

HOG®



› MEET THE PICTUREBOOKS › BATTLE OF THE KINGS
› THE BLACK EAGLE SOARS: PART 2 › THE NEW HARLEY-DAVIDSON® STREET ROD® › 20 YEARS OF EUROPEAN BIKE WEEK® › REGIONAL PROFILE: AUSTRIA AND SWITZERLAND
› PLUS THE LATEST FROM H.O.G.® UK & IRELAND

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Project manager
Trevor Barton
Regional Consumer Experience Manager, International

SEND YOUR CONTRIBUTIONS TO:
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EMEA by Archant Dialogue, Prospect House,
Rouen Road, Norwich NR1 1RE, United Kingdom
Tel: +44 (0) 1603 664242
www.archantdialogue.co.uk

dialogue

Editor **Matt Colley**
Digital editor **Tom Smith**
Assistant editor **Ciara Jack**
Assistant editor **Hazel Compton**
Art editor **Craig Pearce**
Designer **Lucy Perkins**

For advertising enquiries, please contact
Senior advertising sales executive **James Boyle** on
+44 (0) 1603 772429 or james.boyle@archantdialogue.co.uk
Commercial sales manager **Lisa Morrison**

Project director **Katherine Berryman**
Art director **Richard Berry**
Creative director **Jon Lilley**
Head of content **Ryan Battles**
Agency director **Zoë Francis-Cox**



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IT'S ALL HAPPENING!

As the riding season revs into full gear, we're changing up a gear too – so much is happening right now!

Along with H.O.G.® chapter and other Harley®-supported events happening both in the UK & Ireland and abroad, this year Harley-Davidson® celebrates 60 years of the Sportster®. It was on a Sportster back in 2005 that I made my first tour and went abroad on a Harley-Davidson motorcycle, setting off for glamorous Port Grimaud in the Golfe de St-Tropez and the European H.O.G. Rally. That trip is etched in my memory for a lifetime. That event set the stage for Euro Festival, a truly awesome event that has grown year-on-year since then.

By the time you read this, I will have made that journey again, for the 11th edition of the Harley-Davidson Euro Festival. One of my fellow riders, Tina Day, featured in the 'Exhaust' section of the previous issue of this magazine. Our trip together, being her first long trip as a Harley rider, will no doubt have proved to also be a memorable one. As I write I am reminded of that first ride I made and the words from a song that I closely adhere to: "Do unto others as the open road does to you."

Another way to put it would be to say that I'm 'sharing the spark', which is something that our intrepid Ladies of Harley® know all about. As Elaine Shepherd and her band of talented and enthusiastic volunteers gear up for September's Sparkle Tour – now taking place in two locations – we also introduce a new member to the team of national H.O.G. officers, Lorraine Seedhouse. Lorraine rides pillion with her husband Malcolm and is a keen and active LOH member. She'll be working alongside Elaine, myself and the rest of the team as the National Associate LOH Officer, representing the interests of, and looking at ways to enhance and improve the experience of, other Associate LOH members who also have an inimitable passion for H.O.G. and H-D®. They too make up a great part of our fantastic, fun and friendly community.

Among the other inspiring articles in this edition, we continue following Swiss member Werner Frey's around-the-world odyssey on his Street Glide®, find out how UK & Ireland H.O.G. members got the opportunity to test-ride the new Street Rod®, and we meet the winner of last year's ABCs of Touring competition. Gary France, owner/operator of Tour1, also shares his expertise, giving you insights and guidance to assist you as you plan your rides.

I think I've only scratched the surface here, but I hope to see you on the road at some point to give you the latest word from the world of H.O.G. and Harley-Davidson.

Until then, ride and have fun!

Marjorie Rae

Consumer Experience Manager, UK & Ireland



Up-and-coming German band The Picturebooks combine raucous rock with a love for custom Harley® motorcycles – and they're playing at H-D® events this summer! Turn to p68

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VIDEOS ONLINE

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UPDATE

European Bike Week® 20th anniversary – we want your stories!

The 2017 edition of European Bike Week® will be particularly special this year as we celebrate 20 years of Europe's biggest open Harley-Davidson event.

To commemorate this

special occasion we are looking for your amazing, amusing and interesting stories, anecdotes and pictures. Have you been to each European Bike Week since it began in 1998? Did you

go to the first one? How many times have you been? What is your favourite memory?

Email your stories and pictures to hogmagazine.emea@harley-davidson.com with the subject line 'European

Bike Week 20' and the best ones may be used online, on H.O.G.® social media or even in *HOG*® magazine! Turn to p22 for a trip back in time to the very first event on the shores of Lake Faak...



The future of Harley-Davidson

The Harley-Davidson Motor Company has announced big plans for the future as part of a bold new global strategy – complete with a spectacular 100 new bikes over the next ten years!

Speaking recently, CEO Matt Levatich confirmed that the company plans to "launch 100 new high-impact Harley-Davidson motorcycles, deliver superior return on invested capital ... and grow our business without growing our environmental impact" by 2027. Better yet, there are plans to grow the brand internationally by adding

150-200 dealerships around the world by 2020 in locations including China, India, Norway, Slovenia, Spain and Thailand, as well as boosting the world-famous Harley-Davidson Riding Academy.

In the spirit of getting off to a good start, two of those 100 new bikes ("Two down, 98 to go!" Levatich quipped) have already been launched. The Road King® Special and the Street Rod® are now available at a dealership near you, and you can read more about the Street Rod on p26 of this magazine.





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Event merchandise: buy online!

We've all been there: you want something to say you've been there, done that and got the T-shirt (or the pin, or the patch...), but demand is so huge that the whole lot are snatched up in no time at all and you go home empty-handed. Luckily, help is at hand. Check out the official events merchandise website for Harley-Davidson Europe, Middle East and Africa and make sure you get to all the new stuff before everyone else does!

If you're looking for a way to make sure you have the latest H-D event merchandise, this is the place to go. You'll find all the official gear for the upcoming European H.O.G.® Rally and European Bike Week® events, so just go online to place your order. It's also a great way to keep an eye out for exclusive discounts on H.O.G. rally packs, and you can enter your email address to get regular updates delivered straight to your inbox too.

To explore, go to harley-davidsonmerch.eu

Note from the editor



New email address:

[hogmagazine.emea@
harley-davidson.com](mailto:hogmagazine.emea@harley-davidson.com)

Important news – our email address is changing! We felt that it was time for a change – the old address was hogtales@harley-davidson.com, and it probably hasn't escaped your notice that the magazine hasn't been called *HOG Tales* for a number of years.

As part of the refresh, we'd like to remind you that we want to hear from you! It could be a photo for the Intake Gallery, a short story for Intake (maybe you could win the 'star letter' prize?), or even a longer feature about an epic road trip or your Harley® history. It might be a suggestion of what you'd like to see more – or less – of in the magazine, or even some constructive criticism. Whatever it is, drop us a message.

This magazine is frequently cited as the number-one benefit of H.O.G.® membership, but without your input it would be nothing! I look forward to hearing from you.

Matt Colley, editor

hogmagazine.emea@harley-davidson.com



CHAPTER CATCH-UP

Castriders Chapter, Netherlands

The H.O.G.® Coastriders Chapter was founded in Alkmaar in the Netherlands in 1994, and celebrated its 23rd birthday in April this year. Currently, the chapter stands at approximately 100 members. It even has its own quarterly magazine, which keeps its members in the loop and allows them to pen anecdotes from their travels... they say that great minds think alike!

The city of Alkmaar is famous for its cheese market, which has used traditional trading methods since 1365. Situated in the province of North Holland, it promises some iconic Dutch sights. It's an ideal place to feel the cool sea breeze in your hair while driving past windmills, sand dunes and eye-catching ports.

The chapter has a close relationship with its sponsoring dealer West Coast Motors, Alkmaar, which has won the Bar & Shield Award for two years running. According to member Aad Tas, the chapter has a 'no-nonsense culture'. This is something that Director Frank Castricum says gives the chapter its uniqueness. Every year the group organises a total of eight ride-outs and four events to keep its members happy and active. The Coastriders Chapter prides itself on its ability to make new members feel like family from day one.



SEND US YOUR CHAPTER UPDATES

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



VIDEOS ONLINE

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



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@HOGUKANDIRELAND: NEW SOCIAL MEDIA!

The screenshot shows the Facebook profile for HOGUKANDIRELAND. The profile picture is a black and white logo for 'UK & IRELAND HOG'. The cover photo is a collage of several photos showing people in motorcycle gear. A post from 'HOGukandireland' dated 2 May at 09:20 shows a photo of a motorcycle and text about the 20th anniversary of European Bike Week at FaaK am See in Austria. The post has 388 likes. The page has 358 people. The 'About' section indicates it is an organization.

At the end of March H.O.G.® UK & Ireland went live on social media channels Facebook, Twitter and Instagram. You can find the dedicated page for H.O.G. in the UK & Ireland under the handle @HOGukandireland. These pages are now the online home of all things H.O.G. in this region.

What can you expect to see on the pages?

You will find stories, pictures, videos, announcements, event information, other items of interest and shares. We invite all H.O.G. members to share their content with us on the page: it could be a photo of your new bike, a video of a road trip... if you have any great stuff, we'd love to see it! The page is for anyone who owns or is a fan of Harley-Davidson® motorcycles and is looking to interact with H.O.G. and members in the UK & Ireland. Here they should find a blend of content relevant to

this region – including contributions from H.O.G. members, H.O.G. chapters, Ladies of Harley® and more. From the Facebook page we will share the event posts from chapters that have created events on Facebook so those posts reach a wider audience, and keep you informed of other H-D® and H.O.G. events that may be of interest.

How do you get your content shared on the page?

There are several ways for you to connect via social media. We can find your posts if you use our hashtag #HOGukandireland in your posts, or you can tag us into your Facebook, Twitter and Instagram post by including @HOGukandireland in your post.

Alternatively, you can email your content to HOGukandireland@harley-davidson.com. We look forward to receiving your contributions and also helping you to widen your online reach!

your message will be redirected to most appropriate person.

Why create a page dedicated to H.O.G. UK & Ireland?

To create a central source of information and a network hub for members and enthusiasts to connect, interact and engage with each other and with H.O.G. in the UK & Ireland. We encourage them to share tips, information and experiences. HOGukandireland will also work to promote and amplify the activities of those H.O.G. chapters in this region that already have a presence on social media. News on charity work, events and other great content from public chapter pages will be shared. Primarily the aim is to give greater access and exposure to all things H.O.G. in the UK & Ireland.

The page will enable all H.O.G. members – wherever they are in the world – to see all the exciting stuff that happens and fun there is to be had, and maybe decide to further explore on a visit!





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IN IT TO WIN IT



Participating in the 2017 H.O.G. UK & Ireland National Chapter Challenge is easier than ever before!

No forms, no paperwork – all you have to do is be sure you are registered to

participate in the H.O.G. Mileage Programme and that your chapter has included you in their membership listing on hog.com.

Information on how to register and participate in the H.O.G. Mileage Programme can be found within your member profile on hog.com. To ensure you are included in your chapter's membership listing online just contact your Chapter Director, Chapter Membership Officer or your chapter's sponsoring dealer.

Achievement Awards will be presented to chapters for the greatest number of miles accumulated, the greatest number of participants, and the greatest average number of miles travelled per participant.

Additionally, the mileage of the top 10 in each chapter will be added together, and the chapter with the highest total of

their top 10 riders will receive an achievement award.

Achievement awards will also be presented to the individual participant and the Ladies of Harley® member who accumulate the greatest number of miles during the Chapter Challenge period. Those riders will also receive a £100 voucher, redeemable at any authorised H-D® dealer in the UK.

Chapter Challenge flags will be on display at events listed in the UK & Ireland events calendar.

We're hoping for a bigger and better Chapter Challenge than ever in 2017 – let's try and smash every record we've set. Remember – you have to be in it to win it!

For more info check out the Chapter Challenge page on the UK & Ireland Gallery at hogeuropégallery.co.uk

Coming together with CRAGG



Multi-chapter activities are well and truly on the rise in H.O.G.® UK & Ireland! Back on Saturday April 8, the Red Rose Chapter, Geordie Chapter and Clyde Valley Chapter met up for the second year in succession for a fantastic day's riding followed by a great evening's entertainment.

The event, known as the CRAGG Run, was bigger than the previous year with 153 people checked into the Gretna Hall Hotel

– a matter of yards over the border into Scotland – and there were around 100 bikes in the car park. Happily, it turned out to be the hottest day of the year – a perfect weekend for the first ride-out of the season!

Most of the Geordie Chapter arrived on the Friday and organised a Saturday-morning ride around the Dumfries countryside. Jacko led the Red Rose Chapter up from Preston, with Mick riding

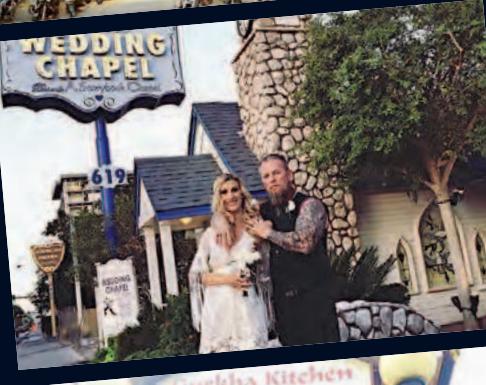
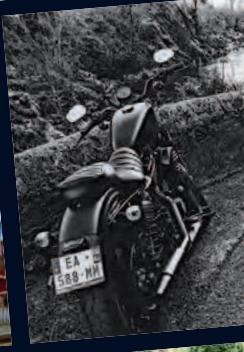
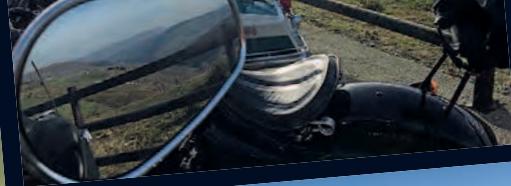
sweep. This is a beautiful route – and there was no snow this year!

The evening got going with something to eat followed by a toast raising money in remembrance of Nigel, a Clyde Valley Chapter member now sadly departed. As ever, H.O.G. members were truly generous. The hotel also donated prizes towards a raffle, which again raised money for the Great North Air Ambulance.

There was even a H.O.G. member from Alaska named Don in attendance – he was touring the UK, and dropped in on our gathering. Excellent entertainment came from the group Rock-it Man, who stepped in at the last moment. There was dancing until midnight and a late bar, which led to a late breakfast for some! Clyde Valley Chapter led a ride-out on the Sunday morning, and some attendees stayed over on Sunday night too.

This event is proving to be a real success, and it was announced on Saturday evening that the date for next year's CRAGG Run has been booked already – it will take place on Saturday April 14. Just like last year, there was a rush of people making sure they had booked ahead for the next CRAGG before they left.

Judging by the social media feedback over the weekend it will have to be a good one to beat 2017, but plans are already in place to make the 2018 event better than ever!





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

LOOK OUT FOR MORE
IN THE NEXT ISSUE!





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.
- Submissions can be in **any language**.

You can also email submissions to: hogmagazine.emea@harley-davidson.com



FOLLOWING A DREAM

I'm a construction engineer in my mid-50s and, until two years ago, I hadn't ridden a motorcycle in my entire life. I heard the name Harley-Davidson in 1982 when I was a college student and, since that day, I dreamed of becoming a Harley owner. However, I wasn't able to follow my ambition until 18 months ago.

In the spring of 2015, one of my great friends and I passed in front of a Harley-Davidson dealership and it felt like the right time to finally follow my dream. We decided to purchase one each, and this was an interesting situation for me. Okay, the easy part was done and we had the bikes, but I had never ridden a bike before, nor did I have a licence for one!

The first year was all about training and warm-up rides. By the end of that year, I had ridden 3,000km and the longest distance without any breaks was 250km.

In June 2016 I had a spare 10 days in my schedule so I decided to embark on an adventure to the Black Sea. I planned out a trip full of narrow passages, curvy roads and compelling weather conditions. Everyone I know tried to discourage me, as expected, so I said "okay, I won't do it" and then hit the road the following morning without telling anyone!

I rode 360km in the first day, getting used to the road conditions and the feeling of riding alone, and that 360km in a single day was a milestone for me.

On the second day, I broke that record with 550km and riding was getting easier with every kilometre I rode. On the third day, I encountered a group of eight riders from Izmir who were travelling in the same direction. They offered to ride together with me, even though I told them I was a rookie and it was my first ride. They insisted anyway and told me I could ride at the back of the group, so we rode for 740km together on my fourth day. A few days earlier, 300km had been a dream for me. We reached the highest hills and owned the hardest routes, even when our undergarments got wet because of the heavy rain.

My plan was to ride 3,000km in total, and I went 30 per cent further in eight

days than all my previous rides put together. Now I feel like I am becoming a real rider, and buying a Harley was one of the best decisions I have ever made. I am so glad that I followed my dream!

Seçkin Alankaya
Turkey

TO THE END OF THE WORLD... AND BACK

Simple ideas and a will to put them into action – that is all it takes to go to the ends of the earth. The idea emerged as a way to use my new Harley-Davidson® motorcycle for the first time. The route was simple – to Cape Finisterre (at the western edge of Galicia, Spain) along the coast and back home inland. In Roman times, Cape Finisterre was believed to be the end of the known world.

In December 2016, three brave people from Spain's Asturias Chapter took the road: Diego and Jacky on their Road King®, and me on my Road Glide®. We started the journey on Saturday morning, with the sun in the sky, the frost on the road and a clear goal: to get to Finisterre to watch the sunset.

After a breakfast stop in Luarca, our GPS delighted us with a beautiful mountain road among the trees with the sun shining through the branches. The cold was forgotten and we only talked about the views.

We continued through Galicia on lovely roads; the sun began to set as we headed along the road towards the end of the world. There was not a cloud in the sky as we travelled along the bays and ports of Costa da Morte.

As if the sun was waiting to bid farewell, we arrived, parked the

motorbikes and, after the typical photos, enjoyed the views. The breeze in our faces, the immensity of the Atlantic ahead, the waves breaking below and the sun at our backs... the sun holds on to the sky until it reaches the horizon, then turns into a bright red perfect circle and disappears in seconds.

After leaving the motorbikes at our hotel, it was time for dinner and chat. Anecdotes, laughter, comments, plans for future adventures and a goal for the following day: to have breakfast while watching the sunrise.

After the sunrise – which was again beautiful – we started our return journey. Nature always charges a price for showing its wonders; we soon noticed the cold, and after the cold came the fog. It was so thick that it could be cut with a knife, and it lowered the temperature to 0°C. Each kilometre felt like an eternity.

Eventually the fog disappeared, and the sun shone again. We stopped near Las Médulas for lunch and to talk about our trip. After saying our goodbyes we got back on the road, rode for a while together and then went our separate ways with the sunset in the background. Diego and Jacky went south, I went north; night fell and the Cantabrian Mountains were waiting ahead.

With my head held high, fists clenched and a smile on my face, I recalled my recent experiences and thought about new adventures. The kilometres flew by, and before I knew it I was already back home. With Harley-Davidson to the end of the world...

Avelino Diaz
Asturias Chapter, Spain

COASTING USA

Hi, we are Enrico and Maggie – H.O.G.® members from Padova, Italy. Over the course of three weeks last August, we travelled coast to coast in the US on a rented Electra Glide®.

It's easy to say 'coast to coast', another thing to dream it, and another still to live it and never forget it! We managed to complete our greatest desire: to cross the entire US from the Atlantic coast to the Pacific aboard a Harley-Davidson motorcycle. We covered about 6,000km through the most strange and unexpected roads, stretching between the east and west coasts.

As we departed from Miami, many people asked us: "Where are you heading?" When we answered "San Diego", many people responded with amazement! We rode along much of the Atlantic coast of Florida to St. Augustine, home to one of Spain's first strongholds. We stopped briefly in Daytona, the capital of engines, although unfortunately we arrived too late to see the city still awake.

Our route had initially been planned along the Gulf Coast between Pensacola and Houston via New Orleans, but due to adverse weather was diverted to a more northern route. We touched Montgomery in Alabama, and Jackson and Shreveport in Mississippi. Despite these diversions we were unable to avoid the tropical rains – we were hampered by bad weather for the best part of a week.

In Texas, patriotic pride can be felt on the skin. The greetings we received abounded, and in the rodeo event in the evening, sponsored by the local H-D® dealer in Mesquite, our parking lot was reserved almost in front of the arena door, VIP style!

In Amarillo we met a couple of biker pensioners – it was one of those meetings that mark a point in your journey and your life; you understand that life is more than work commitments and that wealth is not measured in dollars (or euros) but by time, and that your 'capital' is re-evaluated every day to the extent that you are able to fill your time with emotions.

The Monument Valley offered us the perfect postcard, in which anyone fond of Milwaukee iron would like to live. Hot burning roads, blinding sunshine and hearts beating in time with the 'potato-potato' of the V-twin...



Intake

almost idiotic smiles would not leave our faces!

After a short night in Las Vegas we crossed the desert towards the goal: the other ocean. After two weeks the west coast was enlivened by our entrance, as we concluded triumphantly by crossing the pier in Santa Monica.

This trip will forever remain in our hearts and minds and is difficult to put into words, but what we always say to everyone is: "Nothing is impossible; if you want to, you can." Jump in the saddle and live your dreams with your eyes open!

Enrico Frison
Italy

A SPECIAL OCCASION

Another year riding my Harley has passed and I still cannot stop thinking about our trip to Portorož in Slovenia.

I have been part of Etna Chapter for 14 years now, and every year my partner and I organise a European trip. Last year, to mark the 25th European H.O.G. Rally, we decided to extend an invitation to our friends as well. The result? Forty-three riders on 33 Harleys!

It started in Catania, and we stopped in Bologna for a night tour and a dinner of ravioli. On the second day, we left for Portorož where we settled into houses surrounded by greenery one step from the sea.

On the third day, we decided to break into two groups – one made for the sea and traced along the coastline until they reached Trieste, while the other made a visit to the Slovenian capital, Ljubljana. Everyone had fun among the wonderful atmosphere and great music of the rally.

On the fourth day, we headed to



Postojna – a paradise that left us all with our mouths open. In the evening, we were at a rally as usual and the hospitality and good organisation helped us spend these last hours in harmony with bikers from all over Europe.

On the fifth day, we started towards Orvieto at dawn for dinner and an overnight stay before heading home via the Naples dealership the following day.

When we left to go our separate ways, we promised to get together in 2017 – perhaps with the destination of Faaker See!

Pietro Russo
Etna Chapter, Italy

HISTORY BEING WRITTEN

At 6.30am on June 21, 2016, the port of Ouistreham was woken gently from its torpor by the hum of the 31 Harley-Davidsons that had boarded in Portsmouth the night before on their way from Wales. The Black Mountains Chapter Normandy Tour 2016 duly began and would culminate, after nine months' hard work, in the official signing of the charter of association between the Black Mountains Chapter (Wales) and the Ducs de Normandie Chapter (France).

We left Rouen at sunrise and then went to Bayeux for the start of a ride to the German Military Cemetery in La Cambe before going on to Sainte Mère church to break for lunch in the blazing sun, then set off again for Pointe du Hoc, Omaha Beach and, finally, the American Cemetery in Colleville.

After visiting Mont Saint Michel, we met the members of the Black Mountains Chapter in Honfleur before

setting off in convoy to the Le Havre branch of our sponsoring dealer, Harley-Davidson Légende 76. Fifty Welsh and 25 Ducs

de Normandie riders invaded Le Marégraphe, a welcoming brasserie where an uninterrupted view of the banks of the Seine made our guests very happy, and this brought back memories of similar moments shared a month before in Cardiff and Swansea.

June 25 was a full-on day and the convoy set off at 10am for Harley-Davidson Légende 76, which was decorated with Welsh colours and where Dominique and David Pottier mobilised their entire staff to welcome everybody. Ninety Ducs de Normandie were present and correct for this special occasion and, at 11.30am, the long-awaited moment on the programme of festivities came as the charter of association between our two chapters was signed. Once the four copies had been signed, it was time to enjoy a fantastic barbecue.

As we had already experienced during our journey on Welsh terrain the previous month, the moment for goodbyes is often poignant and charged with sincere emotion. Another meeting has been arranged for May, which will mark the start of our Ducs de Normandie Pembrokeshire Tour 2017, and, since the inhabitants of Normandy also know how to welcome guests, we will be giving them a taste of our hospitality in June 2017 as part of the celebrations marking 10 years of the Ducs de Normandie Chapter. ■

Fred Duclos
France



MICHELIN SCORCHER® TYRES:
***THE MICHELIN SOLUTION
FOR YOUR HARLEY-DAVIDSON®***



MICHELIN Scorcher® tyres are co-developed and co-branded with Harley-Davidson®

ALSO AVAILABLE FOR TOURERS

Dimensions for models Street Glide®, Electra Glide®, Road Glide® and Road King now available in MICHELIN Scorcher® tyres: 130/60 B19, 130/80 B17 and 180/65 B16.

Join us on moto.michelin.co.uk



INTAKE GALLERY



Uwe Schulze captured this clever use of colour – the stars and stripes reflected in his 2015 Road King® Classic

More photos online!

If your photo isn't published here, we may have included it in the digital version of *HOG®* magazine or in the Intake Gallery at hogeuropegallery.com! You can send us your photos through the site too; click on 'Submit your photo'. When sending in your pictures, please make sure they are taken with your camera's quality mode set reasonably high so they are good enough for print. And don't forget to send captions!

DON'T FORGET – WE ONLY PRINT A SMALL SELECTION IN *HOG* MAGAZINE, BUT WE INCLUDE LOTS MORE IN THE DIGITAL EDITION OF *HOG* MAGAZINE (MAKE SURE WE HAVE YOUR EMAIL ADDRESS SO YOU GET THE LINK IN THE MONTHLY *HOG INSIDER* E-MAGAZINE). WE ALSO UPLOAD LOTS MORE TO THE INTAKE GALLERY ON HOGEUROPEGALLERY.COM EVERY WEEK. KEEP CHECKING TO SEE YOUR PHOTOS ONLINE!

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

- Visit hogeuropegallery.com and click on 'upload my photo'
- Download the H.O.G.® App and send us your photos on the move – check out the App Snaps gallery at hogeuropegallery.com/app-photos
- Upload your photos to the instagram.com **HOGMEA** account
- Email us at hogmagazine.emea@harley-davidson.com



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

Intake gallery



◀ A meditative shot of Alejandro Zapico Alonso on a tranquil road trip

Jan Magnussen and his cortège from the airport at Nordic Harley Days, Svolvær in Norway last year



Frank Hug's daughter on a family road trip in Austria through the Furkajoch pass



Jean-Pierre Postel took this photo of his partners in crime in the Wicklow mountains on a group trip to Ireland



The Contrée des Ducs Dijon Chapter, France sent this cute mascot pic from their summertime holiday with the Corsica and Drome chapters



▲ Waking up early is not a problem for Wolfgang E. Hontsch, who photographed his Harley on a 'very early morning ride into the sunrise'

Intake gallery

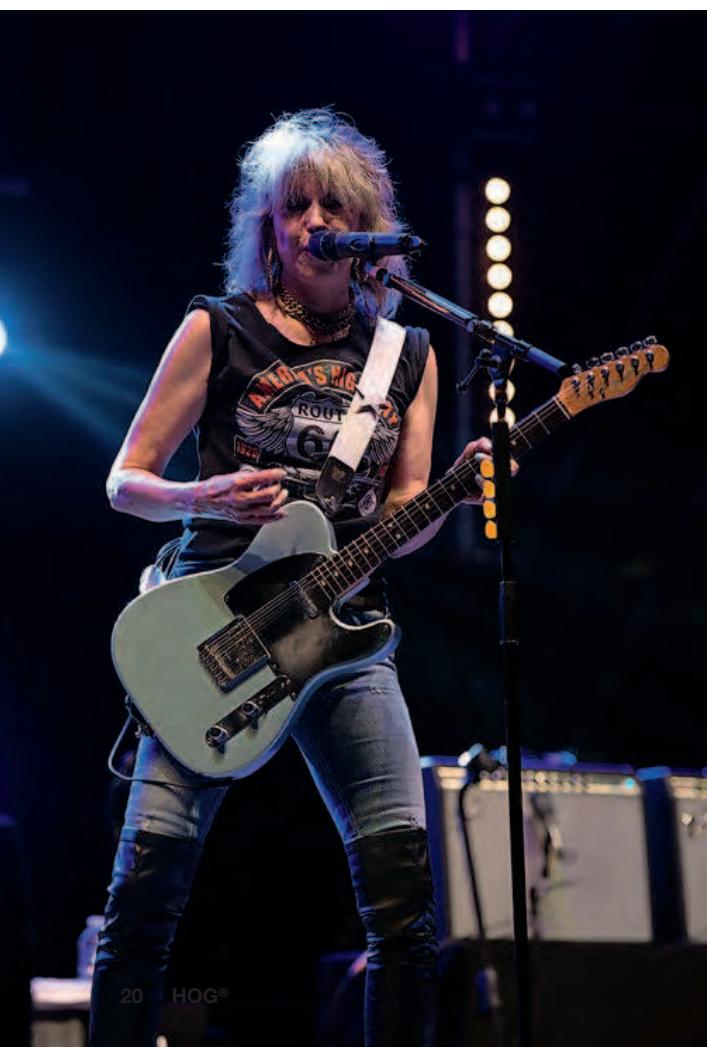
Jean Gazet photographed her two riding buddies after breakfast during a summer ride-out in Kent. She, Albert Wilsher and Rob Lindsey are all members of the Invicta Chapter, UK







Photos: Paul Bayfield



Just before this issue of *HOG®* magazine went to press, we were in the Golfe de St-Tropez for the 11th edition of the Harley-Davidson® Euro Festival. Here are a selection of images from the event – for a full review and photo galleries, visit events.harley-davidson.com and hogeuropegallery.com



HOG®
BEACH

ISSUE





2



1



3



SWIMMING IN BEAUTY

Lugano spills over with charm and culture and, with its temperate climate, remains popular all year.

While the European H.O.G.® Rally itself is guaranteed to astound, make sure you fully explore this beautiful region

1 PARCO CIVICO-CIANI

Next to the sprawling blue of Lake Lugano, this 63,000m² park is full of stunning flowers and immemorial trees. Among all this nature, you can also find the Villa Ciani, Convention Centre, Natural History Museum and Cantonal Library.

2 MONTE SAN SALVATORE

This symbolic mountain towers over the lake and looks out to the Alps. You can climb by foot or ride the funicular railway to see the stunning 360° vistas from the rooftop of the church.

10 THINGS TO DO IN THE LUGANO AREA...

3 SAN LORENZO CATHEDRAL

Despite being renovated in 2016, Lugano's cathedral still displays its early 16th-century renaissance architecture, fine frescoes and ornate baroque statues. It looks over Old Town's terracotta rooftops to the lake.

4 VALLI – MOTORCYCLE TOUR

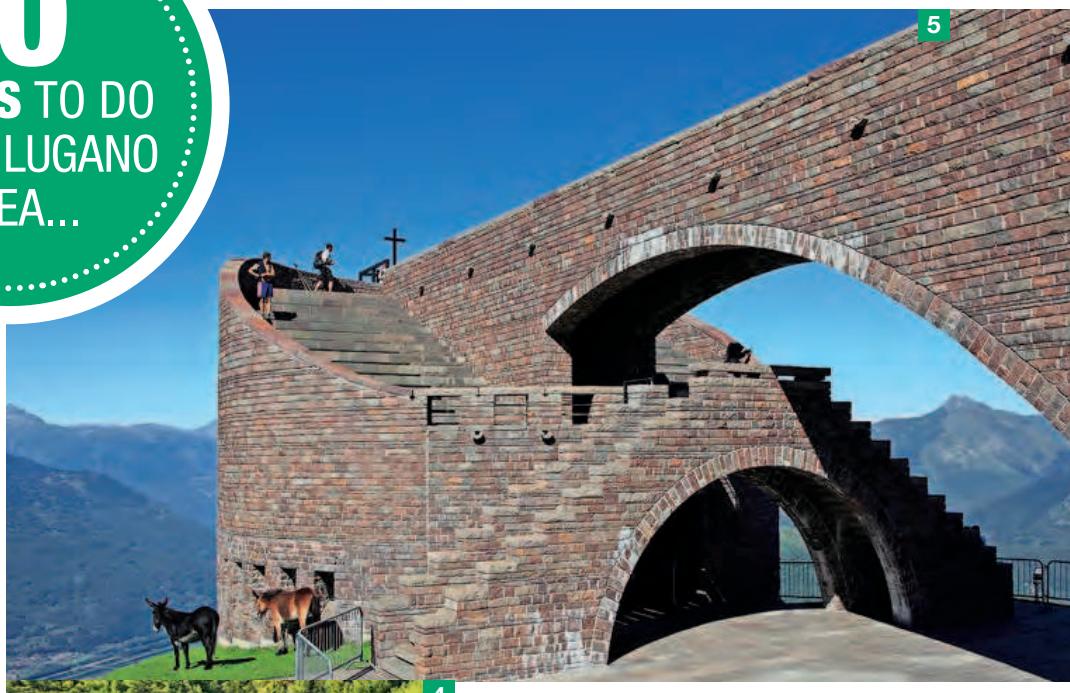
This one-day tour will leave a lasting impression on you as you ride the A2, cross the Ceneri mountain pass and dip into Val Verzasca before curving back around Lake Lugano once more. The trip is offered through the Lugano Tourism website: bit.ly/2nLX5Pp

5 SANTA MARIA DEGLI ANGELI

The entire wall that divides the church in two is covered in a mural called *Passion and Crucifixion*, by Italian artist Bernardino Luini (1480-1532), a disciple of Leonardo. Overall, the frieze features more than 150 heads of figures watching the crucifixion.

6 THE OLIVE GROVE TRAIL

This seven-kilometre path passes through the remains of ancient olive tree plantations where some original trees still survive among the newly planted fruiting foliage. The revival was conceived by the 'Friends of the Olive Tree' association in collaboration with the Fund for Naturalistic and Archaeological Sites in Gandria.



7 HERMANN HESSE MUSEUM

Nobel Prize winner Hermann Hesse resided in Casa Camuzzi, which is now a Hesse Museum. Hesse apparently wrote in a small apartment of Case Cumuzzi overlooking Lake Lugano, writing short stories and some of his most important works such as *Siddhartha* and *Narcissus and Goldmund*.

8 PONTE DEI SALT

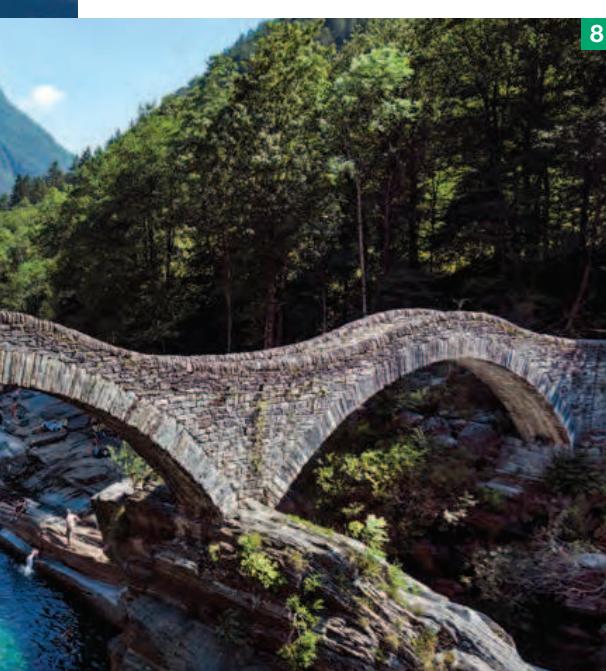
Crossing the river at Lavertezzo, you will find a picturesque 400-year-old double-arched bridge named Ponte dei Salti (meaning Jump Bridge), which you can dive from into the crystal-clear water.

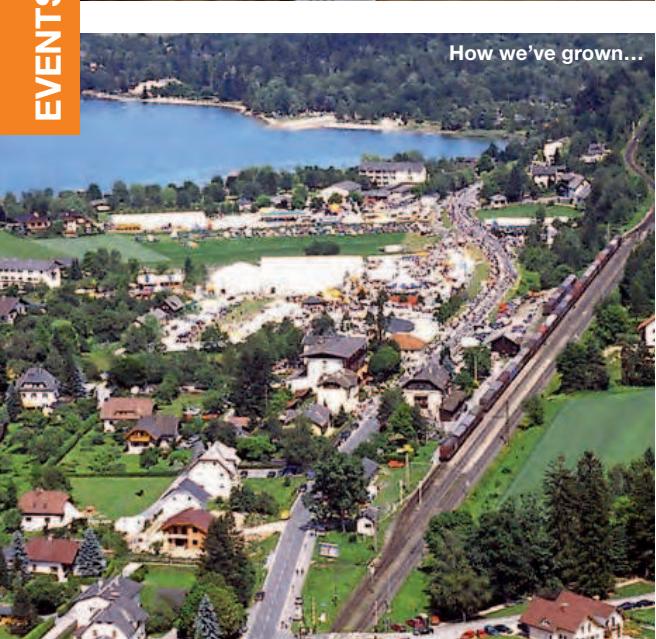
9 GROTTA DEL CAVICC

An authentic and delicious slice of Swiss cuisine; their *nostrano rosso* (the house/national red wine) is served out of striped ceramic bowls and their selections of cold meats are delicious. Not to mention the pork ribs, which are dry-rubbed and grilled.

10 EL MOJITO TROPICAL BAR

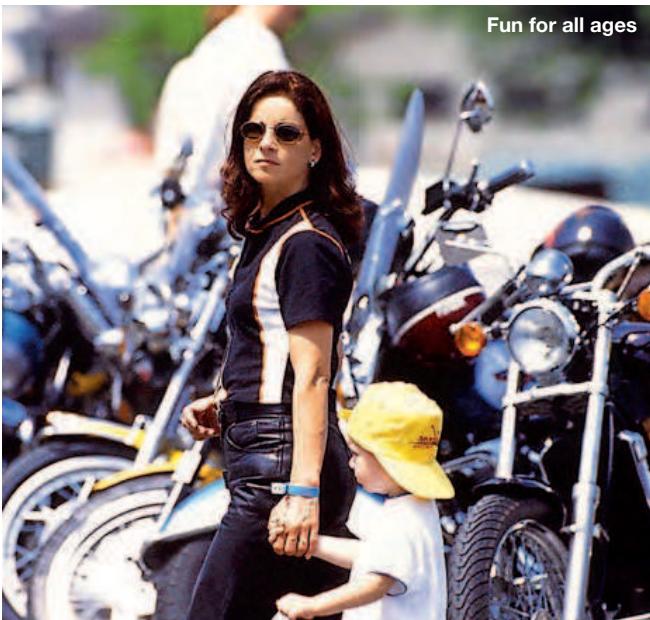
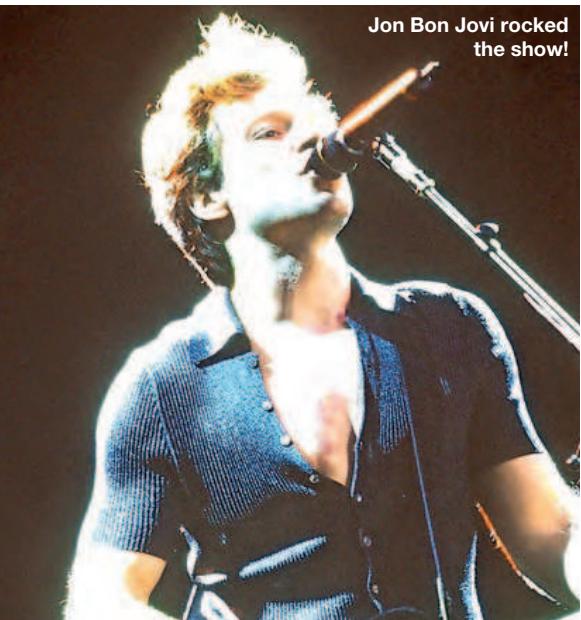
There is no better place to let go than this increasingly popular outdoor bar on the beach. Make sure to try their namesake mojito and then spend the rest of the night dancing or watching the serene water and the stars' reflections. ■





WE WANT YOUR STORIES!

As you may have seen on the 'Update' pages, we are really keen to receive stories, memories and photos from previous editions of European Bike Week – particularly the early years of the event. If you have anything you'd like to share with us, please email it to hogmagazine.emea@harley-davidson.com – and please ensure that you entitle your email 'EBW20'.





PARTY LIKE IT'S

1998

When Harley-Davidson® chose a sleepy little lakeside town in southern Austria as the location to celebrate its 95th anniversary, no one could have predicted the impact that the world's greatest motorcycle would have on the local community over the next two decades. We travel back to where it all began, and look at that first-ever event around the now-legendary lake...

Faaker See lies close to the Slovenian border, set among lush green fields in the shadow of the Alps. The combination of fantastic riding roads, staggering scenery and a wonderful climate made this an ideal destination for the organising team as they searched for a European location befitting of a gargantuan party that only the likes of Harley-Davidson could throw.

Between Wednesday June 17 and Sunday June 21, 1998, the week after the official Harley-Davidson® 95th anniversary celebrations in Milwaukee, the European extravaganza introduced the inimitable Harley® rumble to the serene surrounds of Faaker See. Jeff Bleustein, who was President of Harley-Davidson Inc. at the time, said: "We realised that not all European Harley-Davidson enthusiasts are able to come to Milwaukee to celebrate the 95th anniversary. We therefore decided to organise an event of equal quality in Europe, too. We're very proud of our 95 years of success and don't want to let this milestone pass without a major celebration."

As the months and weeks passed, the announcements became more and more exciting. Of course there were many of the usual staples that one associates with major Harley events in the present day – touring rides, a parade, plentiful live music, trader tents and a wide array of food and drink – but, as ever, H-D® had some surprises up its sleeve.

Firstly, it was announced that the legendary Willie G. Davidson would be in attendance. He commented: "The loyalty to Harley-Davidson expressed by our European customers equals that of the Americans – so it was only logical to celebrate in Europe also. I look forward to being at the party at Faaker See!"

Within the world of Harley-Davidson, there's no bigger draw than Willie G., so how could the event team top that? Well, they certainly gave it their best shot. The 'More Than A Sound' open-air concert on the Saturday night certainly promised to be a big draw. Artists such as blues rock legends Ten Years After, English heavy rockers Thunder and Supertramp's vocalist and songwriter Roger Hodgson were booked to play, among many others. But topping the bill was a star legendary enough to really turn heads – step forward Jon Bon Jovi!

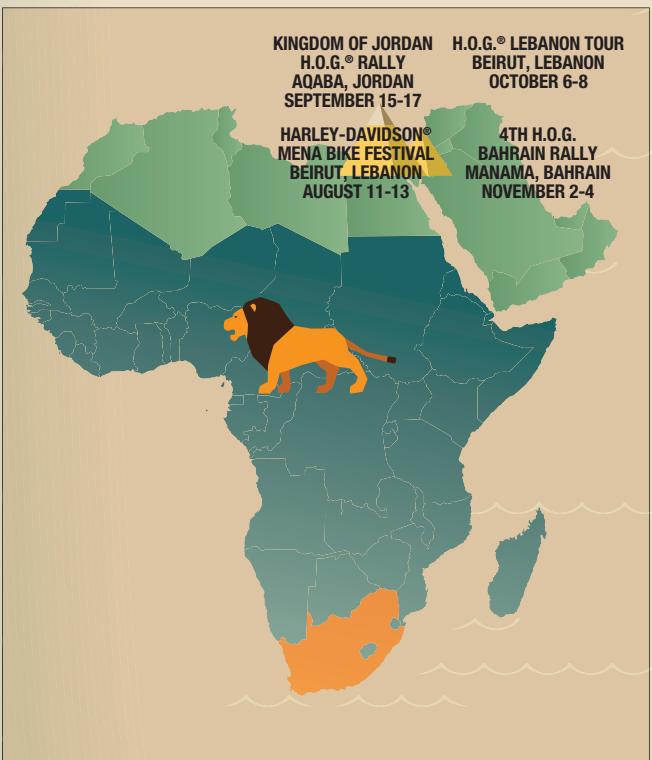
The 1998 event was a huge success, with attendance estimated at between 20,000 and 30,000, and countless Harley-Davidson fans requested that another party be organised at the same location the following year. The co-operation with the local authorities was excellent, and the Carinthian people reacted hospitably and with real enthusiasm to the 'invasion' of the bikers. As a motorcycle brand that really listens to its riders it was a no-brainer for Harley-Davidson, and the local authorities in Carinthia were extremely enthusiastic about the prospect of Milwaukee's finest rumbling back into Faak the following year.

Meetings consequently took place between the two parties, and a deal was struck to stage a second event the following September. Plans were also put in place for a long-term agreement to allow the rally to take place annually if the 1999 event was as successful as the original. I don't think you need us to tell you how it went, do you?

And thus began the enduring legend of European Bike Week® ...

2017 H.O.G.® RALLIES

As we approach the second half of the 2017 riding season, take a look at what events are happening later this year...



NORWEGIAN
NATIONAL
H.O.G.® RALLY
RØROS, NORWAY
JUNE 30-JULY 2

JÄRVÖ TREFFEN
JÄRVÖ, SWEDEN
JUNE 16-19

FINNISH HARLEY®
WEEKEND
SEINAJOKI, FINLAND
JULY 28-30

ST. PETERSBURG
HARLEY DAYS
ST. PETERSBURG,
RUSSIA
AUGUST 3-6



H.O.G. RALLY
BELARUS
MINSK, BELARUS
SEPTEMBER 15-16

DRESDEN
HARLEY DAYS®
DRESDEN, GERMANY
AUGUST 4-6

PRAGUE HARLEY
DAYS
PRAGUE, CZECH
REPUBLIC
SEPTEMBER 1-2

HARLEY ROCK 'N' RACE
BAD TÖLZ, GERMANY
AUGUST 12-13

EUROPEAN BIKE WEEK®
FAAKER SEE, AUSTRIA
SEPTEMBER 5-10

OPEN ROAD FEST
LAKE BALATON,
HUNGARY
JUNE 7-11

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STREET ROD HITS THE ROAD



H.O.G.® chapter officers and influencers were invited to the Harley-Davidson Europe headquarters in Oxford to ride the new Street Rod® before its public launch. So what did they think?

It's a fine and dry April day, and we are Harley-Davidson Europe HQ with a group of H.O.G.® chapter officers, invited here to get some saddle time with the new addition to the Dark Custom® range – the Street Rod® – and give their thoughts on the new bike.

Before we jump on the new bikes, though, it's time for the pre-ride briefing and a bit of history on the development of the Street Rod – and how it fits into the model range with its brother, the Street® 750, launched in 2014. The original Street 750 was designed to be a new type of Harley® for a new demographic, points out Steve Colling, Harley-Davidson Marketing Manager, during the briefing. It is aimed mainly at urban riders looking for a bike with performance and agility.

Since it was launched, the Street 750 has been a worldwide sales success with more than 35,000 sold. Although the Street Rod bears a superficial resemblance to the Street 750, the only parts shared between the two are the bottom end of the motor and the cooling system – everything else has been uprated and changed to give greater performance and improved handling. In fact, the Street Rod has as many similarities with the VRSC V-Rod® motor as it does with the standard Street 750, points out Technical Support Manager Richard Woodworth.

The Street Rod has a similar engine configuration to the Street 750, with a balanced 60-degree water-cooled single overhead cam engine – but adds a high lift cam, larger-volume airbox and free-flow exhaust. Larger 42mm throttle bodies have given a 20 per cent increase in horsepower (67bhp

compared to 53bhp for the Street 750), and 10 per cent more torque for a significant boost in performance.

The performance potential of the new motor design has already been demonstrated in competitive flat track racing in the form of the Harley-Davidson XG750R flat track race bike, which is replacing the all-conquering XR750 – and which develops 97bhp in race trim.

The chassis has also been completely reconfigured, with 43mm upside-down forks in lighter yokes at the front, and a longer swinging arm and adjustable external reservoir shocks at the rear, and shod in Michelin Scorcher tyres. The result is

much quicker turning speed due to the changed rake and trail, and an increased ride height for greater ground clearance. Bringing things to a halt effectively is a twin-disc ABS brake system at the front, replacing the single-disc setup on the Street 750.

Styling-wise, the Street Rod has a more aggressive and purposeful look than the Street 750, with a repositioned fuel tank and aggressively styled seat and tail unit, a set of stylish drag bars with bar-end mirrors, and LED taillights and turn signals.

Pricing of the new Street Rod model is aggressive too, designed to attract new riders with the entry-level black Street Rod pitched at £6,745 (9,875 euros), and Charcoal Denim and Olive Gold paint schemes also available. Also, a test ride promotional package offers the opportunity to win a bike plus £5,000 budget for further customisation for the lucky winner.

With the briefing out of the way, it's out on to the roads to test the performance and handling of the new model, and to gauge the opinions of the assembled H.O.G. officers. The test ride takes us through the busy centre of Oxford, then out into the countryside with a mix of fast A and B roads and twisty urban byways – the perfect environment for the Street Rod to show us what it's capable of...

ROAD
TEST:
REACTIONS



ROAD TEST REACTIONS

With the test ride completed, we are back at Harley-Davidson® HQ with the Street Rod® fleet parked up and gleaming in the late-afternoon sunshine. So what were the views of the experienced H.O.G.® riders to this newest addition the Harley-Davidson family?



TANAS ALQASSIS from Oxford Chapter normally rides an Electra Glide® Ultra Classic™ and a Springer®, but thoroughly enjoyed the very different riding style and capabilities of the Street Rod. "It has good power

and it's a fun everyday ride," was Tanas's opinion. "It is small and nimble once you get used to the riding position, which is very different to the bikes I currently own. It was very capable when riding through town, and once you get it out on the open road it is so agile it feels like a 70mph bicycle!"

Also from Oxford Chapter, **IAN WARD** was impressed by the new bike as well. "It handles well, and the acceleration is phenomenal," he enthuses. "It would be a great option as an entry to the brand; it handles beautifully and it's agile and nimble. Open it up and it is definitely a Harley. Highly recommended."



"It's a great fun bike and very 'chuckable,'" was the view of **DAN JOHNSTON** from Newcastle – who should know, having been a Buell® owner until recently. "It is very agile and forgiving, which would definitely suit a novice rider – it doesn't step out mid-corner, even under power."

SIMON PARRY from Geordie Chapter was impressed with both the engine and the handling. "I really like the motor – it's very smooth," he said. "The suspension and handling are excellent. For an urban rider or a less-experienced motorcyclist it would be ideal – it is forgiving and wouldn't be intimidating."

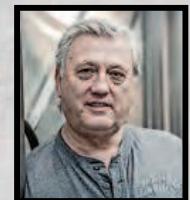


"Excellent – I'm more than impressed," said Nene Valley Chapter's **PAUL WHITING**. "Once I got out of town it was great fun, and it exceeded my expectations. It's obviously aimed at the younger rider and I would definitely recommend it if I were talking to a young rider – it is priced well and it deserves to be a success."




BOB RHOADES, Assistant

Director of Nene Valley Chapter, was also impressed by the handling. "It has great cornering ability, it goes exactly where you put it, and it really goes when you open it up. It's very comfortable in sixth gear, and it should be effective in getting young people to consider a Harley."



"The engine is very responsive, and the bike is light to handle and nimble once you get used to the fact it doesn't have forward controls," was the view of **STEVE CORK** of Hogsback Chapter, who attended the launch on his Fat Bob®. Steve's wife **CATHERINE CORK** found the Street Rod "lovely and light – I thought I wouldn't like it but it really grew on me and I enjoyed it far more than I thought. The only thing is that I do long rides and lead chapter ride-outs, so I need the panniers and long-distance comfort of my Softail® Deluxe CVO."

BRIAN ANDREW of Rolling Hills

Chapter, who owns an Iron 883™ and a Street Glide®, was also impressed. "I really enjoyed it, it's nippy and agile, more so than my Sportster®, and it is very smooth, which I like. I might just be tempted..."



"It's nimble, and faster than I thought it was going to be," said **GARY FISHER** of Geordie Chapter, who rides a Breakout® and a Triumph Speed Triple. "I was impressed – it is comfortable and really good fun."

TOM JONES of Red Rose Chapter, who rides a Street Glide and a Royal Enfield Continental GT, found the engine to be "fantastic". "Once you get used to the type of bike it is," says Tom, "you can really push it. It could be a great bike for me with a few modifications – I'm not usually a fan of mid-placed footpegs, but point-to-point on a B road it could beat any Harley I've ridden." ■

Harley-Davidson has big plans for the future, as made clear by Matt Levatich, President and CEO, with 100 new models to be introduced over the next ten years. Judging by the reactions from the H.O.G. test riders to the new Street Rod – new model number two of the 100, after the Road King® Special – that plan is well on the way to success.



MEET THE *Dudette!*



Introducing the latest member of the H.O.G.® team – our new National Chapter Associate LOH Officer, UK & Ireland, Lorraine Seedhouse

My dislike of motorbikes started when I witnessed an awful motorcycle accident when I was eight years old. The image stayed with me into adulthood, and our kids were brought up knowing that mum hated motorbikes and under no circumstances were they to mess around with them or even think of owning one.

In 2006, my husband Malcolm and I moved to America for a few years. We often used to go out for brunch on Saturdays, and the places we visited usually had Harley® bikes parked outside. We used to admire them and chat to their owners.

They were always happy to share what they knew about the world of Harley-Davidson®.

Facing the fear

One day, back in the UK, we went shopping at Lakeside. We noticed a Harley-Davidson sign and looked at one another, remembering the brand we had associated with our life in America. We soon found ourselves inside the Lakeside Harley-Davidson dealership.

We received a warm welcome and the sales team were happy to just let us wander, cooing, admiring and reminiscing. Eventually, after some time and a lot of patience from the staff, Malcolm and I had reached a decision on the bike that we would buy: an Electra Glide® Ultra Classic.

Once Malcolm had done a 'Return to Riding' course, I finally found the courage to get on the back. The weather that day was sunny and dry; I was equally as excited as I was petrified. However, I managed to clear my mind of negative thoughts and the rest, as they say, is history.

We were new to riding, the Lakeside dealership was new and the Lakeside Chapter had only started in April 2011. We wanted to be part of it. We were out on our bike as much as possible, taking our first long trip abroad to Monte Carlo the following year.

In 2013, we were fortunate enough to go to the 110th Anniversary Rally in Milwaukee, where we took part in the Parade of Flags and met H.O.G.® members from all over the world. It was an inspiring event and made us decide we had to do the 115th. It's now only next year, so Milwaukee here we come!

All dudetted up

Two years ago I was asked if I'd like to take on the role of LOH Officer for Lakeside Chapter because I did almost every ride and knew all the chapter's members. I was delighted, of course, and couldn't wait to spread the word of how fantastic my life had become by being part of the Harley-Davidson family.



Most Lakeside LOH members are non-riders, so I try to put on events that are open to everyone. My favourite nickname is 'Dudette'. It makes me feel part of the men's worlds as well. I've learnt that many of our members have wives and partners who, like me, came to biking later in life. That's why I encourage them to come to a Natter Night: a social event where everyone is welcome, so I can inspire them to join our happy family.

Just after my appointment, our chapter took part in the First Bike On Scene (FBOS) first aid course. This is a brilliant training scheme aimed at everyone, whether rider, pillion or non-rider, because we can all be that first person to arrive on the scene of an accident. Most of our Road Captains and crew are FBOS-trained now, as well as some other members. This course must be renewed every two years; Malcolm and I will be renewing ours this year.

We have both been able to participate in ABCs of Touring, and I finished fifth in 2013 and joint third in 2015. I found doing this competition, getting out and about and visiting all of the dealerships in the UK, thoroughly enjoyable.

Have fun, will travel

I find being classified as a non-rider amusing as I have completed more than 70,000 miles as a pillion in six years. I have tried the Jumpstart® Experience (I was told I have excellent clutch control) and also tried a very short ride at the NEC one year, which I thoroughly enjoyed. I considered doing my test and getting my own bike but, after much deliberation, I decided I enjoy being a pillion more than I'd enjoy riding. I'm always looking at where we are going – Malcolm calls me his 'Satnav' – I act as a second pair of eyes on the bike. I can also look at the scenery as we ride, and point out things of interest to Malcolm. I have great admiration for ladies who do ride, and can understand why they do, but it's not for me.

Being a H.O.G. member and a chapter member has meant that we have an instant connection with everyone wherever we go and make great friends along the way. After all, Harleys are always a talking point and they always bring a smile to everyone's faces.

I now look forward to working at a national level, to share my spark and enhance the LOH membership experience. You can contact me at ChapterRepAssociateLOH@harley-davidson.com ■

Lorraine Seedhouse,
National Chapter Associate LOH Officer,
UK & Ireland

BACK ON THE BIKE

National LOH Officer Elaine is ready for the lengthening spring days that mean longer rides

The riding season got fully under way in March as the spring days filled with sunshine and blue skies. It was good to be back on the road again, seeing other riders with smiles on their faces, sharing that familiar biker nod or wave as we blew out the cobwebs after the winter lull.

In addition to that excitement, it has been a pleasure to see Lorraine Seedhouse from the Lakeside Chapter come into the new National Associate LOH™ post. You will have read about Lorraine on the left, but she is testament to the fact that LOH is for all woman riders – whether they ride with their hands on the bars or a backrest (or around a belly in some cases!).

This year, a key Ladies of Harley® riding event in the H.O.G. calendar is the Sparkle Tour, which will take place over the weekend of September 15-17. After last year's inaugural tour, there's been so much interest we have decided that this year there will be two. Both of the tours will be hosted in Spa hotels, so we can definitely

call them Spa-rtle Tours!

The South Sparkle Tour, hosted by Joanne Green and myself, will start at Reading H-D, home to Thames Valley Chapter, and finish at the Classic Motor Hub in the Cotswolds. The scenic route will also take in the Welsh Brecon Beacons.

The North Sparkle Tour, hosted by Lorraine McGuire, will start and finish at Jennings' Gateshead Harley-Davidson dealership, home of the Geordie Chapter. This tour will take in the Scottish Borders and picturesque Lake District.

We have been overwhelmed with interest in both tours. While the South Tour was fully subscribed within a matter of hours, spaces still remain on the North Tour. Please email chapterreploh@harley-davidson.com with your name, H.O.G. number and model of Harley-Davidson you ride if you would like more information.

Share the Spark[le]! ■

Elaine Shepherd
National Chapter LOH
Officer, UK & Ireland





ESSENTIAL MAINTENANCE

**Gemma Macey,
Marketing and
Events Manager
at Chester
Harley-Davidson®,
organised a
pamper evening
for the Deva
Legion Chapter's
Ladies of Harley®**

March 3 saw Chester Harley-Davidson host a ladies' night for their chapter's Ladies of Harley®. Hoping to attract everyone including regular

riders, pillion and existing members, Gemma wanted to celebrate that women are every bit as important as men in the H.O.G.® world, and just as capable.

A maintenance workshop led by Steve, H-D® Chester's Master Technician, had the ladies learning how to maintain a bike between services, how to override PIN codes in an emergency and some basic mechanical knowledge. Afterwards there was a Q&A session. All was intended to encourage confidence and invoke empowerment to the Ladies of Harley.

Then, intent on promoting self-care as well as bike

care, representatives from Arbonne were invited to perform facials, and the LOH were able to explore make-up products, learn about sun protection and how to conquer fine lines and wind burn.

All the while, the women enjoyed sandwiches, scones with clotted cream and jam, delicious slices of Victoria sponge cake and copious amounts of tea. Reactions to the event were positive, with many commenting on how brilliant it was to have a platform where the women of Harley could learn practical skills, something that can sometimes be a bit

intimidating to try to achieve while surrounded by men.

Diane Halhead, a member of Ladies of Harley, was overjoyed at the event: "It was an absolute joy to be able to spend time with the Ladies of Harley, and a few pillion riders that are yet to join the H.O.G.® community."

Chester Harley-Davidson hopes to hold events for the female riders throughout the year, and is always on the lookout for more people to join their community. If you're interested and looking for info contact Gemma Macey at events@chesterhd.co.uk ■

Website: chesterhd.co.uk



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Harley-Davidson
Insurance Services*



CONTINENTAL COUNSEL

Are you going to be riding abroad in Europe this year? If yes, read this...

If you're planning to ride in mainland Europe, Gary France of Harley-Davidson® Authorized Tours operator Tour1 has worthwhile info to share. He has recently published a guide, setting out the most important of the laws that apply. We spoke with Gary about the things to consider – for the full document, see the 'Guides' section of www.tour1.co.uk.

Q: Anything I should know when I'm selecting riding gear?

A: By law, in France you must now wear approved gloves carrying the CE kite mark.

Q: Do you have to carry your V5 registration document in Europe?

A: Yes – in most countries, if stopped by the police you have to show the V5 or suffer serious

consequences. This will normally be a fine, but could result in your motorcycle being impounded.

Q: They cancelled the need to carry disposable breathalysers in France, didn't they?

A: No, they didn't, although there is no longer a fine for not doing so. To save potential delays, I recommend carrying them anyway.

Q: Are you required to carry a warning triangle in Europe?

A: Unlike in a car, you are not.

Q: Do I have to have a GB symbol on the back of my bike?

A: Yes, either incorporated into your rear number plate, or as a sticker attached to the back of your bike.

Q: What are the current requirements to wear hi-vis?

A: You are not required to wear hi-vis when riding, but in France every rider and pillion must have a hi-vis vest for emergencies.

Q: Can I have speed camera location warnings on my GPS or mobile phone?

A: Absolutely not – there is a huge €1,500 fine for doing so in France.

Q: If you are British and get flashed by a speed camera in Europe, you won't get a ticket, right?

A: It was right, but as of May 2017, it isn't any longer. Due to the implementation of a cross-border directive, it is now possible for EU police forces to track down British motorists' details and impose fines and possibly points on your licence.

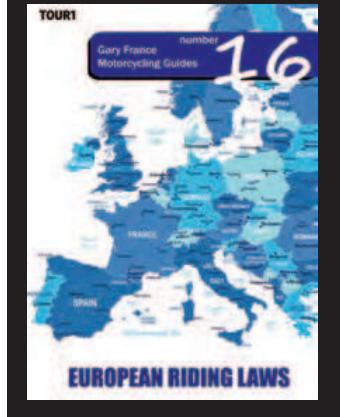
Q: Am I required to carry a set of spare bulbs for my bike?

A: No, but you are not allowed to carry on riding with a blown bulb, so carry a set anyway.

Q: Do I need headlight deflectors for my bike?

MEET THE BOSS...

Gary France is an experienced rider who has ridden in many different countries. He set up and runs Tour1, taking Harley-Davidson® riders on tours in Europe and the USA. Gary has also written a book about riding his Harley-Davidson around the USA called *France in America*.



A: That depends on the make and model of your Harley®. Some are set up with straight headlight beams and some point to the left. If you have the latter, you need deflectors.

Q: Do I need reflective stickers on my helmet?

A: This is very confusing, as two different laws conflict. Technically yes, if riding in France.

Q: Can I use ear buds or helmet speakers to listen to music or to chat to my pillion?

A: In some countries yes, in other countries no. Ear buds are generally not allowed, but some countries allow in-helmet speakers.

Q: Are there particular laws about riding in Belgium?

A: Yes, especially relating to what you are required to wear.

Q: Do the new Crit'Air regulations apply to motorcycles?

A: Yes, if you enter the city centres of Paris or Lyon, or a much larger area around Grenoble. See guide 14 on the www.tour1.co.uk website. ■

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LONG LIVE

What happens when 220 Harley-Davidson® dealers from across Europe, Middle East and Africa let loose their top custom technicians in a head-to-head, winner-takes-all biker build-off based on the Sportster® platform? We are about to find out...

Now in its third year, the Battle of the Kings competition has once again drawn the top custom talent from across the Harley-Davidson® dealer network, all eager to demonstrate their talents in building the most awe-inspiring Harley-Davidson custom creation possible.

The contest is a showcase for imaginative builds based on the range of Harley-Davidson Dark Custom® models. Dealers are challenged to create a road-legal machine within a strict customisation budget and can choose from any Dark Custom Sportster® as a base model, specifically the Iron 883™, Forty-Eight® and Roadster™.

Each bike is a perfect custom canvas in its own right. It must be road legal, and created with a maximum budget of €6,000 (£5,000). At least half of the bike's modifications must come from the Harley-Davidson Parts & Accessories catalogue.

Fans in each country voted online for their favourite entry to produce a shortlist, with judging then taking place at a national level to determine which bike and builder will participate in the grand final. The overall winner will be determined by a panel of expert judges and crowned at the famous EICMA bike show in Milan in November. The finished bikes showcase the ability of Harley-Davidson technicians, the level of skill on hand at each Harley® dealership and the range of parts available for the Harley-Davidson Dark Custom range.

“This year we challenged Harley-Davidson dealers to bring their own style and flair in customising either an Iron 883, Forty-Eight or Roadster model to truly demonstrate the versatility and personalisation that can be achieved using these Dark Custom Sportster models,” said Harley-Davidson Customer Experience Manager Trev Barton. “Across all of our dealerships, our technicians are the undisputed ‘Custom Kings’ and are the go-to experts for all things custom. Harley has a rich custom heritage and is the leader in the custom scene, with bikes that combine, style, functionality and attainability. With a solid network of customisation experts and access to an extensive range of 10,000 parts and accessories, we can’t wait to see this year’s winners.”

With the Custom Kings now crowned at a national level, we look at some of the outstanding entries that have won national honours and will be competing for the crown in November.

Let the battle commence...

THE
KINGS!

Battle of the Kings



Harley-Davidson La Rochelle, France

Anyone following the European custom bike scene will know that bikes inspired by classic sprint racers are a red-hot look right now. The La Rochelle dealership has nailed that to perfection in this slammed Roadster™. The massive 'dustbin' fairing inspired by historic race bikes is decorated in bold Screamin' Eagle® race graphics, while the tail section constructed from a Sportster fuel tank contains the fuel pump. Twin exhausts exiting on the right-hand side complete the throwback racer look to perfection. *Formidable!*

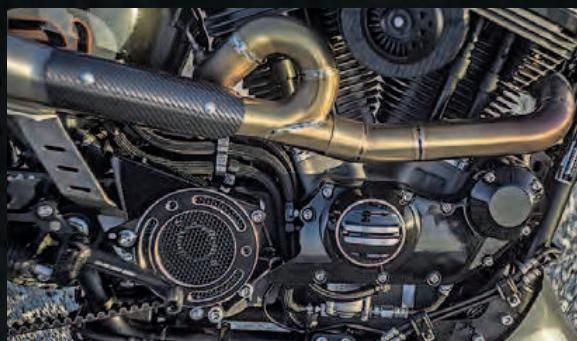


Harley-Davidson Pfeiffer, Germany

The technical team at H-D® Pfeiffer has taken national honours with 'Speedster', a superbly clean build capturing the essence of the café racer look. Understated and subtle, the build quality on the Sportster-based build is exquisite, with a half fairing and single-seat cowl perfectly proportioned for the stance of the bike and set off beautifully by a two-into-one exhaust system and immaculate icy silver paintwork. *Fantastische!*

Harley-Davidson Perugia, Italy

Based on the Roadster platform, 'Bomb Track' from H-D Perugia oozes unconventional and aggressive style with a distinct Italian flair. Inspired by stripped-down dirt and asphalt competition bikes, dealer Bruno Ranucci's bike features multiple hand-crafted parts including a minimalist tank and seat and a fairing beaten out from a V-Rod® fender, as well as Screamin' Eagle suspension and a beautifully crafted high-level exhaust system to make the motor the hero. An understated blue paint scheme with eye-catching wheels finished in orange complete the package. *Bravissimo!*



Harley-Davidson Alesund, Norway

Norwegian dealership Harley-Davidson Alesund has taken the Roadster platform in a different direction, creating a scrambler-styled masterpiece with chopped tail section, skid plate and radical high-level exhaust. It has a high off-road stance complemented by chain drive conversion and off-road tyres to cope with brutal Scandinavian winters. Ronny Vatnehol and Espen Vik-Dahl – only 23 years old – aimed to produce a bike with a tough image capable of handling whatever is thrown at it on the streets or off-road. They have certainly achieved that goal. *Fantastisk!*





Shaw Harley-Davidson, UK & Ireland

Shaw Harley-Davidson is no stranger to the custom scene, with a string of high-quality builds emerging from its south-of-England workshop over the past few years. 'Beach Bobber', the brainchild of Neil Sefton, Shaw's head custom technician, and service manager Simon Pocock, is something very different from their usual look. Designed as a fun and funky 'old skool' bike, Beach Bobber is based on a Forty-Eight® with custom touches including a skateboard bash-plate, Road King wheel rims laced to Nightster® and Softail Slim® wheel hubs, one-off hand-built exhaust and custom paintwork evoking the '60s flower-power era as well as a host of genuine Harley-Davidson parts. Marvellous!



Harley-Davidson Gold Rand, South Africa

If the zombie apocalypse happens, we know which bike we will be riding. Africa's Harley-Davidson Gold Rand have taken a survivalist approach with their Roadster build, aiming for a real old-school 'rat bike' vibe. Out went the Roadster's original upside-down forks and double disc brakes, replaced by vintage parts complemented by a peanut tank and custom filler, and a custom paint job designed to replicate the rusted rat bike look. Mini ape bars, vintage leather tool bag and saddle bag, vintage seat and taped exhaust complete the look. *Lekker!* ■



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VANCE D96082

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SUPERB STREET STYLE

The newest Harley-Davidson® Street® motorcycle has a whole host of accessories available for harnessing technique and boosting performance

THE ULTIMATE URBAN WARRIOR

If you're going to hit it, hit it hard. The all-new Harley-Davidson® 2017 Street Rod® is built to take you to the edge. The new High Output Revolution X™ engine comes in at 9000rpm, it has drag-style bars with bar-end mirrors, new 43mm inverted front forks and its piggyback reservoir rear shocks let you shred traffic like you're starring in your own getaway scene. One twist of the throttle and you'll never look back.

ADRENALINE SHOT

Built to throttle the urban world, the Street Rod motorcycle dials up the attitude and puts it in a sleek and nimble package.

There are now even more parts and accessories that can bring this beast to life. Whether you are looking for new Front Axle Nut Covers to customise your ride, Diamond Black Hand Grips with distinctive knurled surfaces that expose the raw billet aluminium, a Daymaker™ Projector LED Headlamp to light your way or black anodised and machined billeted Dark Custom® Engine Medallions to showcase your style. ■





Scan the QR code
with your smartphone
to visit the Parts &
Accessories website, or
visit <http://accessories.harley-davidson.eu>



GET EQUIPPED

ACCESSORIES FOR STYLE

Front end

Front Axle Nut Covers
– Gloss Black, Die-cast
43000026

Lighting and electrical

5-3/4" Daymaker™ Projector
LED Headlamp – Black
67700145A

Hand controls and gauges

NEW Diamond Black Hand
Grips – Bar End Mirrors,
7/8" Diameter Bar
56100202

Engine and chassis trim

Dark Custom Right Side
Medallion 25600033
Dark Custom Left Side
Medallion 25700307

Coolant Hose Cover Kit –
Gloss Black 26900108

NEW Fuel Tank Trim – Gloss
Black Machined 61400379

Foot controls

Diamond Black Footpegs
with Wear Peg 50695-08A
Diamond Black Shifter Peg
34690-08

Rear end

Swingarm Pivot Bolt Covers
– Gloss Black 61400269
Rear Axle Nut Covers –
Gloss Black 43000018

SCREAMIN' EAGLE®

PERFORMANCE

NEW Screamin' Eagle 10mm
Phat Spark Plug Wires – Red
31600054A
Buckshot Exhaust Shield Kit
– Jet Black 65400167



Our **Americana clothing** pops with red, white and blue while our H-D® Heritage designs rock the vintage vibe, and both of them signal summer style with short sleeves and, for the women, a laddered, slashed back that exposes the spinal detail and shows your skin to the world.



Summer skin

As the roads stretch out in front of you, what better way to celebrate the riding season than treating yourself to an piece of essential riding gear from the new summer-inspired MotorClothes® collection?



STYLISH THREADS

The Men's Summer 2017 Collection is full of colour, character and texture. Made from cotton and sewn with contrasting stitches, pieces display crisp embroidered graphics and button-flap chest pockets, while other shirts have an inbuilt back yoke for air circulation to keep you cool.

HIPPY CHIC

The Women's Summer 2017 Collection is a nod to boho! Look for fringe, crochet, open texture and ombre dyes. These styles are based around warm, dusty neutrals and feature an eclectic mix of textures. Tassles, feathers and built-in bra support helps to set your style, while back features like criss-cross lacing allow for individuality. ■

START THE RIDING SEASON THE RIGHT WAY



Have all the added protection without compromising comfort or style. Exclusive to the EMEA region, our new riding jackets are water-resistant, adjustable, breathable and come with many new pockets for added storage.

Proudly meeting, and then exceeding, requirements for abrasion resistance, impact testing and seam bursting for CE-certified personal protective clothing, the new summer riding jackets are perfect riding attire.

CRUISER PERFORATED LEATHER JACKET

97183-17EM

This heavyweight, abrasion-resistant, buffalo leather jacket has perforated leather panels for airflow, a polyester mesh lining and CE-approved removable body armour at the shoulders and elbows. It also offers a back body-armour pocket and lightly padded channel-quilted elbows.

The jacket is designed to have slightly pre-curved sleeves and adjustable waist tabs with two zippered chest pockets and two zippered hand-warmer pockets. Its interior pockets include two horizontal and one zipped vertical pocket, as well as an embroidered patch on the left chestplate and right sleeve and embroidered and printed appliqué graphics on the back.



EPIC PERFORATED LEATHER JACKET

97184-17EW

Sporting a metal badge on the lower right pocket alongside its embroidered and printed appliqué graphics on the back, this jacket has four zipped pockets across its torso, adjustable waist tabs and slightly pre-curved sleeves. It is made out of heavyweight, abrasion-resistant, buffalo leather with perforated leather panels for airflow and a polyester mesh lining, has lightly padded channel-quilted elbows and is finished off with CE-approved removable body armour.



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

Whatever you need for the coming season, you know that Harley-Davidson MotorClothes has got you covered. For more information, go to www.harleydavidson.eu/motorclothes or visit your nearest Harley-Davidson dealer for the full Summer Collection.



THE
BLACK EAGLE
SOARS

- PART II -

FROM SUDAN TO SOUTH AFRICA



Swiss H.O.G.® member Werner Frey continues his epic worldwide journey, travelling down to the foot of Africa...

I had left Switzerland a little over a month before and was thrilled to be recovering from my stresses and strains in the Alahlan Hotel in Khartoum. I couldn't stop thinking about how well my trusty Street Glide®, the Black Eagle, was performing.

The staff in the Alahlan Hotel – most of whom were migrant workers from Ethiopia and Eritrea – got a great deal of pleasure from my motorcycle. They had never seen such a huge and good-looking bike in their lives.

A DIFFERENT WORLDVIEW

Assis, the hotel owner, explained to me that most of these migrant workers were refugees whose aim was to reach Europe. They had been working for him for two or three years and have saved around 3,000 US dollars for their passage to Europe.

Their journey will take them through northern Sudan – through the streets I had travelled to reach Khartoum – and then on to Libya. From there they will try to reach Europe via the Mediterranean. When I asked one of these refugees whether this crossing was too dangerous, the answer I received was that he was aware of the risk of drowning but that he saw no alternative; he simply wanted to use the lack of prospects available in Ethiopia as a starting point. I didn't know what that exactly meant at the time. It wasn't until I had gone through Ethiopia later that I realised what he meant.

SEEKING A PEACEFUL WORLD

My story fascinated a group of businessmen who came from Egypt, Saudi Arabia and Sudan. They invited me to breakfast. When I asked them if they had any problem with the fact that I had grown up in a Christian environment, they explained to me that they abhorred

the violence in the region, that they had no problems with other religions and that they wanted a peaceful world in which they could do business with everyone.

Talking to people in this way revised my picture of the Arabic world. I was heartened to have encountered quite normal people who merely want to improve their own living situation and live peacefully alongside each other.

After three days' rest, I left Khartoum for the south. The heat was intense and the Black Eagle didn't let up in the slightest. In Wad Madani I discovered that in Sudan there are few signposts, and those that do exist are in Arabic. My sat nav didn't work either, so it came about that I was sleeping out in the open near Gedaref, around 100km away from the Ethiopian border, as I

“I was sleeping out in the open, as I had not been able to find a hotel room before sunset”



had not been able to find a hotel room before sunset.

The people of Sudan have the simplest of living conditions, and help where they can. My sleeping place out in the open was in front of a grocery shop. The owner offered me his own bed, which was inside the shop – naturally I declined. Before falling asleep, I wondered whether this night was going to go well. I finally fell asleep, tired and completely unprotected on my bed. Morning came, and I had not even the slightest incident to report. Not even a stray dog or uninvited guest had disturbed my night's rest. Before my departure, the shop owner brewed me a coffee

ROAD TRIP //





and wished me all the best for my trip.

CULTURE SHOCK

Other than diversions on account of roadworks, the roads in the Sudan were excellent and covered in tarmac.

In the countryside you see an enormous number of herds of animals, most of which are watched over by children. Whenever I stopped, they were curious and laughed with me. And I couldn't stop thinking that these children work under the most difficult of living conditions and yet they are happy. Why are we, and our children, often so dissatisfied when we have everything?

In Gallabat I crossed over the border into Ethiopia and entered a different world. Ethiopia is a mountainous country and after the immense heat it became cool and rainy. The first building after the border was a brothel.

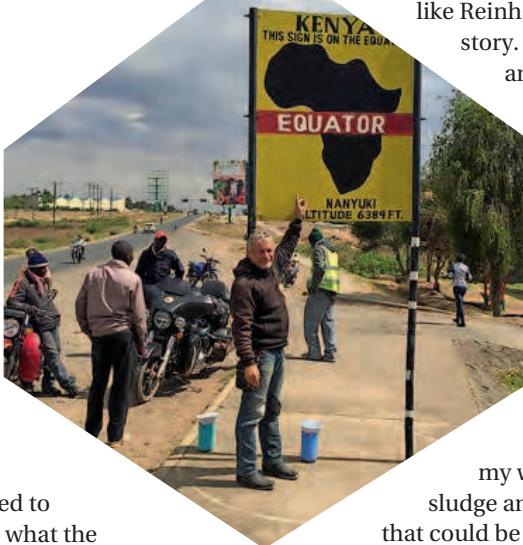
“Why are we, and our children, often so dissatisfied when we have everything?”

Unlike in Sudan, the houses had no walls – there were wooden huts with corrugated tin roofs. These houses often had no sewerage and, together with the rain, caused a foul-smelling ‘soft soap’ on the street. In the north of Ethiopia countless people were living in the most squalid conditions I had

ever seen. I again remembered what the migrant workers at the hotel in

Khartoum had said: they wanted to escape poverty, no matter what the risks. I went via Bahir Dar, which, unlike the border area, is a nice city, and a week after leaving Khartoum I arrived in Addis Ababa.

I hadn't eaten much that week and most of my accommodation had been



borderline tolerable. So I decided to look for an international hotel and set off in the direction of Addis Ababa airport. I suddenly saw the word 'Lufthansa' written on the front of an office building and parked my motorbike up immediately. I had barely

dismounted the Black Eagle when an Austrian attaché named Peter spoke to me; he wanted to know to whom the motorbike belonged. There were only two Harleys in this city, and this one looked different.

I told Peter my story and asked him if he knew a good hotel. He was fascinated by my story and, since he himself rode a Harley, jumped straight into his car and guided me to the Addis Ababa Hilton. A man called Reinhard was expecting me; he was the head chef, and a Harley rider himself. He saw to it personally that my every wish was catered for. At the Hilton, Reinhard leads a team of 85 chefs. I spent wonderful evenings with him; he told me that he had left Austria at a young age and had cooked all over the world. I planned the next stage of my journey with him and my next major stay at the Hilton in Nairobi. He made a call to Yannick, a Frenchman, who, like Reinhard, was head chef, and told him my wild story. I was very happy about this as I knew from an earlier stay in Nairobi that it was not always the safest of cities.

ROADWORKS AND CUSTOMS

After three days in Addis Ababa and with the certainty that I would be well looked after in Nairobi, I said goodbye to Reinhard and Peter. I was guided out of Addis Ababa by a driver from the Austrian embassy. My most difficult time in motorcycling terms began shortly after the city's

border. I spent days negotiating my way through broken rocks, sludge and roadworks – nothing that could be described as a road in any sense of the word.

After a long battle I arrived at the next border crossing from Ethiopia to Kenya in Moyale. I was frequently surprised at how

precisely the border controls in Africa are carried out.

In huts that served as customs houses, the most modern computers are installed; scanners are used to take fingerprints; a camera takes a picture of your face; and everything is entered into a central computer.

When you want to leave the country, this data is compared. On the Kenyan side of Moyale I switched to the other side of the street. From now on, I would be driving on the left.

My research told me I would have to deal with difficult conditions in Kenya. On the one hand, the street was 60 kilometres from the Somali border where Somali terrorists would lie in wait and carry out attacks on Kenyans. On the other hand, I would have to deal with catastrophic road conditions. Neither fear was met. There were no signs of criminal activity and the roads were

“My research told me I would have to deal with difficult conditions in Kenya”

driveable – well, until another major section of roadworks.

I reached the Marsabit Oasis around 500km north of Nairobi, then crossed the equator with Nairobi still about 200km ahead of me.

KENYA TO KILIMANJARO

I was warmly received at the Hilton Nairobi by Yannick. As in Addis Ababa, the staff attended to my every need, and Yannick was happy to show me Nairobi's nightlife.

Taking photos in Nairobi is a tricky business. After I'd taken two photos in the street, two 'policemen' spoke to me and asked if I knew that taking photographs in Nairobi was

prohibited. I said no and offered to delete the photo, but they didn't want me to do that. Rather, they wanted me to accompany them to the police station. I remarked that I had no problem with that and followed them. But then they stopped as we

turned into a side street and wanted money and told me that this would solve my problem.

I shouted "f**k off!" and swung round and went back into the main street. To my astonishment they were no longer following me and, from that moment on, I realised that you can manoeuvre yourself out of a tricky situation by appearing confident.

After a two-day stay at the Hilton I left Nairobi and headed off in the direction of Tanzania. Once I'd passed Kilimanjaro I rode in the direction of Dar es Salaam. Shortly before reaching Tanzania's capital I suddenly saw a motorbike rider coming towards me – pretty much the first real motorbike I'd seen since leaving Cairo. We both braked and quickly agreed to go and have a beer together.

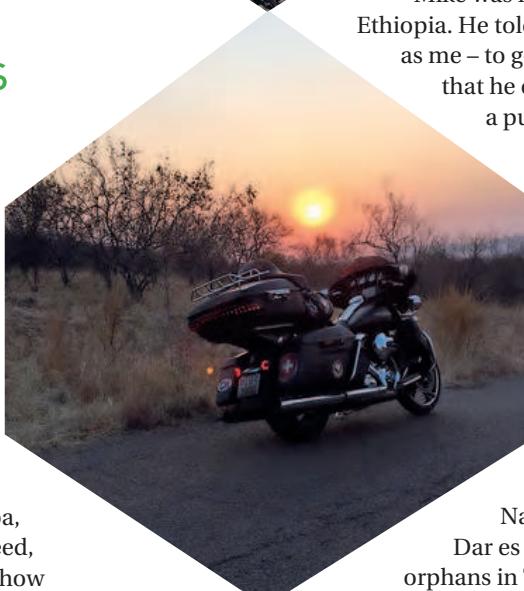
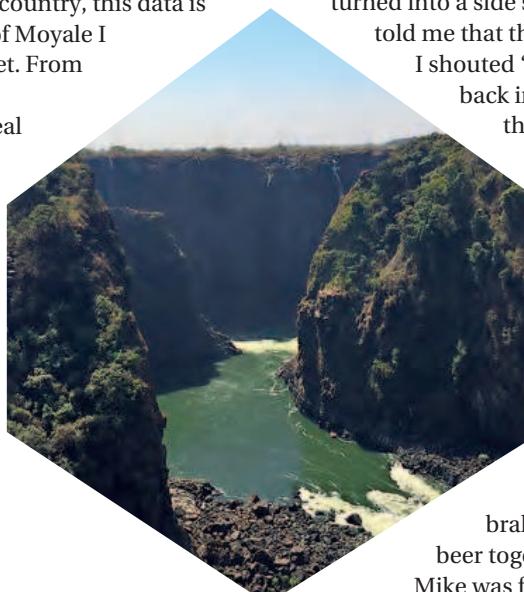
Mike was from Johannesburg and was on his way to Ethiopia. He told me that he was planning to do the same as me – to go round the world on his motorbike – but that he could only do it in stages because he ran a pub in Johannesburg. He gave me tips on the best way of getting to Cape Town and invited me to stay with him in Johannesburg.

ZAMBIAN DIVERSION

I decided not to go to Dar es Salaam and instead turned west towards Zambia. I suddenly saw the Swiss flag at the side of the road and, as a Swiss national, naturally I had to stop. Sepp, who is from central Switzerland, runs the TanSwissLodge at Mikumi

National Park around 200km west of Dar es Salaam. He also campaigns for orphans in Tanzania. I spent another two restorative nights with him before

I set off for the border with Zambia. Zambia is a wonderful country, but I was in a hurry. At one point I realised I was going too fast. Unbelievably, the Zambian police used



ROAD TRIP //



the most modern laser technology to measure my excess speed, and slapped me with a \$20 fine.

I had been on the road for about six weeks at this point; despite being anxious to keep moving, I could not drive past the famous Victoria Falls at Livingstone without stopping by.

From Zambia I took the ferry over the Zambezi River to Botswana. The further south I went into Africa, the simpler the border crossings became. Botswana, with its plains and national parks, offered an indescribably beautiful landscape. As August is springtime in this part of the world, the temperatures were pleasant and the malaria mosquitoes not yet active. As a result the lodges were full of tourists, and so in Botswana I had no choice but to sleep in my tent.

Around 60km south of Gaborone I

“I found it hard to leave the Western Cape as I had got to know many good people”

crossed the border over to South Africa. Mike, whom I had met in Tanzania, had gushed about how beautiful South Africa is, and its beauty drew me in like a magnet. After a stopover in Upington, I reached Cape Town on August 24, 2015. What a different world! It was a while before I could properly digest my impressions of the poorer part of Africa.

CHILLING OUT IN THE CAPE

My departure for Australia was not planned until the end of September, so I had more than a month to relax in South Africa. A colleague organised a room for me in a guesthouse in Somerset West, around 50km east of Cape Town.

Good accommodation, excellent restaurants and good internet connections – it had everything I needed.

At Harley-Davidson Cape Town I put my bike in for its long overdue service – around 14,000km since its last inspection. To the astonishment of both me and the service team, there was not the slightest defect to be found on my Black Eagle. They told me that they did not understand how one could cross the continent of Africa with a Street Glide – to their knowledge, no one had ever done that before me. I didn't even have to change the tyres or the brake pads; they were still good enough to get me to Australia.

I spent around three weeks in the Western Cape exploring the surrounding area, enjoying its culinary offerings and going on a ride with the H.O.G. Cape Town Chapter. At Chapman's Peak at the Cape of Good Hope I got to know Marlies, a Swiss national, who has been running a guesthouse in Somerset West for eight years. I didn't know at the time that she was to have a significant impact on my trip. I found it hard to leave the Western Cape as I had got to know many good people and this part of the world had fascinated me at first sight. I was fully recovered from my stresses and strains. I left Somerset West and headed east towards Knysna.

As I had travelled on many bad roads during my trip through Africa and now knew what I could expect of my Black Eagle, I chose to take the route over the Prince Alfred Pass, a dirt track across an 85km-long mountain pass set amid breathtaking scenery. Via Uniondale, Beaufort West and Bloemfontein I finally reached Johannesburg four days after my departure from the Western Cape.

I stayed in Johannesburg with my new friend Mike until my departure for Australia. His pub was a veritable festival hut every evening, where I met many born-and-bred South Africans. Harley-Davidson Gold Rand in Johannesburg then prepared the Black Eagle for transport to Australia.

TO BE CONTINUED...

If you wish to follow Werner as his trip progresses, visit his website at black-eagle.ch





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60 YEARS OF THE SPORTSTER

The Harley-Davidson® Sportster® motorcycle has seen many changes over the years, but as it reaches its 60th anniversary it still delivers a powerful punch that lives up to its legacy

By 1954, Harley-Davidson® no longer had to worry about domestic competitors. Indian Motorcycles of Massachusetts closed one year earlier. For the first time in its history, Harley-Davidson stood as the sole American motorcycle manufacturer. However, that didn't translate to less competition.

The postwar years saw more open trade between the US and other countries, which led to more foreign-built products, including motorcycles made in the UK and Germany. Norton, Triumph, BSA and others were making inroads to the American market. In many cases, their bikes were smaller, lighter and cheaper than Harley-Davidson's traditional offerings.

In fact, Harley-Davidson was already well on its way to adapting to the new environment with the single-cylinder lightweights beginning in 1948. War reparations allowed it to produce 125cc and other singles based on popular German motorcycles of the 1930s.

But the British invasion posed a big threat. Sporty bikes were selling well in the US, leading Harley-Davidson to respond with the K model in 1952 and KH version one year later. Elvis Presley bought one (now in the Harley-Davidson Museum™), and they were the basis for the KR racer, one of the most successful dirt track racing bikes ever. The K models introduced swingarm rear suspension and foot shifters to the Harley-Davidson lineup, but even for their time they were considered underpowered compared to their European competition.

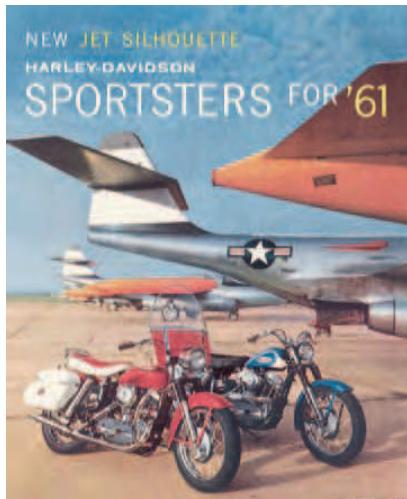
For the 1957 model year, Harley-Davidson announced the XL Sportster® bike. It was based on the K model, but offered increased displacement and

the high-performance 'CH' model. The XLCH also introduced the 1948 model S fuel tank to the Sportster bikes. In the years to come, the 'peanut tank' would become a term common to customisers and enthusiasts of Ironhead Sportster models. The CH's bobbed rear fender made a triumphant comeback in the 2010s with the Iron 883™ and Forty-Eight® models. Electric start was added to the Sportster for the 1967 model year, along with the promise of 'Electrifying Fun!'

The late 1960s and early '70s saw a rise in motorcycle drag racing. Bikes built by private builders gained legendary status, such as the 'Super Sportster' and drag racer Leo Payne's 'Turnip Eater'. But the pinnacle of Sportster motorcycle performance was the cigar-shaped, 16-foot Streamliner ridden by racing great Cal Rayborn at Bonneville, Utah in 1970. With only one Sportster engine and plenty of tuning, the motorcycle achieved an average speed of just over 265mph, breaking the world record.

The Sportster model also served as a dirt track racing platform. The first was the XLR, which saw most of its action in TT races, while the side-valve KR soldiered on at the oval flat tracks. But when a new dirt tracker was needed, the Sportster motorcycle lent its powertrain design to the new XR-750 for the 1970 season. Within two years, the XR-750 was logging not only victories but also the first of a record number of Grand National Championship season titles. The number of victories and championships won by H-D racers on XR-750 bikes may never be topped.

Sportster motorcycles got even more limelight with the NBC television series



replaced the K's side-valve cylinder heads with more efficient overhead valves. Its iron cylinder heads inspired the engine's 'Ironhead' nickname.

The Sportster model was well reviewed and sold better than the previous KH models. Even before the end of 1957, the gruelling Jack Pine Enduro was won on a Sportster bike (with knobby tyres, of course). Custom builders set to work immediately. A photo submitted to *Cycle* magazine showed a Sportster from the 'California school of chopping'. The Sportster motorcycle had arrived.

Just one year later, the line grew to two models with the XLCH, equipped with a higher compression ratio and race-proven magneto ignition. Riders of TT races and scrambles flocked to

"A Sportster® bike won the Jack Pine Enduro and custom builders set to work"

Then Came Bronson. Disillusioned journalist Jim Bronson, played by Michael Parks, took to the highways of America on a 1969 XLH model to find the meaning of life. The series only lasted for one season, but the iconic bike is still revered by motorcycle fans today.

The most significant departures to date for the XL family came in 1977. One was the short-lived XLT Touring Sportster model, complete with saddlebags and windshield. The other bike was the XLCR Café Racer. Not merely a nod to the 1960s British café bikes, the XLCR was a radical, reimagined Sportster motorcycle. The rear fender was straight from the XR-750 model, and the new frame was also race-inspired. Other changes were the sportier handlebar, a first for any XL, as well as the seven-spoke cast wheels and blacked-out exhaust. The XLCR model continues to inspire into the present, including the 2017 Low Rider® S and XL1200CX Roadster™ models.

The track success of the XR-750 model inspired the development of the 1983 XR-1000, a street motorcycle with a 1000cc version of the original XR racing mill. But the biggest upgrade of the 1980s came with the Sportster Evolution® engine. Like its Big Twin predecessor, the new engine kept the architectural elements of the 1957 to 1985 Ironhead but was a significant step forward with its improved oil circulation, ease of maintenance and electronic ignition, among many improvements.

Other landmarks came in the 30th Anniversary Sportster model (1987), the release of the first 'Hugger' Sportster

bike, as well as 1200cc displacements (1988), the introduction of five-speed transmission and belt drive (1991), and the first 1200 Sport and 1200 Custom Sportster models (1996). The 883R arrived for the 2002 model year, paying homage to Harley-Davidson's venerable racing history with styling elements taken from the XR-750 bikes. As the Motor Company expanded in the 1990s, an all-new factory in Kansas City, Missouri, took over production of Sportster models.

The 2004 model year brought more big changes. The 883C and 1200C received an all-new 4.5-gallon fuel tank and other styling appointments. Both 1200cc bikes received performance cams and high-flow heads to increase horsepower, along with wider rear tyres. For better comfort, all 2004 Sportster models received rubber engine isolation mounts. New brake systems and lower seat heights, among many other features, were included on the 2004 Sportster motorcycles.

Upon their arrival, the Nightster®

(2008), Iron 883™ (2010), and Forty-Eight® (2011) models revived both classic Sportster styling along with chopper and bobber cues from the past. True to honouring history, the name 'Forty-Eight' was a tip of the hat to the original peanut tank of the 1948 S model. The 2008 model year also brought the all-new XR1200, possibly the most radical Sportster bike built to date. With its inverted front forks, aluminium rear swingarm and an engine bumped up to 90 horsepower, the bike was engineered for performance just as the XR1000 and the Café Racer models were in their time.

The 2017 model year marks the 60th anniversary of the Sportster motorcycle, making it one of the longest-living nameplates in automotive history. The model has seen many changes along the way, but it still delivers a powerful and stylish punch that lives up to its legacy. ■



Photograph courtesy of the Harley-Davidson Motor Company Archives. Copyright H-D®



CELEBRATING A LEGEND



The legendary Sportster® is set to turn 60, a momentous occasion that calls for a bit of a celebration

The countdown to the anniversary party of the year has begun, with a matter of weeks to go until we celebrate the 60th year of the iconic Harley-Davidson Sportster®, in what is the longest continuous production run of any motorcycle.

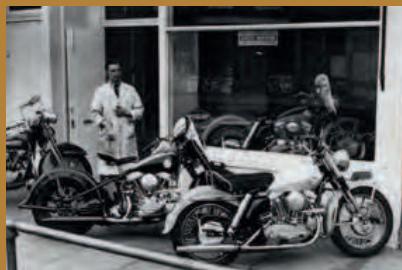
In conjunction with *American-V* magazine, Harley-Davidson UK and dealerships around the country will celebrate this momentous event at the fantastic British Motor Museum in Gaydon, Warwickshire on June 24.

As befits such a unique occasion, there will be a variety of events and demonstrations – including static displays, including rare race bikes and other various models from bygone eras and the present day, tech talks, a moto gymkhana and the H-D Jumpstart®, for those not yet riding but interested. This static motorcycle allows novices to sit on a running Harley-Davidson and get familiar with how to operate the shifter and gears.

Also on site will be dealer displays from the following authorised dealerships: Robin Hood, Sycamore, Birmingham, Wolverhampton, Oxford, Cheltenham, Newmarket, Guildford, Reading and Shaw Speed & Custom. Traders will also be on site for those looking to purchase clothing, parts, accessories or other related biking merchandise.

A real slice of Sportster history will also be present thanks to the presence of the Warr's Museum. John Warr and his family are instrumental in the UK history of the Sportster; they have been enthusiasts and collectors of this two-wheeled legend right from the start. And featuring as part of the Warr's Museum display will be the very bikes that started the whole ride off, back in 1957, along with a host of XRs, KR and XLS. In addition, a long-lost documentary will be shown about the young John Warr's hero Cal Rayborn, and Godzilla, the 265mph Land Speed Record-breaking Sportster.

The Sportster's vaunted history started way back in 1957, when Harley-Davidson announced the XL Sportster bike. It was based on the K model, but offered increased displacement and replaced



TICKETS AND CAMPING INFO

Tickets (per person): Day – £9 (advanced)
£14 (on the day)
Camping (Fri pm-Sun am) £25 (advanced)
£35 (on the day)
Tickets available from:
www.britishmotormuseum.co.uk/events/harley-davidson-sportster-at-60

the K's side-valve cylinder heads with more efficient overhead valves. Its iron cylinder heads inspired the engine's 'Ironhead' nickname.

The Sportster model was well reviewed and sold better than the previous KH models. Even before the end of 1957, the gruelling Jack Pine Enduro was won on a Sportster bike (with knobby tyres, of course). Custom builders set to work immediately. A photo submitted to *Cycle* magazine showed a Sportster from the 'California school of chopping'. The Sportster motorcycle had arrived.

The anniversary celebration promises to be a great day out. But why not make a weekend of it? Camping facilities are available for early arrivals and overnight Saturday night at a cost of £25 per person (advanced booking) or £35 per person on the day of arrival. Prices include show entrance and access to the British Motor Museum throughout the event. The British Motor Museum is home to the world's largest collection of historic British cars; it boasts nearly 300 cars in its collection, which span the classic, vintage and veteran eras. The museum building is a spectacular piece of architecture with an art deco design, while the Collections Centre building is a modern contrast. Together they stand proudly in a beautifully landscaped setting of 65 acres, which rolls out on to the Warwickshire countryside.

The base of the collection stems from the Trust's historic beginnings as British Leyland (BL) Heritage, but it now takes in smaller manufacturers such as Morgan and niche producers such as Land Rover and Jaguar, as well as the mainstream producers from the past, such as Austin and Morris.

The Trust also works closely with the heritage arms of Britain's major car concerns, including Ford, Jaguar and Vauxhall, to bring some of their historic vehicles to the museum for visitors to enjoy.

So with all this on offer, what are you waiting for? Like anyone of the third age, the Sportster certainly isn't finished having fun and thrills yet. Its fan base has evolved to embrace the infectious fun that the Sportster has always offered and a whole new generation of 'Sportster sickness' has taken hold.

It will be, quite simply, the biggest and most significant assembly of Sportsters in the UK. Ever! So come and join the party, and remember, you're only 60 once! ■

www.sportster60th.co.uk

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HITTING HIGH ALTITUDE

"The mountains are calling and I must go," as the environmentalist John Muir famously said. Austria and Switzerland have a lot of things in common, but notably they are famous for their mountains and breathtaking scenery, which is guaranteed to make you smile and forget your worries. Hence, it is not very surprising to hear riders from all over the world say that Austria and Switzerland are on their bucket list of countries to ride through.

Anyone who has ridden through a mountain pass knows the daredevil feeling before tackling one. The sense of achievement that can be felt when the pass has been traversed and the fast-changing, jaw-dropping scenery reaches sensory overload.

Switzerland and Austria are renowned for offering bikers the best of both worlds: sweeping scenery and twisting roads. Whether you're a seasoned mountain pass-goer coming back for more, or one of those who have yet to tick these two off their bucket list, here's some advice on these postcard-perfect countries

Switchback turns, high altitudes, dropping temperatures and microclimates in valleys are just a few examples of what you will encounter when riding these roads to the top. Once you've arrived at the summit, almost everyone feels the urge to pull over and enjoy the panorama and look behind at what you've just conquered. Riding in Austria and Switzerland is something very special and a definite must-tour region for all bikers, particularly in 2017.

SWITZERLAND

Despite its relatively small size, Switzerland sure has a lot to offer between its borders. The bigger cities like Zurich, Berne, Basel, Geneva and Lausanne offer the typical buzz of a city but with the famous Swiss twist of omnipresent cosiness. No wonder that Zurich, for example, ranks among the top ten cities worldwide in terms of quality of life.

Aside from the big cities, Switzerland has beautiful landscapes throughout



the entire country. Countless lakes, beautiful wild forests, high alpine sceneries, natural reserves, waterfalls, canyons and – of course – some of the most famous mountain passes in the Alps.

The Gotthard Road Tunnel is known to most bikers who have travelled through or within Switzerland. Despite its purpose as a connection between the north and the south, the beauty lies in the roads that lead over and not through the Gotthard. The Gotthard pass and its cousin the Tremola road (or the old Gotthard Pass) are a must when you are in Switzerland. This pass connects the canton of Uri to the canton of Ticino.

The French and bilingual parts of the country around Berne, Biel, Neuchatel, Fribourg, Geneva and Lausanne offer a completely different setting. This area is dominated by big lakes such as Lake Geneva or Lake Thun, famous for its vineyards, watchmakers and, of course, chocolate. One jewel in this area is the Gantrisch Nature Park, which offers the possibility to explore

PASS AND GO

Why not visit the less famous but equally stunning Grimsel, Furka and Susten passes? The Lukmanierpass, the Passo di Novella and the Klausenpass are also very close and offer alternative routes to Liechtenstein, Germany and Austria.



the Gruyère region, home of the famous cheese.

An ideal starting point to discover the beauty of Switzerland is the Grand Tour of Switzerland. This 1,643km route takes you through the entire country and offers multiple possibilities to take a break and discover what Switzerland has to offer. Harley-Davidson® Authorized Rentals are strategic partners of the Grand Tour of Switzerland, and offer you the possibility to rent a Harley® and enjoy this spectacular tour, developed by experts from Switzerland Tourism. More information on the Grand Tour of Switzerland can be found at grandtour.myswitzerland.com/en/

Probably the best reason to come to Switzerland this year is the Swiss Harley Days® in Lugano From June 29-July 2. This biannual event is coming to Lugano for its fifth edition. In honour of this celebration, the event will also host this year's European H.O.G.® Rally. Join us for the party and let's rock Lugano like it has never been rocked before!

Check out events.harley-davidson.com for more information.

DEALERS/SWITZERLAND

Harley-Davidson Zentral-Schweiz
harley-bixe.ch
Harley-Davidson Thun
harley-thun.ch
Harley-Davidson Bern
hessmoto.ch
Harley-Davidson Bern City
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Harley-Heaven Baechli AG
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Harley-Davidson Graubünden
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trimoto.ch
Gerold Vogel AG
mgv.ch

Harley-Davidson Lugano
harley-davidson-lugano.ch
Harley-Davidson St. Gallen
hd-stgallen.ch
Harley-Davidson Lausanne
bikers-point.ch
Harley-Davidson Geneva
motomure.ch
Harley-Davidson Geneva Store
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DEALERS/AUSTRIA

Clocktower Harley-Davidson
clocktower.at
Harley-Davidson Linz
harley-linz.at

Harley-Davidson St. Pölten
harley-stpoelten.at
Fischer's Harley-Davidson Wien
harley-davidson-wien.at

Zündwerk –
Harley-Davidson Center
harleycenterwien.at

Harley-Davidson Innsbruck
harley-tirol.at
Harley-Davidson Vorarlberg
hdvorarlberg.at

AUSTRIA

Austria has nine greater provinces, including the well-known Vienna and Salzburg, as well as Vorarlberg, Tirol, Carinthia, Styria, Burgenland, and Upper and Lower Austria. All these regions are different and have far more to offer than just their regional dialect and unique dishes.

As in Switzerland, Austria's mountain passes cut through the landscapes and often are the only road to reach valleys and towns.

Among the must-see sights are the famous Grossglockner and the mighty Silvretta, but these mountain roads are not the only beautiful roads in Austria. Every region has countless scenic routes and smaller passes that will surely tickle the biker in you and make for a road trip you will never forget.

Aside from the staggering scenery that Austria has to offer, it is also a land full of history and culinary experiences and discoveries. Salzburger Nockerln (a sweet soufflé from Salzburg) or the famous Kaiserschmarrn (a caramelised pancake named after the emperor Franz Joseph) are just two examples of delicious traditional dishes.

Salzburg, Vienna, Linz and Graz are the largest cities in Austria, and they should all be on your itinerary if you're staying for a while. The capital, Vienna, is a buzzing city with abundant history and tradition, and is a very cool city to discover. Vienna is also the home of the biggest Harley-Davidson dealership in Austria – Fischer's Harley-Davidson recently reopened after a major refurbishment and is waiting for your visit.

Salzburg, the fourth-largest city in Austria, is also beautiful. Located on the banks of the Salzach River, it welcomes many tourists every year, many of whom visit the Hohensalzburg fortress, which



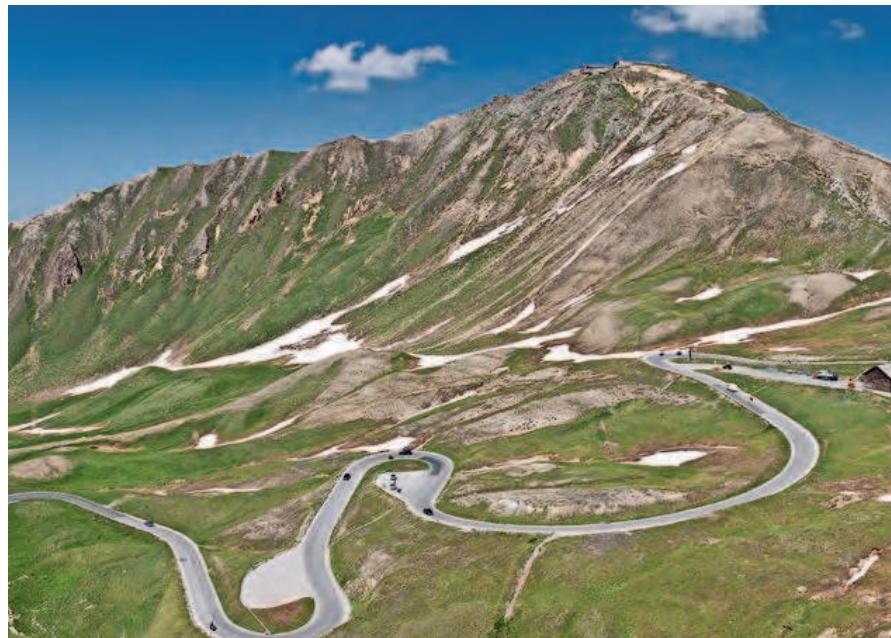
PASS AND GO

To add to your list of mountain roads to zip through, make sure to check out the Timmelsjoch, the Nockalm and the Zillertaler Höhenstrasse.

still virtually guards the city. Salzburg is also a must-visit location for enthusiasts of classic music and opera. The annual Salzburger Festspiele is a renowned date in the calendar of classical music fans all over the world.

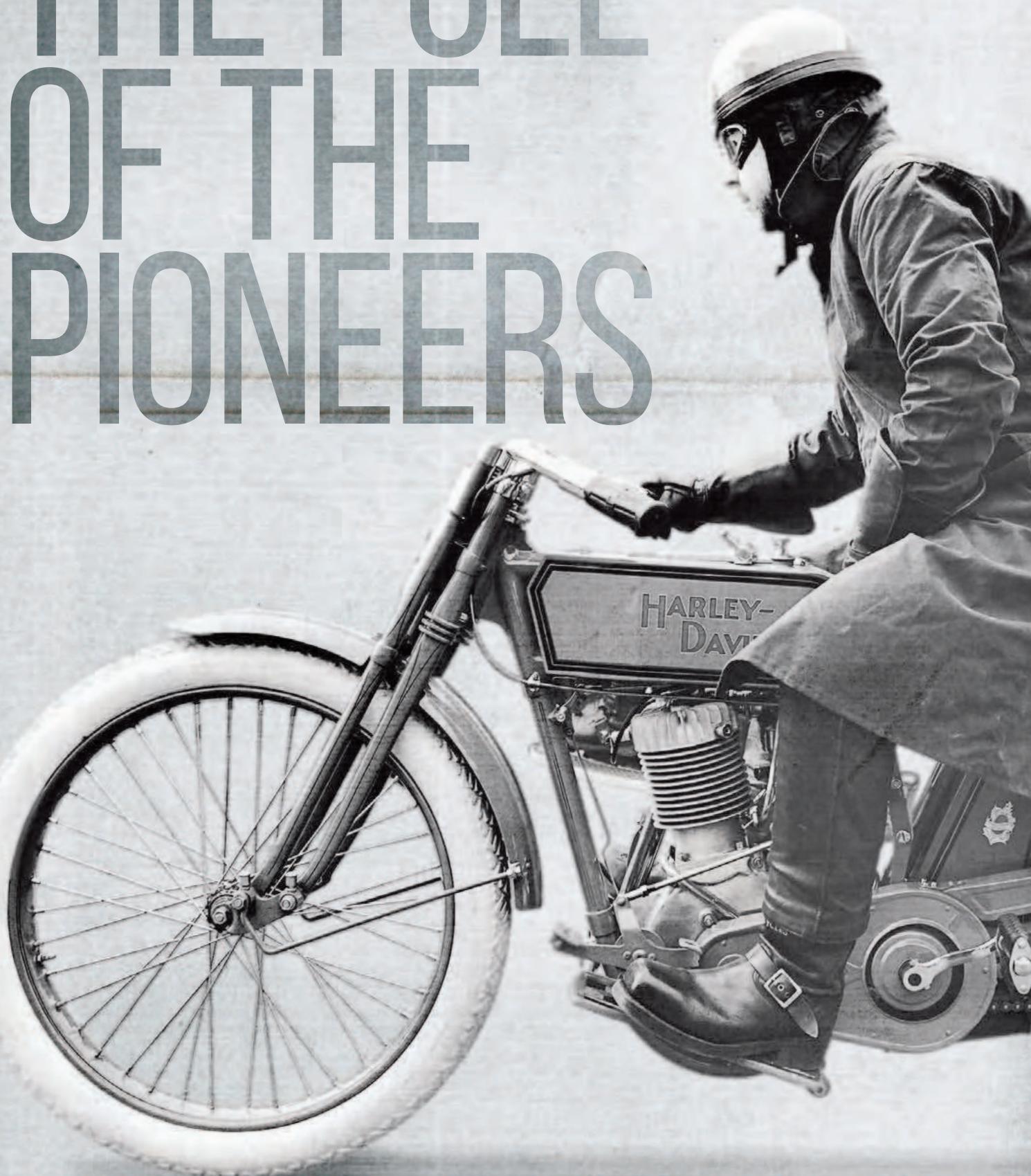
Graz has a completely different vibe to Salzburg and Vienna. It was crowned the cultural capital of Europe in 2003, and has been an important hub for culture ever since.

Many of you will already know that the best reason to plan your ride through Austria is the biggest Harley-Davidson event in Europe, the famous European Bike Week®, which takes place in early September at Faaker See in Carinthia (this year's dates are September 5-10). For some, this is the final event of the season, but the weather usually allows for an extra stretch of riding. Again, visit events. harley-davidson.com for the latest updates on the event. Just remember: "The mountains are calling and I must go." ■



ALAMY

THE PULL OF THE PIONEERS



Antique motorcycles are valuable investments, so it is hardly surprising that most are securely tucked away in museums or storage, rarely seeing the light of day. All the better, then, to see examples being used as they were originally intended.

The ultra-rare 1914 10C Silent Gray Fellow Sport – which forms part of the collection of Europe's oldest Harley-Davidson® dealer, Warr's – has no such cosseted life. For John Warr, Managing Director of the West London dealership (itself more than 90 years old), the legendary Pioneer Run is the perfect excuse to fire up this unique and irreplaceable example of Milwaukee's manufacturing excellence.

John Warr of Warr's Harley-Davidson® takes his treasured 1914 Silent Gray Fellow out for a spin on the oldest ride-out of them all – the Pioneer Run. Jeremy Pick follows the journey...



Open only to bikes made in 1914 or earlier, the Pioneer Run has been held since 1930. It sees hundreds of veteran motorcycles, all more than a century old, setting off from Tattenham Corner in Epsom and riding 47 miles to Brighton's iconic Madeira Drive.

The 78th Pioneer Run was held on a mercifully dry day in mid-March 2017. John and his 1914 Silent Gray Fellow Sport once again participated in the run, accompanied by members of the Meridian Chapter, led by Road Captain Robert Warr.

This year, more than 300 bikes and three-wheelers lined up at the start, ready to be waved off in batches by George Crawford, Mayor of Epsom and Ewell – himself a lifelong rider. The bikes set off in age order, starting with the earliest machines, which dated back to 1896.

THE BIKE

Built in 1914, the Silent Gray Fellow Sport was highly advanced for its time. It sported a chain final drive, foot-operated clutch, two-speed gearbox and a hand-operated silencing valve (hence 'Silent Gray Fellow'). This was back when most motorcycles were driven by leather belts and had clutch-free, single-speed transmissions. Lubrication is produced with a tank-mounted hand-operated oil pump and the left twist grip operates the advance and retard ignition mechanism. The two-speed transmission is also hand-operated, while braking is a single rear band brake.

Costing around US\$300 at the time, the 10C Sport model is exceedingly rare, being superseded the following year by a three-speed version. One of the few other surviving examples in the world is in the personal collection of Willie G. Davidson.

It is interesting to consider that, at the time it was built in Milwaukee, every bike would have been personally tested by one of the original founders of the company. This particular bike would almost certainly have been ridden by at least one first-generation member of the Harley or Davidson family.

THE EVENT

The Pioneer Run is one of the main events for the veteran motorcycle movement. Attracting the largest gathering of pre-1915 solo motorcycles, sidecars and tricycles in the world, it is a unique opportunity to see so many of these beautiful machines in action. The 78th iteration of the event was organised by the Sunbeam Motor Cycle Club (founded in 1924), which promoted the very first Pioneer Run to Brighton in 1930 and has run the event ever since. The ride-out

has only been cancelled twice in its 77-year history (in 2001 and 2013) and was suspended during World War Two.

More than 300 bikes participated this year, with manufacturers from AJS to Zenith represented and riders and bikes arriving from France, Belgium, Holland, Germany, Eastern Europe, the US and the UK. Sponsors included Bonhams Auctioneers, the National Motorcycle Museum, *The Classic Motorcycle* magazine and Carole Nash insurance.



Many of the riders appeared in period clothing, which made for a truly atmospheric occasion.

Despite being 103 years old, John's Silent Gray Fellow featured high up in the age ranking. In fact, more than two-thirds of the participating bikes set off before it – a true measure of the amazing longevity of the bikes present.

The tiny fuel tank required a mid-point top-up at the Pease Pottage services. At this moment, members of the accompanying Meridian Chapter joined John on their more modern bikes, many of which post-dated the little single-cylinder Harley® by 100 years or more.

John and the bike reached Brighton in the early afternoon without incident, joining the line-ups of other participating





bikes on display for the crowds of spectators.

“The bike rode really well and, due to the chilly conditions, was running better than ever,” commented John. “The only issue was a little starvation at the start where I didn’t give it quite enough oil via the hand pump. Once I had delivered an extra pump or two – three ounces each stroke of the best Harley 20/50 oil – I was on my way.”

Despite producing a mere three horsepower, the 585cc Harley made an impressive turn of speed, about 50mph on the flat (an estimate, as these early bikes had no speedometers). Not bad for a 103-year-old bike, and a testament to the build quality produced from the early Harley-Davidson factory.

At the finish point, spectators admired the impressive styling of the Silent Gray Fellow. Many commented on the lack of oil leaks, despite the total loss oil system and the fact that it resembled a motorcycle rather than a bicycle, unlike many of its competitors. Clearly, even more than a century ago, Harley-Davidson engineers and designers were well ahead of their time compared to the competition – perhaps that’s why the vast majority of the other manufacturers have ceased to exist.

With John, Robert and the Meridian Chapter pausing only for a traditional fish and chips meal on Brighton Pier, the little Harley headed back to its London home to be checked over and prepared for its next outing. ■



THE
PICTURE
BOOKS

The Picturebooks evoke everything that's classic about that American rock-and-roll aesthetic. They've got the beards, the hair and even the vintage-style Harley® motorcycles, perfect for that all-important album artwork. They have a sound that is both gritty and familiar. However, their tales of missing home on the long, open road come from Germany.

Hailing from Gütersloh, where by their own admission "nothing cool ever happens", Fynn Claus Grabke (vocals and guitar) and Philipp Mirtschink (drums) had to create their own fun when they decided that music was the path for them.

"We rented this place in the middle of nowhere, surrounded by fields, forests and all kinds of wildlife. We built a ramp to skate in, a motorcycle garage to build our bikes in and a music studio to write and record our music in. It's our own little hideaway and it makes this town more liveable for us," says Fynn.

As if creating their own den to create music wasn't a rustic enough start to the band's originality, the pair set out on a road trip to create their sound organically. During this period, the pair set themselves the challenge

The Picturebooks are certainly making a noise across the globe, touring in both the Harley® and the rock-and-roll sense of the word. They chat to us about custom bikes, life on tour and their H.O.G.® fan base

of banning each other from listening to music for over two years to avoid the influence of other bands. Monk-like in their pilgrimage to their own unique sound, they set out on a road trip across America, which brought its own unique rewards. According to Fynn: "One night I found this 1952 Gibson guitar at a pawn shop in Venice Beach. It had a huge hole and was super cheap – that guitar led to a very different approach to our songwriting. After that we created this sound of ours almost naturally."

A drum kit and some garage practice later, The Picturebooks created the sound they have today. According to Philipp, H-D® has played a large role in inspiring their music. "Most of the songs started with an idea that we got while we were on our bikes. There's no other company out there that fits us better than



**ON THE ROAD WITH
THE PICTUREBOOKS**



Harley-Davidson®, man. The whole album was recorded in our motorcycle garage while we were standing next to our Harleys, their parts, the smell of gasoline and old oil."

The band tried to set up shop in a professional music studio just next door, but although the sound quality was sharper, they missed the H-D vibes. "It sounded very predictable and didn't have that special 'Ooh!' sound." Perhaps not by coincidence, their new album features a track entitled 'I Need That Oooh'. "Writing a song is kinda like building and customising your very own bike. You start with a basic idea and then you work on it until it becomes your very own."

For two men who started their two-wheeled adventures on Vespas, both Fynn and Philipp have come a long way on their path to building their dream bikes. When it comes to talk about customising bikes, The Picturebooks practise what they preach. The pair are currently customising two contemporary Harley motorcycles to resemble old-school choppers. "It's gotta be possible to have a bitchin' chopper that actually arrives at your destination, that starts every time, has good brakes and has a modern, great-looking engine!"

The bikes are named Imaginary Horse and Wardance, and started life as two stock Softail® motorcycles. However, this project wouldn't have had the leg-up it needed without Thunderbike Harley-Davidson, in

Hamminkeln, Germany. "Thunderbike is our favourite dealership – there's no one else we would have done this with. Not just because we became close friends, but also because we have so much trust in their work and taste. The Thunderbike team has built some amazing bikes over the years." You may remember, for example, the 'PainTTless' bike that won the 2012 AMD World Championship of Bike Building.

After a chance meeting at European Bike Week®, their idea soon came to

fruition. "We met our good friend Andreas Bergerforth [President and CEO of Thunderbike] in Faak and told him about our dream bike. He loved the idea and said that he would give us a second bike – because we're a duo and we need to have two bikes!"

The pair also own two Ironheads: a 1972 in a K-Model frame (known as 'Black Witch', which can be seen in their music video for 'I Need That Oooh'), and a 1979 model with electric start. "We built it together with our best buddy Allan Chadwick from Maker's Moto in Riverside, California."

Their customisation adventures have certainly been a learning curve. As part of one of their first customisation ventures, Fynn managed to get his hands on a 1982 Shovelhead with a 1947 wishbone frame. However, everything that could go wrong eventually went wrong. As a result, in its current state the engine and transmission are both new. To date the bike now includes: "An eight-inch over Springer fork with three degrees rake, a long, sturdy, twisted sissy bar and a super-old seat that I bought at the Long Beach swap meet."

The bike is dedicated to Fynn's grandfather, who sadly passed away. He named it 'Deda', which means



grandpa in Serbian. The Shovelhead went on to win two major competitions: 'Best Shovelhead' at the Kustom Kulture Forever Show and 'Best Rookie' at Germany's famous Custombike Show in Bad Salzuflen.

As well as custom bike shows, the duo are no stranger to H.O.G. rallies, both for work and leisure. But when it comes to H.O.G. fans, they're a whole different kettle of fish. "Oh man, they're just the raddest people. They definitely know how to party. What we love the most, though, is how they support us once they've discovered us." H.O.G. loyalty transcends even that of the motorcycle brand, it would seem. Fans at rallies have been moonlighting as publicists, perhaps unbeknown to themselves. "Whenever there's a H.O.G. member in the audience who likes what they see, we know we can count on that person. They spread the word and always come and see us no matter what."

This gesture hasn't gone underappreciated by the band. "It means the world to us, and that's why we're doing this. We don't see our fans as fans – more as our friends that we love to hang out with." Fynn is keen to emphasise that success puts no limitations on their efforts as a band.



"It doesn't matter how many people come to see you, because whoever comes to our gigs deserves a full Picturebooks show. So we give 110 per cent every night."

The band are currently touring their new album *Home is a Heartache*, which they wrote in 2016. Finding inspiration for songwriting on the open road wasn't exactly a difficult task. "A lot of crazy shit happened during that tour. We were shot at in a drive-by shooting in Albuquerque five minutes before show time." Aside from some dicey encounters on their travels, their philosophy behind living life on the road has fuelled most of their songwriting. "The whole album is about the people you meet, the friends or enemies you make on tour, about the endless miles on roads that never fade. It's about us not having a plan B and believing that we will do this until we die."

So it looks like feeling the freedom is a lifelong ambition, but what about getting those experiences down on to paper? "For us, it's always about honesty. We usually only use first takes and throw away song ideas when the

THE PICTUREBOOKS will be performing at the European H.O.G.® Rally in Lugano, Switzerland (June 29-July 2), and at European Bike Week® at Faaker See in Austria (September 5-10). Make sure you check them out!

writing process takes longer than 20 minutes." No long days in the studio slaving over one song until it fits? "If it takes longer it's a waste of time, in our opinion."

As for the future, The Picturebooks are hitting that long open road again. "We're super excited about our Loud Guitars and Sissybars Tour 2017, where we will ride our bikes to all the shows this summer." The pair are simultaneously organised and slapdash with their approach to touring on their Harley motorcycles. "Obviously we try to prepare for the worst. To be honest, though, we never take enough gear with us... but sometimes that's half the fun."

Although the pair are Harley fanatics, there's no snobbery when joining their pack. "It doesn't matter what you ride. It's all about the fun." With many miles more to cover on the journey ahead of them, the mindset they take with them ensures that each adventure is taken with an open mind. "We've been travelling the world for more than ten years now and we've realised that, ultimately, we are all the same." ■



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CUTTING-EDGE DESIGN

For H.O.G.® member Emmanuel 'Manu' LaPlace, riding his Harley® is an essential part of the creative process needed to produce his exquisite handmade artisan knives

Photos: Paul Bayfield





Manu is the fifth generation of the LaPlace family to carry on the tradition of artisan knife making in the Auvergne city of Thiers, now famous as the historic knife capital of France. Although Manu has been making knives for the past 25 years, it is his '1515' brand, started 15 years ago and now famous in collector circles, that really brought his work to the attention of the wider world. Blades for 1515 knives are painstakingly constructed of Damascus steel – layers of carbon and nickel forged and folded up to 300 times to produce steel blades of extreme sharpness, strength and beauty. Matched with these beautiful hand-crafted blades are handles made from rare and exotic materials including 10,000-year-old woolly mammoth tusks and teeth, ebony and rosewood from Mozambique, black mother-of-pearl, tusks from



impala, warthog and buffalo, and giraffe bone – which gives a vivid colour effect mimicking the orange of the 'Bar & Shield' logo.

Now seen as one of the most collectable makers of artisan knives, Manu and his craftsmen have supplied a host of collectors as well as sportsmen, celebrities and politicians. Specially commissioned knives have been produced for prestigious companies including gunmakers Beretta and Verney Carron, and jewellers Philippe Tournaire and S. T. DuPont. In addition to these commissions, limited-edition collections are hand-made for the burgeoning collectors' market, including the 'Africa' series, with engraving on the handles to mimic elephant skin and blades made from 86-year-old antique Damascus steel. Up to 70 hours of work are necessary for the engraving alone in these knives.

The products of Manu's workshop are practical as well as exquisitely beautiful. Arctic explorer Mark Mellett took a





handmade 1515 knife with him on his Kamchatka expedition, which then formed the inspiration for the 'Inuit' series, utilising engraved and inlaid reindeer bone.

"My aim is to make every knife unique, individual and beautiful, like a custom Harley-Davidson® motorcycle," says Manu. Each one is a work of art, designed individually and incorporating the results of decades of hard-earned craftsman skills. For the 'Mammoth' series of knives it took 15 years to develop the techniques necessary to successfully cut, work and polish the incredibly rare and ancient mammoth ivory to the point where it could be made into knife handles. Skills handed down through generations and developed over decades, including the those required to forge the highest-quality Damascus steel, are combined with modern techniques such as precision water-knife cutting to achieve the results demanded by the 1515 collections.

Riding his Night Train® – often with his wife on her Sportster® – gives Manu the inspiration and creative ideas needed to achieve the highest levels of craftsmanship required for his business. Needless to say, both bikes show similar levels of craftsmanship as shown in Manu's knives, including Damascus steel detailing. "When I ride it is not to parade and show

off, it is to think and to imagine," says Manu. "I like to ride with creative people including my friends the painter Noir Mat, custom bike painter Daddygraph and jeweller Frederic Saint Romain. Riding a Harley® allows me to meet interesting and creative people, to draw inspiration from them and from the ride and to bring those influences into my work."

That inspiration is now being further incorporated into the knife-making process. One innovation used in a new knife line is to use super-compressed rubber from Michelin tyres to form knife handles. "These knives give off the scent of tyres when they are handled and give an emotional connection between the owner and his knife," explains Manu. "We are looking at extending this idea into a new range of knives with olfactory qualities." Other innovations include ultra-sharp ceramic blades and a knife range with hidden images and iconography inspired by Jaeger-LeCoultre watches.

"My philosophy is that you have to be serious in your work if you want to succeed and for people to take you seriously – but don't be too serious yourself," says Manu. "The only barrier to success you have is yourself." ■



CLEAR WATER REVIVAL



Baboons, top hats and the
'crocodile trot' – come and
experience a truly unique rally...

Words and photos: Angelique Dermit



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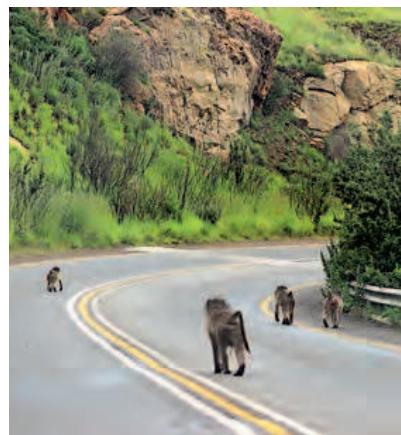


H.O.G.® Clearwater Chapter hosted its annual Valentines Rally once again in the quaint little town of Clarens in South Africa's Free State.

Some people tend to think the Free State is flat country – not so, for out of the blue, mountain ranges start displaying their proud peaks to the heavens. If you have not been paying attention to the sat nav that you should have updated with the latest maps prior to your trip, you may find yourself sitting on the border of Lesotho asking for directions back to civilisation – certain people have experienced this phenomenon in the past!

Neville van Niekerk, the recently retired Chapter Director, gathered an entourage and did some route reconnaissance for the benefit of the multitude of riders, with a pre-ride Facebook update:

"Road between Sasolburg and Petrus Steyn very rough and uneven. Don't worry, the government put up road signs saying *Ry veilig* [drive safely]. Just after turn off to Bethlehem on the R26, the first 10 kilometres has a few potholes – about 13 per metre – and there's even one an Electra Glide® could disappear into... not a problem, again as the 'pothole' signs are plentiful. Thereafter, the road to Bethlehem is new and built by a contractor that previously made corrugated iron. Good test for the suspension. Oh, by the way, the brewery is increasing the price on beer effective on Thursday evening, so come quickly!" The result: many more rally attendees put in leave requests for a day earlier to arrive on Thursday morning...



Those who rode into Clarence on Friday sat clustered at the local brewery, which was the only open refreshment stop in close proximity with means to seat 80 people at once. Clarens, by the way, has one steep tar road that enters from Mount Horeb, runs around one block of the town square where the rally site was set up, and leads out to the dead end of town where the roads turn to sand and rock.

It would have been a great idea to have a few of the Harley-Davidson Battle Of The Kings Roadster™ designs on sale. There were some beauties that could be viewed and voted for online, and should the proudly hand-built Dark Custom® motorcycles ever be put into production, they would undoubtedly be best sellers in South Africa.

It was a bit of a guessing game as to what happens when and how for the latecomers that didn't make it in time for the opening speech on Friday afternoon. Miraculously a mobile phone light reflected on the programme posted at the gate did the trick, and one could always follow the crowd and join wherever the masses went.

On Saturday morning, the masses travelled to Kestrel to receive a welcome finger lunch and, if registered, a surprise gift. Kestrel is a favourite location to travel to via Bethlehem: the roads are beautiful double lanes with little traffic. The group returned to Clarens via Golden Gate Nature Reserve with its many sandstone mountains and deep green valleys.

Above all others, one thing that made the Valentines Rally worth

attending was the various directions in which a rider could choose to head. It wasn't just the excitement of the curves; if you stopped at any of the outlook posts you would have been able to observe springboks, elands, zebras and gnus. There were many baboons that cheekily sat in the middle of the road waiting for the first Harley-Davidson motorcyclist to appear in the hope of being able to thumb a lift.

As fat raindrops started falling from the heavens, the combination of Harleys at cruising speed and monkeys on the side of the road became a little more of a concern. However, Rider Skills Training teaches 'brake and escape' skills to the extent where one still has time to glare a baboon in the eye and yell a warning – albeit to no one in particular, as there's no sound that can penetrate a roaring Screamin' Eagle® and a full-face helmet!

Upon returning from Kestrel, the streets and square were swamped with people, so finding a parking spot was out of the question. Abijane Motnoung surprised onlookers with his traditional attire made of softened buck hide and sheepskins; swooping his shield, he danced next to the gleaming H-D motorcycles. Abijane is an African culture dance instructor teaching young Africans the traditional dances of various South African cultures. Clearwater gave Abijane and Sue Nagel – Customer Experience Manager for Harley-Davidson South Africa – a good lesson in the crocodile



trot (a traditional South African *sakkie-sakkie* dance combined with rock 'n' roll).

The H.O.G.® Clearwater Chapter 'rent a crowd' was in full attendance – they are so nicknamed due to the amount of decibels they released after the First National Ladies of Harley Rally was held in 2015. You will never have met a group of women that could beat them in coming up with fun ideas to spice up an event; they have the magic!

Charmaine van Niekerk created 16 extraordinary steampunk and Queen of Hearts top hats for the gala evening; each decorated hat was specific to an individual and told a story about their persona. This produced some of the most gorgeous dress-up pictures seen in a long time – the idea was very well thought through and beautifully executed.

The men did not let grass grow under their feet when it came to entertainment either, though. A tradition that was started and never discarded was the 7am Sunday briefs and boots ride. The whole of Clarens was asleep, or so these boys hoped; they jumped on their motorcycles regardless of whether it was freezing or raining and roared through town in their briefs and boots. The men were, however, very safety conscious – helmets were worn, although one should wonder if it was to hide their identity and red faces. There were a few ladies hidden behind curtains that clapped their hands together at a spectacle that made their hearts beat a little faster than usual, wishfully looking forward to Clearwater's arrival in 2018. ■

WHY NOT JOIN IN THE FUN?

If you've never been to South Africa, what better way than to plan a trip with a few friends and your Harley-Davidson motorcycles? Clarens is centrally located and easily accessible – approximately five hours from KwaZulu-Natal and Bloemfontein, four hours from Pretoria, and six hours from Mpumalanga.



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THE L O N G ROAD TO VICTORY



After 11 years of determination, and coming close more than once, Dutchman Dolf de Wit has finally been crowned winner of the ABCs of Touring contest

Dolf de Wit has been a regular feature in the top 10 of the ABCs of Touring contest since he started competing in 2005, and was narrowly beaten to pole position in 2014. Topping the board this year with a whopping 210 points, Dolf has finally fulfilled his ambition. We caught up with him to find out how he did it...

BITTEN BY THE BUG

Dolf bought his first Harley® in the autumn of 1998 – a green 1994 Softail® Springer Evo – and he instantly joined the local Rock City Chapter. Just two years later, he became the chapter's Road Captain. In 2002 he was elected as Secretary, a position he has retained ever since. "For me, H-D® is a way of life," Dolf enthuses. "It started off as a hobby, but once the 'bug' really got me I was a goner!"

Dolf's first experience in the ABCs of Touring competition was in 2005, when he was at a loss for something to do on a chapter weekend. "We arranged a route and encouraged everyone to take photos of all the place signs along the way. Over the two days, we ensured that everyone was able to collect enough points to send in an ABCs form."

However, Dolf found it to be very addictive, determined to gain some additional points. Soon, he couldn't

resist snapping a photo with every place sign and dealer he came across, and he's participated in the ABCs of Touring every year since.

"I've even made a special cupboard at home, containing more than 350 unique T-shirts that I have bought from Harley-Davidson dealers or events. Each T-shirt makes me think back to when I bought it, whom I was with at the time and everything that happened on that trip."

BRANCHING OUT

As his riding experience has improved, Dolf has become more and more ambitious. He started off with some short trips in the Benelux countries and Germany, and then began taking more serious, longer tours. "I've been to pretty much all the countries in Europe on my bike. I have also done about six major tours in America, including Route 66 and 2013's 110th Anniversary celebrations in Milwaukee."

Despite only riding during weekends and holidays, Dolf rides an impressive average of 15,500 miles a year (25,000km) and has travelled throughout the world. Today, he rides an FLHTK Ultra Limited, which he's had for about three years.

Having come fifth in 2015, Dolf made an extra effort to attempt to win the ABCs last year. He calculated the best routes to visit dealers and gain points, while still ensuring he could ride the best roads and create the most memorable experiences. He spent many an evening hunched over maps and plans.

"For example," Dolf explains, "if you want to ride Route 66, there is only one way to do it well. Before you do it, read everything you can find about it so that you have really absorbed the historical value of the route before you ride it. That's why I followed the 1930s version of the route as much as possible, not the more famous, touristy version."

ABCs of Touring





“Why? The most important thing is to have fun and to allow yourself to have experiences. Take your time so that you can meet people on the way and have a chat. I have met people who have made such an impression on me that I will never forget them.”

FOCUSING ON THE JOURNEY

Dolf explains that he lives by Willie G. Davidson's mantra: “It is not the destination but the journey that matters.” By doing so, Dolf has had countless experiences many could only dream of. Having ridden so many miles on roads of all kinds across the world, Dolf has a surfeit of inspiring stories to tell – although space constraints limit us to just one or two!

“I've seen pedestrians living far out in the country in Bosnia who would just stand stationary in the middle of the road because they've never seen a Harley. One time, when I was touring through America, we set off at 5am so that, by sunrise, we could reach the highest point on the Bryce Canyon National Park road. I will never forget the beautiful play of colours on the deep-red rocks.

“However, the most special location for me was Yellowstone National Park. We set off in the dark and it was freezing. Suddenly, a herd of buffalo emerged from the mist, the huge beasts crossing the road right in front of us. I was totally awestruck.”

TOUGHING IT OUT

Of course, riding so many miles every year has its trials and tribulations. In search of these great experiences, Dolf has faced extreme weather and terrible road conditions. What has kept him going through the hard times?

“My worst experience was in Bucharest, Romania. We were riding in the pouring rain from our hotel in the city centre towards an industrial estate on the outskirts. We were looking for the only H-D dealer in the country.”



Dolf recalls riding through the mad bustle of the early-morning rush hour, skidding on tram tracks, manhole covers and patches of oil, while trying to avoid wild dogs.

“That was one of the toughest moments on the road. However, you soon forget that when, later the same day, you are at the top of the Transfagarasan Highway having ridden one of the most spectacular roads in the world!”

FACING THE FUTURE

Although Dolf has finally won the ABCs of Touring he is keen to get back in the saddle, with three tours abroad planned for the coming year. Together with other members of the Rock City Chapter, Dolf will be participating in a week-long tour to Luxembourg, the Vosges and the Eifel, followed by a ride through the most beautiful mountain passes in the Pyrenees and Alps. To end the summer, he intends to finally fulfil a long-cherished wish: participating in the Sturgis Rally in the US.

“Our club is very active and we go on all sorts of trips, which fill much of my time. It's always great to be on the road with such a wonderful group of H-D® riders and friends. When we ride together, we just enjoy our wonderful Milwaukee iron and the camaraderie we have. It's great to be on the road with men and women who share your passion.”

Asked whether he has plans to compete in the ABCs of Touring next year, Dolf says: “I'm not fussed about winning again, but I just can't ride past a province sign or miss an opportunity to visit a Harley-Davidson dealership. Not just for an ABCs photo but also to add to my collection of H-D dealer T-shirts, shot glasses and poker chips. The game is just too much fun to resist.” ■

Captions **A:** A trip to Milwaukee HQ **B:** Dolf's colossal collection of H-D T-shirts **C:** Entering Wisconsin **D:** Dolf in reflective mood **E:** Flying the flag at the End Of Season Rally in Valkenburg, Netherlands **F:** On a Scandinavian adventure **G:** The famous Transfagarasan Highway in Romania **H:** Visiting the Grand Teton National Park in Wyoming, US **I:** The famous Yellowstone Bison **J:** The view over Bryce Canyon **K:** More Scandinavian scenes **L:** Dolf outside one of many dozens of dealerships he visited **M:** Netherton Cottage in Scotland, the ancestral home of the Davidson family

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FIND OUT MORE ABOUT YOUR H.O.G.® CUSTOMER CARE CENTRE TEAM WITH A LITTLE Q&A...



DIRK SCHMITTE

Customer Service Representative

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Q: How long have you been with the H.O.G.® Customer Care Centre team?

A: I have been part of the H.O.G. team since December 2015 – I started on the same day as Laura Fontana, who featured in the last issue.

Q: Describe a typical day at the office?

A: We start at 8am Dublin time, and deal with our member queries via phone, fax, post and email. I work for the German- and English-speaking markets, which cover many countries such as Germany, Austria, Switzerland, UK, Ireland, Russia, South Africa, Namibia, Saudi Arabia, Jordan, Qatar and many others.

While I'm writing, now that the riding season is about to start many members want to renew their H.O.G. membership, as they want the latest pin and patch for their first ride. So we are really busy at the moment and of course the questions about our great events in 2017 keep coming, starting with the H-D Euro Festival in the Golfe de St-Tropez.

Q: How many events have you been to?

A: So far I have only been to one event, but I was lucky to go to our biggest event in Europe straight away: European Bike Week® last September at Faaker See, Austria. There were 120,000 bikers and 70,000 bikes – it was a really great event and I thoroughly enjoyed it. It is a nice change to the eight-hour day in the office and a great opportunity to meet our members in person. I had a test ride on a Fat Boy and enjoyed talking to our members in the H.O.G. Zone and the great bands in the evening, especially Celtica. The absolute highlight was meeting Bill Davidson.

Q: What is the strangest request a member has made?

A: We do receive some extraordinary requests, such as the Italian member who asked me to make his five-year-old a Life Member. He told me that he has another son who is three years old, and he will make him a Life Member in two years as well.

A heart-breaking request was when a member told us that his waistcoat with all the pins and patches of the last 20 years had been stolen. He asked us for replacements – we were able to help him with some, but sometimes the older pins and patches are out of stock.

Q: What is the most frequent request made by the members, and what is the answer?

A: At the moment it is definitely "How can I renew my H.O.G. membership?" and "When will I get my renewal pack?" Members can renew online or by telephone, fax or post, although we try to encourage members to renew online where possible.

Q: What do you like most about working in the H.O.G. family?

A: We all share the love for the Harley-Davidson brand and it is great to see at events how our members live the dream.

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PUDICA**

Customer Service Representative



**DIRK
SCHMITTE**

Customer Service Representative



**YESSICA
SOGLIANI**

Customer Service Representative



**ARTHUR VAN
NUNNIKOVEN**

Customer Service Representative



MEMBERSHEEP
Mascot

Q: What activities do you like to do in your free time?

A: I go swimming three times a week as I have type 2 diabetes and have to exercise regularly. At the weekend I like to meet friends and go to classical or pop concerts, go to the cinema or enjoy a good football match in a sports bar. When the weather gets better I want to rent a Harley and do a tour of Ireland.

Q: What's your favourite holiday destination?

A: Like many Germans I love Mallorca, but I was really impressed with Egypt a few years ago. I am also looking forward to my next holiday, which will be three weeks in Florida in the autumn. Of course I will rent a Harley for a few days!

Join us next issue to meet another member of the Customer Care Centre team...



MEET THE TEAM

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**VICKI
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Marketing Programs and
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2 Bowker Harley-Davidson®
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Director: Paul Whiting 07836 769624 p.whiting514@btinternet.com nenevalleyhog.co.uk

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21 Riders of Bridgwater
Riders House, Wylds Road, Bridgwater TA6 4BH 01278 457652 ridersmotorcycles.com



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Director: Gill Mogg 07771 901668 director@bridgwaterhog.co.uk bridgwaterhog.co.uk

22 Riders of Bristol
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BS4 5LR
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07512 754329
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b Lindum Colonia UK Chapter (7828)
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07904 388647
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Director: Steve Willis
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25 Southampton Harley-Davidson®
Heritage House, Second Avenue,
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Director: John Monks
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26 Stratstone Harley-Davidson® Birmingham
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stokehog.com

28 Swansea Harley-Davidson®
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Swansea SA4 9HN
01792 224444
swanseaharley-davidson.com

Black Mountains Chapter Wales (8090)
Director: Adrian Vaughan
director@blackmountainshog.co.uk
blackmountainshog.co.uk

29 Sycamore Harley-Davidson®
North Street, Uppingham
LE15 9RN
0871 641261
sycamorehd.co.uk

Rutland Chapter (6730)
Director: Michael Grant
director@rutlandchapter.co.uk
rutlandchapter.co.uk

30 Three Rivers Chapter (9979)
Director: Martyn Coote
07736 929104
martyn.coote@ntlworld.com
iirivershogchapter.co.uk

31 Warr's Kings Road
611 Kings Road,
London SW6 2EL
020 7736 2934
warrs.com



Chelsea and Fulham London (9085)
Director: John Warr
020 7736 2934
j.warr@virgin.net
candfhog.com

32 Warr's SE
Mottingham Road
16-20 Mottingham Road,
London SE9 4QW
020 8857 9198
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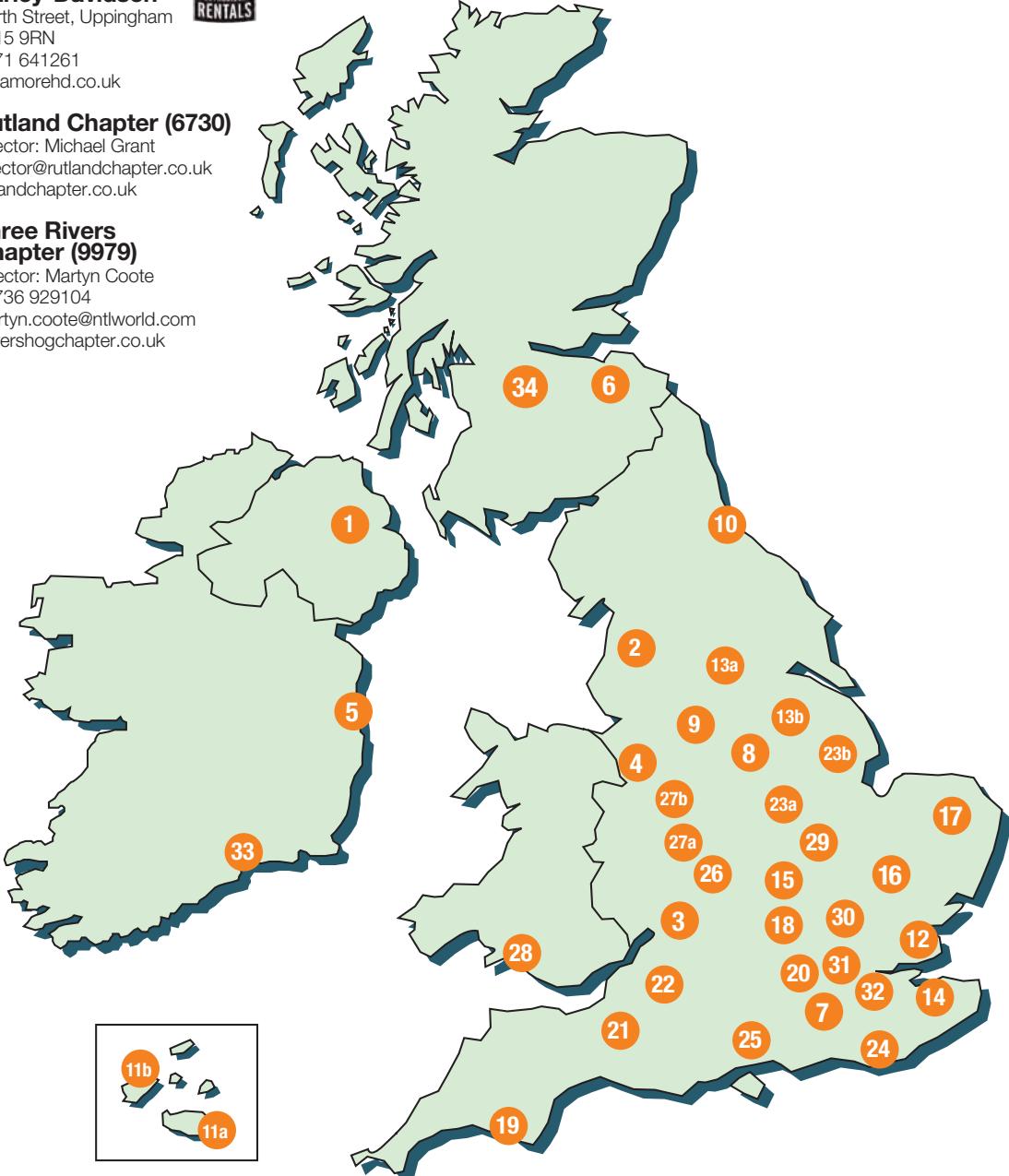
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Director: John Warr
020 8857 9198
j.warr@virgin.net

33 Waterford Harley-Davidson®
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00 353 51844200
waterfordharleydavidson.com

Celtic Thunder Chapter (7567)
Director: Michael Thompson
00 353 872471577
thompsonm@eircom.net
celticthunderhog.com

34 West Coast Harley-Davidson®
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Hillington Park, Glasgow G52 4FA
0141 883 1450
westcoastharley.com

Clyde Valley (9894)
Director: Stephen Trainor
07540 526307
director@clydevalleyhog.com
clydevalleyhog.com





Luis da Silva, H-D® Middle East and North Africa (MENA) Consumer Experience and H.O.G.® Regional Manager, reflects on 20 years with the brand he loves

My Harley-Davidson® and H.O.G.® life experience started some 40 years ago in my youth back in Johannesburg, South Africa. I was a weekend social motorcyclist on a friend's borrowed sports bike. Unfortunately, the demands of my career coupled with my family life did not leave much time for this social pastime to continue into my thirties.

However, whenever an opportunity presented itself to visit any Harley-Davidson dealership I was there, looking forward to the day when firstly I could afford one, and secondly when my wife would be okay with the idea. I would buy many monthly motorcycle magazines, keeping up to date with what was happening in this fantastic fraternity.

Then, in 1997, the day arrived. For my 40th birthday my wife decided to surprise me and placed a deposit on a beautiful and unique black 1996 Softail® Custom. What a life-changing surprise this proved to be! I hadn't ridden bikes for 20 years, so had to go back for some refresher training – the beginning of my journey with Harley-Davidson.

In 1998 I joined H.O.G. as a Life Member and

joined the Johannesburg Chapter. I participated in weekly breakfast rides and personalised my ride, washing and polishing it on a weekly basis.

In 1999 I joined the chapter committee as a Road Marshal, and in 2003 I was appointed Head Road Captain. I got involved in planning some great chapter touring rides and rallies; a very popular one was the annual Mozambique Raiders Rally. In 2003 I also became Assistant Chapter Director.

The following year, I participated in the annual H.O.G. Rally Co-ordinator Training in Florida Keys, USA. This was my 'hook, line and sinker' moment; I was completely sold. I met some great H.O.G. personalities, many of whom are still my friends.

I remained an active chapter volunteer for 10 years, stepping down in 2009, when I was made an honorary ambassador. The same year I was appointed H.O.G. South Africa National Head Road Captain and H.O.G. Africa Training Instructor.

In 2010 I was involved in H.O.G. Officer Training (HOT) in the Africa and MENA regions. I also worked as an instructor and translator in the Portuguese language at HOT Milwaukee, and worked at the first ever HOT in Bali, Indonesia. I have also been a Skilled Rider Instructor throughout Asia and Africa.

From 2010 until 2015, I worked as a contractor for H-D® Africa's Marketing division, managing the H-D Experience and Demonstration Truck 'Legend on Tour' in South Africa.

Then, 2016 marked the start of a new chapter in my story, taking me to H-D MENA based in Dubai, UAE. I am working with the Marketing team as H-D Customer Experience and H.O.G. Regional Manager.

Along the way I have proudly shared my passion and experience, encouraging Harley-Davidson customers and enthusiasts to live their dreams of personal freedom as I have done.

I have been fortunate to have had the opportunity to ride all of H-D's presently available models; I have owned a few as well, from a Softail Custom to a couple of Ultras. My present ride at my base in Dubai in the UAE is a 2016 Road Glide Special.

Let me share with you a little about my region; the MENA region spans from Morocco in the west, to Lebanon in the north, Oman in the east and Saudi Arabia in the south. Eleven countries, bathed by the Atlantic, Mediterranean, Persian Gulf, Gulf of Oman, Gulf of Aden and the Red Sea. It's a region with many contrasts in culture, customs, religion and appearance. We ride our Harleys from sun-kissed beaches to snow-peaked mountain tops and arid desert spans. I have experienced this beautiful region for the last 10 years, and I wholeheartedly recommend any H.O.G. member to visit us.

My life was turned upside down on that day in 1997; it's taken me on a path I was not planning, where my passion is lived and shared on a daily basis. I love what I do, and I especially love sharing that experience and passion with others.

Let's ride and have fun! ■

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