch break.

In the afternoon we headed on to the track for a series of lessons on improving our driving skills, and how best to take corners in particular. This was followed by a session in how to brake on gravel – a tricky one as most of us were only used to riding on paved roads.

The last lessons was on safety, maintenance and pre-ride checks, to remind us how to keep our bikes in the best condition and how to prepare for a long ride.

Before we split up in the evening there was a raffle and first prize was a day at a real racetrack to test our new-found skills. It can't hurt to learn new aspects of riding or even to refresh those skills you already have, and all I can say is the day was well worth every penny.

*Albin, Membership Officer,  
Helsingborg Chapter, Sweden*

## NEVER GIVE UP

I'll be honest – I blam'd my dream bike and then sold it. Let me explain; I'm 57 and have been a biker for the last 30

years and i've always wanted to own a Harley-Davidson. When I passed my test in 1971 I promised that I'd get one some day. Time slips by, doesn't it?

So in 2008 I went for it, despite protests from my wife and two grown-up children. Comments like "you'll kill yourself on it" and "what a waste of money" didn't deter me as I finally headed to a dealer in 2009.

I took my wife with me and what a change of heart she had! She was smitten by a lovely dark blue pearl-coloured Sportster... sold! I was in heaven. I picked up the bike two weeks later, fitted some new toys and I was away. Now comes to the honesty bit.

In January 2010 I started getting pins and needles down my right arm and my shoulders felt like lead every time I got off the bike. I really blamed the bike for the problems I was encountering, to the point of not riding it any more. I was gutted, so I took the decision to sell it.

What did I do next? Thinking the bike was the fault I went out and bought a BMW R1200RT Tourer. Two weeks later the same problems I had on the Sportster were occurring. I couldn't ride a bike any more and my dreams were gone. »





My doctor suggested physio, and an osteopath said my bike riding may have come to an end. Eventually in September last year a scan revealed that I had a prolapsed C6 disc in my neck which was pushing on the spinal cord and allowing the nerves leading to my right arm to be almost severed.

The consultant offered me a risky operation, which I agreed to, and it recently went ahead. Success! Pain gone, pins and needles gone and I could also turn my head properly again.

I could also ride again, but I'd sold my dream bike thinking it was the cause of the problems. Although the Beemer was a nice and comfortable bike, it just didn't have the 'wow' factor.

Recently, my good lady noticed I was looking at ads for used Harleys and she said she'd prefer I get a new one. So now I'm picking up a brand-new custom Sportster!

My dream has been kept alive and I'm happier now than I was the first time round, albeit a bit older and wiser.

*Peter Lanckmans, UK*

### THE MOTHER ROAD

After three years on secondment in Virginia, the opportunity was too good to pass up – build the bike of my dreams and ride off into the sunset. A Softail Deluxe 2008, Vance & Hines dual pipes, lots and lots of chrome and I was off to ride across North America.

I would be joining 300 other bikers in Chicago as part of the Route 66 'Motoring the Mother Road' trip but first I had to get there. I began my epic journey in Richmond and opted for a 4,000km ride circling the Great Lakes via Canada to reach the Windy City in a week.

My route took in Niagara Falls, Toronto, the Trans-Canada highway and as many beautiful forests, lakes and mountains as Canada could throw at me – I even saw a few bears! The ride continued on to Thunder Bay, an essential stop at the Milwaukee Harley museum and finally to Chicago. I hooked up with my



co-riders the night before we set off and had a fantastic dinner with the organisers, all of who made the evening, and indeed the rest of the tour, enormous fun.

On the first day on Route 66 we sped through Illinois and Missouri stopping at traditional style gas stations and museums along the way. Further on we crossed Mississippi via the Old Chain Rock Bridge, opened specially for us.

Heading through Oklahoma and Kansas we travelled through endless miles of cereal and livestock and then onto the unforgettable journey to Amarillo, Texas. This was the classic image of Route 66 and we cruised through the huge desert plains and along steep roads that cut through the rocky hills. I rode in small groups, and in large ones but I made sure I also rode alone to appreciate the freedom.

Most evenings were taken up with dinner and discussions with my H.O.G. brothers – stories of biking adventures; a beer in one hand and a cloth in the other to

buff up the chrome!

From Amarillo to Albuquerque, New Mexico was a long journey during which the ranches and little villages gradually began to look more and more Mexican. Heading for Flagstaff, we rode in unison towards the much longed-for West. This section of the route had some legendary stops included the 'Jack Rabbit' sign, the most photographed place on Route 66, the Meteor Crater and the ghost town of Two Guns.

We continued on the lunar-landscape road to Barstow – a highlight of the trip – passing the Kaibab national park, the old mining village of Oatman, countless vintage motels and gas stations and a rest at the famous 'Bagdad Cafe'.

Both Route 66 and this wonderful trip finished at Santa Monica Pier. From Richmond, Virginia, I had travelled 9,167km in 21 days and I had accomplished an unforgettable dream.

*Lionel Bros (above), France* ■



Gregorio Andres Quintero González of Tenerife in a moody black-and-white portrait



## More photos on-line!

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](http://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!

## Ride planner

At [hogeuropegallery.com](http://hogeuropegallery.com) you can plan, save and submit your rides for us to publish on the site – another way to earn a pin!



Luca Nicolini and his Cross Bones stand out in front of some striking street art, Italy



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

Email your submissions to: [hogtalesueurope@harley-davidson.com](mailto:hogtalesueurope@harley-davidson.com)



# intake gallery



Above: H.O.G. members reunite after a ride, sent in by Salvo La Fata, Italy



Left: A classic sepi shot from Andrea Libonati, Italy

Right: Spring brings a smile to these members of Italy's Bari Chapter on their annual 'cherry blossom' run, taken by Gianni Avvantaggiato



Bottom left: Jorge Martin of Madrid, Spain sends in this stylised shot of his beloved XL 883R Sportster







Above: Frederic Ephrem of the H.O.G. Lebanon Chapter rests during a charity run to raise money for a school in the south of his country – over US\$20,000 was raised



Left: Renier Saayman from the UAE feels the desert heat



Below: Jvan Cacchiarello of Italy manages to spot the inconspicuous Harley truck



Top: Jvan Cacchiarello also finds the perfect match in mohicans and motorcycles



Above: Deniz Patrick Greve takes an urban shot of his Sportster Custom in Switzerland



Above: Grégory Sabatier of France takes a portrait of this H.O.G. member in the making



Left: The 'Ladies of Harley' in a group shot by Salvo La Fata



# intake gallery



Above: Monkey on your back? Martin Ashworth spies a furry friend in South Africa



Top right: Damiano Gualdoni's Iron 883 takes a breather in the Italian countryside

Right: Paolo Ghiringhelli, Italy, shows off the sleek and sharp lines of his XR 1200



Below: Maurizio Arena and Ester Scaduto from Catania, Sicily come face-to-face with yesteryear while on their American adventure







Above: Fabio Abbate took this shot of his 1200 Sportster while on holiday on the Italian island of Lampedusa

Left: 'Two Generations', by Spanish photographer Francisco Javier Martinez Martin

Right: Daniel and Uschi Facen pose in front of dramatic Säntis as it rises from the Schwägalp pass, Switzerland





Salvo La Fata, Italy

# intake gallery



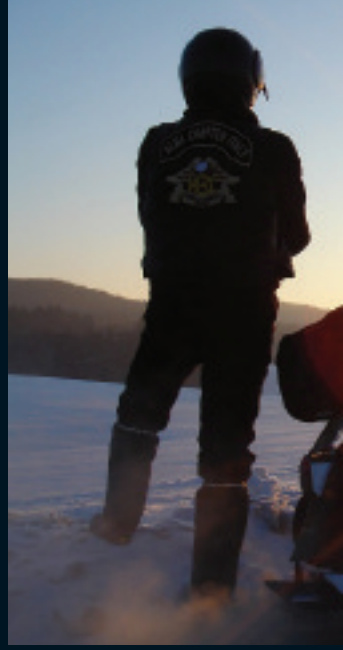






# intake gallery

Phil Manchester, England



Frederic Ephrem, Lebanon





Diego Bogetti, Italy



Howard Wolff, South Africa



Salvo La Fata, Italy

Andrés Ortiz de Galisteo Alvarado, Spain





# intake gallery

Fabio Locci, Italy





Dario Cardillo, Czech Republic



Jorge Martin, Spain





# intake gallery

Arno Weil, Germany









# intake gallery

Mauro Pagni, Italy



Claudia & Bruno Berger, Switzerland





Renier Saayman, UAE



Marc Leclercq, France



M. Pascaud Olivier, France











# YOUR SNAPS FROM THE H.O.G. APP

Have you got it? Download the  
**FREE H.O.G. App**

Since we launched the H.O.G. App in November 2010,  
we've had thousands of members uploading their photos  
to the 'App Snaps' Gallery at [hogeuropegallery.com](http://hogeuropegallery.com).

Here are some of our favourites...  
look out for more in the next issue!

**NEW!**

You can now check out all  
the best bits from the Gallery  
website from any smartphone!

View photos, videos and news  
while you're on the move  
through the new mobile site.

Type [hogeuropegallery.com](http://hogeuropegallery.com) into  
your phone's browser and  
you will be redirected to  
the mobile site!







**PREVIEW**  
European Bike Week,  
Faaker See, Austria  
September 6-11, 2011  
europeanbikeweek.com

## EUROPEAN BIKE WEEK 2011

# THE BIG ONE



Back for its 14th year – European Bike Week – can it get any better? Oh yes it can! Europe's biggest free and open bike event saw more than 70,000 bikes circle the shores of Faaker See in Austria in 2010.

For 2011, the region of Carinthia will once again come alive with the sound of V-Twins as European Bike Week comes to town.

Highlights for 2011 include the announcement of rock legends Uriah Heep and Scottish rock giants Nazareth, both of whom will headline the main stage. For custom bike enthusiasts, make sure you enter the AMD Affiliated Custom Bike Show. Not only is a trip to Sturgis to compete at the World Championships up for grabs, but the winner of the Best Modified Harley class will also ride away the proud owner of a Screamin' Eagle Big Bore engine – the perfect start to their next custom project!

Harley-Davidson's Demo Ride Experience will this year have a fleet of 2012 models, as well as the new

Jumpstart Experience where non-riders can feel the power of a V-Twin without moving an inch. Come along and have a go!

The parade will once again see more than 25,000 bikes take the ride from Faaker See to Finkenstein, Villach and Ossiacher See. In 2010 the parade was rumoured to have stretched 26km – let's see if we can beat that this year!

This event continues to attract dealers and traders from all across Europe who will occupy the Dealer Mile and provide shopping enthusiasts with plenty of choice.

With food, drink, entertainment and some of Europe's best biking roads, what more could you ask for? See you there: September 6-11!



**Check out [hogeuropegallery.com](http://hogeuropegallery.com) to see last year's video and photos, and keep an eye on Twitter, Facebook and [europeanbikeweek.com](http://europeanbikeweek.com) for the latest updates as they are announced.**

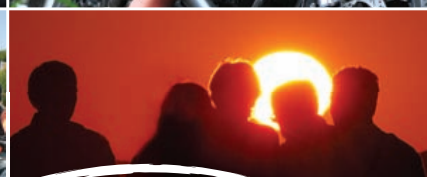




# CUSTOM-MADE CROATIA



Croatia could have been custom made for hosting a Harley party – great biking roads, breathtaking scenery, sunshine, beaches... and a party that more than 20,000 Harley riders travelled from all corners of Europe for >>>



**REVIEW**  
.....  
20th European H.O.G.  
Rally & Croatia Harley  
Days Biograd, Croatia  
.....  
May 26-29, 2011  
.....  
[hogeuropegallery.com](http://hogeuropegallery.com)



Croatia Harley Days  
**MAY 26-29**  
**BIOGRAD**  
**CROATIA**  
2011 \*  
hally  
Europe



# Rallyroundup



**From the hazy,** rugged hills inland to the glistening Adriatic Sea that hugs the Dalmatian coastline, Croatia certainly proved itself as a truly spectacular location to mark the 20th European H.O.G. Rally.

The bustling town of Biograd Na Moru, located midway along the western coast, was the epicentre of the celebrations. Its two-kilometre-long harbour promenade and beach was draped in black and orange as Harley-Davidson brought its legendary party to the town.

The Harley-Davidson Demo Experience marked the northern end of the site, by the ferry port, entertaining riders with the incredible 2011 model line-up, including the whole range from Sportsters to Cross Bones and the Touring models. A specially designed demo route gave riders the opportunity to experience the best roads the area has to offer, astride a motorcycle that made the ride truly memorable.

The new Jumpstart Experience – a Fat Boy at the Demo Ride area and a Sportster located further along the site near the Expo Tent – gave non-riders the chance to feel the power of riding a Harley-Davidson,

without moving an inch! One participant said: "I've never even sat on a motorcycle before, not even as a passenger, and I was buzzing with adrenaline when I got off – I have to learn to ride one of these!"

The Harbour Stage nearby provided music and entertainment during the afternoon and early evening, hosting bands including Heavy Metal Kids, The Crave, local band Prljavo Kazaliste and tribute acts to Zucchero and Rammstein.

For partygoers left wanting more, the party moved south to the Beach Stage, which saw breathtaking fire and acrobatic displays from Flowfuzion, the Katy Shotter Band, popular classic Queen on Fire, High on Heels and a Rolling Stones tribute act. An after-hours DJ Tower marked the southern end of the event site on the beach.

Along the promenade, local bars and restaurants overlook the sea, a view temporarily complemented by a line of beautiful Harleys. The main entrance to the site was a hive of activity during the event, with Harley-Davidson Berlin, event merchandise and

H.O.G. Hospitality areas drawing the shoppers and spectators to watch the bikes pour in.

Friday's Custom Bike Show moved out of town, to the neighbouring city of Zadar to the north. The show was held at the beautiful point named Salute to the Sun, beyond Zadar's old town and harbour, and attracted a range of beautiful motorcycles from across Europe that competed for first and second place in one of 10 categories. Additional prizes included the coveted People's Choice, Best in Show and, of course, as an Affiliate AMD World Championship event, the Best Modified Harley class where the prize is a trip to Sturgis to compete at the World Championship of Custom Bike Building, won by Tomaz Capuder from Dream Machine Motorcycles in Slovenia with his beautifully modified V-Rod.

Between Biograd and Zadar, and beyond, visitors to the event were spoilt with magnificent biking roads. A real bikers paradise, the coastal roads

feature a mix of hairpins, long sweeping bends, tunnels buried through the rocks, great road surfaces,

and all set against the backdrop of the gleaming blue Adriatic Sea. The terrain in Croatia is rugged, with a mix of rocks, forests, mountains and, of course, the islands. To help visitors make the most of what this country has to offer, the Pleter Chapter designed a number of guided and self-guided tours.

Saturday's parade saw more than 3,000 bikes line-up at Zadar's Falkensteiner camping ground. As the line of thundering Harleys made its way south on the road to Biograd, spectators lined the streets, creating a spine-tingling atmosphere that represents everything Harley-Davidson and H.O.G. stands for.

With the sun setting on the final night of partying, drawing the first Croatia Harley Days and 20th European H.O.G. rally to a close, the 65,000 people who enjoyed this experience look forward to their next adventure. Did someone say Portugal...?

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HOGEUROPEGALLERY.COM**

**See the photos and watch the videos  
at [hogeuropegallery.com](http://hogeuropegallery.com) and on  
[YouTube/HOGEuropeOfficial](https://www.youtube.com/HOGEuropeOfficial)**





# CUSTOM BIKE SHOW THE RESULTS

### Three-Wheeler

Winner: Antonio, Italy

### Antique

Winner: Lukica Rako, Croatia

### Sportster

Winner: Morena, Italy

Runner-up: Paola Giocannini, Italy

### Watercooled

Winner: Tomaz Capuder, Dream Machine Motorcycles, Slovenia

Runner-up: Tomaz Capuder, Dream Machine Motorcycles, Slovenia

### Ladies of Harley

Winner: Zoë Francis-Cox, UK

Runner-up: Birgit Hengelbaupt, Germany

### Touring

Winner: Franz Pliem, Austria

Runner-up: Peter Hohnholt, Germany

### Big Twin

Winner: Marcel Chiva, Romania

Runner-up: Ralph Plocher, Germany

### Custom

Winner: Tony Stephenson, Polar Cycles, UK

Runner-up: Stez, Polar Cycles, UK

### Radical

Winner: Akra Povic, Dream Machine Motorcycles, Slovenia

Runner-up: Primoz Jazbec, Dream Machine Motorcycles, Slovenia

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Runner-up: Primoz Jazbec, Dream Machine Motorcycles, Slovenia

Runner-up: Primoz Jazbec, Dream Machine Motorcycles, Slovenia



## SPECIAL AWARDS

**Youngest rider**  
Domino Picchi, Italy (30 years old)

**Oldest rider**  
F. T. Ten Bruggencate, Holland (81 years old)

**Furthest Travelled**  
Gerth and Lorna Stahl riding a CVO Road King, and Dave and Christine Tasker, riding a CVO Ultra from Riyadh. 6,321.4km

**Chapter Challenge**  
Warsaw Chapter Poland





## REVIEW

5th Harley-Davidson Euro Festival, Grimaud Golfe de St-Tropez

May 12-15, 2011

hogeuropegallery.com



## 5TH HARLEY-DAVIDSON EURO FESTIVAL

# A party to remember

The rumble of thousands of Harley-Davidsons descended on the southern coast of France for the 5th Euro Festival

A record-breaking 10,000 Harley fans gathered for yet another fantastic Harley-Davidson Euro Festival in Grimaud, Golfe de St-Tropez during the weekend of 13-15 May.

This year the weather was perfect, with the sun beating down on the party atmosphere that is synonymous with this event.

The French Riviera is Harley heaven for bikers, with picturesque mountain roads snaking their way down to the southern French coastal road. Combined with the chic cities of Marseille to the west and Nice to the east make this is one destination certainly worth adding to your list of places to ride.

The beachfront Les Praires de la Mer campsite near Port Grimaud once again hosted the heart of Euro Festival with a main stage on the beach, the Long Bar stage, the

Harley Bar, dealers, traders, event merchandise and, of course, access to the bars and restaurants along the beach. The *Freeway Magazine* custom area featured some impressive custom bikes from builders all across Europe, as well as live pinstriping demonstrations and bike assembly taking place over the course of the weekend.

Attendance this year was the highest ever for this event, and neighbouring towns and regions also hosted activities. The central square in the pretty village of Grimaud, just 8km from the event site set into the surrounding hills, staged the spectacular custom bike show. More than 75 bikes entered the 10 categories and hundreds of spectators lined the streets, soaking up the brilliant atmosphere with live music,

kebabs and beer! Taking home the coveted Best in Show prize along with winning the Antique category was Samuele Reali from Abnormal Cycles, Italy, with his beautiful antique Harley-Davidson Flathead and sidecar.

New to the event this year was a stunt display by Blackliner, one of France's most professional FMX/DMX teams. Wowing the crowds with its high-flying act, the team performed four times over the weekend to the backdrop of the Harley-Davidson Demo Experience. More than 350 visitors took the opportunity to explore the region's perfect biking roads astride a new 2011 Harley-Davidson model on a specially prepared demo route, with many others who have never experienced riding a motorcycle (mostly women!) taking advantage





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**CUSTOM  
BIKE SHOW  
WINNERS**  
EuroFestival 2011

**Three-Wheeler**

Winner: Delange Montino, Belgium

**Buell**

Winner: John, France

**Watercooled**

Winner: Jean Claude Bassy, France  
Runner-up: Carlo Colombo, Italy

**Sportster**

Winner: Alain Battistella, France  
Runner-up: Simon, France

**Touring**

Winner: Jean Christophe Pagtti, Belgium  
Runner-up: Gerard Voilque, France

**Ladies of Harley**

Winner: Walter Rossetti, Italy

**Big Twin**

Winner: Christian, Italy  
Runner-up: Goutaudier, France

**Custom**

Winner: Tony Stephenson, UK  
Runner-up: Nono, France

**Radical**

Winner: VTM, France  
Runner-up: Philippe Simon, France

**Antique**

Winner: Samuele Reali, Abnormal Cycles, Italy  
Runner-up: Lelan Gregorie, France

**Best in Show**

Union, Samuele Reali, Abnormal Cycles, Italy



of Harley's new Jumpstart Experience – a secured bike that allows riders to experience the thrill of twisting the throttle and changing gear without moving an inch. Jumpstart will feature at many of Harley's events this summer so, if you haven't felt the power yet, this could be your chance!

At night, the beach came alive with live music on the main stage, including performances by the 79ers, Purple Project, an Elvis tribute, Dictionary of Soul, the Deborah Bonham Band and headlining on Saturday night was France's own Louis Bertignac. The Harley Bar and disco bars also featured live music from midnight every night, creating an electric atmosphere as

visitors partied into the early hours.

As with many Harley-Davidson and H.O.G. events, the coveted Harley-Davidson parade attracted thousands of bikers as well as spectators. The road to Bourain via St Tropez provides an excellent backdrop and this year saw 7,000 bikes take part in this truly spectacular sight!

Once again, Harley enthusiasts enjoyed the camaraderie associated with the legendary motorcycle brand and created a party to remember!

**Join us next year for the  
6th Harley-Davidson Euro  
Festival, May 10-13**





## REVIEW

Africa Bike Week,  
Margate, South Africa

April 28-May 1, 2011

africabikeweek.com

## AFRICA BIKE WEEK 2011

# Take a ride on the wild side..

South Africa rumbled with the roar of thousands of Harleys this spring as a staggering number of revellers headed to the third Harley-Davidson Africa Bike Week. More than 180,000 people and 20,000 motorcycles descended upon Margate for four action-packed days at the biggest Harley-Davidson festival in the southern hemisphere.

With attendance figures doubled from last year, organiser Martin Engelbrecht praised the event as a roaring success: "I was flabbergasted by the response," he says. "It was madness everywhere you looked – people and shimmering bikes – one of the greatest spectacles on earth. We rocked Margate!"

After nine months of meticulous planning, brainstorming and meetings, Africa Bike Week 2011 rose up like a Phoenix out of the memories of the 2010 event. As countless Harley banners flew under the glorious sunshine, legions of bikes arrived in the wonderful holiday town to the amazement of tourists and locals alike. With a backdrop of a palm strewn beach and crashing blue waves the party was under way.

"The atmosphere was one of friendship and fellowship on one hand and on the other, partying, fantastic music by some of South Africa's top bands, good food and more partying," adds Martin. "The Harley-Davidson Experience truck proved to be a huge crowd puller.

Like a big black butterfly, she unfurled her 'wings', revealing the most beautiful, out-of-the-box Harley-Davidson 2011 models. The demo rides wowed the riders who wanted to feel the power of the brand new Harley-Davidson models – 14 motorcycles ranging

Harley-Davidson marketing operations, on his first trip to South Africa. "It was incredible", he says. "To have our brand bring people together like this is overwhelming. Harley-Davidson acknowledges Margate, and South Africa, for the commitment they have shown to this wonderful venture. It doesn't matter who you are or what you do, if you own a Harley you're part of our family and it was great to see so many thousands of this family celebrating together in South Africa."

And it wasn't just the guests and organisers who were smiling. Local businesses have reported overwhelming levels of trade bringing a much welcomed boost to Margate's economy and cementing a bond between town and event which Hibiscus Coast Deputy Mayor Nolwazi Shusha

described as "now and forever". The success of Africa Bike Week 2011 has resulted in Harley-Davidson and local councils agreeing upon a partnership, which will see the event stay in its current home for the next five years.

Despite the colossal size of the party, the weekend has been praised for remaining incident free. "It was down to the attitude of the crowds – people from all walks of life rode as equals. It was a family affair and it stayed that way meaning that we can ensure next year's Africa Bike Week can be even bigger and better."



evenly across the four families.

"Harley-Davidson Street was all but impassable to bikes with thousands of visitors and riders taking in the spectacle. All the dealerships from around the country put on their 'Sunday best', each trying to outdo the next!"

In among the thronging crowds of Harley enthusiasts was Ken Osterman, general manager of





**REVIEW**Ireland Bikefest,  
Killarney, Ireland

June 3-6, 2011

irelandbikefest.com

# CUSTOM BIKE SHOW WINNERS

Ireland Bikefest 2011

**Best British**

1st Martin Conachey, Dresda Triton 1959  
2nd Vilem Hartmann, Triumph Speed Triple

**Best Bobber**

1st Damien O'Brien, H-D Bobber  
2nd Alex Shannon, V-Rod

**Best Rat**

1st James O'Sullivan, Rat  
2nd Ron Howells, Panther M120

**Best Harley**

1st Brian Kirwan (Dublin H-D), Eminante  
2nd Brian Kirwan, FLHX Street Glide

**Best Engineering**

1st Tony Stephenson, Polaris  
2nd Anthony Cuneen, Buell Hand-built  
Chopper

**Best Three-wheeler**

1st Mark Roche, Trikes Yamaha  
2nd Jimmy Keane, Love Child trike

**Ladies of Harley**

1st Bernie Somers, H-D Custom Fat Boy  
2nd Elaine Shannon, V-Rod

**Best Radical**

1st Tony Stephenson, Polaris  
2nd Tommy O'Neill, Ultima 1600 Chop

**Best Paint**

1st Paul Lynch, Chopper  
2nd Jay the Chef, The Mayan

**Streetfighter**

1st John Finn, Fireblade  
2nd Lukas Koniuszek, Hyabusa

**Japanese**

1st Peter Coffey, Honda 550 4  
2nd Lukas Koniuszek, Hyabusa

**Stock Custom**

1st Zar Stephenson, Rocker  
2nd Carl Hasson, Dyna Low Rider

**Best Vintage**

1st Paddy Gerin, Indian 101 Scout  
2nd Peter Coffey, Honda 550 4

**Best in Show**

Tony Stephenson, Polaris

**People's Choice**

Tommy O'Neill, Ultima 1600 Chop

**IRELAND BIKEFEST 2011**

# Bikefest returns

**As settings go**, Ireland Bikefest has it all. With the Gleneagle Hotel group's Killarney site, accommodation and entertainment go hand in hand. And nestled among the hills, the riding is superb. With 30,000 visitors throughout the weekend, 7,000 bikes in the area and 1,000 in the parade, the weekend was an exercise in what makes a good rally, from top to tail.

Both the Celtic Thunder, Waterford, and Gaelic, Dublin Chapters were an essential part of proceedings as always, leading ride-outs around the Ring of Kerry and across to the Dingle Peninsula. Their hard-working volunteers contributed to the organisation of the event too, making sure the weekend went smoothly.

At the centre of the weekend was the Bike Village, the buzzing bar and food stands surrounding the stage, playing live music all day throughout the weekend. Here was where the event was at its most relaxed – friends caught up, rides departed and returned, food and drink was shared and bikers mingled with local families who came through to join the party.

Alongside this, the Harley-Davidson team were on hand. Demo rides were hugely popular, with riders lining up to try the newest models in the range. Additionally, and new for this year, Fit Shop showed how accessible even the largest models are with a few adjustments for shape, Jumpstart gave non-riders the experience of riding a Harley without

moving, and Me on a Harley let everyone enjoy having their photo taken on one of the world's greatest motorcycles! The H.O.G. tent showed non-members the benefits of joining the world's greatest biking family, while the trader stands from Ireland's two dealerships, Waterford and Dublin, sold clothes, accessories and parts to shoppers all weekend.

After the superb ride-outs on the Saturday, Sunday dawned with the parade. 1,000 bikes toured out in convoy from the Bike Village, riding through Killarney to a rapturous reception. The streets were lined with families waving at every turn.

On return to the Village, the Custom Bike Show was lining up on the green outside the beautiful Brehon hotel. More than 60 bikes of all kinds entered the categories, and it was a pleasure to admire the engineering, styling and craftsmanship that each represented.

After three days of riding, partying and enjoying the hospitality afforded by the organisers, the event drew to a close. Over the years, more than €70,000 has been raised for Muscular Dystrophy Ireland, which was added to at this event with the ever-popular raffle to win a Harley-Davidson, plus takings from the parade. Organiser Breffni thanked the dealerships and Chapters involved, who she described as: "The real rock of the festival and the life and soul of the party," something anyone in attendance would surely agree with.

**SEE MORE PHOTOS AT HOGEUROPEGALLERY.COM**



# what's on



**Events coming up...**  
*for additional details on all events,  
visit [www.hogeuropgallery.com](http://www.hogeuropgallery.com)*

## **AUGUST**

 **Back to Basics**  
Market Harborough Rugby Club,  
Leicestershire, UK, August 19-21  
[www.nenevalleyhog.co.uk](http://www.nenevalleyhog.co.uk)

**Danish North Sea H.O.G. Rally**  
Jesperhus, Denmark,  
August 26-28

 **Scrum-pee Rally**  
North Petherton RFC, Somerset  
August 26-28  
[www.bridgwaterhog.co.uk](http://www.bridgwaterhog.co.uk)

 **Thunder in the Glens**  
Aviemore, Scotland,  
August 26-29

## **SEPTEMBER**

 **Legend Rally**  
Nottinghamshire, UK  
September 1-4  
[www.sherwoodchapter.co.uk](http://www.sherwoodchapter.co.uk)

**14th European Bike Week**  
Faaker See, Austria,  
September 6-11  
**Check out the 2010 event video  
at [www.hogeuropgallery.com](http://www.hogeuropgallery.com)**

 **Heart and Soul Rally**  
Newcastle, UK, September 16-18  
[www.geordiehog.com](http://www.geordiehog.com)

**Central South Africa Rally**  
Bloemfontein, South Africa,  
September 23-25

**H.O.G. Lebanon Tour**  
Lebanon, September 30-October 2

## **OCTOBER**

**H.O.G. Seville Rally**  
Seville, October 6-9

**H.O.T. Seville, Spain, October 13-15**

**Bahrain Bike Week**  
Bahrain, UAE, October 13-15

**3rd H.O.G. Al Hajjar  
Mountain Rally**  
Dubai, UAE, October 20-22

**West Coast Rally**  
West Coast, South Africa,  
October 20-23

## **NOVEMBER**

**Royal Rally**  
Swaziland, Mozambique,  
South Africa, November 4-7

**11th H.O.G. Middle East Rally**  
Jordan, November 24-27

## **DECEMBER**

**5th Saudi National Rally**  
Saudi Arabia, December 14-16

**[www.hogeuropgallery.com](http://www.hogeuropgallery.com)  
[members.hog.com](http://members.hog.com)**





## DATES FOR YOUR DIARY, 2012

### APRIL

**Africa Bike Week**  
Margate, South Africa, April 27-30  
Check out the 2011 event video  
at [www.hogeuropегallery.com](http://www.hogeuropегallery.com)

### MAY

**Cider Rally**  
Somerset, UK, May 4-7  
[www.bridgwaterhog.co.uk](http://www.bridgwaterhog.co.uk)

**6th Harley-Davidson Euro Festival®**  
Grimaud, Golfe de Saint-Tropez,  
May 10-13  
Check out the 2011 event video  
at [www.hogeuropегallery.com](http://www.hogeuropегallery.com)


### JUNE

**Ireland Bike Fest**  
Killarney, Ireland, June 1-4

**Amsterdam Harley Days**  
The Netherlands, June 8-10

 Indicates H.O.G.®  
UK and Ireland events

 **Deva Legion's Circus Maximus X**  
Chester RUFC, UK June 8-10

 **Hogs Around the Rock**  
Jersey, UK June 8-10

**21st European H.O.G. Rally**  
Cascais, Portugal, June 14-17  
Check out the event trailer video  
at [www.hogeuropегallery.com](http://www.hogeuropегallery.com)

**Hamburg Harley Days**  
Germany, June 22-24

### JULY

 **Wake the Lakes**  
Kendal RUFC, Cumbria, UK  
July 6-8 [www.redrosechapter.com](http://www.redrosechapter.com)

Can't see your Chapter event here? Email details to [hoguk@archantdialogue.co.uk](mailto:hoguk@archantdialogue.co.uk)

## LAST FEW PLACES FOR 2011 TOURING RIDES

Denver-Denver (organised by H.O.G. Barcelona and Aventurismo)  
• August 20-September 4

Salzburg and Faaker See (European Bike Week)  
• September 2-15

Return ride from Spain (several cities) to European Bike Week, Austria  
• September 6-13

Tenerife Touring Ride  
• December 3-6

# 2012 H.O.G.® Touring rides

Tuscany May 4-16

Belgium Ardennes May 26-30

Portugal - European H.O.G. Rally  
June 8-22

Rhine & Mosel Cruisin' July 1-6

3rd H.O.G. European Posse Ride July 7-22

Wales & Rider's Edge July 14-18

Germany & the Rhone Hills August 7-15

WWI Battlefields August 23-26

Faaker See & European Bike Week  
September 2-13

Douro Valley September 26-October 5

To book a H.O.G.® Touring ride\*, please visit: [www.bretttours.com](http://www.bretttours.com), call: +44 (0) 1304 379 446,  
email: [caroline@bretttours.wanadoo.co.uk](mailto:caroline@bretttours.wanadoo.co.uk). \*For Posse Ride, email: [info@europeanposseride.com](mailto:info@europeanposseride.com)





## WAKE THE LAKES 2011 WAKE UP!

During the first weekend of July, Red Rose Chapter rumbled into the Lake District to celebrate their birthday and Wake the Lakes in 2011.

Taking place at the home of Kendal Rugby Union Football Club, Wake the Lakes was the beneficiary of good fortune with a weekend of glorious sunshine and more than 300 people and 170 bikes in attendance, with representation from almost every H.O.G.<sup>®</sup> Chapter in the UK.

Ride-outs were the name of the game at this event and a number of tours were organised for folks to head out and explore this spectacular region, either in a group or on their own. Red Rose Chapter Director Gordon Dick explained: "I believe we have some of the most exciting and picturesque roads in Europe right on our doorstep. Our Chapter loves to welcome visitors and show them some of the secrets that they never knew the Lake District had to offer!

"In this spirit tickets were delivered prior to the event along with several suggested scenic routes for getting to the rally site from various directions. Upon arrival attendees were given a rally pack that included details of self-guided tours of the area to use while they were at the rally. Of course, after a long day's riding, back at base there was food and drink, and

music provided by a number of local rock bands."

Even though the event is over, there's no time to rest for the organisers, as Gordon revealed: "We can't relax and enjoy the massive success of 2011 because we are already well on the path to planning Wake the Lakes 2012! We've already acted on feedback and have booked in some headline bands, but more importantly we will be planning even more riding! Our aim is to host an event that includes the best variety of riding in the programme of all the events in the UK calendar.

"We are always looking to the future. With further improvements to the venue also planned for 2012, we hope to welcome even more H.O.G. members next year. Dates have already been confirmed as July 6-8 although places will be limited so we encourage those that want to attend to register early. Roll on 2012 and tomorrow – again we ride!"





## THE GATHERING 2011

# GATHER ROUND

Hundreds of Harley® enthusiasts gathered on the stunning shores of Scotland's Loch Goil this summer for the Clyde Valley Chapter's annual bash, The Gathering. Taking place for the first time in a fantastic new location set within the Loch Lomond National Park, The Gathering 2011 attracted riders from 14 H.O.G.® Chapters from across the UK. With three days of music, food, games and bikes, organiser and Chapter Director Willie Corson reveals that this year's event was a complete success:

"The site on the outskirts of the village of Lochgoilhead had wonderful accommodation with activities such as golf and swimming available to all ticket holders. The new venue really was beautiful with spectacular scenery everywhere you looked and had some splendid rides on its doorstep, such as the A82 past Loch Lomond and the A83 up the 'Rest and be Thankful'.

"Our intention was to create a rally where friends could gather in an intimate environment to enjoy the Harley-Davidson experience together, all set in a location with a real wow factor. I really think we pulled it off."

A real draw over the weekend was the traditional Highland Games, where rallygoers took to the field to outdo one another in games such as haggis hurling, tractor tyre flipping and tug-o-war; all had great fun.

However, the undisputed centrepiece of the event was the ride-out. Anticipation was high as the riders awaited the signal to switch on the V-Twins in unison and a thunderous roar announced the time to ride. Close to 200 Harleys rumbled towards Hell's Glen on a 75-mile route along lochs and through glens on some of Scotland's best motorcycling roads.

With more than 400 guests the attendance exceeded estimates and so the organisers are already planning, and looking forward to, next year.

"The interest shown this year lets me think we will sell out early for 2012," says Willie. "There are a few additions being planned for the next event which will enhance The Gathering 2012 experience for all who attend. We are fortunate to have a solid foundation to build upon at Loch Goil, and we aim to take full advantage of this opportunity."



## BIG BRUM BASH

# A BASH TO REMEMBER

If you've never enjoyed the warmth of a proper Brummie welcome, it's time you took yourself and your bike to Birmingham Chapter's Big Brum Bash. This June, the Chapter and Dealership staff took over the West Midlands Water Ski centre for a weekend of rides, music, games, great atmosphere and fantastic company.

Jason Garey, Chapter Director of Birmingham Chapter UK, and David Kennedy, Stratstone Birmingham's Dealer Principal, pulled together to get the event organised, and welcomed around 500 people throughout the weekend. Live music played all weekend, which was a huge draw.

Kicking off with the soul band on Friday night, there was always a bassline thumping somewhere. Perhaps the biggest draw of the weekend came on Saturday night, when Dealer Principal Dave took to the stage along with his salesman colleague, Mick King, and a number of other staff and customers. Performing their take on rock classics from *Jumpin' Jack Flash* to *Don't Stop Believing*, there were enough anthems to keep the crowd entranced for the whole set.

Of course, there was plenty going on out on the roads as well. Ride-outs made the best of the area, while the main ride-out featured two guests of honour as well. Two non-riders had won the chance, through Kerrang Radio, to be taken out on

the ride. The two spent the whole day with Chapter members and had a great time from start to finish.

Back at the site, the Chapter games were a riot, while the Custom Bike Show showed off the most breathtaking bikes at the event. The raft race was a superb chance for a bit of comic relief, so overall the atmosphere kept everyone in high spirits for the weekend. Already the organisers are looking to make it bigger and better next year. They're hoping to invite some international H.O.G.® members along too, to help the party go off with a good Brummie bang. We can't wait to join them!







# REBELS WANTED

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[www.harley-davidsonkidsgear.com](http://www.harley-davidsonkidsgear.com)







Dubai to UK

**Barry Grey from the H.O.G. Dubai Chapter reports on his latest ride of a lifetime, from Dubai to the UK**



# Home by Harley

**I**n the cold light of day, offering to accompany a friend on a motorcycle ride from Dubai, where we work, to London did cause me some concerns – not least because of increasing political tensions in parts of the Middle East. But how could anyone not want to ride a Harley across international borders and through incredible landscapes along the way?

In 2008 I was lucky enough to ride 2,000 miles across the US with friends from the Dubai H.O.G. Chapter. We rented Road Kings in Seattle and rode over the Cascade Mountains to Montana, through Wyoming and Yellowstone Park, looping back to Seattle via Idaho and

Oregon. It was this trip that sowed the seed for another 'ride of a lifetime'.

Subject to getting the visas and extensive paperwork in place for Iran, which needed a police report for us, confirming we were upright citizens, and a Carnet de Passage for the bikes which required a substantial returnable deposit, we set our departure date for mid-April. We estimated this would give us fair weather all the way. What could possibly go wrong?

We carefully researched our intended route, especially the Iranian element, and were fortunate to get good advice from a couple of riders who had made the trip previously. The guys at the Harley-

Davidson dealership in Dubai also gave my 2006 Heritage Softail a comprehensive check over and, as backup, I made a list of H-D dealers along our route in case of emergencies. Concerned about security, I also fitted locks to the pannier bags and bought the biggest and heaviest H-D security chain imaginable.

We left the UAE by ferry to Iran's southern port city of Bandar Abbas. It took most of the day to get us and the bikes through the various immigration, customs and police checks, and we were pleased we had pre-booked a hotel in the town to give us a clear start the next morning.

We planned an easy ride through Iran, »








ROAD TRIP



### THE ROUTE:

- |  |  |  |                                     |
|--|--|--|-------------------------------------|
| <br>1-2 | Ferry: Sharjah (UAE) to Bandar Abbas, Iran | <br>6-7   | Hamadan to Tabriz (625km)           |
| <br>2-3 | Bandar Abbas to Darab (370km)              | <br>7-8   | Tabriz to Dugbeizit, Turkey (330km) |
| <br>3-4 | Darab to Shiraz (270km)                    | <br>8-9   | Dugbeizit to Erzurum (280km)        |
| <br>4-5 | Shiraz to Esfarhan (508km)                 | <br>9-10  | Erzurum to Gireson (444km)          |
| <br>5-6 | Esfarhan to Hamadan (509km)                | <br>10-11 | Gireson to Sinop (393km)            |

taking a couple of rest days to visit some of Iran's 12 fascinating World Heritage sites and visiting its most interesting and attractive cities. Shiraz and Esfahan proved to be exactly this and were extremely cosmopolitan; very different from the perception generated by the Western media. A major highlight of the trip was a visit to Persepolis, a 3,000-year-old site of three wonderfully preserved palaces with a fascinating history.

Roads throughout Iran were generally good and some of them really excellent biking roads: good surfaces, long downhill curves, short 'S' bends, hills, tunnels and

not much traffic. I found myself smiling happily to myself while chasing my friend Neil around the bends and up over the hills. Superb.

Motorcycles in Iran are restricted to a maximum of 250cc, and most are smaller. So, whenever we stopped for fuel or a break, we were surrounded by guys all wanting to see the bikes. I only had to ask a passing driver for directions to a hotel and they would lead us around town in exchange for having their photos taken with the Harley.

By the time we left Iran we had covered more than 2,500km (1,600 miles) in 10

days and met a lot of very welcoming and hospitable people.

As we moved into Turkey the weather turned bitterly cold with snow, sleet and rain. Our planned route was to take us through the mountains, so we diverted to the warmer coastal road along the Black Sea. The cost of fuel tripled but, on the upside, we could now enjoy a cold beer at the end of our day's ride, unlike in Iran's dry state!

We took a rest day in Sinop, a small, trendy holiday town with of bars and restaurants and a small fishing port, and found a nice hotel right on the harbour.



“How could anyone not want to ride a Harley across international borders and through incredible landscapes along the way?”



Moving north towards Istanbul, the countryside began to change into that more synonymous with Europe. Being on UK passports, our crossing into Greece and the EU was very straightforward with hardly a second look at the motorcycles.

Now on a dash to the UK, we headed for the port of Igoumenitsa and crossed Greece in 10 hours. We arrived at 5pm and bought tickets for the overnight ferry to Ancona in Italy leaving us with five hours to kill.

It had been raining much of the way so we found a nice bar on the seafront to take cover and dry out. We met Vangelis, a local biker, and spent several pleasant

hours drinking beer and sharing stories.

The overnight ferry was plain sailing and we docked at 2pm. It was nice not to have to get up at the crack of dawn and start riding!

With an overnight stop in Parma, we rode through Italy in two days via Piacenza and Turin, taking in the beautiful Italian Alps with Mont Blanc as a backdrop. We missed the turning for the St Bernard pass and found ourselves instead at the seven-mile-long Mont Blanc tunnel into France. At last the weather had started to improve and it was truly the first day we both felt warm since leaving southern Iran.

We rode for a couple of hours into France before finding accommodation in the town of Anney. We estimated we could make it to Calais for the ferry in about two days. We were right and, riding via Dijon and Reims in sunshine and on pleasant secondary roads, we made it to the channel ferry and the end of a 19-day and 5,000-mile, trouble-free ride of a lifetime – until the next one, that is! ■

**A FULL, DAY-BY-DAY REPORT OF THE RIDE CAN BE SEEN AT [BIKE2BRITAIN.BLOGSPOT.COM](http://BIKE2BRITAIN.BLOGSPOT.COM)**





The length and breadth of Britain in one day – **Roger Allen** from the Lakeside Chapter takes the title in the mileage marathon.

**IT'S FUNNY HOW** something that starts as a simple phone call suddenly becomes so huge. That's exactly what happened around three weeks ago when Bill Taylor of Bike Trac called the Lakeside Chapter. He was looking for a Harley-Davidson® rider willing to test a new tracker device and, as the Chapter's Head Road Captain, I thought I'd give it a go. The tracker fits covertly onto your bike and emits a signal, which the police can pick up if your bike is ever stolen. It also allows you to monitor and keep track of the routes you have taken.

With Million Mile Monday coming up, it seemed the perfect opportunity to put the tracker through its paces. We had just nominated a Chapter charity, the Polly Parrot Children's A&E ward in Basildon, so it was suggested we kill three birds with one stone. Test the tracker, do loads of MMM miles for the chapter and raise money. Perfect. I looked

at routes and decided motorways almost all the way. The route was Lakeside to Newcastle, across to Carlisle and up to Gretna, down to Cardiff then home the long way. The dealership gave my bike a thorough service and I headed to the starting point.

As the clock struck midnight I set off and hit the M25 and M1. I reached Newcastle at around 4.30am and was welcomed by the most gorgeous daybreak. The ride along the A69 was a little chilly so I had to put on some more clothing even though the rest of the day was predicted to be the hottest of the year so far. 6.45am and I had reached Gretna, stopping briefly for a photo of the Scotland sign. I felt elated but a little tired so grabbed a twenty minute Iron Butt Hotel power nap on the back of my parked-up bike.

By 8am I was on the move again and feeling pretty good. I was really eating up the miles. The run down the M6 was the same as always: boring once you clear the Lake District.

Birmingham was a nightmare and the heat was really getting up. By 10am the temperature was 28 degrees! A rest in the shade south of Birmingham and a drink helped with the heat.

Two-thirds of the trip had now been covered and I knew at this point the Road King and I were going to do this. People

back home were viewing the tracker information and began texting to let me know how well I was doing – a great morale booster.

I stopped for a picture with the 'Welcome to Wales' sign as I entered the country and continued on to Cardiff. Riding through Wales is one of life's great pleasures; it was lovely. I've spent a lot of time in the Brecon Beacons and love the whole area.

By now the weather was steaming hot, but before I could get a chance to overheat, the weather quickly turned into a thunderous torrential downpour. Soaked in seconds!

The rain lasted around an hour but heading back along the M4 I dried out in around 15 minutes – that's how hot it was! I stopped at a service station and received a call to let me know that quite a gathering had accumulated at the dealership to greet me upon my arrival. I'd caught them on the hop though – as I was making such good time I was going to be there two hours earlier than scheduled.

Of course, as soon as I got on to the M25 the traffic ground my pace to a halt and slowed me down to 5mph. I really didn't need this at the end of this epic ride.

**“I was making such good time I was going to be there two hours earlier than scheduled”**





Just after 7pm I arrived at a service station to find a gathering of Chapter members waiting to ride with me back to the dealership. What a welcoming sight that was! 1,117 GPS miles in 19 hours and 4 minutes – I was a very happy man and felt surprisingly good. As I pulled in to the dealership I was staggered by how many people were there.

Lakeside Harley-Davidson® had stayed open late as a welcome and had even laid on food and Danish pastries. How cool is that? I so much appreciated the kindness and camaraderie I felt that night.

It's now confirmed that I completed the most 'individual' miles on Million Mile Monday in the UK, Europe and the rest of the world and I'm just waiting to see if anyone in the USA did more.

After the ride was completed I was very kindly invited to meet Bill Davidson at Warr's Harley-Davidson to let him know what I had achieved. I felt very privileged to be there and proud to represent such a great Chapter as Lakeside. We may be the newest but we certainly are rocking things! ■

**Roger Allen**  
Head Road Captain, Lakeside Chapter



**IF YOU CARE** about your motorcycle, get it fitted with Bike Trac by Road Angel, it's as simple as that. While I was planning for this trip, Marjorie Rae at H.O.G.® UK and my Chapter gave me the opportunity to test out the Bike Trac system for Harley-Davidson®. In return, they asked me to write about my experiences with the device.

The Bike Trac unit, fitted to your bike, emits a signal, linked to your online account, every 10 minutes. It has three main functions, the first of which is providing covert tracking which, in most cases of bike theft, enables police to trace your machine.

It also provides live tracking of your motorcycle's movements when you're riding it, meaning friends and family can check in on your progress or keep an eye on you during long rides. In addition, the device sends you an instant alert if your machine is moved by anyone who does not put the key in the ignition – so you're aware as soon as someone tries to take your bike.

I've used other brands of trackers for a number of years, so I was keen to see how Road Angel's device compared to the one I normally use.

I noticed the first big difference between Bike Trac and other brands the moment it was installed – in the past, the equipment I've used has been battery-powered and handlebar-mounted. This one was secreted covertly away and hard-wired – I can't be more specific than this, but suffice to say, they did an excellent job.

Once installed, the tracker is linked to your own personal account which you can log into at any time to view your bike's location. At the time of writing, mine is safely tucked up at home! The software is very user-friendly with a couple of features that were particularly worth a mention. You can switch from a map view to a bird's eye view which allows you to zoom in on your location in real time – it works like Google Street View.

As Head Road Captain for the Lakeside Chapter, I had numerous events to attend while I was trying out the Bike Trac, so it was really put to the test. It was really interesting coming back after a Chapter ride and seeing where we had been.

On top of the normal day-to-day and chapter rides, I decided to really put the tracker through its paces on this trip. Bike Trac set up a special account for the event so our progress could be monitored live by anyone. A gentleman and his wife were tracking me via the link – although we didn't know each other, they drove out to Magor Services and met me there, insisting on buying me some much-needed refreshments and explaining that he'd been following my progress.

Also, towards the end of the ride, my Chapter were able to use the Bike Trac portal to judge my arrival. They met me at a service station near to the dealership and rode back with me – amazing! Imagine how this could be used on Chapter rides and events – you will be able to know when the ride out is approaching and get those cameras out ready to greet them!

So after some 2,300 miles what do I think of Bike Trac? Well, to be honest it was absolutely perfect. It never let me down and the one minor hiccup I did experience was quickly rectified with a single phone call. There is no fuss or bother with Bike Trac; it's just there doing its job. I arranged for a neighbour to move my bike to see what happened in terms of the automatic alert feature and it worked like a dream. I tracked him as he moved my precious Harley round the corner.

I have no doubt that this is an absolute must have for all Harley-Davidson owners. We spend enough on them so why not protect them? Harley-Davidson Insurance offer up to 10 per cent off if a Bike Trac has been fitted. Harley-Davidson and Bike Trac are onto a winner and my old tracker is now confined to a drawer. If you care about your bike, get one fitted now – I did.

**Roger Allen**

**biketrac**™  
by ROAD ANGEL





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# BEST OF BOTH WORLDS

For 2012, Harley-Davidson unveils the Dyna Switchback – with detachable hard saddlebags and windshield, the Switchback is two bikes in one

## THE NEW DYNA® SWITCHBACK

motorcycle from Harley-Davidson® is a quick-change artist. With its colour-matched hard saddlebags and a fork-mounted windshield in place, the Switchback is a custom touring motorcycle. But in minutes, the detachable saddlebags and quick-detach windshield can be removed without tools. Now the Switchback is a custom street cruiser with a gleaming headlamp nacelle, five-spoke cast-aluminium wheels and a mini-ape handlebar.

The Switchback is powered by a muscular Twin Cam 103™ V-Twin engine that delivers strong performance on the street and on the

highway. The Switchback is the lightest custom touring motorcycle in its displacement category, and at 718 pounds (326 kilos) ready-to-ride is 94 pounds (43 kilos) lighter than a Harley-Davidson Road King®. New front-end geometry, premium suspension components, Anti-lock Braking System (ABS) as standard, and a low-profile front tyre give the Switchback a stylish ride and responsive handling.

The new front-end geometry, wheel and tyre specs, and cartridge fork are engineered to work together to produce steering that's light to input and immediately responsive. A demo ride

will reveal that Switchback is a capable touring motorcycle that's also really fun to ride.

Designed to look great with or without its saddlebags, the Switchback is styled to evoke a classic proportion and clean, straightforward lines from its 17.8-litre fuel tank to the sweep of its full-coverage rear fenders. Offering most riders all-day comfort is the bend of the mini-ape handlebar and its pull-back riser, full-length rider footboards and a two-up touring seat. »





# THE LEGEND ROLLS ON

## HARLEY-DAVIDSON

offers more Big Twin performance for 2012 as its Twin Cam 103™ powertrain becomes standard equipment in most Dyna®, Softail® and Touring motorcycles. Harley-Davidson will offer two new models for 2012. The V-Rod® 10th Anniversary Edition celebrates a decade of power-cruiser performance, while the new Dyna® Switchback™ is a convertible custom-touring motorcycle with detachable hard saddlebags and windshield. Harley-Davidson Custom Vehicle Operations (CVO)™ rolls out the gleaming new CVO Road Glide® Custom, a limited-production, high-performance touring masterpiece.

Harley-Davidson believes every motorcycle it sells can be a custom of one. Harley-Davidson H-D1™ is a comprehensive offering of customisation tools for the Harley-Davidson motorcycle owner. H-D1 tools include Harley-Davidson Genuine Motor Accessories listings in print and on-line catalogues, Fit Shop and consultation services at Harley-Davidson dealerships, and Bike Builder tools on [harley-davidson.com](http://harley-davidson.com). H-D1 offers almost unlimited opportunities to optimise fit, function, style and performance and turn a Harley into a motorcycle that is truly personalised to its owner.



## BAGGER BRAVADO

### HARLEY-DAVIDSON CUSTOM

Vehicle Operations™ takes the bagger to a new level with the 2012 CVO Road Glide® Custom. This limited-production motorcycle features the most-powerful V-Twin engine offered by Harley-Davidson, an exclusive multi-colour paint scheme, a new high-output sound system and a host of fresh custom components. CVO motorcycles are customised using exclusive components and paint treatments combined with premium accessories from the Harley-Davidson Genuine Motor Accessories range. The CVO programme is often used to introduce new custom components and techniques before they are offered as individual accessories.

The CVO Road Glide Custom features a distinctive, frame-mounted fairing that offers a lighter steering feel than a fork-mounted fairing, and incorporates dual headlamps and a cockpit-style instrument display. Its Harley-Davidson Touring chassis has a single-spar, rigid backbone frame and two-piece swingarm designed to deliver responsive manoeuvrability and long-haul durability. Chassis geometry and suspension are calibrated to deliver confident handling and comfort. Hand-adjustable hydraulic rear shocks accommodate variable passenger and luggage loads. An Anti-lock Braking System (ABS) and cruise control are standard equipment.







# MORE MUSCLE

**Fastback tail section**, new seat, reduced reach – Harley-Davidson celebrates a decade of high-octane performance with the V-Rod® 10th Anniversary Edition motorcycle, one of three models in a 2012 V-Rod line that also includes an updated Night Rod® Special and the V-Rod Muscle®. Introduced as a 2002 model, the original V-Rod led a new era of Harley-Davidson performance. Its 1130cc 60-degree Revolution® V-Twin engine was the first Harley-Davidson production engine equipped with overhead cam shafts and liquid cooling, and came with a high-winding 9,000rpm redline. Inspired by drag-racing bikes and monster-motor customs, the V-Rod debuted with aluminium disc wheels, a raked-out chassis and anodised aluminium bodywork, a new styling direction for Harley-Davidson.

In just 10 years, the Harley-Davidson V-Rod family grew to include a number of new models. V-Rod took to the track as the basis for the 2007 Custom Vehicle Operations V-Rod Destroyer, an eight-second factory drag racer. It was also the inspiration for the Harley-Davidson Screamin' Eagle/Vance & Hines V-Rod, a four-time world champion in Pro Stock Motorcycle professional drag racing. For 2012, Harley-Davidson V-Rod models continue to provide explosive performance and urban-cool styling for riders seeking a singular power-cruiser experience.

All 2012 V-Rod models are powered by the latest version of the Revolution engine, a 1250cc liquid-cooled V-Twin with dual overhead camshafts, four-valve cylinder heads and Electronic Sequential Port Fuel Injection (ESPFI). The powertrain is equipped with an Assist and Slip clutch, five-speed transmission and high-performance carbon-fibre drive belt. Tyres are Michelin Scorcher radials, including a 240mm rear. Brembo® triple-disc performance brakes and anti-lock braking system (ABS) is fitted as standard. ■

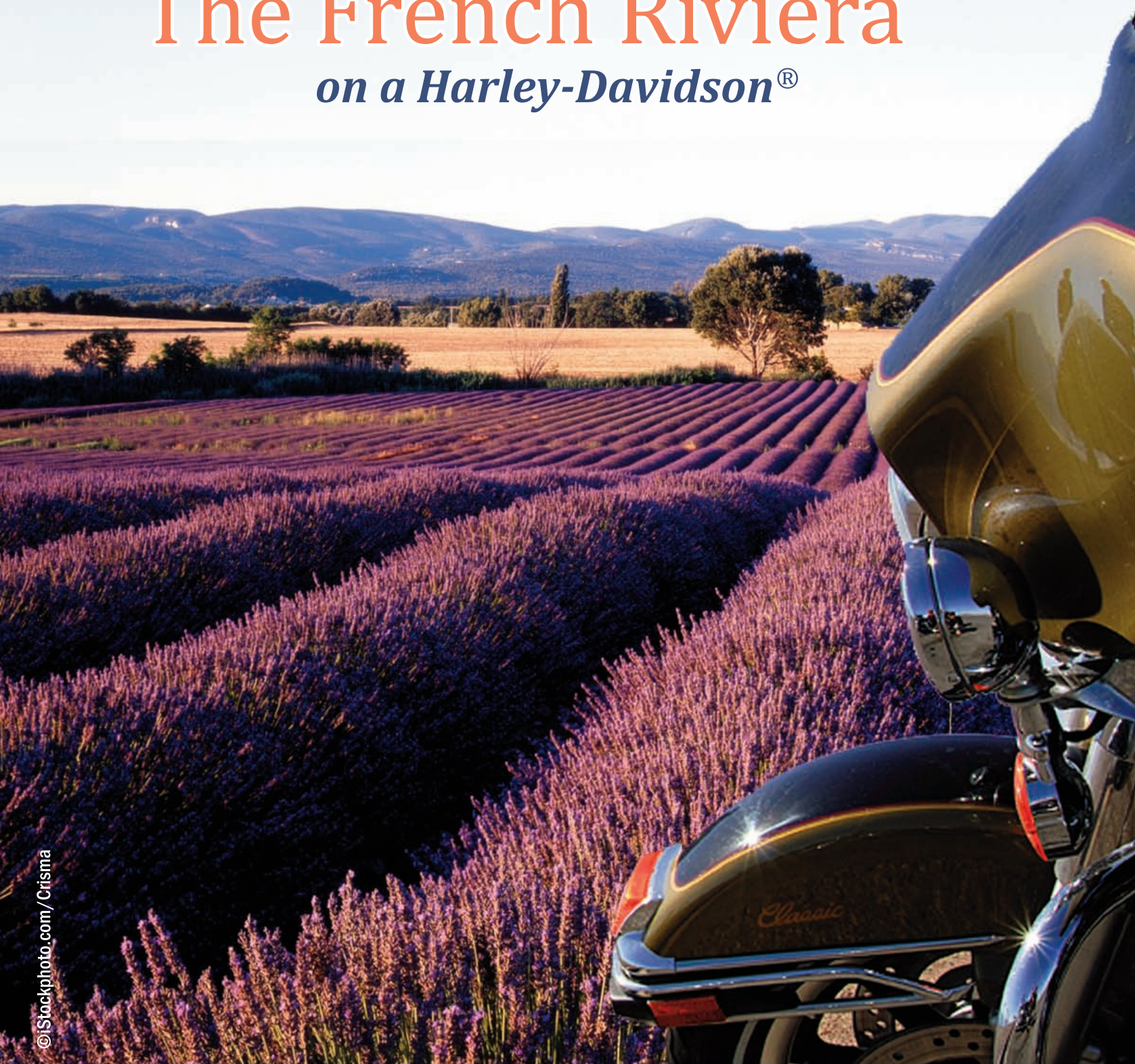


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# Believe your ears

**WHEN YOU'RE ON** tour, the soundtrack to the ride is almost as important as the ride itself, which is why Boom! Audio™ products are perfect for your Harley-Davidson®. The timeless looks of your machine are not affected by the installation of Boom! Audio™ products – they complement it – and instead you'll have an enhanced riding experience, thanks to unparalleled, premium sound quality that is available at any speed.

Modern audio devices such as iPods and iPhones can provide the music via a Boom! Audio™ amplifier, meanwhile the speakers themselves can fit snugly behind a windscreen or be mounted on the handlebars themselves.

Your Harley-Davidson® dealership has experts on hand to tailor the correct Boom! Audio™ products to your own ride, ensuring they do not compromise the balance or look of your machine.

As good as it may be, your standard, Original Equipment sound system can always benefit from Boom! Audio™ product upgrades. More efficient speakers can provide clearer sound and cut through road noise thanks to grille-mounted tweeters which literally aim the sound directly at you. Meanwhile the addition of updated amplifiers, additional speakers or complete Boom! Audio™ systems can increase your sound system's performance directly in the areas you want it to. Want more response, more bass, or less distortion? No problem.

The end result is a sound of a much

higher quality, with increased volume, bass, mid-range and less distortion so that you can enjoy your music even more during your ride.

With many of us out in all weathers and all seasons, you can also rest assured that all Boom! Audio™ products are waterproof and vibration resistant, so you can enjoy the music, mile after mile – whatever the weather.

New for the 2012 model year is the ultimate in audio performance for Harley-Davidson® tourers – the Boom! Audio™ Custom Touring System. This fits all 2006 and later FLHX models and offers the very best in sound quality, whether you're cruising the boulevard or out on the open road.

The complete system features a pair of two-channel, 100-watts-per-channel amplifiers, two fairing speakers, two tweeter pods, two mid-range fairing lower speakers and two full-range saddlebag lid speakers. The system also requires separate vented colour-matched fairing lowers and saddlebag lids, but the end result is the pinnacle of two-wheel sound systems.

We would never advocate you 'buy before you try' as we know that hearing is truly believing, so why not hear the Boom! Audio™ range at your local Harley-Davidson® dealership?

Alternatively check out the latest Boom! Audio™ products and see how they could update your ride by going to: [www.harley-davidson.eu/mydreamharley](http://www.harley-davidson.eu/mydreamharley). ■





MotorClothes®

# Stay flexible this season



Check out the  
fantastic new clothing  
this season from  
Harley-Davidson®



**NONE OF US** want to be restricted as to what we can do or where we can go on two wheels. Nowadays, all of us want more time in the saddle to enjoy the ride, so that's why Harley-Davidson MotorClothes® apparel has the finest clothing to keep you going just that little bit further this season whether you're on or off the bike.

## Men's Fall Collection

Make sure you're always one step ahead of the elements and ready for anything.

If the weather is hot, then the Marker Leather Jacket with Zip-Off Sleeves **(1)** is perfect, as you can convert it into a vest in seconds and it has zip vents to keep you cool. For those night or evening rides it is also equipped with 3M™ Scotchlite™ Reflective Material piping on the shoulders, chest and back. For the ultimate in flexibility check out the Marker Functional Jacket with Switchback Technology **(2)**. This offers the ultimate compromise as it is a tough textile jacket with a removable waterproof lining. The perfect complement to this jacket would be the new Darkness Waterproof Full-Finger Leather Gloves **(3)**. These are obviously fully waterproof thanks to a Gore-Tex® insert, but they also keep your hands cool too.

If you're looking for a more casual jacket for the forthcoming season, then the Oiler Casual Jacket **(4)** is perfect, as it has a real vintage look in a seasonal colour. Underneath, why not wear the classic Long Sleeved Plaid Shirt **(5)**, which features subtle Harley-Davidson® logos on the back and chest pocket, or



perhaps something a little more striking such as our Short Sleeved Colourblocked Woven Shirt **(6)**. To finish the look off, those cooler days will be perfect with the Reversible Knit Hat **(7)**. Whatever the weather, Harley-Davidson MotorClothes® Fall Collection has the perfect options for you.







**Women's Fall Collection**

Come rain or shine, Harley-Davidson MotorClothes® Fall Collection has something for all of our female riders.

In sunny conditions this coming season, the Majestic Leather Jacket (1) is perfect. This lightweight jacket combines practical features with a casual look and large stud-embellished graphics on the back. If you want something more suited to the changeable elements, then the Commuter Functional Jacket with Zip-Off Sleeves (2) is the one for you. This is a water-resistant jacket, which – should the sun become too much to bear – can become a vest in seconds! Off the bike, you still want a jacket that can handle anything that the new season can throw at you, which makes the Elemental 3-in-1 Puffer Vest with Fleece Hoodie (3) the ideal choice. The outer jacket is water-resistant,

while the inner hoodie can be worn separately. Underneath you could wear the new Short-Sleeved Plaid Shirt with Studs (4) where you'll stand out thanks to a striking Harley-Davidson® logo on the back. Alternatively the Short-Sleeved Embellished Eagle Tee (5) features a large printed graphic on the front of this wide-necked T-shirt. A perfect match to keep the chill out would be the Allover Print Scarf (6).



**Mid-Layers mean multi-function flexibility**

We all have our favourite riding gear; kit that may not be best suited to the harshest elements, but something that we feel comfortable in. Now, with Harley-Davidson MotorClothes® Core Collection you can use your favourite gear for longer and extend your riding season still further.

For example, the Mid-Layers Nylon Jacket Liner (1) is windproof and water-resistant and can easily be used under your favourite summer leather jacket. The spandex cuffs with thumbholes also help keep the liner firmly in place, while bungee cords and toggles keep the jacket from riding up when you're on the bike. The new Mid-Layers Softshell Hooded Jacket Liner (2) further adds to this flexibility with a hood – perfect for when you're off the bike when the rain has started to fall. Similarly, the Mid-Layers Waterproof Nylon Jacket Liner (3) allows you to layer the way you wish. The waterproof and breathable liner also enables you to wear the outer garment you choose, keeping your options open this season, while the Mid-Layers Fleece Vest Liner (4) gives you an extra layer of warmth should the weather turn chilly.



**For when the coming season is sunny**

Unpredictable doesn't always mean colder weather, or rain – it can mean long days of sunshine too, even deep into the season, so that's why you should still pack your sunglasses. The Switchflex Performance Eyewear with ForceFlex™ Technology (1) not only allows you to be flexible to the conditions, but they are flexible too! The arms remove easily so you can wear these goggles two different ways – either with a backstrap or straight arms. The frames feature patented ForceFlex™ Technology for an unbreakable, bendable frame that means exceptional comfort. For all-round use, you can also go for the Day/Night option, which uses NXT® lenses which go from clear to smoked depending on the lighting conditions – perfect flexibility for whenever you ride this season. For the girls, try the Affinity Performance Eyewear with ForceFlex™ Technology (2). Again, these feature an unbreakable, bendable frame that flexes to give you the ultimate fit. The Day/Night eyewear option also feature the NXT® lenses which give you the flexibility you need for your vision at any time of the night or day. ■

**The new clothing including the Fall Collection is out now. For the full range go to [www.harley-davidson.eu/motorclothes](http://www.harley-davidson.eu/motorclothes) or go to your nearest dealership**





# *a new generation*

*HOG* magazine caught up with Shaw Harley-Davidson's Ambassador for Youth, Polly Taylor, in the Golfe de Saint-Tropez to talk about her first road trip abroad, and what it means to be helping to encourage younger riders on to Harleys

**Photographs by Simon Finlay**





**POLLY TAYLOR** is a 21-year-old trainee solicitor from Brighton, UK. She is also the star of UK dealer Shaw Harley-Davidson's most recent advertising and has been named the dealership's Ambassador for Youth. More importantly, however, she has just experienced her first European road trip astride her XL1200X 48 Sportster.

Taking a break from her law degree, Polly and the Shaw Harley-Davidson team rode the 1,000-mile journey to Harley-Davidson's Euro Festival in the Golfe de Saint-Tropez in May, taking in some of France's most beautiful riding roads.

"I never thought I'd be doing this so soon," she grins. "This is one of the reasons I got my bike licence. I would never had though I would be sat here, in Saint-Tropez, having ridden my Harley from the UK, just two years after getting my motorbike licence."

Polly was "brought up" on the back of her dad's bike. "It was inevitable I would

get my licence," she says, "and my mum has hers too. I was really into horse riding too and riding a motorbike is a similar feeling – it's all about horsepower! Bikes are cheaper to buy and run than cars, and it's much easier for parking too," she adds.

As soon she turned 18, Polly got her bike licence, but didn't ride much to begin with. "It was only recently that I started looking to buy a bike," she says. A custom bike show in Brighton caught her attention and, after seeing the range of bikes on display – many of them Harley-Davidsons – immediately hit Facebook looking for information on renting Harleys. "Steve Willis at Shaw H-D saw my post on Facebook and got in touch. He lent me a Sportster for a ride out I wanted to do the following weekend, and that was it, I had the bug!"

It was then that Steve saw the potential for a new way of promoting biking to a younger audience, using social media, and naming Polly as the dealership's Ambassador for Youth. Polly is proud

to be helping the motorcycle industry as a whole by encouraging younger people on to bikes, and Harleys. "My friends love my bike and the opportunities it's given me. Some of my girlfriends wonder why on earth I wanted to ride a motorbike, but then they see me riding off to places like Saint-Tropez and all of a sudden they're interested! I keep telling them that they can do it, and away they go. It's not difficult."

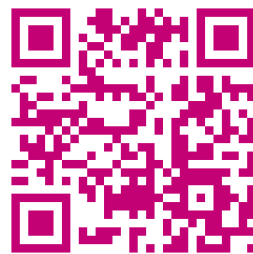
Polly did some advanced rider training at Rider's Edge, Harley-Davidson's rider training centre in Wales. "The guys over there are great, they really build your confidence while keeping you focused on safety. I learned to read the road better, and also how to handle the heavier Harleys."

The ride to the south of France was Polly's first time riding abroad and she loved »





Polly Taylor



**polly4harley**

### Girl power

More women are riding Harleys today than ever before – across the globe. Recognising some influential women riders in the US are authors and producers Edward Winterhalder and Wil De Clerq. Their new book, *Biker Chicz of North America*, revolves around the culture of motorcycles and motorcycle personalities, featuring women whose stories are meant to empower other women, whether they ride a motorcycle, are thinking about riding one, or simply want to know more about the lifestyle.

While each of the women featured in *Biker Chicz of North America* are unique and extraordinary in their own right, there are certain attributes they all have in common. In addition to being avowed Harley riders – and in many cases ambassadors for women’s motorcycling – they are successful, intelligent, free-thinking, adventurous, risk-taking, creative, inspiring and tenacious.

“Our original intention was to focus on mainstream women motorcycle riders who are more or less the average girl next door. But somehow we ended up with women whom we consider to belong to the current royalty of North American female bikers. The only criteria we were looking for were that they had inspiring stories to tell and that they rode a Harley-Davidson,” said Winterhalder. [www.blockheadcity.com](http://www.blockheadcity.com) or [www.bikerchicz.blogspot.com](http://www.bikerchicz.blogspot.com)



**HOG magazine has three copies of *Biker Chicz of North America* signed by Edward Winterhalder to give away! For your chance to win a copy, simply email your name, HOG membership number and**

**postal address to: [hogtaleseuropa@harley-davidson.com](mailto:hogtaleseuropa@harley-davidson.com) – put ‘Biker Chicz’ in the subject line. Winners will be drawn at random on November 1, 2011.**

every minute of it. “I was a bit nervous of the motorways – I normally avoid them in the UK – but they were actually OK. After clearing northern France on the motorways, we took smaller roads which were more scenic and I loved riding through the mountains.”

The route took the group from Calais via Reims, Chalons en Champagne, Auxerre, Vichy and Joyeuse before finally arriving at Port Grimaud. “Arriving here after such a great three-day ride was amazing. I just can’t believe I’m sitting here – it’s such a cool experience and I’ve had the best time.”

The bottom line for Polly is the freedom and independence riding her Harley brings. “It’s like a whole new way to holiday. It would be so cool getting a load of mates together and doing something like this – setting off to beautiful locations in Europe – much more exciting than most typical holidays.”

Polly is clearly very attached to her Sportster, named Bad Ass Bella. “I’ve

ridden most of the Harley range, but I love the 883. It’s perfect for me – it’s not too big or heavy and is really responsive. It’s a great city bike but has also been really comfortable for this long ride.”

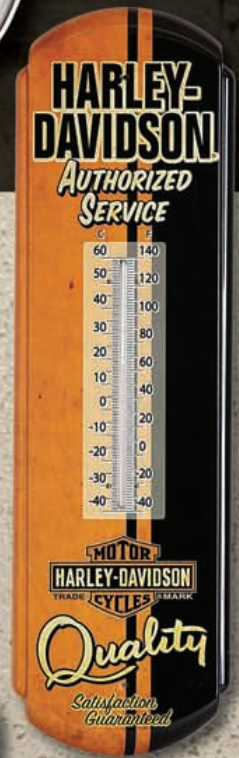
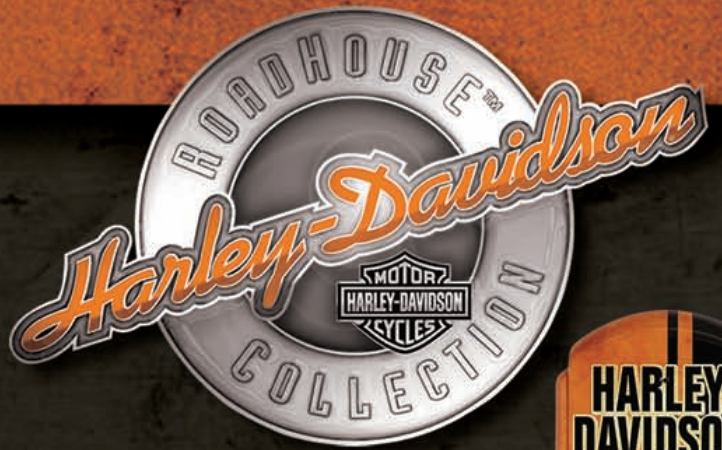
Polly is now working with Shaw Harley-Davidson to help encourage more young riders to realise their dreams and get on a Harley. Steve Willis, Dealer Principal, says: “We know the bikes can be quite expensive, but we’re working on a scheme which makes Harleys really affordable to younger riders, taking second-hand Sportsters and customising them for each individual.”

So what’s next for the law student from Brighton? “I’m going to take a sabbatical and travel for a while. Now I’ve done my first ride overseas and had a taste of touring, the world is my oyster!” ■

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# Highland fling

## Guy Bolton took the €100 challenge and covered 800 miles in 36 hours

**IT DIDN'T LAST LONG** – just a couple of days. But my love affair with the Scottish Highlands was intense, memorable and just the beginning of what I hope will be a more long-term relationship. The fact I got to discover them on a new Harley-Davidson Street Bob made the experience even more enjoyable.

It all started with a challenge: take a new FXDB Street Bob somewhere interesting and put it through its paces for under €100. From where I live in North Yorkshire I could either head north or south, and I'd always wondered what lay beyond the Scottish cities of Glasgow and Edinburgh.

Now was my chance to find out. I had a couple of days to get there and back, so it was going to be a quick blast across North Yorkshire into Cumbria, north into Scotland... then keep going. With the Street Bob fuelled up and ready to roll – and me in enough wet weather gear to fend off the worst Scotland could throw at me – we were off.

Having a short amount of time and a long distance to cover, there were no polite introductions to the Street Bob. We were straight down to business, negotiating the local winding

country roads before blasting on to the first of many motorways on our journey. Within minutes of leaving home, I'd scraped the bottom of the front muffler on a tight right-hand bend. Irritating, as this is a motorcycle that feels capable and solid on corners... it obviously needs care with ground clearance.

It's strange getting to know a new bike: everything feels wooden and unfamiliar and every mile is spent exploring its capabilities and tolerances. Once we were making progress on the motorway, the true nature of the 1584cc Twin Cam

engine revealed itself. Smooth and as torquey as you'd expect from one of Milwaukee's finest, it overtook everything in its path with no hesitation and seemingly limitless reserves of grunt.

My everyday bike is also a Harley big twin... but nearly 60 years and 400cc separates my 1952 FL Panhead bobber and this big-inch Street Bob. Though the torque felt familiar, the one-finger operation of the clutch and front brake on the new bike made a nice change from the 'will I or won't I make it?' clenching of the buttocks that accompanies most »

**“Smooth and as torquey as you'd expect from one of Milwaukee's finest, it overtook everything in its path”**







**THE €100 CHALLENGE**

If you have a €100 ride story to share, we want to hear it. If it appears in *HOG*® magazine, we'll even foot the bill. Keep your story to 750 words or less, including a list of your expenses. We also need photography from your adventure, including a photo of you. E-mail your submission with '€100 Ride' as the subject line to [hogtaleseuropa@harley-davidson.com](mailto:hogtaleseuropa@harley-davidson.com)





stops on the drum-braked Panhead. The transmission on the Street Bob is also a joy: snicking the lever up or down through the gears is easy, quick and positive – though initially I admit I kept forgetting I had the luxury of fifth and sixth gears. Final belt drive is another thing I am not used to on my old Harley, and it quiets road noise and smooths out every transition of power from throttle-hand to tarmac.

Across the undulating and beautiful Cumbrian countryside to Penrith, then another long stretch of motorway riding took me northwards from Carlisle across the Scottish border towards Glasgow, passing place names etched in the memory such as Gretna Green and, more infamously, Lockerbie. I was enjoying the ride, with little discomfort from the Street Bob's low-to-the-framerails seat. Past Glasgow, up to Stirling, I then headed west on an A-road snaking through Callander and on towards Glencoe and Fort William. The scenery was glorious, with mountain ranges giving way to sweeping valleys and every twisting turn offering a new picture-postcard view as I opened out on to the straight.

At Glencoe I stopped to take in the views, and had the chance to take a good look at the Street Bob. Blacked-out rims and Sparto-style taillight hint at that glorious past age of stripped-back H-Ds – cut-downs, bobbers – which owners used for racing on the weekends and commuting to work during the week. It's a minimalist look for a modern motorcycle, and the easy-steering skinny front end adds to its sense of purpose. I'd put a taller rim and tyre on the back which I think would aid its ground clearance (and possibly looks), but buying any Harley is only the start of making it yours, as you well know.

Back on the bike, I headed north through Fort William, with Ben Nevis – Britain's tallest mountain, known to locals as 'the Ben' – to my right. The road here runs alongside Loch Linnhe, then as you head north from Fort William towards Inverness, you ride alongside Loch Lochy and finally the world-famous Loch Ness. This route is one of the best I have ever ridden on a motorcycle, and my head snapped from left to right as I tried to take in the glorious vistas either side of me. The Street Bob was just as happy burbling through the wonderful twisties as it was blatting past slow caravans; the cowhorn bars are at a perfect height to balance control, comfort and looks.

I rode alongside the 23-mile length of Loch Ness heading north-west towards Inverness, the capital for the Highlands. It's close to Culloden, scene of the brutal 1745 battle between Highlanders and the English – the last pitched battle to be fought on British soil. My destination for an overnight stop was Fortrose, a small town on the Black Isle connected to

Inverness by the Kessock Bridge, which spans the Moray Firth. More than 400 miles and quite a few hours after leaving Yorkshire, I finally parked the Street Bob for the night in Fortrose's picturesque Cathedral Square. I was meeting Steve Plowman, a friend who has built a 1930s/40s Indian Scout bobber out of bits, and it was interesting to compare the new Harley with its arch rival from 70 years ago.

Next morning, I headed home, taking a more direct route south towards Perth, through the Cairngorm mountains. The weather wasn't as kind to me, but the Street Bob felt just as sure-footed in the wet. By the time I got home I was wishing for a little more foam in the Street Bob's low-profile seat, but 800 miles in 36 hours would have tested any motorcycle's comfort. After checking receipts I discovered I'd spent just under €100 on fuel, so mission accomplished.

The Scottish Highlands had stolen my heart. And if I'm honest – with a couple of minor modifications – I could easily have fallen for the Street Bob too. ■





# Europe's playgrounds

**Zoë Francis-Cox shares the highlights from her road trip from the UK to Croatia and back for the 20th European H.O.G. Rally**

**Photos: Paul Joy & Zoë**

**O**ur goal was simple: leave the UK, head south-east towards Biograd na Moru, Croatia, going via as many great biking roads as possible. Four of us rode down, two flew home for work commitments and my husband and I rode back. We decided to plan and book the outward journey, and ride free on the way back.

Having ridden from the UK to southern Europe a few times now, I identified a few places I'd love to ride again, including Germany's Mosel Valley and Black Forest, Switzerland's passes (naturally!), the Stelvio Pass and the Austrian Alps. It was going to be impossible to take all of these in on the outward journey, so we saved the Austrian Alps for the return leg. Italy, Slovenia and the Croatian coastline were all unfamiliar territories, which added to the adventure!

In total, we spent 15 days on the road – six days riding there, three days at the event, and six days riding home. Splitting it up was brilliant. It was nice to not have to touch my luggage for three days and leave it in one place. We avoided motorways as much as we could, but, to be honest, spending an hour on a motorway to crunch a load of miles, and then being able to spend the rest of the day playing on the nice biking roads, was worth the blast.

Apart from the first day to clear the industrial northern Europe from the Hook of Holland, we rode between 110 and 170 miles a day – this meant we could stop for plenty of coffees and photo stops, enjoy long lunches, and still arrive at our



hotel in good time to actually see some of the towns we were staying in.

Firstly, the make or break of any road trip, wherever you're heading, is the weather. Out of the 15 days, with the exception of a couple of localised storms, we managed to time with lunch stops, we only had a few hours of rain. Unfortunately the weather is pretty much the only thing that cannot be planned! We were incredibly lucky, and it totally set spirits high for the duration of the trip.

We stumbled upon Germany's Mosel Valley by accident on the ride down and the ride back. I knew roughly where it was, and have ridden along it before, but it was still a breathtaking sight to behold when not expecting it. As we were heading north/south, we simply rode down one side, along the river a bit, and up the other side, but it's a really long valley and a lovely ride if your route takes you east/west.

The Black Forest was our next »





The gorgeous Maritim hotel, Titisee, Black Forest, Germany overlooking the lake



Enjoying the empty Julierpass in Switzerland





Silandro, Italy



Stelvio... closed?!



ROAD TRIP



Passo Rollé in Italy



## “Every road we turned on to gave us plenty to smile about and with very little traffic made it an absolute pleasure”

playground. I never tire of the D500 that runs through; however, a detour due to roadworks and D500 closure meant we got to explore the area even further. Every road we turned on to gave us plenty to smile about, and very little traffic made it an absolute pleasure.

We spent our third night in a small hotel just south of Tiefencastel on the Julierpass in Switzerland. May is a fairly quiet month across Europe due to the changeover from winter to summer season, so we found the hotels fairly empty. In this case, it meant we had the beer garden that overlooked a postcard-like Alpine view (the only thing missing was Heidi!) all to ourselves.

I know everyone goes on about the Swiss Alps as being a biker's paradise, but they are! The Julierpass was far less busy this time than when I've been there before and it was fantastic. The ride from Silvaplana through St Moritz and up to Zernez is also a nice fast ride through the valley. To take the Stelvio Pass into our route, we took the Munt La Schera tunnel to Livigno, the Passo di Foscagno to Bormio, with a plan to then ride the complete Stelvio Pass right down to Silandro in Italy, which was where our hotel was booked. All was going well until we arrived in Bormio to a red sign stating the Stelvio Pass was closed, fermé! We were gutted! Desperate to not have to hit a motorway and leave the beautiful Swiss Alps, we back-tracked, through the tunnel (another €12!), rejoined the Ofen pass that snakes through the Swiss National Park, and into Italy – the long way round to Silandro! Disappointing that the daddy of all passes was closed, but we still had the best day's riding and our loss was soon forgotten.

Our host that night was Benny at the family-run Hotel Schwarz Widder – check out the panel with details of the places we stayed – if you're in this area, you simply have to drop in. He loves bikers and was a fantastic host (he even rode off on his Vespa at midnight to find me a margherita pizza).

Benny helped us plot our route the following day as we entered unknown

territory and headed for Venice (well, Jesolo Beach, which is just to the east). The Wine Route and the Passo Rollé were definite highlights. The Passo Rollé has a bit of everything – tight hairpins through wooded areas, long sweeping bends that weave in and out of some diverse landscapes, and then even more twisties that snake down the southern side against the backdrop of the incredibly dramatic and intimidating mountain peak. Riding through the valleys before and after the Rollé was equally as spectacular, as we rode along the bright blue river that followed the foundations of the towering mountains.

As we neared Treviso, the temperature had climbed to almost 30°C and a welcome break came in the form of a much faster road where we could enjoy the induced breeze of 70mph!

Jesolo Beach is very cool. We were lucky to get rooms at a four-star hotel along the beachfront, and we arrived in good time to make use of the pool! The hotel Excelsior is right next to the famous Gasoline Road Bar, a bikers' bar/club, complete with chopper holding up the optics. The Italian town was still recovering from Jesolo Bike Week, which had entertained 25,000 bikers just a few days before our arrival.

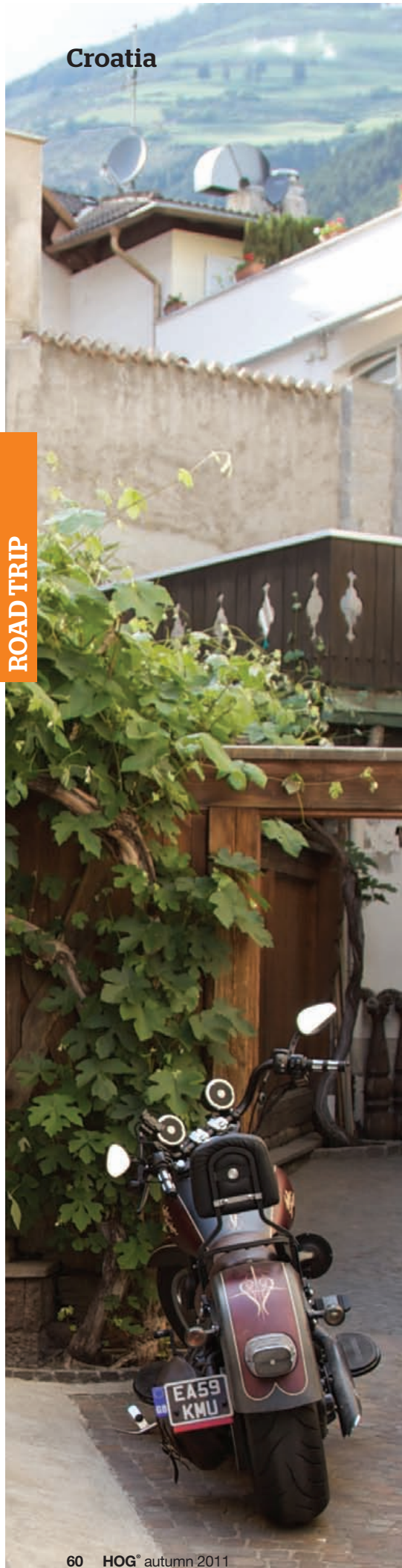
Slovenia was an interesting hour or so. We crossed the country from Trieste (Italy) to Rijeka (Croatia) on a relaxing main road that featured some nice bends and good surface all the way.

Our first sight of the Croatian coastline was as we exited Rijeka to the south. The colours are unmistakably Mediterranean in Croatia, and the landscape equally as varied. A mountain range forms the spine of the country and drops down to the jagged coastline which the road simply follows, hugging the edge of the country as close as it can get. These roads gave us a spectacular ride. We began our exploration of this new country as we rode south from Rijeka to Senj. It was like being at the fairground with twists and turns all the way. We absolutely loved it!

Our ride into Biograd for the 20th »







European H.O.G. Rally was just as good. Instead of sticking to the mainland coast road, we jumped on a ferry and rode the length of one of the islands, Otok Pag, which is famous for its cheese. The island was bizarre – the landscape resembled the moon in places – and it was awesome.

Three days at the rally saw plenty of partying as we soaked up the sun, and the Jägermeister, and recharged ready for the ride home.

One of the best 'tourist' bits of the trip was a visit to the Plitvice National Park on the way back. About two hours' riding from Biograd, inland and north, we arrived at the lakes, which are joined by waterfalls. We had totally underestimated the time needed to fully appreciate this 'Garden of Eden', but we spent about three hours exploring, and it was worth the detour to see it – truly spectacular.

The highlight of our return leg was the Austrian Alps, which delighted us with a bottomless pit of great roads to choose from. The Grossglockner is, of course, one of Austria's most famous passes, and one we rode when at European Bike Week in Faaker See in 2009 – and it is a lot of fun! We opted to head further west and found a few smaller passes that took us to 'the capital of the Alps', Innsbruck. This is a great city with plenty of central hotels, bars and restaurants.

We left Innsbruck for the Black Forest once again. We actually took the motorway right through the Austrian Alps – a very pleasant experience, particularly for a motorway. A vignette in Austria will cost you 7,50 euros for seven days, which is great value, unlike in Switzerland where you have to buy one for the whole year (we avoided all motorways in Switzerland)!

We left the motorway at the German border and enjoyed traversing the northern side of Lake Constance before entering the Black Forest. Triberg is a popular place to stay in the Forest and not only has a beautiful waterfall to visit, but is also where the cuckoo clocks are famously made.

As our journey neared its end, we headed further north-west, entering familiar territory, and enjoyed riding in Luxembourg and the Belgian Ardennes before a final night in northern France.

This completed our near 3,000-mile round trip, taking advantage of the fabulous weather and twisting our way across Europe to make sure we touched on the best biking bits the continent has to offer. Right, where next...? ■

## TRAVEL INFO

Here's a bit more info about some of the hotels we stayed in that I would recommend to bikers:

### Hotel Maritim, Lake Titisee, Germany

A beautiful lakeside hotel right in the heart of this pretty town. Garaged parking for bikes, a spa, restaurant and great entertainment. Maritim Hotels operates 37 hotels across Germany, in all major cities, and boasts 14 stunning properties worldwide including Mauritius, Egypt, Spain, Turkey, Latvia, Malta and China. Rooms from 90 euros. [maritim.com](http://maritim.com) or call 0208 545 6910.

### Hotel Schwarzer Widder, Silandro, Italy

Benny and his family are hugely welcoming to bikers and will do anything to make your stay perfect. Highly recommended! [schwarzerwidder.com](http://schwarzerwidder.com)

### Hotel Excelsior, Jesolo Beach, Italy

Beachside hotel, great service and easy reach of Gasoline Road Bar and town centre restaurants. [www.excelsior-jesolo.it](http://www.excelsior-jesolo.it)

## GADGETS

To make the trip that little bit more pleasurable, I invested in a few new 'comfort' gadgets...

### BOOM! Audio Cruiser Amp & Speakers

I've been thinking about these speakers for some time - somehow it didn't seem right putting speakers on handlebars with no front fairing - but they were brilliant! Good quality sound up to 70mph. I also bought the H-D Tank Pouch, which sticks to the tank with magnets without leaving any marks and is perfectly placed to hook up to the speakers and volume on/off switch. Part no: 76262-08 (black)



### Garmin Zumo 660

My Zumo and I had a love-hate relationship to begin with, but it became my faithful friend on this trip. Having to switch the avoidances on and off all the time is bit of a pain, but worth it to let it help you find the best route. Part no: EU-32010-10

### Cardo Scala Rider Multiset Pro

Tried one of these for the first time and they worked really well. They can be set up to play music from your MP3 player or phone via Bluetooth but be overridden when your buddy talks to you. You can even use voice activation to accept a phone call while you're riding along. Battery life is good and easily lasts a day's riding. This version also has a range of 700m. [cardosystems.com](http://cardosystems.com)







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# Comfort counts



We take a look back through the evolution of motorcycle suspension systems and explore how Harley-Davidson has worked to ensure a smooth ride where comfort counts

RESEARCH BY BILL JACKSON AND HIS TEAM AT THE H-D ARCHIVES

**FROM 1903 TO 1906**, motorcycles had no suspension whatsoever – just springs in the seat cushioned the rider from shock. Today, whether you're cruising down a motorway or Autobahn on a fully loaded Tourer, or slipping solo along a winding country lane on a Sportster, a properly tuned suspension is critical to the quality, performance, safety and comfort of your ride.

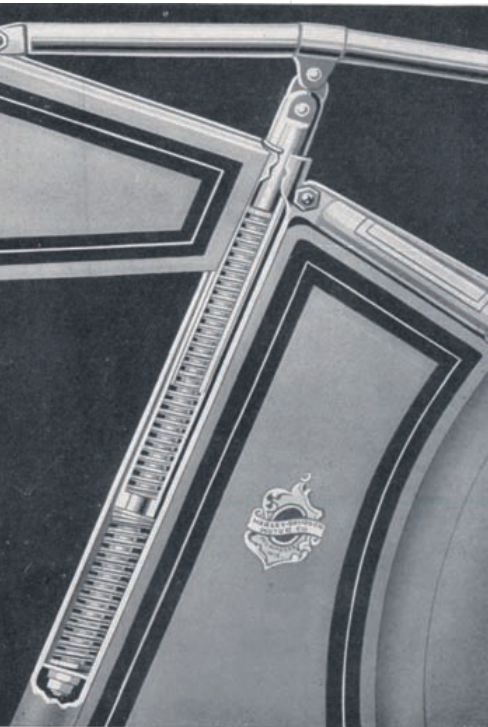
Motorcycle suspension has come a long way since the days of hardtails and kidney belts, and the Motor Company has consistently been at the forefront in developing new technology. Suspension systems have changed dramatically through the years and Harley-Davidson goes to great lengths to make sure the suspension on your motorcycle helps you get the most satisfaction from every ride. »



# Harley history

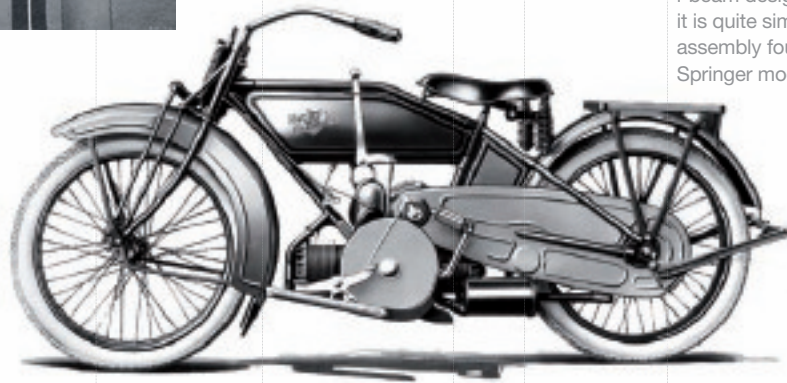


**1907**  
 (above) Harley-Davidson motorcycles first started employing spring-suspension front ends – often called ‘cushion forks’. Prior to that, seat springs were a rider’s best defence against bumpy riding conditions.



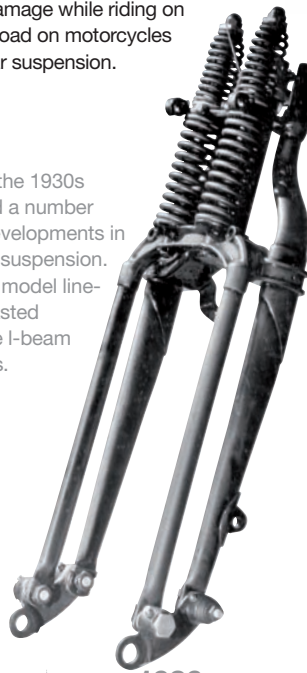
**1912**  
 (left) Spring seat posts came into use early on, around 1912. An early version was called the ‘Ful-Floteing Seat’. Seat posts employing this basic engineering became marginally more sophisticated over the following decades, but they were not truly replaced until the 1950s.

**1919**  
 (below) The 1919 W (or Sport) model featured a unique ‘trailing link’ suspension with exposed springs. This was a unique bike to Harley and sold well in Europe.



**1927**  
 (above) Kidney belts appeared in the Harley-Davidson accessories catalogue as early as 1927 and became popular among riders. Also called ‘riding belts’, these wide leather belts helped keep riders’ kidneys and other internal organs from suffering undue damage while riding on bumpy, unpaved road on motorcycles with little or no rear suspension.

**1930**  
 Riders in the 1930s witnessed a number of new developments in front-end suspension. The 1930 model line-up all boasted innovative I-beam front forks.



**1936**  
 (above) The revolutionary EL model featured a tubular-style assembly. Stronger than the I-beam design it replaced, it is quite similar to the assembly found on today’s Springer models.



**1949**  
 (above) Perhaps the biggest leap forward on the front end of the motorcycle came with the hydraulic front fork introduced on the 1949 Hydra Glide model.

**1950s**  
 (right) Rear shock absorbers mounted to the frame and swingarm began to appear on various models. The Model K first featured this design in 1952, followed by the first Sportster introduced in 1957.

**1958**  
 (right) The Duo Glide suspension system – featuring hydraulic front and rear suspensions – was introduced on Big Twin models.





**1984**

The introduction of the Softail platform in 1984 ushered in a new era of rear suspensions. Featuring hidden rear suspension, the Softail design offered the clean look of a hardtail motorcycle (no rear suspension), along with a smooth, comfortable ride.



**READ ABOUT HOW SUSPENSION WORKS IN 'WRENCH' ON PAGE 74!**



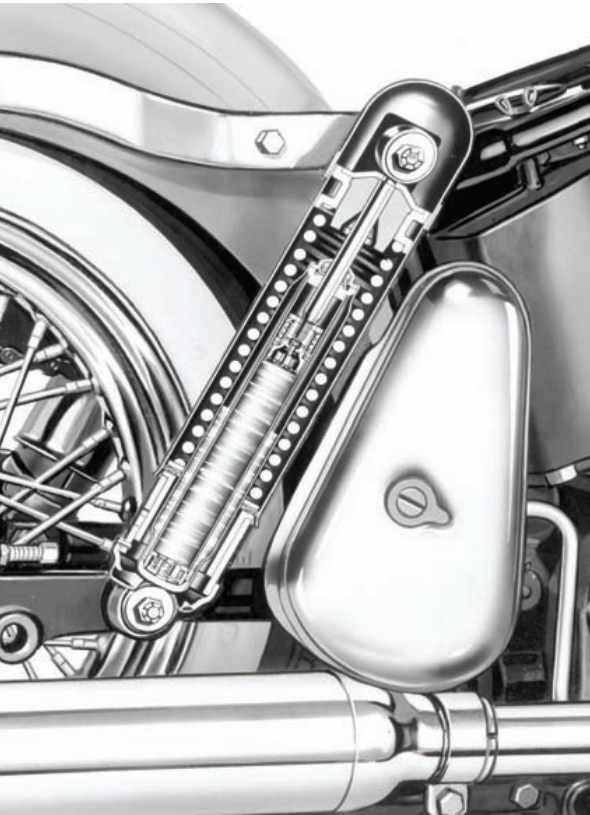
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**2008**

The Rocker models were the first to feature a rear fender as part of the rear swingarm assembly, allowing the dual benefit of a 'slammed' (lowered) look, but still allowing for full rear suspension.

**1988**

(above) The Softail welcomed back an old friend: the Springer front end. Completely re-engineered since it was last seen on production solo Big Twin in 1948 (the FL), the modern version dramatically improved performance while retaining the classic look.

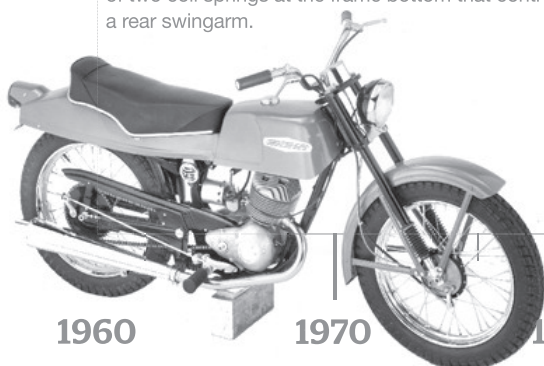
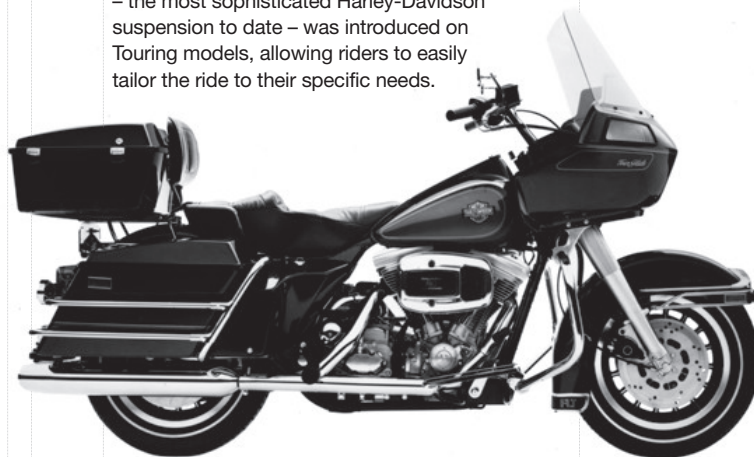


**1985**

(below) The air-adjustable rear suspension – the most sophisticated Harley-Davidson suspension to date – was introduced on Touring models, allowing riders to easily tailor the ride to their specific needs.

**1960s**

(below) The Harley-Davidson Scat, Pacer and Bobcat lightweight models featured a unique Glide-Ride rear suspension. Something of a very early predecessor to the Softail suspensions, this under-frame design consisted of two coil springs at the frame bottom that controlled a rear swingarm.



1960 1970 1980 1990 2000 2010



Custom

# Lost LOVE

Words and photos: Guy Bolton



Guy Bolton meets Benny Thomas who tells the story of being reunited with his lost love – a 1951 Harley-Davidson EL Panhead



**IT WAS 10 YEARS AGO**, perhaps longer, when Benny was riding around on a cool '51 EL Panhead chopper with a Knucklehead frame. It was everyday transport, and as he says: "I loved that bike. It didn't miss a beat."

And then, like all of us do at some time or another, Benny hit hard times and he had to sell his beloved chop to raise some cash. "It was the worst thing I ever did," he says, especially as – when his situation improved – he tried to buy the bike back from the shop he'd sold it to but was told it had been moved on and, no, he couldn't have the new owner's details.

The silver lining to this cloud was that as proprietor of a motorcycle store, Benny was in the perfect position to keep his ear to the ground for whispers of his Panhead's re-emergence on to the bike scene. And sure enough, after a while the

new owner came to Benny asking him to refresh the old '51. Even better, he then offered to sell it back to Benny; unfortunately, the time still wasn't right

and Benny just couldn't raise the cash required. Fast forward a year or two, and the Pan was now sitting in yet another owner's garage.

Eventually, this fella decided to reunite Benny's old Knuck frame with a Knuck motor and sought out Benny to offer him his old Panhead engine back. In the end, it was Bob, a friend of Benny's, who made the purchase; but finally – in a deal involving a Shovel – Benny got his hands back on his old engine. This time, he was determined to hold on to it and treat it to a total rebuild. "It's the last time I'll be able to afford something like this," says Benny, "and I wanted it right this time. I wanted to know that the engine and box were done properly, whatever chassis they might end up in." »





## Custom



Benny's a talented fabricator, but he left the task of rebuilding his Panhead to Joe Taylor at Blueprint Engineering. The 1000cc EL was beefed up to 1200cc, and the engine was blueprinted and rebuilt using modern components; the crank was balanced, the cases vapour-blasted, the top end renewed. Joe replaced the cam cover with a newer item as he claims the originals are hard to re-bush successfully. The rebuild was meticulous; Benny says that Joe works to such fine tolerances he even checks the temperature of his workshop before assembly.

While Joe pieced together the engine, Benny busied himself with preparing a suitably cool chassis to receive it. "The frame is a '54," he says, "and I got it in a very sorry state off a friend of ours, Uncle Dave. I did a lot of work

on it, filling pits and holes; I also had to re-TIG the welds around the castings, where someone had done a poor job in the past. It had already had some tabs shaved off it, but it was all stuff I would have removed anyway. After powdercoating and flattening back over and over again, it looks reasonable."

Benny made the fuel tank himself, narrowing a Sportster item and adding a new filler and tabs. The lovely paint was laid on by – who else? – Flakey Dave. "My own bikes are always orange – it's the Jesse James influence!" laughs Benny. "I wanted the Pan to be usable," he adds, "not a period piece, so the rest of it is a mixture of old and new. Hallcraft copy brake; genuine rear star hub with chromed Harley drum; 35mm forks; repro 18" and 21" rims; repro fender; aftermarket oil

tank. I made the seat brackets and the sissy bar with Zippy."

The results are stunning, and Benny says his rejuvenated Panhead "goes like stink". We awarded it the GKM trophy at the 2010 Hotrod Hayride and now Benny has found his lost love, they won't be parted again. "I won't sell it," he says. "Ever." ■

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Among popular enhancements now included as standard benefits with the policy are comprehensive cover for riding other bikes and extensive UK and European breakdown and accident recovery insurance. Offered by Harley-Davidson Insurance Services\* the policy also includes up to £50,000 (€75,000 in ROI) motor legal protection cover which, if you have a non-fault accident, can help you recover uninsured losses such as earnings and a replacement vehicle. Owners of Harley® motorcycles, which are less than 12 months old also benefit from new for old replacement†.

The additional benefits supplement previously established popular policy features such as helmet and leathers cover and agreed value†, the latter a particularly important element given so many Harley® owners customise their bikes.

**In addition, members of the Harley Owners Group® enjoy even better value as they can claim an exclusive five per cent discount.**

To find out more, get a quote or buy, visit [www.harley-davidson.co.uk/insurance](http://www.harley-davidson.co.uk/insurance) or call **0800 988 9681**. Riders in Ireland should call Harley-Davidson Insurance Services\* in Dublin on **1800 800845**.

Harley-Davidson Insurance Services, Trafalgar House, 110 Manchester Road, Altrincham, Cheshire, WA14 1NU

HARLEY | RIDER INSURANCE™ is arranged and administered by Harley-Davidson Insurance Services and issued and underwritten by Groupama Insurance Company Limited.

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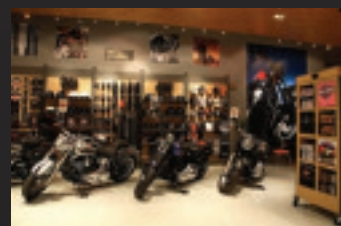
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Harley-Davidson  
Insurance Services



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Harley-Davidson® is rapidly expanding its presence throughout the international markets. Over the next few years, opportunities will become available to fill selected desirable areas within the dealer network. There are currently opportunities in brand-new markets where Harley-Davidson® dealers have not been present before, as well as in established markets where opportunities for expansion are still in reach.

#### What does it take to be a Harley-Davidson® dealer?

You must meet the important financial requirements, have a foundation of management as well as retail business experience and you must have experience within the sport of motorcycling. But, far more importantly, you must share our passion for the Harley-Davidson® brand including the products. You must be a willing and enthusiastic participant in both the sport and the lifestyle, and you need to understand the customer's enthusiasm and loyalty for our unique product line.

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# Unlocking the vault

Collection X: Weird Wild Wonders of the Harley-Davidson Museum®

## THE HARLEY-DAVIDSON MUSEUM

is home to thousands of fascinating exhibits, yet only a small portion of this treasure trove can be on display at any one time. This summer, a special temporary exhibition entitled Collection X: Weird Wild Wonders of the Harley-Davidson Museum will unlock the vault, revealing many unseen marvels. Some are recognisable, others mysterious, evoking questions like “What is that? I’ve never seen one of those before,” “How did that end up here?,” and “Why would anyone save that?”

Over the last century Harley-Davidson undertook many different, and even surprising, research and development projects. Cloaked in secrecy no more, these pieces will be taken out of storage and displayed for the first time. As part of the process of conceiving new models, Harley-Davidson pushes the envelope with cutting-edge concepts and technologies. Some projects reach the market, and some, for a variety of reasons, don’t.

Aside from incredible two and three-wheeled prototypes, the collection highlights the scope of Harley-Davidson’s commitment to accessories. A furry parka, reminiscent of Bigfoot, was part of a line that was sold alongside Harley-Davidson snowmobiles in the early 1970s. Another folly from that decade was the ‘Cycle

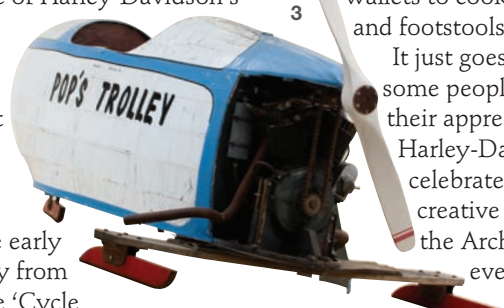


Back-Pak’, a towering plastic storage container with straps that could be worn while riding, though it’s hard to imagine doing so comfortably.

While many of these artefacts come from the factory, other weird and wild pieces included in Collection X are home-grown. It’s said that necessity is the mother of invention, but you have to wonder “what were they thinking?” when you get an eyeful of some of these contraptions. One of the strangest creations is a light-up headpiece made from a baseball batter’s helmet. Other examples are a bit more purposeful, like a vintage frame straightener powered by a 1914 Harley-Davidson model 10-B engine that was used in the Juneau Avenue factory for many years.

Of course the exhibit wouldn’t be complete without a celebration of the wide world of Harley-Davidson novelties and collectibles; from Harley-Davidson chardonnay and wine coolers to underwear, sneakers and hundreds of (mainly black) T-shirts. An assemblage of items decorated with an eagle motif ranges from beer steins and wallets to cookie jars, Frisbees and footstools.

It just goes to show how far some people will go to express their appreciation for all things Harley-Davidson. Some even celebrate this love through creative outlets and, while the Archives can’t accept everything offered to it, a representative



group of paintings, sculptures and other meticulously hand-crafted items has entered into the collection over the years, as have music and other related popular culture.

A few of the more unique examples of these will be highlighted in Collection X.

Don’t miss your chance to experience the fun, fantastic and far-fetched this summer. Collection X: Weird Wild Wonders of the Harley-Davidson Museum will be on display for a limited time, June 11-August 21, and is included with Museum admission. ■



**To plan your visit, go to [www.h-d-museum.com](http://www.h-d-museum.com). To see more historical items from the H-D Archives, visit the Harley-Davidson Museum in Milwaukee.**

1) The ‘Cycle Back-Pak’, sold in the H-D® Accessories catalogue from 1973-1975, was billed as the “modern ‘in’ way to take along all the things you need for that cross-country trip or those hunting-fishing campouts.” Whether or not it made “any load easy to carry” is questionable when you see it for yourself.

2) Three men go for a ride on ‘Red’s motorboat’, circa 1916. This is just one of the many photos of ingenious contraptions in the Archives collection.

3) A 1930s Harley-powered ‘ice yacht’ will be on display in Collection X: Weird Wild Wonders of the Harley-Davidson Museum.

4) The ‘Brake Light’ helmet, created by Felix Predko from a baseball batting helmet. Predko outfitted his custom motorcycle, nicknamed ‘King Kong’, with an outlet to illuminate the headpiece while he was riding.







# WRENCH

# Smooth operation

What every Harley® Rider should know about motorcycle suspension

## Comfort and safety

Harley-Davidson® motorcycles are known for their smooth, comfortable ride – especially the big Touring models. A large part of that is due to their well-designed suspension system. But there's another reason why suspension is so important.

Mathew Weber, Staff Engineer at the Willie G. Davidson Product Development Centre, explains: "A nice soft suspension is great for absorbing bumps but can

sacrifice traction and control in the corners. That's why a racing suspension, where comfort isn't a concern, will generally be quite stiff. The best all-purpose suspension is somewhere in between – taut enough for control but soft enough for comfort."

Modern motorcycle suspension systems consist of two basic components: springs and dampers (also called shock absorbers). The springs support the weight of the

motorcycle and provide a cushion effect. However, they don't diminish much of the energy of hitting bumps. Dampers react relative to the velocity of the suspension motion, absorbing much of the kinetic energy, converting it into heat.

Early motorcycles had no suspension at all, just the cushioning effect of air-filled tyres. Then came springs, but with this alone it would be like riding a child's playground 'rocking horse' – fun but with



## ...we've developed many special techniques for tuning suspension...

little control. A truly smooth, controllable ride requires dampers.

"Without dampers, the wheels can lose contact with the road and bounce as the springs and tyres deflect," Weber explains. "The dampers control how fast the springs compress or expand, helping the wheel maintain contact with the road."

### Putting a damper on things

This design is also velocity sensitive – the faster the piston moves, the more resistance it faces. Imagine standing in a swimming pool and moving your hand through the water. Move it slowly and you barely notice any resistance. Move it quickly and the resistance increases.

This means that bigger bumps are less likely to cause your suspension to "bottom out" (when the suspension cannot be compressed any further), which is both uncomfortable and potentially damaging to your motorcycle.

Stopping is another consideration. As you brake your motorcycle wants to pitch forward, or 'dive'. The front suspension both stops the vehicle from diving too far and from rebounding harshly when the stop is complete. The opposite is true when you accelerate. The rear suspension helps keep the back end from 'squatting' too much upon acceleration.

### Setting the preload

When adjusting your suspension it's important to make sure your tyre pressure is correct.

"Tyres are an integral part of the suspension system, having both spring and damping characteristics," Weber says. "When leaning in a turn, the suspension is not acting directly toward the road surface. There's a lateral component involved, and the tyre's grip transfers those forces to the proper direction."

As tyre pressure recommendations differ in relation to the weight being carried, Weber suggests checking your owner's manual rather than the tyre itself to find the suggested

pressure for a particular load.

"Both over- and under-inflated tyres can cause problems," he explains. "Improper tyre pressure can lead to steering issues, excessive and uneven tyre wear, and reduced traction."

Beyond the tyre pressure, the most important suspension adjustment you'll be making (most often the only adjustment) is the rear 'preload' setting.

### And finally...

"Lowering kits are very popular with Harley-Davidson riders," Weber explains. "However, a lowered suspension generally means shorter suspension travel. This means it's likely to bottom out more easily, making it especially important to set the rear preload properly."

Wide wheels can affect suspension performance as well, simply because a bigger, wider tyre means more weight – and therefore more energy that needs to be absorbed by the suspension.

"Lowering kits and wide tyres make it challenging for us to engineer a good ride and handling solution. But we've developed many special techniques for tuning suspensions, so our bikes with these features will have the best possible performance."

Finally, riders of Harley-Davidson motorcycles can take comfort in knowing that because so much thought has gone into your suspension, you don't have to think about it very much at all.

"Riders should make sure their bikes are prepared for the road by setting the preload and tyre pressures appropriately for load conditions," Weber says. "Beyond that, we've taken care of things. At our test facilities, we rely on both test rider feedback and extensive telemetry data to understand exactly how our bikes perform under all kinds of conditions."

"We go through years of painstaking development to make sure our suspension systems are set up just right when they come off the showroom floor and into our customers' hands." ■

### Preload your motorcycle

Preload adjustment sets the height of your bike to ensure the right amount of suspension for the load you're carrying.

"Too much or too little preload can both cause handling problems," Weber explains. "A common mistake is not setting it high enough for two-up riding or one-up touring with cargo."

When it comes to adjusting the preload the basics are spelled out in your owner's manual, while your dealer can help if you have any questions or need assistance.

### Touring family:

Unique among Harley-Davidsons for their air-adjustable rear suspension. Increasing the preload is as simple as adding air with a low-pressure pump. Harley-Davidson makes a pump and gauge that fits easily into a saddlebag.

### Sportster family:

The rear suspension system on most models has five preload adjustment positions (some models have three). They can be adjusted using a special wrench available from your dealer.

### Softail family:

Giving the bike a sleeker look, the hidden rear suspension, which utilises dual shock absorbers, is located beneath the bike and can be adjusted using a special wrench available at your local dealer.

### VRSC family:

The rear suspension is adjustable to five different settings. A special wrench available at your dealer makes it easy. As with all models, make sure both rear shock absorbers are adjusted to the same preload setting.

### DYNA™ family:

Most Dynas have five preload adjustment positions on the rear suspension, though some have three. They can be adjusted using a special wrench available at your dealer.

**Consult your owner's manual for details before adjusting.**



# STEP INTO A NEW LEGEND

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Featuring must-have new styles to help your ride to the end of the season



## Mens

Taking the lead from the brands heritage. **Jayden** is a 10" biker boot, so be the style and create your own in these buckle front boots

Jayden  
Black – D95348  
Also available in brown D95349



**Joshua** is a casual lace up 5" boot, worn great with jeans for a man that doesn't need to try too hard, wear well and make it your staple piece

Joshua  
Brown – D94347  
Also available in Black D94346



## Womens

**Belinda** is tough, durable and ultra fashionable, new for the season, and a staple piece in every women's footwear collection

Belinda  
Black – D85517  
Brown – D85518

All boots featured are Goodyear welted for strength, longevity and durability – this product is not glued like other products on the market!



FOOTWEAR

CONTACT YOUR NEAREST HARLEY-DAVIDSON® DEALER TO FIND OUT MORE

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# LED

## See what you've been missing

**THE NEW LED** headlamps from H-D® Genuine Motor Parts and Accessories has a high beam that casts 125 feet of added depth and 45 feet of added width compared to the stock OE incandescent high beam. But what does this mean?

Cruising down the road at 55mph, you're travelling 81 feet per second. If Bambi is standing in your lane, you'll need to stop. Applying both brakes, you'll travel roughly 120 feet before coming to a stop. But before this, on average you'll use 1.5 seconds of reaction time to detect the deer and apply the brakes. At 55mph, 1.5 seconds equates to 122 feet.

So LED lamps may buy you the distance cushion required for your reaction time, potentially saving more than just the deer's hide.

A bird's eye-view of the light patterns from an LED lamp would show a vast improvement over the stock incandescent headlamp – to see this clearly head to [www.h-d.com/parts](http://www.h-d.com/parts) and search for "LED Headlamp" to watch a video demonstrating the difference.

As well as improved patterning, LED lamps deliver high-quality lighting.

They emit a powerful bright white light that more clearly illuminates objects, whether it's road debris or road signs. This light can also make you considerably more visible to other motorists.

The new LED headlamps feature two horizontal D-shaped lenses that focus light into a pool in front of the bike, a low-beam projector lens that provides a focused beam of light out front and a separate high-beam projector that delivers a super-bright, super-focused beam to penetrate deep into the darkness. These solid-state LED lamps are shock- and vibration-resistant, and typically last much longer than traditional bulbs. Their plug-and-play design means installation is quick and simple. They come in both the 5¾-inch and 7-inch lamp sizes for many models, starting with some 1981 models and most 1994-and-later motorcycles.

LED auxiliary lamps are also available for motorcycles equipped with the 4-inch lamp size, with three lenses that increase the light pattern and complement the LED equipped headlamps.

Visit [www.h-d.com/parts](http://www.h-d.com/parts) to learn more or see your Harley-Davidson® dealer. ■



### Extra LEDed

Eye-catching LED technology is also available as accessory options for tail lamps and turn signals for many 1999 and newer models.

The LED tail lamp utilises 20 fast-acting lamps that cut through the darkest night, harshest weather, and even bright sunlight, delivering optimum visibility in all conditions. They're available in three styles: a red lens with chrome housing, smoked lens with chrome housing, and smoked lens with black housing.

The LED turn signals add ultra-bright, fast-acting lighting for FL-model Softail® and Touring motorcycles. Up front, the LEDs serve as running lights and directional indicators with either amber or smoked lenses. At the rear they deliver maximum visibility as running lights, directional indicators and brake lamps, and are available in either smoked or red lenses.



**LED lighting can drastically improve your visibility in all conditions, making hazard perception much easier**





**Becky Tillman,**  
Rider's Edge® Regional  
Manager, Harley-Davidson  
Rider Services offers  
some riding tips

# Two's company

## Riding with a passenger

**RIDING 'TWO-UP' IS** one of the great simple pleasures of motorcycling, but it's important that both you and your passenger know what you're doing. Here are a few tips to make sure you both stay safe.

### Preparing your motorcycle

Before you ask a passenger to climb aboard your Harley-Davidson® motorcycle, make sure your bike is prepared for the experience. Some models are extremely well-suited for carrying two people; other models less so. But if they're properly prepared and equipped, any Harley-Davidson motorcycle can be used to carry a passenger.

The first thing to look at is the seat. Make sure it's either a seat designed for two people or a solo seat with a passenger pillion and grabstrap attached. This may sound obvious, but it's important to point out that you should never, ever allow

a passenger to sit on the rear fender, a luggage rack, or any other part of the motorcycle not specifically designed for a person to sit on.

Next comes the footpegs or floorboards. Two things to consider: First, if your motorcycle was originally equipped with a solo seat it probably didn't come with passenger footpegs as original equipment. You'll have to add them. Again, don't allow a passenger to rest their feet on any part of the motorcycle not designed for it. Second, make sure your passenger is capable of comfortably reaching the footpegs or floorboards, especially if he or she is of shorter stature or a minor. Next, think about your suspension. You'll get better performance (smoother ride and better handling) and comfort if it's properly adjusted to carry the heavier load. Consult your Harley-Davidson owner's manual for

details – and to make sure you don't exceed the Gross Vehicle Weight Rating (GVWR). Any 'bottoming out' you feel (or hear) while riding is a sign that your suspension is not properly set or your motorcycle's load is too big.

Similarly, make sure your tyres are properly inflated (check your owner's manual for specific tyre pressure recommendations). A bigger load may require higher pressure. Remember: Under-inflation can adversely affect handling, and reduce fuel mileage and tyre life.

One factor that's easy to miss is the headlamp. That extra load on your bike can affect your headlamp aim by causing your motorcycle to sit a little lower in back than usual. To check, sit on your bike with your passenger on the back and have someone else check the aim. Then make adjustments as necessary.







### Preparing your passenger

If your passenger has never ridden on the back of a motorcycle, chances are they will need more education than you will.

The first thing you'll want to talk about is proper attire. Basically, the same rules apply to your passenger as to you. An approved helmet, long pants, over-the-ankle shoes or boots, proper eye protection, a long-sleeve shirt or jacket and gloves are all recommended. Regarding a helmet, make sure you know the local laws. If your passenger is a minor, they may be required by law to wear one, even if you're not. In addition, make sure your passenger doesn't have any 'loose ends' that could get caught in any moving parts.

Also, instruct your passenger where the 'hot stuff' is: parts of the motorcycle that could cause burns when the engine is hot.

The next step is to talk about how to properly board the motorcycle. Instruct your passenger not to get on until you give the go-ahead. You should be solidly on board with the motorcycle upright, feet planted on the ground and the engine started. Make sure your passenger only steps on the footpegs or floorboards. Also, do any manoeuvres before your passenger boards.

Next, instruct your passenger on how to properly hold on. While sitting forward but without crowding you, have them hold on to your hips or waist. This makes it easier for you both to move as one with the motorcycle.

Once you're under way, your passenger should know not to consciously lean while cornering. Rather, the lean should happen naturally as you turn. Instruct your

## “Riding two-up can be one of the most enjoyable experiences in motorcycling”

passenger to hold on snugly and let the motorcycle do the work. A good technique for your passenger is to place their chin on your shoulder in the direction of the turn – but not consciously lean or shift any weight as you go through a curve.

As much as possible, alert your passenger before stopping and starting, so they can brace for the change in momentum. Make sure they know to keep their feet on the footpegs or floorboards when you come to a stop – and to sit relatively still. If not a rider, they may not understand the motorcycle is harder to control when stopped than it is at speed. Remind them that they shouldn't put their foot down when the motorcycle stops. When starting from a stop, tell them to lean forward slightly as you accelerate.

Likewise, try to warn your passenger before you hit a bump in the road. Instruct them to shift their weight 'from seat to feet' so that the legs, rather than the spine, can absorb some of the potential impact.

Keep in mind, however, that your passenger may have trouble hearing you. Turn your head to the side and slightly back when talking to your passenger, and raise your voice. Alternatively, invest in an electronic communication system.

### Preparing yourself

Once you've properly instructed your passenger in the nuances of riding on the back, your job is much easier.

If it helps, think of your passenger as just another load. The same rules apply.

Remember that a heavier load will decrease your ability to slow down and speed up quickly – and this is more pronounced on a smaller motorcycle. Low-speed manoeuvring is where you'll feel the difference most keenly so it's important to do as much as possible without the passenger on board.

Once on the road, it's a good idea to ride a little slower overall and to be especially aware of the need to start or stop quickly. At intersections, wait for larger gaps in traffic when crossing the road, turning or merging. Also, maintain a larger space cushion around your motorcycle when riding in traffic.

Finally, be comfortable and confident before you embark on a long two-up trip or take to the streets for the first time. Find an empty car park where you and your passenger can practise riding together, or simply stick to side streets and low-traffic areas while you develop your confidence.

When rider and passenger are on the same page, riding two-up can be one of the most enjoyable experiences in motorcycling. It's a great way to expose someone new to the joys of the sport or to get closer – both literally and figuratively – to someone you love. ■

**Sources: Harley-Davidson Rider's Edge and the Motorcycle Safety Foundation's Guide to Motorcycling Excellence.**



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**Make every day count**



# Harley hospitality

We continue our tour of restaurants and hotels that make great meeting points for Harley riders on the road. This issue we visit your recommendations in France and Scotland...

## The biker-friendly B&B

**A THREE-WEEK TOUR** of the Brittany and Limoges regions and it was decided; Ken and Lesley Macnab would move to France and set up their business there. After looking in the UK for a suitable property to run a biker-friendly cafe or B&B they realised they were searching in the wrong place. Their extensive experience of biking in France told them they could get more for their money in an area they loved.

"We settled on the Celtic region of Brittany, sold up our house in Sussex and moved to France at the end of 2001," reveals Ken. "We bought an old farmhouse with another couple with the intention of setting up a biker-friendly B&B. However, after a few months we realised it was never going to happen. We sold our half to them, which left us homeless for a while!"

Not deterred and with the dream still very much alive, the Macnabs continued their search for the perfect property and in 2003 they finally found it.

"It was an old restaurant with lots of potential," says Ken. "However, it needed a lot of work. Lesley returned to work full time in nursing while the refurbishment was under way. In June 2005 we opened Mototaranis for our first customers – though with only two thirds of the house finished and the rest hidden away from view! Since then we've finished the house and it's been up and running for six years."

"We have five en-suite rooms and can accommodate up to 12 people in double, twin or triple rooms. Our garage can hold about 10 bikes but probably not all Electra Glides!

"As well as B&B we do evening meals and organise guided ride-outs and tours of Brittany, and weekend breaks at special rates. We give discounts for group bookings with a minimum of six people and can organise rates for clubs."

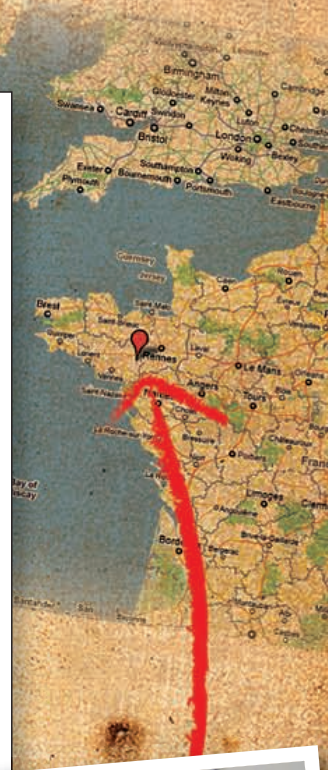
The couple's love of biking is evident in their carefully tailored tours, designed with an in-depth knowledge that makes the most of the region. For those uninitiated with this corner of northern France, Brittany is a patchwork quilt of fields and forests dotted with charming

medieval market towns and imposing castles. The coast is an easy 45-minute ride away, where long stretches of sand give way to rustic ports and fishing villages.

"We've been gradually building the business to make it a one-stop shop for motorcyclists on tour and hope to expand on what we already offer in the next year. Reminiac is a wonderful little community with a biker-owned bar and excellent restaurant and is a great place to base yourself for either a short break or a stop on a longer tour. We both try to get out on the bikes as much as possible and have just had a group of Harley riders join us for a long weekend of touring; it would be great to share a ride with more."

**Mototaranis  
Relais des Motards  
11 Route de Vannes  
56140 Réminiac  
France**

**By telephone:  
From France: 02 97 93  
26 86  
From the UK: 00 33 2  
97 93 26 86  
info@mototaranis.com  
www.mototaranis.com**





# The phoenix from the flames



**"IT DOESN'T SEEM** like 20 years since my love affair with Harley-Davidson began when I bought a 1973 Shovel Chop. It wasn't new, it wasn't always reliable, but I loved her and the whole Harley lifestyle.

"I took a chance and rode her to the first St. Tropez H.O.G. Rally and she made it without fault or failure. Returning to England it was just me and the chop; a beautiful and heady experience. I fell in love with the whole romantic ideal of being free.

"However, each day came the quandary of where to stop for the night and the question of whether my trusty steed would be safe and unmolested. I thought: 'Where is a hotel just for bikers, where your bike will be locked up at night and you can sleep soundly?'. That first seed of an idea grew to what 'Route 66 Motorcycle Hotel' is today.

"10 years ago I found a neglected building in central France. It had been deserted and up for sale for 15 years. Many people had seen and rejected it but I could see a vision through the cobwebs and peeling paint. After some hesitation (and a bottle or two of vin rouge), I signed to buy and six months later I was the proud owner

of a sad and lonely 11-bedroom chateau. "Ha ha, you crazee Eeengleeshman," uttered the locals.

"Buying it was the easy bit. Transforming it was a nightmare and it took two years of hard work and love just to decorate the bedrooms. But soon it was once more transformed into a place of laughter and happiness, just as intended when it was built in 1883. Mind you, I don't suppose they intended rock music and rumbling Harleys back then.

"Our bedrooms are all tastefully themed; we have a 1950s room, a medieval room, a cherubs room and even a Japanese room – for all our guests who prefer plastic to Milwaukee steel! We have 11 bedrooms and a camping area for large groups. The largest we ever had was 120, who all arrived on Lambrettas and Vespas. We had a great weekend with ska and reggae bands playing – there's no prejudice between mods and rockers these days!

"Food-wise, our cook does lovely food to order and we have a large BBQ if you want to use it. We have plans to open our bar to the public

as a weekly rock venue, will be installing a large restaurant and are planning bike rallies and music festivals in our five-acre field. In the meantime we have the bar for guests and can get live bands in if you want to come and party for a few days.

"We love to take groups out on ride-outs so if time allows we will be delighted to lead the way and show you the local sights. Alternatively you can use our pre-planned tour routes. The roads around here are deliciously deserted and the lovely French locals have a real admiration for bikes and bikers!

"After a leisurely day's biking you will find our bar filled with music and crazy motorcycle memorabilia; even my trusty 1973 Harley Chop, still in magnificent working condition, though these days it's easier to jump on my Evo Heritage.

"Anyway, I'm Harry, and am here waiting to extend a warm hand of friendship to the Harley Owners Group and the whole world of motorcycling. So if you see this and you want to make a booking, I am delighted to offer all H.O.G. members a 10% discount on room prices. Hope to see you soon. Until then, have fun!"

**Route 66 hotel, 107 Avenue de la Liberation, 87320, Bussiere Poitevine, France**  
[information@route66hotel.com](mailto:information@route66hotel.com)  
[www.route66hotel.com](http://www.route66hotel.com)







# Scotland's secret

**THINK OF SCOTLAND** and images of the Highlands won't be far from your thoughts – a stunning area that's been so heavily marketed you wouldn't be blamed for thinking that's all Scotland has to offer. Dig a little deeper, though, and you'll find a Scotland that exists beyond the hills and the heather. Head towards the south of the country, below Glasgow and Edinburgh, and you'll find one of the most unpopulated and uninhabited regions in Britain.

So what is there here to tempt the rider from those well-trodden Highland paths? Well, riders will discover hundreds of miles of quiet roads off the beaten track. And as an area often overlooked by tourism, roads tend to be pleasantly free of impatient tourists, caravans and motor homes. It has some of the most amazing

rolling hills the UK has to offer and sweeping and twisting roads that any biker would whoop to!

The area is also home to one of the most publicised scenic motorcycle routes in Britain, the A708 (Moffat to Selkirk), and an independent survey by *MCN* found the A75 (Gretna to Stranraer) to be the second best motorcycling road in Britain due to its "good road surface, flowing comers and,

of course, amazing views".

Unsurprisingly, there are many more such roads in this region.

Dave Smith, owner of The Buccleuch Arms Hotel in Moffat, along with his passionate biking family, relished the idea of living in the heart of biking territory and wanted to share the region with fellow bikers. About three years ago they, along with five other biker-friendly businesses in the town, got together and developed a website promoting routes of the surrounding area. There are 15 published so far but the team are more than happy to share many more and tailor a route to fit.

"The idea is to base yourself in this quaint, friendly town and experience the best of the surrounding regions," says Dave. "The circular routes range in distance from 80 to 300 miles return, and are created with the knowledge that you're coming home to a secure, safe haven with truly amazing food and the warmest and most genuinely friendly service."

The Buccleuch Arms Hotel began life as a Georgian coaching inn in 1760. Today, it still retains its original charm while operating as a modern three-star hotel run by a close-knit and professional team with personality in spades. Special mention must go to the chefs and kitchen staff who produce the hotel's award-winning food – and the breakfasts here are the stuff of legends!

It's clear that The Buccleuch Arms is run with the very same passion and dedication that Dave reserves for two wheels. The website he has helped to create, [www.motorcyclescotland.com](http://www.motorcyclescotland.com), should be the first point of reference for anyone thinking about taking to these roads. As well as great routes, it features bike

advice, news, events and lists a good mixture of biker-friendly businesses on each route. This once-secret part of Scotland has now been opened up to the whole motorcycling community to enjoy.

"As passionate bikers ourselves we're fortunate to understand the needs of the biker and absolutely love being able to exceed their expectations. We've installed ten stand-alone lockable motorcycle garages within what is already a secure private off-road parking area, along with jet wash facilities and many other bells and whistles.

"As for the region, the gleeful look on our guests' faces speaks a million words. Most groups not only stay for three or four nights at a time but well over half of the groups return as the area offers so much! Discovering the south of Scotland has been like uncovering the lost motorcycle world... are we excited? You bet!"

**Buccleuch Arms Hotel,  
High Street, Moffat, Dumfries  
and Galloway DG10 9ET  
Telephone: +44 (0) 1683 220003  
E-mail: [enquiries@buccleucharmshotel.com](mailto:enquiries@buccleucharmshotel.com)  
[www.buccleucharmshotel.com](http://www.buccleucharmshotel.com)  
[www.motorcyclescotland.com](http://www.motorcyclescotland.com)**



## Get in touch

Are you a Harley lover with a hotel or restaurant? Would you like to extend a warm welcome to H.O.G. members on their travels? Maybe you've been somewhere yourself where Harleys and hospitality go hand in hand.

We want to hear from you! Email us your suggestions at [hogtaleseeurope@harley-davidson.com](mailto:hogtaleseeurope@harley-davidson.com) – please put 'H.O.G. Meeting Points' in the subject line!





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13:10	All or Nothing	A-AN-109	LANDED
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Training

# Safety first

Harley-Davidson worked in co-operation with the Royal Motorcycle Club of Jordan to run a course on safer riding, taught by renowned Dutch police officer and riding trainer, Theo Verkamman

**DUTCHMAN THEO VERKAMMAN**, who has been riding professionally since 1975, cites his experience in the police as the source of his expertise on safety. "I'm a police inspector specialised in teaching men and women how to drive motorcycles as well as police cars, and to be a police riding trainer one has to know all the tricks of a bike, and know the maximum limit to which people can use the bike in a safe manner."

In addition to police departments, Verkamman counts royal escorts, Special Forces units and motorcycle clubs among his students. His lessons have taken place in range of countries including Germany, Belgium, Holland, South Africa and the United Arab Emirates.

This March, he brought his expertise to the Royal Motorcycle Club of Jordan's new 80,000-square-metre site, which is situated on a hilly forested area in Um Al Basateen. The course, which ran for five days, outlined the basics of safety, manoeuvring and riding.

For Royal Motorcycle Club of Jordan's GM Omar Zarour, a trainer certified by

the Motorcycle Safety Foundation (a US organisation that trains and licenses riders to uphold safety standards), safety is of optimal importance: "Unlike other countries that start with the sport and then concentrate on safety training and procedures, we are doing the opposite. We are starting with a clean slate to guarantee that riders are getting the proper training to keep the roads safe."

As Omar observes, the Harley-Davidson community in Jordan has been growing at a rapid pace. French-Jordanian Claude Abry, who is GM and managing partner of Harley-Davidson Jordan, had also been keeping a watchful eye on the increasing popularity of Harley-Davidson in Jordan: "I have wanted to bring Theo to Jordan for a while now, but after reaching the mark that shows there is a booming community and a local thirst for Harleys, I decided it's time."

Theo trained approximately 80 students, and was pleased by the level of competence displayed by the local riders. "Most of the riders were enthusiastic and looking forward to

improving their riding skills," he remarked. "I was extremely surprised with the progress they accomplished in such a small time during the training."

Claude was also impressed by how receptive Jordanian riders were to Theo's instruction. "We've all been very surprised at the competence of our riders," he said. "There are nine Harley ladies in Jordan right now and they are doing very well because they focus on the details. They've only been riding for one year and they've gotten a great experience out of it."

It seems Theo had a great experience too; he said he was enamoured with the kindness of the local people. "From the moment I was picked up by Mr Claude Abry it felt like a warm bath," he said. "Everyone I met was friendly, especially with their incomparable hospitality."

The Club plans to hold three training courses a year and is confident that the number of students will grow every time. "The H.O.G. community is a big one on a global scale, comprising of 1.2 million riders. There are 131 members in Jordan, which makes us 33rd on the list among 102 countries in all of Africa, the Middle East and Europe," Claude noted. ■

**A H.O.G. Middle East Rally will take place in November and 500 enthusiasts have already signed up. To find out more about this and other scheduled activities (including rides, charities and training programmes), visit the new Harley-Davidson Jordan/Jordan H.O.G. Chapter website at: [hogjordan.com](http://hogjordan.com)**





There are some things that we just can't live without when we're on the road. Here are a few of our favourite things... **send yours to: hogtaleseurope@harley-davidson.com and put 'Favourite things' in the subject line**



MEN'S

### Flip-flopping fun!

Harley-Davidson has a huge range of stylish, protective footwear for when you're riding, and a range of casual boots for when you're not. But one item that should find its way into everyone's panniers is these Harley-branded flip flops. Slim and easily packed, there's no excuse to not have these on standby as soon as you arrive at your destination, kick off the riding boots and jeans, pop on the flops and your shorts! Ari for men and Mitzi for the ladies – definitely something you shouldn't leave home without!



WOMEN'S



### In the bag

"Whether I'm going for a spin around the city, on a weekend break or a two-week trip, I can't do without my H-D multi-fit luggage transport system with day bag: the best purchase I've ever made since I've been travelling on two wheels," says Fausto Luciano Pellino.

"It's easy to fit to your bike, it's no bother to the rider or the passenger and, when you arrive at your hotel, it's just as easy to detach and take up to your room. It holds everything my wife and I need, even for our two-week adventures. It's perfect for riding in the rain, keeping the contents nice and dry, and is big enough to hold a few souvenirs to take home with you: a couple of bottles of wine, a few sausages, cheeses and terracotta objects from Spain and other similar souvenirs from our journeys across Europe." Part no. 94734-09



### Keeping the cold at bay

When that cold begins to seep in, a ride can turn from fun to frosty in a flash. Sometimes no matter how much you rug up, the biting wind can find its way into even the most secure of riding clothes. Even worse is that creeping cold that edges its way into your fingers and you lose comfort, feeling and responsiveness as a result.

Michael Keogh seems to have found the solution: "The one thing I couldn't live without is the heated grips on my Electra Glide. I ride year round and, from the depths of winter to the early-morning chill of summer, it keeps my hands toasty warm."

Part no. 56512-02



MEN'S



### Stylish protection

When it comes to cruising along on your beautiful Harley, you want to make sure you look good too! The Rokker Company has come up with a range of products that provide protection and comfort while riding, and they look super-cool too. Their jeans may be a bit pricier than other riding jeans, but they are worth every penny, as our testing panel confirms:

Andy and Freddie headed for a ride in Italy to put their jeans through their paces. Andy says of the Men's Rebel style: "These jeans feel almost indestructible. They're a regular fit with slight bootcut to go over or inside your riding boots. They look and feel just like a normal pair of jeans – no one else would know that you have something extra-special hiding underneath."

Rokker boasts a technology that 'separates your meat from the street'. The safety stitching in the seam of the jeans ensures the Kevlar will not move or slip from position and they're water- and wind-repellent with a temperature balance system and no rivets.

Freddie wore the newly launched Revolution style, which comes with removable d3o protectors on hip and knee. "These jeans are cut long in the legs so that no matter how tall or short you are, all you have to do is take them to your local tailor and get them altered. The Rokker company products are all fully breathable and, best of all, unlike leather, they are fully machine-washable and dryable. They look good, feel comfortable and, most importantly, they work!"

Zoë took the women's Lady style out for a test ride and has fallen in love with them: "I have never found a pair of regular jeans that fit so well, let alone riding jeans – and the 100% Kevlar knitted fabric on the inside of the jeans is really soft and very comfortable against the skin. I will wear mine even when I'm not on my bike!" The women's styles really cater for ladies who ride hard. The Lady style has a comfortable straight-leg fit with a low-cut front and high back. The pockets are made from Schoeller-Dynatec, offering extra reinforcement. "The denim Rokker uses is really soft and they really are a pleasure to wear."

For those that love nice packaging, most of the Rokker jeans come presented in a stylish wooden crate-style box, complete with T-shirt, while others are packaged in a cool shoulder bag – buy one pair of jeans, and get a cool new look! [www.therokkercompany.com](http://www.therokkercompany.com)

WOMEN'S



### A secure passenger is a happy passenger

The simplest way to measure the success of a pillion ride is to check if your passenger has arrived at your destination with you. Harleys can pack quite a punch – if you regularly ride with a pillion passenger and don't want to leave them at the lights after a hard acceleration then consider a sissy bar an essential item.

Sissy bars provide an anchor point for passengers to recline into and brace against during acceleration. They're a small addition to a bike but make a huge difference to the passenger – giving them a safer and securer ride.

Juan Guzman Lopez knows this, and his favourite thing is the One-Piece Detachable Upright Passenger Sissy Bar.

"I want my girlfriend to feel safe when she's riding pillion. A 1200cc engine produces a heck of a lot of power so this item is essential. It also gives an impressive Bobber look to my Forty-Eight."

With a minimal, clean appearance that doesn't detract from the sleek lines of the bike, this sissy bar would make a sound investment if you want to keep your passenger happy. Part no. 51146-10





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Find your nearest dealer and join your local Chapter to keep in touch with the H.O.G.<sup>®</sup> members in your area

**1 Aire Valley UK (9695)**

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

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

**Fenlanders Chapter Suffolk UK (9143)**

Director: Neil Billig  
T: 07768 755255  
E: director@fenlandershog.com  
www.fenlandershog.com

**3 Cheltenham Harley-Davidson**

559 Princess Elizabeth Way, Cheltenham GL51 7PA  
T: 01242 240570  
www.bladegroup.co.uk/cheltenhamhd

**Rolling Hills Cheltenham England (9070)**

Director: Wayne Honey  
T: 01905 888358  
E: director@rollinghillshog.co.uk  
www.rollinghillshog.co.uk

**4 Chester Harley-Davidson**

Stanney Mill Lane, Little Stanney Chester CH2 4HY  
T: 0151 357 3341 - Services  
T: 0151 357 2124  
www.chesterharley-davidson.co.uk

**Deva Legion (9926)**

Director: Jon Twigg  
T: 07768 877581  
E: director@deval legionhog.co.uk  
www.deval legionhog.co.uk

**5 Dublin Harley-Davidson**

Red Cow Retail Centre, Robin Hood Road, Ballymount, Dublin 22  
T: 00 353 1 4642211  
www.harley-davidsondublin.com

**Gaelic Chapter Ireland (7766)**

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

**6 Edinburgh Harley-Davidson**

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T: 0844 248 8643  
www.edinburghharley-davidson.co.uk

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M: 07833 148 890  
E: L3ref@aol.com  
www.dunedinhog.com

**7 Guernsey Chapter (9384)**

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E: andyguns@cwgsy.com  
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www.hogsbackchapteruk.org

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www.harleyworldchesterfield.co.uk

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E: director@peakriders.co.uk  
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T: 07970 018403  
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www.invictahog.co.uk

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T: 07797 749777  
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E: richard@marshtoyota.co.uk  
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www.norwichharleydavidson.co.uk

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T: 07795 431246  
E: director@provincewidehog.com  
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Langage Business Park, Eagle Road, Plympton, Plymouth, Devon PL7 5JY  
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www.riders-bw.com

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T: 07771 901668  
E: moggy33@sky.com  
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T: 07970 271151  
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director@birminghamhog.co.uk  
www.birminghamhog.co.uk

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www.wolverhampton.co.uk

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T: 0208 857 9198  
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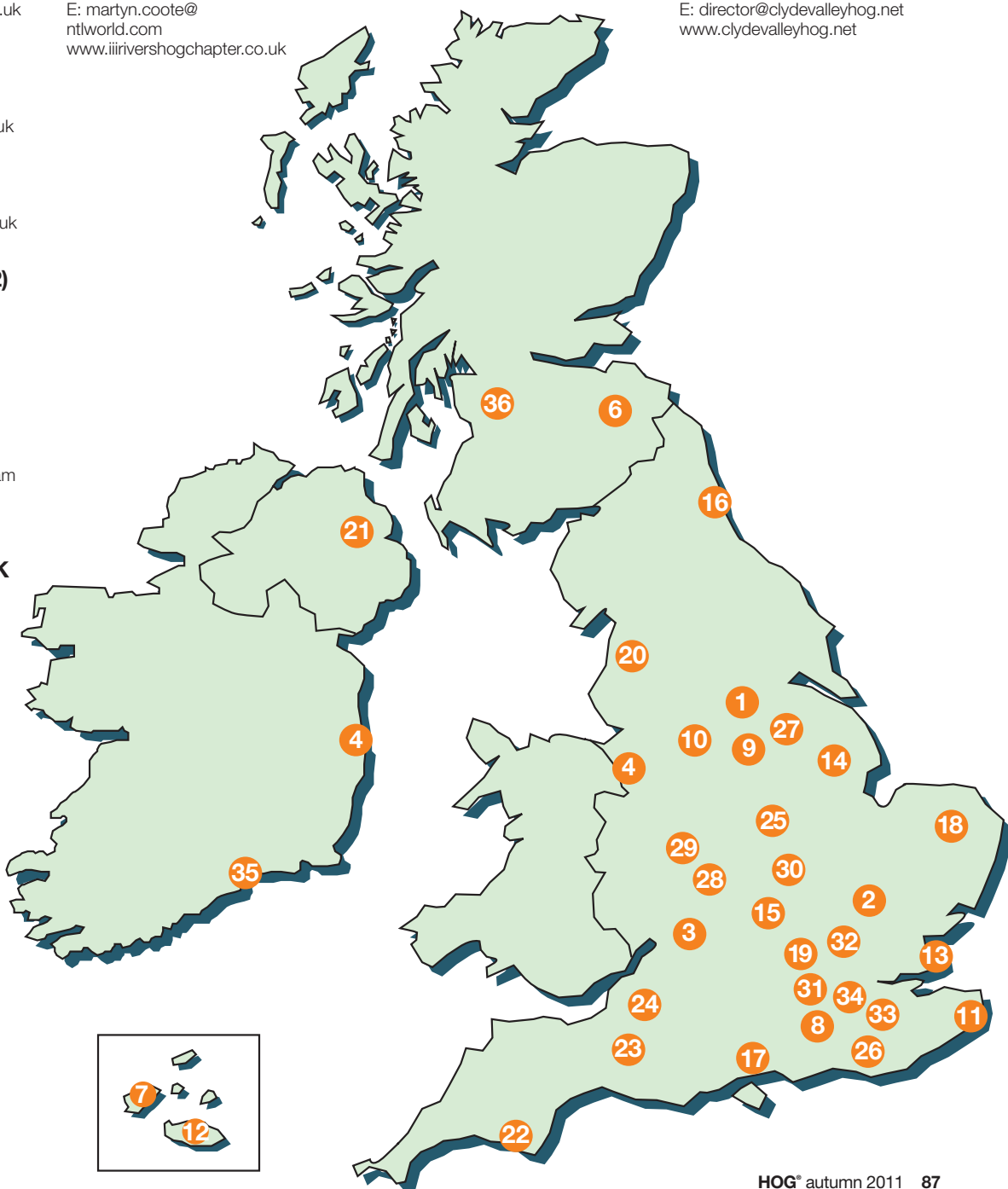
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Director: William Corson  
T: 07887 793 692  
E: director@clydevalleyhog.net  
www.clydevalleyhog.net





# H.O.G. & Rider Services

## Meet the H.O.G. & Rider Services team...



**Nigel Villiers**  
Director



**Alison Povey**  
Manager, Events & Merchandise



**Jeremy Pick**  
Manager, Operations & Communications



**Alison Smith**  
Financial Controller



**Claire Lindsey-Bray**  
Customer Experience Manager



**Alexia Harmon**  
Rentals Business Lead

### H.O.G. Managers



**Marjorie Rae**  
UK & Ireland



**Stephane Sahakian**  
France



**Bjorn Solberg,**  
Eastern & Central Europe and Scandinavia



**Sue Nagel**  
Spain & Portugal



**Liza van Hernen**  
Benelux



**Evelynne Doering**  
Germany



**Martin Engelbrecht**  
Africa, Middle East & South-East Europe



**Giacomo Marzoli**  
Italy



### H.O.G.® & Rider Services Customer Care Centre

For all membership enrolment and renewal enquiries:

**Email:** [customerservices@hog-europe.com](mailto:customerservices@hog-europe.com)

**Web site:** [members.hog.com](http://members.hog.com)

Mon-Fri: 08.00-17.00 (UK) 09.00-18.00 (Europe) Globe House, 1 Chertsey Road, Twickenham, TW1 1LR United Kingdom

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

**Telephone:** 00 800 1111 2223 (FREEPHONE)

**Fax:** 00 800 7766 5566 (FREEFAX)

From rest of Europe, Middle East and Africa:

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

Check your H.O.G. membership status at

[members.hog.com](http://members.hog.com)

### H.O.G. membership

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

#### » Full membership:

Entitles the member to all the benefits and services of the Harley Owners Group.

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

» **Associate membership:** Entitles the member to a number of benefits. Every Associate member must have an active sponsoring Full member.

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

Membership type	Euros
Full (one year)	73.00
Associate (one year)	37.00
Life	730.00
Associate Life	370.00

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

In your membership pack you will also receive:

- » H.O.G. Membership Card;
- » Touring Handbook listing all Harley-Davidson dealers;
- » Membership Manual listing all current benefits and programmes;
- » H.O.G. patch and pin (new members) or H.O.G. Renewal patch and pin (renewed members).

» Quarterly mailings of HOG magazine and country-specific newsletters (where applicable); plus monthly HOG eMagazine.







## Dos and don'ts

1. H.O.G.<sup>®</sup> yearly packages are sent out upon renewal. If you have a July 2011 expiry date for instance, you can renew in January 2011 to receive your pack at the beginning of the season. Your membership will still expire in July 2011, but you will receive your material sooner – so you do not lose any months of membership by renewing early!

2. H.O.G.<sup>®</sup> & H.O.G.<sup>®</sup> Assistance are two separate companies, working closely together, but with separate enrolment/renewal systems. Payment should be sent directly to:  
PO Box 4140 Hornchurch Essex RM11 1GX, UK  
Email: [enquiries@bikeassistance.com](mailto:enquiries@bikeassistance.com)  
Fax +44 1708 724 832 (Tel +44 1708 723 721 English only)

3. H.O.G.<sup>®</sup> Assistance is not included in H.O.G.<sup>®</sup> membership; you only receive one free year of H.O.G.<sup>®</sup> & H.O.G.<sup>®</sup> Assistance with new bike purchases. H.O.G.<sup>®</sup> Life Members who have H.O.G.<sup>®</sup> Assistance must ensure that they renew their assistance each year as well as H.O.G.<sup>®</sup> Life membership does not mean that you have lifetime H.O.G.<sup>®</sup> Assistance cover.

4. Bikes must be enrolled in the Mileage Programme first before miles can be claimed; this applies to all bikes that you want to claim mileage on (including rental bikes).

5. The '+' in the free telephone number is the international dialling access code and represents different digits in various countries. In most European countries, this is '00', so if you are dialling from the UK, Germany, Italy, France, Spain, Netherlands for example, you must dial 00 800 1111 22 23.

6. Members receive the year-specific H.O.G.<sup>®</sup> pins and patches when renewing. In the first year of H.O.G.<sup>®</sup> Membership, the H.O.G.<sup>®</sup> (eagle) pin and patch are sent out, not the year-specific ones. These are received for the first time on your first year of membership renewal.

7. Free H.O.G.<sup>®</sup> membership from a new bike purchases are transferrable to an existing full member or associate member.

8. Regarding the online profiles new 'username' system, the e-mail address you need to enter as a substitute for your username is the e-mail address you entered when creating your profile. This may be an address that you no longer use, so you should update this in your account information once logged in.

9. Renewal updates online will be visible within the members only area approximately 10 days of their completion.

10. Online profiles for access to [members.hog.com](http://members.hog.com) can be created for new memberships within 10 days of your enrolment being processed.

11. Payments for merchandise from MID should be made directly to MID – [www.mid-hogeuropa.com](http://www.mid-hogeuropa.com)

12. Auto renewal: when you receive a new bank card and/or bank account, your membership auto renewal may not be able to take place. Please supply us with the new details (credit card number, expiry date and the last three numbers on the back of the credit card) to activate your auto renewal on your new credit card.

13. Full H.O.G.<sup>®</sup> members can become Lifetime H.O.G.<sup>®</sup> members at any time. A certain amount of years as a Full H.O.G.<sup>®</sup> member is not required.

14. For delivery of H.O.G.<sup>®</sup> materials, we have to allow a maximum of 4-6 weeks for delivery as this can vary depending on the local postal service in different countries.

15. For chapter officers: chapter positions can only be filled by one H.O.G.<sup>®</sup> member; each position on the chapter officer roster must be filled by a different H.O.G.<sup>®</sup> member.

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Portuguese restaurant next door.

We have an on-site workshop, with a fully qualified engineering mechanic or, for the competent biker, you can hire tools and equipment to carry out your own maintenance. There is also indoor secure parking for motorcycles.

Find us just off the main IP2 highway (exit km 184), South of Portalegre town.

Alan and Sharon, originally from Yorkshire, UK, welcome you to Bikersbase.



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GPS Coordinates: N39.198402, W7.462244

Tel: 00351 966888732

[www.bikersbase.com](http://www.bikersbase.com)



# Work Harley, play Harley

**Ralph Zirknitzer**  
talks about a  
conversation at a  
bar, and how it led  
to Harley-Davidson  
changing his life



AS A PROFESSIONAL cocktail barman for many years, I have been used to listening to people from all walks of life telling their stories, recounting their dreams. I met many bikers during those years, with their stories of the freedom of the open road, being at one with their motorcycles, waiting for the next adventure around the sweeping bend ahead.

At that time I had no licence to ride, let alone owned a motorcycle – indeed, it had never been part of my life’s plan to own one. Yet somehow a seed was sown with those stories at the bar; something touched a nerve within me and a strange thing happened – I began to realise I wanted to experience that feeling of freedom that I had heard so many of them talk about, the air rushing past as you face nothing but an open road.

It became clear I had to do something about this growing obsession. I had a little money set aside so I went for it and learned to ride a motorcycle. And so my journey began! At the time I was travelling so much across Europe with my work that owning a motorcycle just didn’t work for me, so I spent many years renting bikes when I needed them or felt the urge to ride them. But the need to own my own bike kept getting stronger and in 2007 I finally bought my first motorcycle, a 1200cc Buell. Man, I loved that bike. It was so, so cool to

finally have my own machine, one that I could make my own with those little modifications and tweaks to suit me perfectly, that I could take out whenever I felt the urge to hit the open road. Owning that bike made me really understand what those bikers had been saying so many years ago.

What they hadn’t told me was what an obsession that feeling can become, and how it can take over your entire life. As that feeling grew I knew I had to have a Harley-Davidson so after a while my beautiful beloved Buell had to go to make way for my perfect motorcycle, a Night Rod Special.

Since then, Harley-Davidson has become my work and my life, as well as my obsession. I set up my own business, Choppers Bar, which takes me to the big Harley-Davidson events around Europe serving drinks, mixing cocktails and meeting fellow H.O.G. members and Harley riders from around the world. Now the Harley community has become an integral part of my life and my career. It’s a wonderful position to be in, and one that I never really dreamed would happen. I get to travel across Europe and beyond with the major Harley events and I’m always right in the centre of the action. If you’ve been to a Harley Days event or big H.O.G. Rally in Europe then the chances are you’ve been to the

Harley Bar at the centre of the action and met me, even if you didn’t know it at the time. I love being at the heart of these incredible events, meeting friends old and new. And I remember those bikers many years ago telling me it is the community that sets the world of Harley-Davidson apart from other bikes; that there is no such thing as a stranger in the world of H.O.G. – just friends you haven’t met yet.

So now, whether I’m on the road to set up the bar at the next Harley event, riding my ‘Choppers Bar’ customised Night Rod Special, or mixing cocktails at the H.O.G. events, I think back to those biker dudes explaining to me about the freedom of the open road; about forgetting everything and just getting on your bike and taking off on an adventure; and I smile because now I’m one of them.

And now it is me that is telling the stories about the freedom of the open highway, the next curve in the road and what might lie beyond it; because now I truly understand what those riders were trying to tell me. And they were right. ■

**Ralph is a H.O.G. Member and owner of Choppers Bar, [www.choppers-bar.com](http://www.choppers-bar.com), and looks forward to mixing you a fine cocktail when you see him at the next Harley event!**





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