

The magazine of the H.O.G.® experience | summer 2010

HOG®



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SUIT YOU SOMEWHERE IN THE CALENDAR”**

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under the influence of alcohol or drugs.
Know your Harley® and read and
understand your owner's manual
from cover to cover.

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It's all about the bikes

Welcome to another issue of *HOG* magazine. With the riding season in full swing pretty much everywhere, this issue we are focusing on the bikes themselves; the range of 2010 Tourers get tested in the region many feel they were designed to be at home in – the Pacific coast of the USA – while the world of custom bike styling comes under the *HOG* magazine lens with a report on the rise of modified Harleys as a force to be reckoned with in the custom world. There's also a look at the work of our friends at AMD and their World Championship of Custom Bike Building, and a feature on a lovely 'real-world' bike build based on a venerable WLC45, which demonstrates that a beautiful custom bike can be brought to life based on any Harley – it's more about the passion and the enthusiasm than the money.

That same spirit can be seen in the Forty-Eight review where one of the leading lights of the 'new old skool' custom scene, Josh Kurpius, gives us a street-level view of the latest offering from the Motor Company.

We're still keen to give stuff away too. Don't miss the competition to win a place on a Harley-Davidson Authorized Tour; and to make sure we keep you informed of any new developments in the world of H.O.G. and

Harley-Davidson, make sure we have your e-mail address by registering your details on 'My Membership' in members.hog.com.

Meanwhile, there is still the opportunity to get to one or more of the many events H.O.G. and Harley-Davidson are hosting across the region, so check out the events calendar and come and see us at Campione-Lugano, Barcelona, Faak, or Ireland... wherever or whenever you want to travel, there will be a destination ride to suit you somewhere in the calendar. Not that any of us need a reason to get out there on a Harley!

And keep that feedback coming – we appreciate all suggestions for taking *HOG* magazine, and H.O.G. itself, onwards and upwards, so let us know your thoughts via the editorial email – hogtaleseuropa@harley-davidson.com – or any of the editorial contact methods. Come and see us at any of the events through Europe Middle East & Africa.

Ride safe!

Jeremy Pick

Manager, Operations & Communications, H.O.G.® & Rider Services, Harley-Davidson Europe, Middle East and Africa

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Latest news

Catch up with the latest news from H.O.G. on the Gallery website



Videos on-line

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

MotorClothes website

Harley-Davidson has launched a microsite for Europe, Middle East and Africa dedicated to its very own MotorClothes® merchandise range. The new multi-language website brings the iconic brand's extensive range of riding and casual gear to an even wider audience across Europe with unique functions that make it easy to browse the full selection from the comfort of your own home:

harley-davidson.eu/motorclothes

Exploring and choosing your favourite Harley-Davidson clothing is now more enjoyable and easier than ever, with a 'wish list' function so you can keep track of all your favourite items. The specialist zoom feature is also designed to show every detail of the clothing.

With the multiple search functions you can find exactly



what you want in as short a time as possible – sort clothing by up to seven different categories, including the different collections, gender or material. It's also possible to search various individual products by popularity or, if you're looking for something in particular, focus your search and

view by related products. You can also use the site to find your nearest dealer, where you can purchase your favourite MotorClothes® items.

The site is available in English, French, German, Italian and Spanish.



The perfect fit?

Feet not flat on the ground when you're stopped at lights? Legs uncomfortable after a long ride? Feeling hunched up when you get to your destination? Arms stretching to make all the turns on a winding road? Wind beating on your chest too much?

Regardless of which bike you have, any Harley-Davidson® motorcycle can be tailored to match your unique body type, riding style and personality. Fit and function are the bare essentials of customising. If you do nothing else to your motorcycle, make sure your bike fits your body properly

and accommodates the type of riding you plan to do. Having the right accessories makes all the difference to the comfort and control you feel on the road.

To find out how you can maximise your comfort and enjoyment try the Fit Shop –

watch out for it in our Expo Tent at events during the summer months. It will be shown at: Barcelona Harley Days; Hamburg Harley Days; the Official 2010 European H.O.G. Rally / Swiss Harley Days; Silverstone Classic; and European Bike Week.



H.O.G. Europe on Twitter!
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twitter.com/hogeuropa



Your chance to win a pin!
Log in to the Ride Planner at hogeuropegallery.com. Submit your favourite rides to share and we'll send you a pin!



H.O.T. training breaks all records

This year's training session for H.O.G. Chapter Officers – traditionally known as P.O.T. (Primary Officer Training) – was a record-breaker in all respects.

Firstly, a new name – H.O.T. (H.O.G. Officer Training) reflected a new broader emphasis on providing tools and skills to all Chapter Officers involved in running one of the 450 H.O.G. chapters across Europe, Middle East and Africa, with practical courses including Dealing with Interesting People; Constructive Conflict; Effective Communication; Risk Management; Dealer/Chapter Relations; and many more.

Secondly, for the first time ever, participants from Europe, Middle East and Africa were given the opportunity to learn and teach alongside their American counterparts at the spiritual home of H.O.G. in Milwaukee. More than 450 Chapter Officers snapped up the opportunity in record time to share ideas and knowledge with their US colleagues in a trip that included two days of H.O.T. training as well as a tailor-made trip to the Harley-Davidson Pilgrim Road production facility; the Harley-Davidson Museum; and a visit to one of Milwaukee's biggest Harley dealerships, House of Harley – complete with discount for the overseas visitors.

More than 1,200 Chapter Officers in total participated in the H.O.T. session, with H.O.G. members from 23 countries including many European nations as well as Saudi

Arabia, Lebanon, Egypt and many more making for a unique opportunity for sharing ideas, best practice and, just as importantly, networking for the future. And with more than 50 per cent of those attending being there for the first time, the H.O.G. legacy is being passed on to new hands and secured for the future.

The mix of nationalities brought a new dynamic to the sessions that everyone present agreed made for the best training session H.O.G. has ever put on – as well as a fantastic party on the final night. The importance of H.O.G. to the Motor Company was underlined by the roster of VIPs in attendance as well as the world-class instructors presenting the courses and overseeing idea exchanges and brainstorming sessions. Motor Company CEO Keith Wandell, Chief Marketing Officer Mark-Hans Richer and Rob Lindley, Vice President for Europe, Middle East and Africa all emphasised the Company's long-term commitment to H.O.G. and its goals and principles.

If you weren't there you can see some of the highlights – from the training sessions and from the party too – on the H.O.T. gallery of www.hogeuropegallery.com. Watch this space for news of next year's H.O.T. session – who knows, maybe our US colleagues will be joining us in Europe, Middle East or Africa to show them how we do things on this side of the Atlantic!

Chapter catch-up



Alba Chapter, Italy

The Alba Chapter is making a comeback in 2010, with a totally new look.

After seven years, Alba and the province of Cuneo needed a new lease of life, and new beginnings have come about thanks to the determination shown by the Chapter's founder members Bruno, Massimo, Mauro and Gianni. Faces old and new are reunited, but all with the same ambition: to become a reference point for lovers of Harley all over the world, together with the ongoing support of Gigi and Daniele from the Official Harley-Davidson dealer in Alba. The Chapter's comeback has been eagerly awaited by old and new friends alike.

The Chapter's opening ceremony was held in March, combined with an Open Day and a big party that began in the afternoon and ran late into the night. 2010 will be marked by a whole series of events. The most important of these is held on July 10-11: the 'Lunghe Langhe Run 3', which will see a huge number of Harley fans getting involved, going on enchanting journeys through the Langhe hills, with wine, truffles, local dishes and little villages all scattered along the way.

The Alba Chapter's sole purpose is to have fun and entertain, travel and broaden the mind, all in keeping with the Harley philosophy: friendship and respect.

The Chapter's headquarters can be found at the 'De Kip' brewery/brasserie – www.dekip.eu – in 'Castiglione Falletto'.

To find out more about the Chapter and its leaders, as well as all of its events and programmes, please visit our new website: www.albachapter.com

Paola Giovannini

Send us your stories

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

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

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

- email submissions to: hogtales@harley-davidson.com

MY DREAM MACHINE

In 2008 I was the proud owner of two Harleys. Motorbikes have always been my passion, but my childhood dream was to own a Heritage Softail. It was a bit like the image of a wild horse that you might stroke, but never dare to mount.

At the age of 42 my dream came true. I rode across the US from Denver to Las Vegas astride a Heritage Softail, crossing the extraordinary landscape of the American West – 3,200km of pure happiness with a wonderful group of other bikers. We were all happy to be rolling along these beautiful roads visiting the most amazing canyons, not forgetting our obligatory ride along the legendary Route 66.

What an unexpected stroke of luck to be invited to the annual festival of the Navajo Native Americans, who had us attempting their tribal dances



in traditional costume!

I will treasure forever the memories of this superb journey where each day was full of new things to marvel at, and the sheer pleasure of riding my dream machine.

As soon as I returned home, I hurried down to my local Harley dealer and finally purchased a Heritage Softail. Exactly the same as the one I had ridden in the US, but this one's all mine!

Gianni Cravotta, Belgium (left)

WHAT DO YOU CUSTOMISE NEXT?

For Scotland's Clyde Valley H.O.G. chapter the answer was obvious – a kilt. With chapter members travelling the world to rallies it was decided we would give the chapter a true identity with its own tartan.

Working with design experts at Bathgate Kilt Studio, Clyde Valley members designed a unique tartan based on the black, orange and ivory tones associated with Harley-Davidson. The result was a stunning tartan that has a traditional look but is highly customisable. Yes, in true Harley-Davidson fashion the kilt can actually be customised for its owner!

Bathgate Kilt Studio's kiltman Alan Waddle took the ethos of Harley-Davidson and designed the tartan in a way that allows various

options, one of which is multiple ways of pleating the back to achieve numerous effects.

So far, more than 40 of the Clyde Valley members are sporting the tartan as kilts, trews, skirts and waistcoats to rallies and events as far apart as Italy and America – even a cruise to Alaska! The success of the tartan has also been seen by the Bathgate Kilt Studio, with numerous people asking for kilts in the material only to be told it's private – in some cases, visitors to Scotland have come to the shop just to have their picture taken with the Clyde Valley Chapter tartan!

Jimmy Young, Scotland (top)



UNIQUE PARKING SPACE

"Just leave your bike here in the foyer. Later on the guests only come in through a side door anyway so it won't get in the way and nothing can happen to the beautiful bike." That was the response of the female owner of the Waldhotel in



Mainz-Budenheim when I asked whether I might move my bike from the hotel's 'unsecure' car park closer to the hotel entrance. As an aggravating factor I was even dressed in full Chapter gear, which is not necessarily conducive to gaining the confidence of elderly ladies.

We were just returning from the Mainhattan 'Harley and Wine' event held in Ürzig, with plans to exchange the rock 'n' roll enjoyed there for the culture of virtuoso violinist Patricia Kopachinskaya, who was giving a concert at Waldthausen Castle that evening. Thanks to the friendly gesture from the hotel management it proved to be a successful evening, completely carefree and relaxed.

Incidentally, it turned out later that the son of the owner used to ride a bike and his enthusiasm for motor biking had infected his mum as well.

Ronald Brandt, Germany

WHAT CAN I DO WITH ALL THOSE SKULLS?

I spent a lot of time customising my 07 Heritage by adding skulls. They are mostly bolted on although some places didn't allow for this so there are a few glued ones.

I haven't made an exact count as this is an ongoing project, but to date there are no less than 464 individual chrome skulls on my bike! Most came from Harley of Tiger Valley in Cape Town. There are something in the region of 660 on the dashboard inserts too.

The two mirrors were originally from the Willie G skulls collection from Harley, but I replaced them with something I found on my travels.

Just a thought: how far would I have to go, I mean getting more skulls, to try and enter this in the *Guinness Book of Records*? Answers on a postcard!

Doug Austen, South Africa (right)

DREAM COME TRUE

It's difficult to know how far back your memory stretches but I'm sure that if I think for a second I will remember the first time I thought about a Harley. I was still a child when I saw films like *American Graffiti* and *Grease*. That way of dressing: worn jeans, leather jackets, quiffs, blonde chicks, and that whole way of approaching life, would mark me forever. However, the four-wheeled vehicles that pervaded those films never attracted my attention.

Not long after that, in some old local video club that has since disappeared, I was lucky to come across *The Money Pit*. In the film, a group of callous swines dressed like John Travolta in *Grease* turned up to destroy the house, riding all kinds of motorbikes, sidecars and trikes. Among all of them, I will never

forget a black FLHS, slightly customised and ridden by a tall muscular man, totally clad in black leather. I could never stop thinking about that Harley. While my friends wanted to be footballers, astronauts, doctors or singers, I wanted to be that man on a Harley. It was a dream that pursued me for my entire life.

Whenever I heard the roar of an engine I would push people aside, hoping I might be lucky enough to catch a glimpse of a Harley passing by. But it wasn't until many years later, when I was already a dead ringer for Bruce Springsteen, that I had that vision. In a motorbike magazine, a picture appeared of a 94 FLHR Road King painted pearl yellow. That fabulous Harley-Davidson tormented my dreams for years. Wherever I was, awake or asleep, I couldn't stop seeing myself riding that »

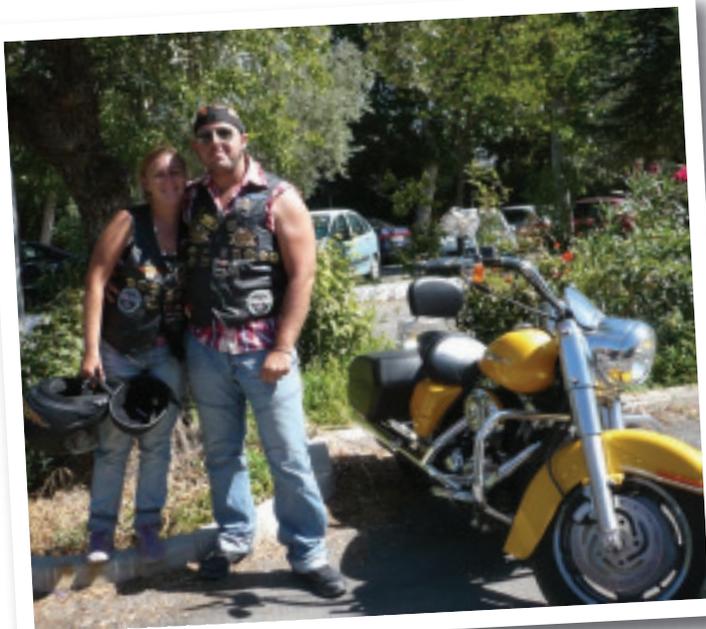




Harley-Davidson, always accompanied by a blonde girl on the back seat, while we rode through valleys and across deserts like Monument Valley.

Today, just a few years later, my dream has come true: under my body roars an expectant 2007 Road King Custom, and behind me a girl as blonde as the morning sun clings to my body like the tyre clings to the road. Thank you Mr Harley, thank you Messrs Davidson.

Eduardo Ramos Torrejon, Spain (below)



LADIES GO WILD IN EASTERN SWITZERLAND

For the past 15 years, the Ladies of Harley from all over eastern Switzerland have met once or twice a month for an outing or social gathering. Once a year we even invite our motorbiking partners for a ride and a BBQ!

At the moment there are about 40 ladies in our informal group. Every year, we discuss our annual programme and delegate the organisation of our activities to a different lady each time. Often, the social engagements carry equal weight to the riding!

Whenever we let our Harleys roar we set a lovely spot, a good restaurant or even a cultural event as our destination. In the colder months we tend to meet for a fondue, a dessois-party at Perosa-Heidi's or gamble the evening away at Esthers Casino.

Two years ago, at a rather high-spirited party, we had an idea: to create a Ladies of Harley calendar with real riders and their own machines. We called it 'High Heels on Wheels'. At first, we were a little nervous, but that soon gave way to exuberance during the photoshoot. It was a huge success – they were literally snatched away from under our heels.

On May 1, 2009 we celebrated



seven birthdays in style. Seven of us hopped over an age threshold. Thirty-five of us went on a ladies-only ride to Lake Constance at the Castle Bottighofen. We relaxed in a lovely lounge right at the edge of the lake, where our partners joined us with their bikes.

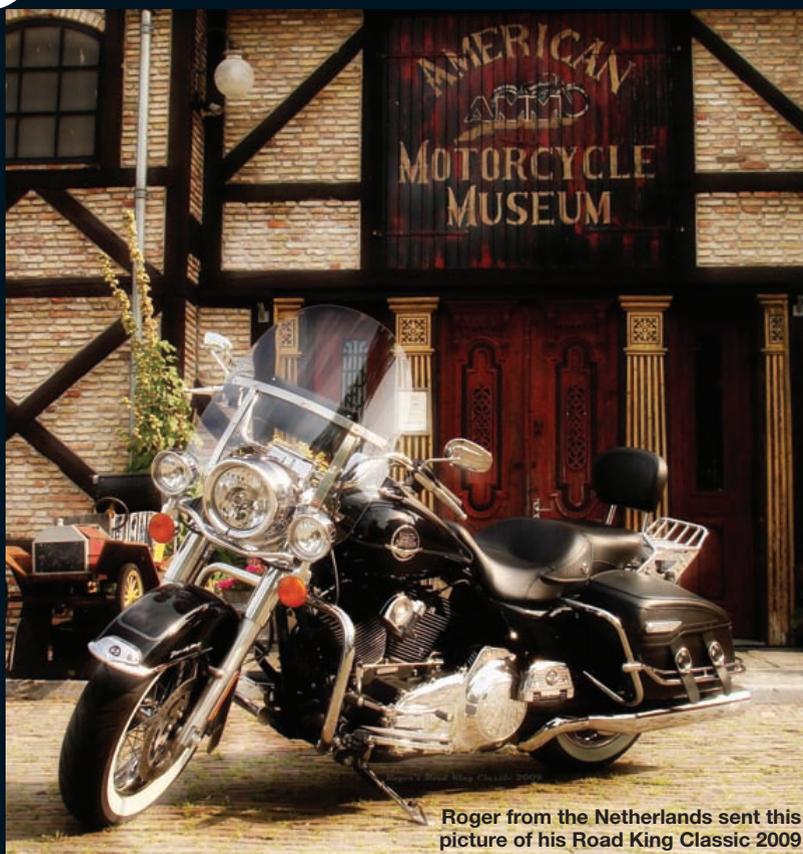
Escorted by our partners, we arrived at our evening destination – Restaurant Klein-Rigi. We drank, enjoyed a gourmet dinner with music, dancing and some interesting entertainment. Two grown-up sons of one of us volunteered to operate a shuttle with their mother's car to bring us home safely.

This and other shared adventures have forged us together to a sworn-in pack. So ladies, why not emulate us, or join us? New members are always welcome!

Anita Haug, Switzerland (top) ■



Antonello Bosco from Italy sent in this photo of his children playing with his Harley



Roger from the Netherlands sent this picture of his Road King Classic 2009

More photos on-line!

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

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

Ride Planner

At hogeuropegallery.com you can plan, save and submit your rides for us to publish on the site. And, between April and September, we're **giving away one Garmin Sat Nav every month** – visit the site for details!



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

Email your submissions to: hogtalesurope@harley-davidson.com

intake gallery



Right: Pascal and Isabelle Ponteau on their Electra Ultra Classic during the Run in the Alps in summer 2009. Photo by Tommy Ponteau

Far right: Brian Jones from the Invicta Chapter in the UK took this picture at the South of England Rally, Bisley, UK





Left: Playa de San Juan, by Francisco Gallardo Garcia from Spain

Below: Dina Bellentani of the Emilia Road Chapter in Italy took this photo at the Motobefana di Correggio 2010



intake gallery



Above: Photo submitted by Ahmed al Jowder

Left: Gianni Avvantaggiato, from Bari, Italy, puts his Sportster 883 in the spotlight



Far Left: Jürgen Wißmann from Osnabrück, Germany, took this picture in Varel

Left: Photo submitted by Marco Giorgetti, Italy

intake gallery

Ella Towers



Giancarlo Della Posta



Fabrizio Modelli



intake gallery



Wawan Mangkudidjaja



Erik Jaundziekars



Rosario Revenga



Markus Rimondini



Odd Roar Bekkedahl

Antonio Bonita



intake gallery »»



Andy Mackay



intake gallery

Raffaele Battaglia



BORMES
LES MIMOSAS

LIVRAISONS : AUTORISÉES
TOUS LES JOURS AVANT 10H
AT N° 91-2003



Eric Grasset

Andrea Sangalli





Jean-Marie Godard



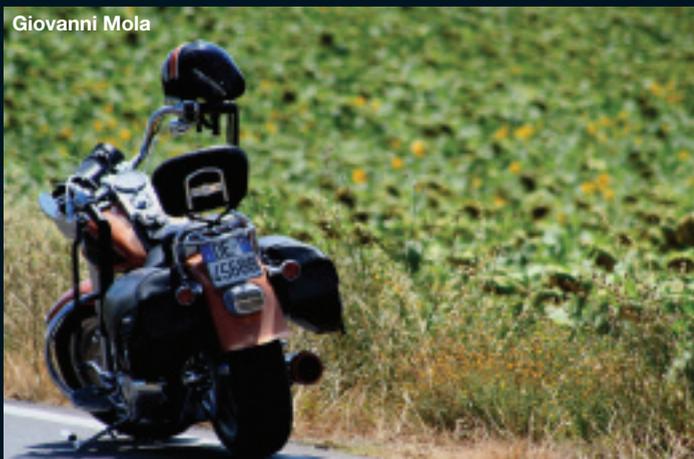
Federico J. Blanco



Christian Regnier



Giovanni Mola



Giovanni Mola

intake gallery »»»





Jacques Rüdin



Jacques Rüdin



Francisco Gallardo García



Francisco Gallardo García

PREVIEW

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

July 16-18, 2010

swissharleydays.ch

19TH EUROPEAN H.O.G. RALLY & SWISS HARLEY DAYS

The hills are alive with the sound of V-Twins!

One of the highlights of the H.O.G. event calendar – the annual European H.O.G. Rally – is drawing closer! Lake Lugano and the region of Campione in the south-eastern corner of Switzerland is poised to come alive with the sound of Harley-Davidson motorcycles this July as the 19th European H.O.G. Rally joins forces with Swiss Harley Days to create an event that is totally off the scale!

Located close to the Swiss-Italian border, Lake Lugano provides a fabulous backdrop for this Harley party, which is free to attend and open to all two-wheeled adventure seekers.

The surrounding area is a major draw for visitors to the event. Whichever direction you travel from, you will be treated to some of Europe's finest biking roads, including Switzerland and Italy's famous mountain passes. Daily accompanied and self-guided

tours will be available at the event to help you explore the area and enjoy the best roads on offer.

The Harley® Village at this year's event will be bigger and better than ever, housing Harley-Davidson® dealers from Switzerland who will have products that are specific to their region. You will also find the latest Parts & Accessories and MotorClothes.

On the international trader market visitors will find everything from gloves and helmets to jewellery. Official Swiss Harley Days® 2010 event merchandise will also be available in this area.

H.O.G. Membership & Rider Services will also be present to take any membership queries in the H.O.G. Hospitality area.

Come and take a free test ride astride one of the latest Harley-Davidson models on a route specially created for you! Make the most of this opportunity to enjoy the best roads in the region while riding a brand-new Harley!

Attention all customisers and custom bike owners:

Swiss Harley Days featuring the European H.O.G. Rally is now an affiliate event of the AMD World Championship of Custom Bike Building. This means the winner of Best Modified Harley Class at the Custom Bike Show wins the opportunity to show their bike at the World Championship of Custom Bike Building in Sturgis 2010 – along with a €5,000 contribution to the journey. There will also be other fantastic prizes and awards at this prestigious custom show. Classes cover all aspects of custom bike building. Don't miss this opportunity to show your custom bike!

The climax of the event will be the grand Harley-Davidson parade. The parade begins on Saturday at 5pm. Line up from 4pm onwards. The starting point of the parade will be clearly marked. The number of participants is limited, so get there early!

The main stage will offer extraordinary international entertainment. Please see the event programme for the full line-up, but be assured there will be music and entertainment for all tastes.

As well as this beautiful location, H.O.G. members will be treated to many exclusive activities, including a VIP welcome party on the Thursday night (July 15).

H.O.G. members are also invited to pre-register for an exclusive rally pack that includes a rally T-shirt (RRP €25), a rally pin (RRP €7) and a rally patch (RRP €5) – the special H.O.G. discounted price is €30 for the rally pack (equivalent CHF charge will apply on site). Packs can be ordered at members.hog.com and collected on site and the closing date is June 1, 2010 so register now to avoid disappointment.

Share your route plan with fellow members in the Route Planner at www.hogeuropегallery.com and view location photos in the gallery section!

For the best deals, accommodation can be booked on-line at www.swissharleydays.ch

EUROPEAN BIKE WEEK

Europe's biggest free biker festival rolls into its 13th consecutive year with non-stop partying, p20

BARCELONA HARLEY DAYS

Hot in the city, p18

Events



EXCLUSIVE WELCOME PARTY, THURSDAY JULY 16
- VISIT MEMBERS.HOG.COM TO BOOK TICKETS!

Harley-Davidson

BARCELONA HARLEY DAYS® 10

BARCELONA HARLEY DAYS
Hot in the city



PREVIEW

Barcelona Harley Days,
Spain

June 18-20, 2010

barcelonaharleydays.com

The vibrant city of Barcelona is set to roar once again as riders from all across Europe gather for Barcelona Harley Days, June 18-20. This urban celebration of all things Harley-Davidson will see many thousands meet once again, following the success of the event in 2008 which attracted more than one million visitors and 18,000 bikes – 10,000 alone made the flag parade!

The 2010 event will be a three-day celebration comprising concerts, shows, guided tours and a whole lot of fun.

The event is open to the whole city, and every fan of Harley-Davidson motorcycles, and is totally free.

The Harley® Village will house an exhibition tent where visitors can see the latest Harley-Davidson® models, parts and accessories. Also on display will be a special Women's Booth, Fit Shop, and Experience Stand where visitors can have their photo taken on a Harley-Davidson motorcycle!

Harley-Davidson and event merchandise will also be on offer, and a H.O.G. Hospitality Bar, where we will be offering special deals for members – you can also join the Harley Owners Group® here.

Harley-Davidson Spain will be present at the event, offering a customer service area for

IRELAND BIKE WEEK**Up for the craic?****PREVIEW**Ireland Bike Fest,
Killarney, Ireland

June 4-7, 2010

irelandbikeweek.com



accredited media as well as a number of authorised dealers.

The event will of course be brought to life with live music from Spanish and other European bands.

The Custom Bike Show will be held on Saturday and promises to draw the crowds as Harley owners enter their pride and joy into one of the many categories. At the Customiser Area we will be joined by world custom bike building champions, plus the world's leading customising companies. Come by to see how a motorcycle is reborn at the expert hands of our champions.

The local Barcelona Chapter will be offering guided tours of their fabulous city and surrounding area. Be sure to pre-register at H.O.G. Hospitality! Visit the website to make your tour selection.

Also, take the opportunity to take a free test ride of one of the latest Harley-Davidson models at the Demo Ride area.

The star attraction at Barcelona Harley Days is the flag parade. Rally participants hit the streets of Barcelona and ride through its most symbolic areas. A unique way to enjoy the city!

So, if you fancy a weekend out on the town, fire up your Harley and point it towards the east coast of Spain!

For more information visit www.barcelonaharleydays.com

In excess of 4,000 bikers from around the world descended on Killarney for the third annual Ireland Bike Fest, which took place last June – and even more are expected this year! This event is unique in that it is Ireland's only free open biker festival and every year it attracts motorcycle owners and enthusiasts from all over the world to the festival headquarters – The Gleneagle Hotel, Killarney.

A thrilling social event for the biker community, Ireland Bike Fest 2010 takes place from June 4-7. This event is now firmly established worldwide as one of the must-attend biker festivals and we can look forward to an even bigger and more exciting festival this year. Highlights will include daily ride-outs around famous touring routes including the Dingle Peninsula and Ring of Kerry – marshalled by Celtic Thunder Chapter Ireland and Gaelic Chapter Ireland – bike displays, free Harley-Davidson® demo rides, Waterford and Dublin Harley-Davidson® Dealers, New to Biking Experience, Slow Control Skills, Technical Area, the Custom Bike Show and lots of free live indoor and outdoor entertainment day and night.

The Bike Village, located on the grounds of the Gleneagle Hotel, Killarney, will once again be the main hub of activity throughout the weekend, featuring stands selling specialised biker wares including clothing, helmets, licensed products and much more. The Village offers plenty of places to eat, grab a drink or simply sit and listen to the live bands and DJs perform over the course of the weekend.

Ireland Bike Fest also welcomes families and visitors who just want to experience the

Bike Village and free live entertainment. Visitors do not even have to own a bike; they can just bask in the glory of some slick, well-built machines and enjoy the fun and festival atmosphere of Ireland Bike Fest.

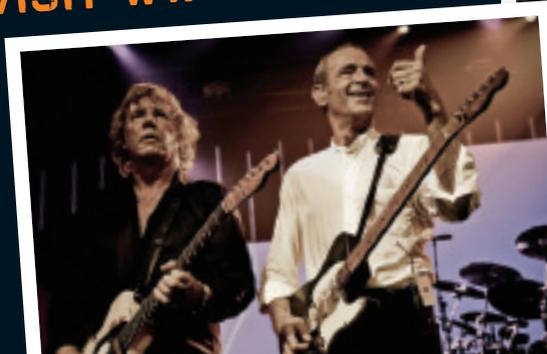
One of the highlights of the weekend is always the Sunday morning parade in aid of Muscular Dystrophy Ireland. The event's support of Muscular Dystrophy Ireland will continue this year with the "Win a Harley-Davidson®" raffle, which raised €22,000 in 2009. The lucky winner will ride away with a Harley-Davidson® XL883 Iron.

Already on the line-up of free live entertainment on the Main Stage in the Gleneagle Hotel are The Monsters of Rock, a show featuring three of the most successful tribute artists touring at the moment – Limehouse Lizzy, Live Zeppelin and headlined by the welcome return of Hells Bells, the world's leading AC/DC show, who raised the roof at Ireland Bike Fest last year.

Throughout the weekend Ireland Bike Fest is also pleased to announce that Ireland's National Events Centre (www.inec.ie), adjoining the Gleneagle Hotel, will also play host to a huge line-up of international stars throughout the weekend. Already on the bill are Status Quo, who are set to rock the festival on Saturday June 5. Guests staying at the Bike Fest Village hotels (The Gleneagle Hotel & Apartments and The Brehon Hotel) will get reduced-price tickets for entertainment in the INEC throughout the weekend.

Please check www.irelandbikewee.com for the full programme of events.

STATUS QUO, WILLIE NELSON & IMELDA MAY CONFIRMED! TO BOOK TICKETS, VISIT WWW.INEC.IE





PREVIEW
European Bike Week,
Faaker See, Austria
September 7-12, 2010
europeanbikeweek.com

EUROPEAN BIKE WEEK, FAAKER SEE, AUSTRIA

Motorcycling paradise

Once again, the Austrian region of Carinthia will come alive with the sound of V-Twins rumbling through its veins as European Bike Week enters its 13th consecutive year.

With 12 massively successful parties in its back catalogue, can this event get any better? Oh yes it can! The 2010 party promises to once again live up to its title as Europe's biggest free biker festival. If you're a regular visitor, you'll know exactly what we're talking about. If you haven't been before, get the dates in your diary – September 7-12 – it will be an event to remember!

There is a full music line-up on the main stage from Tuesday to Saturday, free demo rides and an even bigger customiser area that will host the Custom Bike

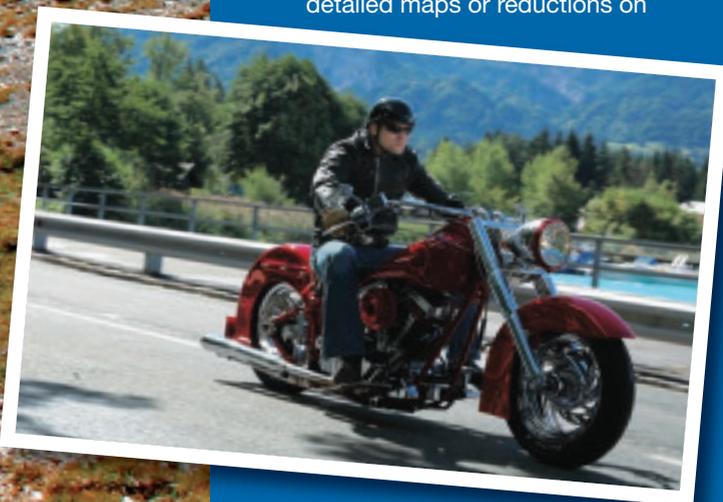
Show, which is once again affiliated to the AMD World Championships where one lucky winner will be given the chance to compete at Sturgis in 2011!

The Harley-Davidson Hospitality Bar moves to the main plaza alongside the Expo Area and the infamous dealer mile. Hot Dot Cafe and Choppers Bar return to keep the party alive into the early hours!

Follow us on Twitter and visit www.europeanbikeweek.com for the latest details as they are announced. You can also visit www.hogeuropегallery.com to see the photos and video from last year's party.



ABOUT THE AREA...



Carinthia is the most southerly province in Austria and, with above average hours of sunshine and a very mild climate, is perfect for every motorcycle lover and motorcyclist. Its varied landscape set against the incomparable backdrop of mountains and lakes offers the ideal prerequisites for everyone who likes to enjoy nature on two wheels.

With the good road conditions, excellent signs and rapid response in an emergency, motorcyclists feel particularly safe in Carinthia.

A special feature of the motorbikers' paradise Carinthia is the opportunity to cruise through three different countries in the shortest possible time. Where else would you have the option of enjoying breakfast in Italy, sampling lunch in Slovenia and then finishing your tour in the evening with the famous Carinthian cuisine?

Carinthia is a real El Dorado for bikers. Whether you are looking for long day tours up winding mountain roads, romantic panoramic tours with breathtaking views or unhurried jaunts around the lakes, Carinthia meets bikers' every wish.

Motorcyclists who want to know that they and their bikes are in the best of hands book their holidays with one of the 20 "ARGE Motorradland Kärnten" member establishments, a consortium of motorcycle specialised hotels. The 20 Standard or Premium member establishments belonging to the "Motorradland Kärnten" association meet specific criteria for motorcycles, such as covered lockable parking spaces, a heated drying room, tools, spare parts and maintenance materials, personal care from the host (the hosts are mostly motorcyclists themselves), detailed maps or reductions on

tolls for Carinthia's mountain passes, and much more.

Carinthia's most attractive motorcycle tours are also summarised and described in detail on a touring map, where the many impressive photos arouse pleasant anticipation of a trip. But the tours can also be conveniently viewed, downloaded and printed on www.motorrad.karnten.at, and they are also available as GPS data. There is nothing more to stand in the way of an unequalled and safe drive through an indescribably beautiful landscape.

The high point for many biking fans has to be the European Bike Week in Faak am See. Nothing compares to the feeling and atmosphere of the European Bike Week. Every year 100,000 people on 75,000 machines stream to the event. An attractive show programme or shared drives amid the stunningly beautiful setting get every biker's heart racing.

Carinthia is also very well equipped for variety away from the road. Everyone will find something to their taste in Carinthia, whether they are hiking lovers, enthusiastic swimmers or keen golfers. 10 Carinthian golf courses and 60 golf hotels in the four-to-five-star range speak for themselves. The most southerly province is a dream come true for golf lovers, who can play here even when other golf courses are still under snow. At some point golfers have enough of putting and chipping everywhere – their aspirations get higher. From March to November the golfers' paradise Carinthia offers golfing fun without bounds. Lush green fairways, manicured greens, breathtaking panoramic landscapes, a Mediterranean climate and cool drinks at the 19th hole – welcome to the golfing land of Carinthia.

No matter whether you admire the landscape from the top of a mountain, drive along a beautiful lake with water pure enough to drink, swap your bike for hiking boots or golf clubs, or simply enjoy the above-average hours of sunshine and surrender to the southern approach to life – Carinthia offers something for everyone.

**For further information or to request the motorcycle touring map contact:
Urlaubsinformation Kärnten
Tel.: +43(0)463/3000
E-mail: info@karnten.at**

PREVIEW

Harley-Davidson at the
Silverstone Classic, UK

July 23-25, 2010

silverstoneclassic.com



HARLEY-DAVIDSON AT THE SILVERSTONE CLASSIC Rocking and racing

The Silverstone Classic is one of the largest classic racing events in the world with 65,000 visitors in 2009. And it's not just a racing event – Silverstone Classic has become a festival that includes live music and is a great weekend for all the family.

The music line-up for the 2010 event sees Dr Feelgood and the Yardbirds on Friday, and Rick Parfitt Junior Rock Band on Saturday.

Harley-Davidson will once again be present at this legendary event taking place July 23-25, and a charity parade on Saturday hopes to set a new world record for the number of Harleys on a circuit! Bring your bike and take part – it costs £5 per bike, all proceeds will be donated to Cash for Kids – and you could be part of a brand-new world record!

Come and visit us in the Harley Village, take a walk around the Expo area to check out the latest Harley-Davidson models and MotorClothes – you can even take one for a test ride at the demo area – visit one of the local dealer tents, take a drink in the

Harley-Davidson Hospitality Bar, or just enjoy the atmosphere of this great British weekend event!

There will also be a raffle to win a customised Harley-Davidson Dyna Fat Bob motorcycle (RRP £11,950)! Take the chance to see the bike in the flesh as it leads the parade on Sunday, and don't forget to buy your raffle ticket for your chance to win. Raffle tickets are £5 each and all proceeds will be donated to Cash for Kids.

Outside the Harley-Davidson Village the event has much to offer too, including more than 100 classic car clubs displaying more than 5,000 members cars; more than 700 rare classic race cars worth more than £100 million driven by around 1,000 owner/racers (some races have two drivers); and the best-quality races in each of the decades from the pre-war era through to the 90s.

There will be aerial displays, hot air balloon ascents, a Victorian fun fair with the addition of some extreme rides, and a retail village with more than 100 traders.

New for 2010 will be a celebrity race on the Friday evening, in which celebrities new to the world of motor racing will be able to pit their newly discovered skills behind the wheel of a race car against each other on the full historic GP circuit.

There will also be an eight-heat 'Streetcat Shootout' aimed at thrilling the crowds on both Saturday and Sunday with a selection of cars, two at a time, side by side, racing along a standard quarter-mile track.

Silverstone Classic 2010 will also celebrate 60 years of the Formula 1 World Championship at the home of British motor racing with a selection of three high-quality grids racing on the historic GP circuit, and displays and features celebrating the entire 60 years.

Camping is available on-site; see www.silverstoneclassic.com for more information. We hope to see you there! For a special Harley discount, book your tickets here: <https://secure.ticketed.net/silverstoneclassic>



HAMBURG HARLEY DAYS

Inner-city rumble

PREVIEW

Hamburg Harley Days,
Hamburg, Germany
June 25-27, 2010
hamburgharleydays.de



SATURDAY TRACK PARADE

All proceeds in aid of Cash for Kids
TERMS & CONDITIONS OF
REGISTRATION FOR THE PARADE

* Please note the parade is open to Harley-Davidson® motorcycles only.

* To participate in the parade, you must possess a full and valid motorcycle licence. You must bring your licence with you on the day of the parade; inability to present your licence on the day will result in non-participation.

* In order to enter the parade on the day, you will also be required to wear appropriate riding apparel, including:

- Helmet;
- Appropriate footwear;
- Full-length trousers and jacket;
- Gloves.

* Prior to the parade, you will be required to sign a disclaimer form and provide your motorcycle licence plate number. Upon submission of your details you may collect both your parade wristband and celebratory pin. You will not be permitted on to the track without your parade wristband. The disclaimer forms and items for collection will be available in the Harley-Davidson Hospitality tent in the Harley-Davidson area.

* Pillion passengers are permitted in the parade. Please note, the registration fee is per vehicle, not per person. All pillion passengers will also be required to sign a disclaimer form available in the Harley-Davidson Hospitality tent.

In summer of 2010, the city of Hamburg will be ruled by the two-wheelers. From June 25-27, the European Harley-Davidson community will gather to celebrate with a huge party centred around the cult trademark from Milwaukee.

In 2006, Hamburg Harley Days attracted 700,000 visitors and established a new record. This makes the event not only the biggest inner-city motorcycle festival in Europe, but also an important crowd-puller for the city of Hamburg.

For 2010, this event has a brand-new venue. Located around the central market of Hamburg (Großmarkt) in the city centre, nearby the central station, this event will host up to 50,000 bikers

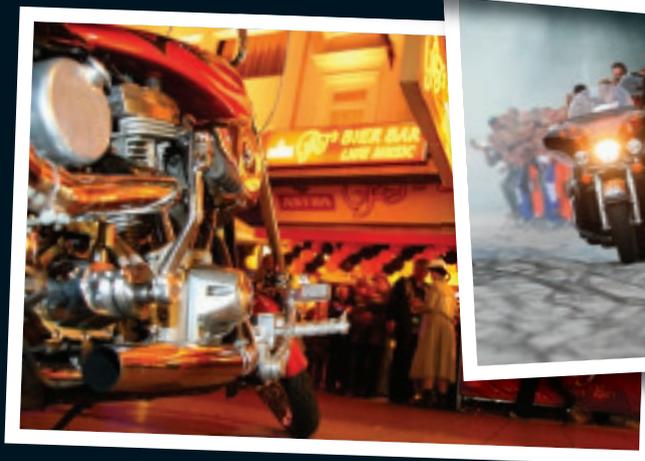
from all across Europe as well as thousands of curious sightseers.

A large music stage and a bikers' bar will offer a wide range of musical acts and entertainment, ranging from pop, rock and jazz to funk and country.

The event will also feature professional stunt and dragster shows as well as the famous Ride-in Bike Show in the inner city (Mönckebergstraße). Many authorised dealers and customisers will also present their products and works in a large exhibition.

Finally, on Sunday, the huge parade with up to 10,000 bikes will crown the three-day event.

For more information, visit www.hamburgharleydays.de





H.O.G.® events coming up in 2010

for additional details on all events, visit www.hogeuropегallery.com

JUNE

Magic Bike Rally
Rudesheim, Germany, June 3-6

8th Snowball Rally
Drakensburg, South Africa,
June 4-6

Benelux H.O.G. Rally
Larochette, Luxembourg, June 4-6

Ireland Bike Fest
Killarney, Ireland, June 4-7

Baltic Bike Event
Jurmala, Latvia, June 11-13

11th International H-D Festival
Alsóörs, Hungary, June 13-20

Barcelona Harley Days
Barcelona, Spain, June 18-20

Hamburg Harley Days
Hamburg, Germany, June 25-27

JULY

2nd European Posse Ride
July 3-18

**19th European H.O.G. Rally
& Swiss Harley Days 2010**
Campione-Lugano, Switzerland,
July 16-18

Check out the 2009 event videos
at www.hogeuropегallery.com

Sweden National H.O.G. Rally
Aare, Sweden, July 23-25

**Harley-Davidson at the
Silverstone Classic**
Silverstone, UK, July 23-25

Norway National H.O.G. Rally
Svo Ivaer, Norway,
July 29-August 1

Berlin Harley Days
Berlin, Germany,
July 29-August 1

AUGUST

South of England Rally
Bisley, UK, August 6-8

6th Hippo Rally Mpumalanga,
South Africa, August 7-9

5th White River Rally
Mpumalanga, South Africa,
August 7-10

Friendship Ride Germany
Rhön, Wasserkuppe,
August 13-15

Thunder in the Glens
Aviemore, Scotland, August 27-30

SEPTEMBER

13th European Bike Week
Faaker See, Austria,
September 7-12

Check out the 2009 event video
at www.hogeuropегallery.com

1st Bloemfontein Rally
South Africa, September 24-26

OCTOBER

H.O.G. Alpine Heath Rally
Drakensburg, KZN, South Africa,
October 1-3

2nd Lebanon H.O.G. Tour
Lebanon, October 1-3

West Coast Rally
South Africa, October 21-24

2nd Al Hajjar Rally Oman,
October 28-30

NOVEMBER

Mallorca Bike Week
November 1-7

Royal Rally Swaziland,
Mozambique, November 5-8

**1st Kingdom of Jordan
H.O.G. Rally Aqaba, Jordan,**
November 25-27

www.hogeuropегallery.com
members.hog.com

CANCELLED



2010 AT A GLANCE

Harley-Davidson Authorized Tours

CANADA

**Canadian Rockies
& Yellowstone, Canada**
• June 13-30
• July 22-August 6

EUROPE

Dragon's Edge • May 21-24

West Coast Scotland & Skye
• May 18-24

**Spain, Barcelona, Pyrenees
& France** • June 2-13

Ireland BikeFest • June 3-7

Four Nations • June 17-21

**Friends, Romans,
Countrymen, UK**
• June 20-23

**The Great Escape - East
Germany & Poland**
• June 27-July 10

**European Posse Ride
Czech Republic, Austria,
Germany, Italy**
• July 3-18

**European H.O.G. Rally,
Lugano, Switzerland**
• July 13-20

Swiss Lakes & French Alps
• July 22-30

Chateau & Gourmet
• August 6-10

Champagne Region, France
• August 14-17

Thunder in the Glens, Scotland
• August 20-26

Faaker See & Salzburg
• September 3-16

Loire Valley
• September 24-29

SOUTH AFRICA

South Africa - Western Cape
Cape Town, from January 10, 2010
- this ALL YEAR ROUND tour
will commence every Sunday,
finishing the following Thursday.

HOG Mototunis Tour, Tunisia
• October 2-11
• December 4-12

Mother City Tour, South Africa
• October 30-November 13

**Western Cape Bike Ride,
South Africa**
• November 21-December 5

South Africa
• November 28-December 15

USA

Canyon Country Tour
• August 23-September 1
(Italian guides)

Anasazi Tour
• June 11-25
• July 7-21
• July 23-August 6
• August 8-22

Riding the Canyons
• May 31-June 10

Route 66 Deluxe Tour
• June 2-18
• June 3-19

Quest Americain
• June 12-26 (French guides)
• August 8-21 (Italian guides)

Route 66 • June 12-28

**Route 66 West National Park
& Las Vegas**
• July 17-27

Route 66 Chicago-Los Angeles
• July 31-August 17

Wild Wild West
• July 24-August 7 (French guides)
• August 29-September 12
(Italian guides)

Sturgis-Rockies • August 2-17

Hell of Arizona • August 4-17

California Dreamin'
• August 4-17

Sturgis and the Old West
• August 9-20

West America • August 14-29

Denver-Sturgis-Yellowstone
• August 18-September 2

**Coast to Coast, Los Angeles-
Orlando** • November 2-20

**For all Harley-Davidson
Authorized Tours bookings,
please go to the Event Calendar
on www.harley-davidson.com
or contact the Member Services
Centre on 00800 1111 2223**

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HOG NEWS



ISSUE 14

Official news from the Harley Owners Group® UK and Eire

SUMMER 2010

»CHAPTER BENEFITS»CHESTER'S LADIES»CHAPTER TARTANS
 »BRISTOL BIKE SHOW»EVENTS CALENDAR»DEALERS & CHAPTERS



PIN IT DOWN

TO MARK THE introduction of an exciting one-make Harley-Davidson® race series at selected rounds of the 2010 British Superbike Championship, we have produced some limited edition H.O.G.® pins for members who attend one of the race events. The XR750™-inspired XR1200™ is the feature motorcycle in the seven-race championship that visits five locations across the UK this year. The XR1200 Trophy kicked off at Oulton Park over the first May Bank Holiday weekend (May 1-3). Members that attend any of the races following this kick-off event should visit the Harley-Davidson UK trade stand in the public area to collect their limited edition pin. In the race series, 22 dealer supported teams will battle it out for the prestigious first prize.

Harley-Davidson UK will also field three entries in the series for guest riders, including journalists from the UK, Europe, Middle East and Africa. Among the authorised Harley-Davidson dealer teams are Warr's, Cheltenham and Oxford, West Coast, Black Bear, The Foundry, Jersey, Leeds, Shaw, Guildford, Stratstone, Riders, St Leger, Manchester, Preston and Edinburgh. We are also in the process of negotiating some further H.O.G.-exclusive opportunities with the BSB championship organisers. Please visit www.harley-davidson.co.uk for further information.



WELCOME TO THE summer edition of *HOG* magazine – our time has come! It's been great to see how the season has been shaping up and it's tremendous to already see a huge interest in the events listed in the 2010 UK and Ireland events calendar. Some have already sold out and many are sure to shortly, so if you're holding back on making plans to attend a local rally this summer, you'd best get your diary out and get those plans sorted!

Of course, this time of year is not just about big rallies and parties. There's lots of time for riding in between those, on your own or with a small group of friends and fellow riders. And you don't need to travel far to discover interesting riding routes or incredible journeys. There are many adventures to be had on roads right here in the United Kingdom and Ireland. Both offer a multitude of highways and byways that will

remind you of just how much you love opening up the throttle and cruising by scenic land or seascapes or following meandering bends of tarmac to climb over peaks, around lakes or through rolling hills.

If you're looking for insider knowledge on routes in your area or if you're in the know and have routes you'd like to share with other H.O.G.® Members, take a look at the H.O.G. Route planner. Visit www.hogeuropedialogue.com and check it out. You can upload and download rides, add pictures and invite other members to add comments. You might just find new favourite roads to ride. Who knows – maybe this summer I'll see you on one of mine!

Ride safe and have fun,

Marj
hoguk@archantdialogue.co.uk

Ireland on-line

THE REPUBLIC OF IRELAND now has its own dedicated Harley-Davidson® website, which went live in April. Developed by the company's European Marketing team and marketing agency McCann's, the new site is a comprehensive resource for Harley-Davidson enthusiasts looking for information specifically relevant to this market. It offers access to

details of new and used motorcycles, parts and apparel, a dealer locator, a brochure request function and the facility to request a test ride. Future developments include the addition of information on insurance and finance, H.O.G.® and rider services such as training, tours and rentals. Take a look!

www.harley-davidson.ie





Continuing the tale from Intake, this is the full story of our Scottish Chapters' tartans and their inspiration

EVERY CHAPTER LIKES to display pins and patches, T-shirts and mementos from particular events, but the two Scottish Chapters have taken recognition of their Chapter's identity to a whole new level, with their very own Chapter tartans. Distinctive, iconic and instantly recognisable – whether you're talking about the Chapters themselves or the motorcycles their members ride, the words still apply.

For Glasgow's Clyde Valley Chapter, their tartan was born as a result of the customising bug that every Harley-Davidson® rider will understand. Jimmy Young from the Chapter put forward the question "What do you customise next?" For the Clyde Valley Chapter, the answer was fairly obvious – a kilt. With Chapter members travelling around the world to rallies and events, it was decided to give the Chapter a truly recognisable Scottish identity with its own tartan.

The Chapter worked with design experts at the Bathgate Kilt Studio, and together produced a unique tartan inspired by the black, orange and ivory tones so frequently associated with Harley-Davidson. Jimmy commented on the final design: "The result was a stunning tartan that has a traditional look but is itself highly customisable."

The kilt studio's Kiltman Alan Waddle took the customising ethic to heart when composing the design, creating something that can be pleated in multiple ways to achieve numerous different effects. And



the tartan has certainly proved popular.

"So far, more than 40 Clyde Valley members are sporting the tartan," enthused Jimmy. And no one could accuse them of opting for the same style. Some are wearing the fabric as kilts, others as trousers, while others still wear the tartan as a skirt or waistcoat.

These items have been showcased at rallies as far away as Italy, America and Alaska, and they've generated a lot of interest wherever they go. "Numerous people have asked for a kilt in this tartan, only to be told it's only available to Chapter members," grinned Jimmy. "In some cases, visitors to Scotland have come into the shop just so that they can have their picture taken with the Clyde Valley tartan."

Of course, Clyde Valley aren't the only Chapter in Scotland, and they aren't the only Chapter with their own tartan either. In late March 2006, Edinburgh's Dunedin Chapter took ownership of the first tartan designed specifically for them.

The Chapter's Assistant Director, Stuart Caplan, explained the design of Dunedin Chapter's identifying pattern. "The Dunedin Chapter tartan is based on the Davidson tartan with the Harley colours of orange and black added. It was designed in 2001 by Leah Robertson of Lochcarron, a well-known Scottish designer and is registered with the Scottish Tartan Authority," he said.

And like Clyde Valley, ownership of this striking fabric is strictly limited to Chapter Members. But, as Stuart points out, "Chapter membership is open to all H.O.G.® members."

While you're touring the rallies and ride-outs this summer, keep an eye on what your fellow H.O.G. members are wearing. You might find that there's more than just black leather and blue jeans to be found, and probably spot a Scottish H.O.G. member sporting more than just that friendly H.O.G. smile.

www.clydevalleyhog.net
www.dunedinhog.com



Riders embrace enhanced H-D[®] Insurance scheme

HARLEY-DAVIDSON[®] RIDERS have reacted positively to changes that kicked in this year to the iconic motorcycle manufacturer's official insurance scheme.

In January Harley-Davidson Insurance Services (HDIS) improved the official policy by introducing additional benefits as standard. The enhancements have been swiftly embraced by riders, more than 2,500 of whom have already taken advantage of the improved cover now available.

H.O.G.[®] members enjoy a five per cent discount on the enhanced policy, which now includes as standard UK and European breakdown recovery and new-for-old replacement of bikes written off in their first 12 months of life. Also included is up to £50,000 in motorcycle legal protection to ensure Harley-Davidson[®] riders are equipped to recover any uninsured losses they might suffer in an accident that is not their fault. Another handy new benefit is that HDIS policy holders are now insured to ride Harley-

Davidson[®] bikes other than their own. Cover is matched to that on their policy so if they've bought comprehensive insurance for their machine they'll have comprehensive protection when riding others.

These new improvements sit side-saddle to previously existing benefits such as up to £1,250 protection for helmets, leathers and other biking gear, and free agreed value assessment. The latter is particularly useful to the many custom bike riders as it protects the often considerable cost of modifications by ensuring a pre-agreed settlement is paid out following a claim, rather than a simple market value based on list price and depreciation.

The package has been further strengthened for existing HDIS customers through the introduction of a guarantee to beat or meet their previous renewal price.

Keen to connect with riders, HDIS is also getting out and about. Following a successful meeting with H.O.G.'s Manchester Chapter, the Hatters, it plans

to attend further Q&A sessions across the UK and Ireland. "We want to make sure we are available to Harley riders to answer any questions they may have and get feedback on the policy," said HDIS' Business Development Manager, Mark Rzedzian. "So far the reaction from them has been great, with the improvements to the scheme being warmly welcomed."

He added that HDIS would also be attending various Harley-Davidson[®] events as well as BSB meetings.

H.O.G. Chapter officers interested in hosting a Q&A session at a Chapter meeting should put their Chapter Director in contact with Mr. Rzedzian by calling 0161 927 2418 or emailing markrzedzian@carolenash.com

The improved policy is open to owners of all modern Harley-Davidson motorcycles. For details call 0800 954 9063 (UK), 1800 800 840 (Ireland) or ask your local Harley-Davidson dealer for more information

FOR MY GIRLS



also attended, embellishing the evening with an amazing array of luxury chocolates. Lancôme Paris provided skincare advice and product testers. A raffle was drawn for luxury gift prizes donated by the companies including a makeover by MAC-trained make-up technician Kelly Fog and photo session by Rachel Mitchell Photography.

Lucky winner Julie Collins, an Amazon Heart Rider, had just given her presentation on last year's Amazon Heart Ride when she won the makeover and photo shoot.

Julie said: "It was a special evening. I loved the makeover, it was such a surprise." The night attracted more than 25 ladies and the event looks set to grow. "The Ladies Night is proving to be very popular and is becoming a firm favourite in our calendar," said Kirk Herbert, Chester's Dealer Principal. The evening raised funds for the Breast Cancer Campaign and future Ladies Nights will continue to do so. Sian Flavell, who organised the evening, added: "I've been riding bikes for 10 years. Harley-Davidson is not just a guy thing. It's really important for us to show that women are welcome here at the dealership. I want everyone to know that – and have some fun and enjoy some treats on us!"

www.chester-harley-davidson.co.uk

some special treats while raising funds for The Breast Cancer Campaign.

The evening featured the latest technical and fashion clothing ranges. During the evening, Harley-Davidson's new Pink Label range, which supports the Breast Cancer Network of Strength, was also unveiled. A selection of the latest and lowest models from the Harley-Davidson motorcycle range was available for prospective riders to try for size, including the Forty Eight® and Sportster® 883 Low.

The night also featured guests from bath and body products retailer Lush, Hotel Chocolat and cosmetics producer Lancôme Paris. The Chester Lush crew were on hand to provide skincare and product tips for riders and rallygoers alike, as well as providing hand massages – they were a great help in finding skin treats to pack in a pannier! Hotel Chocolat, recently opened in Chester,



ALL PHOTOS: RACHEL MITCHELL

Chester Harley-Davidson held their 3rd annual Ladies Night at their dealership on Thursday April 8. H.O.G.® Ladies of Harley, women new to riding and female Harley-Davidson® enthusiasts were invited to indulge their passion at the store and enjoy



A NEW HOME FOR LEEDS

LEEDS HARLEY-DAVIDSON® recently celebrated their relocation to a new address with a launch party and open day. "It was a great weekend," remembered Burt Perry, Dealer Principal. "The Saturday was a bit wet, but we still went ahead with everything we had planned." And this was no small line-up; live bands rocked the roads, sumo wrestlers fought, a hog was roasted and, despite the weather the guests kept coming. On the Sunday the weather was better and the turnout got even bigger.

"It was a bit mental," joked Burt. "It was unbelievable – just

chock-a-block. At one point, we couldn't physically fit any more bikes on the site and we had to open our back gates so everyone could join us."

New members joined their H.O.G.® Chapter and new riders joined the Harley-Davidson® family. All in all it was a tremendous day for motorcycle enthusiasts in Yorkshire. It was an especially good day for one customer, Mrs Anne Davidson, who entered the dealership's prize draw and won! She collected a beautiful brand-new jacket and is now proudly wearing it.

If you're passing through the area and want to visit the new dealership, you'll find it on Wellington Road in Leeds. For a map and directions, visit the dealership's website: www.leedsharley-davidson.co.uk





SHARE THE LOVE

What could be better than belonging to a Chapter? Having another you can bond with to discover the world of biking from a new angle. That's why a few Chapters have taken the decision to twin with another

One such Chapter is Kent's Invicta Chapter. Chris Thomson, Chapter Member and Press Officer, shares his experience of the process: "Invicta Chapter has, over recent years, enjoyed visits from and visits to the 5th Season Chapter in the Bonn and Cologne area of Germany. Following the incredibly successful Invicta visit to Königswinter (staying at the four-star Maritim Hotel on the banks of the Rhine) in 2009, it was suggested that a twinning arrangement be established to cement the growing friendships and bonds that were clearly becoming apparent.

"Following consultation with their respective members, the two Chapter Directors, Nick Ovenden from Invicta and Birgit Hengelhaupt from 5th Season, got together and agreed that the wishes of the two groups could be granted. The twinning was formalised when Invicta presented the 5th Season with a patch innovatively designed by Invicta member Paul Newton.

"The 5th Season will be coming to the UK this year over the August Bank Holiday weekend and Invicta members are already looking forward to meeting up with old friends again."



Elsewhere in the UK, Lincoln's Lindum Colonia Chapter has twinned with Lincoln Nebraska's Frontier Chapter, bonding over their shared name. Karen Hodgson from the Chapter commented: "Craig Chestnut, the Director of Frontier Chapter, sent me a photo of their 'H.O.G. Pen' at their dealership, which carries all our badges."

Twinning is a great way to bond closely across continents and countries with other H.O.G. members around the world. Next time you have a Chapter meeting, think about what it could mean for you.

Better together

There's more to being a H.O.G.® member than your straightforward membership brings. If you're not a member of a Chapter too, you could be missing out on a whole lot more besides...

CHAPTER MEMBERS ARE part of a worldwide network of Harley-Davidson® enthusiasts, and it's a powerful group. H.O.G. is an international family, and the Chapters are at the core of it.

For a start, there's the events calendar. Chapters organise ride-outs, fundraising events, parties, get-togethers and, of course, the inimitable H.O.G. rallies.

If you've never experienced a rally for yourself you have yet to understand the excitement and riotous fun that fills the atmosphere when these most enthusiastic

H.O.G. members get together.

But the bonuses don't stop there. Your Chapter are your support network on the road as well as off. If you're relatively new to riding, there's no better place to find people to ride with who are more experienced and can help to build your confidence and help you in learning more about riding, ride planning and touring.

Other Chapter members are a great resource and are notorious for supporting their fellow Chapter members with useful advice and guidance that they've gained through their own riding experiences.

Running as a pack brings extra bonuses to other member benefits too. For example, participation in the Mileage Programme steps up to a new level if you're part of a Chapter, with the nationwide Chapter Challenge. Sign up to participate with your Chapter and your mileage will contribute to the Chapter's results and could bring you and the Chapter extra recognition.

And let's not forget the social benefits of Chapter membership. As every H.O.G. member knows – there's no party like a H.O.G. party and there's no lack of friends at one, wherever you are in the world. Get in touch with your local dealership who can put you in touch with their H.O.G. Chapter. Sign up, and start having more fun!

members.hog.com



WOLFRUNA'S HELP FOR HEROES



Providing support to members of the Armed Forces, Help for Heroes is fast becoming one of the UK's most popular charities. Trevor Newman, who has recently become Activities Officer for Wolverhampton's Wolfruna Chapter, is just one of the many people who has been galvanised into action for this cause.

"As I haven't had much to do so far this year, I thought I would kick things off in my role with a charity ride to all 36 Chapters," he explained. Trevor will be collecting sponsorship for his ride and doing further collection en route. He is also looking for help from each Chapter. "I would be grateful if all the Chapter Directors could donate a chapter pin," Trevor continued. "For each one that I receive I will donate an extra £10 to the charity, which could bring my total personal donation up to £860." Trevor is also looking to collect Chapter T-shirts that he can raffle off to further raise funds.

At present, the ride organisation is still ongoing, but Trevor is currently working towards an intended start date of July 31, setting off from Wolverhampton and taking two weeks to complete the trip.

Quite understandably, Trevor is hoping that the traditional H.O.G.® hospitality will be in force as he makes progress around the country. If you or your Chapter would like to lend him support along his way or if you're up for joining him on some part of the journey, contact your Chapter Director or local dealer to find out when he'll be stopping or cruising by you. He is anything but a lone rider in this challenge. "If anyone would like to join me on my journey they are most welcome to," he encouraged.

And so, once again, H.O.G. members are displaying their resolution to work hard, ride for a good cause and raise needed funds and as always, to have a lot of fun doing all of it. We wish Trevor the best of luck, and look forward to hearing more about his endeavour!

If you'd like to join Trevor on the road, or sponsor him for his journey, you can contact him at h4hcharityride@gmail.com

SCANNER APPEAL BRINGS SUCCESS

PEAK RIDERS CHAPTER are celebrating, following their latest successful fundraising endeavour. Chapter member Dennis Dobson spearheaded a significant effort towards an appeal, involving many organisations, to raise funds to help the Sheffield Children's Hospital purchase a new state-of-the-art scanner.

An extensive programme of work ensued, with a substantial raffle forming the backbone of the work. No ordinary raffle, the top prize in this draw was an 883 Sportster, kindly donated by Harley World in Chesterfield, the Chapter's local dealership.



On Saturday March 27, the final Scanner Appeal ride-out took place, and directly afterwards the draw was held at HarleyWorld. The lucky winner was Patrick from Sheffield, who was delighted to have won. The Sportster draw raised £12,400 towards the appeal, and a combined total from all the organisations' fundraising reached the much-hoped-for total of £500,000.

This goalpost reached, the scanner is now on order. All at HarleyWorld and Peak Riders thank everyone who contributed and bought a raffle ticket for their support in raising money towards this worthy cause, which will benefit children all over the country.

www.peakriders.co.uk

Bridgwater represent at Bristol Classic



Bridgwater Chapter's Brian Howells shares his memories from the Bristol Classic Bike Show

OVER THE WEEKEND of February 20 and 21, Bridgwater Chapter attended the prestigious 30th Bristol Classic Bike Show. This is by far the largest bike show in the south-west. Around 18,000 people came through the doors this year.

The Chapter has a stand at the show every year with a different design each time. This year the Chapter decided on a barn theme. To fit in with this theme they used older bikes on the main display and a variety of other bikes from the Harley® range to form the rest of the display. All were on loan from Chapter members. "As a club we don't have many old bikes, but this year we managed to have a really good cross-section. The display included two wonderful WW1 Model J flat tankers, two WL45s from the 1940s, both beautifully displayed in civilian trim, and a rare SX250 two-stroke Harley-Davidson®. Other Chapter members lent their pride and joys ranging from an Ultra Glide™ to an XR1200RR™."

After much discussion the Chapter decided to call the display, the 'HOG Farm', with 1930s-style graphics reading 'Milwaukee Tractors, Wisconsin', across the front, done in a deliberately faded style, as would have been found on a Midwest American farm. "Coincidentally we looked up the name on Google after the show and found that there is indeed a company called Milwaukee Tractors in Wisconsin, selling, believe it or not – tractors!"

Andy Hayman, General Manager of Riders of Bridgwater, the Chapter's sponsoring dealer, had offered to transport some of the bikes in the dealership's lorry. "This was a

huge help. Riders has been really supportive to the club regarding this show and have helped us in a number of ways."

A huge amount of material was needed for a stand of this size and scale. "On Friday 19, our convoy set off for the Showground at Shepton Mallet near Bristol. Just as we arrived it started to snow, but luckily this did not last for long. Various Chapter members arrived very cold and damp on their bikes and had to set about cleaning them ready to go on the display. The other members of the setup team duly arrived and several hours later our stand was complete."

The day of the show dawned clear and bright. "We arrived at 8.30am and plugged in the power. All the spotlights came on, the Country and Western music played and it really did look like an old barn complete with hay bales, loads of artifacts, even a sheep in a pen alongside it with other bits and pieces."

"We turned on the water heater and the supplies of coffee, tea and biscuits were laid out for all the visitors. By about 9.30am they were coming thick and fast and by 10.30am the area in front of our stand was packed with people admiring the bikes and taking pictures."

"Judging for the bike classes and the all-important best club stand finished at 12 noon. We waited for the result and were absolutely thrilled when the organisers told us we had won second prize in the Best Club Stand competition. This is a really difficult class because each of the (more than 60) clubs gets to vote. We had tried really hard over several years but were secretly resigned to the fact that a bunch of mainly British bike



clubs would never vote for a Harley-Davidson® club. How wrong we were! We also got £500.00 for second place.

After a busy day meeting loads of H.O.G.® members and talking to the public, we went home and then returned the next morning for the last day of the show. Another great day with loads of visitors and lots of interest from the public.

At the end of the afternoon our Chapter Director (Moggy) collected our trophy and the £500 cheque. Chapter member Brian Howell collected a trophy for Best American Made Bike for a very pretty 1942 WLA 45 in civilian trim. Receiving the Club Stand Award was absolutely magic.

"More than 60 Chapter members helped in some way and the prize made it all worthwhile. The reaction from the public was amazing and we were by far the most photographed stand at the show."

Congratulations to Bridgwater Chapter on their win! Well done!
www.bridgwaterhog.com

JOIN THE GATHERING



From the rumble of a hundred engines, the sunlight glinting on chrome to the raucous sound of a good party, a H.O.G.® rally is, for so many of us, the sound of the summer. And for Clyde Valley Chapter, that sound is just around the corner, with The Gathering set to take place in just a couple of weeks. Ian Kinning, Assistant Director, looks back on last year's event, which took place at the end of May

The sun was beginning to shine and bikes that had been held to short winter hops were beginning to stretch their legs. It was time for H.O.G. members, their friends and their trusty steeds to make the first journey of the season northwards to Scotland to join around 600 other like-minded party-goers at Clyde Valley Chapter's rally, The Gathering, at Ayr racecourse.

As the rally opened on Friday the sun shone and the streets of Ayr rumbled to the sound of many V-twin engines. Riders who had travelled from all corners of the UK and Ireland joined riders from Germany and Norway to celebrate the Chapter's 10th Anniversary.

At registration a warm welcome from the Clyde Valley team awaited, with bikes and riders being tagged for the secure parking area before they made their way to the course infield, which serves as a vast rally campsite for the weekend, while those who had the need

for more luxury checked into one of the hotels or bed and breakfast houses nearby.

The formalities attended to and bikes parked up, folk made their way to the aptly named Friendly Bar where friends old and new met to share stories (and perhaps a beer or two). The onsite restaurant, nearby fast-food joint and supermarket café did a roaring trade setting everyone up for a Friday night of fun and dancing with live bands and a disco.

Saturday morning saw riders head into Ayr to assemble for a public display before the police-escorted ride out through the town centre, out into Burns country, passing Turnberry golf course along the magnificent Ayrshire coast and returning via Alloway and Burns cottage.

Entertainment continued through the day with a clan re-enactment group showing traditional Scottish arms and fighting skills. The Chapter games and ride-in bike show followed to round off the afternoon. The evening fun began as the Princess Royal Suite burst into life with more music and dance showing Harley-Davidson® riders can rock with the best and know how to party. Over the weekend there was time for a raffle with the main prize donated by the Chapter's sponsoring dealer, West Coast Harley-Davidson, and a charity fundraiser with one Clyde Valley member returning home without the head of hair with which he had arrived! This was all for a good cause, with rally-goers raising £1,600 for charity over the weekend.

Come Sunday, it was time to pack up and head home with the H.O.G. message of 'ride safe and have fun' being taken to heart.

This year's rally, The Gathering, will again take place at Ayr racecourse from Friday, May 28 to Sunday, May 30. With more great entertainment, the same fab facilities, bars and buzzing atmosphere, it's a great way to kick off the season with a weekend away with fellow riders. If you haven't booked to attend, don't miss out! To find out more and to book, visit the Chapter's website: www.clydevalleyhog.net



H.O.G.® EVENTS 2010

A guide to rallies and events in the UK and Ireland in 2010

MAY 2010

14-17 Iron Horse Rally

St Leger Chapter's annual rally
Bainland Country Park, Woodall Spa,
Lincolnshire
W: www.ironhorserrally.co.uk

28-30 The Gathering

Clyde Valley H.O.G.'s annual rally
Ayr Racecourse
T: 0141 883 1450
W: www.clydevalleyhog.net

JUNE 2010

4-6 Big Brum Bash

Join Birmingham Chapter for their first event
at West Midlands Ski Centre, Kingsbury,
Birmingham
W: www.birminghamhog.co.uk

4-6 HOG on the Humber

Brantingham Park
W: www.avhog.co.uk

4-7 Jersey Chapter Rally

Unfortunately, the Jersey Chapter Rally has
been cancelled as a result of the sudden
closure of the entertainments venue. The
search is on for an alternative for next year
so watch this space!

4-7 Ireland Bike Fest

Killarney, Ireland
W: www.irelandbikefest.com

11-13 Peak District Rally

Join the Peak Riders Chapter
Pevevil of the Peak Hotel, Derbyshire
W: www.peakriders.co.uk
THIS EVENT IS NOW FULLY BOOKED

18-20 Circus Maximus VIII

Chester Rugby Club, Chester
W: www.devalegionhog.co.uk

JULY 2010

2-4 Hoggin the Hills Rally 2

W: www.rollinghillshog.co.uk

2-4 Horseshoe Rally IV

Join Rutland Chapter at The Plough,
Peterborough
W: www.rutlandchapter.co.uk

4 Peak Riders' Independence Day Gathering

Harleyworld, Station Road, Whittington
Moor, Chesterfield
W: www.peakriders.co.uk

9-11 Hogs in the Hayfields Cleve Rugby
Ground, Bristol. Contact Peter Roberts
T: 07540 164157
E: gwrally@greatwesternhog.co.uk
W: www.greatwesternhog.co.uk

22-25 Fenlanders 18th East of England Rally

Fakenham Racecourse, Norfolk
W: www.fenlandershog.com

30-Aug 1 Knot Rally

North Petherton Rugby Club, Somerset
E: gill@mogg.fslife.co.uk
W: www.bridgewaterhog.co.uk

30-Aug 1 Wake the Lakes

Kendal RUFC, A6 Shap Road, Kendal
W: www.redrosechapter.com

AUGUST 2010

6-8 Hog 'n' Bog

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

6-8 South of England Rally

Bisley, Surrey
W: www.sofer.uk.com

13-15 August Ridings Rally

Wetherby Racecourse
W: www.avhog.co.uk

20-22 Essex Rally

Rochford 100 Rugby Club
W: www.essexchapterhog.com

20-22 Nene Valley Chapters Back2Basics Rally

Market Harborough Rugby Club
W: www.nenevalleyhog.co.uk
E: k.gee@tesco.net

27-30 Thunder in the Glens

Aviemore, Scotland
Contact George 'Mad Dog' McGuire
T: 0131 666 2326 E: l3ref@aol.com
W: www.dunedinhog.com

SEPT 2010

2-5 Sherwood Legend Rally

Sherwood Forest, Thoresby Estate,
Nottinghamshire
E: rallyinfo@sherwoodchapter.co.uk

17-19 Heart and Soul Rally

Gosforth Racecourse, Newcastle
W: www.geordiehog.com

24-27 Autumn Blitz

W: www.nfhog.com, or call Annie on
01420 87051

OCTOBER 2010

16-17 Taunton Carnival and Hoggin the Bridge

W: www.hogginthebridge.co.uk



See p16-24 of this issue for other international rallies
and events or visit members.hog.com for the full listing

1 Black Bear Harley-Davidson

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

Fenlanders Chapter Suffolk UK (9143)

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

2 Cheltenham Harley-Davidson

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

Rolling Hills Cheltenham England (9070)

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

3 Chester Harley-Davidson

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

Deva Legion (9926)

Director: Ade Nicholson
T: 01244 544173
E: director@devalegionhog.co.uk
www.devalegionhog.co.uk

4 Dockgate 20 Harley-Davidson

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

New Forest Branch (9081)

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

5 Dublin Harley-Davidson

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

Gaelic Chapter Ireland (7766)

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

6 Edinburgh Harley-Davidson

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

Dunedin Chapter (9083)

Director: George 'Mad Dog'
McGuire
M: 07833 148 890
E: L3ref@aol.com
www.dunedinhog.com

7 Guernsey Chapter (9384)

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

8 Guildford Harley-Davidson

Weyvern Park, Portsmouth Road,
Peasmarsh, Guildford, GU3 1NA
T: 0871 641 2895
www.guildfordharley-davidson.co.uk

Hogsback Chapter UK (7846)

Director: Dik Gregory
T: 01438 207222
E: dik.gregory@hogsbackchapteruk.org
www.hogsbackchapteruk.org

9 HarleyWorld

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

Peak Riders Chapter (9943)

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

10 Jersey Harley-Davidson

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

Jersey Chapter (9774)

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

11 Newcastle Harley-Davidson

Thunder Alley, 3 Dinsdale Place,
Newcastle-upon-Tyne NE2 1BD
T: 0871 641 2813
www.newcastleharley-davidson.com

Geordie Chapter (9721)

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

12 Leeds Harley-Davidson

Unit 1, Wellington Road Industrial
Estate, Leeds LS12 2UA
T: 0871 641 2647
www.leedsharley-davidson.co.uk

Aire Valley UK (9695)

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

13 Lincoln Harley-Davidson

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

Lindum Colonia UK Chapter (7828)

Director: Richard Whatling
E: director_lindumcolonia@hotmail.co.uk
www.lindumcolonia.co.uk

14 Manchester Harley-Davidson

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

Hatters Chapter (7479)

Director: Pete Davies
T: 01706 229378
E: SueReah@aol.com
www.hatterschapter.co.uk

15 Norwich Harley-Davidson

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

Iceni Chapter Norfolk UK (7822)

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

16 Oxford Harley-Davidson

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

Oxford UK Chapter (7460)

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

17 Preston Harley-Davidson

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

Red Rose Chapter (7772)

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

18 Provincewide Harley-Davidson

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

Provincewide Chapter Northern Ireland (9918)

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

19 Plymouth Harley-Davidson

Langage Business Park,
Eagle Road, Plympton,
Plymouth, Devon PL7 5JY
T: 01752 332775
www.plymouthharleydavidson.co.uk

Plymouth Chapter UK

Director: Dave Holden
T: 07887 636961

20 Riders of Bridgwater

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

Bridgwater Chapter (9087)

Director: Gill Mogg
T: 07771 901668 or 07809 65970
E: gill@mogg.fslife.co.uk
Hotline: 01935 850399
www.bridgwaterhog.co.uk

21 Riders of Bristol

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

Great Western Chapter (6655)

Director: Andrew Ball
T: 07970 271151
E: andrew-ball1@sky.com
www.greatwesternhog.co.uk

22 Robin Hood Harley-Davidson

216 Queens Road, Beeston,
Nottingham NG9 2DB
T: 0871 6412817
www.robinhoodharleydavidson.com

Sherwood Chapter (9794)

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

23 Shaw Harley-Davidson

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

1066 Chapter (6746)

Director: Ian Skelton (Skelly)
T: 07947 630 226
E: director@1066hogchapter.co.uk
www.1066hogchapter.co.uk

24 Silverstone Harley-Davidson
170 Watling Street East,
Towcester NN12 6DB
T: 0871 641 2824
www.silverstonehd.com

Nene Valley (9946)
Director: Rickie Gee
E: k.gee@tesco.net
www.nenevalleyhog.co.uk

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

St Leger Chapter (6752)
Director: Andy Coe
T: 01302 881 047
E: a.coe@virgin.net
www.stlegerhog.org.uk

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

Birmingham Chapter UK (6852)
Director: Jason Garey
T: 07795 430303
E: director@birminghamhog.co.uk
www.birminghamhog.co.uk

27 Stratstone Harley-Davidson North East London
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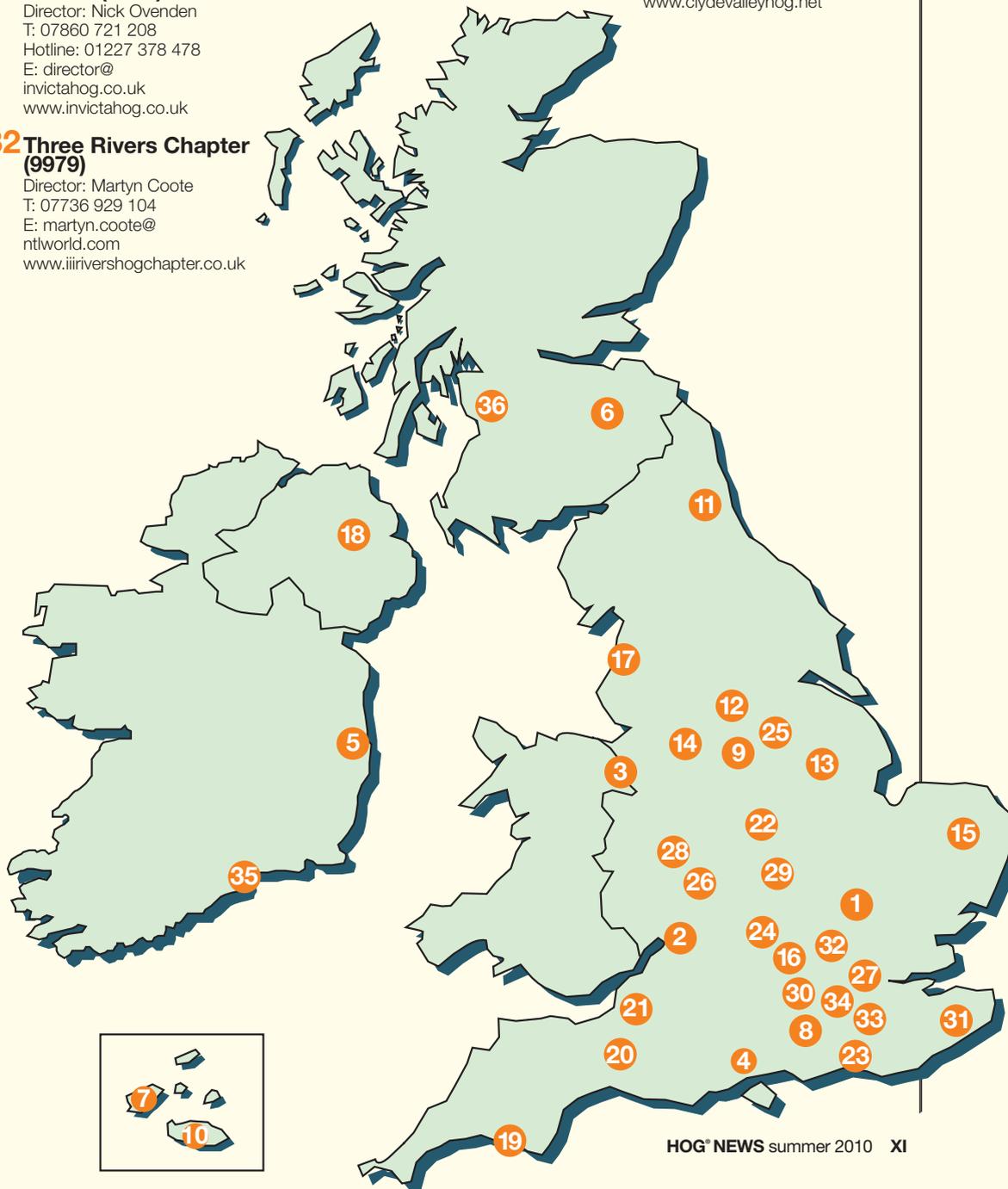
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48 hours in LA

He's the real deal, this man they call 'Kid'. Josh Kurpius lives the life, and he lives it large. Photographer by day, bike builder by night, rider through and through. We asked him to take the new Harley-Davidson® Forty-Eight™ out for a couple days of carousing in California. That was the easy part. The hard part was asking for it back

Words and photos: Josh Kurpius

THOSE OF US living in the Midwest ride our bikes into the ground during the riding season, making temporary fixes that will hold us through until winter when we can tear them down and make improvements, fixes and upgrades. Having a bike to build in the cold months makes it tolerable, but when there's an opportunity to find yourself beneath sunny skies and the warmth of ocean breezes, you just don't refuse.

So when I was given the opportunity to test ride the new Harley-Davidson® Forty-Eight™ model, I wasn't going to pass up the chance to ride into California sunsets on a brand-new bike.

I'm typically not lucky enough to get the chance to ride a bike that's younger than 30 years and shorter than 10 feet. As I took the first sliproad on to the freeway I noticed a quick response from the

movement of my wrist to the rear tyre. I worked my way into the flow of traffic and found a comfortable speed. The motor hummed right along in its sweet spot; the sun warmed my back. I made it about 20 miles down the freeway before I realised I had another gear left. I shifted into fifth and cruised the interstates a while longer.

The 1200cc motor moves this light bike effortlessly through L.A.'s thick traffic. It seems everyone on the freeway is late for something, driving 90mph and changing lanes in an unpredictable manner, which is fine by me because that's how I like to ride. The Forty-Eight motorcycle is quick enough to keep you ahead of traffic and nimble enough to get out of a pinch when traffic is coming at you from every direction. »





“I was very impressed with the overall aesthetics. The blacked-out look is sleek and mean, but at the same time sexy”

I met up with my good friend Wil Thomas, and we hit some lesser-known but biker-heavy areas of L.A. He needed a custom clutch cable made for his Panhead so we stopped at Garage Company. Kiyo heads the shop and whipped up a cable in short order. I disappeared for a while into the depths of the shop. It's amazing what you can find there. Yoshi is the owner, and has been collecting old Harley-Davidson and aftermarket racing parts since before they were 'cool'. Don't get too excited because none of the parts are for sale, but Kiyo will build you an amazing bike if you want a little piece of Garage Company. Kiyo built himself a gnarly Knucklehead that he's not afraid to get nutty on.

We then headed to the Long Beach bridges. The Forty-Eight is a low-slung bike, and I found out very quickly on the 405 that the suspension in the rear is pretty stiff. I have nothing against rigid-framed motorcycles since these are all I ride, but I figured if there are provisions for suspension it should soak up some of the jolt! Although it's equipped with forward controls as standard, mid-controls would come in handy on rough roads because you can use your legs as some added suspension. The factory did leave the mounts on the frame for mid-controls, which makes it easy to switch back to a mid-control setup if you desire. The Forty-Eight's short wheelbase compounds this on uneven surfaces. Although I love the way this bike sits, I might compromise the looks a little by changing to shocks with more travel.

From Long Beach we took a gentler route along the coast up toward Malibu. The Pacific Coast Highway (PCH) is such an amazing ride on a warm, sunny day. As we reached Malibu I decided to turn off on a ridge road to see how the Forty-Eight handled in tight turns. With the reduced ground clearance, H-D installed pavement feelers to warn that you're about to take some chrome off your pipes. It's a simple stud that touches the ground before other more important components are damaged.

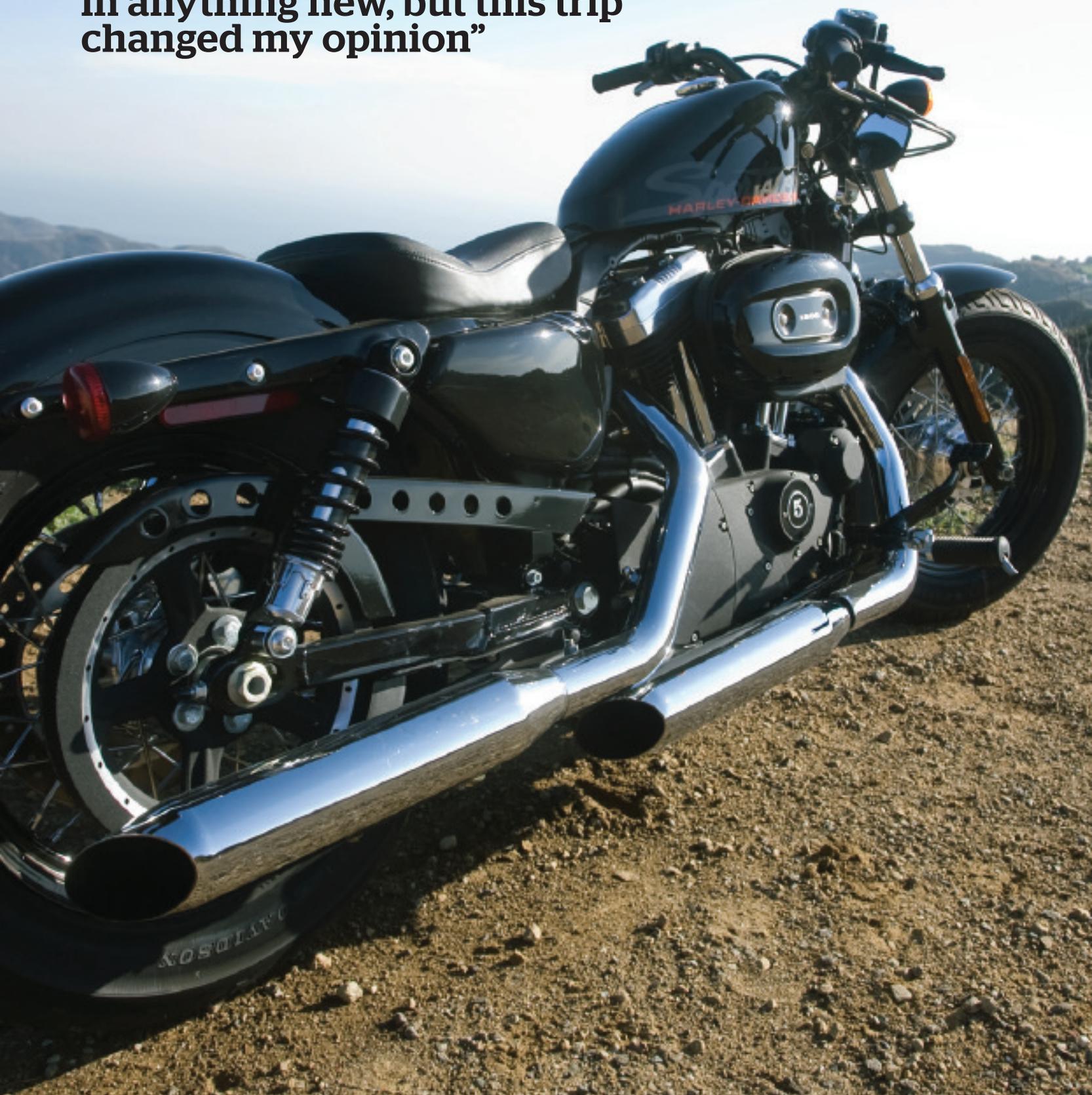
We stopped at the top of the mountain and enjoyed the ocean views. This was the first time I really got a chance to stand back and look at the bike. I was very impressed with the overall aesthetics. The blacked-out look is sleek and mean, but at the same time sexy. The black is not overbearing, and it's broken up with aluminium highlights. The old look of the original-style smaller 'peanut' tank design really cleans up the bike when viewed at all angles. While the tank got smaller, the trees got wider to fit the 16-inch tyre up front. This is also a new addition to the Sportster® line. Typically I'm a fan of a tall, skinny tyre up front, but a 16-inch tyre just looks right on this bike. The combination of wider trees and a 16-inch tyre makes for a really solid but light front end. The H-D® Forty-Eight™ is a no-frills, all-go motorcycle. If you feel the need to go even simpler, I think the front fender bracket that doubles as a fork brace would look great by itself with no front fender at all. The mirrors are mounted under the bars »



Sportster
HARLEY-DAVIDSON

1500

“As a rider whose passions include highly customised, chopped vintage Harleys, I’ve never had much interest in anything new, but this trip changed my opinion”





from the factory, as well, which cleans up the top of the bars while giving the bike an even lower profile.

From the hills of Malibu we took the PCH further north to Ventura. The sun had set so we got on the freeway and headed back toward L.A. It just happened to be rush hour so we split lanes all the way back. In California it's legal to split lanes, and this bike is perfect for that; the mirrors are tucked away, the bars are tight, it handles great, accelerates fast and stops even faster. We stopped at our friend Grant's place to check out his Panhead project. It was a 1980s abomination he scored from Jesse James' stash pile, and Grant had just about finished it to his liking.

The next morning we made plans to meet up with my Canadian friend Bacon. He was delivering a Panhead he just sold and was staying at Negotiable Tim's so we blasted over to Riverside to see what we could unbury from Tim's parts piles. One day, parts from a Forty-Eight bike will end up there at Tim's... sold, refurbished and put to use again. It's an amazing place; Tim himself doesn't even know what he has lying around in his yard. Panhead Billy happened to be staying there for a few days so it was good to see him, too. He has lived on the road for 25 years on his Panhead.

From the gritty bone yard in Riverside we headed toward the glitzy hills of Hollywood. I thought Bacon would have trouble keeping up on his Knucklehead, but I was wrong. We kept up with traffic the whole

way to The Sunset Strip. I've been to the L.A. area a number of times but never really spent much time in Hollywood. We hit all the typical tourist places and waded through the crowds, checked out the Walk of Fame, ran into Marilyn Monroe and Superman, then grabbed a bite to eat at Swingersdiner. The night ended in another 40-mile lane-splitting dash back to Seal Beach, which was a great way to end a great trip.

As a rider whose passions include highly customised, chopped vintage Harley-Davidson motorcycles, I've never had much interest in anything new, but this trip changed my opinion. The Forty-Eight model is a straight-to-the-point machine that's really fun to ride. It doesn't scream: "Look at me on my flashy motorcycle." I like that it's – for the most part – a blacked-out nondescript bike with just the right amount of highlights. It's a very stable yet very manoeuvrable bike, which makes it great on the highway and in busy city traffic. As much as I like customised bikes, I wouldn't change a whole lot about this one other than adding mid-controls and a little ground clearance. If I lived in a city, I would be all over this bike. I just might have to get one and move to California while I'm at it. ■

See more of Josh's work at joshkurpius.com. To learn more about the new H-D Forty-Eight model, or see a video featuring Josh at work and play, visit www.harley-davidson.com



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Be true to yourself

CUSTOMISING YOUR HARLEY-DAVIDSON® motorcycle isn't just fun – it's the ultimate expression of the kind of rider you are! So of course you want to add some custom touches of your own. To help you out, there are some great new accessories, on top of our already extensive range, so that you can create that original Custom look.

- If you're yearning for a little nostalgia then you can set your bike apart with a "bobber" look to your modern Harley-Davidson® motorcycle. Check out the distinctive Solo Spring Saddle – Black Leather. It gives a low-profiled minimalist look that is guaranteed to attract attention.
- Reach for the sky with the new impeccably styled legendary 16" Fat Ape Handlebars, which will cast any owner in that classic biker role. Opt for shiny chrome or plain black. These are ideal for anyone looking for that classic 'fists in the wind' riding profile.

- Add to this the latest Electra Glo™ Rider Footboard Inserts, embedded with 36 dazzling LED lights, and watch your bike burst into a luminous blaze of colour when you park up in front of your favourite bar. Available in Red, Amber, Blue or Purple, the colours are tinted to match the Electra Glo Light Pods.
- Plus we have added more designs and leather inlay choices in our Custom Seat Programme. Now there are more than 1,300 possible combinations – you can get a one-of-a-kind look, without a one-off custom price tag. Available in Brawler® solo and Sidekick® two-up designs, these custom saddles are styled to accent the lines of most Dyna®, Softail® and Touring models. Turn your seat into a statement – click on the Design Your Own Custom Seat button at www.harley-davidson.eu/mydreamharley

Or maybe you're after a completely different look. Add a touch of bling to your ride this summer. As the sun begins to shine, use the new Diamond Ice Collection to animate



your bike, for dazzling light-reflection on the crystal clear rhinestones, sure to turn everyone's head. Check out these four new products in our Diamond Ice Collection to bling your bike up:

- Diamond Ice Collection – Gauge Trim Rings
- Diamond Ice Collection – Licence Plate Frame
- Diamond Ice Collection – Fuel Cap Medallion
- Diamond Ice Collection – Fuel Tank Console Door ■

Whichever way you want to personalise your bike, take a look at www.harley-davidson.eu/mydreamharley for more inspiration or visit your local dealer for more information on making your bike more like you – unique!





Keep your cool in the warmer months with Harley-Davidson® MotorClothes®

Comfort is everything. You can enjoy the ride more and for longer when you protect yourself from the elements and whatever else comes your way.

If you're going to be on the road a long time, riding through hot (or even cool) weather with not much space in your saddle bags for too many changes of clothes, then you need to be able to rely on a couple of core items of clothing. Ideal for the ride are Harley-Davidson® performance sportswear shirts and T-shirts, such as the short sleeve Performance Skull Tee. **(1)** This is made from a wicking

fabric to keep you cooler in warm weather by carrying moisture away from the skin, moving it quickly to the surface of the fabric where it can evaporate away. This means that you stay drier, even when you perspire and your shirt dries more quickly. Plus the anti-microbial feature combats body odours by preventing the growth of odour-causing bacteria and mould on the fabric. So even when you've had these shirts under leathers or functional outerwear, they still stay fresher for longer, even after long hours of wear.

In addition, these shirts act as a great first layer when worn alone and also have a UPF-30 rating designed to block about 96% of the sun's dangerous UV radiation. They literally keep the sun off your back and provide protection against sunburn when you're resting en route.

Best of all, they are easy-care – perfect when you're not near a washing machine or iron for a few days. Then for the ultimate in air conditioning, check out the new Performance Microstripe Woven Shirt **(2)** with a large vent in the back of the shirt to let the air on your back.

If the weather is hot but you still want to ride with full protection, make sure you try one of our switchback jackets for ultimate versatility. Take a look at the new

Reflective Skull Switchback Jacket **(3)** – the textile outer panel zips off to create a mesh jacket so the wind can get in and cool you down, along with pockets for body armour and the all-important 3M™ Scotchlite™ reflective material graphics to help you remain visible whatever the weather.

Escape on vacation

To complement your normal core riding items, our new seasonal collection brings comfort and function in warm, neutral colours inspired by nature. This summer, our clothing has a laid-back feel with washed fabrics and distressed graphics. It's time to relax.

Men's Summer Collection

The earthy dusty olive and khaki colours are just the way to feel at one with nature in the men's collections.

To give you protection from any uncertain weather, try the Expedition Waterproof Hooded Fleece Jacket with Guardian Technology. **(4)** It's 100 per cent waterproof to withstand the elements and in a new softer fabric with CoolMax® lining. Like our performance sportswear, this has an ingenious membrane that reacts to body temperature and moisture to keep the body cool and dry. The added



Guardian Technology at the elbows and shoulders provides the all important abrasion resistance where you might need it. There's even a space for your MP3 in an interior water-resistant zipper pocket.

With limited space in your saddle bags, having clothes that can work with more than one outfit is a bonus. The Legion Reversible Jacket (5) is olive green on one side and reverses to water-resistant black on the other, giving you two great looks from one jacket.

For a truly capsule wardrobe, complete your outfit with the Reversible Embossed Belt (6) made from 100% genuine leather. The black side has embossed graphics that

you can flip over to plain brown. Even the buckle is reversible and swivels around to show different graphics depending on your mood.

Women's Summer Collection

The women's collection has lightweight fabrics and a looser fit. These clothes are perfect for any casual summer getaways so you can leave your cares behind and relax.

Travelling light? Then make sure you don't leave home without the Lightweight Twill Jacket (7), which features rhinestones, studs and a great red thorned rose graphic that runs throughout the collection.

Wear this together with the Roll-Up Pant (8), which gives you the freedom to convert to capris during the day or rolled down to cover your whole leg in the cooler nights. Complete the outfit with the short-sleeved Burnout Top with Rose Print (9) so you not only look cool but feel cool too. ■

The Summer Collection is out now!
For full details go to www.harley-davidson.eu/motorclothes or visit your local dealer for more information on any of these MotorClothes® collections.



One Harley, one woman,

ROAD TRIP



My story begins in 2008. Timo, a biking fanatic, came to Belgium and told me about the Finland Iron Butt Association and his experience of the ‘Saddlesore 1000’ – a 1,000-mile ride in 24 hours. Having already participated twice in the ‘500 miles in 24 hours’ event organised by the Antwerp Diamond Port Chapter in Belgium, the idea of doing the 1,000-mile version stayed with me.

In June 2009, Albert, Free, Karel and I hit the road to Finland on our Harleys – we were heading to visit Free’s friend

Timo and to discover as much of the country as possible.

We spent two marvellous weeks with Timo, who showed us his country with an insider’s knowledge of the narrow roads that run everywhere alongside the lakes, the national parks and the Koli. Classified as a national park since 1991, the Koli and its surrounding area is a Finnish mountain on the shore of Lake Pielinen in North Karelia that provides an excellent view overlooking Finland’s lakeland scenery.

The journey took us to Nurmes, a town in the North Karelia region of eastern Finland. The days were devoted to biking, but the evenings were for learning about sauna culture. Our trip came to an end after 12 days, with a ride to Helsinki and a visit to Suomenlinna Island.

The trip was very special, but when I got home I felt disappointed – deep down I’d been hoping to do the 1,000-mile Iron Butt ride. We’d talked about it, but my friends weren’t interested.

Back in Belgium, in June, I received a short e-mail from Timo: “Any Iron Butt plans? Timo.” My heart jumped and the decision was made – I was going to Finland as soon as possible to ride the Saddlesore

1000 with Timo. He suggested that I travel by plane and take one of his bikes. Me? Go by plane and ride another bike? Be unfaithful to my Harley-Davidson? NO WAY! I went on one of my Harleys. At 8am on July 19, my Heritage Softail and I set off for the challenge and headed for Germany, my native country. As I crossed Germany under a beautiful blue sky, some bikers seemed somewhat astonished to come across an unaccompanied female on a heavily laden motorcycle with no GPS. There were more questioning looks at Rostock International Port, which I reached after riding 800km.

At 8am the following morning, I was greeted by Timo – we headed straight for Harley-Davidson Helsinki. On the way back to Timo’s place, a torrential downpour was a confirmation of the awful weather forecast for the next few days. Nevertheless, we decided to do the 1,000 miles on the following day, departing from Helsinki and arriving in Tromsø in Norway after 1,708km. We carried out the last checks on the route, service stations and rest stops, and above all, prepared the IBA forms we had to fill in and get signed during the trip.

1,000 miles...

An idea born in 2008 and a momentous four-word e-mail in 2009 - any Iron Butt plans? - the rest is history, as Marianne Maurer recalls...

It was July 21, 3.12am. The great moment had arrived. Timo and I, wearing our wet weather gear, were at a Helsinki petrol station. The two young employees were witnesses and signed our forms as required by the IBA. My mileage indicator said 81,179km and it wasn't raining – yet. We planned to make 10 petrol stops: the receipts would be proof of our journey and would also serve as a basis for calculating our speed, as one of the criteria is to respect the rules of the road and especially the speed limit. The first stage took us to Tampere and on to Kuopio.

After Kuopio, a town almost completely surrounded by big Lake Kallavesi in central-east Finland, we took Route 75 towards the Karelia region. At Nurmes, the town at the northern end of Lake Pielinen, less than 70km from the Russian frontier and Timo's birthplace, one of his friends was waiting for us and we took a slightly longer break. We had 622km behind us but the rain arrived and stayed with us for the next 600km. We rode through Suomussalmi and Kuusamo and took a break in Sodankylä. We were in the middle of Lapland, the land of the Samis, and had covered more than

1,200km. The rain had stopped and I enjoyed this amazing scenery.

We rode through another belt of rain – the mixture of rain and midsummer night sun brought a wonderful rainbow. As well as this, there was another surprise in store: reindeer on the road!

At Kilpisjärvi we entered Norway and continued for a while. Suddenly Timo stopped. He congratulated me: "You made it – 1,000 miles!" It was 9.50pm.

We still had to ride for two hours through magnificent scenery, with its quiet natural rivers and snow-covered mountains on the horizon. We approached Tromsø where the first petrol station was our goal.

At the petrol station the two employees Renate and Alexander completed the last boxes on our forms: 'local time 23h50, odometer 82,952km'. According to my mileage indicator, I'd done 1,773km.

The following day we began the return journey, but not before visiting the town and making a few purchases at the Tromsø Harley-Davidson dealership – the world's northernmost dealership.

I want to end this article firstly by sincerely thanking Timo and his family

for giving me such a wonderful experience, and secondly, I'd like my story to encourage all present and future female bikers to go on trips. Go for it, ladies! The reward is great. Happy biking and perhaps we'll see each other on the road! ■

Marianne Maurer is a Life Member of H.O.G. and lives in Belgium. She has had her motorcycle driving licence since she was 18 and for 20 years she didn't ride one. "Living alone with my daughter in Belgium and being responsible for her, biking was not a priority. But the day my daughter became more independent, my lifelong dream came true in 2003 when I bought my very first bike: a white Harley-Davidson Sportster 883 'Huggar', the centenary edition, which I still own!"

By participating in the rides organised by the H.O.G. Chapter and the traditional Benelux Ladies of Harley trips, including the European Bike Week in Faak, Marianne accumulated 17,000km on her Sportster. In March 2005, she bought a new white Harley-Davidson Heritage Softail Classic on which she's ridden more than 87,000km. "In 2010 perhaps I'll change the Softail for a Road King."

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Long and low

Tracing the V-Rod's Ancestry, by Bill Jackson, Senior Archivist

THE VRSC™ FAMILY benchmarks the power cruiser niche, with its massive torque and high-end horsepower. When the VRSCA V-Rod® motorcycle was unveiled in 2001, it was the first all-new Harley-Davidson motorcycle since the K model in 1952. However, the V-Rod's family roots span decades.

While the VRSCA was the first Harley-Davidson street bike to incorporate four valves per cylinder, a racer first built in 1916 was the earliest Harley twin to incorporate this feature. Known simply as the '8 Valve,' the racer was produced in several different incarnations through the 1920s. In fact, the organisation of racing classes had to be changed in 1922 because of the 8 Valve's dominance.

As the first Harley street bike with a liquid-cooled engine, the V-Rod traces this lineage to an experimental model. The 'Nova' project of the early 1980s intended to introduce a V-4 powertrain to the product line, with a unique placement of the radiator underneath the seat. Another prototype from the 1970s, known only as the OHC 1100, utilised overhead cams, which made their permanent debut in the V-Rod. But the most substantial historical contribution came from the VR-1000 road racing motorcycle, first rolled out in 1994. The VR-1000 incorporated the above unique features together in a racing platform. The VR-1000's liquid-cooled, 8-valve V-Twin also varied from traditional Harley-Davidson V-Twins in that the cylinders were 60 degrees. All of these advancements over the years paved the way for the VRSC family's Revolution™ engine.

However, the V-Rod also brought radical new technological advancements on board.

VRSC™ family

Long and low with dragster-inspired styling and explosive off-the-line power; the perfect balance between styling and engineering; unique hydro-formed perimeter chassis that frames the stunning liquid-cooled 60° V-Twin Revolution® engine producing between 115-120bhp; 18.9-litre fuel tank under the seat; twin Vortex air scoops



Among these was a hydroformed frame, created using intense water pressure during the forming process. The process creates a frame that is uniformly strong throughout, including at the 'bends' in the frame.

The VRSC family has also led to an

all-new racing platform for Harley-Davidson, namely the Screamin' Eagle® Drag Racing team. Current racers GT Tonglet and Andrew Hines, after just three years, have brought Harley-Davidson to the top of the NHRA's Pro Stock Bike circuit. »

Harley history



2003

(above) For the 2003 model year, VRSC models were introduced in painted finishes as well. And the just-announced VRSCR Street Rod™ offered a shorter fork rake, chrome straight-shot dual exhaust pipes and mid-mounted foot controls.

(below) NHRA Pro Stock Motorcycle championships.



2005-2006

(below) VRSCSE (2005) and VRSCSE2 (2006) – Screamin' Eagle edition V-Rods: 1180cc Revolution powertrain, custom two-tone paint, 240mm rear tyre, unique timing intake cam, many other custom appointments.



2004

V-Rods offered with a painted frame finish.

2000

2005



VRSCAW V-Rod®



VRSCDX Night Rod® Special



VRSCF V-Rod Muscle®

2010
The 2010 V-Rod line-up.

2006

(left) VRSCD Night Rod – blacked-out surfaces, black powder-coated engine, cast five-spoke wheels, colour-matched headlamp nacelle, mid-mount foot controls, straight-shot exhaust.

2007

(below left) Revolution engine increased from 1140cc to 1250cc in 2007 on the VRSCX model. The next model year, all VRSCs were 1250cc.

2007

VRSCAW V-Rod – similar to original 2002 VRSCA V-Rod, but with painted finishes and fat rear tyre.

2009-2010

(below) VRSCF V-Rod Muscle – recalls ‘muscle car’ styling with dual-side exhaust, completely restyled airbox cover, rear LED lights, turn signals on mirrors and cast five-spoke wheels.



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2006

VRSCR Street Rod offered mid-mount foot controls/pegs, more of a straight-shot set of mufflers and inverted front forks.

2007

(above) VRSCDX Night Rod Special: plenty of black paint/powdercoat, sport front fender, low-profile rear fender, colour-matched headlamp nacelle and straight-shot exhaust.



2005

2010



If you want to ride the best roads, stay in the best hotels, and enjoy every aspect of a road trip, but without the hassle of organising it yourself, you've come to the right place – Harley-Davidson Authorized Tours...

THE HARLEY-DAVIDSON Authorized Tours programme has been created for new and experienced riders to travel and explore the world from the seat of a Harley. Planned by bikers, for bikers, the tours seek out scenic routes, traffic-free roads, interesting twisties and thundering straights. And every night you'll end up at great accommodation with good food, a few drinks and comfortable bed.

One of Harley-Davidson Authorized Tours' longest-standing tour operators is Brettours, owned and run by Ron and Caroline Brett.

Ron Brett, Road Captain for the Harley tours, has more than 17 years experience of putting together motorcycle routes with the best roads throughout western Europe. He cut his teeth organising tours for *Bike* magazine, whose standard of quality biking roads is high. "We've been

working with Harley-Davidson and H.O.G. for more than 11 years," says Ron. "The fact that we are officially authorised by Harley-Davidson gives our customers peace of mind when booking, as it means we have to meet an extensive list of requirements set by Harley to qualify." These requirements include: being bonded by a regulatory body for tour operators; to visit all hotels and check routes ahead of each tour; no hidden costs; to have emergency plans in place to cater for breakdowns and extreme bad weather conditions; at least one tour guide or Brettours representative on each tour; and many more.

"Our Harley-Davidson motorcycle tours are all about relaxing and enjoying the riding experience without the worries of planning your route and finding your hotels," he adds. "Our aim is to take riders

from A to B on the minor and back roads and to avoid (as much as possible) the heavy traffic of route nationals, and the even more tedious and expensive toll roads of Europe."

Wonderful scenery, quiet undiscovered villages and hamlets, places of historical interest and, of course, traffic-free roads are what riders can expect. All routes are researched and run in advance so Road Captains know exactly where they are going! "You will stay at quality hotels (minimum three-star), all with en-suite, telephone, TV etc," says Ron. The tours are run at a leisurely Harley pace and as well as your Road Captain, a sweeper helps make the experience pleasant and relaxed. Your luggage is carried daily in a support vehicle that follows at the back of the group. Could a touring ride be more relaxing? ■

WIN A TOUR!

BRETTOURS IS OFFERING HOG MAGAZINE READERS THE CHANCE TO WIN A PLACE ON ONE OF THEIR TOURING RIDES THIS SUMMER!

THE PRIZE

FOUR NATIONS - JUNE 17-21, 2010

This tour takes you to the scenic, heavily forested region of the Belgian Ardennes, the lesser-known, rugged region of Luxembourg's 'Petite Suisse', and the well-known wine region of the Mosel Valley in Germany. The riverside rides, picturesque countryside and quaint old villages, towns and chateaux make this a truly pleasant run through four of our closest European neighbours.

THE PRIZE INCLUDES:

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- SUPPORT VEHICLE TO CARRY YOUR LUGGAGE
- FOUR NIGHTS' ACCOMMODATION - B&B
- TWO EVENING MEALS WITH WINE
- EXPERIENCED ROAD CAPTAINS
- FULLY HOSTED THROUGHOUT

THIS PRIZE IS FOR ONE RIDER AND PILLION OR SOLO FOR THE TOUR AS OUTLINED ABOVE, JUNE 17-21, 2010. ALL ENTRANTS MUST BE ABLE TO TRAVEL ON THESE DATES.

TO ENTER

TO ENTER THIS FABULOUS COMPETITION, WE WANT TO KNOW WHAT YOUR ULTIMATE DREAM RIDE WOULD BE. SEND US A SHORT SUMMARY (NO MORE THAN 100 WORDS) WITH AN OUTLINE ROUTE AND YOUR NAME, HOG NUMBER AND DAYTIME TELEPHONE NUMBER TO HOGTALESEUROPE@HARLEY-DAVIDSON.COM. PLEASE PUT 'TOUR COMPETITION' IN THE SUBJECT BOX. THE WINNING ENTRY WILL BE DRAWN AT RANDOM ON JUNE 4. WINNERS WILL BE NOTIFIED BY TELEPHONE ON THIS DAY - PLEASE NOTE THAT ALL ENTRANTS MUST BE ABLE TO TRAVEL ON JUNE 17-21.



BRETTOURS 2010 TOURS CALENDAR

- **Spain, Barcelona, Pyrenees & France** June 2-13
- **Four Nations** June 17-21
- **The Great Escape** June 27-July 10
- **European H.O.G. Rally, Lugano** July 13-20
- **Swiss Lakes & Mont Blanc** July 22-30
- **Chateau & Gourmet** August 6-10
- **Champagne Region** August 14-17
- **Faaker See & European Bike Week** September 3-16
- **Loire Valley** September 24-29

Visit www.bretttours.co.uk for more information and to book!

California *dreaming*

**Jeremy Pick takes time out in California,
riding roads that Harleys were built for..**

ROAD TRIP



The road they call California One winds through Big Sur in a series of twists and turns, switchback after switchback as the road rises higher and higher. As the Road King thrums round yet another bend, the Pacific Ocean bursts into view on the left – an impossibly beautiful scene momentarily framed between the mesquite-covered flanks of the hills, an eagle hanging almost motionless on an updraft until with a lazy flick of a wingtip it is gone. Pausing to drink in the beauty of the scene with the V-twin engine silent except for the tinkling of cooling aluminium, the only sound is the rhythmic crash of the rolling surf...

After a while, breathtaking scenes such as this become commonplace as each turn brings a new set of superlatives, yet the scenes never lose their impact. A lone Monterey Cypress towers over a grove of ancient bristlecone pines, older probably than civilisation itself. Clapboard houses cluster around a bay of white sand. Live-oak dotted cliffs, the trees cloaked in pale

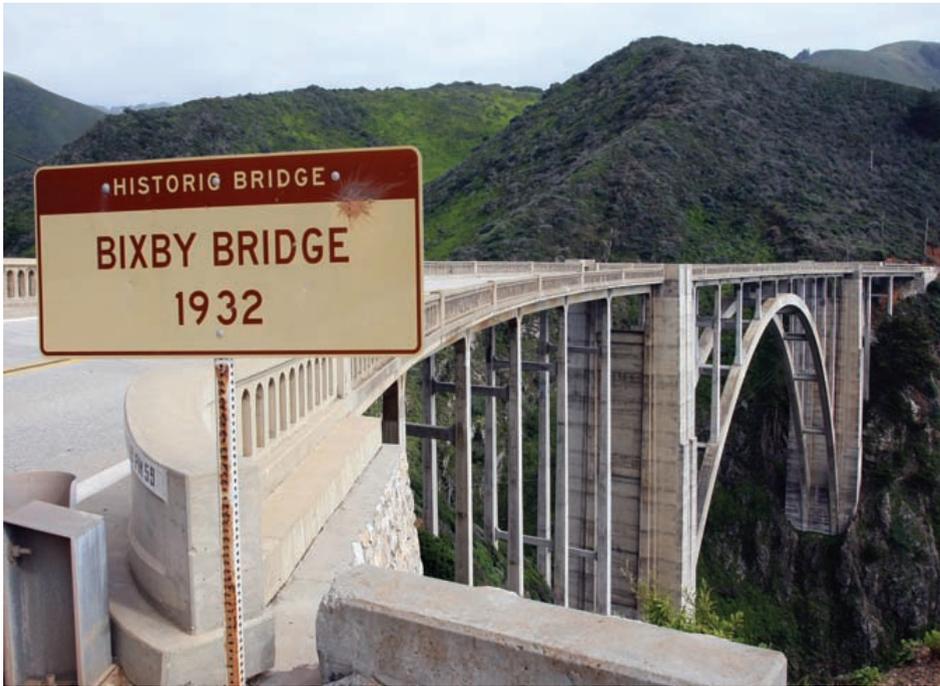
green strands of moss. Giant beds of green kelp. New wonders abound at every corner, around every bend and through each gap in the jagged cliffs.

These are the roads that Harleys were designed for. The Road King takes the bends with ease, flick-flacking through the curves with the merest burble from the exhausts, the rhythmic snick of the gears echoing from the banks on either side. The other bikes in the group follow; the fairing of the Road Glide looms in my mirrors; then the Fat Bob, thundering along on the merest whiff of throttle; the Street Glide, deceptively nimble as it carves through the canyon roads. Each one capable of crossing a continent with ease, these roads pass easily beneath their wheels.

The trip began in beautiful Pismo Beach and took in San Luis Obispo, a slice of true Americana nestled into the coastline between Los Angeles and San Francisco. A storm of driving rain quickly blew itself out, the timing perfect to clear the air and leave a perfect blue sky with wisps of raggedy cloud straggling across the sun.

The trip ended with a heatwave in San Francisco, the timing impeccable to show the abilities of the Harley-Davidson touring bikes on one of the most beautiful stretches of road on the planet, effortlessly consuming the miles as we ride through Carmel, Monterey, Sausalito and Santa Cruz, each one holding the promise of new sights, new adventures.

Even the road names are evocative of all that is attractive about road trips in America; US101 heads north to San Luis Obispo and merges poetically with Pacific Coast Highway One, sweeping through San Simeon, Plaskett, Lucia and through the legendary Big Sur. None of it disappoints. Temptations to stop are everywhere. Basking colonies of elephant seals lie sunning themselves among the rocks, lazily flipping sand over themselves to keep cool. The fairytale pinnacles of Hearst Castle loom above La Cuesta Encantada – ‘the enchanted hill’ – the *castello grande* of an almost limitlessly wealthy man. But the road urges us on, the bikes are waiting and the thrill of »



the next sweeping bend cannot be denied.

For those who have never ridden Big Sur, one of life's great experiences awaits. Past the chrome nacelle of the Road King the road unwinds through beautiful forested hinterlands, past awe-inspiring stretches of cliffs and jagged rocky outcrops, majestic redwoods and bursts of colour from flowering shrubs; mule deer and grey foxes peep from the brushwood, lining the roads as the Harleys sweep past. And always there on the left, appearing and disappearing through the cliffs and crags, the Pacific Ocean. The great Big Sur river rills and rolls through the ravine, crossed by mighty bridges – the Big Sur bridge; the Bixby; incredible feats of engineering in their own right, perfectly in tune somehow with the majestic scenery they frame.

We pause for lunch at the awesome cliff-top restaurant of Nepenthe, with magnificent views off the Pacific far below, a building designed by Frank Lloyd Wright and once bought for Rita Hayworth by Orson Welles. But there is little time to linger – the road is calling again. Switching now from the Road King to the Electra Glide Ultra, its 103-cubic-inch engine gives a noticeable increase in power, its fairing carving through the warm air rising from the ocean. Each bike is equally capable, each with its own distinctive character, each one barely stretching its capabilities on these challenging roads.

Fog starts to roll in from the ocean as the first night's stop appears in the distance, all too soon. The Ultra's engine feels as if it could carry on forever without breaking a note; Monterey, old capital of California, once the 'sardine capital of the world', now a chic bayside resort transformed from blue-collar working town to new economy teeming with galleries, restaurants, boutiques. As if on cue, as the bikes are drawn to a halt on Cannery Row, across Fisherman's Wharf a school of dolphins breaches the water and the spout of a whale breaks the surface of the ocean by the trembling horizon where the setting sun merges into the sea.

Day two dawns and we are up early, eager not to miss a second of the dawn breaking across the ocean. We swap bikes again; this time the big-bore engine of the Fat Bob bursts into life and leads the way as we leave beautiful Monterey and rejoin Pacific Coast Highway One. The coast road takes us through Santa Cruz, past Watsonville, through Half Moon Bay and then, looming ahead, the skyline of San Francisco and the unmistakable silhouette

of the mighty Golden Gate Bridge. Sausalito holds us long enough to refuel the bikes and ourselves, to take the obligatory pictures, and then we're off again, back on to US 101 north towards beautiful Stinson Beach.

Impeccably maintained road surfaces sweep through corkscrewing turns; buzzards hover in the air as the surf rolls in hundreds of feet below our wheels as we rise to the top of the ridge and begin the twisting descent. It's impossible to suppress a grin at the sheer exhilaration of riding these incredible roads. Stinson Beach is framed for a moment far below – a perfect horseshoe of sand, surfers riding the Pacific rollers, mere dots of dark against the white of the surf.

A new road, CA116, takes us east towards the wine country of Sonoma and Napa. Fields of artichokes and soft fruits cover the valley floor, scattered groups of cattle in rolling fields, and then the wine country itself appears, with the great winery buildings lining both sides of the road as we approach Sausalito.

Time for a quick lunch, but we have no desire to linger. The roads take us through a gentler country, yet no less beautiful. That evening sees the bikes safely parked against the backdrop of acres of grape vines and fruits as we head to the Rubicon Winery – lovingly restored by Francis Ford Coppola on the proceeds of his *Godfather* films – for a magnificent dinner.

We're up at dawn again for the final stretch to our journey's end at the heart of vibrant, beautiful, bohemian, romantic San Francisco. Here in the heart of the city the bikes are as capable as on the open roads, effortlessly managing the dramatic hills, the tram tracks and trolley cars that are the signature of this city, seen and recognized in countless films; past the famous Haight Ashbury, birth of the counterculture movement; through chic, sleek and impossibly wealthy Marin; past Golden Gate Park, Castro, Mission and Yerba Buena...

We bid farewell to our companions, to our friends and our faithful Harleys. Throughout the journey all have performed faultlessly, each has been the perfect companion on a journey that we all wanted to last just that little bit longer, to take in just one more curve, to see one more eagle hovering over the mountain ranges, one more glimpse of dolphins dancing in the sunset water, one more whale breaching and spouting on the horizon... but that will have to wait until next time. ■



Your own Californian dream...

To recreate this California adventure, there are a number of options. H.O.G. members can take advantage of the Fly & Ride scheme to rent bikes from a number of locations in the area at an unbeatable price of \$100 a day. Fly & Ride locations include San Francisco, Oakland, Loma Linda and San Diego.

H.O.G. members can also access bikes from selected Harley-Davidson dealers under the Harley-Davidson Authorized Rentals scheme. Options and locations can be found at www.h-drentals.com and include:

- San Diego Harley-Davidson
- Sweetwater Harley-Davidson
- Orange County Harley-Davidson (near Santa Ana airport)
- Route 66 Riders (just down the street from LAX, with a huge fleet, next to famous Bartels Harley-Davidson)

- Harley-Davidson of Glendale
- Bob Dron Harley-Davidson (near Oakland airport)

One-way trips can be tailor-made, collecting bikes from one dealer and dropping off at another. All rentals include bike, helmet and rain suits for rider and passenger, luggage storage during rental if needed and roadside assistance cover.

The most popular route is to go south from San Francisco to Los Angeles so riders are in the outside lane and can see the coastline better, but both ways are equally spectacular.

Thanks to the following for making the trip possible: Matt Knott, Greg Willis and Ross Haddow, Todd Canavan for technical support and Tina Albinger for logistics.

WRENCH

More than an oil change

Regular servicing will help keep your H-D® motorcycle operating at peak performance. With more than 20 specific check points, from front tyre to tailpipe, your Harley-Davidson® dealer knows how best to service your motorcycle using factory-approved methods and equipment.

Inspect battery condition, cables and charging system output.

Drain and replace primary chaincase lubricant; inspect condition. Replace drain plug o-ring and torque to proper specification.

Lubricate the fuel door, Tour-Pak® carrier and saddlebag hinges, latches and locks.

Inspect and adjust drive belt. Inspect wheel compensator sprocket.

Check rear air suspension pressure, operation and leakage.

Inspect rear brake reservoir for fluid condition and proper level.

Inspect exhaust system for leaks, cracks and loose or missing fasteners or exhaust shields.

Inspect rear brake pads and disc. Ensure pad thickness is within specification. Inspect rear brake line for leaks, contact or abrasions.

Inspect rear tyre tread depth and air pressure; adjust as needed. Check torque of all spokes (if equipped).

Inspect spark plugs. Ensure proper gap settings.



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Depicted is the recommended 1,000-mile service for a 2010 Touring model. Refer to your owner's manual for more details.

Check for open recalls, product campaigns, trouble codes, and engine management system updates.

Check tightness of all critical fasteners.

Road test – verify component and system functions.



Inspect and lubricate brake and clutch hand levers.

Inspect front brake reservoir for fluid condition and proper level.

Lubricate clutch cable. Ensure proper cable adjustment and hand-lever free-play.

Check operation of all electrical equipment, lighting and controls.

Inspect fuel lines and fittings for leaks, contact or abrasion.

Inspect clutch assembly adjustment. Ensure adjuster screw free-play and locknut torque.

Lubricate steering head bearings. Ensure proper adjustment.

Inspect air cleaner element. Clean or replace as needed.

Inspect front brake pads and discs. Ensure pad thickness is within specification. Inspect front brake lines for leaks, contact or abrasions.

Inspect front tyre tread depth and air pressure; adjust as needed. Check torque of all spokes (if equipped).

Inspect oil lines for leaks, contact or abrasions.
Drain and replace transmission lubricant. Examine fluid condition. Replace drain plug o-ring and torque to proper specification.

Remove and replace oil filter. Inspect condition. Tighten to specification.
Inspect and lubricate jiffy stand.
Drain and replace engine oil; examine condition. Replace drain plug o-ring and torque to proper specification. Ensure proper oil level at operating temperature.

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STEP 2

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Words and photos: Horst Roesler, motographer.de

Battle of the Bulge



Horst Roesler recounts the 65th anniversary celebrations of the Battle of the Bulge, Bastogne, Belgium

SNOW FALLS FROM a cloudy sky, the soldiers stamp their feet and try to stay warm in the sub-zero temperatures. The rumble from the exhausts is deafening, but it is a sound the inhabitants of Bastogne in Belgium are familiar with – a sound they first heard in 1944: the roar of American engines. V-8, 4-Cylinder and V-Twin, not to forget the distinctive sound of radial engines, mixed with the metal clanking of Sherman tank chains.

Today we were marking the final day of the 65th anniversary of the events that put Bastogne into the spotlight of world history. The dispatch riders led the way

into the crowd while several M4 'Sherman', M10 'Priest', and even one working M26 'Pershing' tank, rolled into Bastogne for the big parade.

In the early hours of December 16, 1944 several motorised German armies broke free from the deep woods of the Eifel mountains, and the last big battle of WWII on the western front began, followed by almost a month of bitter fighting. Sixty-five years later, the weapons are quiet, but the memory remains. Memories of dirt, blood, snow and the frost of a dark Christmas. And only very few veterans live to tell their tales... »

Battle of the Bulge



“The frost crept into our gloves and under our helmets, but the V-Twins were pumping us forward”

The frost crept into our gloves and under our helmets, but the V-Twins were pumping us forward. The 2010 Harley-Davidson Street Bob is a perfect riding motorcycle and is a dream to ride on those narrow roads of the Ardennes that snake in and out of the valleys – but in temperatures below 0°C?

Yes, the idea to do the 65th anniversary of the Battle of the Bulge on a motorcycle may seem a bit crazy, but there isn't a better way to catch a glimpse of what those men endured back then. Even when nobody is shooting at you, and you are wrapped up in 21st-century motorcycle gear, it is a hard ride.

The 65th anniversary of what was the second biggest clash of German and US armies was set to be a huge event, spread over a huge area. The goal was to cover as many places as possible, and to get in and out fast; the Street Bob was ideal.

The celebrations saw collectors and re-enactment groups from all over Europe present their vehicles to a huge audience. Ranging from the exhaust fumes of a rolling Sherman tank, and a fly-by of a Douglas DC 3, to the rattle of a Harley-Davidson sidevalve, the event brought history to life.

Some of the re-enactments took place on the real battle sites, starting with Remagne, a small village just 15km south-west of Bastogne. Almost forgotten by time, the town must have looked the same back then.

Heading back to town, the official celebration included a march to the Patton memorial, the dropping of flowers at »



Battle of the Bulge

the McAuliffe monument and finally the traditional 'nuts drop' from the balcony of the Mairie, the town hall, by veterans of the 101st Airborne and American ambassador in Belgium. This year, very few US veterans made it to the celebrations – the generation is fading fast. The grandson and granddaughter of George S. Patton attended the ceremonies where nuts are dropped from the balcony of the town hall. During the siege of Bastogne, General McAuliffe, commander of the encircled forces, answered the German demand for capitulation with a single word that made history: "Nuts". Since the German officers didn't understand the phrase, the meaning had to be translated to them: "Go to hell!"

The fighting raged on: Bastogne was the rock that broke the flood of the German troops.

Another dawn re-enactment was scheduled at Vaux-sur-Sûre. A delayed start meant the visitors and re-enactors got a real taste of what war must have been like: a lot of waiting in the dark, sudden shots, fire, explosions, screaming and running...

Back in Bastogne, the party had barely started. Thanks to the Street Bob passing the traffic, Bastogne was in easy reach. On the main street, only military vehicles were allowed, thus creating the strange atmosphere somewhere between battlefield and Christmas market.

The snow came right on cue, as if ordered, while thousands of visitors and locals wandered through Bastogne.

During the Battle of the Bulge, motorcycles played a more important role than during any other part of the Allied advance. As radio connection broke down and German troops advanced, it was up to dispatch riders to stay in contact with the fighting men of the task forces that held important road junctions. Wherever supply traffic broke down or got stuck, MPs on their mobile two-wheelers sorted out the mess – there was always enough room to manoeuvre a motorcycle through the worst traffic, and Harley-Davidson WLAs dominated the scene.

You can travel the scenic Ardennes mountainside in spring, summer and autumn – museums and memorials are

open throughout the year. If you really want to understand what happened here and what the conditions were like when thousands of soldiers killed each other under the worst weather conditions, you should visit between December 16 and January 30. The freezing cold, fog, snow, slippery roads, mud, dirt, daylight only from 8.30am to 4pm...

As part of the 65th anniversary celebrations, on the Sunday morning, thousands of spectators gathered on the hill of Mardasson. In 1944 this was the closest point of the German advance and literally in sight of the town's houses. The crowd was gathered to watch a drop of parachutists from a old DC 3 transport plane. Gusty winds and the freezing cold didn't stop the parachutists remembering the air supply of the besieged town in the critical hours of December 23. The DC 3 pilot roared by in a last low-level pass, greeting the visitors.

Meanwhile, the drivers and soldiers mounting the tanks and vehicles waited for the start of the final parade. At 3pm, the engines roared to life and an endless stream of vehicles rumbled into town. Tanks and half-tracks, a huge convoy of Jeeps, trucks and supply vehicles moved slowly through the 15,000+ crowd of spectators that lined the streets. The politicians are gone, yesterday's barriers are removed – it's a fantastic street party as the massive tanks roll through the small main street of Bastogne. The crowd cheered the 'Liberators' just as they did back then in 1944.

At 4pm the sun was falling fast behind the roofs, but the parade was far from over. Vehicles continued to pass through the town at dusk, the last cars leaving the main street as late as 6pm. The wet roads got colder and started to freeze – this was when the real fun began!

Even after the ring around the town was broken on December 26, 1944, the fighting around Bastogne raged on for weeks, and the 'Bulge' in the frontline wasn't cleared before mid-January.

If you feel the cold creeping into your leather jacket, the biting wind at 50mph on the Street Bob – and even without somebody shooting at you – you can only come to this conclusion: war is 'nuts'. ■





Touring the battlefield - books and museums

There are countless books on the Battle of the Bulge, most of which give quite a good account of the fighting and the locations where the actions took place. In all major cities, museums remember the events of December 1944.

The tourist board of Wallonia - www.belgique-tourisme.net and www.wallonia-tourism.be - offers a free guide and map featuring the interesting tours along the different battlefields, listing memorials and museums on the way.

The ultimate guide remains the British-made book *Battle of the Bulge Then and Now*, published by *After the Battle* magazine, as their staff compared countless original images with the original locations of the 1980s. In 2009, some of the sites have faded or been modified, but a lot remains still the same.

Checking antique bookstores or the local library, you can find a lot of good books on the subject, yet all the movies on the Battle of the Bulge have very little to do with the real facts. A main focus of interest was the northern part of the frontline, where the elite troopers of the SS failed miserably at Elsenborn, Malmedy, Stavelot and Trois Pont. The route of the infamous Kampfgruppe Peiper, which left a trail of murder and destruction along its way, is one of the best documented. The end came in the small, scenic mountainside village of La Gleize, where one of the abandoned massive King Tigers remains as a memorial of the almost complete destruction of the town in December 1944.

Another focal point - and a must for each visitor - is the Bastogne Historical Center (www.bastognehistoricalcenter.be) located on the Mardasson Hill just east of Bastogne. The museum offers a superb collection of weapons, equipment, uniforms and vehicles, not to mention the film theatre that shows original footage of the battle. A huge museum shop offers all the literature necessary to research the battlegrounds from Saint Vith to Celles.

Custom

Hopped up flathead



Johnny Routledge chats about his 1942 Harley WLC custom bike project

Words and photos: James Adam Bolton



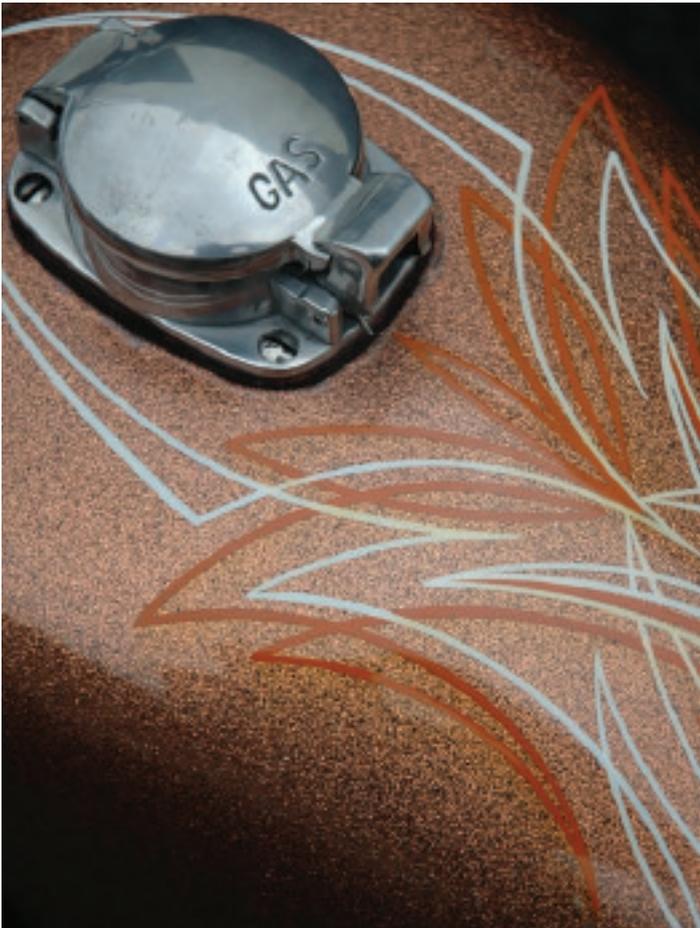
LIKE A METALFLAKE beacon, Johnny Routledge's '42 Harley WLC edged its way towards me through the rain, and in between the downpours we talked about his bike and snapped a few photos. Johnny's engineering background has given him the skills to bring his ideas to life in metal, and the result is stunning. "It's a 1942 WLC, C standing for Canadian Army, and I bought it about six years ago," explains Johnny. "It was a horrible long-forked '80s chop with apehangers, no history and shot big ends, but I could see the potential." He rode it round in this condition, before carrying out a light cosmetic overhaul. "The frame seemed to be Triumph pre-unit, with different lower frame rails; it was a real mixture. A few years ago, I'd had enough and stripped it all down."

Johnny's priority was the motor. WL motors are workhorses but can be coaxed into giving up more power. "I just had to hot up the motor," laughs Johnny. "I had no idea what I was looking for. The whole era of hot rods was about making machines go quicker, so I did the same. Stock power is around 20 to 22bhp; a seat-of-the-pants guess would have the motor now giving out 30bhp. It pulls like a train!"

It can't be easy squeezing out 10 extra horses from such a basic motor? "I started with a publication by Panic Victory Library called *45 Performance Manual*, which is incredibly in-depth. I blueprinted the motor. They're so strong, these motors; it's incredible the bottom end was shot and it was still running. I shaved the heads, relieved the area round the valves, ported and polished the inlets." Did you use the complete original engine? "You can buy mostly everything for WL engines, especially from Holland. I bought Indian-made cylinders, they're better because they're thicker. I used standard pistons, and added a WL DR cam that was used on the solo sports models. It has a longer duration and a lumpier profile than the original."

So this thing doesn't just show, it goes too. Johnny then got the grinder out and chopped the headstock off the bike "to make me start work on the rest of it". So he did, shaving unnecessary bracketry, lugs and metal to lose weight. "I wanted to shorten the bike again," says Johnny, "and put it back to more or less stock geometry. I knew it had to handle well, and I knew I wanted a springer on it too, so it also had to brake well with the faster motor. They came from the '45 Parts Depot'. It's a big twin front end, and the TLS brake on it is fantastic, so it stops too." »

Custom





“A full-on '50s motorcycle is what I wanted, so I built it!”

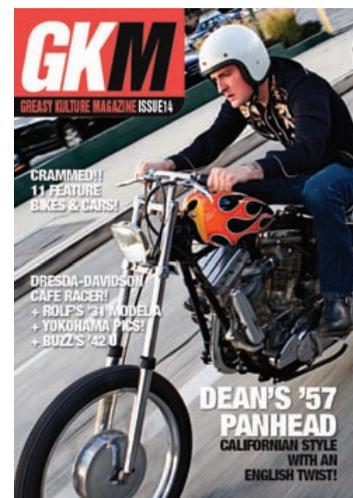
Johnny had to fabricate a new headstock and top tube for the WL to accommodate the springer fork. “Rake is about 30 degrees,” he estimates. His friend Knock also did some masterful welding round the headstock. “The only bits of the frame left untouched from how I bought the bike are the rear loop and the rear hub setup.”

The hotted-up WL motor has been married up to a Triumph T110 gearbox. Johnny replaced all the transmission internals and it has a four-speed cluster. Johnny built the primary tensioner himself and fabricated all the linkages from stainless steel, as well as modifying the rear brake arm. Rear fender is an original Wassell, and the ‘cocktail shakers’ exhausts came from ebay. Johnny fabricated the header pipes himself out of stainless tube, as well as the ‘advance and retard’ lever and number plate bracket, which is topped off with a classy Miller stop light.

The white ‘tuck-and-roll’ leather seat was also an ebay purchase. The oil lines are in copper, run through a remote oil filter, and contrast damn well with the alloy and chrome. The fuel tank, like most parts on this WL, sits so right. “It’s a high tunnel Sportster tank, and I got the filler

on ebay too”. The Amal carb is a 32mm; it wears an aftermarket filter. Midnight Oil Speed Shop is Johnny’s shed – and he burned a lot of it building this beauty. Wheels are 16 and 21 inch. The rear wears a great original Goodyear tyre acquired in a swap with a friend. Steering is courtesy of ‘dog bone’ risers and drag bars, straight and no-nonsense. The fine paintwork has the last word, but Johnny still isn’t quite happy with it: “I used a water-based metal flake, followed the instructions to the letter, but when I applied the lacquer it started peeling. I flatted it all down, and reapplied it all, but it’s still not right.” Hard to tell, Johnny, looks alright to me, and the pinstriping by Melissa at luckystripe.com only makes the tank shimmer more.

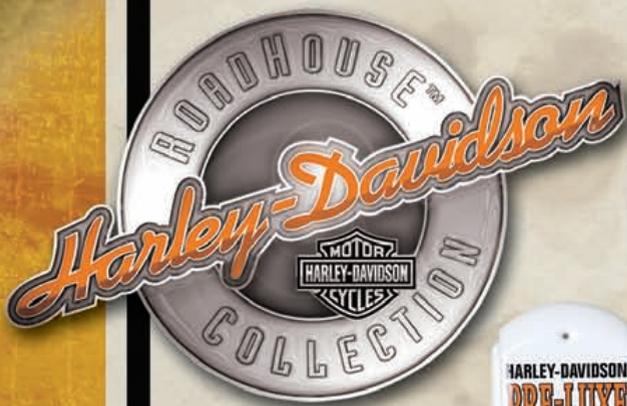
Is he happy with the bike? “A full-on ‘50s motorcycle is what I wanted, so I built it!” he laughs. “So many custom bikes just look so wrong, but it’s not easy to do it right. I wanted to make a 65-year-old bike go like stink. It handles really well for a springer, and I got 30 pounds of weight off the frame. Now I can look at it in my shed, smoking a cigarette at 2am, and think, yeah, I built that. Do you understand?” Oh yes, Johnny, we understand... ■



GREASY CULTURE MAG

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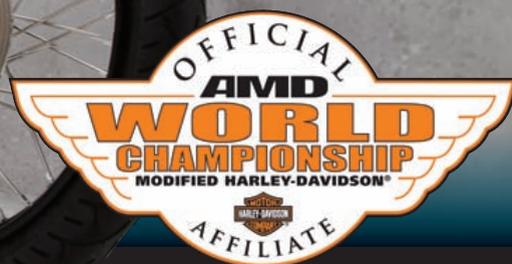


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MAKING CHAMPIONS

AMD World Championship

'Speed Demon', by Special Parts Supply, The Netherlands. A good example of the design and engineering standards showcased by the World Championship affiliate programme



HOG magazine talks to Robin Bradley, creator of the AMD World Championship of Custom Bike Building

NO TWO CUSTOM bike shows are the same – and that's why we love them. During the years, shows have varied enormously in type, venue, judging and class structure. It's little wonder that inconsistencies have plagued the reputation of the concept.

During the early days of the custom bike scene, the custom motorcycle world was a much simpler place, much smaller and more limited in terms of the styles and choices that riders could embrace.

The *Easy Rider* generation eventually exploded the custom market to the one we know today. Robin Bradley explains: "No longer a culture where fashion changed the 'cool-ride' of the day, today's market is a smorgasbord of choice."

However, with choice has come confusion and complexity. It's no longer

as simple as following the trend of the day – the custom market is so diverse that all styling trends remain alive. This is, of course, a good thing. The concept of 'custom' is supposed to embrace a 'whatever your heart desires' individualism.

Robin explains what this means for the custom bike show: "It's a regular task to keep up with what's going on; who's building what; who's winning which class of which show; and what that means for the future of custom motorcycle choices. If we, the custom motorcycle industry reporters, found it confusing, then how could we expect customers to understand?"

The concept for a World Championship programme was born in Europe in 2002. Robin's trade magazine *American Motorcycle Dealer (AMD)* was invited to lend its imprimatur to a trade-only custom show being operated by Custom Chrome in Germany. "This event ran as the *AMD ProShow* from 2002 to 2004," adds Robin. "A remark by one of the competitors about the quality and standard seen at the show, and its significance for Europe's custom builder community, gave us an idea."

AMD took the concept to the US, calling it the *AMD Official World Championship of Custom Bike Building*. The event was staged in California in October 2004. The original event was re-branded the European Championship the following year.

AMD sought to provide an antidote to the issues it had observed at other shows.

"We wanted to throw the spotlight back on to design and engineering innovation and craftsmanship, and away from the perception that all was needed to build a great motorcycle in a matter of hours was a parts book and a workbench."

To that end, *AMD* incorporated 'hallmarks of difference' into the concept. Robin explains: "The main element is peer-group-review judging, where competitors, while unable to vote for their own bike, are the judges. This leaves it wide open to those who build to apply their own perspectives on a 'whatever-floats-their-boat' basis."

The class structure is also radically different to anything seen before. The class from which the World Champion is 'elected' is the 'FreeStyle' class for custom V-twins, a formula that rewards originality and innovation. Sub-classes are based on the engineering impacts that platform decision-making has on the possibilities. For example, bikes using liquid-cooled rather than air-cooled power plants would go into a specific 'Metric' class, if the competitor wanted them to. Production bikes, or customs designed for possible series production, is another engineering impact that is separately showcased.

As is the work of those using a factory Harley-Davidson® class, sponsored by Harley-Davidson. "The aim is to raise the profile of the customisation possibilities for a Harley-Davidson," says Robin. »

Below: Panafina, by Ferry Clot, Spain – the winner of the 2009 Modified Harley-Davidson World Championship at Sturgis



Willie G has a habit of checking out the bikes in the Custom Bike Show...



AMD soon decided to make the World Championship an open-access programme that wasn't restricted to those in the industry. Robin explains: "In 2006 we took the World Championship to the Sturgis Motorcycle Rally, which is the world's largest annual single gathering of riders. We wanted riders to see the exceptional work that the custom market was producing at its top end."

At that time AMD also embarked on building a worldwide network of Affiliate events. "This enables independent existing or new-for-the-purpose motorcycle shows to receive World Championship endorsement," says Robin. Five years on, this year will see 18 Affiliate events being staged around the world, reaching between 1.5 and two million riders.

2009 saw the first Affiliated Harley-Davidson event, the Ride-In Custom Show at European Bike Week at Faak in Austria. "This year's event will again be an Affiliate," adds Robin, "and the annual European H.O.G. Rally at Lugano in Switzerland is also joining the network. Discussions are also under way for Africa

Bike Week to join the programme in 2011."

One lucky modified Harley-Davidson builder/customiser will win prize money and qualification to compete at the next Official World Championship. Staged every year in early August at the legendary Sturgis Motorcycle Rally, the World Championship has established itself as the premier custom motorcycle design and engineering showcase, the prize that customisers value above all others.

Harley-Davidson's Director of Marketing, Parts & Accessories, Steve Earnshaw, has been instrumental in developing the plans with AMD. Robin recalls: "Steve Earnshaw entered one of the 2010 CVO models into the Production Manufacturer Class at the 2009 World Championship – I think this is the first time that Harley itself has entered a custom show." Steve is enthusiastic about the programme, saying: "By having a market-driven approach to how it has developed the World Championship

programme, AMD has achieved its aims of building an event that showcases the cutting edge of customisation."

Harley-Davidson and Screamin' Eagle are two custom motorcycle industry brands and businesses who support the programme as Official Partners, adds Robin. "Thanks to industry support for the programme we are gradually edging towards development of an event series that delivers on our key goals: to provide an independent design and engineering showcase that is respected, and one that rewards, recognises and promotes innovation and craftsmanship. We also strive to provide custom motorcycle enthusiasts with a structure and framework through which design and engineering options and ideas can be seen by the widest range of customisers; and finally, to reward innovation, creativity, engineering quality and design diversity."

Has AMD achieved that yet? "No, of course not," smiles Robin, "but thanks to the generous backing of our Official Partners and the appreciation a worldwide 'builder community', we are well on the way!" ■



Robin Bradley (seen on the far right of this photograph) is an industry trade journal publisher and World Championship creator. For more information on the programme, visit www.amdchampionship.com



THE FIRST ACE CAFE LONDON MOTORCYCLE & CUSTOM SHOW, ROBIN BRADLEY

The first annual Ace Cafe London Motorcycle & Custom Show, held at the end of February at Alexandra Palace, London, was an official Affiliate event of the AMD World Championship of Custom Bike Building. This brand-new event for the UK custom bike scene got off to a flying start and produced some historic results for Harley-Davidson factory platform customising.

The show featured five classes in total, but it's the world-famous 'FreeStyle' and Modified Harley-Davidson classes, whose guidelines are taken directly from the World Championship rule book, that produced the star attractions.

The Ace Show in London is the latest of a series of attempts to give the UK a world-class custom expo formula that will stand the test of time, and post-show custom industry reaction suggests that the event has succeeded in providing a start point from which it can develop and grow in future years.

Fifty-three bikes competed at 'Ally Pally', with the 'FreeStyle' and Modified Harley-Davidson classes attracting the majority of entries. Winners at World Championship Affiliate events win qualification and prize money to be able to compete at the World Championships, and the hot news was that for the first time ever an authorised Harley-Davidson dealer won a World Championship 'Sturgis' prize.

Shaw Harley-Davidson, from Sussex in the UK, took the Modified Harley-Davidson class win with 'Strike True II', a customised 2010 'Crossbones' that, in the opinion of their fellow competitors, was the clear class winner.

Shaw had three custom projects in the competition, and in also taking second and fourth place, sandwiching Warr's Harley-Davidson of London in third spot, it marked a clean sweep of the top four positions in the Modified Harley-Davidson class for UK Harley dealers.

The class and first prize were sponsored by Harley-Davidson in the UK, and Shaw Harley-Davidson will now go forward to represent the 'Ally Pally' Harley-Davidson Inc.-sponsored Modified Harley class finals at the World Championship this summer.

The success that Shaw Harley-Davidson has achieved represents a dramatic statement about the custom styling options and flexibility that Harley-Davidson factory platforms offer custom styling enthusiasts.

This is the first time that a World Championship Affiliate event and World Championship 'Sturgis' prize has been won either by an authorised Harley-Davidson dealer, or by a custom project based on a current Harley-Davidson model.

All the work (excepting for the classy paint job by Image Design in the UK) was done at the dealership by Shaw Harley-Davidson technicians, with Steve Willis, Neil Sefton and Dave Rollison leading a

team effort on a project that was a product of Shaw Harley-Davidson's in-house Custom Design Studio. Shaw Harley-Davidson Dealer Principal and head custom designer Steve Willis said: "Winning any show is great but to win at London's first-ever World Championship Affiliate custom show is just fantastic. Now we have the prospect of competing against the world's best bikes at Sturgis ahead of us. What an opportunity!"

The result is a custom Harley that convincingly blends the contemporary riding values of the 2010 'Crossbones' with classic custom styling. It combines popular custom options available from the Screamin' Eagle programme with selected quality products from independent parts and accessory designers such as Roland Sands (seat, fuel system, transmission and engine covers), Vance & Hines (mufflers) Performance Machine (brake calipers, hand and foot controls), Paughco (front springer forks), Crime Scene Choppers (front and rear lights) and a custom oil tank by 'New York Nick' Genender of New York Choppers fame.

The package clearly convinced the judges at the 'Ally Pally' show, as 'Strike True II' was a clear winner!

www.acecustomshow.com
www.shawharley-davidson.com



Mark Willmore, MD of the Ace Cafe London (left), Roger Withers of Harley-Davidson UK (right) and Show Grand Marshal Russell Mitchell (in the red shirt)

JEREMY PICK EXPLAINS WHY 'MODIFIED HARLEYS' ARE NOW A CUSTOM BIKE FORCE TO BE RECKONED WITH AND COMMENTS ON THE EUROPEAN CHAMPIONSHIPS HELD IN MARCH IN MAINZ, GERMANY

It's only a few years ago that in any custom bike show you cared to visit, the 'Modified Harley' class – if the organisers bothered to have one at all – consisted of a few nearly-stock bikes tucked away in a corner. Custom shows the world over were dominated by 'Freestyle' bikes, often hand-built from the ground up and, despite their similarity, frequently containing not a single original Harley-Davidson part.

Fast forward to today and the situation has completely changed. Now 'Modified Harleys' compete on equal terms with Freestyle bikes and, in many cases, the level of skill and workmanship exceeds the Freestyle creations. And here's the rub – there are cool bikes that can actually be ridden, are road legal, and, in the event that anything goes wrong, can be fixed relatively easily by a Harley dealer or the owner, without recourse to a CNC machine, a CAD/CAM programme, a lathe and a milling machine.

The AMD Official European Championship of Custom Bike Building held at Mainz, Germany is a good case in point. In an event that saw around 120 world-class custom bikes entered from more than 20 different countries, more than 20 bikes competed for the accolade of Best Modified Harley – the best of them competing neck-and-neck with the wild hand-built creations in the Freestyle class. The criteria for entry? All bikes must have an original Harley-Davidson VIN and engine number. Judging credibility was assured by the AMD judging process – every builder with a bike in the show was entitled to vote for their favourite bikes.

In an intensely fought contest for the top

prize of a new Harley-Davidson big bore motor donated by Harley-Davidson Europe, the Modified Harley class win was taken by Abnormal Cycles of Italy, with their fantastic creation 'FL '48' (below, right). Based around a 1948 Panhead engine and frame, this little beauty bore Indian-style leaf-spring suspension up front, an antique Linkert carburettor with 'bird deflector' cover, a headlight found at a swap-meet, and hand-made exhausts, fender and fuel tank. Finished in bronze paint, this bike looked like a true custom bike – but one that could be ridden across Europe and then enter, and win, any custom bike show.

Narrowly beaten into second place was the remarkable 'Forsaken' by Ola Stenegard's Unique Custom Cycles of Sweden (below, centre), based on a 1972 Shovelhead engine and frame, raked to 40 degrees and fitted with modified XL wheels and top-grade Ohlins single rear suspension. The level of engineering skill was remarkable, including a swing-arm containing the oil tank and a 1540 big-bore conversion to make it a real fire-breather. Third place was taken by Germany's Sasse van Essen with their 2003 Twin Cam-based 'Skull Racer' (below left), with some consolation in the shape of the Public Choice award.

In the 'Freestyle' class where 'anything goes' is the rule, Italian builders demonstrated their ascendancy to the world stage of custom building by taking first and second place – Garage 65 of Pisa in Italy took the title of European Champion, with their outrageously beautiful hub-centre steered 'CosmoDrive' creation, which will be competing at the

AMD World Championships in Sturgis later this year (see photo on p74 of the AMD Magazine team [white shirts] with Garage 65 from Pisa in Italy with 'Cosmo-Drive'). Milan's Headbanger Motorcycles took a well-deserved second with the minimalist yet totally radical Knucklehead creation 'Morning Sunrise', narrowly beating the jaw-dropping 'One Eyed King' by the Japanese/US Cycle Kraft business.

The outstanding level of skills and technical ability shown by European custom builders could be seen in the fact that bikes of the quality of A.T. Cycle's 'Osmane', already qualified for the World Championships, barely made the top 10. And in terms of styling, it was refreshing to see that no single style predominates on the European scene – bobbers, board-trackers, Swedish-style choppers, lowriders, streetfighters and the plain uncategorisable, demonstrate that European customisation is now leading the world when it comes to innovation, skill and ingenuity.

Full results details and pictures of all the bikes at the AMD European Championship can be seen at www.amdchampionship.com



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Make every day count

Between the lines

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

To see and

MANY WISE AND experienced riders have a rule of thumb when it comes to riding at night: Don't. Especially if you live in an area where deer are abundant. There's no getting around it: when riding at night you face a higher degree of risk than when you ride in daylight – for a host of reasons besides deer and other nocturnal animals.

That said, it's important to remember that in motorcycle safety circles we talk in terms of relative risk. There's no such thing as 'absolutely safe', only varying degrees of risk. And by taking certain precautions and learning (or brushing up on) a few basic principles, you can reduce those risks and take some danger out of the darkness.

Be seen

The ability to be seen is the most important aspect of night-time riding. You may have heard the term 'conspicuity', which is the art of making yourself conspicuous to drivers and other riders. There are many ways to do this.

Make sure you're using all the lights available to you. If your motorcycle features any auxiliary lighting, make sure it's on when you ride at night. Use the high beam when it's appropriate. Flashing your brake light when slowing or preparing to stop is a good idea any time but especially at night. And it's absolutely crucial to use your turn signals consistently.

Another important consideration is to wear reflective clothing. Many Harley-Davidson® Genuine MotorClothes® riding jackets feature integrated reflective materials, but it never hurts to put on a reflective vest as well. Consider adding some reflective tape to your helmet, especially if it's black.

Shining a light on riding in the dark



be seen

Finally, make sure all your lights are clean. It's often said that motorcyclists should ride as though they're invisible. It's a good tip in general for riding defensively and doubly applicable at night.

See

In this case, we mean to literally make sure you can see things as clearly as possible. Things that can reduce this ability include eyewear and eye protection (goggles, glasses, face shields, windshields) that are scratched or dirty. Smudges you may not notice in daylight can cause problems when streetlights or vehicle lights shine on them. If you have goggles or a helmet with interchangeable lenses or face shields, make sure you have the 'clear' options with you at all times in case you get caught out after dark. It's also a sound idea to make sure your emergency kit includes a flashlight.

Keep in mind that things don't look as sharp at night. When your pupils dilate to compensate for lower light levels, the edges of things tend to not look quite as sharp. If you sometimes wear glasses to help you see things far away, make sure that riding at night is one of those times!

'Seeing' also means not overriding your headlamp. That is, don't ride so fast that you don't have enough time to react to an obstacle that suddenly appears in the far reaches of your headlamp beam.

The S.E.E. system recommends actively scanning the

area up to 12 seconds ahead of you; that is, an area ahead of you that will take 12 seconds to reach. The faster you ride, the larger that area becomes. This is difficult enough in bright daylight; at night it can become nearly impossible, so keeping your speed in check becomes especially important.

One trick is to use the headlight of a vehicle in front of you to expand your view. By paying attention to what may appear in the headlights of a leading vehicle you'll have more information at hand to help you make good riding decisions.

Animals

The most important part of avoiding animals in the roadway is to know when they're more likely to be present – and then to actively look for them. Take warning signs seriously. They are usually posted in places where there have been a higher-than-average number of vehicle-animal collisions. Remember that deer and many other animals are nocturnal – so look for them especially at dusk, dawn, and after dark. Watch for shadows that move. Watch for the glowing eyes at the side of the road. Ride with your high beam on when there's no oncoming traffic.

Added risk factors

Riding in the dark presents plenty of hazards on its own, but when you throw in other risk factors it can be treacherous:

- Adding rain to darkness can make it doubly hard for you to see clearly – and for drivers to see you. Light from oncoming vehicles will reflect on raindrops and create a starburst effect on your eyewear, face shield and windshield.

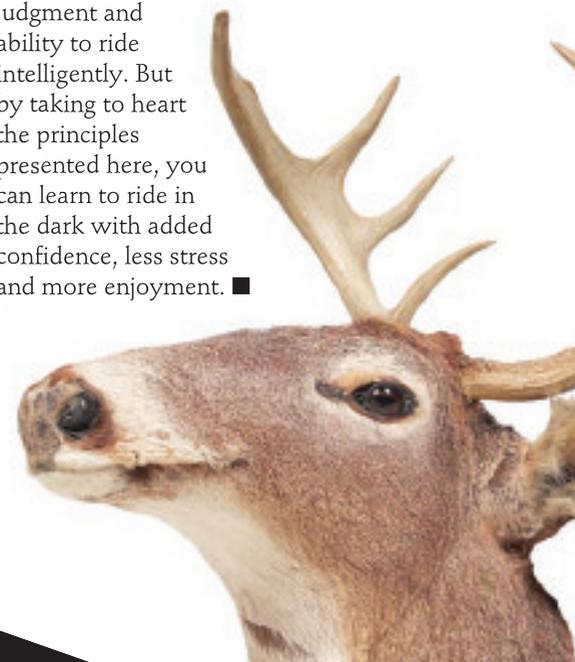
- A construction zone can feel like a minefield at night. Use your S.E.E.

training and ride within the capabilities of your motorcycle. If you need to, ride with your flashers on and keep a safe margin between you and other traffic.

- Fatigue can become a bigger risk at night. Even if you don't feel you could fall asleep on your bike, being tired affects your judgment. Assess your level of tiredness and how 'necessary' it is to ride.
- Ambient temperatures can drop rapidly at night. If the temperature approaches freezing, use extra caution on bridges (where ice tends to form first) and areas where moisture is present. Also, carry a few extra layers of clothing with you when you expect to be out after dark.
- Unfortunately, night-time is also when you're more likely to encounter drivers who may have overindulged, so keep an extra eye out for swerving vehicles and give them plenty of space. In some cases, you may consider pulling over to alert the local authorities.

Don't sweat it

In conclusion, one 'unseen' hazard of riding at night is that it can increase your stress level – which can in turn affect your judgment and ability to ride intelligently. But by taking to heart the principles presented here, you can learn to ride in the dark with added confidence, less stress and more enjoyment. ■



Chrome on silver

SURE, EVERYBODY REMEMBERS the spectacular Fat Boy® chase scene in *T2: Judgment Day*. Exploding semis, indestructible cyborgs from the future, a shotgun-wielding ‘Governator’ – what’s not to love? But the history of Harley-Davidson® motorcycles in the movies – whether on the Hollywood silver screen or someone’s living room wall – goes back to the age of silent films.

An article in a 1914 issue of *The Harley-Davidson Dealer* details the hero’s ride in *The Three Gunmen of Plumas* (by the time of release, ‘Three’ had been dropped from the title). Two decades later, company correspondence revealed what may have been the first formal product placement in the now-obscure film *Crash Donovan*. The Marx Brothers’ comedy classic *Duck Soup*, prominently featuring a 1926 J model as a humorous prop (the motorcycle and sidecar are easily separated, and move independently of each other), is just one more early example.

For the first half of film history, motorcycles were the conveyance of good guys. But the image of motorcycle riders on film changed with *The Wild One* in 1953. Inspired largely by a staged photo in a 1947 issue of *Life* magazine, the film single-handedly sparked the genre of the ‘biker flick’. By the 1960s and ’70s, a slew of B movies – including *The Glory Stompers*, *The Wild Angels* and *The Cycle Savages* – characterised bikers as troublemakers, and, at times, terrorists. *Easy Rider* (1969), which stands alone as an enduring classic of American cinema, is the first movie in which the motorcycles are as iconic as the lead characters.

Harley-Davidson produced its own promotional films over the years. As early



Two donations of film footage, one from an individual in Indianapolis, Indiana and the other from the relatives of Bob Stuth

as 1919 and 1920, the now-famous dirt track racing victories at Marion, Indiana were recorded, though the whereabouts of the 1920 footage are unknown. In 1977, the film *Heart of a Harley* touted the manufacturing advancements of the Motor Company. A highlight is the narration of stereotypical biker ‘Fat Bob’ in his garage, telling the story to neighbourhood kid ‘Flash’.

But the reality of the Harley® motorcycle rider is truly revealed in the home movies that have come to the Harley-Davidson Museum® in recent years. Racing and club footage in beautifully preserved colour was donated in 2008 through relatives of Bob Stuth, an amateur-class racer. Stuth

had the presence of mind to bring a 16mm camera with him to many races and rallies over the course of the late 1950s and early ’60s. A fantastic collection of even earlier footage was acquired documenting racing and club life in the Indianapolis, Indiana area from the 1920s to the late ’30s. The films are in colour and, like the Stuth footage, preserved in amazing condition. Some of the tricks attempted on brand-new 1930s motorcycles are enough to make a collector cringe – but probably no more so than watching the Terminator launch his Fat Boy 20 feet down into an L.A. aqueduct. ■

www.h-dmuseum.com



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Harley-Davidson's racing successes span many categories, from flat track to hill climbing, but it was Italian Walter Villa who dominated the 250cc championships in the 1970s...»

A thinking racer



Italian racing legend Walter Villa rode to success in three consecutive years aboard a Harley-Davidson

HARLEY-DAVIDSON® HAS AN interesting racing history that has been well documented. It can be argued that Harley-Davidson has been in racing since the very beginning. The recent restoration of the 'Serial Number One' motorcycle, in the Juneau Avenue lobby, Milwaukee, revealed that the bike was in fact built to be a racer. The engine of Serial Number One is high compression, and the front forks and rear of the frame were never drilled to hold fenders, characteristics of turn-of-the-century racing motorcycles.

From Walter Davidson's Ten Mile Open win in July 1905 and the 1908 Federation of American Motorcyclist (FAM) endurance and reliability contest in New York State, Harley-Davidson not only made major competition news, the company had also established itself as a builder of high-quality motorcycles.

In 1914, the Company's official racing department was formed and the following years saw many major firsts as 'The

Wrecking Crew' dominated races all across America.

Since then, Harley-Davidson has clocked up many major achievements with racers including Joe Petrali, who in 1935 won every single dirt track AMA National Championship, a total of 13 titles, the first time in history that one man and one motorcycle brand accomplished the feat. In 1946, a new 45-cubic-inch 'flathead' WR model was launched – in 1950 alone, Harley-Davidson riders won 18 of 24 national championships and set six new racing records.

Through the '50s and '60s new variations of racing motorcycles were built and, as usual, Harley-Davidson dominated with racers such as champion Joe Leonard, who won the most points in the nationals in 1954, the first year of the points system.

Leonard paved the way for Carroll Resweber, Grand National Champion from 1958 and 1961. Under the new points

system, the previous year's champion rode with the coveted number one plate on his bike, and Harley-Davidson riders held them for seven straight years from 1954 to 1960. In 1961, Roger Reiman won the 200-mile National Championship on the Daytona International Speedway and Carroll Resweber won his fourth title as AMA Grand National Champion at Springfield, Illinois.

In 1968 Cal Rayborn rode a model KR at the Daytona 200 and not only finished more than four miles ahead of the second place winner, but became the first racer to break the 100-mile-per-hour pace barrier on the track.

The Italian job

The 1970s welcomed the XR-750 – a motorcycle that would evolve with the Company's racing team into the one everyone knows today.

The 1970s team featured great racers such as Jay Springsteen and, of course,

World Championships results - Harley-Davidson / Walter Villa

Year	Podium	1st	2nd	3rd	Pole	Points	Position
1974	5	4	1	0	1	77	1st
1975	6	5	0	1	5	85	1st
1976	8	7	1	0	7	90	1st
1977	4	3	1	0	1	67	3rd
1978	1	0	0	1	0	13	16th

Riding for Harley-Davidson 250cc: three world titles won

1974	0	0	0	0	0	15	16th
1975	0	0	0	0	1	3	36th
1976	5	4	1	0	4	76	1st
1977	0	0	0	0	0	14	18th

Riding for Harley-Davidson 350cc: one world title won

Scott Parker. But 1973 also welcomed Italian racing legend Walter Villa, who rode to success in three consecutive years aboard a Harley-Davidson RR-250 at the 250 GP World Championships.

Villa was born the second of one of five motorcycle-mad brothers, in the heart of Italian motorsport country, between Maranello and Modena. He began racing at the age of 13 on a 175cc Morini. In his first race, he finished third, beating Giacomo Agostini, who went on to become Italy's greatest-ever bike racer.

Walter's elder brother Francesco won the Italian 125cc championship four times; Walter won the same title three years in succession, from 1966 to 1968. At first he rode Mondials, but in the final year he and Francesco both rode two-stroke racers that they had designed and built in a small workshop at Modena. Gaining international experience on a 250cc Montesa, a bike they built for the Spanish factory, Walter caught the eye of the factory teams and rode for MV Agusta and Benelli as well as racing his own Yamaha to win the 250cc Italian Championship in 1973.

In the early 1970s, AMF, the American conglomerate that owned Harley-Davidson at that time, bought the ailing Aermacchi factory near Milan, with the aim of selling a range of bikes from 125cc machines to the traditional big V-twins. First, they marketed Aermacchi's horizontal single-cylinder four-strokes, and then began to develop their own two-strokes.

It was the RR-250 that Villa was hired to promote through Grand Prix successes in 1973. Taking the existing TD2B Yamaha production racers, and even using Yamaha parts in their engines, the Italians developed the RR-250 and Villa succeeded in winning the 250cc title a record-breaking three

years in succession, 1974, 1975 and 1976, as well as the 350cc in 1976.

The Harley-Davidson team was perfectly suited to Villa's skills, temperament and riding style. Because all the top 250cc-class bikes were of similar performance, marginal differences made a huge impact on race results. Gilberto Milani, who developed the bike, remembers that Villa tested more than 1,000 shock absorbers before the 1973 season, keeping the results secret from the rest of the team. With infinite patience, he would catalogue every test ride result, and was meticulous in studying other riders.

With Villa as its pilot, the RR-250 carried Harley-Davidson to the only international Grand Prix motorcycle road-racing championships the company earned in its long history.

As a rider, Villa was neat, conservative and took few chances. Enzo Ferrari described him as the "Niki Lauda of the bike world – a thinking racer". In addition to the world championships, he won eight Italian championships, and was considered by his contemporaries to be one of the most complete riders of his generation.

Harley-Davidson still remains committed to racing; the VR1000 race campaign may be over but competition – from flat-track to race-track – remains part of the Motor Company's DNA. The new XR1200 race series will be providing excitement on Europe's race tracks this season – *HOG* magazine will be following the series and reporting on the twists and turns of this latest grass-roots racing endeavour. ■

Follow the series at www.xrdna.com. Thanks to Alessandro Paroli from Italy for his contribution to this article.

1974

In 1974 Walter Villa won the world title for Harley-Davidson in the 250cc class, taking first place in four Grand Prix races: Imola (the Nations Grand Prix), Imatra, Assen and Brno, and second place in Sweden.



1975

He was still going strong the following year, in 1975. Once again he took the world title for Harley-Davidson in the 250cc class, winning five races: Spain, Germany, the Nations Grand Prix at Imola, Holland and Sweden, and coming third in Belgium.

1976

In 1976 Walter Villa claimed the world title in the 250cc and 350cc classes, once again on a Harley Davidson. The season started with a double-win in Australia on the Laverton circuit (a trial which didn't count towards the world title), then at Misano in the 350cc class and at Modena in the 250cc class. It should be remembered that back in those days there was another man racing in the 350cc class, Giacomo Agostini. At the Grand Prix counting towards the world title, he recorded a double win in the French Grand Prix at Le Mans (1st in the 250cc and 1st in the 350cc), in Finland (1st in the 250cc and 1st in the 350cc), Czechoslovakia (1st in the 250cc and 1st in the 350cc) and Germany (1st in the 250cc and 1st in the 350cc). He also came first in the 250cc class at the Nations Grand Prix at Mugello, in Holland and in Belgium.



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Down Under Backflip

THIS AMAZING COMPOSITE photograph captured Kain Saul's historic backflip in November 2009 in Sydney, Australia aboard a Harley-Davidson® XR1200 motorcycle. Saul nipped American X Games motocrosser Chuck Carothers' similar feat in Prague the following day, also on an XR1200. Both men were racing to lay claim to being the first to complete a full backflip on a heavyweight street motorcycle.

Saul's backflip is just one of several feats of derring-do involving H-D® XR1200 bikes from down under, all orchestrated out of Gavin Walker's Quick-Fix Motorcycles dealership. In addition to the backflip, Walker's crew has revived the art of Globe of Death steel cage riding using an XR1200, along with setting an unofficial record for the longest distance jump on a Harley-Davidson motorcycle at 157.6 feet. Videos of Saul's and Carothers' flips can be found on youtube.com/harley-davidson. ■

Memories...

Thanks to everyone who entered the 2009 Ladies of Harley Motorcycling Memories Contest. Here are the winners...



*The first trip
is the
sweetest*

Most adventurous – Ailsa James

The North Devon Harley® Riders: 10 well-oiled machines, 17 people, gathered together for their first trip abroad after a winter's planning. We crossed from Plymouth to Roscoff on the late-night ferry and landed at 7am. Our destination, 350 miles away, was Route 66 Motorcycle Hotel and Campsite at Bussiere Poitevine, between Poitiers and Limoges – a hotel where your bike will be safe and secure in a locked barn. The holiday mood was spreading, but not for long. Paul's bike was dripping petrol and, having stopped, would not start. Ten manly heads shook in collective dismay, despite much wiggling, prodding and sighing.

On ringing Harry, owner of Route 66, he promptly offered his assistance and within an hour and a half was hauling Paul's bike into his van to run it to the dealership at Limoges. The next morning, we returned to Limoges, and within minutes the bike roared back to life, and we were back on the road, lighter of pocket thanks to the time spent in the dealership eyeing up T-shirts.

We settled into a fine rhythm and began to enjoy the scenery and the rest of our holiday. A sojourn to France has now become an annual club event. On the 65th anniversary of D-Day, June 6, we'll be staying rather appropriately at Caen. Without a doubt, we'll be raising a glass or two in memory of the sacrifices made by so many that enabled us to have this privileged life we now lead.



*My
greatest
passion*

Most memorable – Patricia Clavie

My husband bought a Road King classic in 2005 and the first time I rode it I got the bug straight away. The next time I rode it was the Ghent Chapter Belgium autumn 2005 run, as a guest, and in 2006 I became a member of H.O.G. and the Chapter.

We have two daughters, and they like to ride too, so my other half persuaded me to take my bike test so they could both ride with us. I passed my practical and bought a used bike. I then rode with the Chapter, to other clubs and on our own runs. Before I had a Harley of my own, I had to ride my husband's Road King with him. There I was, off on the Road King, towards H-D Ghent; they couldn't believe their eyes!

In May 2007 I finally passed my bike test and my dream became reality – my own H-D Softail Deluxe. My first run on my own Harley was the Assenede Harley Days, and the following week we went to the Peak District in England with 20 Chapter members.

After that came St Tropez in 2008, De Tarn in France and the Black Forest in 2009. Every weekend I faithfully take part in events with my beloved club Ghent Chapter Belgium where I have also been appointed photographer. Now, 33,000km later, I still enjoy every ride on my Harley. 2010 promises to be another 'Live to Ride' year.

Overall winner – Danila Cossu

My name is Danila and I'm originally from Sardinia but I've been living in Sicily for the past five years. I've loved motorbikes ever since I was young and started riding when I was just 14 years old.

When I decided to buy a Harley® three and a half years ago, I was invited to a Harley rally by Ivano, director of the Etna Chapter. My bike wasn't going to be ready for another week so I asked my friend Andrea to give me a lift. Andrea and I have been together ever since and when he proposed on the back of a bike I accepted on the condition that I'd go to the church on my Harley.

I spent a year organising the wedding: invitations with pictures of our Harleys; orange roses in the church; H-D ring pillow; themed tables; H-D cake slice – everything was related to our Harleys.

I waited for my friends to arrive who would ride with me on their sparkling Harleys to fulfil my dream. I opened the door and got on my bike, wearing my white dress with its long train. I unfastened the skirt to reveal white shorts and tennis shoes. I added my white helmet with veil... and off we went!

When I arrived, I replaced my skirt and changed my shoes! I entered the church in my long dress, high-heeled shoes etc. But straight after the wedding I unfastened my skirt again and headed off on my husband's bike... followed by our procession of friends on their Harleys.

The honeymoon? We went on a Wild West Tour with Eagle Rider, two weeks around America, on the back of two Harley-Davidsons, of course...

*My
ultimate
dream*



Speedline MOTO

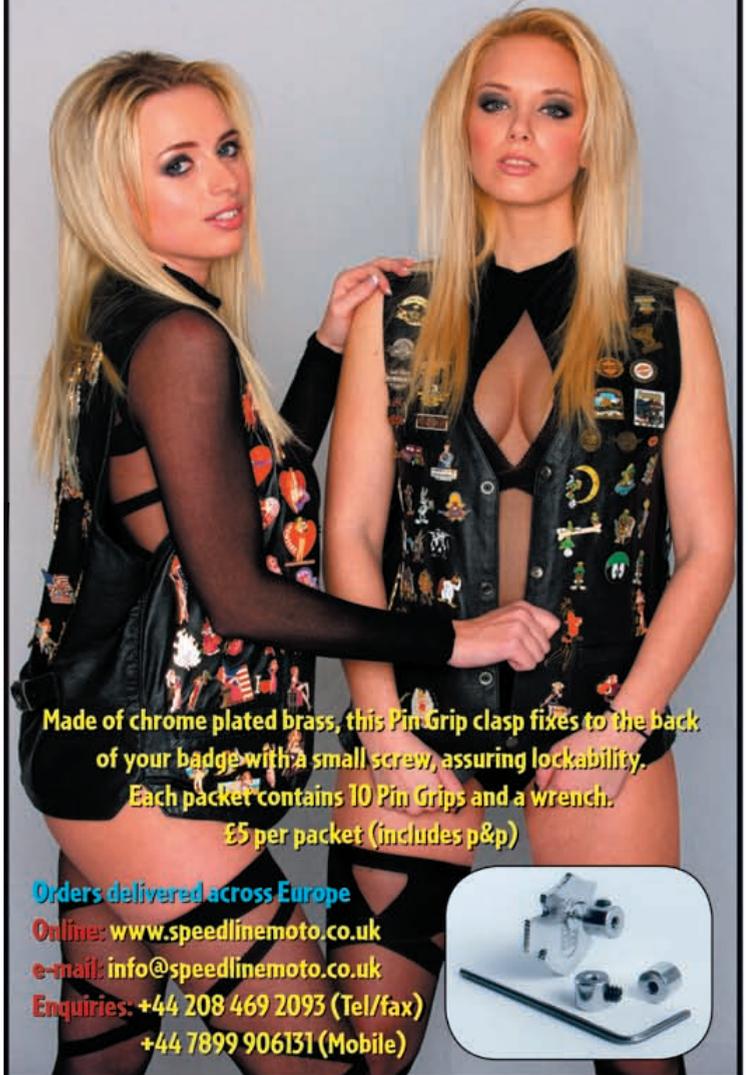
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Easy as ABC

The 2009 ABCs of Touring contest attracted many entries. Here are the winners...

ABCs OF TOURING is a competition designed to get you out there riding to new or out-of-the-way places! Here's how it works: keep a camera and a copy of a current issue of *HOG*® magazine with your bike. You can earn points by sending us photos of you and your Harley® in front of official signs while holding a current copy of the magazine. The idea is to visit cities and counties beginning with as many different letters of the alphabet as possible. You can also earn points by attending rallies, visiting national parks or forests, Harley-Davidson facilities, etc.

At the end of the year, we reward the highest point totals with great prizes – you can even earn awards just for reaching certain point levels. So, get on your bike and ride! ■

Position	Name	Member no.	Points
1	Felipe Martinez Leon	ES1372284	134
2	Günter Kranz	D1194505	90
3=	John Johnston	GB9790858	64
3=	Karel Jandjsek	CZ1396261	64
5	Dolf De Wit	NL1117104	62
6=	Peter Scott	GB1183571	61
6=	Cliff Michie	GB1376792	61
6=	Golly Michie	GB1446495	61
9	Ernest Morris	GB1384765	60
10	Terje Hansen	NO9790386	59
11=	Thomas Figge	D1084477	58
11=	Kurt Lindovsky	D1181273	58
11=	Francisco Gallardo Garcia	ES1344609	58
11=	Milagro Mari Cuerva	ES1346235	58

ALL WINNERS WERE
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Mireia Perez
Rider Services Training & Tours Manager

H.O.G. Managers



Marjorie Rae
UK & Ireland



Stephane Sahakian
France



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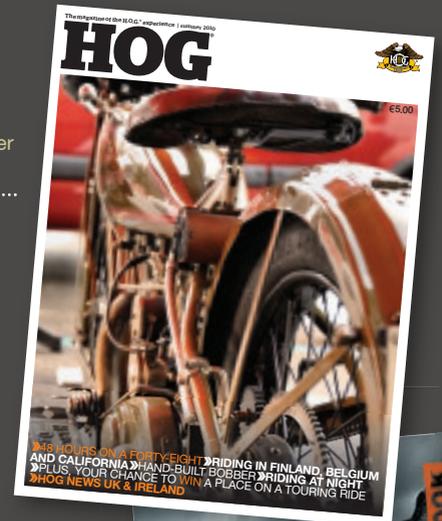
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Riding to open sky

Steve Fuller takes some of his own advice and hits the road for some solo time



FOR YEARS I'VE been preaching to others about trying to simplify their lives. My children, my wife and friends, they've all heard it from me: "Simplify!" With all the techno-gadgets and over-scheduled activities we're involved in, simplicity is one way to get real and start doing things that really matter.

Recently I examined my own life, and realised I need to walk the walk and take some of my own advice. With school, full-time work, volunteer efforts and other organisations, being a father to three daughters, and a husband, I have the makings of an over-scheduled, stressed-out life. When my close friend was diagnosed with cancer last year, it became even clearer: changes had to be made. There are times in my life that seem to knock me upside the head and create moments of clarity. This was one of them. It was time to think about the direction I was headed. These situations usually require some time on my Harley®. So I saddled up and rode.

I embarked on a week-long motorcycle journey through several Midwestern and northern states, in an effort to simplify. Although I'm often happiest spending time with my family, we all need some solo time to clear our head and get back on track. Motorcycling has always done that for me. I'm able to leave everything behind when I'm on two wheels.

The roads of Wisconsin, Minnesota

and Michigan provide some of the best motorcycling in the US. With 66 State Park units each in Wisconsin and Minnesota, and 100 in Michigan, scenic, natural beauty abounds. Camping along the way, when done right, adds greatly to the experience. And the fresh air and clear country roads the Midwest offers allow reflection to reach a new level.

What is it that's added to your life as you ride mile after mile on a motorcycle? What's gained riding solo, along winding back-country roads, through farms and forests, along streams and lakes, and past countless homes in this great country? For me, much is gained, but words often fall short of description. How do you portray the spicy scent of an October ride through a northern pine forest? How would you capture the inner peace and sense of freedom you feel winding down a country road with no one in sight? It takes you to that inner place that's real, not imagined. It grounds you, riding does.

You may have heard the phrase 'If I had to explain, you wouldn't understand'. Motorcycle riding is one of those things. It's personal, we all experience it a little differently, but there are common elements that transcend our self-experience and are universal in nature. And the emotions we feel are intense. Although I could never pretend to speak for all my brothers and sisters who ride, I know I feel some of their same

fascination with motorcycle riding. I also know there's a sensation that lies just below the surface that can only be engaged on a motorcycle.

It's funny, but on a vehicle moving more than 70 miles per hour at times, I've had many moments that just stood still. In that instant – that point in time – all that matters is what's happening now. I feel like a kid again, living in the moment. Maybe that's a way to extend our life: living in the now. Clearly it's one way to add quality to it. And maybe riding can help us get there.

As usual, the time on my Harley worked its magic. Since that trip, I've made some adjustments to my life and taken away some of the clutter on my calendar. That has led to more simple, quality moments.

When I ride, I sometimes look for open areas in the sky between the clouds and go toward them. And as I head in each new direction in my life, I keep riding to open sky, dodging rain and storms, and maybe even some of my problems. ■

Steve Fuller is a 10-year H.O.G.® member, rides a 1999 Heritage Softail® Classic mainly in the Midwest and northern US, and lives in the Chicago area with his wife and three daughters.

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