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# HOG®



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**“WHATEVER YOU DO – MAKE IT YOUR RESOLUTION TO FIND TIME TO RIDE THIS YEAR”**

HOG MAGAZINE IS PUBLISHED BY THE HARLEY OWNERS GROUP® MEMBERS.HOG.COM

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## It's time to ride

Here we are: a new year, open roads before us and a bike just waiting to spin its wheels again and wake up the neighbourhood.

With snow and frosty days behind us, riding times are ahead and like you, I'm looking forward to being on the road again – discovering new things, making new friends and exploring new places.

There's barely a weekend that goes by this year without an event on somewhere. North, south, east or west. Close to home or further afield. Where will you go?

Pick a direction. Book into an event. Create your own adventure. Or take a place on one put together for you. Refresh your riding skills or learn how to ride. Realise a dream.

Whatever you do – make it your resolution to find time to ride this year. And we'll help by giving you lots of reasons you need to.

Ride safe and have fun,

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

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

## Camp Harley-Davidson

## News in brief

This year, the Harley-Davidson Museum in Milwaukee is offering four unique and exclusive camps that offer enthusiasts a chance to immerse themselves in Harley history and manufacturing, while also acquainting themselves with Harley's home town of 108 years.



### Biker Boot Camp for Women – May 9-14

Capacity: 20 people

Turn your dream of riding to a reality by attending this camp designed especially for women. Spend the week immersed in the culture of Harley-Davidson, learning about the history of women riders and participating in Rider's Edge® – the Harley-Davidson® Academy of Motorcycling – where you'll learn the proper techniques and skills you need to master the open road. Experiences include a private tour of the Museum and Archives, a baseball game at Miller Park and a garage party.



### Harley-Davidson Fantasy Camp – June 27-July 1

Capacity: 20 people

Harley-Davidson Fantasy Camp is the ultimate insider's experience, with special access to the Harley-Davidson facilities, executives, archives collection, motorcycles and more! The week is packed with all kinds of experiences, including a city tour of Milwaukee, a tour of Powertrain Operations and a Bike Night at the H-D Museum. The camp includes hotel, transportation to all camp destinations, food, admissions and motorcycle rental. Participants must hold a valid motorcycle licence.



### Speed Camp – July 6-11 Capacity: 20 people

If you have nitro fuel running in your veins, this is the camp for you. Speed Camp offers a week packed with experiences and opportunities to get up close and personal with Harley-Davidson's long-time involvement with the sport of motorcycle racing. Experiences include a private tour of the Museum's summer exhibit, a VIP experience at the NHRA races in Joliet, Illinois, and interaction with H-D executives and racers throughout the camp. The camp also includes hotel, transportation to all camp destinations, food, admissions and access to all activities listed here.



### Camp H-D: Ultimate Adventure Camp – July 31-August 13

Capacity: 10 riders and 10 passengers

This guided tour provides the opportunity for enthusiasts to spend two weeks immersed in the culture of Harley-Davidson. Your tour begins in Milwaukee, Wisconsin, where we explore the humble beginnings of America's iconic motorcycle. Then we ride to Sturgis, South Dakota to take part in the world-famous motorcycle rally. The tour will end riding to the majestic Rocky Mountains in Denver, Colorado. This epic adventure is sure to be the experience of a lifetime! The package includes hotel, transportation to all camp destinations and meals. You must hold a valid motorcycle licence.

**Registration for all camps opens on February 15, so be sure to get in quickly to take advantage of these once-in-a-lifetime opportunities. More information is available at [h-dmuseum.com](http://h-dmuseum.com), or email [groups@h-dmuseum.com](mailto:groups@h-dmuseum.com)**

### Hamburg Harley Days

Harley-Davidson® is delighted to announce that Hamburg Harley Days has secured its place on the H.O.G. events calendar for the next five years. After lengthy discussions with the Senate, the future of this fantastic event was rubberstamped. It is expected that the event will continue to be held on the fourth weekend in June, with dates for 2011 confirmed as June 24-26. Last year an estimated 600,000 visitors and 75,000 bikes descended upon Germany's second-largest city for a spectacular three-day celebration of all things Harley.



### Ride to Survive in Qatar

In October 2010, the H.O.G. Qatar Chapter organised a two-day charity event supporting cancer awareness. The 2nd Qatar Bike Show took place at the Doha Exhibition Center, featuring 90 custom bikes in 16 categories. This was the biggest gathering ever seen in the Arabian Gulf, with chapters from Oman, Dubai, Abu Dhabi, Dhahran, Riyadh, Jeddah, Kuwait and Bahrain all present alongside the Qatar Chapter. More than 400 bikers participated in total. The following day, the 'Ride To Survive' ride left the Doha Exhibition Center and circled the city before parading at The Noodle House at The Pearl-Qatar in Doha's harbour. The ride was supported by the Qatar National Cancer Society and received huge media coverage.

Over the course of the weekend H.O.G. Qatar raised US\$75,000 to aid cancer patients in the region.



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## HOT in Seville...

Take your H.O.G. leadership up a gear with H.O.G. Officer Training (HOT), this year taking place in Seville, Spain from October 13-15, 2011. Learn about essential information on key topics like riding, event planning and new members. It's also a great opportunity to meet and learn from fellow riders.

To register for your place at the hottest event of the year, visit [members.hog.com](http://members.hog.com), 'My Membership', 'Register for an Event'.

### Extend your stay...

The H.O.G. Chapter Rally in Seville takes place the week before HOT – from October 6-8. For the full programme of activities, visit [www.sevillachapter.com](http://www.sevillachapter.com)



## Chapter catch-up



### Alba Chapter, Italy

There were great celebrations when we managed to meet up at the end of June with the members of the Dhahran Chapter, who had come on holiday to Italy directly from Saudi Arabia. Their trip was nicknamed the 'Mamma Mia Trip' and they were accompanied by Raneen and Joussef from Eventana, who had arranged their trip here. After touching down in Rome and hiring their Harleys in Florence, they sped off to Veneto and Emilia, to visit the Ferrari headquarters.

Then, when we saw the programme for their trip on their Facebook page, we couldn't resist bringing them to Alba, to the hills of Piedmont, the land of truffles and good wine! We convinced them to change their programme, which was originally planned to take them to Lake Como and then on to Genoa.

They set off from Lake Garda in the morning and we waited for them at the motorway exit. They arrived on time, and it was a wonderful feeling! We were expecting to find people who, in terms of culture and habits, were very different to us, but instead we found a bunch of great friends. They included Usama, Farid, Mr Diesel (as we nicknamed him), Franklin and his better half, and Mahmoud.

We all went to eat at a restaurant run by a friend at the top of a hill in Santa Vittoria, with a splendid terrace overlooking vineyards and the Langhe hills. There was constant babbling as we found out all we could about our guests in our short amount of time together. After taking photos and exchanging gifts we travelled to Monte Oliveto di Casà in the afternoon, where we were warmly greeted by Milly. After more photos, our friends from the Dhahran Chapter presented us with a souvenir T-shirt of their trip, bearing all their signatures and good wishes.

Time flew and evening set in. They had to press on with their trip to Monaco and we accompanied them as far as the motorway. We said our goodbyes with a little sadness after meeting such wonderful people on a truly excellent day out.

Thank you Dhahran Chapter Saudi Arabia!  
**Paola Giovannini, Webmaster, Alba Chapter**

## H.O.G. training – MENA

H.O.G. Chapter Officers in the Middle East & North Africa region experienced their first specialised training session in all aspects of H.O.G. and Chapter management at a bespoke H.O.G. Officer Training (HOT) session held in Dubai in December.

Organised and implemented by regional H.O.G. Manager Martin Engelbrecht and his team of instructors, the HOT session built on topics familiar to those who have attended one of the European or worldwide HOT sessions, but with additional in-depth information

and tools specific to the needs and challenges of the region.

Officers from existing chapters and potential officers from across the region including Saudi Arabia, Egypt, Qatar, Morocco, Lebanon, United Arab Emirates and Syria attended the two-day session, with training materials provided in both English and Arabic. Chapter Officers left the session empowered to better handle local issues and chapter challenges of the region, which has a rapidly growing base of H.O.G. members and chapters.



## XR1200 on the grid



After a storming first year, the BSB XR1200 Race Series is back for 2011. At the request of British Superbikes, the model will be at seven 2011 events and the majority of last year's 22-strong grid are showing keen interest in racing again this year.

The championship will continue to use a standard XR1200 motorcycle with a race specification upgrade kit supplied by Harris Performance. However, some additional upgrades will be made available as an option. The prize fund per round will be the same as last year, while the overall series winner will have the option to choose between a new XR1200 motorcycle or an alternative £5,000 cash prize.

Seven rounds of the British Superbike Championship for nine races will be attended, with the season beginning in May. The provisional calendar sees three completely new tracks included, as well as some of the more familiar.

"We're delighted to be able to continue the XR1200 Trophy in 2011," says Harley-Davidson UK & Ireland Marketing Manager, Jessica Tideswell. "Our first year was great fun – the dealers and teams provided fantastic feedback, we got great TV exposure with British Eurosport and met motorcyclists at events who had never previously considered Harley-Davidson as a brand.

"Most importantly though, our main objective was to prove that Harley can provide a great opportunity to just enjoy riding. Every rider who took part in the series – including experienced racers like Guy Martin and Niall Mackenzie – came back from riding the XR1200 race bike with huge smiles on their faces."

BSB Race Director Stuart Higgs added: "The XR1200 Trophy definitely added a point of difference to BSB proceedings in 2010 and we hope that the new agreement means that we can continue attracting new audiences in 2011. The sound of more than 20 Harley-Davidson bikes thundering around a race track is unmistakable and has provided a fantastic spectacle for viewers. Having witnessed ambitious teenagers trying to take on legends like McWilliams this year, we're interested to see what excitement the 2011 entries have in store!"

Sponsorship opportunities are available for the 2011 teams, with great bonuses available for partners, including hospitality at track events, merchandise and use of the Harley-Davidson Experience Truck. This offers display bikes, demo rides and more.

Any brand partners looking to get involved stand to gain so much from early partnership with Team Harley. Sponsorship manager Mark Adams commented: "A partnership with Team Harley comes with the chance of some great visitor experiences for H-D 'passionates' including paddock tours. We're also seen on ITV and Eurosport, so the exposure's great. We were phenomenally well-received last year and now we're back – bigger and better!" If you're interested in partnering with the race team as a sponsor, contact Mark on [mark@10sponsorship.com](mailto:mark@10sponsorship.com)

## News in brief

### The youngest member of the family

For many of our members, H.O.G. membership is for life. It's something they love and the sense of family and community is irreplaceable. That's why when Adam Moss, Webmaster and member of Geordie Chapter, welcomed his son, Jack, into the world, it wasn't long before he became a member too – perhaps the youngest ever.

At less than six hours old, Jack's Associate Membership was confirmed with Member Services. Here he is, with his proud father. We look forward to seeing how long it is until he's sporting his Geordie Chapter rocker too!



### Bisley Youth Club receives donation

Our rallies regularly collect funds for local charities or other beneficiaries – something that's easily forgotten out of season. Here, the team from the South of England Rally present a donation to Bisley Youth Club.





# A day to remember

Across the country, flashes of red adorned lapels, wreaths were laid and those who had lost their lives in service with the Armed Forces were remembered. And for H.O.G.® members it was no different. Chapters and friends took to the roads, meeting together to pay their respects and give some thought to the fallen.

Chelsea and Fulham Chapter, led by Road Captain Scottie, enjoyed a ride from Warr's on the King's Road to Elstead, their destination memorial. Scottie noted: "As our most decorated member laid the wreath with true military aplomb, Michael gave a reading from *Here Dead We Lie* by AE Housman.

I too felt compelled to say a few words in admiration for my fellows who had joined together on this day not for themselves but in an act of remembrance for those who gave their all. We salute you."

Hogsback Chapter has, for many years, led a Remembrance Ride to a local village war memorial, joined by members of Thames Valley Chapter too. Dik Gregory, Chapter Director, related: "This year, despite the promise of rain, 35 bikes started from the Rykas Café, a biker's haunt at the foot of Box Hill, with one of our newer Road Marshals, Gary Baker, leading his very first ride."

Gary himself was nervous about the ride, saying: "Standing in the car park my stomach was in knots, but then Harley after Harley arrived and it became apparent that there was to be a large turn-out." Following a briefing, they set off for the 45-minute ride. "My partner Kaz read out a beautiful poem to start proceedings," remembered Gary, "and the scene was set. As Carl Christensen



from Hogsback Chapter and a member of Thames Valley laid their wreaths, a lone piper played a tribute. It was an honour to be a part of it all."

Dave Mann, Assistant Director for Meridian Chapter, sent in an account of the day, including the Chapter's relationship with the Chislehurst British Legion. "With the untimely closure of its Club House, 2010 has been a difficult year for Chislehurst British Legion Branch members. But whatever uncertainties may arise, when it comes to stepping up to the plate in memory of those who gave so much, these old soldiers will always rise up," he related.

"For five years now Meridian Chapter members have been honoured to join up with our friends from Chislehurst Branch and the local community to take part in the annual Remembrance Sunday Parade. It is always good to see everyone gathered on the day; there

is an indescribable camaraderie among all, both young and old, who attend, although there is always of course a moment of sadness to note those who are no longer with us from previous years."

In total around 500 people gathered together to mark this occasion. Once everyone had gathered round the Chislehurst Cenotaph, the service began, orders of which were shared. With so many attendees, there were not enough to go round.

Wreaths were laid in memory of the fallen and also on behalf of The Monte Cassino Society by Meridian members. Dave concluded: "Riding home in the rain on the motorway gave time for reflection, of another year almost done and another year of riding ahead. But above all, to those who gave so much to allow us the freedom to enjoy our tomorrow – we will remember them!"

# Harley on display

**A new exhibition is set to open in a leading Manchester museum, showcasing the history of customisation in Harley-Davidson® throughout the 20th century**

For six months, Manchester's Museum of Science and Industry will be taken over by a swarm of Harley-Davidson® motorcycles for a new exhibit: Customising, Culture and Harley-Davidson. Featuring some of the world's most impressive Harley-Davidson motorcycles, the exhibit will span the decades from the 1920s to the present day, with a vast number of restored historical and more recently customised models on display.

The exhibit is being organised by Claridon Global Logistics, supported by Harley-Davidson and H.O.G. UK. Chris Scott, Managing Director of the Claridon group of companies commented: "The focus of the exhibition is to show how customisation took effect, gained momentum and made an impact on both products and people through the decades of Harley-Davidson's history." Alongside the bikes themselves, ephemera, memorabilia, film, music and images will be linked to each of the bikes, putting it in its social context for the relevant time.

Of course, there will be special offers for H.O.G. members. Chris said: "We're going to do lots of things to get

members involved, with discounts for H.O.G. members on the entry fee. We're also looking to get Chapters involved with ride-outs to the exhibit itself. We'll offer these groups the VIP treatment."

The exhibit itself will be taking place in a warehouse within the museum, which was built in 1830 and still has the original beams and brick, creating an evocative space for the time-travelling display – the atmosphere promises to be quite amazing.

Keep an eye out in the next issue of HOG magazine for more information about this exhibition as it progresses. If you're interested in organising a special reception for your Chapter, email us at [hoguk@archantdialogue.co.uk](mailto:hoguk@archantdialogue.co.uk)

## Send us your stories

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

• When submitting a letter, include your name, address, H.O.G. number and Chapter affiliation (if any).

• Keep your submission brief but include enough information to make it interesting. We reserve the right to edit submissions for length and content, but the better your letter begins, the better chance it will find its way into print.

• email submissions to:  
hogtaleseurope@harley-davidson.com

### 50 YEARS RIDING HARLEYS AND STILL GOING STRONG!

Next year, 2011 will mark a combined total of 50 years of my brother Charlie and me having owned our Harleys! That in itself may not be such a big deal, but we've only ever owned one Harley each, both from new! Charlie is eight and a half years older than me and takes credit for most of the 50 years. His is a Ferrari red (originally copper metallic) XLCH, first registered in December 1976. Mine is a Victory red metallic (originally States blue pearl metallic) FLSTF, first registered in May 1996.

Charlie is 54 and has been on two wheels since he was 16. He is a miller and turner, which has proved invaluable over the past 30+ years! I'm 46 and have been on two wheels since I was 13 (riding a 125 trail bike on my grandparents' farmland).

I first rode pillion on Charlie's XLCH aged 12 in the spring of '77 and remember the wonderful sound of that lovely V-twin engine and the fact that with the stepped seat I could see everything in front of us over his shoulder. You saw so few other Harleys on the road back then that it always caused such a stir whenever we parked up or pulled up at traffic lights.

I guess it was inevitable that I would eventually calm down, stand back and admire the beauty and engineering of Harley-Davidsons and one day would fall in love with them and have my very own.

Although we live around 35 miles apart, we try and hook up as often as we can for a Saturday ride, particularly during the summer months. One of our best rides last year was from Charlie's house in Chelmsford to Newmarket, Suffolk H-D dealer Black Bear where I bought my Fat Boy the year it opened in 1996.

These past few years I've been

making trips to Daytona Beach for Bike Week and Biketoberfest and have twice done the H-D plant tour (where my Fat Boy was built) in York, PA. Charlie and I also have our details on a commemorative 'rivet' at the new H-D Museum in Milwaukee so I'd like to visit there some time soon and also attend some of the iconic US rallies such as Laconia and Sturgis.

We've also been lucky enough to meet US-based Brit custom bike supremo Russell Mitchell of Exile Cycles and TV's *Build or Bust* fame at the Custom show at London's Earls Court a couple of years ago. I'm also hoping that the new Lakeside H-D dealer in Essex gets its own chapter soon as neither Charlie or I are currently chapter members. I can't see us ever selling our Harleys. Why would we? They've been a part of our lives for 50 years!

*Jem & Charlie Bover, UK (below left)*

### WLA AS ICE-SCRAPER

**It is a strange sight, this Harley-Davidson with an 'ice-cold' design. The story goes that this is a WLA, bought crated from the tip for 500 guilders. But many H-D fans are in two minds about that. Whatever the case, it is not exactly something you see every day. When I saw this Harley, I wanted to know more about it and went on a quest.**

As a fervent Harley rider and photographer, I am attracted by everything relating to this motorbike brand. For example, I came across this 'Ice blue snow plough' standing in the village of Middelie in northern Holland. When I questioned the owner (who wishes to remain anonymous) he informed me that this is the Middelie Ice Club's local rink sweeper. During the summer months, some parts are removed from the machine and it is used to simply ride around on. It turned out that the Harley was last modified and modernised in 1966. This was carried out by the former construction company





**H.v.d.Veer, based in Jorwerd in the Netherlands, a manufacturer of 'Ve-Al' scraping/sweeping machines in Friesland. A report revealed the following: "During tests in the latter part of the winter, I discovered that the Ve-Al machine can be improved by fitting 'Wecha Spikes' on the sidecar and front wheel. This results in virtually no slippage, particularly on slippery ice and ice in unfrequented areas. I have now purchased a device which will drill holes and shoot the spikes into the tyres. I recommend that you fit spikes on your sidecar and front wheel tyres, at cost price. If you send me two wheels, postage paid (do not remove the tyres), I will arrange for both tyres to be fitted with spikes for a price of 65 guilders. Both tyres are easy to fit; this will take around 15 minutes. Send me both wheels and you will get them back very quickly." Yours sincerely, H.v.d.Veer, Construction Company Jorwerd.**

**The motorbike was then modernised, retaining the wheels with spiked tyres. The story also goes that Ve-Al converted these motorbikes for the Elfstedentocht (11 cities speed-skating tour), which could well be true as the company was located in Friesland. Enquiries made to the Elfsteden Committee indicate that they were perhaps only used locally. All in all, an interesting Harley with an equally interesting story.**

**Cor Koomen, Netherlands**

## **WOBBLING ON THE EDGE**

At the age of 10 I saw my first parade of Harley-Davidsons at a carnival and decided that one day I was going to have one. Well, 45 years later I achieved my ambition and in January 2005 I bought a new yellow XL1200R Sportster with a grin so wide my face ached!

In the next two and a half years my wife Deborah and I rode 10,000 miles and loved every minute of it. While cruising back through Spain from the 2007 H.O.G. Rally in Fuengirola we noticed all the big twins passing us by. A few weeks later we picked up the 2008 model brochure. We promptly ordered the 105th Anniversary Electra Glide Ultra Classic.

The next couple of years rolled by, but I never felt totally relaxed riding the bigger bike; I often had to slow down when cornering and my U-turns were a bit 'wobbly'. My lack of confidence must have been apparent: Deborah suggested that we think about a lighter bike, perhaps a Fat Boy. With my ego dented, I decided to enrol on the Advanced Course at the Harley-Davidson Rider's Edge Academy in Wales.

A wet Monday morning in August 2010 found me riding to the Royal Welsh Showground in Builth Wells. My instructor Deri, a former police motorcyclist, talked me through various subjects including slow riding, braking, cornering and hazards, explaining them all in an easily understandable fashion but without being patronising.

After a coffee break it was into the garage, where I could have the

pick of any model, and astride an Electra Glide Standard I set off towards a huge shed. For the next two hours I practised slow riding, U-turns, tight figure of eights and emergency braking. An Electra Glide Ultra Classic was then brought across for me to practise the same manoeuvres and, although slightly heavier than the Standard, under Deri's watchful gaze I was soon throwing it round the cones like a sports bike!

Following lunch, I was able to ride some of the other bikes. Firstly I rode a Springer and was pleasantly surprised how good it was – I can now appreciate why riders like them. Next up was a V-Rod. I'd always wanted to have a go on one, and although its handling was quite different, I soon got the hang of it. Lastly I tried the new Sportster XR1200 – wow, it certainly doesn't hang about! The exhaust note is beautifully deep and on corners it sticks to the road like glue.



The fun hour over, it was back to the serious stuff. Out on the highway aboard the Ultra Classic, I followed Deri as he demonstrated everything we'd talked about in the classroom. Meanwhile, over the radio, Deri's constant explanation of his actions proved useful in ironing out my errors when it was my turn to lead.

Day two: a bit more practice around the cones, then it was off on a Road King for the rest of the day – everything from fast dual carriageways to slow country lanes, including a very narrow wooden bridge and an amazing never-ending right-hand curve along a disused railway route. »

At the end of the afternoon I was very pleased to be presented with my silver award – most unexpected as I thought I might make bronze if I were lucky!

Did I think the course worth the effort, time and money? Absolutely – I now understand how to position myself on the road, stop safely, and not embarrass myself when doing a U-turn!

Am I going to change the Ultra for another model? Definitely not – although I have been drooling over the pics of the Electra Glide Ultra Classic Trike...

*Gerry Alderton, UK*

### CUL TANNÉ 1515

**What does '1515' mean to you? If you are French, you will say the Battle of Marignan, and of course François II! Why? Well, we wanted to do a road trip that involved spending more time in the saddle than in a restaurant. Drawing our inspiration from the Iron Butt Association's Saddlesore 1000 (1,000 miles/ 1,610km in less than 24 hours, featured in a recent edition of HOG magazine) and in honour of the victory at Marignan in 1515, the idea of the 'Cul Tanné 1515' was to ride 1,515km in less than 24 hours on our Harleys.**

**Starting at 5.15am on July 15, 2010, we set out from Mérignac to seek the holy grail of the order of the Cul Tanné 1515.**

**We travelled south, crossing the Spanish border and taking our first fuel stop at 7.30am (230km) at Oiartzun near San Sebastian. Then south-east towards Pamplona, along a route**



**in the foothills of the Pyrenees.**

**After a fuel stop at Zaragoza at 9.40am (463km), we headed east towards Barcelona.**

**We stopped again at Montblanc at 12.15pm (709km). Our next stop at La Jonquera at 2.50pm (960km), just before the French border, was the extreme point of our journey.**

**The heat increased and the distance started to take its toll on our posteriors, which were starting to harden nicely.**

**After a final fuel stop near Périgueux at 8pm (1,476km), it was then that our gauges indicated the mythical 1,515 (1,515km) and we were enthroned as Knights of the Order of the Cul Tanné 1515 at 8.30pm – that is 15 hours and 15 minutes after we had left. An amazing coincidence!**

**We arrived back in Mérignac at 9.30pm, with 1,626km on the clock. If you want to know more about this journey, visit our website: [www.moto-macho.com](http://www.moto-macho.com)**

***Julius and San Bernardo, Bordeaux Côte d'Argent Chapter, France (top)***

### LE MANS: NOT JUST FOR CARS!

It was the end of 2009 as the Red Rose Chapter, UK, planned its rides for 2010 that our Head Road Captain, Ian Fitzpatrick, suggested a trip to Le Mans for the Classic Weekend. Eight months later and five members of the Chapter met on the M6 and headed south for our passage to France.

Tunnel trip completed, the first leg was from Calais to Abbeville, mainly using the D940 and keeping close to the coast.

The following day, we took a leisurely ride from Abbeville to

Le Mans via Beauvais, Gisors and finally Vernon via the D181. I could wax lyrical for hours on the route. Vive la France!

We arrived at our hotel in Le Mans, a quick change saw us sitting in the Legend Cafe in Le Mans centre ville for some fine food and a couple of beers – a venue which is a must, if it's open!

The following day we'd been invited by the Le Mans Legend Chapter for petit déjeuner at the Le Mans dealership and a ride out. The route chosen by the Legend Chapter left us speechless.

Heading north from Le Mans we rode through several French towns before stopping for lunch in St Marceau. It was around this time we realised that, while the streets of Le Mans were filled with millions of pounds worth of classic Ferraris, Astons, Porsches etc., we were becoming celebrities. People around the town and cities would wave and take pictures of the bikes. The urge to spend the entire weekend riding up and down the Arnage, posing, was pretty strong by now. Remind me again why we came? Ok, so we spent some time at the track with petrolheads. However, as the temperature reached 36 degrees, I discovered it was the wrong day to wear leather jeans!

On Sunday we split up as three of us returned to the track to watch the racing and two took a ride around the Loire Valley and some Roman remains.

Monday arrived and we headed home. Thanks to Ian Fitzpatrick for the idea, Jacko, Mark and Martin for the company and Thierry and the Legend Chapter for their welcome and hospitality. Hope to see you for the 24?

*Dave Grainger, UK (left) ■*

# intake gallery

intake gallery

## 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!



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

Salvo La Fata  
from Italy

# intake gallery



Left: Creative close-ups by Tomas 'Harley'

Below: Photo by Salvo La Fata from Italy



Right: Franz Kraus from Germany sent this picture of members of the Allgäu Chapter

Far right: The treasurer of the Mons Chapter in Belgium with his faithful four-legged friend





# intake gallery

Right: Paolo Ghiringhelli from Italy took this snap of his trusty Sportster



Below: Tom Ecker, Road Captain of the Munich Chapter in Germany, sent this pic of Tom and Maxx at Eilean Donan Castle in Scotland



Above: Federico J. Blanco of Spain's Valencia Chapter captured this image on their ride to Albarracin

Left: Ferruccio Galli from Italy captures a stunning reflection



Mauro Sesia, Italy



# intake gallery

Berndt Schramka,  
Switzerland





# intake gallery

>Maurizio Tauci,  
Viterbo Chapter, Italy



▼Paul Bromhead, UK



Omar Filippi, Italy



▼Maurizio Tucci, Italy



# intake gallery



Marco Fogato, Italy



# intake gallery

Andri Arnarson, Reykjavik, Iceland





▼Graham Addison, UK



# intake gallery

Mauro Sesia, Italy



Dave Romney, UK



Salvo La Fata, Italy



CHAPTER  
DUBAI  
TO RIDE



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

Have you got it?  
Download the FREE  
H.O.G. App for iPhone!

Since we launched the H.O.G. App for iPhone 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!



# Biograd Rally

**FREE  
EVENT**

Croatia Harley Days  
**MAY 26-29**  
**BIOGRAD  
CROATIA**  
20th European H.O.G. Rally 2011

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

**CROATIA HARLEY DAYS & 20TH EUROPEAN H.O.G.® RALLY**

# COME TO CROATIA

It's time to get your Touring Handbook out and start planning the ride of a lifetime to this year's landmark event – the 20th European H.O.G.® Rally & Croatia Harley Days... we hope to see you there!



**Not long now!** Biograd Na Moru in Croatia is ready to welcome thousands of Harley-Davidson motorcycles and their riders to celebrate 20 years of European H.O.G.® rallies with Croatia Harley Days.

The perfect location for a Harley-Davidson party, this coastal holiday town is one of the best rally sites to date. Situated right on the water's edge, the 2km-long event site will host two stages, 2011 models will be available for demo rides, dealers, traders, a technical area, Harley-Davidson exhibition of bikes, parts and accessories, a beach party area with podium DJ, custom bike show, bars, hospitality areas, and plenty of seafront bike parking, all set against the beautiful backdrop of the Adriatic Sea and its many islands.

Visitors will not only enjoy a huge party Harley-Davidson style, but also the many delights this region of Croatia has to offer, from dolphin-watching boat trips and submarine excursions to spectacular diving and snorkelling – and that's before we even mention the biking roads!

A wide range of restaurants and bars serving a variety of Mediterranean food are complemented with plenty of accommodation for all tastes. A huge beachfront campsite marks the southern tip of the event site, while hotels, apartments and a range of 'zimmer' (rooms) are scattered throughout the town and surrounding area giving visitors plenty of choice for their stay.

Those who want to explore Croatia on two wheels will not be disappointed. A mountain range runs through the country north to south, marking the spine of the country. Twisty, well-maintained roads wind through the rocky terrain offer a beautiful view around every corner. On reaching the west coast, cameras at the ready. The crisp blue sea wraps around the many islands that lie off Croatia's coastline. Clinging to the country's edge, more fantastic biking roads offer riders a truly memorable journey when heading north to south.

More information to come as music line-up and entertainment is announced! Keep an eye on the event website – follow the link from the home page at [www.hogeuropegallery.com](http://www.hogeuropegallery.com)

See over the page for accommodation booking details and Rally Pack pre-registration information!



## TRAVEL TIPS

- **Currency** – Kuna, although Euros widely accepted
- **Zimmer** means 'room' – you'll see it signed everywhere!
- **Credit cards** are not widely accepted, but there are cash machines aplenty
- **German** is spoken widely, as well as Croat
- **Electrical adapter** – European two-pin style.

**CHECK OUT THE PHOTOS  
AND VIDEO AT  
[WWW.HOGEUROPEGALLERY.COM](http://WWW.HOGEUROPEGALLERY.COM)**



**B I O G R A D**  
N A M O R U



## ACCOMMODATION

Reserve the best places in Biograd for Croatia Harley Days & 20th European H.O.G. Rally!

**HOTELS:** visit [www.ilirijabiograd.com](http://www.ilirijabiograd.com)  
e-mail: [sales@ilirijabiograd.com](mailto:sales@ilirijabiograd.com) or  
[margitv@ilirijabiograd.com](mailto:margitv@ilirijabiograd.com)  
Tel. +385 / 23 383 351, fax +385 / 23 384 823

**Hotel Alan** [www.bluesunhotels.com](http://www.bluesunhotels.com)  
[zvonimir.cubelic@bluesunhotels.com](mailto:zvonimir.cubelic@bluesunhotels.com)  
Tel: 023/209-050 Fax: 023/209-073

**CAMPING:** visit [www.campsoline.com](http://www.campsoline.com)  
e-mail: [kristinab@campsoline.com](mailto:kristinab@campsoline.com) or  
[danijelk@campsoline.com](mailto:danijelk@campsoline.com)  
Tel. +385 / 23 383 351, fax +385 / 23 384 823

**NOTE:** The websites are for information only. For exclusive rates for H.O.G. members, all reservations must be made via email or telephone on the details provided.

## RALLY PACK PRE-REGISTRATION

This event is OPEN to all bikers and FREE to attend!

If you wish to purchase a Rally Pack, you may pre-register or buy on site. Details are as follows:

The Rally Pack includes a Rally T-shirt, Rally Pin, Rally Patch, all packed in a souvenir tin.

Pre-registration price is 40 Euros

On-site price is 54 Euros

To pre-register, visit [members.hog.com](http://members.hog.com), 'My Membership', 'Register for an Event'

## 5TH FINNISH NATIONAL H.O.G. RALLY

# Finnish fun

### PREVIEW

5th Finnish National  
H.O.G. Rally,  
Jaala, Finland

August 5-7, 2011

[hogeuropegallery.com](http://hogeuropegallery.com)

The 5th Finnish National H.O.G. Rally is set to take place August 5-7, 2011 in the beautiful Jaala, this year sponsored by the V-Twin City Oy. For some great local riding and conversation around the campfire while listening to some pure rock 'n' roll, this rally is well worth the visit. Campers, youngsters and caravans welcome!

For accommodation bookings and registration for the event, contact [paivi.tattari@fennia.fi](mailto:paivi.tattari@fennia.fi) or telephone +358 50 5722 972 – closing date for booking is July 20, 2011.



## 5TH HARLEY-DAVIDSON EURO FESTIVAL

# Let the party begin...

### PREVIEW

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

May 12-15, 2011

[hogeuropegallery.com](http://hogeuropegallery.com)

Back for its fifth outing, the Harley-Davidson Euro Festival is set to rock the Golfe de Saint-Tropez once again, from May 12-15, 2011!

The French Riviera plays the perfect host to this stylish event where chrome and V-twins glisten under the summer sun.

The party starts here: the main stage, located on the beach, will host two bands every night, from Thursday to Saturday inclusive. Louis Bertignac has been confirmed to headline the main stage on the beach on the Saturday night.

Enjoy Harley-Davidson hospitality at its finest in a larger bar than last year which will host bands and DJs into the early hours...

Come and try one of the latest 2011 Harley-Davidson bikes in the Demo Area which will once again be located in the car park adjacent to the event site – and why not bring along a non-rider so they can have fun on two wheels too astride our Dyno Jumpstart while you enjoy the beautiful French scenery?

Friday's fantastic Custom Bike Show in Grimaud village and Saturday's fabulous parade complete what is set to be a spectacular event.

**Pricing and Pre-Registration:**  
The pre-registration ticket price includes entry to the venue for three days. It does not include any camping or merchandise. The discount for H.O.G members is available only for pre-registration and does not apply on the gate. Pre-registration rally pack includes a pin, patch and rally T-shirt in a souvenir tin; the price to purchase at the event will be €54.

Pre-Registration  
H.O.G. Member €50  
Pre-Registration Guest €65  
Gate Ticket three-day pass €70  
Gate Ticket one-day pass €30  
Pre-registration Discounted Rally Pack €40.

[hogeuropegallery.com](http://hogeuropegallery.com)

## BARCELONA HARLEY DAYS

# Full-on fiesta

Surely one of Europe's most beautiful and vibrant cities, Barcelona has something to offer everyone. And, for one weekend from July 8-10, it will once again become a Harley enthusiast's paradise as approximately a million people are set to descend upon the city for Barcelona Harley Days.

The highlight of the event is Europe's largest Harley-Davidson flag parade; in 2010, more than 10,000 bikes took a leisurely ride through the city centre, taking in the sights of the Olympic Village and Harbour, the iconic Passeig de Colom and the Avinguda de Miramar. This totally free three-day celebration includes a vast array of concerts and shows, guided tours, exhibitions and trade stands.

The Harley® Village will, of course, be in attendance again, with an exhibition tent where visitors can see the latest models, parts and accessories. The H.O.G.

Hospitality Bar will offer special deals for members, while offering non-members the chance to join.

The Custom Bike Show will be held on the Saturday, as Harley owners display their modified masterpieces. Some of the world's most prominent customising companies will be in attendance at the Customiser Area – make sure to pop in to see the masters at work!

The Barcelona Chapter will be on hand to offer guided tours of their magnificent city and its surrounding area – these tours are very popular, so make sure you pre-register at H.O.G. Hospitality! Finally, the Demo Ride area offers free test rides of the latest Harley-Davidson models.

With phenomenal scenery, a wonderful atmosphere and a climate to match, this is one Harley celebration that you won't want to miss. For more information, visit [www.barcelonaharleydays.com](http://www.barcelonaharleydays.com)



### PREVIEW

Barcelona Harley Days,  
Barcelona, Spain

July 8-10, 2011

[barcelonaharleydays.com](http://barcelonaharleydays.com)

**STOP PRESS!** Early entertainment line-up confirmed, with Thin Lizzy confirmed to headline the INEC!

**PREVIEW**

Ireland Bike Fest,  
Killarney, Ireland

June 3-6, 2011

[irelandbikefest.com](http://irelandbikefest.com)

**IRELAND BIKE FEST**

# Killarney kicks off

It's coming back around and we can't wait – Ireland Bike Fest is back for its fifth event and will be even bigger and better than its predecessors. Like last year, the event is going to take advantage of the Irish Bank Holiday and run across the full three days of the weekend, June 3-6.

The hub of the activity centres around the Bike Village at the resort itself. With test rides, the bike show, live music and more based out of this centre, this is the place to be if you want to catch the action over the weekend.

The event has always had a solid link with the country's H.O.G. Chapters too, with a hard-working team of volunteers organising ride-outs around the country's stunning roads, responsibility for which they share across the weekend. Breffni Ingerton, Chairperson for Ireland Bike Fest Killarney commented: "Celtic Thunder Chapter Ireland and Gaelic Chapter Ireland are once again lending their time, expertise and enthusiasm to this year's festival. Both Chapters are an integral part

of Ireland Bike Fest and hearing them cruise in to town is music to our ears. We cannot thank them enough for their hard work, dedication and commitment to the festival year on year."

Peter Mulcahy, Chapter Director for Gaelic Chapter, commented: "We're looking forward to it with great excitement as last year was such a success." Michael Thompson, Director of Waterford's Celtic Thunder Chapter, agreed, adding: "We'll be there, doing the Dingle and Ring of Kerry ride-outs, and the parade too."

You can join the Chapters to explore the area on their superb ride-outs. Stop by the H.O.G. Hospitality tent to meet the Chapter members, find out more, pick up merchandise or sign up as a member.

While Ireland Bike Fest is an event for bikers of all kinds, as well as enthusiasts and families, Harley-Davidson is going to have a bigger presence this year too, whether you ride or not. Non-riders can try Jumpstart – sit on a Harley-Davidson motorcycle and get a feel for what it's

like to ride it with no experience. The static bike lets you experience gear shifts and, of course, the irrepressible growl, without moving an inch.

Capture yourself on the open road with Me on a Harley – straddle the bike and let our photographers capture your best road face. Choose from a series of iconic backgrounds, then find your photo online later. And for the experienced riders, hit Fit Shop. Find out how you could build your dream bike, or how your existing one can be modified to fit you like a glove.

Accommodation is available in limited quantities in the Village itself. Try the Gleneagle Hotel, the elegant Brehon or the spacious River Apartments for a crash pad on the doorstep of all the action. There are also numerous B&Bs and other accommodation options throughout Killarney. Visit the website to find out more and book.

**For the latest announcements, visit [www.irelandbikefest.com](http://www.irelandbikefest.com)**





## 2011 UK RALLIES

# Jewels of the summer

**We are lucky enough to enjoy a biking season studded with sparkling events all summer long. Make sure you're there for the UK's biggest events this year – they book up fast**

**Nothing can match** the atmosphere of a rally. From the moment you approach the rally site and hear the amazing sound created by the swelling numbers of bikes headed in the same direction as you, rumbling toward your destination, to when you're actually there, in the company of friends old and new, rally is a great place for meeting up and having fun with other H.O.G.<sup>®</sup> members, Harley-Davidson enthusiasts and other motorcycle riders.

It's also a great opportunity for you to discover a new area's riding roads with the expert guidance of local Chapter(s) and, of course, to kick back and enjoy some superb entertainment, live music and eat, drink and make merry until it's time to pack up and go home.

If you love to ride and have fun, what more could you need? For 2011, the events calendar is bulging once more. From the south of England to the Highlands of Scotland, there are some tremendous events not to be missed.

### **Across the country**

Chapters are once again striding ahead with their plans for the summer's rallies. From Bridgwater Chapter's Cider Rally at the end of April right through to New Forest's Autumn Blitz in September, there's barely a weekend that goes by without H.O.G. members getting together for a party or a H.O.G. Chapter throwing one.

### **Heading south**

At the beginning of August, Bisley's South of England Rally occupies its usual slot at the height of the summer – from the 5-7. Work is well under way and the five organising Chapters – Thames Valley, Oxford, Invicta, Hogsback and 1066 – are looking forward to welcoming H.O.G. members from all over to another of their fabulous southern shindigs.

Rally organisers build on their success year on year but believe, "If it ain't broke, don't fix it!" So, if you're a South of England Rally veteran, you'll know just what to expect – leafy-lane rideouts, a gobsmacking custom bike show, the hilarity of the Chapter games and a relaxed party atmosphere.

Tickets for the South of England Rally go on sale on April 1. On-site accommodation will be available to book from that date too, providing you have booked a rally ticket. On site accommodation is limited and undoubtedly will book up quickly, so make sure you get your tickets early. Camping and off-site alternatives are also available. Keep your eye on [www.sofer.uk.com](http://www.sofer.uk.com), which is in the process of being updated, for the latest news.

### **From glen to glen**

Returning to its home in the Highlands, the beautiful town of Aviemore, Thunder in the Glens is once again set to run across the bank holiday weekend at the end of August, from Friday 26 to

Monday 29. Organiser and Director of hosts Dunedin Chapter, George McGuire, is anticipating an event that surpasses even last year's explosive rally. "Ticket sales are already up on last years figures and interest from across Europe for tickets has been phenomenal, so people are advised to book early to secure accommodation and avoid disappointment."

The rally, on top of the usual ride-in bike show and Chapter games, boasts one of the most spectacular ride-outs going, ably assisted by Dunedin's Road Captains. Parading through the town itself, the route then snakes into the Cairngorms, edging by lochs and taking in the most spectacular views through the mountains.

With live music and entertainment on offer too, Thunder in the Glens has as much to offer in the evenings as during the day. George continued: "Plans are already well underway and a few new surprises are in store for this year's attendees to keep things fresh. This year the Sunday night will be headlined by the musical show *Vampires Rock*, an established show that has featured in musical theatres across the country."

With all this, plus the H-D demo bikes giving bikers the chance to try out the latest models, this has got to be one of the must-do events on every UK H.O.G. member's calendar. Visit [www.dunedinhog.com](http://www.dunedinhog.com) for more information and to book.

# THERE ARE NO TRAFFIC JAMS ALONG THE EXTRA MILE

We should know. We travel that route every day to ensure your Harley-Davidson® experience is clear sailing from the very first tick over of the engine through to the ticks on your service report and everything in between. Take a ride out to us and discover why we have earned the top *Harley-Davidson Dealer Customer Satisfaction* score in the country...

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**Make every day count**

# what's on



## Events coming up in 2011

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

### MARCH

Daytona Bike Week  
March 4-13

H.O.G. Egypt Rally  
Sharm el Sheikh, Egypt  
March 9-11

Victoria State Rally  
Mornington, Victoria, Australia  
March 11-14

Guatemala Rally  
Guatemala, March 18-19

Fallas in Valencia  
Valencia, Spain, March 18-20

Lion Roar Rally  
Limpopo, South Africa, March 26-27

### APRIL

» H.O.G. in the snow  
Andorra, Spain, April 21-25

Costa Rica Rally  
Costa Rica, April 22-23

New South Wales State Rally  
Newcastle, NSW, Australia  
April 22-25

Africa Bike Week  
Margate, South Africa,  
April 28-May 1

El Salvador Rally  
El Salvador, April 29-30

» Cider Rally  
Weston Super Mare, UK  
April 29-May 2  
[www.bridgewaterhog.co.uk](http://www.bridgewaterhog.co.uk)

### MAY

Honduras La Ceiba  
Honduras, May 6-7

H.O.G. Discovering Morocco Rally  
Morocco, May 7-14

5th Harley-Davidson  
Euro Festival®  
Grimaud, Golfe de Saint-Tropez,  
May 12-15

Check out the 2010 event video  
at [www.hogeuropgallery.com](http://www.hogeuropgallery.com)

Vienna Harley Days  
Vienna, Austria, May 13-15

» St Leger's Iron Horse Rally  
Bainland Country Park, Lincs, UK  
May 13-16 [www.ironhorserrally.co.uk](http://www.ironhorserrally.co.uk)

Croatia Harley Days &  
20th European H.O.G. Rally  
Biograd, Croatia, May 26-29  
Check out the event trailer video at  
[www.hogeuropgallery.com](http://www.hogeuropgallery.com)

Gold Rand Rally  
South Africa, May 27-29

### JUNE

11th Benelux H.O.G. Rally  
Leeuwarden, Netherlands, June 3-5

» Ladies of Harley meeting  
Benicassim/Castellon, Spain,  
June 3-5

» Big Brum Bash  
West Midlands Water Ski Centre,  
Birmingham, June 3-6  
[www.bigbrumbash.co.uk](http://www.bigbrumbash.co.uk)

» Ireland Bike Fest  
Killarney, Ireland, June 3-6

» The Gathering  
Drimsnyne Estate, Argyll, June 3-6  
[www.clydevalleyhog.net](http://www.clydevalleyhog.net)

12th International Harley-  
Davidson Festival  
Lake Balaton, Alsóörs, Hungary,  
June 8-12

White River Rally  
Mpumalanga, South Africa,  
June 16-19

» H.O.G. Spain would like to invite all H.O.G. members to any of the events featuring this symbol. If you're planning a holiday in Spain or Portugal this year, H.O.G. Spain would like to welcome you to any local or national events. All events require pre-registration, will have special benefits for H.O.G. members and multilingual speakers. There are also new official H-D rental locations in Spain. Please visit [www.harley-davidson.com](http://www.harley-davidson.com) for the list of rental locations. For information on any of these events, please email [sue.nagel@harley-davidson.com](mailto:sue.nagel@harley-davidson.com)



 Indicates H.O.G.<sup>®</sup>  
UK and Eire events

**Italy National H.O.G. Rally**  
Pescara, Italy, June 17-19

**Norway National Rally**  
Sandefjord, Norway, June 17-19

 **Deva Legion's Circus**  
Maximus IX, Chester, UK, June 17-19  
director@devalegionhog.co.uk

 **Peak District Rally**  
New Bath Hotel, Matlock Bath, UK  
June 17-19 rally@peakriders.org

**Magic Bike Rudesheim**  
Rudesheim, Germany, June 23-26

**1st Harley-Davidson Laura**  
St. Petersburg Festival  
St Petersburg, Russia, June 24-26

**Hamburg Harley Days**  
Hamburg, Germany, June 24-26

 **Druids Run II**  
Coast to Coast with Aire Valley  
Chapter, UK, June 25  
bramhopesue@sky.com


**Million Mile Monday** June 27

**JULY**

**2nd Baltic Bike Days**  
Jurmala, Latvia, July 1-2

**Durban Rally**  
KZN, South Africa, July 1-3

**Hog on the Humber**  
Brantingham Park, Hull, July 1-3  
www.avhog.com

 **Wake the Lakes**  
Kendal RUFC, Cumbria, UK  
July 1-3 director@redrosechapter.com


**» Barcelona Harley Days**  
Barcelona, Spain, July 8-10  
**Check out the 2010 event video**  
**at www.hogeuropagallery.com**

**Swiss Harley Days**  
Lugano, Switzerland, July 8-10

 **Hogs in the Hayfields**  
Cleve Rugby Ground, Bristol  
July 8-10 www.greatwesternhog.co.uk

 **Horseshoe Rally V**  
Farset Pen, Peterborough, UK  
July 8-10  
www.rutlandchapter.co.uk

**Morzine Harley Days**  
Morzine, France, July 15-17

 **Oggie Rally**  
Saracens RFC Plymouth, UK  
July 22-24  
holden384@btinternet.com

**» H.O.G. Rock Mallorca**  
Mallorca, July 29-31

**Snowball Rally Drakensburg,**  
South Africa, July 29-31

**AUGUST**

 **South of England Rally**  
Bisley, UK, August 5-7  
www.sofer.co.uk

**Berlin Harley Days**  
Berlin, Germany, August 5-7

**5th Finnish H.O.G. Rally**  
Kestikartano Aurantola, Finland  
August 5-7

 **Hog n Bog**  
Coleraine Rugby Club, Coleraine,  
Northern Ireland, August 5-7  
Tel: 07795 437246

**Hippo Rally Mpumalanga,**  
South Africa, August 6-9

**Sturgis Rally** August 8-14

**Friendship Ride Germany**  
Fulda, Germany, August 12-14

 **Back to Basics**  
Market Harborough Rugby Club,  
Leicestershire, UK, August 19-21  
www.nenevalleyhog.co.uk

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

 **Thunder in the Glens**  
Aviemore, Scotland,  
August 26-29  
l3ref@aol.com

**CANCELLED**



# AT A GLANCE 2011 H.O.G.® Touring rides

## EUROPE 2011

**Stuttgart Spring Beer Festival**

• May 8-17

**Return ride from Spain (several cities) to Euro Festival, St-Tropez**

• May 10-16

**Champagne Region, France**

• May 21-24

**Belgian Ardennes**

• June 3-7

**West coast of Scotland and Isle of Skye**

• June 12-19

**Ride Camino de Santiago**

• June 15-19

**Danish and German Baltic**

• June 26-July 8

**Spain and Portugal (Porto)**

• July 20-31

**Route 66 (organised by H.O.G. Barcelona and Aventurismo)**

• July 23-August 9

**Harley Friendship Ride, Fulda, Germany**

• August 9-17

**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

**To book a H.O.G.® Touring ride, please go to the Event Calendar on [www.harley-davidson.com](http://www.harley-davidson.com) or contact the Member Services Centre on 00800 1111 2223.**

**Keep an eye on the Tours sections at [www.hogeuropегallery.com](http://www.hogeuropегallery.com) for details of the 2011 Harley-Davidson Authorized Tours calendar as they are announced.**

## SEPTEMBER

**14th European Bike Week**

Faaker See, Austria,

September 6-11

Check out the 2010

event video at

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

**West Coast Rally**

West Coast, South Africa,

September 23-25

**Autumn Blitz**

Sandford Holiday Park,

Dorset, UK, September 23-25

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

**H.O.G. Lebanon Tour**

Lebanon,

September 30-October 2

**Family H-D event**

Peñíscola (Castellón), Spain,

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

**Central South Africa Rally**

Bloemfontein, South Africa,

October 21-23

**3rd H.O.G. Al Hajjar**

Mountain Rally

Dubai, UAE, October 27-29

## 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**

H.O.G. Rally

Saudi Arabia, December 14-16

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



# SOUTH OF ENGLAND RALLY

1066 - HOGSBACK - INVICTA - OXFORD - THAMES VALLEY

5-6-7\* AUGUST 2011. BE THERE.



National Shooting Centre, Bisley Camp, Queens Road, Bisley, Surrey GU24 0PB

Make your primary target the South Of England Rally this year. If you have not yet joined us at Bisley, check out our web site [www.sofer.uk.com](http://www.sofer.uk.com) to get a flavour of this great H.O.G.® event and REGISTER. This is a PRE-REGISTRATION ONLY event. REGISTRATION OPENS 1st APRIL 2011. ALL APPLICATIONS MUST BE RECEIVED BY SATURDAY, 23<sup>RD</sup> JULY 2011. Note: You must be a H.O.G.® member to register; however, you can also register non-members as your guests. Your membership will be verified and your registration will be handled by the H.O.G.® & Harley-Davidson® Rider Services Customer Care Center. You can register on-line (RECOMMENDED) by using the link on our web site, or by post, fax, email or telephone.

Use the registration form below to register by post; use additional coupons if necessary to include all your guests. If paying by credit or debit card, you can fax completed coupons to 0208 843 8770, or scan them and email them to [customerservices@hog-europe.com](mailto:customerservices@hog-europe.com) as attachments. You can register by plain email, but exercise caution when including credit / debit card details in the text of your email. You can also register by telephone, Mon - Fri: 8am to 5pm, by calling 0208 891 9088. Have ready your debit / credit card, your H.O.G.® membership number, and a list of the names of your guests, with their H.O.G.® numbers where appropriate. We suggest you use the coupon below for this purpose. If registering by post and you do not have email, we recommend that you call after a week or so to confirm receipt of your application. You can also download a larger version of this registration form from our web site. **PLEASE NOTE THAT NO TICKETS WILL BE SENT OUT UNTIL THE END OF JUNE 2011.** Note: for safety reasons we do not allow guests to use mini-motorcycles or pushbikes at Bisley. IMPORTANT: All roads in Bisley Camp are subject to the Road Traffic Acts. All motorcycles and other vehicles and their operators must be road-legal.

**Accommodation:** Camping is free. See [www.sofer.uk.com](http://www.sofer.uk.com) for other on-site accommodation. To enquire/book, call the National Shooting Centre on 01483 797777. Ext. 125 Mon- Fri: 9am to 5pm. Ask for 'Rally Accommodation'. You can pay by credit / debit card. You will be asked for your H.O.G.® membership number and your Unique Registration Number which you will receive from H.O.G.® & Harley-Davidson® Rider Services once your rally registration has been processed.

See full Terms & Conditions of registration / entry to the rally at [www.sofer.uk.com](http://www.sofer.uk.com)

\*No official rally events on Sunday.

## SOFER REGISTRATION COUPON ~ PLEASE ENTER ALL INFORMATION CLEARLY IN BLOCK CAPITALS

Your First Name	Your Surname	Your H.O.G.® Number
1 <input type="text"/>	<input type="text"/>	<input type="text"/>

Details of all your guests. Do not include juveniles under 16. Use additional forms as necessary.

Guest First Name	Guest Surname	Guest H.O.G.® No. (where appropriate)
2 <input type="text"/>	<input type="text"/>	<input type="text"/>
3 <input type="text"/>	<input type="text"/>	<input type="text"/>
4 <input type="text"/>	<input type="text"/>	<input type="text"/>
5 <input type="text"/>	<input type="text"/>	<input type="text"/>
6 <input type="text"/>	<input type="text"/>	<input type="text"/>

Your Full Postal Address	Email:
<input type="text"/>	<input type="text"/>
<input type="text"/>	<i>If possible, please provide an email address so that we can confirm receipt of your registration</i>
<input type="text"/>	Day Phone No.:
<input type="text"/>	Mobile No.:
Postcode <input type="text"/>	

Total quantity of tickets required = you + guests = <input type="text"/>	Total amount payable @ £30.00 per person = <input type="text"/>
	(Accompanied juveniles aged under 16 admitted free.)
	Check calculation!

Tick ONE Box Only: I wish to pay by: Cheque/Postal Order  (Make Payable To **H.O.G. Europe**, don't forget to sign and date it!)

Card Details I wish to pay by: Credit/Debit Card  (Enter card details carefully below, don't forget to sign and date!)

Cardholder Name (as on the card)	Tick ONE Box: VISA <input type="checkbox"/> MASTERCARD <input type="checkbox"/> UK MAESTRO <input type="checkbox"/>
Card Number	Start Date* MM/YY Expiry Date MM/YY Issue Number* Card Security Code**
<input type="text"/>	<input type="text"/>
Cardholder Signature	*If Shown On Card **Last 3 digits on signature panel on reverse of card
<input type="text"/>	Date: <input type="text"/> / <input type="text"/> / 2011

Send your completed registration form to: SOFER c/o H.O.G. Membership Services, Globe House, 1 Chertsey Road, Twickenham, TW1 1LR  
To arrive no later than Saturday 23 July 2011.



# Ride on

For most bikers, the arrival of summer means just one thing – time to tour. But what's the benefit of joining an Authorized H-D® Tour? We spoke to David Grist, Managing Director of H-C Travel, to find out more

**OUR PLANET IS** covered with roads. Sweeping curves beckon from Britain's countryside, tight bends litter mountain ranges across Europe and other continents, while broad, straight highways roll out across vast expanses of countries far and away, the only thing between your front fender and the horizon. There are few things more exciting than choosing a destination – or several – to explore by bike. And this is the time of year to start to planning. That said, venturing to a new country can present challenges. The logistics and organisation can prove difficult and get in the way of just having fun on two wheels.

### The expert eye

Someone who knows this well is David Grist, Managing Director of H-C Travel, Authorized Tour operator and motorcycle enthusiast. Since 1994, his company has been helping thousands of bikers to discover new territories from the saddle.

"We always try to give a personal experience," relates David. "We always use local experts to lead our tours – for example, Gary, who leads our American tours, has ridden Route 66 about 100 times."

This insider knowledge is at the heart of the success of H-C's tours – every rider on every tour can focus on the ride without worrying about the next stop. "Our guys know the right places to stop," continues David. "You can ride without thinking about maps and planning, food, petrol stops or overnight stops somewhere you're not familiar with."

There's also the benefit of additional security when travelling with a tour company like H-C, which has unrivalled legal and financial security. Wherever you travel to, you're booked with a UK-based, financially guaranteed, ATOL-licensed tour operator: there's nothing for you to think about other than the road ahead.

### The world's best roads

Offering routes through the fabled highways of the US, from the Wild West to Route 66, the majority of David's customers still choose to travel throughout the USA. However, this year, the company is heading into a new direction to help bikers discover the best places off the more frequented roads.

"We're trying to go a little bit further with the new tours," explains David. "We're looking to provide something a bit different, perhaps for people who have travelled a bit more so want to discover something new." These tours take in a few extras as well, including rafting down the Colorado River, a stay in a ranch and try classic cowboy pistol shooting. This year's new tours also include a Pacific Coast Highway route, skirting the west coast from Seattle to San Diego. Tours have also recently begun in South Africa, taking in a game reserve.



**It's the people that make it**

Less time focusing on detail means more time to get to know the people. This doesn't necessarily just mean your fellow riders, although fast friendships have regularly been formed on tour. It's also about the people you meet on the road.

David elaborates: "In the restaurants, cafés and just on the streets as you go through you meet people, and quite often the memory that people take away with them is being with someone, whether an official Route 66 representative or someone they met at a tailgate party in a hotel car park."

Joining an organised tour can be a great way to explore on your motorbike without putting too much effort into the planning. You will meet people, ride the world's greatest roads, experience a tremendous adventure and most of all, you'll be doing it all from the best seat on the planet – the seat of a motorcycle. ■

**"Our guys know the places to stop... It makes some of the decisions more straightforward"**

**RIDING TOGETHER**

Want to join a tour but not sure about riding in a group? Whether you're a new rider or you've got years of experience in the saddle, there are definite skills to be gained. Harley-Davidson's rider training academy, Rider's Edge, can help.

If you're part of a Chapter, you can organise a group rider training session for your members. Separate to the Road Captain instruction, this allows members to gain valuable skills in riding as part of a group sensibly and responsibly. One of the expert trainers will visit you and your fellow Chapter members to impart these vital skills, which is especially valuable for new members of the Chapter.

Of course, if you're not part of a Chapter, that doesn't mean you're not going to want to take part in group rides, and all training helps you to enjoy tours, ride-outs and longer trips all the more. Contact Rider's Edge to see how they can help you too.

Visit [www.ridersedge.com](http://www.ridersedge.com)

Racing

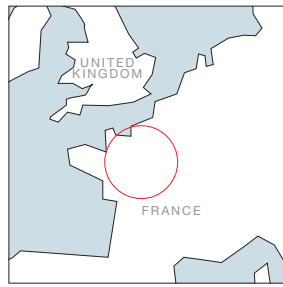
# Racing ahead





BRIAN J. NELSON

**STAR IRISH RIDER** Jeremy 'Jezza' McWilliams, a veteran of the 250 Grand Prix and MotoGP classes, made a guest appearance at the final round of the 2010 AMA Pro Vance & Hines® XR1200 spec class at Barber Motorsports Park on September 26, 2010 aboard the Harley Owners Group®- and HOG® magazine-sponsored XR1200™ motorcycle fielded by H.O.G. Racing. McWilliams, who is the reigning 2010 champion of the UK's similar XR1200 Trophy class, qualified third on the grid and went on to win the 11-lap race to become the first rider to win professional road races aboard a Harley-Davidson® XR1200 motorcycle on two continents. Jezza's performance capped a successful season for the H.O.G. Racing team, which captured a win and two second-place finishes in the five-race series. ■



# OUR BIG ADVENTURE

**If you're thinking about a road trip, stop thinking and just do it, advises Carl Danvers after a recent riding holiday in France**

**Words and pictures:** Carl and Karen Danvers, Sherwood Chapter, UK

It's 2am and the alarm is bleeping. 'What's going on?' ... then I remember – today my wife Karen and I are off to France. By 3.30am we were on the road, having wrapped up warm against the chilly August morning. It took us more than three hours to get to Portsmouth where we would board the ferry to Le Havre.

I nervously rode on to the ferry as I'd never been on the ferry with my bike before. I was worried about damage to my bike with the straps. The men on board helped and assured me that everything would be okay with the bike (The Beast). Reluctantly I left my beloved '09 Fat Boy and went in search of the bar where most of the other bikers had congregated.

After a three-and-a-half-hour crossing, we disembarked and set the sat nav to Arromanche Des Bains via the toll road. We set off with the sun on our backs and wonderfully smooth tarmac road under new tyres. It was almost lunchtime so we pulled off the toll road and found a little gem of a village called Dive-sur-mer. We stopped for a sandwich and glass of wine, among the cobbled streets, old buildings and what looked like a medieval barn. We finally arrived in Arromanches around 5pm.

Arromanches is a nice little seaside village with plenty of B&Bs, cafes, restaurants, loads of shops full of WW2 memorabilia and one bar owned by an Englishman and his French wife. Within 10 minutes we'd found a nice room

overlooking the sea and with off-road parking for The Beast.

If you're into WW2 you'll know how important the village was on and after D-Day so it makes an ideal base if you want to tour the battlefields and museums.

After two days of wonderful sunshine we decided to head for the La Loire valley (197 miles south). If you're using a sat nav make sure you set it correctly, or like me you will find yourself on B roads instead of toll roads. Although, while you make little progress, you do get to see some wonderful countryside.

We decided to visit Le Mans on the way and found it to be a stunning city. After unsuccessfully finding Le Mans Harley-Davidson (the sat nav took us to someone's house), we hopped back on the toll road.

By 3pm we'd reached Bourgueil, a wonderful village with tall buildings and wide plazas. It was so quiet that you'd think everybody had left for the summer and gone to the seaside. After finding a nice little bar for Karen, I left her with half a bottle of white wine to keep her company while I set off to find a hotel. The B&B Logis hotel in Bourgueil was perfect.

After a well needed night's sleep we packed our stuff and set off once again east, following the river upstream. Just 14 miles later we came upon Langeais, one of the most beautiful villages I have ever seen, with its little pastry shops and

cafes and the most fabulous castle nestled in between the houses and thin cobbled streets. We decided to make this place our base and I set to finding us somewhere to stay. I found a cafe bar not 200m from the castle which had rooms for 35 euros a night with shower. On inspection it was clean, quiet and had a little courtyard with a stone table and chairs with plants growing around the walls. "Fantastic," Karen said, "now this is real France." We unpacked and made this our base for the next four days.

A year ago, Karen wouldn't even go near a bike, let alone sit on one. I was concerned that she would hate this trip. On waking up in our little courtyard, I found her crying. Her reply made my holiday: "I didn't think that I would enjoy this trip, but I'm so happy and can't believe how lovely France is."

We spent the next four days exploring different villages, châteaux and a day at the zoo. We even went scrumping for apples and pears.

We then made our way back to Arromanches for one more night ready to get the return ferry. After a fantastic eight days in France with 1,300 miles of trouble-free biking we were back in England.

If any of you are thinking about doing a similar trip don't think, just do it! You will have stunning photos and wonderful memories of a big adventure to tell your kids, grandkids and anyone else you can corner. ■

Karen and Carl enjoying the French scenery



**“We spent the next four days exploring different villages and châteaux”**

The Beast enjoying the French roads



The castle at Langeais



The H.O.G. family

# Online the world over

With so many benefits at your disposal, are you making the most of your H.O.G. membership?

**TODAY, ACCESSING INFORMATION** about the H.O.G. community is easier than any of us could have imagined 10 years ago. With our online community area, [www.hogeuropgallery.com](http://www.hogeuropgallery.com), getting the most from your membership is just a matter of a few clicks where you can be viewing photos, video, route recommendations and more from across the UK, Ireland and beyond.

Full access to the site is part of your H.O.G. membership benefit package, so we keep it exclusive to members only. You don't need anything to sign in other than your membership number and surname. You can browse the site without signing up, but by putting in just those two details, you can access the full package.

## Ride in the right direction

The ride planner is your portal to H.O.G. members' substantial local knowledge of their area and of the roads that make riding there spectacular. And it works both ways – if you have some first-hand

knowledge to share, you can share it here. If you're part of a Chapter, you can use this facility to plan and share your ride-outs or recommend routes to your rally. By linking from your Chapter website, you'll be able to share it with everyone before they arrive. Anyone sharing a ride can also share photos of the route and even download it to a sat nav.

Plotting a ride couldn't be easier. Once you're logged in, you can click from point to point to build your route. Adding details about certain locations, photos from the route or any other points are all easy too. Once it's published, you can share the link. Other riders who've tried your route can rate and comment on it too, so it becomes a collaborative collection. Head over to the site now and start building your favourite ride.

## H.O.G.s on film

Photo galleries are a superb way to showcase the atmosphere of an event, the gorgeous sweeping bends of a really good

ride and relive the summer's best rallies, even in the midst of a harsh winter.

Over at [hogeuropgallery.com](http://hogeuropgallery.com), there's a dedicated area for UK and Eire photo galleries, as well as the Harley Lovers area, which shows off the best of the bikes from the community. To send in your pics, email us at [hoguk@archantdialogue.co.uk](mailto:hoguk@archantdialogue.co.uk) or post discs for inclusion online to: H.O.G. Gallery UK and Eire, Archant Dialogue, Prospect House, Rouen Road, Norwich NR1 1RE.

We also have a series of videos, updated regularly, bringing you the best of Europe's biggest H.O.G. and Harley-Davidson events. If you've got video content from a past or upcoming event that you'd like to share too, you can. Just email us and we'll add your video content to the site.

## Continuing the journey

Being a part of the H.O.G. family means being part of something that changes and shifts as our ability to share our passion changes too. We now have an iPhone app available to download and with Facebook and Twitter (@hogeuropa) to help keep you in the loop too, catching up on events, promotions and news is simple. Don't forget you can get in touch with us too. If you've got anything you'd like to share, drop us a line at [hoguk@archantdialogue.co.uk](mailto:hoguk@archantdialogue.co.uk)

WELCOME TO THE OFFICIAL  
**H.O.G. GALLERY**  
FOR EUROPE, MIDDLE EAST & AFRICA

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H.O.G. EVENTS

JANUARY 2011

LATEST PHOTOS LATEST VIDEOS NEWS

LATEST PHOTO GALLERIES

Hamburg Harley Days 2010

PREVIEW - 20th Annual European H.O.G. Rally, 2011

Kingdom of Jordan Harley-Davidson Rally 2010

European Bike Week 2010

Friendship Ride Germany, Rhön, Wasserkepp, 13-15 August, 2010

19th European H.O.G. Rally & Swiss Harley Days, Lugano-Compiègne

Shrewsbury Classic 2010

Hamburg Harley Days 2010

Barcelona Harley Days 2010

Ireland BikeFest, Killybegs, Ireland

UK H.O.G. GALLERY LATEST PHOTOS & VIDEOS

YOUR SNAPS FROM THE HOG APP

MAY 2010





## PART OF THE PACK

**Becoming a better biker won't just benefit you - you could help your riding buddies enjoy the ride more too. Bikers never stop learning, and there are few better ways to get more out of your rides than by taking extra instruction.**

**Whether you take group rider training or you become a Chapter's volunteer Road Captain, you'll be getting more from your membership and your ride**

**MEMBERS ARE H.O.G.'S®** life blood – that goes without saying – but within the membership there is a very special core of folk, Chapter Volunteers, who give up their free time to make sure members can get out there and have fun riding and having fun as a group. Many of those volunteers are or have been, Road Crew, a dedicated band who work tirelessly to make sure Chapter rides are varied, exciting and above all, safe. For quite a few, a role as a Road Marshal or prospective Road Captain is the first step into the volunteer pool.

### **The strongest team**

Members who feel they have a little spare time (or a lot in some cases) can offer to volunteer as Road Crew. Each Chapter has its own process for the selection of Road Crew but are always keen to hear from members interested in helping out, even if it is only for a few hours each month. Being a riding god or goddess, is not a prerequisite for Road Crew selection although it is essential to be comfortable with your riding and to ride to a standard above that

required to pass a basic DSA test. Many potential Road Crew look to take some sort of advanced rider training, often through Rider's Edge, Harley-Davidson's training academy. Ongoing development of riding skills combined with road sense and awareness is the mark of every good rider.

### **Every day's a schoolday**

Another great first step is to take a Rider's Edge Group Riding Course. This course is also recommended for anyone looking to take part in H.O.G. Chapter rides or even for those just looking to ride with a small group of friends.

For Road Crew looking to progress and become a Road Captain in the UK or Ireland, H.O.G. has developed a course that additionally covers material relevant to someone looking to assume that role. This course has recently been completely revised to reflect the role of Road Captains in planning, organising and conducting group rides. It is also open to existing Road Crew interested in refreshing their skills and bringing their practical experience to the course to assist in continuous improvement, keeping content relevant and to ensure that it reflects best practice in the real world.

Much value is placed on the exchange of ideas on the course, the experience gained subsequently and feedback from those that attend. The course now covers two days. Day one focuses on the role of a Road Captain and covers, in detail, route selection and planning, communications,

the briefing, ride formations and procedures. At the end of the day there are practical syndicate exercises to enable candidates to practice the skills they have learned. Day two starts with a debrief of the previous day's exercises and continues with the whole course taking part in practical on-road training.

### **Taking turns**

During the day every candidate will have a chance to be involved in a briefing and marshalling a ride as a Lead Road Captain or Last Rider. One of the objects of the practical training is to develop the sense of teamwork and spirit so vital in a Road Crew. Ultimately everyone should have fun when they are riding, even the Road Crew. Safety is always incorporated and with training and the use of basic systems focus can also be on the fun.

To the untrained eye H.O.G. Chapter rides simply look like a large group of like-minded friends out enjoying their bikes. After successfully completing a H.O.G. Road Captains course, candidates will return to their Chapters well-equipped to lead their first ride-out. Existing Road Crew will have their skills refreshed. But, the support does not end there. All attendees have ongoing access to Course Instructors. The decision to appoint Road Captains will always be held by the Chapter Committee and the Chapter's sponsoring dealer and, will depend on the Chapter's need for new crew but if you're interested in becoming a Road Captain and taking the course let them know.

They can let you know more about joining your Chapter's team of Road Crew and their appointment process. If you are already a Senior Observer with the IAM, an Advanced Tutor with RoADaR or a serving or retired Motorcycle Police Officers with some training experience and would like to look at joining the H.O.G. Volunteer Training Team, contact **Scottie, H.O.G. UK & Ireland National Safety Officer** on [chapterrepso@harley-davidson.com](mailto:chapterrepso@harley-davidson.com)



## Click with our insurance

You can now really click with HARLEY | RIDER INSURANCE™ following the launch of an online quoting system.

Available now from Harley-Davidson Insurance Services\* the specially designed web system let's you easily get a quote for your bike, whether it's a brand new SuperLow™ or legendary Fat Boy®.

A few clicks will secure you a great value quote for cover which retains the significant improvements we introduced in 2010. Every HARLEY | RIDER INSURANCE™ policy now includes extensive UK and European breakdown and accident recovery insurance as well as new for old replacement† and comprehensive cover when riding other bikes†. We now even include up to £50,000 (€75,000 in ROI) motor legal protection cover which, if you have an accident which is not your fault, can help you recover uninsured losses such as earnings or alternative transport costs.

These enhancements complement previously well established policy benefits, including cover for your helmet, leathers and other biking gear, plus agreed value†. The latter benefit recognises that not every Harley-Davidson® motorcycle is the same and so we agree the value of yours when you take out your policy and pay out that sum should you later make a claim.

For more details of HARLEY | RIDER INSURANCE™ and to get a quote visit [www.harley-davidson.co.uk/insurance](http://www.harley-davidson.co.uk/insurance)

†Terms and Conditions apply

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

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Harley-Davidson  
Insurance Services

# STRIPPED BACK CUSTOM

HARLEY-DAVIDSON INTRODUCES TWO  
NEW MODELS FOR 2011 THAT FOCUS  
ON CORE CUSTOM



**L**ean as wire, hard as iron and dark as a tar road at midnight, the new Blackline motorcycle is a Harley-Davidson Softail model pared to the bone. A rebellious creation of the custom movement, the Blackline celebrates three fundamental elements of motorcycling: mechanical beauty, internal combustion, and the long black line of the road ahead.

The Blackline balances allegiance with rebellion, discarding previous conventions of colour and chrome for a Custom look that's honest, functional and attainable. »

New models



# "A REBELLIOUS CREATION OF THE CUSTOM MOVEMENT"



Visual elements of the original bobber movement are combined with the raw, hand-hewn style embraced by today's young custom builders. The Blackline throws new fuel on a fire that burns across generations; an unquenchable desire to ride.

Stripped to the legal limit, the Blackline keeps decorative trim and lighting spare. The rear fender is bobbed high-and-tight over a slim, 144mm tyre that emphasises an authentic hardtail profile. The compact headlight and speedometer are tucked low into the wide, FX front end, and

there's just enough shine to make the black parts look blacker. Black-rimmed laced wheels complete a look that's tough, tempered and undeniably Harley-Davidson.

The styling spotlight shines on a Big Twin engine dressed in black and silver, and on a fuel tank shaved smooth and low. Aboard the Blackline, the rider hugs the frame on the lowest two-up seat ever offered by Harley-Davidson, and reaches high for new Split Drag™ handlebars that bolt right to the top triple-clamp.

The Softail chassis utilises rear suspension

control provided by coil-over shock absorbers mounted horizontally along the frame rails below the powertrain, where they are out of sight. So while the swingarm section replicates the lines of a vintage hardtail frame, the Blackline delivers suspension performance and handling that are thoroughly modern. The internally counterbalanced Twin Cam 96B™ engine is rigid-mounted within the frame, creating a solid connection between rider and power that moves the motorcycle to enhance the emotional riding experience. »

# 1200 CUSTOM



**A** wide front end and chunky 16-inch wheel give the new Harley-Davidson 1200 Custom a proud stance that's strong and contemporary. Introduced as a mid-year addition to the 2011 Harley-Davidson model line-up, the 1200 Custom also features new wheels, a pull-back handlebar, and a reshaped LED tail lamp.

The 1200 Custom offers a new look but is Sportster to the core, offering a compelling combination of bold styling, nimble handling and the irresistible beat of American V-Twin performance.

The 1200 Custom is powered by an air-cooled Evolution® 1200cc V-Twin engine with Electronic Sequential Port Fuel Injection (ESPFI) and is finished in black

powdercoat with chrome covers. Chrome 16" laced wheels front and rear add to the custom look, while wider fork spacing, polished triple clamps and pull-back handlebars mounted on a curved riser give the bike a cool front end. The riser also incorporates an LED warning light display, bringing a real modern twist to this retro-looking bike. Other features include a reshaped classic Sportster 'eyebrow' over the headlamp; a smaller tail light with a bright, low-maintenance LED element; and polished forward foot controls. The 1200 Custom comes with a two-up seat a standard and laden seat height of 710mm. A 17-litre fuel tank is just waiting to be filled up for a long ride! ■



# MAGIC BIKE RÜDESHEIM

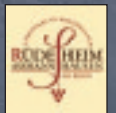
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# Looks right, feels right



The Harley-Davidson® Fit Shop is standing by to turn your custom dreams into reality

**BUYING A HARLEY-DAVIDSON®** motorcycle shouldn't be a compromise. Instead, we feel it should be the realisation of a dream, your dream to buy the bike you've always wanted to ride.

For many, the first time you ride away on your very own Harley is the start of a journey, a journey where you're only limited by your imagination. Whether it is new paint, new sounds, luggage or performance upgrades, it's about making your Harley-Davidson® truly yours.

For others you may already own a Harley-Davidson® but it's your dream to ride something different from the range: perhaps you ride a Sportster® because you think you're too small for an Electra Glide® or couldn't manage a Street Glide®. If you're one of these people then we have the answer at the Harley-Davidson® Fit Shop – we like to think that it's a place where dreams come true.

## Harley-Davidson® Fit Shop

Fit Shop is where we help create a one-of-a-kind dream ride for our customers. With each model of Harley-Davidson® motorcycle having a wide range of accessories, such as different seats, handlebars, foot controls and suspension, the right combination can mean that the dream bike is finally within the reach (sometimes literally) of all riders. Fit Shop experts look at a number of areas that affect how a rider feels on the bike.

• **SEATS** – Harley-Davidson® saddles can move you forwards, backwards or down, depending on what you need. The relationship between the seat and other variables such as the handlebars and foot controls all contribute to rider comfort and control.

• **SUSPENSION** – Harley-Davidson® lowering kits can drop the suspension by up to an inch. This can help give you more confidence and help put more of their feet on the floor.

• **HANDLEBARS** – If you are stretching too much to reach the handlebars, the chances are you could be risking shoulder and back pain. Fit Shop experts can help you choose between our various handlebars so the bike can fit you better.

• **FOOT CONTROLS** – these can be moved forward or back depending on model and this movement gives you confidence and a firmer footing. Harley-Davidson® Fit Shop experts can advise customers about the best placement of the foot controls for their inside leg measurement.

The best thing about the Harley-Davidson® Fit Shop is that it isn't just for riders who want to fit with a different model to their current ride – the Fit Shop experts can help you fit better with your current bike too.

## The art of customising

Of course with the many different parts and accessories available, making your bike fit you will also make it more unique and give it a real custom look.

If it's just a visual change you're looking for then keep in mind there are several key areas where you can change parts to give big visual impact, such as wheels, paint and seats. After that, it's the attention to the small details that can help your bike stand out.

With our accessory collection, creating the perfect combination of chrome parts which match front to back is easy. These include everything you need, from timer covers, air-cleaner trims to caliper trim discs and chrome hardware.

Follow your heart and your Harley® will become unique, and more yours. ■

However you want to make your bike unique, we've got something for everyone so check out our 2011 Parts & Accessories catalogue, available at your local dealership or visit

[www.harley-davidson.eu/mydreamharley](http://www.harley-davidson.eu/mydreamharley) – we're ready to inspire you.



# Spring break



Layering is vital to comfort while riding, and Harley-Davidson® MotorClothes has all bases covered

**AT THE BEGINNING** of the year, the elements can be unpredictable with changeable temperatures and riding conditions. This means we need to be well-equipped to deal with the variable conditions that are heading our way and get us out riding as soon as possible. Thankfully Harley-Davidson MotorClothes® has you covered.

## Rider Comfort System

Layering correctly is essential to staying at the optimum temperature whatever the weather. Our women's Rider Comfort System (RCS) is designed specifically to be a three-part system consisting of a base layer for moisture management, a mid-layer for extra insulation and an outer layer for protection. When combined, all

three layers provide you with our total Rider Comfort System.

### a) Base layer

These are layers designed to fit snugly to the body so that they can wick away moisture. Wicking fabrics are designed to evaporate moisture quickly, therefore keeping your skin dry, which is vital in maintaining a consistent body temperature. Cotton T-shirts do not do this and many riders skip a good base layer. Our RCS Base Layer **(1)** provides all of this and works with all the other layers in our RCS range.

### b) Mid-layer

Your mid-layer should help insulate

your body to retain heat by trapping air next to the skin. Again, mid-layers are designed to fit snugly to the body for optimum heat management. In cold weather our RCS Windproof Jacket **(2)** or RCS Vest **(3)** keeps the body warm so less energy is wasted on body temperature control and more energy can be spent focusing on your riding.

### c) Outer layer

This layer helps to maintain a consistent body temperature, but it also serves to protect the rider from the elements. Therefore it will need to be abrasion-proof, waterproof or both. It will also need to contain armour in the appropriate places. The outer layer needs to be roomy

## BASE LAYER



## MID-LAYER





enough to fit easily over the other layers and should be chosen according to the conditions you're likely to find on your ride. Our RCS Functional Outwear Jacket (4) and RCS Waterproof Jacket (5) give you all the protection you need from an outer layer, whatever the weather.

**Accessorise to maximise comfort**

Remember, in cold weather the body tries to preserve heat within the vital organs by reducing the amount of blood pumped to your extremities, such as your hands and feet. That's why you need to match your layers with appropriate gloves and boots to suit the conditions. Our RCS Full-Finger Gloves (6) give maximum protection from the elements.

**Spring Collection**

Team this with the new range of Spring Collection clothing – perfect whether you are on or off the bike.

For men, the Challenger Waterproof Leather Jacket (7) will have you ready for any eventuality. It also comes with reflective piping to keep you seen during the night too. For the ultimate in flexible clothing we have our Deceptor 12-in-1 Reversible Jacket (8) – there really are 12 ways to wear the Deceptor, thanks to removable arms and drawstring hood and the fact that all elements are reversible in black.

Underneath, try the Short Sleeve Plaid Woven Shirt (9), which'll get you noticed along with the Harley-Davidson® Reflective Belt (10).

For women this season, the Spring Miss Enthusiast 3-in-1 Casual Jacket (11) offers a water-resistant outer shell and a removable hooded vest inner, which can also be worn separately. Meanwhile, to finish off a real retro look when you're on the bike, go for the Dazzle ¾ Helmet (12) – a fibreglass shell helmet finished in a dazzling pink colour scheme. Whatever the weather, you won't need to sacrifice style or function this upcoming season with Harley-Davidson MotorClothes® apparel. ■

**The Spring Collection is out now. For more details of the full range go to [www.harley-davidson.eu/motorclothes](http://www.harley-davidson.eu/motorclothes) or visit your nearest dealership.**

**OUTER LAYER**



**ACCESSORIES**



# On the road. again

H.O.G. Touring Rides operator, Brettours, brings a new tour to 2011 – Denmark anyone?

**BY THE TIME** you read this, it will be 2011 and the touring season will soon be upon us! Some of the set-ups have been completed and in the bag with the remainder booked to go ahead in the early part of the new year, making sure that every tour is planned to perfection to give you the best touring and biking experience.

Since the 2011 tour details were released, bookings for next year are already in, so if you haven't already started, now is the time to plan your tours for the coming year.

There's a great start to the 2011 touring season, with a three-night stop in Stuttgart and a visit to the Stuttgart Spring Beer Festival. This is a fantastic festival that takes place for two and a half weeks every spring on the city fairgrounds. There are at least half a dozen beer 'tents' (less like tents and more like buildings: permanent wooden structures that hold thousands of revellers) at the festival and each beer tent is different, featuring a different brand of beer as well as different music. A tent may have a traditional fest band playing or a DJ spinning both dance music and traditional fest tunes. It's not all about beer as there is a funfair with carnival rides and a Ferris wheel for those who don't mind heights as well as stalls and tents selling local and traditional food. Stuttgart is also home to the Porsche and Mercedes museums, so if you've had enough beer these are worth a visit.

Leaving Calais we travel down via the Belgian Ardennes and the pretty Luxembourg countryside to Trier, an old Roman settlement and Germany's oldest city. Onwards, and we follow the Mosel

River to Mannheim and then south following the River Neckar to Stuttgart. The return journey takes us via Saarbrücken, Clervaux in Luxembourg and into France for our final night.

Also new for 2011, an exciting tour and seaside holiday visiting some of the best places around the Danish and German Baltic. Each day's riding is less than 170 miles, allowing for a relaxing journey with plenty of time for sightseeing stops, coffee and lunches. We'll also have a day off to explore Copenhagen, three nights at a four-star seafront hotel on the holiday island of Rugen (old East Germany's premier holiday resort) as well as two nights at another seafront hotel in Kiel, finishing off back in Denmark with a stay in Sonderborg on the Alsund straight, overlooking the Baltic. Altogether, four nights and five days in Denmark and six nights and seven days on the German Baltic. A great adventure with lovely roads, scenery and relaxing beach resorts and not forgetting a couple of H-D dealer visits: Harley-Davidson Vertretung and the Baltic Kiel Chapter in Germany, and Custom Cycle Harley-Davidson and the Jylland Syd Chapter in Denmark.

Our third new tour is an eight-night, nine-day trip to The Fulda Friendship Ride in Germany. The party starts on Friday, August 12 at 12 noon and finishes on Sunday, August 14. There will be plenty of music and fun, regional delicacies, a huge trader mile, great stunt and aerial displays, Demo Rides on the latest Harley models and fantastic riding on the traffic-free country roads



of Germany, Belgium and France.

Some of our regular tours have been revised (as we do each year) and the ever-popular Spanish tour is heading to the fabulous old city of Porto in Portugal, the port capital of the world. Our trip to Faaker See Bike Week in September once again includes a two-night stop in historic Salzburg as well as three nights at the rally. The Scotland and Isle of Skye tour moves to June and has a two-night stay in the former home of Scottish heroine Flora MacDonald, on the stunning Isle of Skye. We've also included some three- and four-night long-weekend breaks to suit those new to touring or for those of you who fancy a quick Harley fix.

We hope to see you on the road in 2011. ■

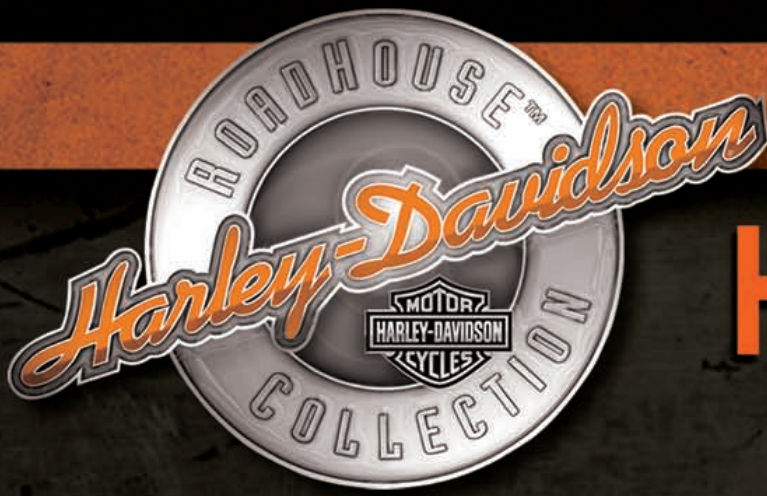
**All the tour info can be found at [www.brettours.co.uk](http://www.brettours.co.uk) or on the H-D website. If you want more information on any of our tours or for advice on touring in general then call us on 01304 379446 or email [caroline@brettours.wanadoo.co.uk](mailto:caroline@brettours.wanadoo.co.uk)**



**“A great adventure with lovely roads, scenery and relaxing beach resorts and not forgetting a couple of H-D dealer visits”**



Scotland, Germany, Spain, Denmark... the list of countries you can visit with H.O.G. Touring Rides is extensive – and all without the hassle. All you have to do is ride!



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# A reason to ride

If you need a reason to ride, the ABCs of Touring programme gives H.O.G. members the exclusive opportunity to win prizes while accumulating miles, as Peter Scott explains

**DO YOU EVER** feel that an hour or two isn't enough to make it to your destination and back? Or that ride you've made many times before would benefit from a bit of variation? Well, ABCs of Touring is just what you've been looking for.

For those of you who have not entered the programme before, here are the basics. ABCs of Touring runs throughout the year and you can take part on your own, with riding buddies or a pillion, at any time during the calendar year.

The core objective over the year is to visit a town or village beginning with each letter of the alphabet. Finding each of those destinations alone would give you 26 points (the minimum for entry), although some are much easier than others. If you live in the UK, for example, there are very few towns that begin with Z, and none that begin with X!

Points are awarded for taking a picture of your bike at a destination. Find an

official sign (not a direction sign) – most towns have them when you enter the town or village boundary. Then ride your bike (no bikes on trailers please!) to the sign and take a photo of your bike, a copy of a 2011 edition of *HOG* magazine or Touring Handbook and the sign – you need to appear in at least six photos too – and you have your first point. Now you have the first point the next 20 or 30 are fairly easy and we will give you an award and your name in lights (well, *HOG* magazine at least) for the first 26.

Points are awarded for more than just villages and towns, so don't worry if you can't manage all 26 letters of the alphabet – get the 26 minimum by scoring points in other sections.

You can accrue bonus points for every county you visit; this also includes recognised Game Reserves, named Drifts or passes. in Africa for 2011 – and also get two extra points for each recognised

H.O.G. Rally you attend. Another new feature for 2011 is an extra point for every Harley-Davidson Dealer; make sure to include a comp slip, business card or receipt from the Dealer. A trip abroad can bring a glut of extra points for countries and yet more Dealers.

For 2011 you can use a bike from the Authorised Harley-Davidson Rentals programme. This is a new feature and means that you can pick up more valuable points by hiring a bike for a day or more when travelling on business or pleasure. If you are lucky enough to get to the USA, you'll get bonus points for US states and the six named Harley-Davidson facilities, four of which are in Milwaukee, including the must-see Harley-Davidson Museum. For the Harley facilities you don't need to feature the bike either so get over to Milwaukee and check out the Museum!

Before long you'll have passed the 36 or even 46-point mark and then the whole thing becomes addictive. Extra prizes are awarded at each level through 55 and 66 points, and then you're looking at cash prizes for the top three places, a plaque for the top 10 runners-up. plus that place in *HOG* magazine for all entries.

While you're at it, make sure you are enrolled in the mileage programme too. Talk to your Dealer about validating your start mileage; they'll have a record of you and your bike(s). ■



# Harley heads east

Expanding Harley-Davidson sales to overseas markets during the 1910s and '20s proved to be critical to keeping Harley-Davidson alive in difficult times. In 1912, Harley-Davidson established a distributorship in Japan, which marked the first foothold outside of North America for the young Motor Company. One year later, sights were set upon Europe...

RESEARCH BY HARLEY-DAVIDSON MUSEUM TECHS, BECCA SIREK AND ANGIE GLASKER



**1915**  
(left) Arthur Davidson and his wife are issued passports to travel to England and Scotland to set up dealerships and help establish the London office. Arthur continued to travel all over the world to set up foreign dealerships. By 1920, there were 2,000 dealerships in 67 countries.



**1916**  
(left) The Harley-Davidson Motor Co limited of London was sold to Duncan Watson.



**1917**  
(above) Miss Elliott Lynn rode her Harley-Davidson solo motorcycle from Holyhead to London – a distance of 260 miles. She completed her trip in 11½ hours.

**1914**  
(right) It is agreed that Victor Samuel Wellsford will set up the 'Foreign Branch' of the Motor Company in London, England.



**1912**  
(left) Doc Garner – a school mate of William Harley – joins the Harley-Davidson Motor Company. He was hired to handle the export business. Garner studied German, French, and Spanish and his job consisted of seeking out export markets and answering correspondence from European markets.

**1920s**  
(below) Harley-Davidson motorcycles were adapted for European sale, including left-side sidecars. Models such as the W 'Sport' model did well in Europe. This period also saw the increase of Harley-Davidson use among European motorcycle racers including British legend Fred Dixon.

**1921**  
H-D marketing materials are printed in English, Danish, Dutch, French, Italian, Spanish, and Swedish. *Enthusiast* magazine is printed in English and Spanish.



1900 1910 1920 1930



# Harley history

## 1918

Many attempts were made in order to power motorcycles with coal gas. J.A. Masters, the publicity manager of the Harley-Davidson Motor Co. London, outfitted a H-D sidecar rig to run on coal gas.



## 1919-1920

Recession saw US sales drop \$1.6 million. However, foreign sales during this period increase by \$2.8 million and the company was not able to meet demand in some European countries.

## 1920

A Harley-Davidson motorcycle club is formed in London, England. The idea is to commemorate the services rendered by H-D riders to wounded soldiers and sailors during the war. Club runs, competitions and social functions were organised.

## 1922

(above) Harley-Davidsons take first place in all three classes at an endurance run in Christiana, Norway. In the solo class, H-D Sport Models took first; in the motorcycles with skis class, H-D took first, third, fourth and fifth; and in the sidecar class, H-D took first, second and third.



## 1931

(right) A Harley-Davidson won the German 'Rund um Schotten' which covers 210km. Paul Weyres of Anchen, Germany not only won on his Harley-Davidson but stayed in the lead for the entire race! Almost 30,000 spectators saw Weyres wheeling the first Harley ever entered in the race to an easy victory in the 1000cc class.

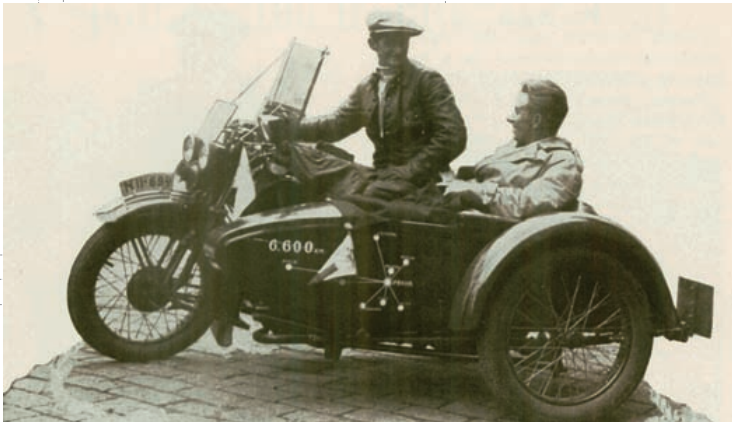


## 1933

(above) Paul Weyres wins the title of German Sidecar Champion for the third consecutive year, each time with a Harley-Davidson.

## 1951

(below) The Harley-Davidson enthusiasts of Basel held a rally on June 30 in Basel, Switzerland. It was touted as the first Harley-Davidson International Rally and had 459 participants.



## 1930

(above) Viktor Rindler and Vaclav Duchac, both from Prague, Czechoslovakia, won the Prague Auto Salon Star Run on a Harley-Davidson 45 with sidecar. The race was completed in 10 days and covered 6,600km. The race ventured to Paris, Hamburg, Dresden, Berlin, Munich, Vienna and Linz.



## 1932

Captian J. Masonki of the Polish Army tours southern Europe and the African shore of the Mediterranean Sea with his wife and dog on their H-D 74" (1200cc) and sidecar.

At the end of the season Harley-Davidson had sold only 6,841 motorcycles; 1,978 of them were sold to foreign markets. The foreign market share equates to 28.86% of sales.

## 1952

(left) Three men riding Harley-Davidson 61 OHV Hydra-Glides won the 22nd Liege-Milan-Liege endurance run. Gendarmes Hubert Borguet, Albert Badts and Norbert Janssens, all from the Gendarmerie Nationale of Belgium, achieved victory without a single loss of points over the 1,500-mile route from Liege, Belgium, through France, across the Alps to Milan, Italy and back to Liege.



## 1935

Harley-Davidson dropped the single-cylinder model in foreign markets due to low sales numbers.

## 1941

7,749 Harley-Davidson motorcycles were sold to foreign markets, making up 44.74% of total motorcycle sales for the year.



1930

1940

1950

1960

# Harley history

## 1960

(right) Harley-Davidson purchases Italian firm, Aeronautica Macchi, a producer of motorcycles, later abbreviated Aermacchi Harley-Davidson. Harley-Davidson sold Aermacchi in July 1978 to new Italian company, Cagiva. Cagiva went on to success in their own right.



## 1960

Harley-Davidson International is formed, based in Switzerland, to provide central control, administrative, and technical assistance to overseas operations. HDI was relocated from Geneva to Connecticut in 1977 due to high costs of operation.

## 1962

Holland's first Harley-Davidson motorcycle club formed in 1919, but during and after WWII, recreational motorcycle activities ceased to exist. In the early '60s motorcycling regained popularity and, in March 1962, the Harley-Davidson Club Utrecht was founded. The club's popularity grew quickly and expanded bringing a name change to Harley-Davidson Club Nederland.



## 1960-1964

(right) Lanfranco Angelini, a Rome police officer and motorcycle racer, wins the Italian Motorcross Championship four years in a row. Angelini takes more than 100 first places on his 250cc Aermacchi in this four-year span.



## 1970

Australian John Dodds wins first prize at the European Grand Prix in Nurburgring, Germany on his 125cc Harley-Davidson two-stroke with a time of one hour and 12.5 minutes and an average speed of 67.9mph.

## 1975

Exports had quadrupled from 1972 to 4,116 motorcycles.



## 1975

(above) Walter Villa, on his Harley-Davidson RR-250, won his second consecutive world championship by winning five European grand prix: the Spanish Grand Prix in Madrid; three consecutive Grand Prix wins in Germany, Italy, and Holland; and his fifth win in Sweden.

## Early 1970s

The RR-250 was introduced and raced in Europe. In 1974, Walter Villa raced an RR-250 to a record-breaking victory at the Italian Grand Prix in Imola.

## 1983

H-D switches to direct sales in the UK and sees significant growth.

# Harley history

**1964**

The Harley-Davidson Riders Club of Brussels sponsored a mid-European rally similar to the ones held in Great Britain. Riders were invited from Holland, Germany, France and other European nations to take part in the rally that was held in September near Tremelo, Belgium.



**1986**

(left) Buck Shinkman, a diplomatic officer at the American Embassy in Belgrade, Yugoslavia, organized the first Harley-Davidson Muscular Dystrophy Association Belgrade-Fruska Gora Fun-Run Picnic.

**1996**

(below) The largest Harley-Davidson event held to date in Switzerland, the Love Ride Switzerland, which benefited the German Society of the MDA, had 4,000 Harley riders and 15,000 spectators.



**1983-1987**

Export production grew more rapidly than domestic business.

**1997**

Primoz Peterka won the Ski Flying World Championship, in Planica, Slovenia. The sponsor for the event, Motoklub, awarded the winner with a brand-new Harley-Davidson XLH883.

**2000**

In order to strengthen its position in the European market, Harley-Davidson, Inc. established operations in Italy, based in Arese. This joined other Harley-Davidson subsidiaries in Germany, France, Benelux and the UK. The Italian operation assumed the role of the previous independent distributor, Numero Uno S.r.l. who had been managing the Italian market for the previous 14 years with a network of 47 dealers.



**2006**

In October, Harley-Davidson reveals a prototype of the Sportster XR1200 motorcycle aimed at the European market at the INTERMOT International Motorcycle Show in Cologne, Germany.

**2008**

(below) Two years after it is debuted as a prototype, the XR1200 model is released in Europe. The bike is introduced to Europe prior to its US release.



**1990**

(above) Harley Owners Group (H.O.G.) held its first ever rally outside of the US during the summer of 1990. The European H.O.G. Rally was held in Cheltenham, England.

**2002**

Craig Jones, aboard his Buell Lightning X1, claimed the European Motorcycle Stunt Championship in Bechyně, Czech Republic.

**2002**

Harley-Davidson launched translated versions of its website ([harley-davidson.com](http://harley-davidson.com)) for international enthusiasts.

**1990**

Exports accounted for 31% of total motorcycle sales.

**2003**

The Open Road Tour, celebrating the 100th Anniversary of Harley-Davidson, comes to Barcelona and Hamburg, the final two stops on a 10-city worldwide tour before ending in Harley's home in Milwaukee, USA.

**2002**

(below) The Harley-Davidson V-Rod is Europe's top selling Harley-Davidson model for the 2002 model year.

**2008**

The Harley-Davidson Motor Company, in an effort to expand its presence and foothold of the market in Europe, agreed to purchase the famed Italian motorcycle maker MV Agusta Group.

**2009**

With a new strategy to focus on the Harley-Davidson brand the Motor Company discontinued the Buell Motorcycles line and began to commence efforts to sell MV Agusta, based in Varese, Italy.

**2010**

Harley-Davidson has more than 110,000 H.O.G. members in the EMEA region.

1990



2000

2010



SELECT PHOTOGRAPHS COURTESY OF THE HARLEY-DAVIDSON MOTOR COMPANY ARCHIVES. COPYRIGHT H-D

# Three-wheeled Western

Words and photos Gilles and Marie Christine Layes,  
Armeville St-Etienne Chapter France

**Two years ago, in anticipation of some members of the Armeville St-Etienne Chapter turning 50, the idea of a group trip to the American Far West emerged...**



As the Chapter meetings went by, the idea stirred in our minds, and our dreams became a project. As a precaution, we appointed West Forever to prepare and organise our trip. And then our dreams finally became a reality.

So, it was July 1, 2010, and here we had 26 impatient bikers hurrying along to collect their 15 bikes, one trike and a Mustang from the rental store.

I'd chosen the trike because the love of my life refused to participate in this adventure on a motorbike. Ever since she was young she's always panicked at the thought of sitting astride a two-wheeler.

This alternative fulfilled my hopes when we saw the magnificent bright blue Ultra Classic Trike that had been reserved for us. My companion immediately sized up the imposing throne fixed on the back of the machine. From the broad grin that lit up her face and the enthusiasm with which she climbed on to the leather, I guessed that she was already smitten.

We headed off on a baptism of 3,000 miles on the roads of the Far West: from Los Angeles to the Grand Canyon; Monument Valley to Canyonlands; Dead Horse to Bryce Canyon; Las Vegas to Death Valley; San Francisco to San Luis Obispo.

The departure from Los Angeles was somewhat chaotic, what with the first



Gilles and Marie loved riding the Harley three-wheeler



crossroads, the king-size motorway and getting the feel of the Servi-Car whose heavy steering is as confusing as the rear-end wheelbase. But within a few miles of getting used to it and after leaving the heavy town traffic, we felt completely won over by the pleasure of sitting astride our machine in the company of the entire group. From there on, my co-driver's worries disappeared and were replaced by an ever-increasing enthusiasm.

If the success of a project is measured by the combination of various elements plus a small amount of good luck, then for this adventure the alchemy has been a total success and truly magical.

We all dreamed of crossing the Western deserts, or one day riding along Route 66 on a Harley-Davidson, and here we were – right in the midst of our dreams, or even further than we'd hoped.

The road stretches out to infinity beyond the windscreen, we're enveloped by »



The group negotiates downtown traffic

**“The experience of this trip will be forever engraved on my memory”**



The Trike leading the group



the dry hot air, intoxicated by the scents, accompanied by rhythmic music. We're living to the full these moments of pure pleasure.

And then there's the group, of course – without each individual's good humour and the group's sense of solidarity, I think the adventure would not have been so warm-hearted, friendly and relaxed. They're all really good mates! Mile after mile, we savour together those great moments of freedom and wonderment, swapping experiences at each meeting point when we're rejoined by our guide Phillip, the magician who made all our

day-to-day worries disappear and left us with only the intoxication of the whole adventure.

The beauty of the national parks is extraordinary but I know that my biker's soul will forever remember the road through Monument Valley. As stand-in road captain for the last 28 miles, it was with a feeling of solemnity that I led the group through Indian country.

The long straight line with the ochre colours of Monument Valley on the horizon, the twinkling of headlamps lined up in my rear-view mirror and the hands of my darling beating out the tempo of a

wild rock band will forever be engraved on my memory.

Not only has this amazing journey by trike astounded us with its legendary places but it has also strengthened the bonds among the group. More importantly, it has completely transformed my reluctant wife into an enthusiastic co-driver. After years of riding solo, I shall finally share with my brown-haired lady the joys of motorcycling and trips out with the group.

Since this marvellous journey, we're planning to replace my Dyna with a more user-friendly machine so we can live the Harley dream together. ■

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Northern Alsace Tour, 11-17 June 2011

Southern Alsace Tour, 18-24 June 2011

"La Route des Aigles" (The Eagle Road), 30 July - 12 August 2011

Faaker See, 2 - 14 September 2011



# 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 Switzerland, Norway and Sardinia...



## Hotel Restaurant Tenne

**HOTEL TENNE SITS** high up in the Goms region of Switzerland – an area, not surprisingly, of outstanding natural beauty. Deep in snow during the winter months, the Goms fills with colour during spring as impressive peaks, wide green meadows and delightful alpine villages come to life – as, of course, do the roads.

“It’s a wonderful region and perfect for great

motorcycle rides,” says Kilian Michlig-Salzman, son of the hotel proprietors. “There are several incredible mountain passes in the region. Grimsel, Nufenen, Furka, St. Gotthard, Lukmanier and Simplon are some of my favourites – why not come and find yours?”

Hotel Tenne is a real family affair. Built by Kilian’s grandfather in 1976, the hotel is now run by his parents Ewald and Caroline. Kilian works in the hotel alongside his wife Denise and his brother Fernando and this, he says, is what gives the place its homely atmosphere. As a keen motorcycle enthusiast, Kilian considers himself a part of another, very different family and is opening his arms to its members.

“I’ve been riding motorcycles for 14 years now but finally bought a Fat Boy Special in 2009. When I’m on the bike I can really relax and it gives me the energy I need when I get back to work. I usually ride with

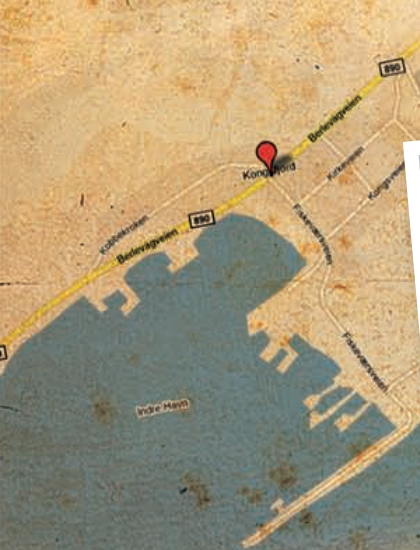
my wife, who owns a Nightster, but she’s taken a break recently as she’s currently pregnant with the newest member of the family. So for now I hope to cruise through the Alps with any guests who share my passion. Harley-Davidson riders are more than welcome and we offer a 10% discount for H.O.G. members and special discounts for groups.”

The hotel offers 36 beds in 16 rooms, a restaurant, a cosy wine tavern and a sun deck with stunning panoramic views of the Alps. After a long ride Kilian says nothing beats relaxing on the hotel’s deck and refuelling with some of its renowned regional, family-cooked food.

**Hotel Restaurant Tenne**  
Furkastrasse 2  
3998 Reckingen-Glurigen,  
Switzerland  
Tel +41 (0)27 973 18 92  
Fax +41 (0)27 973 29 80  
[www.tenne.ch](http://www.tenne.ch)







# Kongsfjord General Store and Café

THOSE WITH AN adventurous spirit and a love for the great outdoors should head to Finnmark in northern Norway for a wild ride. As one of the most northerly points in Europe, more than 2,000km from Oslo, the area is a million miles from the continent's mainstream tourist runs.

"It's an area of stunning and dramatic landscapes with a unique way of life – a wild place that will give you memories for the rest of your life," says Per Simble, owner of Kongsfjord General Store and Café, former 'Wall of Death' rider and Harley enthusiast.

"The nature and the wildlife of this place is outstanding. Every day you can see reindeer, huge sea eagles soaring overhead and, if you are lucky, you can watch whales from our cafe – only 50 metres from the sea. Thousands of birdwatchers visit us every summer to see some of Norway's largest sea-bird colonies.

If fishing's your thing we have excellent opportunities for catching salmon and, for those more adventurous, we can arrange trips out to sea with the local cod fisherman."

In the summer months the temperature reaches a pleasant 20°C and it's during this time you can experience the phenomenon of the midnight sun. When conditions are right, Finnmark is also one of the best places in Europe to witness the Northern Lights.

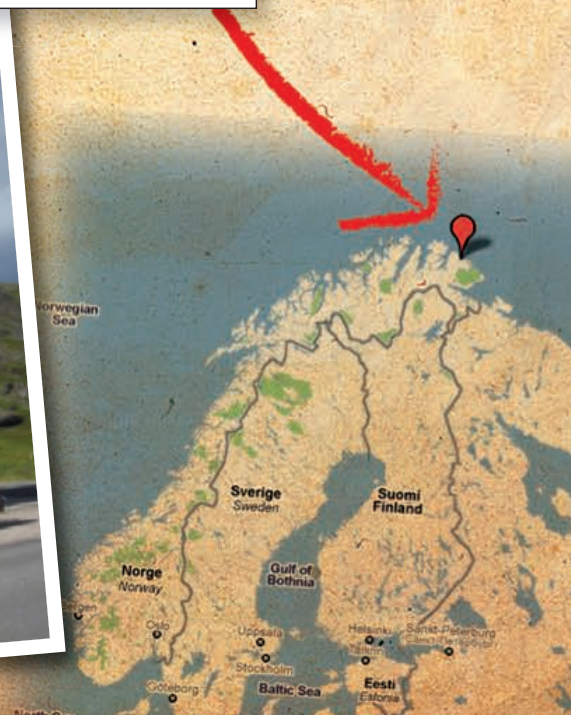
In amongst this wilderness sits a home from home – Kongsfjord General Store and Café. The business has been in Per's family for generations and he now runs it alongside his wife Liv. "The whole village was founded by my grandfather as a trading station and was one of the few places in the area to have survived the Second World War. This means the fantastic

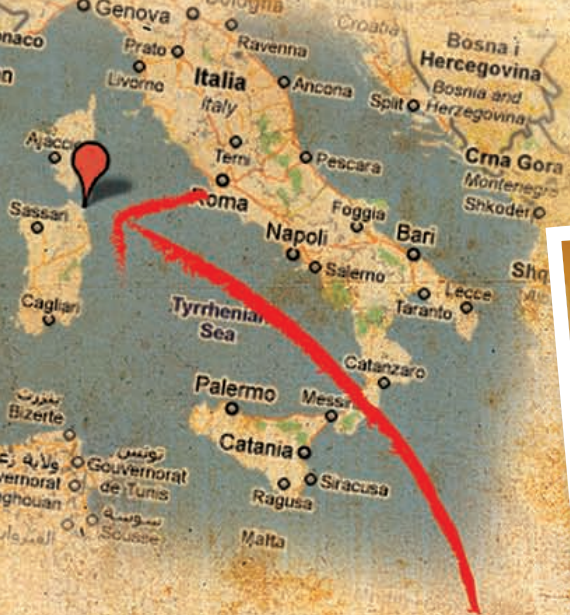
and unique buildings have been preserved – the location is more or less like it was in 1940. In the cafe we serve cold and hot food – our fish soup is famous all over Norway – and in the store you can pick up anything from essentials to locally made crafts."

Per is a keen H.O.G. life member, owning several Harleys since 1990 and having previously edited a Norwegian Harley magazine. The couple have toured extensively around Europe and several times around the USA and want to welcome riders touring Norway.

"You will be treated like a family member," says Per. "We can accommodate groups up to 15-20 bikers and H.O.G. members have a 15% discount."

**Sev. J. Guldbrandsen, Box 52,  
9982 Kongsfjord  
[www.kongsfjordlandhandel.com](http://www.kongsfjordlandhandel.com)**





# ‘16 Nodi’ pizza, Sardinian food and grill

FOR A REALLY warm welcome, H.O.G. members could do no better than visiting Donald Giannetti at his Sardinian pizzeria. “I’d like anyone who shares my own passion for Harley to be able to find a friendly welcome, excellent food and, above all, fair prices while they’re out and about – something which is rare these days, especially around here.”

Donald’s restaurant is called ‘16 Nodi’ and is in Baja Sardinia, 6km from Porto Cervo on the Emerald Coast. The area faces the fabulous La Maddalena archipelago and circles a bay of fine sand and crystal-clear water. “It’s a destination for tourists from around the world, including many bikers touring Sardinia,” says Donald. “On wonderful summer days you can enjoy many different watersports, including diving, sailing and windsurfing. At night, the town lights up and provides a truly

magical experience: establishments open until dawn, nightlife, colourful shop windows, discos, markets selling the most unusual goods and traditional Sardinian produce.

“When you’re out on the road, sometimes far from home, I know that there’s nothing better than to receive warm hospitality in the places in which you stop off,” reveals Donald. “That’s exactly what I want to give my customers every day, especially if they’re bikers like me!”

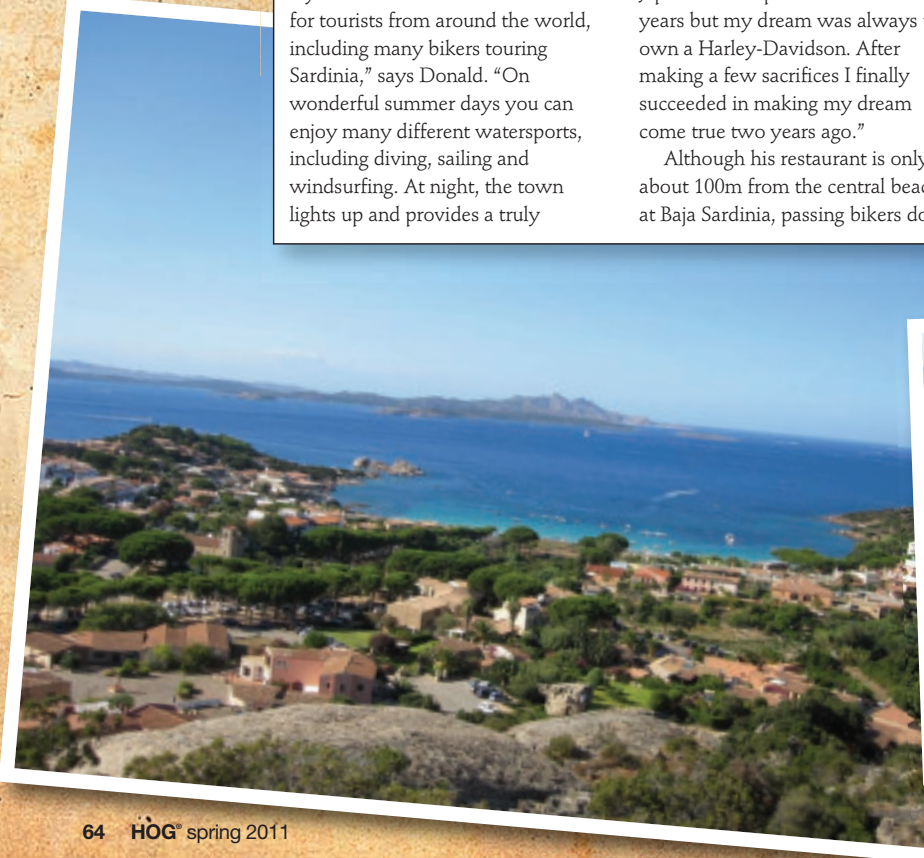
Donald began riding bikes when he was 16; now 37, he has finally realised his dream. “I’ve had lots of Japanese and sports bikes over the years but my dream was always to own a Harley-Davidson. After making a few sacrifices I finally succeeded in making my dream come true two years ago.”

Although his restaurant is only about 100m from the central beach at Baja Sardinia, passing bikers don’t

always know it’s there. “We’re well known around the Emerald Coast but bikers don’t always find us, even though I’ve put a sign on the street that reads ‘bikers welcome’. So now whenever I hear the roar of a Harley, I rush outside to welcome the riders.

I’ll be extremely honoured to host and look after any H.O.G. members who want to drop by for a meal, a snack, a drink or just to say hi. All H.O.G. members receive excellent service and a 20% discount or, if they’re just passing by for a chat and to rest their bike, a lovely ‘Ichnusa’ (Sardinian beer) is on the house! We’re open from the end of April to the end of October, all day until late at night.”

**‘16 Nodi’ pizza, Sardinian food and grill, Piazzetta dei Pini snc, Baja Sardinia (OT), Sardinia. Tel. (0039) 393 9452275 or (0039) 349 4351873**



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A close-up, low-angle shot of the Harley-Davidson logo. The letters are raised, metallic, and arranged in a slightly curved path across a brushed metal surface. The lighting creates strong highlights and shadows, emphasizing the three-dimensional quality of the logo.

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# DESERT WINDS AND V-TWINS

The incredible story of how the rebirth of biking in Jordan was facilitated by one Harley enthusiast

Words: Jeremy Pick Photos: Jens Fugue





PHOTO BY RANDY



PHOTO BY RANDY



**NOTHING QUITE PREPARES** you for the incredible sight that is Petra. The ‘rose-red city half as old as time’ once challenged the might of Rome – and then lay forgotten and hidden until 1812. Now elevated to one of the ‘Seven Wonders of the World’, this unimaginably ancient sandstone city, with architecture of jaw-dropping size and splendour, catches the imagination like no other place on earth.

Yet Petra is just one of the incredible sights to be found in the Hashemite Kingdom of Jordan; and no less incredible a story is that of the first Jordan HOG Rally, held in November 2010 in Aqaba, in the south of the country. At the start of 2010, riding a Harley across the Jordanian border from one of its neighbours – Iraq, Syria, Saudi Arabia, Israel – would have been completely impossible; motorcycles had been illegal in Jordan for the past 28 years. Yet less than a year later the Kingdom of Jordan was hosting a Harley-Davidson rally, attracting almost 300 riders from Saudi Arabia, Syria, Lebanon, Bahrain, Qatar, Egypt, USA, the UK – and 14 HOG members who rode their bikes all the way from Germany.

Most of this change can be attributed to one man – Claude Abry, the Dealer Principal of the country’s first and so far only Harley-Davidson dealership, Harley-Davidson Amman. A Harley fanatic as far back as he can remember, Claude became a friend of King Abdullah II of Jordan

### “Each trip took in incredible roads through mountains, chasms and desert landscapes”

while running the Royal palace kitchens and his infectious enthusiasm for Harleys persuaded the Royal Family to revoke the law – paving the way for Claude to first open a Harley dealership in May 2010, and then shortly afterwards to organise the country’s first motorcycle rally. Along the way members of the Royal Family have become enthusiastic Harley riders, including Chapter Director Prince Abbas bin Ali, the king’s second cousin.

The rally site was the beautiful hotel complex of Radisson Blu Tala Bay at the free port of Aqaba, on the shores of the Red Sea; with Israel and Egypt visible on the further shore, with temperatures hovering in the 30s and beautiful local cuisine available, it is a wonder that

anyone was tempted to leave the site at all. But tempted they were; the hotel was just the base, and the real rally took place in a series of guided tours to local attractions. And what attractions they were! The first day took in the Dead Sea, a world-class wonder in its own right, the lowest point on the surface of the earth at 410 metres below sea level and so salty that sinking in the water is completely impossible. Day two saw the intrepid riders visiting the eerie, stark desert landscapes of Wadi Rum, site of the exploits of Lawrence of Arabia and featuring in the famous film of that name; and finally to the unmatched beauty of the ancient Nabatean kingdom of Petra.

Each trip took in incredible roads through mountains, chasms and desert landscapes – ideal Harley-riding country – and each evening the beachside location of the rally site was alive



with the entertainment organised by Claude and his team from the Dealership and the Kingdom of Jordan chapter. The entertainment reflected the diversity and variety of Jordan itself – rock bands, belly dancers, traditional Arabic sword dancers, DJ sets from DJ Beat FM – the evenings had something for everyone.

The culmination of the event was the country's first ever motorcycle parade, an awesome site for the people of Aqaba, unused to seeing even a single motorcycle in isolation – a parade of more than 200 Harleys, complete with police escort and including members of the government and the Royal Family.

The first Jordan Harley-Davidson Rally was such a memorable and magical experience that Claude and his team have been chosen to host the 11th Middle East H.O.G. Rally later this year. So put the date in your diary – November 24-27, 2011 – and prepare to be blown away by the hospitality, friendliness and beauty of the people and country of the Hashemite Kingdom of Jordan. ■

**Thanks to: Claude Abry and family, Kingdom of Jordan Chapter, and Monther al-Mutlaq**

## The Jordanian dream

by Lucie Abry

In the heart of the Middle East lies the Hashemite Kingdom of Jordan. At 29 years of age, a French man named Claude Abry came to Jordan in order to continue his culinary career. When he settled in the city of Amman, capital of the Jordanian Kingdom, he discovered with great sorrow that in Jordan, motorcycles have been prohibited for the past 27 years, and that the only way to get one or ride in Jordan requires the acquaintance of highly influential and important people. Since he was a child, Claude was introduced to the world of motorbikes and the love of biking by his father. This fascination transformed into an obsession and a dream.

When he first received his permit to own and ride a motorcycle, Claude explored and enjoyed the wide variety of unique terrain that Jordan offers. The fact that Claude's friends did not have the same chance frustrated him, because they could not share the same experiences or the adrenaline rush he gets every time he mounts his Fat Boy.

Through his contact with His Majesty King Abdullah II of Jordan, and their shared passion for motorcycles and specifically Harley-Davidsons, Claude managed to induce a radical change to Jordanian law: the law that prohibited two-wheeled vehicles in Jordan was omitted. After having lifted the motorbike prohibition, Claude

had completed one of his main objectives.

"When I reach a goal, I have to fix another to get ahead in life." This is a phrase that dad repeats all the time: it is his guiding principle.

Driving on wonderful roads and challenging terrain increased Claude's passion for Harleys. People in Jordan even call him "Mr Harley" because he was riding day and night, on weekends or weekdays, during Jordan's blazing hot summers and chilly winters.

Finally the path was clear to open a new Harley-Davidson Dealership in Jordan. Aided by his strong sense of patience and passion, Claude aims to influence the Jordanian mentality on bikes, and to break the common stereotypes about both bikers and bikes. For about 20 years, biking was perceived as a dangerous activity undertaken strictly and exclusively by 'bad boys'; now he wants to show that Harley-Davidson's primary priority is rider safety. Moreover, not only is it a hobby, but also a way of life that gives the utmost pleasure to whoever experiences it.

Finally, every dream is possible. If you really want something, you can have it – this sentence has been resonating in my head since a very young age. Dad always told me that nothing is impossible if you work for it. If you have the chance to visit Jordan, you might have the pleasure to see His Majesty on his Heritage Softail with his beautiful passenger accompanying him, his wife Queen Rania.



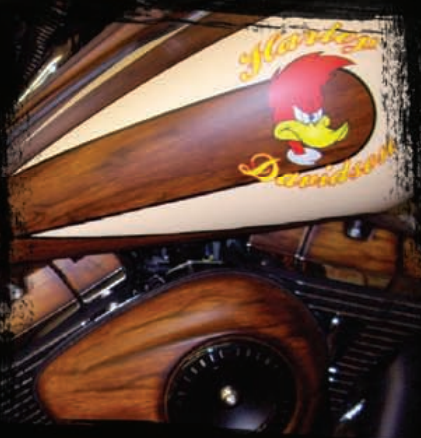
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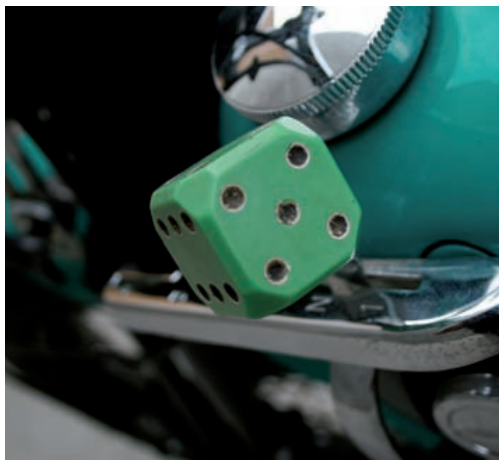


# The real deal

Guy Bolton talks  
'real bobbers' with  
Mark Austin »

Custom





**IF YOU'D BOUGHT** a new Knucklehead in 1947 and wanted to race your buddies or take part in a Gypsy Tour, chances are your pride and joy would have ended up looking a little like Mark Austin's.

The word 'bobber' has a historical context as well as a literal definition, and describes a period bike stripped for action. It's a style of bike that evolved in competition in the days when you raced your bike at the track on Saturday, rode the same bike to the bar with your buddies on Saturday night, then rode it to work in the week.

Watch the 'Wild One' again: virtually every rear fender is a cut-down.

This essential historical context seems to be something the proliferation of today's glossy chopper shops and companies don't seem to understand as they throw the word around – along with 'old school' – as tired descriptions for their modern creations.

So, Mark's bike is the real deal, albeit with a modern twist. The 'four finger' frame, engine, dash and offset springer are all genuine 1947. The engine, however, has been hopped up – as this style of bike would have been – but using the bang-up-to-date power and reliability of an S&S stroker kit, which has increased the engine's capacity to 84 inches.

Flanders bars sit on dogbone risers, and the neat green 'Chicago' kicker pedal and



Custom

grips are period accessories. Even the dice knob on the tank shift is a '30s aftermarket original. Another cool period accessory is the finned front brake drum.

Also correct for a proper bobber are the 18-inch rims. Riders back in the day swapped their stock 16-inchers for the taller pre-1940 rims because they improved handling and ride. "I'd never go back to 16s now," says Mark. "This bike tracks beautifully. On 16-inch rims, it wallows." And he should know, as his Knuckle has seen a lot of use since he built it 10 years

## "Mark's bike is the real deal, albeit with a modern twist"

ago, including numerous entries into the 'Great Race' – Australia's famous annual Indian v Harley cross-country rally – and even the odd run on the drag strip in the 'hand shift' class.

The cool cocktail shaker mufflers with removable baffles are, Mark reckons, made for an Indian because they're one-and-three-quarter-inch, not one-and-a-half. Mark bought them from a shop in the States called Kickstart Motorcycles. "No idea whether they're still around," he adds.

Talking of rare old parts, Mark's business Pacific H-D is a mecca for Australian vintage Harley owners, and the shop is like an H-D museum. A rare factory hillclimber

sits alongside a couple of pristine, stock knuckleheads. Mark's Hydra Glide, which he bought in 1972, is parked next to a couple of immaculately restored shovel Electra Glides. Rare Harley memorabilia, from racing jerseys to original brochures, sits in cabinets around the shop.

Mark's business developed almost by accident. He was an architect with a passion for Harleys, and ran a Harley club in the late 1960s. "We had a merchant seaman in the club who brought hard-to-get spares back from the

States," Mark says, "but when he left the club, I started travelling to pick up parts we just couldn't get

here in Australia." Mark bought spares for the club, and for himself. Eventually, friends started coming directly to him for those hard-to-get bits and pieces, word spread, and Pacific H-D was born in 1975.

Mark's love for V-twins was sparked by an ex-military 45 his father-in-law gave him in 1967, and it hasn't abated. He still loves architecture and beautiful buildings too, but his business remains Harley-Davidsons. This cool '47 knucklehead is a testament to his knowledge and passion. ■



# THUNDER STROCK

GERMAN BIKE BUILDER THUNDERBIKE HAS BEEN CAUSING A RUMBLE IN THE WORLD OF CUSTOM BIKE BUILDING SINCE 2006. HOG MAGAZINE TRAVELS TO GERMANY TO SEE WHAT ALL THE NOISE IS ABOUT

Photos: Richard Berry



Andreas with the Ironhead assembled during a custom show



**T**he podium at many custom bike shows in recent years has been occupied by a bike from German bike builder Thunderbike. Taking the Best Custom and Best Modified Harley prizes at the 2010 European Bike Week in Faaker See, Austria, was the simply titled Anniversary bike, ridden on to the stage by designer and owner of Thunderbike, Andreas Bergerforth.

“The company began 25 years ago with me in my shed, customising racing bikes,” says a modest Andreas. “I was an endurance racer and was always tinkering with the bikes to optimise their performance for racing.” Thunderbike soon had its name and Andreas began building custom parts for the cruiser market.

But as we approach Thunderbike’s impressive premises in Hamminkeln, north-western Germany, it’s black and orange that dominate the exterior. “We became an authorised dealer for Harley-Davidson in 2006,” adds Andreas. “We

## “We soon learned how perfect Harleys were as a platform for customisation”

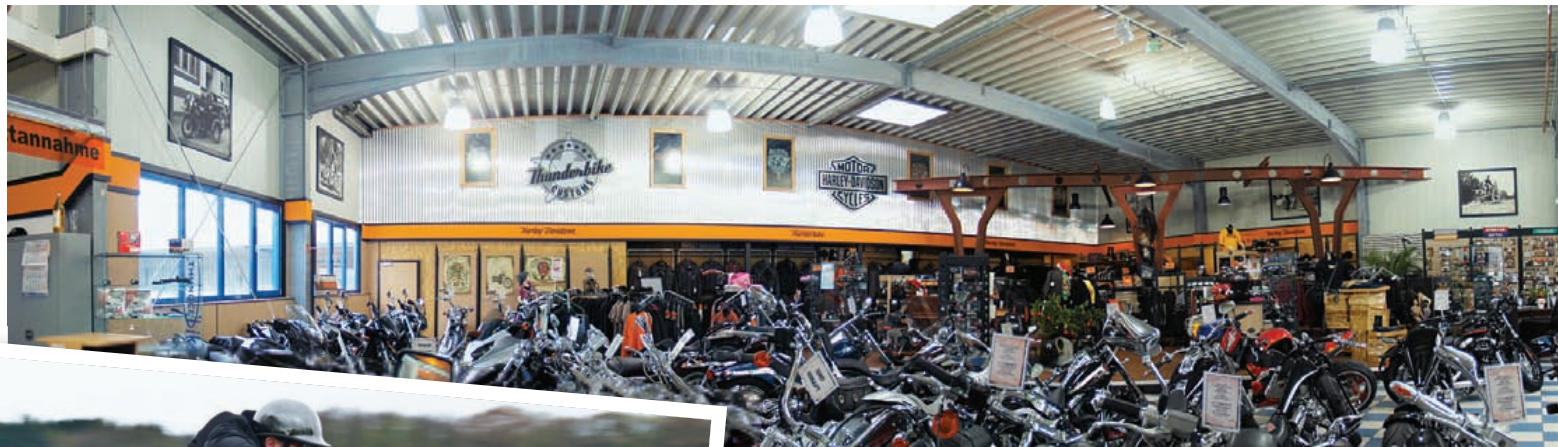
were approached by so many Harley owners to build custom parts for their bikes that we soon learned how perfect Harleys were as a platform for customisation.”

Today, Thunderbike comprises three elements – a sizeable Harley dealership and servicing workshop; a Custom Shop complete with full manufacturing capability and CNC machine; and the latest addition to the enterprise, a Sturgis-inspired restaurant named Roadhouse which has old Harleys as wall decor.

“We may be located in the middle of nowhere, but we attract plenty of bikers here,” says Freddy Mathies, custom parts specialist and our tour guide for the day.

“The restaurant is fantastic in the summer when the roof bar is open and hundreds of bikes are parked out the front.” This atmosphere is replicated inside the dealership too. It’s clear that Thunderbike’s 48 staff love their jobs and Freddy explains why Andreas is a great person to work for: “Andreas works so hard and is so passionate about motorcycles, it makes us want to work hard too, to communicate his passion to our customers.” Freddy has worked for Thunderbike for four years and knows the parts catalogue inside out. “I used to be a customer; that was my first encounter with Thunderbike. Now it’s great to be part of it – we design and make some incredible parts, including our »

## Custom



THUNDERBIKE

Thunderbike's prototype builder, Michael, rides Spectacula



Freddy knows the custom parts catalogue inside out

own wheel designs and I just love helping our customers create their dream Harleys using the extensive range of parts we have here."

Thunderbike's premises expanded in 2009 to include the restaurant and move the machine shop closer to home, where everything from air cleaner covers and speedo brackets to wheel centres are crafted from blocks of billet aluminium.

As we take our tour, it takes some time to prise ourselves away from our starting point in the showroom. Surrounded by Thunderbike flagship designs including the Grey Fellow, '24', Radical Rocker and Andreas' pride and joy, Spectacula, it's easy to see why they have won so many trophies. "It's all about the competition for me," says Andreas. "I strive to design winning bikes. We came second in Sturgis with Spectacula in 2006 and won the European Championships the same year." Indeed, Spectacula herself was built

around an engine that was won in a competition the previous year.

But while custom bike building is Andreas' true love, there isn't an easily identifiable Thunderbike 'style'. Andreas explains: "We try to build bikes for everyone." From long and low bobbers and tall radical choppers to lovingly restored vintage Harleys, he isn't exaggerating.

A light blue 1982 Ironhead on a nearby podium catches my eye. "We restored as many original parts as possible and fabricated a new tank and fenders as well as lots of other small parts," explains Freddy. "We then assembled it at a three-day bike show last weekend." Quite a feat!

We naturally began talking about how customers' dream custom bikes become a reality at Thunderbike. Thomas Emky, head of custom bike sales, talks us through it. "I hold a consultation with the customer to determine what kind of bike it is they're looking for. They take inspiration

from other custom bikes we've built as well as just wanting to personalise a stock Harley. Between Freddy and myself, we know pretty much every single part or accessory available for each of the models."

A customer's design will then be drawn up and approved using computer assisted design (CAD) software before moving through to the frame workshop. Here, either one of Thunderbike's own five production frame designs, or a Harley stock frame, will be built or adjusted to suit the rider's size and preferred riding position. The frame then evolves to take the tank, fenders, engine and structural elements until the overall bike shape is complete. The bike parts then go out to be painted, powdercoated and chromed before returning for final assembly.

Thunderbike has designed and built bikes for riders across Europe and beyond. "We export a great number of our own production frame kits



Winner of the European Bike Week 2010 Best Modified Harley and Best Custom



each year," says Freddy. "We certainly have a global reputation."

From humble beginnings 25 years ago, Andreas' customising focus has clearly shifted from performance to design. "I like design that is very minimalist and clean – I don't like to add anything to a bike that I don't need," he smiles. "I'm inspired by everything that is around me, and each bike we build sparks another new idea too. We'll be working on one bike and we'll say 'next time, let's try changing that', for example." Every build is a real team effort. "I come up with the ideas and then the whole team makes them happen." Inevitably, many ideas never get off the drawing board. "Some of my designs are just not practical to turn into that third dimension."

According to Andreas, Spectacula is just the perfect design. "Everything about it is perfect – its clean futuristic design is accentuated by sharp fenders and spoiler

shape, one-piece frame, and long and low stance. A design that still looks good today, even though it was designed in 2005 – a design clearly admired the world over after coming second at the 2006 World Championships. My goal for 2011 is to create a bike that has a chance of taking the title in Sturgis. That would be incredible. I already have lots of ideas in my mind, but nothing down on paper yet."

Of course, Thunderbike's trip to Sturgis in 2011 comes courtesy of AMD as the winner of the Best Modified Harley class at one of AMD's Affiliated Custom Bike Shows – European Bike Week in Austria. Thunderbike typically has a stand at some of Europe's biggest Harley-Davidson events and is well worth a visit – even if it's just to see the team build a bike right in front of your eyes.

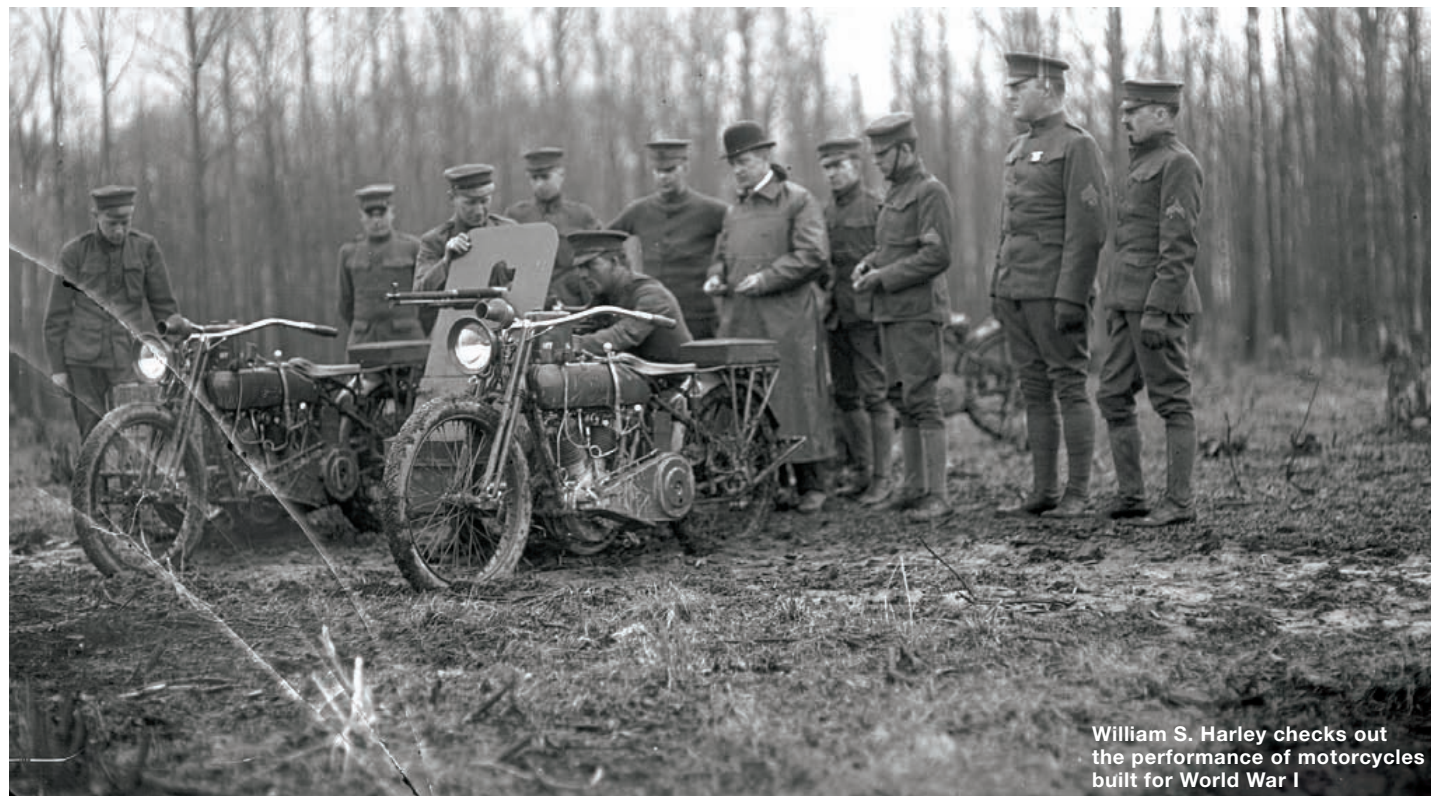
We departed as the Thunderbike team prepared for their Saint Nicholas Open Day event. "We hold about four open

days a year," explains Freddy. "We have 3,000-4,000 people turn up. We put on some live music, the Roadhouse restaurant and terrace bars are heaving! It's always a lot of fun and a brilliant atmosphere."

So, if you're a fan of slick custom bike design and you want some inspiration for your own project, a trip to Thunderbike may be just what you need. From the UK, we got the ferry from Harwich to Hook of Holland, and Hamminkeln is just a couple of hours' drive away. To see more of the team's work, visit [www.thunderbike.de](http://www.thunderbike.de) ■

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William S. Harley checks out the performance of motorcycles built for World War I

**HARLEY-DAVIDSON HAS** a long history of supporting the military, with the products it has supplied and in the other ways it has shown appreciation over the years.

The first official US military order for Harley-Davidson® motorcycles dates all the way back to 1916, when the US Mexican Border Conflict pitted Mexican revolutionary Pancho Villa and his raiders against General John ‘Blackjack’ Pershing and the US Army. Pershing believed in using modern technology – automobiles, airplanes, telegraphy, and motorcycles – to give the Americans the advantage. The initial request for 12 bikes, later expanded to a grand total of 24, included bikes attached to a sidecar gun carriage, invented by none other than co-founder William S. Harley.

When the US entered World War I, Harley-Davidson’s production ramped up aggressively to meet the demand. Approximately one-third of all bikes made over the course of 1917 and 1918 were purchased for use in the war. While the first bikes shipped were adapted civilian models, H-D quickly developed the FUS and LUS models with the trademark high, flat fenders for muddy conditions and other military-friendly features. On November 12, 1918, one day after the armistice, the very first American to set foot in Germany was riding a Harley-Davidson (see p72-73).

By this time, military leaders realised the motorcycle was not a pure combat vehicle,

but it would soldier on as a courier and escort mount. It was also during the Great War that the Motor Company’s ‘Quartermaster School’ – which exists today as Harley-Davidson University – began training Army mechanics.

Development of motorcycles for the military did not stop between the two World Wars. Company documents from the 1930s mention the development of a three-wheeled vehicle with an opposed twin engine under development. It’s not known if that engine ultimately became the XA of World War II years.

Only about 1,100 of the XA bikes, with opposed cylinders and a shaft drive, were built and shipped before the US government cancelled the contract. But it did give rise to the experimental XS, a sidecar version featuring a driven sidecar wheel. Other experimental side projects included an engine for a ‘mini tank’ to be built for the Canadian military, with two Knucklehead V-twin engines working in tandem. Although this project never took hold, Canadian versions of the WLA (the WLC) were delivered.

The US had already shipped motorcycles to the UK and Russia as part of the Lend-Lease Act of 1941, but after Pearl Harbor, military production soared to numbers in the tens of thousands. At war’s end, almost 70,000 WLA models, the workhorse of wartime American motorcycles, were in service. For its wartime efforts, H-D was awarded the Army-Navy ‘E’ Award for

Excellence in Wartime Production in three straight years.

Motorcycle production for the military never again saw the levels of the 1940s. Military versions of the smaller Sportster® model were produced in the 1960s, and saw both police and military service in nations including Vietnam and Indonesia.

Harley-Davidson’s final military motorcycles were the MT-500 and lesser-known MT-350E. The MT-350E was produced in the 1980s by Armstrong-CCM Motorcycles. When H-D acquired Armstrong’s military division, the MT-500 was already in production. It originally saw action in the Falkland Islands conflict (between Great Britain and Argentina), but later was built strictly for the militaries of Canada and Jordan.

Today, Harley-Davidson continues to support groups and programmes such as the Disabled American Veterans, Rolling Thunder® motorcycle rally, Veterans of Foreign Wars (for the National World War II Memorial), The Vietnam Traveling Memorial Wall® and many more. It’s a history of which the Motor Company is very proud – but not as proud as we are of all the fine military men and women who have served our great country. ■

**To see more historical items from the H-D Archives, visit the Harley-Davidson Museum® in Milwaukee. [www.h-dmuseum.com](http://www.h-dmuseum.com)**





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# WRENCH



Keep your Harley in tip-top condition all year round! Here are a few tips to help...

## CLEANING LEVERS

To clean and inspect

It's often said that 'a clean bike runs better'. Just as often, this revealed wisdom is dismissed as a rationalisation of the vain; an excuse for people who love seeing their Harley® glisten to spend more time washing it.

There is some truth to this time-honoured axiom, however, says Chris Tribbey, Manager, Service Marketing & Retail Capabilities for Harley-Davidson. For one thing, he says, when you clean the grit out of places like the hand levers and brake discs, you can improve their performance and extend their life.

"But more importantly," he emphasises, "washing your motorcycle presents the perfect opportunity to perform a thorough 'T-CLOCS' inspection." T-CLOCS is the acronym used by the Motorcycle Safety Foundation to guide riders through a proper pre-ride inspection of their bike.

"When you wash your bike, you're touching and handling a lot of parts you might not otherwise get so close to," Tribbey says. "It's easy to see if something is loose, like a shift lever or footpeg. When you're cleaning your chrome you may feel some damage to a heat shield. Washing your tyres and wheels is a great time to detect a loose spoke, excessive tyre wear or a missing valve cap.

"These are just a few examples of how cleaning your bike can not only help it run better but also prolong its life."

The list is nearly endless. But the bottom line is this: If you see it or touch it while you're washing it – inspect it! ■

To purchase quality cleaning products designed specifically for your H-D® motorcycle, shop at your local Harley-Davidson dealership.

### The basics of a **T-CLOCS** inspection:

**Tyres** and wheels tread depth, wear, embedded objects, loose spokes, etc.

**Controls** Pedals, cables, hoses, throttle, etc.

**Lights** Headlamp, brake/tail lamp, turn signals, lenses, reflectors, etc.

**Oil** and fluids levels, leaks, faulty seals, etc.

**Chassis** Frame, suspension, belt, etc.

**Stand** Cracks or bends, spring tension

For complete information about pre-ride inspections, consult your owner's manual



# BATTERIES

## Keep the spark alive

When is a 'battery problem' not a battery problem? When the real issue is with the charging system; namely, the voltage regulator or stator. Fortunately, it's pretty easy to tell the difference. And since the autumn is when it seems like riders are either putting their bikes away for the winter or gearing up to start their real riding season in the cooler weather, it's a great time to conduct a couple of simple tests. All you need is an inexpensive DC voltage meter.

For starters, check your battery with the bike turned off. Put the meter's black lead on the black/negative terminal of your battery and the red lead on the red/positive terminal. Ideally, you should get a reading of just over 12 volts. For the new Harley-Davidson® VGM batteries, the reading should fall between 12.5 and 12.7 volts.

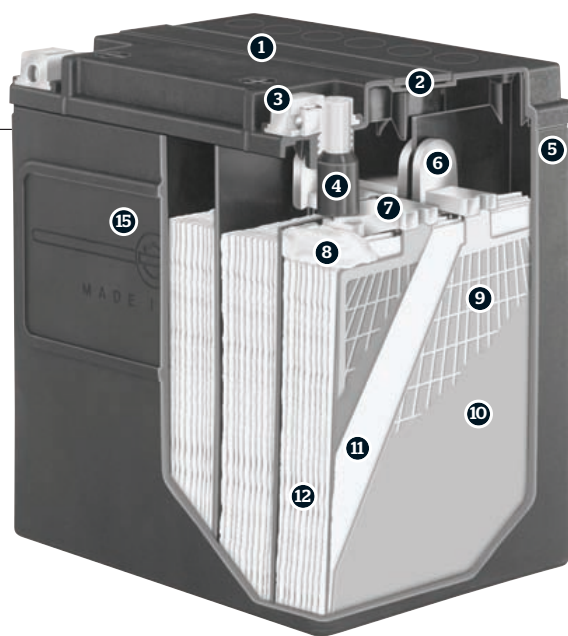
Next, start your bike, keep it running at idle speed, and check the voltage again. You should see an increase to about 14 volts (VGM batteries: 13.8-14.2 volts). Then twist the throttle until the engine reaches about 3,000 rpm and look for a reading between 14.5 and 15.5 volts. Generally, the level should not exceed 15.5 volts. If it goes higher, it means your charging system is not operating properly and may be overcharging your battery, which will eventually lead to failure – and a potentially dangerous situation.

If your voltage readings are too low, your battery is not charging properly, which will eventually lead to a dead battery situation (even if your battery is fine). But before you assume your charging system is shot, check and make sure:

- the battery leads are securely connected;
- the battery leads are clean;
- the grounding lead is securely connected to the chassis.

If you're still getting low readings, the problem is likely a bad voltage regulator or stator. If you're not inclined to make these repairs yourself, don't hesitate to take your bike to an authorised Harley-Davidson dealership. It will have the specialised equipment and personal expertise needed to further diagnose any issues.

By keeping an eye on your bike's battery and charging system, you can head off potential problems before they cause a breakdown, and keep your spark alive for years to come. ■



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14. Stainless steel terminal bolts (not shown) won't rust or corrode
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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: hogtalesurope@harley-davidson.com and put 'Favourite things' in the subject line** – if we publish yours, we'll send you a cool Harley-Davidson goody!



### For when the heavens open...

A reassuring item to always carry on board as you never know when the heavens will open. Waterproof (obviously!) and breathable, the front also has a Velcro storm flap. The whole suit is seam-sealed and the jacket has a removable, helmet-friendly hood. The best thing about this is that it all folds neatly into the hood for minimal space when packing.

98240-10VM



### Ultimate comfort

Zoë Francis, *HOG* magazine, loves: Harley-Davidson Women's Hennie motorcycle boots.

These are the most comfortable riding boots I have ever worn – and I've been through a few pairs! The women's Hennie Boot is part of the Hennie collection. The boots are waterproof full-grain leather and mesh upper and feature a full-length cushion sock lining.

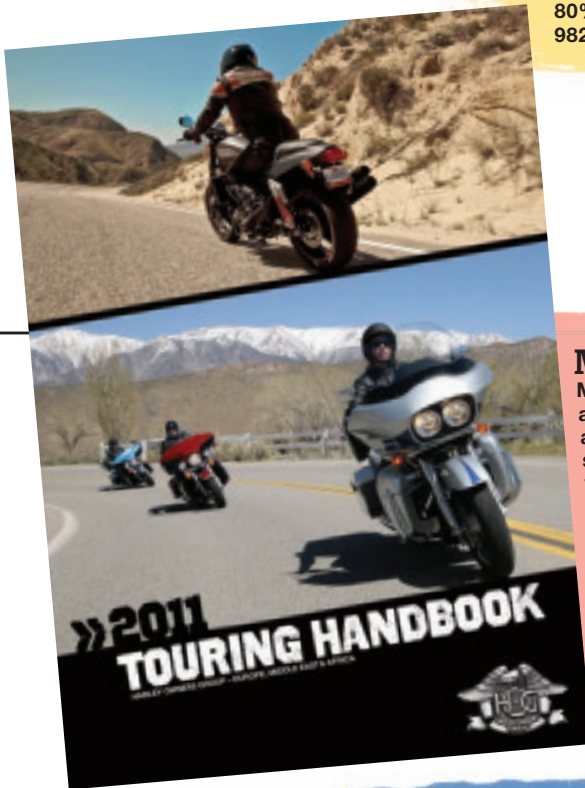
### The sound of silence...

Allan Brownridge says don't leave home without custom-made earplugs. Too many years of running a disco, attending concerts and riding without earplugs has affected my hearing (who said that?). Now, with custom-made earplugs I can ride all day without getting that post-rock-concert humming in my ears and I can actually still hear my wife (but that's another problem!). The process of getting them done was very straightforward and I got to choose the colour (I went for orange and black so that if I drop one, I can easily find it). They fit well and are really comfortable for those all-day-long rides. [www.ultimateear.com](http://www.ultimateear.com)



### In the neck

Stopping the breeze stiffening up your neck while riding when it's far from hot, a neck tube is a must! Even if it's warm when you set out, these garments are small enough to pop in your pocket just in case it turns a little chilly later. Harley-Davidson makes its own Neck Gaiter: lightweight, stretchable fleece; 80% wind-resistant and soft to the skin. 98204-04V



### Map-tastic! - H.O.G. Touring Handbook

Marj Rae says: "Despite having sat-nav technology on board, I always travel with a map too!" For anyone thinking of travelling across Europe, a good map with detailed roads and a good large-scale route planner is essential, even if it is used in conjunction with a sat-nav unit. The H.O.G. Touring Handbook is designed to be the perfect tool for the job, and also includes Harley-Davidson dealership locations on the maps themselves as well as thumbnail location maps and contact details so there is no excuse to miss picking up that T-shirt or spare part. The 2011 edition sent to all H.O.G. members has all that and more, is easy to carry and read and is now in bigger format to make it even more usable. Essential.

### Pump up the volume

Jeremy Pick never leaves home without his Touring Suspension Air Pump. Allowing simple adjustment of the air suspension on Touring motorcycles, the compact, lightweight and durable hand-operated pump allows precise adjustment to air volume, absolutely invaluable for suspension adjustments when carrying luggage and a passenger, or on poorly finished road surfaces. Fuel-station air pumps can cause damage to your precious suspension if you try and use them, so anyone with a Tourer should have one of these in their saddlebag at all times. 54630-03A



### One jacket for all occasions

Allan also loves his FXRG jacket: "It's waterproof, warm, full of clever technology that works and makes me smile (like the sunglasses pocket that has one of those cleaning cloths specially for your glasses, the iPod headphones socket, the integrated kidney belt that stops you slouching on the long haul, and zip-out liner that can be worn as a body warmer on its own). Its lining operates just like my skin - when I get too hot the pores open, when I get cold the pores close - how neat is that?" 98366-09VMF

Endurance rider **Chris Carr** offers some advice for preparing your mind and your motorcycle for long distances

# Going the distance

**ENDURANCE RIDER CHRIS CARR** (not to be confused with Chris Carr the dirt track racer) has made a name for himself by riding very long distances in very short periods of time. In 2008, he had the record for a run from Dead Horse, Alaska to Key West, Florida well within his grasp before mandatory hurricane evacuations in the Keys cut his trip short. Most recently, Carr successfully completed the first Hoka Hey Motorcycle Challenge (an endurance run from Key West to Homer, Alaska) on a Harley-Davidson XR1200X™ – not exactly your ideal touring motorcycle.

Chances are, most of us are never going to race across the far reaches of the North American continent. Nonetheless, there is much to be learned from Carr's adventures that can benefit us mere mortals – even if your idea of an 'endurance' ride might simply mean having to gas up more than once in the same day.

## Serious saddle time

Riding 18, 24, or even 30 hours straight is not for everyone. In fact, I don't even recommend it, except under very special circumstances, and following a lot of training and preparation. But that's a typical day in the saddle for me when I'm in the midst of an endurance ride challenge.

Notice that I referred to my rides in terms of hours, not miles. When most people talk about their longest ride in a day they'll say they rode 500, 600, 700 miles or whatever. And that's fine. But

what makes a ride challenging has more to do with time spent than miles covered, because riding 30 miles through a congested city at rush hour can be far more fatiguing than riding, say, 100 miles on the open road – and it may well take the same amount of time! And that speaks directly to good planning, which is one of the most important aspects of a successful long-distance ride – even if you're not trying to break a record.

## Planning

When I rode my Buell® Ulysses® from Dead Horse to Key West, I knew in advance every place I was going to stop for gas along the way. And from that you can infer that I also knew my precise route. I also timed my riding to avoid rush-hour riding in urban areas.

That sort of attention to detail may seem extreme, but a practical application might be this: if you're planning to stop for the night in, say, Atlanta (my hometown, a city notorious for bad traffic), find a hotel on the far side of town. If it's late, it may be tempting to stop on the near side, but you'll regret that decision in the morning when you're faced with riding through the city in rush hour. Better to breeze through the night before and breeze out again in the morning.

In general, even though it can be fun to explore, if your goal is to cover a lot of ground, it's best to have your route nailed

down as much as you can ahead of time. GPS is a wonderful tool – I use it whenever possible (and when allowed by the rules of the competition I may be riding in). After all, getting lost just slows you down.

## Packing

Another big question when faced with a long-distance tour is what to pack. Contrary to what you might think, I actually pack very light for long-distance rides. While it's smart for most people to pack a few spare parts and supplies, I don't when I'm competing. But if you're riding just for pleasure, it certainly makes sense to be more prepared for an emergency with a basic tool kit.

I also don't pack as much clothing or gear as you might think. Since I don't stop a lot, I don't change clothes very often (if ever!) so there's really no need. But I do make sure I have several pairs of gloves, of varying weights, and wear clothing that breathes well – that is, polyester-type materials that take moisture away from your body.

That's one of the biggest mistakes I saw

PETER LUBACH



## “Listen to advice from more experienced riders and learn from your mistakes – and your successes!”



people making at the Hoka Hey Motorcycle Challenge: over-packing. Over-packing slows you down by making it harder to unload and reload – and find stuff you need quickly. Making the bike heavier than it needs to be will also negatively affect your gas mileage.

### The motorcycle

Many people are surprised to learn that the bikes I ride in my endurance challenges are pretty close to stock: I don't use a lot of accessories. The main reason is that more accessories means more things that can break – and it's also more taxing on the battery and electrical system, especially when the bike is running for so many hours straight.

One concession I do make is to be sure the bike has a good, powerful headlight. This is because I do a lot of my riding at night, and I want to make sure I can see as far ahead as possible, and be seen easily as well. Riding at night – especially when it's hot – is easier on both bike and rider, and traffic is usually lighter, which makes for easier going. It's important to balance that, however, with the relative safety of

riding in daylight, as well as your desire to watch the passing scenery.

Another important consideration is a good seat. For many people, especially on a Harley-Davidson® touring model, the stock seat is just fine. But Harley also offers a wide variety of custom seats. Finding one that fits your backside well and suits your riding style is important or eating up the miles.

Wind protection – a good windshield or fairing – is also crucial for long-distance success.

While it can be very invigorating to ride with your face in the wind, hour after hour of riding this way can be brutal on your face and neck. Another key to is to shift your position from time to time. Cruise control or a throttle lock allows you to relax your hands more, and highway pegs give you more flexibility in your leg position, and also let you more easily shift your weight in the seat.

### Nutrition/hydration

An often-overlooked aspect of long-distance riding is your body. In fact, it's one of the most common 'rookie mistakes' I see: not being mentally and physically ready to take on a long-distance ride.

The first step is to be in reasonably good physical shape. The healthier you are, the better your body will respond to the stresses you subject it to on a long ride. And that means eating right, both in general and during the ride.

I don't like to stop to eat while I'm riding, but I keep a lot of high-energy foods with me on the bike. One favourite is fortified milk or those gel packs that runners use. I also like to mix sports drink

powder into bottled water at gas stops. And while a lot of riders rely on energy drinks, caffeine or other stimulants (I even met one guy who substitutes caffeine pills for his morning coffee when he's in a hurry to get going!), I take the opposite approach – I avoid such stimulants completely. I find my mind stays clearer and sharper this way, and I never become dependent on them.

### Passing the time

One final challenge is keeping your mind occupied for hours at a time. As exciting as it is to ride a motorcycle, there are times on long trips when you just get bored. I personally find there's a bit of a life cycle to my mental state. I start out invigorated, and then after a time hit a bit of a wall, where I start to feel I can't ride any farther. But once I push through that, I catch a second or even third wind and am good to go for hours more.

For getting through those rough stretches, listening to music on my iPod has become a big help. Other times, I simply try to stay focused on the goal I'm trying to achieve – on wanting to not disappoint my friends, family and other supporters. Or I'll actively engage with my surroundings, and try to find something interesting around me to think about and focus on. Occasionally, I'll get into sort of a Zen state while riding. That is, I'll get in a zone where my mind will drift off and take me somewhere completely away from my ride. I can't say this is the safest mental approach, but it certainly helps the hours slip by quickly.

### Getting started

My final piece of advice is simply to start slowly! If you're not used to taking long trips, or spending long days in the saddle, work your way up to it. Start with shorter trips with shorter days and then gradually extend your rides as you start to get more comfortable. Listen to advice from more-experienced riders and learn from your mistakes – and your successes!

Keep your goals reasonable and before you know it, you'll be eating up the miles like a pro – and maybe even setting your own personal endurance records. ■

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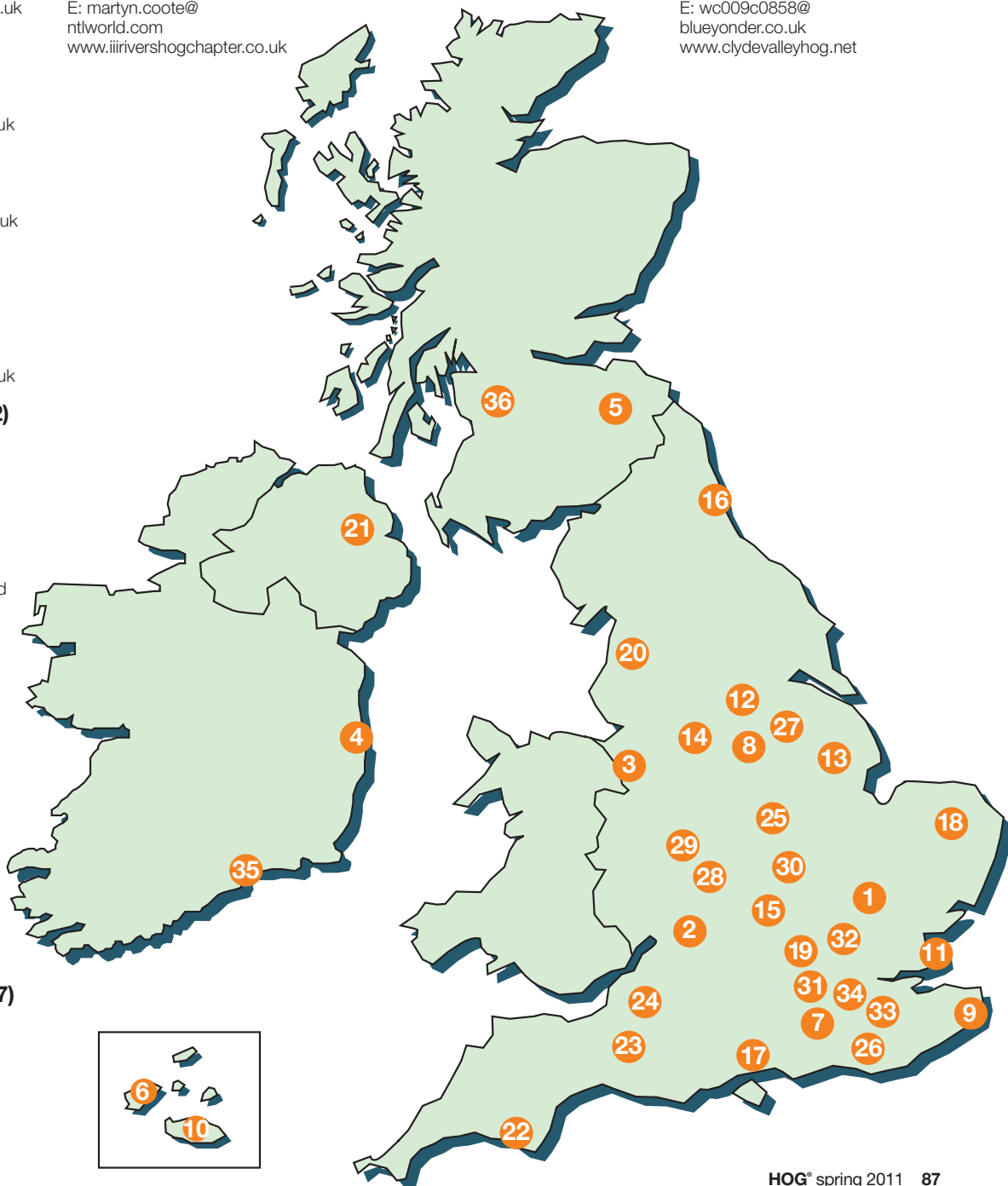
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www.celtictunderhog.com

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**Clyde Valley (9894)**

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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



**Evelyne Doering**  
Germany



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



**Michael Pedratscher**  
Switzerland & Austria



**Giacomo Marzoli**  
Italy

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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.



### 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)

# Dos and don'ts

1. H.O.G.® 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.® & H.O.G.® 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.® Assistance is not included in H.O.G.® membership; you only receive one free year of H.O.G.® & H.O.G.® Assistance with new bike purchases. H.O.G.® Life Members who have H.O.G.® Assistance must ensure that they renew their assistance each year as well as H.O.G.® Life membership does not mean that you have lifetime H.O.G.® 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.® pins and patches when renewing. In the first year of H.O.G.® Membership, the H.O.G.® (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.® 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.® members can become Lifetime H.O.G.® members at any time. A certain amount of years as a Full H.O.G.® member is not required.

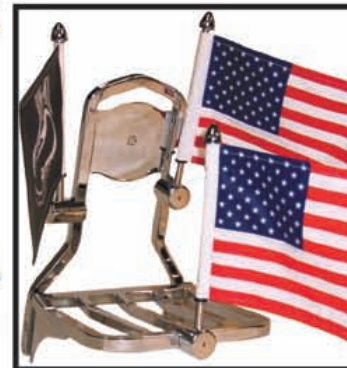
14. For delivery of H.O.G.® materials, we have to allow a maximum of 4-6 weeks for delivery as this can vary depending on the local postal service in different countries.

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# Ride to be free

**Jillian Michaels**  
talks about her lifelong  
passion for freedom  
on two wheels



**ONE OF MY** most treasured childhood memories is riding on the back of my dad's Harley-Davidson® motorcycle when I was a kid. I remember thinking – knowing – this is freedom. The epitome of 'cool'. Buzzing along. Taking in the scenery. Not a care in the world. I would occasionally glance into one of the cars that shared the road with us and feel sorry for its passengers. I could feel their eyes on us. Envious with the longing to feel the thrill of the open road on two wheels. At least that's what I imagined they were thinking when I was six. And to be honest, that's still what I imagine even now when I rip past them on my bike.

By 18, I had a bike of my own. A 1972 Harley® Sportster®. Who cared that it was 20 years old and spewed black ash out of the exhaust (this was prior to the green movement)? It was mine. All mine. I had been saving up for it since my very first baby-sitting job at 13 years old. Any normal kid would have saved for a car, but not me. I had caught the bug.

At 36, the fever remains. These days I have five bikes – all with a personality of their own. From the sportbike that I race on the track to the Harley V-Rod® that I

show off at the Rock Store on Mulholland Highway – each bike holds experiences and adventures unique to its style, design, feel, and temperament. My bikes are like old friends that know me inside and out. They have lived through adventures and endured my madness in ways that no person would tolerate.

While it's true that motorcycle riding is a culture made up of supportive, friendly people who share the same passion, what I love best about it is the solitude. Whenever I feel stressed, overwhelmed, and beat down by life, I toss on my gear, carve the canyons of Malibu, and cruise the PCH.

This is the phone-free zone, where I can be alone with my thoughts and one with my environment. This is the place where I clear my head. The place where I think best. And I don't come back home until every last piece of aggression has been shredded out on the pavement.

Riding is a sport. It's a high. It's a way of life. And yes, it can be dangerous. There are risks. You have to keep your wits about you, be strategic, and ride smart. It takes brains, agility, and focus. Riding is not for everyone, and that makes me

love it even more.

For a century, motorcycle riding has been thought of as a man's pastime. Many women have shied away from the sport for a myriad of reasons ranging from 'I couldn't' to 'I shouldn't'. But times are changing. Women are forgoing the back seat for the driver's seat. Finally. The realization has set in: Why should the boys have all the fun?

Often nowadays when I look over at the biker creeping up beside me, I find myself worrying about the split ends they're creating from the unkempt ponytail falling out of their helmet. Then I smile to myself, wave the peace sign, and welcome another woman into the club.

It takes a certain kind of badass to climb on top of 130 horses and tear it up. So I leave you with this one question: What kind of badass are you gonna be? Maybe I'll see you out there, maybe I won't. But if we do cross paths, I'll be the one creeping up behind you. ■

**Jillian Michaels is a lifelong motorcyclist, personal trainer, and star of NBC's *Biggest Loser* and *Losing It With Jillian*.**



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The motorcycle shown is based on a 2010 Harley-Davidson® XL 1200X Forty-Eight™ and is currently for sale at £11,995.