

The magazine of the H.O.G.® experience | winter 2009

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Project manager
Jeremy Pick Manager, Operations & Communications, H.O.G. & Rider Services, Harley-Davidson Europe, Middle East & Africa

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

HOG magazine is edited and designed for H.O.G. Europe by Archant Dialogue, Prospect House, Rouen Road, Norwich NR1 1RE, United Kingdom
Tel: +44 (0) 1603 664242
www.archantdialogue.co.uk

ARCHANT } **DIALOGUE**

Zoë Francis-Cox Editorial director
Tom Smith Digital editor
Amy Nicholson Production editor
Nick Paul Art director
Richard Berry Art editor
Katherine Berryman Web editor
Bob Crawley Managing director

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



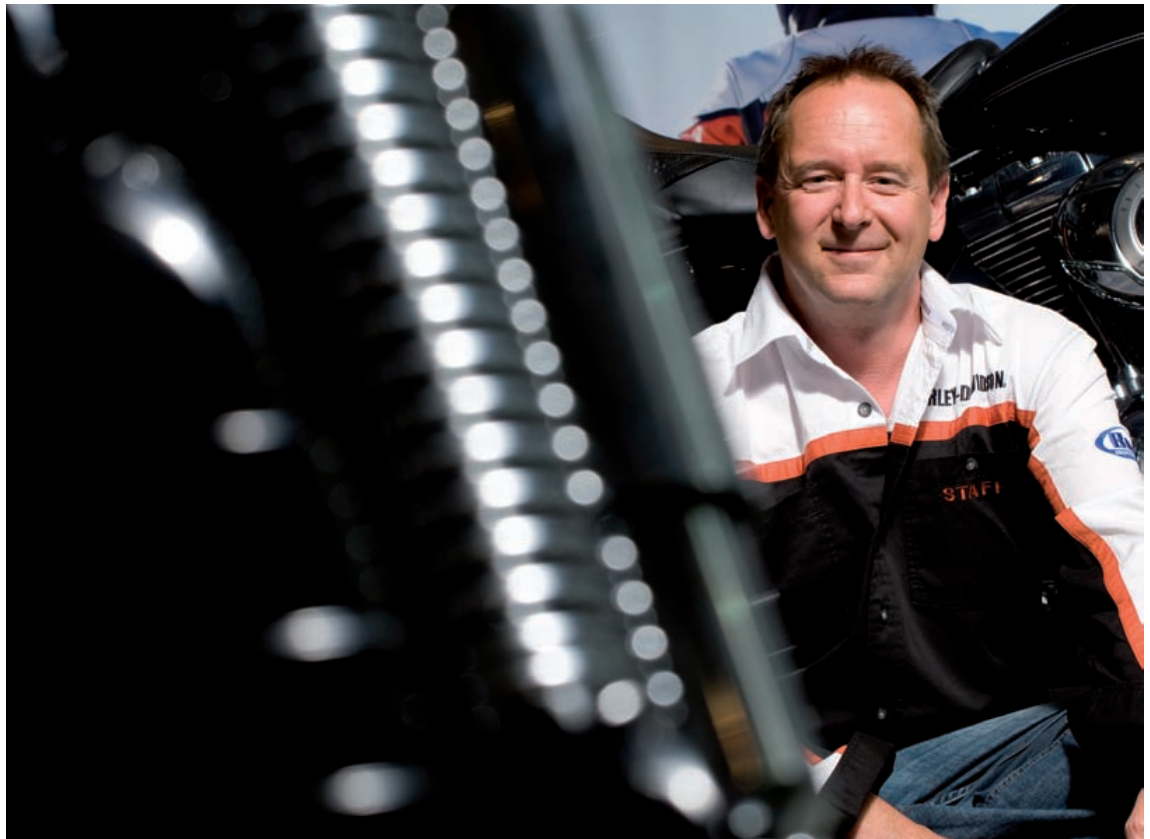
We care about you. Ride safely, respectfully and within the limits of the law and your abilities. Always wear an approved helmet, proper eyewear and protective clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® and read and understand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

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The end of another year is here – and what a year it has been! The challenges for Harley-Davidson have been well documented; so let's put all that to one side and look at the good news of what's in the pipeline for 2010. The big news is the announcement that next year's 19th European H.O.G. Rally will take place from July 16-18 on the beautiful shores of Lake Lugano in Switzerland – the first time the European H.O.G. Rally has been hosted by Switzerland – and will incorporate the already very successful Swiss Harley Days event. It certainly promises to be an event not to be missed, and for those who have never visited this part of Europe, don't miss the opportunity!

The fine details of how the event will be structured, and what will be on offer, is being finalised as we go to print, so keep checking on the members' website or sign up to the H.O.G. eMagazine, or follow us on Twitter/HOGEurope for the very latest updates as they happen. One thing is for sure, we will be pulling out all the stops to make this a fantastic celebration of all that is great about H.O.G. and Harley-Davidson, so do not miss it!

It isn't all about Europe, of course. If you're in the Middle East or Africa, we have some fantastic events planned there too – Africa Bike Week 2010 is set to be bigger and better than ever to take it forward as the 'must attend' motorcycle event in Africa, and our Middle East H.O.G. members and colleagues have a series of great events, tours and adventures in the pipeline.

And to make all the adventures as accessible as possible, Rider Services continues to drive forward with the Rentals programme to make it as simple as possible to access Harley motorcycles wherever in the world you find yourself; and the Authorized Tours programme means a Harley adventure is only as far away as a phone call or a click of a mouse.

Of course, it's not all about events, although they are a vital part of what H.O.G. does. We are making sure we keep ahead of the curve when it comes to the new communication technologies – if you haven't had an opportunity to take a look at the new functionality of the Gallery site www.hogeurop/gallery.com then take a good look. As well as the ability to upload pictures and share them with fellow members, and to share the video coverage from recent events, we have added new functionality including a Ride Planner allowing you to plot your adventures on our interactive map, download to SatNav units, or share your rides and pics with fellow H.O.G. members from all across the world.

Finally, don't forget that you can get all the latest and exclusive news from HOG Europe by following us on Twitter.

Happy reading, and safe riding!

Jeremy Pick

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

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Buell discontinued

Harley-Davidson Motor Company has announced, as part of its go-forward strategy, to discontinue production of Buell motorcycles and to sell MV Agusta. “We are refocusing our business with the expectation that we can provide growth that is both profitable and sustainable over the long term,” said CEO Keith Wandell. “We believe we can create a bright long-term future for our stakeholders through a single-minded focus on the Harley-Davidson brand.”

Remaining Buell motorcycles, accessories and apparel, while they last, will continue to be sold through authorised dealerships. Warranty coverage will continue as normal for Buell motorcycles and the Company will provide replacement parts and service

through dealerships.

The Company will also immediately commence efforts to sell MV Agusta, which is based in Varese, Italy.

“Buell and MV Agusta are great companies, with proud brands, high-quality exciting products and passionate enthusiasm for the motorcycle business. Buell has introduced many innovative advancements in motorcycle design and technology over the years and MV Agusta is known in Europe for its premium, high-performance sport motorcycles. However, our strategy to focus on the Harley-Davidson brand reflects the fact that we believe our investments in that brand are a better utilisation of overall company resources,” said Keith Wandell.



Hog Dogs has moved!

So many of you have sent us stories and photos of your H.O.G. dogs, so we've moved this feature to the monthly HOG eMagazine so we can feature more dogs throughout the year.

Keep sending us your photos and stories and every one we publish will win a prize from the Harley-Davidson MotorClothes collection for dogs. Email us at: hogtaleseuropa@harley-davidson.com. Put HOG DOGS in the subject line (and don't forget your address).

H-D expansion plans in India

Harley-Davidson has announced plans to formally enter the motorcycle market in India, where it expects to start selling its iconic motorcycles in 2010. The company has established a subsidiary to be located in Gurgaon, near Delhi, and has begun the process of seeking dealers.

Harley-Davidson Motor Company President and Chief Operating Officer, Matthew Levatich, said: “As India continues to extend its global reach, so does Harley-Davidson. We believe Harley-Davidson has outstanding opportunities for continued growth around the world.”

The company's current approach is to import its motorcycles, accessories and riding gear, and it will continue to evaluate how best to evolve its approach to the market as Harley-Davidson's business in India grows. “India is important to our long-term vision of being a truly global company,” said Harley-Davidson Inc. President and Chief Executive Officer Keith Wandell. “We are committed to India for the long term, and we are focused right now on establishing a strong foundation.”

India is the second-largest motorcycle market in the world, with sales dominated by small, inexpensive

bikes used as basic transportation. However, India's rapidly growing economy, rising middle class and significant investment in construction of new highways have opened the door to leisure motorcycle riding.

“Given the rapid development of India's economy and physical infrastructure, this is exactly the right time to bring the world's greatest motorcycles to one of the world's largest motorcycling nations,” said Levatich. “Our unique brand, distinctive motorcycles and strong experience in the leisure motorcycle market make us naturally suited to help lead and define the next era of motorcycling in India.”

The company will focus its initial steps in India on growing the Harley-Davidson brand through a variety of consumer experiences and on establishing a local dealer network. The Harley-Davidson subsidiary in India will be led by Managing Director Anoop Prakash, who said the company has begun the process of identifying initial dealers in Mumbai, Delhi, Bangalore, Hyderabad and Punjab State. “As a key next step, we are looking for local dealer partners who share our passion and commitment to building customer relationships, the Harley-Davidson brand and our business in India for the long term,” said Prakash.

New to the team...

The H.O.G. Member Services Centre welcomes two new members to its team.

Verena Staudinger, originally from Germany (Cologne), moved to London this summer – a dream come true for her and she can't wait to explore more of the UK and Ireland while she's living here. "I'm delighted to have found a great job as part of the fantastic, funny and friendly H.O.G. team," she says.

Maria Ticca is the newest member of the H.O.G family assuming her duties as the Member Service Centre's second Italian and French agent. Originally from Sardinia (Italy), at the age of 20, Maria decided to move to Paris where she studied Sports Management. After graduating in 2007, she decided to embark on a bigger challenge and moved to London. "I am very enthusiastic about joining the H.O.G. family and my dream is to ride my own Harley-Davidson."



H.O.G. Europe on Twitter!

Be the first to hear about what's going on! twitter.com/hogeuropa



Videos on-line

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



ABCs of Touring

Don't forget – deadline for 2009 ABCs contest: December 31, 2009



Ride Planner

Check out the new interactive Ride Planner at hogeuropegallery.com Submit your favourite rides to share!

NEWS IN BRIEF



HOGSBACK CHAPTER, UK

With probably the most distinctive name in the whole H.O.G. world, the official Chapter in Surrey was renamed Hogsback Chapter UK in 2008. The original Chapter was founded in 1991 and, now 18 years old, is one of the most well established in the UK.

John Tenner is Director of Hogsback Chapter as well as Dealer Principal at the stunning new Guildford Harley-Davidson dealership. John explained: "The Hog's Back is a famous ridge in Surrey that points straight at us. When it came to celebrating our adoption of the Surrey Chapter, we just couldn't resist the opportunity for such a

cool link!" Assistant Director, Dik Gregory, noted: "It wasn't straightforward, though, since we needed unique dispensation from Harley-Davidson Inc. to include 'Hog' in our new name." Fellow Assistant Director Keith Dorling added: "Fortunately for us they agreed that while the Motor Company has been around for a long time, the hill was even older!"

Since its renaming, the highly experienced Hogsback Chapter Officers have continued their traditional offering of a wide variety of weekly rides that cater for all tastes. These range from breakfast rides and jaunts through miles of leafy Surrey lanes, through day trips to the coast and more extended weekends in the UK and abroad. Dik says: "It is a testament to both our experience and our partnership with our superb new dealership that our membership has more than doubled in just six months.

"We are delighted to have helped put the H.O.G. in Hogsback!"

www.hogsbackchapteruk.org

Photo: Some of Hogsback Chapter with the Mayor of Godalming at the Guildford Harley-Davidson grand opening

Chapter catch-up

MORE CHAPTERS!

We've added a new regular feature to the monthly HOG eMagazine so we can feature even more Chapters!

If you would like your Chapter to appear here, or in the eMagazine send us some good-quality photos and no more than 250 words telling us about your Chapter – how it began, how membership has developed, the activities you organise and how you ride and have fun! Email your stories to: hogtaleseuropa@harley-davidson.com

Send us your stories

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

Here are a few guidelines:

- **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.**

- **Mail submissions to: Intake, c/o HOG magazine, Harley-Davidson Europe, Oxford Business Park, 6000 Garsington Road, Oxford, OX4 2DQ, UK or email: hogtaleseuropa@harley-davidson.com**



MY FIRST RALLY

Hello! I've sent you the story of our adventure to Hamburg Harley Days 2009 – my first big rally!

What an experience! We waited for the trip all winter. This was our first grand Harley event. Director/activities officer Jyrki Rimminkangas from Helsinki Chapter had booked the group's ferry places and hotel rooms, so it was really easy – we left on a 'passport-toothbrush-bike keys' principle. We rode through Sweden in sunshine, but it began to rain as we reached Denmark. And it rained. All the way to Hamburg it rained, but no amount of rain could dampen my spirits as I enjoyed the speedy ride with my baby Dynastia. Ten Harley-riding men and I arrived safely, and since Jyrki had been to the event before, he was able to get our bikes front-seat parking spots. The same night we went to the rally site – I used this time to properly plan my Saturday shopping before the crowds submerged the site!

The event was tremendous. Well organised with enough parking spots, a free bus ride to the subway station, lots of various gadgets and, last but definitely not least, brilliant H-D people from all around the world. I'm not the meekest chick around, I speak many languages and I'm always up for starting a conversation, so I met a lot of truly amazing people without a large language barrier.

Some members of our Finnish group came over by plane and some from other parts of Europe, and in the evenings we gathered together for good food, drinks and atmosphere.

The main event, however, was 'Die grosse Parade'. Our group dressed as Leningrad Cowboys, all the way from T-shirts and hair to the pointy boots. The buzz of the parade – I can't put it into words – it was amazing.

After the event, while many returned to work, my partner and I had taken some additional holiday and so had booked rooms from Denmark and Sweden online. We drove from Hamburg past

Kiel to Aabenraa, and as much as possible off E45. I truly recommend driving through the tiny villages and fields on the coast roads. After Hamburg we wanted a peaceful night, and that's exactly what you get from bedandbreakfasteuropa.com. The second night we spent in a harbour near Aarhus in a room we booked through zebrahotel.dk, and of course we had to check out the Harley-Davidson store in the city. It was large and the service was brilliant.

Next we continued over Grenaa by Stena Line to Varberg in Sweden and towards Kulturvägen of Västergötland on road 41. This road is full of beautiful sights and loads of possibilities to stay overnight. We found ourselves staying in an old main house of a farm booked at vastergarden.com.

Our return trip was hot and sunny. Now we're looking forward to the next rally and other events for next year's summer holidays.

Kati Naaranoja, Turku Chapter, Finland (left)

O PUGLIA...

"Come and dance in Puglia, Puglia, Puglia... O Puglia, my Puglia, you are always in my heart when I go away."

That's how the Puglian rapper's song goes – and Puglia, once known as the California of Italy, is certainly well worth a visit, if only to taste the good wine it produces, which is sold around the world.

Castel del Monte is 540m above sea level, near Andria, in the province of Bari. Built in around 1240, it is not a defensive castle, but the magnificent home of Frederick II of Swabia, where the Emperor loved to surround himself with artists and scientists during his visits to Puglia.

The entire building is constructed according to mathematical principles. It is octagonal, with eight octagonal towers; inside there are eight large rooms of equal size on



both the ground and first floors. The main gate, where my 883 poses here like a white charger from the middle ages, looks like a Roman monument decorated with local marble and red breccia corallina stone.

I am a freelance journalist and press photographer from Bari in Italy and I went to Castel del Monte and Trani Cathedral on my Custom 883 with my wife Rossana. My daughter Chantal accompanied me to the cathedral.

Gianni Avvantaggiato, Italy (above)

MY FIRST HARLEY

My first Harley-Davidson was a 1942 model 10-12 with a sidecar. As an engineering student, I had bought the bike from a guy who was in the process of turning it into a chopper. He had redone most of the bodywork, adding a custom-made seat and loud exhaust pipes. It had a foot clutch pedal and gear lever next to the petrol tank. When I asked him about the engine and gearbox, he pointed to two boxes of springs, bolts and engine parts, all reduced to individual components.

That was good enough for me – I still remember the excitement I felt when I rode the bike home, being towed by a friend in his car. As the first step, I got hold of a fifth-generation photocopy of a

workshop manual for the 10-12s. In those days, we didn't have internet, but I did find an informal 'brotherhood' of Harley owners, who either had spares to sell, or knew where one could get them. I studied the manual and, part by part, started assembling the engine. I had to have some engineering done on bushes for the cams and timing gears, and had the cylinder sleeves honed. I managed to obtain brand-new pistons and a wide range of other spares from a Harley spares shop in Johannesburg.

Less than two months later, the engine was assembled and installed in the frame, and late one Monday afternoon I was ready to kick life into the beast – electric starter motors were reserved for motor cars in those days. Having been warned by those in the know, I understood that I had to kick the kick-start lever right through to the bottom – otherwise the engine could backfire and the kick-start would recoil and cause serious injury. After some adjustment to the timing and the third kick, the engine roared into life. Man, what a feeling!

Two weeks later I was on my way riding down to Durban on the bike. When I arrived, I stopped for a hamburger. Coming out of the shop, I noticed that my bike was surrounded by onlookers. Biting the hamburger between my teeth, I kickstarted the bike – it backfired

through the carburettor, and flames sprung up around the carb, underneath the petrol tanks!

It is wonderful what one can do when faced with a lack of options – with three deep breaths, I blew the fire out, spraying the engine with bits of hamburger...

After riding the bike for a few years, I had to sell it as I didn't have proper storage for it. Big mistake. I wish I could get hold of it again. Does anybody know of a person living in Pretoria, who bought a Harley with sidecar in the late 70s?

A few years ago, Denise and I decided we will again someday buy a Harley – as things turned out, we joined H.O.G. in May 2008 with our Dyna Street Bob and our lives changed forever.

John Barnard, South Africa (below) »





ADDICTED TO HARLEY

I'm a member of UK rock band 'The V-Rats'. Earlier this year we finished working with members of Judas Priest and Iron Maiden in California and so I took some time out to get my bike licence at Riders' Edge.

After many years of drooling over motorbikes and feeling my pulse race every time I heard the roar of a tuned machine go by, I thought it was time to look into taking my motorcycle test.

Bikes have always been in my life and there seems to be a synergy between motorbikes and rock music!

Harley-Davidson is a brand I'd always thought about, but some of my biker friends warned me off them. Thing is, I guess it must be in my DNA, but when I'm told not to do something I have to sample why it's not a good idea – that's what usually gets me into trouble!

I had a look on the Harley-Davidson website to see why they are so evil. Without really looking I came across the H-D Riders' Edge riding academy.

Anyway, cutting a long and adventurous story short, I passed my test in April at Riders' Edge Academy. When I returned to the bike shops and told them I'd passed my test on a Harley they didn't believe me! I tried a few 'usual suspect' bikes that are put before you after you pass your test. But, a funny thing happened. I wasn't getting 'excited' by

them. I mean, I love sports bikes and really appreciate them. But something was missing. That distinct V-Twin rumble underneath me, and man, Harleys really get under your skin. It's so addictive!

So, it had to be a Harley-Davidson and I have spent my time either on my V-Rod or my new XR1200.

The great thing with Harley, apart from being the best bikes on the planet, is the attitude of the dealers who have a very professional and customer-centred approach. They're really helpful, encouraging and great to do business with.

Now a devotee of Harley-Davidson, The V-Rats are looking forward to playing at forthcoming Harley festivals and flying the black and orange flag the world over.

Pete MZ Emms, UK

TAKING THE PLUNGE

Our members Piotr and Viola tied the knot on June 26, 2009!

They had planned a biker wedding and they celebrated their special day with an impressive parade through the town of Erkner on beautifully decorated motorbikes, followed by a big party in the evening. The couple's Harleys had been adorned early in the morning and numerous guests rolled in on their bikes to offer moral support.

A grand formation of 48 motorcycles led by the bride and

groom on their Harley-Davidsons, paraded through Erkner to the church in Schöneiche, where the couple exchanged their vows in the presence of members of their own First Lausitz Chapter and the Thuringia Chapter, the Berlin band "Die Grundguten", countless friends and other guests, all to a fitting soundtrack by AC/DC.

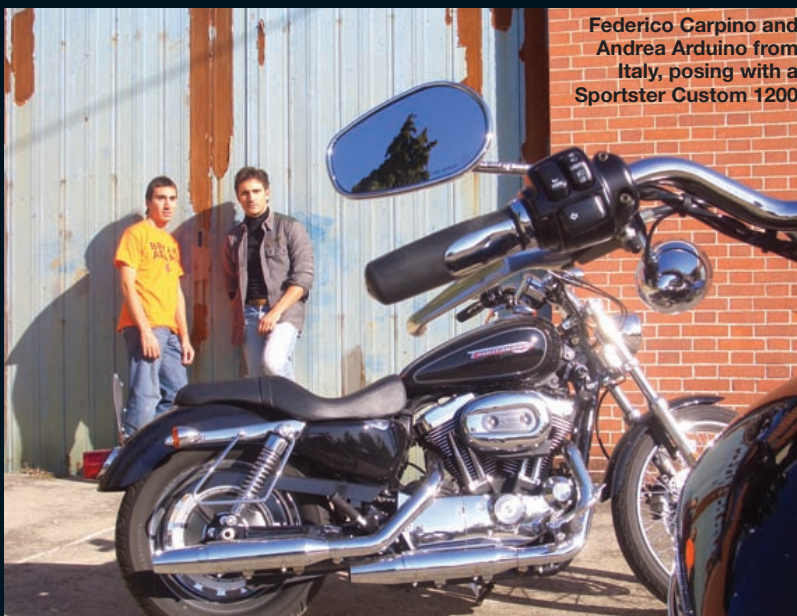
The subsequent parade through town probably disturbed many an afternoon nap, and at the party DJ Frank from Rostock entertained the wedding guests until the early hours. The celebrations continued in style into the weekend at the Hamburg Harley Days, which for many years have been a permanent fixture in the events calendar of the First Lausitz and Thuringia Chapters.

We would like to wish Piotr and Viola a long and happy life together and many more motorcycle adventures with members of our crew!

Frank, Director, Lausitz Chapter, Germany ■



Alain Kingmanichini, Italy



Federico Carpino and Andrea Arduino from Italy, posing with a Sportster Custom 1200

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 brand-new Intake Gallery on-line 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 of the Week

At hogeuropegallery.com we've set up a new feature called Ride of the Week. So, if you're proud of your 'ride', send us a photo of your bike through the links on the site. One is selected every week so other members can comment and rate your ride!



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!

Mail submissions to: Intake, c/o HOG magazine, Harley-Davidson Europe, Oxford Business Park, 6000 Garsington Road, Oxford OX4 2DQ UK or email: hogtalesurope@harley-davidson.com

intake gallery »»





Photo by Diego Iñiguez Ferrandiz from Spain, taken during a European roadtrip



Above: Eduardo Ramos Torrejón, Spain

Far left: By Dina Bellentani, Italy, during the Legend on Tour

Left and right: Antonio Gómez Gras from Spain – in Novelda with his 105th Anniversary Dyna CVO



intake gallery



Above: UK-based photographer Adam Marlow incorporated his Dyna Fat Bob into his latest photoshoot



Left, right and far right: Federico J. Blanco Bargues from Spain took these photos during Murcielagos 2009





Above and left: Two photos by Jaume Gomez from Spain – one is 'real' and one isn't – answers on a postcard!



intake gallery »»»

Piergiovanni Ceregi



oli, Italy

Gilberto Trevisan, Italy



Massimiliano Turco, Italy



intake gallery



Gilberto Trevisan, Italy



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^ Giusy Bernocchi, Italy



John Bell, UK



Harry Harrison



intake gallery »»»



Davide Valmachino, Italy



^
Arthur Silooy, Netherlands

Dell Evans, UK



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Alain Leporati, Italy



Thierry Ganseman, Belgium



Roberto Sanz, Spain



Katrin & Frederic Jansen, Germany



Manjeet Kwatra, Dubai



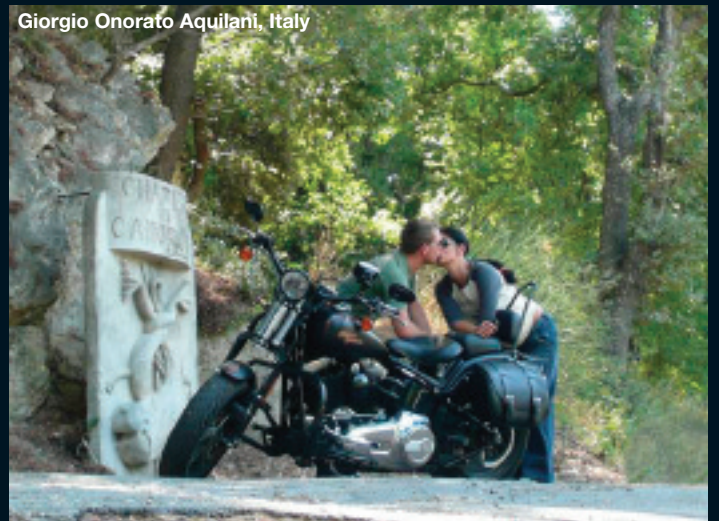
Georg Hess, Germany



Victor Willemse, Holland



Giorgio Onorato Aquilani, Italy



AFRICA BIKE WEEK 2010

South Africa's biggest H.O.G. event, p20

AUTHORIZED TOURS

Choose from one of Harley-Davidson's calendar of Authorized Tours, p24



EUROPEAN BIKE WEEK 2009

A grand finale



What a finale to the 2009 European events calendar – this year's European Bike Week once again exceeded all expectations with more bikes, more visitors and the longest parade on record

European Bike Week has once again confirmed its reputation as Europe's biggest free biking event! The 2009 festival was the most spectacular yet with an atmosphere like no other event in the biking calendar. The six-day celebration on the banks of Faaker See in Austria knew no bounds, and proved once again that this area of the Carinthian region is synonymous with this fantastic bike party.

For 12 years, Harley-Davidson has welcomed everyone – young

and old, whether they arrived on a motorcycle or not – for a free, non-stop party in this beautiful region of southern Austria.

And this year, again, they came in their thousands, more than 100,000 people on more than 75,000 bikes – dedicated fans ready to party and with gasoline flowing in their veins.

The centre of activity was the 40,000-square-metre Harley Village where thousands of V-Twins revved their engines and bikes parked end to end along the

highway surrounding the lake.

The atmosphere in the tent city was electric day and night. On the main stage and 12 additional tented stages, 22 bands kept the crowd jumping – including old favorites like the Lennerockers and newer acts like John Deer, Soulfood and string divas Tetra Elektra. Top acts The Boss Hoss and Chris Thompson with the Mads Eriksen Band went down a storm and brought a spectacular finale to the event.

The Expo tent presented the

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YOUTUBE

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Events



REVIEW

13th European Bike Week, Faak am See

September 8-13, 2009

www.europeanbikeweek.com



new 2010 model series while more than 3,000 visitors took the opportunity to have their dream photo taken astride a new Harley-Davidson. (If you haven't already, download yours at www.me-on-a-harley.com)

Hundreds of visitors took the opportunity to take to the local Austrian roads on the Harley-Davidson or Buell bike of their choice with the self-guided demo route planned by the Experience team. Others chose to explore the most beautiful Alpine passes in the region with one of four planned tours.

More than 20 European Harley-Davidson and Buell dealers, along with 70 independent traders, presented bikes, accessories and apparel, and more than 25 caterers made sure no one went hungry or thirsty.

Once again, the Customiser area attracted most attention where big names, including Orange County Choppers, West Coast Choppers and Thunderbike, displayed their masterpieces and the latest trends on two wheels. This area also played host to the huge custom bike show on the Friday which attracted more than 120 beautifully customised bikes – all to an amazingly high standard. The Best In Show prize went to 'Overmile' owned by Albert Alberty, winning Belgian bike builder Freddy Krugger a trip to Sturgis 2010 to compete in the AMD World Championship of Custom Bike Building. You can read a full report on the following page.

One lucky visitor from Stuttgart won a custom bike of his own and will now be

conquering the roads on a Custom Fat Bob with a paint job by 8-Ball Custom Paintworks.

Saturday's parade was once again the major highlight of the event. A convoy of more than 30,000 participants headed out for the town of Villach and Lake Ossiach – a reported 47km-long stretch of pure motorcycle heaven delighted visitors and residents alike.

Thanks to the local government of Karnten, the Tourist Bureau of Faaker See, the police, the Alpe Adria Chapter and special thanks to the local people of Carinthia.

So, if you haven't experienced it yet, get the date in your diary for 2010 – September 7-12, 2010. It will once again be party time in Faak!



CUSTOM BIKE SHOW REPORT

Best of the best

The Custom Bike Shows at this year's European Bike Week attracted the highest quality custom bikes from the world of custom bike building, as Jeremy Pick reports

This year's Custom Bike Show at the Harley Village of European Bike Week was the first to be affiliated to the prestigious AMD World Championship of Custom Bike Building – with the winner being awarded a place in the World Championships in Sturgis 2010 – and as such it attracted a world-class field of custom bikes from across Europe, Middle East & Africa.

More than 130 top-quality custom bikes were entered in 10 classes, testing the skills and abilities of the field of judges drawn from Harley-Davidson staff and VIPs, experts from the world of custom bike building and the media, and from the aftermarket.

There were some particularly notable entries in many of the categories, particularly in the Custom and Radical Custom classes where the competition was intense. However there were great bikes in all the classes, including Antique, which saw fierce competition between several of the immaculate bikes of Daniel Imbert and an incredibly rare KHRM Sportster

in beautiful condition, which eventually took top honours. 'Watercooled' was another strong category with Europe's customisers producing some incredible variants on the V-Rod theme – highlighted by the muscular winning bike from Germany's No Limits Custom. The 'Custom' category (Harley engine in any chassis) had some stunning entries although none could compete with the jaw-dropping Buell-engined creation of Italian Gerardo Chillico of Custombike SRL, himself no stranger to European custom bike honours.

The greatest competition, of course, came in the Radical section, with the judges agonising over the merits of the world-class entries. In the spotlight for top honours were 'Courtesan', a truly outstanding Panhead Bobber from Chopper Kulture of Abu Dhabi; 'Icon', a supercharged engineering tour-de-force; the jaw-dropping chopper 'Circle of Power'; 'Red Carpet' from Slovenia; the latest in the 'Seppster' series from Tobias Guckel; 'Brown Sugar' from RMF Motorcycles; and the beautiful 'Ventidue' from Luciano Andreoli of

Italy all being hot contenders, but eventually the Best Radical prize went to Courtesan – a bike we will be seeing more of in future shows – with Red Carpet a close second. The honour of Best In Show and the trip to Sturgis deservedly went to Belgian custom guru Freddy Krugger for his outstanding tribute to XR750-engined salt racers of history, 'Overmile'.

The following day saw the Custom Bike Show at Arneitz Village also drawing in some superb custom bikes, including many which placed highly at the Harley Village show. Best In Show went to the superb 'Icon' blower bike with 'Courtesan' running it a very close second for the prestigious top spot. The award for Best Modified Harley – sponsored by Harley-Davidson Europe – went to the mighty V-Rod of No Limits Customs.

Once again the creativity and diversity of the European custom bike scene was shown to be in rude health with fantastic bobbers and bikes styled after historic bikes in particular standing out. The sheer diversity of custom styles was refreshing, with great examples in all categories. Tip for the future? Look out for new life being breathed into the Tourer ('Bagger') category as customisers extend their expertise to this category for some outstanding 'real-world' custom rides.

SPORTSTER

1 Palo Faragula (Slovakia)
2 Daniel Imbert (France)
XR100 1984

WATERCOOLED

1 No Limits Custom
(Huffenhardt, Germany)
2 Rolf Steglich 'Mad Rod'

BUELL

1 Crazy Skull (Germany)
2 Andrea D'Auria (Italy)

ANTIQUE

1 Christof Madaus
(Cologne, Germany)
2 Daniel Imbert (France)
FLH Police 1968

THREE-WHEELER

1 Emil Kolenciak
(Czech Republic)
2 Fritz Dietl (Germany)

LADIES OF HARLEY

1 Linda Hayek (Germany)
2 Mariette Pfammalter

TOURING

1 Gunter Popp (Austria)
2 Charlie Davis (Italy)

BIG TWIN

1 Stephan Eblers
(Germany) 'Fun Ride'
2 Oliver Schmidt
(Germany)

CUSTOM

1 Gerardo Chillico (Italy)
Buell/H-D
2 Sasse van Essen
Custombikes (Germany)
'Meisterwerk'

RADICAL

1 Marion Kyprianides
Chopper Kulture
(Abu Dhabi)
2 Ales Ravnikar
(Slovenia) 'Red Carpet'

PEOPLE'S CHOICE

Allecia Franco

BEST IN SHOW

Albert Alberty (Belgium),
bike by Freddy Krugger

PREVIEW

Ireland Bike Week,
Killarney, Ireland

June 4-7, 2010

www.irelandbikeweek.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. 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.

"We were delighted with the turnout for the 2009 rally. It was an enormous success with the number of bikers and visitors for the weekend doubling since 2008," says Breffní Ingerton, Chairperson, Ireland Bike Fest Killarney.

"The event attracted motorcycle owners and enthusiasts, young and old, from over 20 countries including Ireland, Northern Ireland, UK, Germany, Italy, Spain, France, Switzerland, Denmark, Norway, the Netherlands, South Africa and the US. This event is now firmly established worldwide as one of the most-attend biker festivals and with plans already in motion for 2010 to make it a three-day event we look forward to an even bigger and more exciting festival next year."

A thrilling social event for the biker community, Ireland Bike Fest 2010 takes place from June 4-7. 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, the Custom Bike Show and

lots of free live entertainment day and night.

The Bike Village, located on the grounds of the Gleneagle Hotel, will once again be the main hub of activity throughout the weekend, featuring stands selling specialised biker wares including clothing, helmets, toys, trinkets, gadgets and gizmos. 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 Killarney 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.

"The highlight of the weekend for me is always the Sunday Morning Parade in support of Muscular Dystrophy Ireland; it is a demonstration of how big hearted bikers really are. In fact, in 2009 we raised over 22,500 for MDI from the 'Win a Harley-Davidson®' raffle which was won by Martin Lynch from Macroom, Co. Cork," says Breffní Ingerton.

Ireland Bike Fest is supported by Harley-Davidson Europe, UK and Ireland, authorised dealers and H.O.G.® Chapters in association with the Gleneagle Hotel, Destination Killarney and Killarney Town Council.

For more information, please
contact: T: +353 (0)64 667 1549
E: info@irelandbikifest.com
W: www.irelandbikeweek.com

CHECK OUT THE VIDEO CLIPS FROM
THE BIKE SHOW ON YOUTUBE –
HOGEUROPEOFFICIAL



MASTER CHEF

TV cookery series winner, Harley rider Mat Follas, p86

MEET THE H.O.G. TEAM

Put faces to names, p86

TWEET TWEET!

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HOGEurope
www.twitter.com

SOUTH AFRICAN ADVENTURE

Africa Bike Week 2010

Africa Bike Week was a roaring success for Harley-Davidson® in 2009, and it's all happening again in Margate, South Africa from April 24-27, 2010. The second Africa Bike Week is set to attract more than 8,000 Harley-Davidson® and other riders from all over the world and the event will include a line-up of attractions and activities to entertain bikers and their families.

The fun is not limited to Harley-Davidson® riders and H.O.G. members, but to all bikers in search of a South African adventure. Riders can expect a jam-packed line-up of happenings which will include the Harley-Davidson Village and Exhibition area, demos and outrides, traders and after-market vendors.

The weekend's entertainment will be led by top bands of South Africa. Non-stop street parties,

VIP lounges and bars will get guests rocking until the early hours of the morning. Riders will be able to participate in the Harley-Davidson Ride-In Bike Show where there will be fantastic trophies for Best in Class and People's Choice categories.

Another highlight of Africa Bike Week 2010 will be a mass bike ride from the roof-top parking of the Shelly Centre in Shelly Beach to Port Shepstone and then back towards Margate, finally ending at the Harley-Davidson Hotel (Margate Hotel). The ride is scheduled to start on Sunday April 25, 2010 at 10:30am, when the streets will come alive with the sound of Harley-Davidson motorcycles. There will be excellent vantage points in Margate and there are some major prizes to be won throughout the event for entrants and spectators. Harley-Davidson merchandise will also be available for purchase all weekend. Another

highlight and first for Africa is the night stunt show, which will be held on April 25, 2010.

Leading bike magazines in SA said of the 2009 event: "I predict that it will become one of those events on the biking calendar where it is simply foolish to schedule any other events on the same weekend as Africa Bike Week. Africa Bike was big this year (2009), it is going to be huge next year (2010)."

2Wheels reported that: "You can guarantee that we will be there again, so come and join in with what is now the best biking event in Africa, full stop!"

Africa Bike Week will also allow people of all ages to get up close and personal with the Harley-Davidson motorbikes that have always captured world interest. The rally provides an opportunity for H.O.G. members to meet and interact with riders from all over the world as well as local celebrities



PREVIEW

Africa Bike Week,
Margate, South Africa

April 24-27, 2010

www.africabikeweek.com

LIFE AFTER THE CHOPPER

The final instalment of Jeremy Pick's look back at the history of customising, p62

LOOKING GOOD!

The latest collection of MotorClothes and accessories, p87

Events

and dignitaries who will join riders at different times and locations during the event.

Riders are encouraged to share their road safety expertise with the South African public in a strategic awareness campaign. Africa Bike Week will also raise awareness and funds to support local charity, the Muscular Dystrophy Foundation of South Africa.

The event will begin a few days earlier with riders touring up from the magnificent Western, Northern and Eastern Cape, Namibia, Free State, Mpumalanga and Gauteng. Riders will also have the option of touring up to Margate directly. Family

members wishing to meet at the destination can either drive to Margate or fly in to Margate airport.

Entry to this event is free and no bookings are required. Accommodation can be booked through the centralised accommodation service on www.africabikeweek.com.

For more information please contact H.O.G. Rider Services Customer Care Centre
Email: customerservices@hog-europe.com
members.hog.com
Tel: 00800 1112223 (Free2phone)
Fax: 00800 77665566 (Free Fax)



AUTHORIZED TOURS

South Africa's Western Cape

Harley-Davidson South Africa has planned a tour like no other – a five-day touring ride that invites riders to experience the finest that the Western Cape has to offer from the saddle of a Harley-Davidson Electra Glide Ultra Limited – a bike that is not yet available in dealerships!

Beginning in December, this all-year-round tour will commence every Sunday and finish the following Thursday, and takes in approximately 1,700km of the Western Cape, starting in Cape Town itself at the stunning Fire and Ice Protea Hotel. The tour stops for the first night at a game lodge in Oudtshoorn, followed by the second night close to the most southern tip of the African continent at Arniston. The third leg of the tour visits the winelands at Le Franchhoek and finally a night at Bushmanskloof before returning to Cape Town.

The price for the tour includes return flights from London, UK, breakfasts and dinners, all transfers, six nights in four-star plus hotels, tour guide, a support vehicle to carry additional luggage, parking fees, fuel and oil, and of course, five days rental of an Ultra Limited! Price per rider: £3,250, price per pillion: £1,954.

To register your interest, and for all details including terms and conditions, visit www.hog-sa.co.za and click on Tour South Africa.

The tour is also available to all outside the UK, and for those who arrange their own flights to and from South Africa. If you arrange your own flights the Tour Price per rider is ZAR 31,000-00, and the price per pillion is ZAR 19,000-00.

Those interested are also welcome to contact Louis Louw at louis.louw@hog-sa.co.za for more details.

PREVIEW

4th H-D Euro Festival,
Port Grimaud, France
May 6-9, 2010
www.hogeuropgallery.com



H-D Euro Festival 2010

It will soon be that time again... for those riders in the northern hemisphere, our bikes are near to being tucked up for winter. But it won't be long before spring emerges, we dust down our trusty steeds and head off in search of that much-needed long ride to blow off the cobwebs and kick start the new season!

What could be better than a relaxing cruise to the south of France? Wherever you live in

Europe, the south of France – or Golfe de St Tropez to be more precise – is about as accessible as you can get on the European continent.

And the 2010 Harley-Davidson® Euro Festival will be well worth the ride! Once again, residing in the beautiful Port Grimaud, just around the corner from the chic streets and harbour of the Golfe de St Tropez, this event will take place on May 6-9, 2010. As usual, the atmosphere promises to be electric, with music on the beach, good food, DJs rocking until the early hours and bars to whet everyone's appetite. Demo rides, dealers and traders, and the ever-growing Custom Bike Show in the pretty village of Grimaud,

complete the programme. But there's much more to be announced. Follow us on Twitter and check the www.hogeuropgallery.com website for the latest updates.

Accommodation:
Camping Les Prairies de la Mer,
T: +33 (0)4 94 79 09 09
E: hog@campazur.com
w: www.campazur.com

Maison du Tourism Carrefour del la Foux
T: +33 (0)4 94 55 22 00
E: info@st-tropez-lesmaures.com
W: www.st-tropez-lesmaures.com

Dealer/trader stands:
RLattisch@web.de

To pre-register, email customerservices@hog-europe.com

CHECK OUT THE PHOTOS AND VIDEOS FROM THE 2009 EVENT AT WWW.HOGEUROPEGALLERY.COM AND ON YOUTUBE – HOGEUROPEOFFICIAL

Arctic adventure

HOG Arctic Chapter welcomes you to Norwegian National Rally in the Lofoten Islands, north of the Arctic Circle, in the land of the midnight sun.

Enjoy a great weekend with excellent music, amazing boat-trips and awesome ride-outs together with other biker-friends.

Watch sea-eagles soar, try some deep sea fishing or speed things up a bit by going for a breathtaking trip in a sea-rafting speedboat. Visit art galleries or museums, take a ride or a hike in the spectacular surroundings, or just relax with a beer or a glass of wine in our exciting rally site.

Our bus and shuttle service will take you to our main attractions when you don't ride yourself. For your convenience, we made it possible to register online for most of the events during the Rally.

The winding roads in the Lofoten Islands are just great for motorcycle riding. You can explore a unique landscape on the planet which will surely bring you lifetime memories.

Sign up for the great Post-Rally ride to North Cape – “on top of the world”. We start out on Sunday afternoon, August 1, and arrive at the North Cape on August 3. As a participant in this adventure you will receive a specially made North Cape Ride pin.

See the preview video on www.hogeuropgallery.com

PREVIEW

Norwegian National
H.O.G. Rally, Svo Ivaer
July 29-August 1, 2010
www.hog.no





H.O.G.® events coming up in 2010

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

DECEMBER 2009

Santa on a Harley
Zürich, Switzerland, December 6

2010

FEBRUARY

Dubai Bike Week
Dubai Festival City, February 4-6

Route62 Rally
Western Cape, South Africa,
February 11-14

MARCH

**1st International
H.O.G. Egypt Rally**
Sharm el-Sheikh, March 11-13

APRIL

POT / HEAT 2010
Milwaukee, April 7-11

Africa Bike Week 2010
Margate, South Africa, April 24-27

MAY

**4th Harley-Davidson
Euro Festival®** Port Grimaud,
Golfe de St Tropez, May 6-9
[Check out the 2009 event video
at www.hogeuropегallery.com](http://www.hogeuropегallery.com)

Vienna Harley Days
Vienna, Austria, May 14-16

2nd Lion Roar Rally
Limpopo, South Africa, May 29-31

JUNE

Magic Bike Rally
Rudesheim, Germany, June 3-6

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

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

Ireland BikeFest
Killarney, Ireland, June 4-7

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

Baltic Bike event
Jurmala, Latvia, June 11-13

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**
Lugano, Switzerland, July 16-18
[Check out the 2009 event videos
at www.hogeuropегallery.com](http://www.hogeuropегallery.com)

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

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 30-August 1

Barcelona Harley Days
Barcelona, Spain, July 30-
August 1, tbc

AUGUST

South of England Rally
Bisley, UK, tbc

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

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

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](http://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

West Coast Rally
South Africa, October 8-10

NOVEMBER

Royal Rally Swaziland,
Mozambique, November 5-8

www.hogeuropегallery.com
members.hog.com



Visit www.hogeuropегallery.com for location photos...



European Posse ADVENTURE

After the success of the 1st European Posse Ride in 2008, the Posse team welcomes all Harley riders to the next instalment...

HAVE YOU EVER dreamed of riding your Harley-Davidson through beautiful European landscapes, while you stay in luxurious hotels, sipping a nice cool drink under a starry sky with fellow Harley riders from all over the world? If the answer is 'yes, of course' you must consider joining the second European Posse Ride – a journey that will take you on the ride of your life.

The 1st European Posse Ride was a huge adventure that passed through 11 countries with bikers from 21 different countries. The special bond formed among the riders during this 14-day tour was the only motivation the Posse team needed to organise a second European Posse Ride.

And the second tour will feature a route that leads riders through the ancient heart of Europe, where the former east and west will shake hands. Both sides will be united as the Posse riders travel through the ancient eastern part one day, and the western part the next.

The departure point for the 2nd Posse Ride will be the beautiful city of Prague – also known as the pearl of Europe thanks to its beauty, the city that counts more than 500 turrets, a labyrinth of narrow alleys and vivid squares.

The adventure you will live will be no less than absolutely unique

and will lead you through the prettiest European cities. You will be touched by the sounds of the opera in Vienna, admire the River Danube revealing its beauty to you in Budapest, breathe the spirit of the Middle Ages in Zagreb, be caressed by the seven sighs in Florence, and feel your heart embraced in Rome.

While you ride, the landscapes you pass will change continuously, enabling you to discover the splendour of the Alps, the stretch of the steppe in Croatia, the forests of Slovenia, the summits of the Dolomites, the vineyards of Tuscany.

You will enjoy all of this while sitting on the banks of Lake Balaton, or strolling on the white beach of the Croatian coast, or lounging on a terrace in Bolzano sipping a glass of Brunello, dreaming of the splendour of the vineyards you will traverse the next day.

Every evening, you will taste the region's culinary delights, enjoying an aperitif on a sunny spot or relaxing by the swimming pool or at the sauna. A few moments of rest are also planned in Budapest and Florence, offering you the ability to relax, do some shopping or discover the city.

All Posse riders can enjoy this tour without the worry of road

taxes or luggage – tour luggage will be transported by truck, and everything will be taken care of by the organisers. You can also choose to ride in the group under the guidance of the team, or ride autonomously with your road book.

The European Posse Ride is an all-inclusive, non-commercial organisation established with the help of a fabulous team of volunteers, the help of local chapters and the support of H.O.G. Europe, for and by Harley riders. We look forward to welcoming you to the Posse team.

Prague to Rome, July 3-18, 2010
The ride is limited to 120 participants. Guided groups will be limited to 25 bikes per group. Total price: €2,000 per person (includes: hotels, 13 dinners, breakfast, parking, rally pack, luggage transport, assistance, roadbooks, organised visits, road taxes, chapter meets and experienced guides. The price is based on double rooms. Single rooms available, total €2,600.)
Special rates on flights are offered by Connections: www.connections.be or email groups@connections.be. For more information, email: info@europeanposseride.com www.europeanposseride.com



2010 AT A GLANCE

Harley-Davidson Authorized Tours

CANADA

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

CUBA

- Cuba si! Cuba**
• January 22-February 7

EUROPE

- Spain and Portugal Peninsula,**
• May 8-23
SEE FEATURE ON PAGE 40

- Normandy, France**
• May 6-10

- West Coast Scotland & Skye**
• May 18-24

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

- Four Nations**
• June 17-21

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

- European Posse Ride Czech Republic,
Austria, Germany, Italy**
• July 3-18
SEE FEATURE ON PAGE 24

- 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

- Faaker See & Salzburg**
• September 3-17

- 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.
SEE FEATURE ON PAGE 21

- Mpumalanga Tour, South Africa**
• May 8-15

- Anasazi tour, South Africa**
• May 26-June 9

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

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

USA

- Bike & Cruise**
Miami, Daytona, Palm Beach, Key Largo,
Key West
• January 24-February 7

- Coast to Coast, Orlando-Los Angeles**
• March 23-April 10

- Canyon Country Tour**
• May 8-16 (French guides)
• August 23-September 1 (Italian guides)

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

- Route 66**
• June 12-28

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

- Sturgis-Rockies**
• August 2-17

- 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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www.plymouthharley-davidson.co.uk

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HOG NEWS



ISSUE 12

Official news from the Harley Owners Group® UK and Eire

WINTER 2009

»HOG 'N' BOG BIRTHDAY »THUNDER IN THE GLENS »SOUTH OF ENGLAND RALLY
 »NEW CHAPTER IN LINCOLN »RIDE TO THE WALL »DEALERS & CHAPTERS



HELLO, AND WELCOME to the winter edition of *HOG News* for the UK and Eire.

As the riding season draws to a close it would be a good opportunity to look back at what has been a fantastic year of events for H.O.G.® and Harley-Davidson®, as well as look forward to some of the exciting rallies and events that we have lined up throughout 2010.

The H.O.G. rallies have been taking place throughout the length and breadth of the UK and Ireland – from Killarney to Aviemore to Surrey.

Back in June, the beautiful town of Killarney welcomed us to Ireland BikeFest and an event that is getting bigger and better with each passing year. More than 4,000 bikers from around the world travelled to Ireland's only free open biker festival. We hope to see you there next year.

At the beginning of August the H.O.G.® bandwagon then headed to Bisley in the picturesque Surrey countryside for the always

popular South of England Rally. It proved to be very eventful as we all enjoyed the glorious weather. For a full review see page VII.

On the closing bank holiday weekend of August in Aviemore, Scotland, Thunder in the Glens roared into action. More than 2,500 Harley-Davidson motorcycles headed for the highlands of Scotland. For a full review see page VI.

Next year is looking to be bigger and better with the recent announcement that next years European H.O.G. Rally will take place in Lugano, Switzerland from July 16-18. We hope to see you there for what should be a great event

on the shores of the warm waters of Lake Lugano. This event will also incorporate Swiss Harley Days.

Despite these tough economic times H.O.G. continues to go from strength to strength and I would also like to take this opportunity to thank all the H.O.G.® chapters in the UK and Eire for a spectacular and fun year. The Chapters continue to do great work for the community and for charities. Thanks again.

Remember we're always interested in whatever you do and wherever you go, so make the most of our online galleries and head to www.hogeuropgallery.com/hog-uk-photo-galleries to view the latest pictures from the UK events, including Ride to the Wall. If you've been to an event and want to share your photos, send them to us and we'll add them to the gallery to share with everyone. Send your images to: H.O.G. Gallery UK, Archant Dialogue, Prospect House, Rouen Road, Norwich NR1 1RE. Ride safe and have fun!

Marj

Red Rose on TV



RED ROSE CHAPTER has been making itself known following an appearance on the BBC's *Country Tracks*. Showcasing northern Lancashire, the programme wanted to feature the local bikers to show off some of the best roads, biking routes and stunning scenery in the area. The producers contacted the local H.O.G.® Chapter and, as you may remember from the report in the spring, Gordon Dick, Chapter Director, was more than keen to get involved.

Before long, other Chapter members were enlisted to help and, in February, eight riders gathered in South Cumbria to meet the production team. Presenter Ellie Harrison couldn't resist the opportunity to have a ride for herself, so dressed in kit generously provided by Preston H-D®, she joined Gordon on his Fat Boy™ for a ride.

Once the filming was over, the group made the most of the weather, taking a scenic route home. The final film was screened at the beginning of October, and is online at: <http://gallery.me.com/topdjkey#102035>



HOG 'N' BOG

BIRTHDAY



THE 2009 HOG 'n' Bog Rally celebrated the event's 10th anniversary and, for the first time, was held in Coleraine – the gateway to the famous north coast of Ireland. A super-relaxed atmosphere and fantastic weather meant this birthday bash went off with a bang!

The new venue was well received, with excellent site facilities for campers – some of the Mad Hatters even managed to sneak their campervan on to the site! Those seeking a greater level of comfort sought shelter in the Lodge Hotel, which was located just 100 yards from the rally site, as well as other local hotels.

This year, to mark the event's 10th anniversary, a special rally pack

was created including a high-quality t-shirt, patch and pin – all for the pre-registration fee of £20 – great value and a superb momento.

The spectacular rideout on the Saturday took in a section of the north coast – one of the top 10 routes in Europe – and the perfect weather conditions made it even better! Some of the more adventurous explored the challenging Torr Head run while others took in the lively atmosphere of Ballycastle.

The music at this year's event was exceptional with Friday night blues night, led by guitarist Roy Fulton and the Lee Hedley Band – both taking rally entertainment to a new level. Saturday night was 'rock night', featuring

Michael E Thomas from the US who's Hendrix guitar renditions were simply mind-blowing. Local rock legends, the Rockaholics, brought the night to a fantastic climax.

Without doubt, this was best ever Hog 'n' Bog rally and we've decided to return to Coleraine in 2010. Get 6-8 August, 2010 in the diary, and we hope to see you there. The craic was 90, as we would say! **George McCarroll**



This August, Lincoln's new dealership got its own Chapter. Named Lindum Colonia, it has got stuck into the life of a H.O.G.® Chapter. Chapter Editor, Karen Hodgson, tells us more...

THE ANCIENT CATHEDRAL city of Lincoln, which has been settled since the first century BC, finally got its very own Harley-Davidson® dealership in August 2008. One year on, after much planning, everything was ready for the launch of Lincoln's very own H.O.G. Chapter.

We didn't want to be named just 'Lincoln Chapter' and after many discussions, it was agreed that we would celebrate our historical roots, naming our Chapter after the Roman name for the city – Lindum Colonia. So, with H.O.G.'s endorsement, Lindum Colonia UK Chapter was born.

Our logo is an inspirational design – a Roman Centurion riding a Harley®, a statement of past and present. At this moment we have a competition in place to give him a suitable and memorable name.

Two months on from our launch we have almost 100 members, with a dedicated and hard-working committee.



HELLO TO LINCOLN



We have enjoyed several fantastic ride-outs blessed by glorious weather. Twenty-three bikes joined the ride-out to Market Deeping to visit Harley's Café. The second ride-out was to Withernsea, near the Humber estuary – the roar of 16 bikes crossing the Humber Bridge was an awesome sound and sight!

At the beginning of October, more than 20 bikes rode up into

north Yorkshire, to Nidderdale – a hidden jewel of stunning countryside on our doorstep.

We also joined with Sherwood Chapter for Ride to the Wall, to pay our respects to the fallen soldiers, sailors and airmen since WWII. Richard, our Chapter Director, proudly laid a wreath with our name boldly displayed alongside those from many other H.O.G. Chapters. So many people who noticed our name came up to ask about us and welcome us to the H.O.G. family.

www.advantagemotorvillage.com/hog/index.html



Geordies ride to save lives

BUSINESS PARTNERS PAUL O'Callaghan and David Hall, who took over the running of Newcastle's only official Harley-Davidson® and Buell® showroom recently, were keen to establish a way to give something back to the local community. It was Julie Horsfield, the Chapter Director of the dealership's sponsored H.O.G.® Chapter (Geordie), who formulated the idea after a chance meeting at a ferry terminal with the consultant who diagnosed her friend with breast cancer 12 years ago – they have now raised around £15,000 for the Breast Clinic Fund at Newcastle's Royal Victoria Infirmary (RVI).

The RVI would like to secure funds to pay for a Scinti scanner – a machine that minimises the extent of surgery required by patients by using an advanced lymph node detection process to identify the sentinel node.

To raise these funds, they set off on an ambitious ride from Newcastle to Land's End via John O'Groats. Paul and David completed their epic journey on motorcycles supplied by Buell UK. They were accompanied by two colleagues from the Sandyford

dealership, Allen Glasper and Eric Ree, along with Nick Colledge and Andrew McIndoe from Harley-Davidson & Buell UK, and Greg Holmes of Geordie Chapter. Cleveland police officers Kevin Keay and Mick Watson, who rode motorcycles on loan from Harley-Davidson UK, ensured the safety of the group throughout the trip.

Other additional supporting events have also been organised, including a Ladies of Harley® pink-themed ride-out to Linden Hall, which raised £520.

Paul commented: "We all have known people close to us, friends and loved ones, that have been touched by cancer in some form or another and this is something that David and I feel very passionate about in raising its profile and awareness in the UK.

"It was the most challenging thing I have ever done. My biggest thanks go to all those people who have given so generously in these tough economic times and those who gave us such a fantastic welcome. When we arrived over the Tyne Bridge and rode down under police escort to the Quayside, it was a truly emotional experience. Everything we had tried to do we had completed, and the turn-out was just amazing. We still have a way to go, but hopefully we can reach our £25,000 target."

RVI Consultant Andy Griffiths says: "I am delighted that the team at Newcastle Harley-Davidson and Buell is dedicating its inspiring ride from John O'Groats to Land's End to help us raise funds for our breast cancer care unit. The Scinti scanning equipment is an extremely important facility that benefits a large number of women with breast cancer, as it minimises the extent of surgery that our patients need during treatment."

"The whole weekend was fantastic and a real test," said David. "The help and support we've received has been tremendous. Special thanks to the Geordie Chapter for their fundraising efforts, to Nick Colledge and Andy McIndoe for organising the Buells and Harley-Davidson police bikes, and Greg Holmes, our designated paramedic on the journey, for his excellent route planning. We also thank Mick and Kev from Cleveland Police for giving up their days off to join us and help us round the country safely."

www.buellperformanceacademy.co.uk/rideaid



A ride to remember

Now in its second year, Ride to the Wall has been supported by thousands of bikers wanting to pay their respects to the women and men who have lost their lives working for the armed forces

BETTER USED TO excitable families than the roaring punch of a Harley-Davidson®, Drayton Manor Park was nonetheless host to thousands of motorcycles in October as their riders convened for the second annual Ride to the Wall.

On the morning of October 10, a 7am reveille from two buglers awoke those who had been camping, some for two nights, having travelled a distance to join the ride.

By 7.30am, those who had arrived early joined the campers for breakfast and watched as the stream of bikes joining built into a crescendo. Alongside the H-D® motorbikes were scores of other brands, Japanese models, scooters and even an Indian tuk-tuk!

By 10.50, bikes were still arriving at a rate of 10 per minute, but at 11am, it was time to set off. The Parade of Flags were the first to set off, led by Ride to the Wall's founder, Martin Dickinson.

Following the well-marshalled route, all bikes arrived safely at the destination, the National Memorial Arboretum, by 1.20pm.

Once the final bike had arrived, the group were greeted by two pipers, who played until the ceremony began. Following a welcome and thanksgiving speech from Martin, the Reverend Lionel Fanthorpe gave an address. Next, the two buglers in attendance, from Sutton Coldfield Sea Cadets, played the Last Post, before doves were released.

Major General Kirkland CBE, General Officer Commanding 4th Infantry Division, then addressed the crowd. Major General



Kirkland rode his Dyna™ to the wall, and spoke of his warm feelings and the support the event gives to the Arboretum and, subsequently, to the troops.

A highlight of the event then ensued: a thrilling fly-past from a Mk2 Spitfire of the Royal Air Force Battle of Britain Memorial Flight. After this, all Chapters present laid their wreaths at the Arboretum, before all visitors were free to enter the memorial and spend some time contemplating the 16,000-plus names immortalised there. A further 68 names have been added to the walls since the previous event 12 months earlier.

In total, around 3,200 bikes traced the route to the Memorial Arboretum, bringing more than 4,000 people to pay their respects.

For more information and to keep track of plans for next year's event, visit www.rttw.org



UP IN THE AIR

IN AUGUST, NORWICH'S Icen Chapter triumphantly presented two cheques totalling £685 to the East Anglian Air Ambulance at Norwich Airport.

The money was raised through a barbecue, held at Chapter member Phillip Dingle's home, and at another barbecue held at Brundall Marina. This latter event featured a joint raffle shared between Norwich's Icen and Guildford's Hogsback Chapters. Shown here is the moment of the cheques' presentation, with Andy Bayfield, Mel Freakley, Phillip Dingle, Teresa Lee and Brian Lee. To see more pictures and video from the event, visit the Chapter's website at: www.icenihog.com



A ROLL IN THE HAY



Pedal power to Paris

NORWICH HARLEY-DAVIDSON® has turned its attention to other forms of two-wheeled transport, and has shown its support for local charity work by sponsoring two cyclists on the 2009 London to Paris Bike Ride.



The dealership gave its full support to the Norwich-based OpenPACT duo, Tony Collins and John Knight, who completed the 300-mile challenge in four days – an impressive feat that has raised approximately £2,500 for charity.

More than 100 cyclists took part in the event, which took them on a tour of historic sites in the French capital before they reached the finish line at the Eiffel Tower. Tony and John cycled on average 70 miles per day to complete the ride.

“Despite a gruelling first day and waking up dreading day two, we both had an amazing time,” says Tony. “We met so many fabulous people and we were sorry to leave them behind on our return home.

John added: “Thanks to everyone who sponsored us for this exhausting ride. We have raised a great deal of much-needed funds for two worthy charities.”

The money donated by Norwich Harley-Davidson® and other sponsors will go towards two charities. Firstly, the OPEN Youth Trust, which is a Norfolk-based charity providing safe activities for 13- to 25-year-olds. Secondly, this ride has supported the work of People for Animal Care Trust (PACT), which cares for neglected, injured and abandoned animals.

Norwich Harley-Davidson® Dealer Principal, Mel Freakley, says: “We congratulate team OpenPACT on their epic journey across the Channel and are proud to be an official sponsor of an event that raises money for two local charities.”

For more details on OpenPACT, visit www.openpact.co.uk

JULY 2009 SAW the Great Western Chapter's annual rally, Hogs in the Hayfields. Building on the previous year's success, the rally attracted many new revellers from Chapters all over England. The rally committee worked hard to ensure the event offered all the things you'd enjoy at a larger rally, but is of a size that allows for that intimate feel. With an attendance in the region of 275, there was plenty of opportunity to mix and get to know new people.

Friday afternoon marked the beginning of this laid-back event – an opportunity to sit in the sun, enjoying a cold beverage while watching others arriving. The evening commenced early with a musical quiz, followed by the band, Session. For those wanting a quieter time, there were areas to sit, drink and chat about all things bike-related.

Following breakfast, Saturday kicked off with a ride-out taking in the best of the West Country. The ultimate destination was Wells in Somerset. The route took in the picturesque town of Bradford-upon-Avon and the fantastic views across the Mendips. It was a great ride with something for everyone.

The afternoon activities kicked off with all manner of games, most of which, in true Chapter Challenge style, resulted in people getting very wet.

After that, two bands were lined up for the evening's entertainment. Firstly Angel Up Front did a set from the main bar

area, knocking out well-known hits. The night's main attraction, however, was provided by Devious in the main hall. They are a band that hit the decibels hard and believe in getting in among the audience. There was a hardly a soul left seated.

Loud and brash, their music hits all the right chords for a rally, with rock covers including hits from AC/DC and Whitesnake right through to Queen. They really are the perfect band to finish off any rally.

Sunday arrived, accompanied by the customary rain. All that was left to do was to pack away the tent, load up the bike and head on home.

In summary, I thoroughly enjoyed the rally. I made many new friends as well as seeing a few regular faces.

Each year our rally sees tangible, sustained growth, and the rally is going from strength to strength. My recommendation is to check it out and log it in the diary for July 2010. See you next year!

**Alan Stokes
Great Western Chapter**





THIS YEAR'S THUNDER in the Glens was a sight to behold. Thousands of bikes and partygoers flocked to Aviemore to take part in the biggest rally on the British Isles – were you there?

As the number of miles to Aviemore fell, the sound from fellow Harley-Davidson® riders increased. Amplified each minute, by the time this beautiful Highland town appeared, the road was swamped by glistening chrome, gleaming leather and, of course, the unmistakable call of the V-Twin. With 2,500 people flocking to the Highlands on August's closing bank holiday weekend, Thunder in the Glens 2009 had begun.

Immediately, the electric, excited atmosphere was tangible. The Highland Resort was the base for the weekend, and with different bars and venues across the site, there was no shortage of possibilities, friends to meet and excitement to soak up, even in the first hours of the rally.

The next morning, Don Fetzer, Commercial Director, Harley-Davidson® Europe, and Stuart Farrell, Managing Director, UK and Ireland, Middle East and Africa, presented the new 2010 model motorcycles to the crowd to much applause, before it was time for the focus to shift back to the bikes everyone was currently riding, and time for rally-goers to get back out on the road.

The Saturday ride-out was amazing. Throughout the morning, more and more bikes gathered together. Conversation bubbled, rides were admired and routes were discussed. Then, with just moments to spare, the engines began to fire. One by one, each engine adding its own note to the thundering harmony, the rumble reached the

peak of its crescendo, and with a blast from an airhorn, the bikes began to roll out.

At first, the ride-out was a gentle parade through the town of Aviemore, the streets lined with locals and tourists in the area who greeted the bikes with unbridled enthusiasm. Then, at the top of the town, the procession turned to face the towering beauty of the mountains. With exemplary precision, Road Captains splintered off at each junction to pause the traffic and direct the bikes, meaning the run went smoothly for every person on the ride.

The 12-mile-long snake of 2,500 Harley-Davidson® motorcycles cut a magnificent path through these heather-lined roads. A few miles in, the route passed through Grantown-on-Spey, the destination for the ride-out, but it was not yet time to stop. Back through the town, and again to the mountains, the route skimmed lochs, crossed through woodland and traversed rivers, giving every rider and passenger a hauntingly beautiful encounter with the landscape. An hour later, the smiles radiating from everyone as they dismounted in Grantown were enough to ward off any impending threats of rain.

After enjoying the Taste of Scotland event and the exceptional hospitality shown, it was time to return to Aviemore to see the beauties that had lined up for the ride-in bike show.

That night, with live bands spread across the resort, it was time for the party to really begin. At the height of the evening, Dunedin Chapter Director George MacGuire announced the winners from that day's competition, before the party built into the night.

The next, and final, day was gentler. A smaller ride-out to a charity-sponsored barbecue filled the early afternoon, and many took the chance to explore the trader village or jostle for position at the Demo Rides tent. With bikes from across the Harley-Davidson® clan to test out on the stunning roads, the queues were unsurprisingly long.

That evening, the rally was brought to a rousing close with the glittering, glamorous Route 66 stage show. Featuring some of the best road music from across the decades, performed live by a pack of musicians, singers and dancers who brought the songs to life, the Osprey Arena was absolutely packed. More than 1,000 people filled every inch of floor space to dance and sing along with the classics.

As the last chord rang out, the rally had been brought to a blistering close. All that was left was to get back on the road the next day, make the most of the journey home and, most importantly, get next year's dates in the diary.

www.dunedinhog.com



SOUTHERN CHARM

SET IN THE picturesque Surrey countryside at Bisley's National Shooting Centre, the South of England Rally came around once again.

At 5pm on the first day, the Ladies of Harley® assembled at Marjorie Foster's Way for the Mamma Mia rideout, in which both bikes and riders roared up resplendent in sequins and feather boas, honouring the theme of the ride. With 40 bikes raring to go, as they set off the relaxed Bisley afternoon atmosphere was shattered. Riding through the area's country lanes, taking in the beautiful scenery and getting stuck into some great twisty roads, the girls headed towards the arranged rendezvous – the Guildford Harley-Davidson® dealership – where they stopped for drinks, snacks, and of course a chance to peruse the bikes and grab a little shopping time.

The return journey took in Guildford town centre, drawing curious locals out of shops and houses to wave and watch the procession roll by. The whole event was expertly controlled by the Road Marshalls. Back on site, the Agnethas and Fridas reunited over a drink for an ABBA sing-a-long, receiving rousing cheers from the assembled crowd.

By Friday evening, the smell from the hog roast wagon drifted through the air, and the Bisley Pavilion was heaving. Live music from Live and Kickin' got the audience up and dancing on the grass. The beer was flowing! The Pavilion Ballroom filled up as tribute band Rollin' Stoned took to the stage. They knocked out classic Stones songs with an energy that the originals might find hard to muster these days. Needless to say, the crowd loved them.

Saturday morning broke – it was Chapter Challenge day. Various events ran throughout – the non-motorcycle games included pistol shooting, an assault course, bungee run, human demolition zone and a mechanical bull. The motorcycle games, classic favourites, included the poker run, hog sticking, slow ride with pillion and bike wash. There was a slightly dazed air following the previous night's celebrations, but the option of two rideouts today helped to blow away the cobwebs.

The sun was even hotter than the previous day, and on the exhibition lawn



the ride-in bike show generated a lot of interest. In line with the rally's tradition, the public were encouraged to vote in the People's Choice class by dropping any spare change into a bucket beside their favourite bike, with the most money collected being announced the winner. All proceeds from this collection were donated to the Surrey Air Ambulance. The winner was Nick Ovenden, congratulations Nick.



The atmosphere gave an adrenaline-fuelled lurch later that day, as two drill sergeants, armed with large sticks, stood on Kings Way and bellowed across the tents scattered across the Sergeant's Mess Field.

People gathered on the road as men and women, dressed in variously mis-matched combats and camouflage fatigues, staggered out of the field to form a disorderly line. *Full Metal Jacket* this wasn't – Nene Valley Chapter good-naturedly put themselves

through a platoon drill to raise money to support our armed forces and promote the then-upcoming Ride to the Wall.

They are shouted at, told to do press-ups and have to salute as the commanding officer drives by. Two couples are picked out and have to declare their wedding vows at full volume in front of the assembled multitude.

As the sky began to darken, rally-goers gathered to watch the rally firework display light up the evening, before the prizes for the Chapter Challenge were presented. This year's winners, with 400 points were Nene Valley, followed in second place by Invicta with 350 points. With 325 points each, third place was shared by 1066 and Hogsback chapters. Tied in fourth place are Oxford and New Forest. In fifth was Aire Valley and finally the sixth and final place was shared by Bridgwater and Birmingham chapters.

Well done to everyone for taking part and to the five organising chapters for putting on one of the best-run, most laid-back and enjoyable motorcycle rallies in the UK.

Special shout-out goes to the Hogsback chapter for making me welcome and inviting me to a fantastic barbecue on Saturday. Cheers guys. Looking forward to next year? You betcha! Ride free. **Dan O'Gara**

For more news and images from the South of England Rally visit www.sofer.uk.com



Inside the Cider Rally

BRIDGWATER CHAPTER'S ANNUAL Cider Rally was held at Sand Bay Holiday Village at the beginning of May, and was fully booked at pre-registration this year, well up on all previous events. Attendance at the event was in excess of 1,000.

The Chapter's 20th anniversary year, 2009's rally pack included a t-shirt and pin plus two gifts: an engraved bottle opener on a key ring and LED torch, also engraved. Once the rally packs had been collected, the ladies gathered for their ride-out to Axbridge. The evening entertainment was provided by The Rosie Walters Band and Rang-A-Tang and, of course, Rob Paston the DJ.

Saturday saw the Grand Parade leave site at 11am on a tour of Weston-Super-Mare, ending up with a static display on the beach lawns to meet and greet the public. This was met with much enthusiasm by the locals who always look forward to the display that the Harley® entourage provides! After this, it was back to Sand Bay for the ride-in bike show, followed by the Chapter Challenge. This was a great chance to enjoy silly games and get a bit competitive. Throughout the weekend, trade stands were up and running in the car park.

The evening's music was supplied by Big Mac's Wholly Soul band, and was a time to meet old and new friends and enjoy a drink or two. That evening, the raffle was held, as well as an auction. The main items offered included a framed set of Chapter pins and rockers, which raised the sum of £700 to be donated to Sarah's Appeal in aid of breast cancer research. As a Chapter, we would like to thank all the British Chapters who donated pins and small rockers for this appeal – we could not have raised this much money without your co-operation.

Sunday was ride-out day, with many rides fully booked with 50 bikes on board. The sun shone, and with engines revving and open road ahead, each and every rider had a great time. In the evening, everyone gathered for dancing to Groove-a-licious.

Now the sad part – it was Monday. We had breakfast, and then packed up the rally for another year. However, plans are now well underway for the 2010 event, to be held on the May bank holiday weekend. Get it in your diary now, and have something to look forward to this winter. See you all there!

Mick Collins



H.O.G.® EVENTS 2010

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



See p16-23 of this issue for other international rallies and events or visit members.hog.com for the full listing

FEBRUARY 2010

6 Winter Ball

W: www.nfhog.com

APRIL 2010

5 Hoggin the Bard IV

Easter Monday, Sherwood Chapter's ride to Stratford-upon-Avon. Multi-Chapter Ride and first meet of the year.

E: src@sherwoodchapter.co.uk

30-May 3 Cider Rally

Booking forms available to non-members from October 1

W: www.bridgwaterhog.com

MAY 2010

14-17 Spring Fever

W: www.nfhog.com

JUNE 2010

4-6 HOG on the Humber

Brantingham Park

W: www.avhog.co.uk

4-6 Hogs around the Rock

Jersey

W: www.hogjersey.co.uk

4-7 Ireland BikeFest

Killarney, Ireland

W: www.irelandbikefest.com

18-20 Circus Maximus VIII

Chester Rugby Club Chester

W: www.devalegionhog.co.uk

JULY 2010

9-11 Hogs in the Hayfields

The Hayfields, Cleve Rugby Club, Mangotsfield, Bristol

T: Mike Brown 01454 776148

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

TBC Knot Rally

Castle Cary Rugby Club

W: www.bridgwaterhog.co.uk

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 Nene Valley Chapters

Back2Basics Rally

Market Harborough Rugby Club

W: www.nenevalleyhog.co.uk

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

24-27 Autumn Blitz

W: www.nfhog.com

OCTOBER 2010

16-17 Taunton Carnival and Hoggin the Bridge

W: www.hogginthebridge.co.uk

Harley-Davidson Dealers and Chapters

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: ade.nicholson@
btinternet.com
www.deval legionhog.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
T: 0131 666 2326
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: John Tenner
T: 01438 207222
E: john.tenner@
guildfordharleydavidson.co.uk
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: Rob Mitchelmore
T: 07904 877738
E: director@avhog.co.uk
www.avhog.co.uk

13 Lincoln Harley-Davidson

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

Lindum Colonia UK Chapter (9087)

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 Burgess
T: 07770 730736
E: Pedro81@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.com

17 Preston Harley-Davidson

West Strand Park, Strand Road,
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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.fsife.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: Mike Brown
T: 01454 776148
E: rockhouse@
btconnect.com
www.greatwesternhog.co.uk

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216 Queens Road, Beeston,
Nottingham NG9 2DB
T: 0871 641 2817
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
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
2 Loxham Road, Chingford,
London E4 8SE
T: 0871 641 2811
www.hdnortheastlondon.co.uk

Essex Chapter (9082)
Director: Phil Riley
E: director@
essexchapterhog.com
www.essexchapterhog.com

28 Stratstone Harley-Davidson Wolverhampton
37-43 Chapel Ash,
Wolverhampton, WV3 0UF
T: 0871 641 2623
www.wolverhampton.co.uk

Wolfruna Chapter (6827)
Director: Mick King
T: 07801 709 252
E: micky.wolfruna@sky.com
www.wolfrunachapter.com

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North Street, Uppingham
LE15 9RN
T: 0871 641 2617
www.sycamoreharley
davidson.co.uk

Rutland Chapter (6730)
Director: Garry Adam (Scratchy)
T: 07900 257 230
E: rutlandchapter@btinternet.com
www.rutlandchapter.co.uk

30 Thames Valley Harley-Davidson
Windsor House, 121 Yarmouth
Road, Slough, Berkshire
T: 0871 641 2721
F: 01753 557177
E: enquiries@
thamesvalleyharley.com
www.thamesvalley
harley.com

Thames Valley UK Chapter (9746)
Director: Don Pritchett
T: 07802 819137
E: director@thamesvalleyhog.org.uk
www.thamesvalleyhog.org.uk

31 The Foundry Harley-Davidson
Broad Oak Road,
Canterbury CT2 7QG
T: 0871 641 2643
www.robinsonsfoundry.co.uk

Invicta (9141)
Director: Nick Ovenden
T: 07860 721 208
Hotline: 01227 378 478
E: director@
invictahog.co.uk
www.invictahog.co.uk

32 Three Rivers Chapter (9979)
Director: Martyn Coote
T: 07736 929 104
E: martyn.coote@
ntlworld.com
www.iirivershogchapter.co.uk

33 Warr's Nottingham Road
16-20 Mottingham Road,
London SE9 4QW
T: 0871 641 2609
www.warrs.com

Meridian Chapter England (6726)
Director: John Warr
T: 0208 857 9198
E: j.warr@virgin.net

34 Warr's Kings Road
611 Kings Road,
London SW6 2EL
T: 0871 641 2645
www.warrs.com

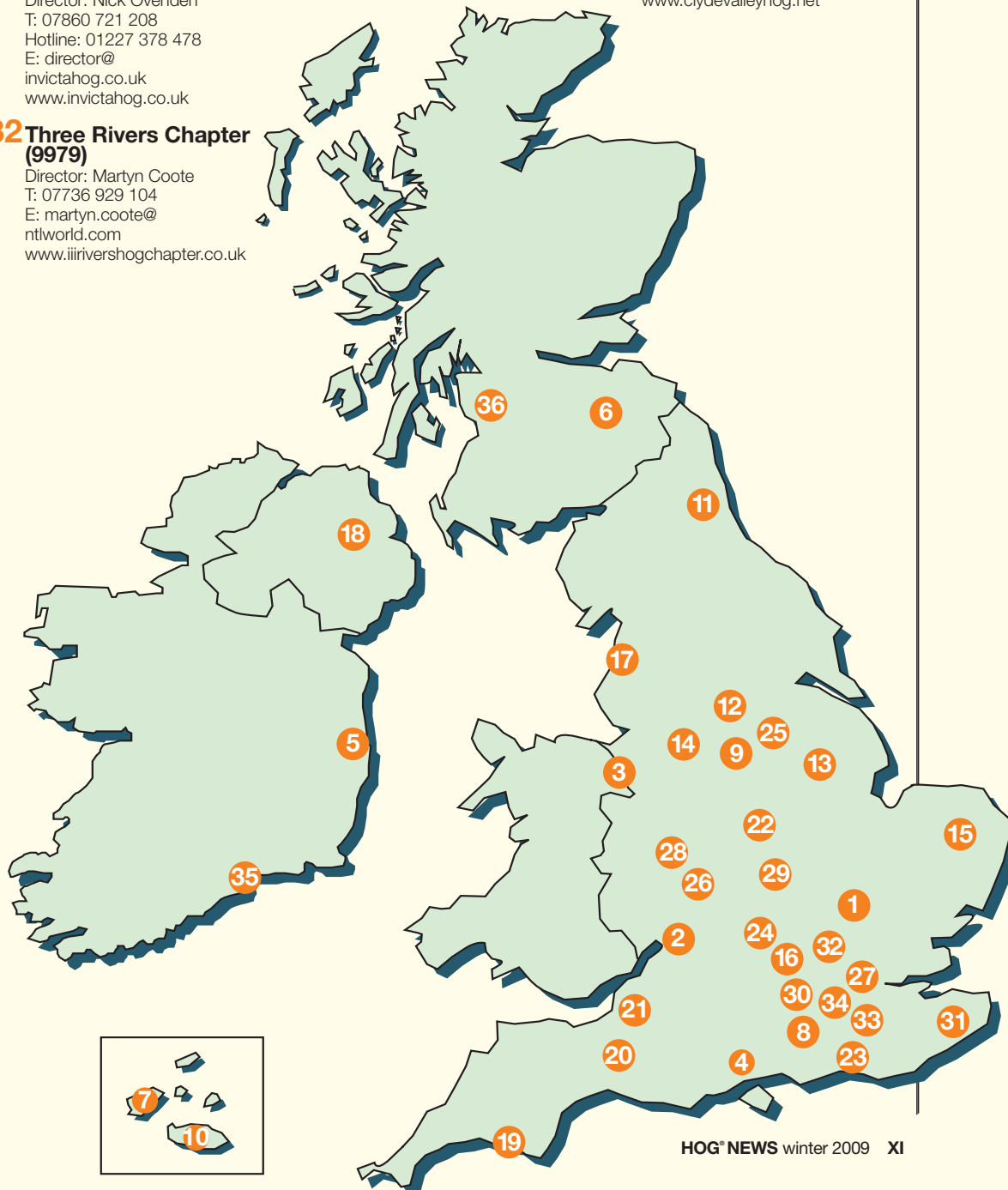
Chelsea and Fulham (9085)
Director: John Warr
T: 0207 736 2934
E: j.warr@virgin.net

35 Waterford Harley-Davidson
Ozier Park, Waterford City,
Waterford, Ireland
T: (+353) 5184 4200
www.waterfordharleydavidson.com

Celtic Thunder Chapter (7567)
Director: Michael Thompson
T: 00 353 8724 71577
E: thompsonm@eircom.net
www.celtictThunderhog.com

36 West Coast Harley-Davidson
147-151 North Street,
Glasgow G3 7DA
T: 0871 641 2734
www.westcoastharley.com

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Make every day count

NATURE'S MOSAIC

Get ready for the big Harley-Davidson tour around the Iberian Peninsula in 2010!

In May this year, the fifth leg of the H.O.G. Touring Ride Spain, referred to as the 'Mudejar Route', brought us closer to the end of this fantastic trip across the peninsula. The H.O.G. Touring Ride Spain Tour was conceived in 2007 and explored the most arresting and unknown nooks of the Iberian Peninsula. This Tour reached its end in September, and, at the same time, marked the beginning of the countdown to the great adventure of May 2010: a complete trip around the Iberian Peninsula in 15 days.

This time, we have concentrated on incorporating special places of great artistic, historical, natural and cultural interest into the tour. Many kilometres will be travelled through wide valleys and winding roads, along leafy riverbanks and narrow passages carved through stone. The Mudejar Route could be considered the most culture-packed of all the touring rides to date. Here's a report from our trip in May to tempt you into joining us in 2010...

We set off from Valencia against a

backdrop of the architectural genius of Santiago Calatrava to arrive in Alcalá del Júcar. These few hours on the road allowed us to savour the environment where nature has carved through the rocks using the river as a chisel and time as inspiration.

Lunch was enjoyed in the magnificent castle that houses the Parador de Alarcón hotel. The hotel is perched above the reservoir of the same name.

That afternoon we rode our bikes into Cuenca, a World Heritage Site; its hanging houses rise defiantly above the Huécar River and we parked at the old Saint Paul Convent, now the Parador de Cuenca hotel, to take in the entrancing view of the city before us.

On Friday morning we took delight once again in riding along the leafy banks of green waters, discovering the playful shapes nature has sculpted in the rock. A collection of stone formations making up the Ciudad Encantada (Enchanted City) present the area in its full splendour. Here, weather, water and wind show that reality outdoes fiction by creating impossible

shapes and extremely beautiful designs.

We reached the top of El Cubillo Pass, a natural border between the provinces of Cuenca and Teruel. We entered Albarracín, an impressive compendium of age-old cultures and architecture proposed as a UNESCO World Heritage Site.

This experience once again left us speechless, and ready for the next surprise awaiting us in Teruel – a charming and welcoming city where the Lovers of Teruel lived out their peculiar and tragic romance. The city is a unique display of the purest examples of Mudejar architecture, which could be considered the only truly Spanish style of architecture. This beautiful Mudejar workmanship earned the city the title of World Heritage Site.

On Saturday we left for Saragossa, the world's water capital of 2008, but not without first exploring Gallocanta Lake, a required stop for migratory birds flying south. We then visited a wonderful spot where water and nature have come together to show they are unrivalled when it comes to creating beauty: the Monasterio de Piedra (Monastery of the Rock).



With each phase of the H.O.G. Touring Ride Spain we discover that the Iberian Peninsula is like an immense mosaic showing us everything nature has the power to create.

To be able to appreciate it in all its splendour, the May 2010 Touring Ride will carry us through a complete circuit of Spain's terrain to discover unknown niches, relish again those we have already seen and also to enjoy the food and hospitality of the people, and the joy of living every moment as if it were the last.

We can't wait for you to join us for the H-D adventure of your life! ■



For details, please contact Sue Nagel, H.O.G. Manager, Spain: sue.nagel@harley-davidson.com. Check out the route on the Ride Planner at www.hogeuroppegallery.com. If you'd rather rent a bike at one of our official H-D rental dealers, Girona, San Sebastian or Alicante, see www.harley-davidson.com/rentals for more info.

“The Iberian Peninsula is like an immense mosaic showing us everything nature has the power to create”





Bags of attitude

Mario Van den Broeck, Owner Principal of Harley-Davidson Capital Brussels, and his Master Technician Jean-Paul have constructed a cool custom CVO Road Glide. This 'Bagger Bike' design features even more attitude than the 'standard' CVO with a chromed 21-inch billet wheel with painted billet inserts at the front and an 18-inch at the rear with a fat 200 tyre.

The bike also features specially

designed 'monkey' bars, dual power exhaust and 200 Capital LED lights, a Bluetooth navigation system linked to Bluetooth helmets, Screamin' Eagle Super Race Tuner and a custom single seat. The exclusive CVO paint for the custom 'Cow Catcher' front fender was perfectly recreated by Eduardo's Custom Paint Shop and topped off with three coats of lacquer to get the perfect surface. ■



The road to Riga

ROAD TRIP



It simply had to be done. The six of us had ridden together for the first time in 2008 from the UK to the Harley-Davidson® Euro Festival® event in St Tropez. Our 2009 get-together needed to raise the level of adventure. We wanted more miles, more countries and more fun! Latvia it is, then...



We loved the fact that the H.O.G. Rally was venturing to this far-flung corner of Europe.

Yes, we heard the horror stories: “You’ll get your bike stolen”; “The roads in Poland are awful”; “The police will be out to get you!”. But we didn’t care. We were all up for the challenge, and I was in charge, again, of organising the trip.

A steady, relaxing cruise from Harwich to the Hook of Holland marked the beginning of our journey. The wake-up call wasn’t too early either, and we were comfortably on our way by 9am the following morning.

We skirted Rotterdam to the south, heading for the city of Arnhem where my paper maps – yes, I said paper maps, no SatNav here – spectacularly let me down on trying to find the right road out of the city centre after a mid-morning coffee break. Around 30km out of our way, a fuel stop and then north-east to the German border. We were greeted on entry by the first smatterings of rain we would endure on this trip.

Waterproofs on, and we were off in search of our first night’s accommodation along the long stretch of road that is the 214 through Fürstenau to Ehrenburg. Well, I managed to find the village that housed our farm-based B&B for the evening. Thankfully, a farmworker who coincidentally worked at the Pension Reider Hof spotted my map-reading at the roadside and offered to lead the way through a maze of farm tracks until we reached our destination. After a steady 285 miles, we tucked up the Harleys in the barn with the cows and retreated for a pleasant evening of our own.

Grey skies welcomed us the next morning for our ride into east Germany and our second overnight near Plau am See. It soon turned sunny and the riding was fantastic. I’d found a couple of recommended biking roads on the internet that I’d incorporated into our route. While it meant we took the ‘scenic’ route across Germany, it also meant we enjoyed some brilliant riding. Beautiful scenery through the national parks, smooth tarmac (oh, how we’d come to miss it!), pretty villages and a lovely lakeside hotel to wind up at. Another evening of great food, wine and laughter was had by all.

It was Monday morning, the sun was out and we were heading for Poland. This was where I started to get a little nervous. The horror stories looped in my mind »



as we headed along the final stretch of motorway that led us from east Germany into north-western Poland, Szczecin.

We stopped for fuel and lunch at the border and were pleasantly surprised. Our first few miles into Poland were also fine. We rode through a couple of interesting cities that soon reminded us we were in a totally different environment to what we were used to in western Europe. Then it started raining. Then we played 'dodge the pothole' as well as 'dodge the Russian lorries' in between 'hold on tight as the tarmac turns into a cobbled street'. The main roads were, let's say, interesting.

Our first overnight stop in Poland was about 15km north of the city of Walcz and the final stretches of road getting here weren't too bad. While heavily 'patched', the scenery improved and the traffic

lessened. Set in the forests and next to a lake, this pretty hunting lodge was a welcome find – and, while the vodka was very tasty, the untuned piano proved very entertaining to us, the many dogs, cats, and fellow guests.

The next day's ride would be an easy one for my map-reading skills – we basically took the 22 pretty much all day, heading east. This route was predominantly made up of 'yellow' roads, which, while 'basic', there was little traffic on and we could get a good pace on and enjoy the pretty Polish scenery. We then had to negotiate a long sandy farm track that led us to our B&B for the night, a family-run self-sufficient farm located near Dobre Miasto in north-eastern Poland.

The following morning, after negotiating a diversion set by some village roadworks, when none of us could understand the

signs, we went in search of Hitler's bunker at Ketrzyn. It was such a Polish hidden treasure, we couldn't find it. Then it started raining again. Onward and we wound our way through eastern Poland, enjoyed some reasonable biking roads as we headed for the Lithuanian border.

About 10km prior to the border, the roads returned to a state we were more accustomed to. Smooth tarmac, white lines and long sweeping bends led us into the next country on our list.

Everything changed on entering Lithuania. The road we took north to Kaunas was very straight and pretty uninteresting, but fields full of storks on both sides kept us amused – especially when they launched themselves across the road in front of us!

Our residence for the evening was in a



small suburb to the east of Kaunas, Ringudai. This Art Deco/Tim Burton-esque property was incredible, towering above surrounding properties on the outskirts of Lithuania's second-biggest city. The guest house was owned by the friendliest people we met during the whole trip and they provided us with everything from a cold beer on arrival as we washed the bikes down, to a lift to and from the nearby restaurant. A highly recommended stopover for anyone travelling in this area.

The next day we headed north-west to avoid the motorways and wind our way up to the north coast and our destination, Jūrmala, Latvia. Today's ride was very pleasant. We found the bendiest road in Lithuania on the map (still pretty straight, mind you!) and explored this pretty countryside. Getting off the main roads

meant we got to see some of the 'real' Lithuania, its people and small towns and villages. The architecture, even in the tiny towns, was very striking – and every single church we passed seemed to be a work of art, each being very individual.

We stopped for lunch about 20km south of the Latvian border at a roadside restaurant. We were sitting outside enjoying the sun when we heard it... the rumble of Harley-Davidson motorcycles... hundreds of them all cruised past us, waving and pipping their horns as I jumped up and down at the roadside. We knew where they were going, and all of us felt a sudden wave of excitement as we remembered why we were here.

The final stretch of the straightest road in the world soon came to an end as we crossed the border into Latvia. The roads worsened again slightly as we rode into

Latvia. We took our final road, the P99 north from Jengala, to the road that took us into Jūrmala and all of a sudden we were surrounded by thousands of bikers. It dawned on us that we hadn't seen hardly any bikes in Poland, or through Lithuania, and now we were among lots of them.

We found the event site by the beach and celebrated our arrival. Parking up at the hotel, with no 250-mile route already buzzing in the back of the mind for tomorrow was weird. I felt like I'd hit a brick wall with nowhere to go.

We were soon soaking up the rally atmosphere at this beautiful seaside resort, meeting up with friends we'd met on our previous road trips and enjoying the fun and camaraderie associated with this fabulous owners' group!

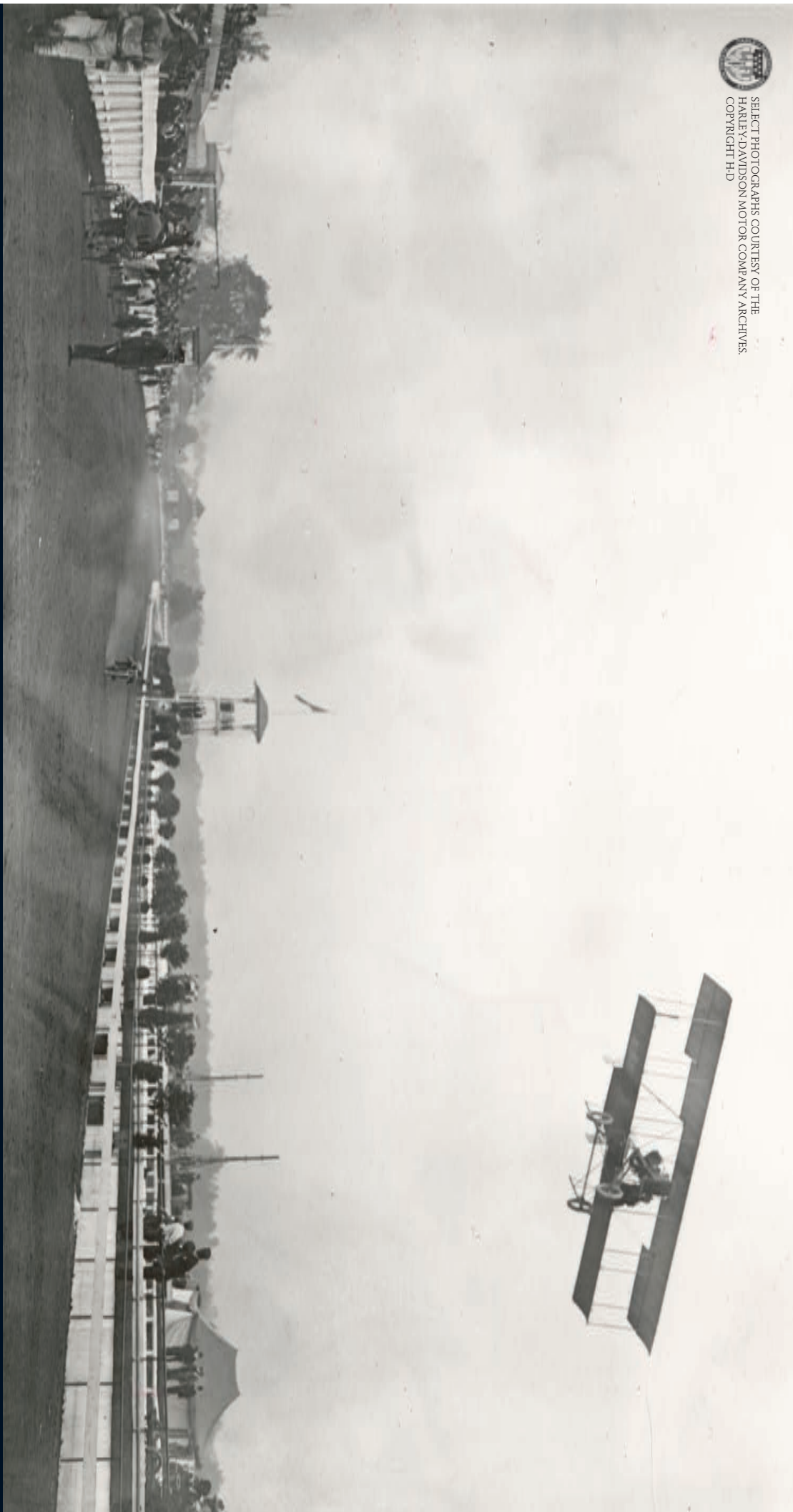
We can't wait to see where we end up next year! ■

From the archives

LESLIE "RED" PARKHURST races a biplane at the Wisconsin State Fair, circa 1915. Parkhurst began his racing career at age 13 after lying about his age, then became the first official member of the Harley-Davidson® factory racing team five years later, in 1914. Parkhurst's height (a lanky 6'-4") and shock of red hair made him stand out. His ready smile made him a crowd favourite and a natural choice to feature in Harley-Davidson adverts.

Parkhurst is perhaps best known for setting a number of speed and endurance records for Harley-Davidson in 1920. These included a new 24-hour solo endurance record of 1,452 miles at the two-mile Sheepshead Bay board track in New York. His feat was especially impressive considering it included two hours of waiting out a heavy rainstorm, which made the boards too slick to ride on. The airplane race was, of course, unofficial; such publicity stunts were common in those days. But let the record show that the biplane proved no match for Parkhurst and his Harley-Davidson Model 11K factory racer. ■

Flying high



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The original factory custom

Dyna family:

The original factory custom among the Harley® Big Twins; unique rigid chassis and vibration damping rubber mounts; teardrop tank, visible twin rear shock absorbers, rectangular battery box under seat, beefy 49mm forks and 160mm rear tyre; a simple blend of custom styling with raw-boned performance

One of the more recent additions to the Harley-Davidson® model range, we trace the relatively short history of the Dyna family...

ALTHOUGH STARTED IN 1991, the Dyna family traces its roots to 1971 and the first year of the FX Super Glide®. The Super Glide combined the existing Big Twin chassis with a lighter, sportier front end. It was Harley-Davidson's first entry into the factory custom market, and opened up a whole new styling avenue.

In the years that followed, the FXS Low Rider (1977) brought a lower seating position, drag bars, highway foot pegs and many other custom appointments to the model line. By itself, the Low Rider proved versatile enough for many different variations that run right into the present day. Even bolder was the 1980 FXDWG Wide Glide® with its flame paint scheme on the gas tank, apehanger handlebars,

wide front fork and old-school kick start.

These two motorcycles set the stage for the 1991 FXDB Dyna Glide Sturgis. The Sturgis was the first Harley-Davidson motorcycle to be designed with the assistance of Computer Aided Design (CAD), allowing for styling and engineering aspects of the bike to be perfected before an actual vehicle was ever built.

The Sturgis employed a two-point engine isolation mounting system on an all-new internal steel frame, which provided a smoother ride. This also allowed the bike to retain the older look of the 1970s Low Riders, but with better handling. Also, the Sturgis had the oil tank mounted underneath the transmission, which added to its cleaner look. ■

Harley history



1971



1977



1980



1992
(above) One year later in 1992, the platform expanded with the new FXDB Dyna Daytona, a limited-edition motorcycle celebrating the 50th anniversary of Daytona Bike Week.



1991
(below) Model FXDB Dyna Glide Sturgis.



1993
In 1993, the family gained two new members, the Wide Glide and Low Rider, Harley-Davidson classics improved with the modern Dyna chassis.

1999
(left) The Dyna family (in tandem with the Touring family) helped make Harley-Davidson history by receiving the new Twin Cam 88 engine for the 1999 model year. With its success, the Twin Cam 88 would go on to replace the workhorse 1340cc Evolution engine.



2001
(above) In 2001 Custom Vehicle Operations (CVO) also produced the Dyna line with the FXDWG2 Screamin' Eagle® Wide Glide®.

2000
In 2000, the Dyna line added the FXDX Super Glide® Sport.



2002
(above) The family of Harley-Davidson police motorcycles included the FXDP Dyna Defender, which was among the 37 motorcycles Harley-Davidson donated to the New York law enforcement communities after September 11, 2001.

1994
1994 was the first year of the all-new FXDS CONV Low Rider Convertible, a touring-friendly Dyna with detachable windshield and saddlebags.

2008

(left) The FDXF Fat Bob was introduced for MY08 with a newer, more aggressive look for Dynas, including twin headlights, reminiscent of 1929-1930 models.



2006

The Dyna line went exclusively to Electronic Fuel Injection (EFI). The Dynas were also the first to receive the six-speed Cruise Drive transmission for MY06.

Also in 2006, the critically acclaimed 35th anniversary FXDI 35 Super Glide (above) was available in limited numbers, and for one year only.

2006 also saw the first year of the FXDB Street Bob, a throwback to 60s and 70s 'choppers' with bobbed rear fender, apehanger handlebars and solo seat.

2010

(below) The 2010 model year sees the addition of a new Dyna Wide Glide, plus a CVO™ Fat Bob!



FXDF Fat Bob®



FXDC Dyna® Super Glide® Custom



FXDB Street Bob®



FXDWG Dyna® Wide Glide®



FXDFSE2 CVO™ Fat Bob®



For details of all 2010 models, visit www.harley-davidson.com



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ALL ABOUT THE JOURNEY



Albin and Suzanne from the Helsingborg Chapter, Sweden, share the experience of their ride to and from the Norwegian Rally in June 2009



It all started with a group of 17 planning a ride to the 2009 National Norway Rally in late 2008. As road captain for the local chapter, I was nominated leader for the trip from Helsingborg in southern Sweden up to the western part of Norway.

We left early Thursday morning. Eleven of us, on eight bikes showed up that morning. The other six left days before.

The whole 700km of the first day was spent in our raingear! We arrived at Moelv in Norway, 150km north of Oslo, that night. The next day the sun shined as we rode the 300km journey full of twists and turns - the last part of the ride was on roads of 10-12% angle, downhill and at a speed of 40-45kph.

After three days in the breathtaking area of western Norway, at the very well-organised rally in Geiranger, we made the return journey by ourselves. Some rode straight home, others rode east back to Sweden, and a few decided to spend a week of vacation in this area. My wife and I had plans to visit some of the most scenic areas of the south-western part of Norway.

The first day of our return journey, we headed 200km north to Trollstigen. This trip has it all - from snow-topped mountains to the green valley below.

We then headed for Dovre fjell before arriving at our destination, Dombås.

The following day we headed for Geilo. Most of the day was spent riding up in the mountains, passing through several winter ski resorts. We stopped by one of the lakes, admiring the absolutely crystal-clear blue water.

We also passed through Fagernes, one of the most scenic routes in this area.

The small twisty roads had more than one metre of snow at the sides - in mid-June! Understandably, these roads are closed to traffic from September.

The third day of the trip was spent crossing four mountain passes, reaching a height of 1,500m, as we headed for Strömstad, Sweden. Even more small, twisty roads, snaking down into beautiful valleys.

The fourth day, we headed home on the highway, with the thoughts and memories of this wonderful experience. ■



The custom bug

Customising a motorcycle is an incredibly personal experience, one that delivers an enormous amount of pleasure and satisfaction. So, what does it feel like to do it as your day job? We asked **Charlie Stockwell**, Custom Specialist at Warr's Harley-Davidson, London

"I GIVE EVERY project everything I've got," says Charlie, "and every new project stimulates even more new ideas that I will take to the next."

Working as Warr's Harley-Davidson's Custom Specialist, Charlie's job is to design and create customised Harley-Davidson® motorcycles. A dream job? "Totally!" he laughs. "Especially when the customer I'm building for has an unlimited budget!"

During high school, Charlie's brother-in-law, Ian, always owned bikes. "I would often see him riding Harleys and always dreamed that one day I would too! That's when my passion for bikes, especially

Harleys, really started," he explains. "Ian and my sister bought me my first bike for my 16th birthday. I couldn't take my test for a year so we spent most of that year customising it with parts found in the shop's custom department – fairing, fenders, handlebars, paint and seat to give it a retro Café Racer look. It was a two-stroke Yamaha... not quite a Harley but I loved it all the same! I suppose you could say this is where I got the customising bug from. But then I had always been one of those kids who spent more time messing around with his BMX and Raleigh Chopper than riding them!"

Charlie began working with motorcycles

“I had always been one of those kids that spent more time messing around with his BMX and Raleigh Chopper than riding them”

at 16. “I worked part-time while doing my A-Levels in Graphic Design and Art and then full-time straight after finishing them. Working in the Service Department, I would prepare the new bikes and fit the H-D accessories. Of course I still had the usual sweeping the floor and coffee duties!”

That was 14 years ago, and for the past nine years Charlie has been focused on creating special, one-off bikes for Warr’s customers. “As I gained more knowledge and experience, I wanted to push my own boundaries. My first major project was a 2001 Softail with a modified H-D Softail frame, bodywork, raked front end, wide rear tyre and loads of Screamin’ Eagle performance parts.”

At Warr’s, Charlie designs and builds bikes for customers as well as building bikes to sell in the dealership. So, where do you start? “When it comes to the customer builds, we arrange a meeting so the

customer can discuss their ideas and budget, as well as offering our own ideas and advice. More often than not, customers are more than happy and trust us to design their bike, as they know we have been building award-winning bikes for many years.”

Where do the ideas come from? “Inspiration comes from my working environment,” adds Charlie. “The Warr family has such a large collection of vintage and modern Harleys, with most displayed at the dealership, it’s easy to gain inspiration for new projects. Take our bobbers and trackers, for example.

“Being around the collection of bikes we have here every day, it must be the same as an artist working surrounded by the masterpieces in the Louvre. Fred, John and Robert Warr have an enormous amount of knowledge and passion, as well as my colleagues, so they’re always helping out with new ideas.” »

Charlie’s custom bike designs win many awards at custom bike shows around Europe. This is his latest bobber winning first place at the Silverstone Classic event in July 2009



Custom diary



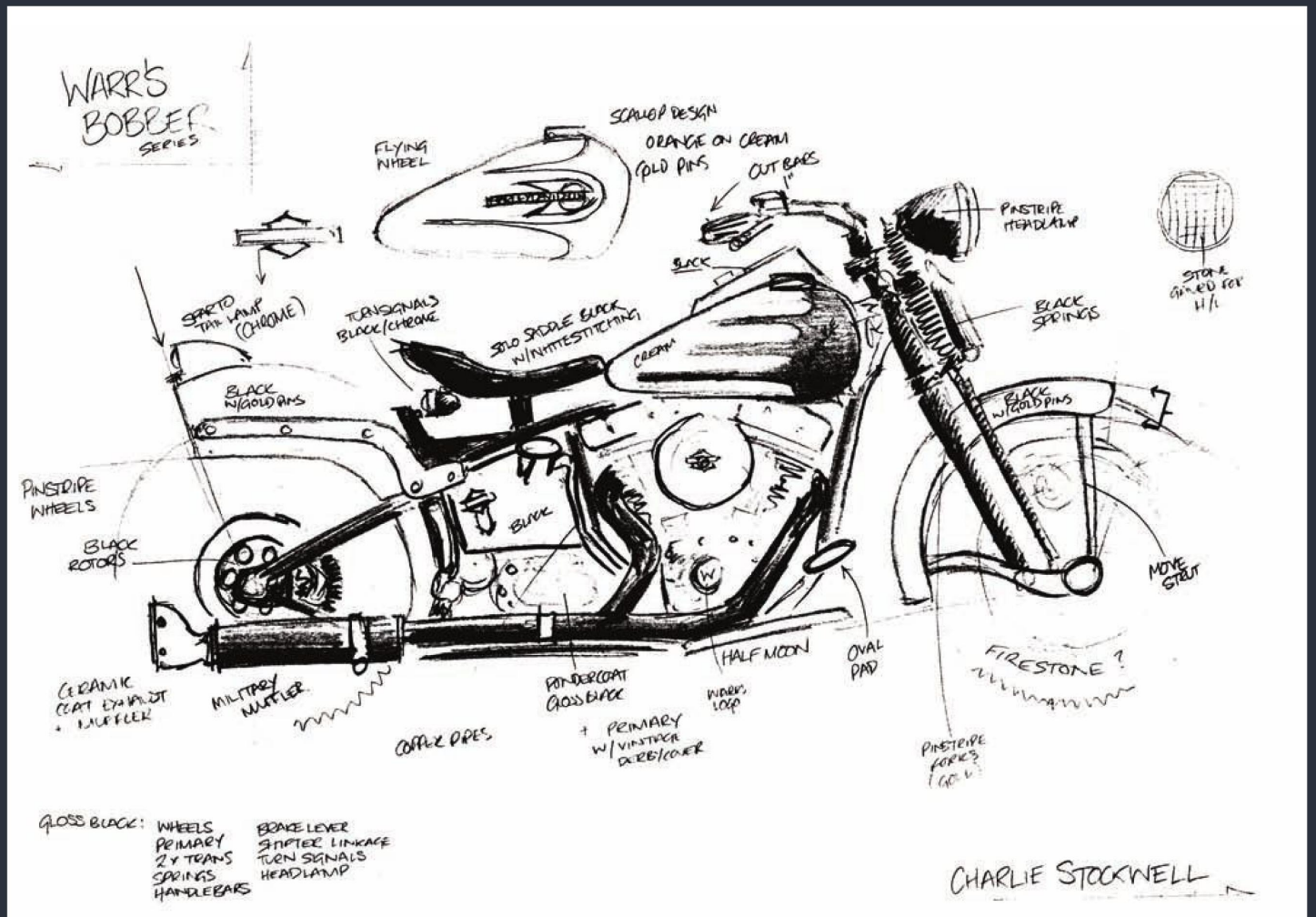
Making each bike truly unique sometimes means making completely bespoke parts, and Warr's is fortunate to have a machine shop on site. "As well as using Genuine Harley parts and accessories where possible, we also do a lot of fabrication for the custom bikes at Warr's," explains Charlie. "We always want to provide the customer with a stunning motorcycle –

with parts they will not see anywhere else. From fabricating bodywork to handlebars, exhausts to retro solo saddles, whatever is needed to make that bike truly unique."

With such a passion for his work, it's doubtful Charlie will be looking for a career change in the future. "Warr's is synonymous with Harley-Davidson and, as such, we only build custom Harleys.

To build a bike without a genuine Harley chassis and engine is like asking a chef to prepare a world-class dish without using the finest ingredients."

Charlie refused to note his proudest bike to date: "Come on... that's like asking a mother to name her favourite child!" he laughs. But he did share the details of a couple of projects... ■



MEET A MEMBER

Rainer Rehfeldt, Germany

What is your day job?

I am a technician in a chemical plant. I test inbound raw materials and prepare them for analysis.

How long have you been riding?

I've been riding since my 27th birthday, almost 24 years ago.

Where do you ride?

As well as participating in tours every year in Germany with my local chapter, I have taken part in many Harley events all over Europe with a group of friends. Group excursions take place on many weekends of the year and I've been to Castellon, Lake Garda, Munich and Rotterdam among others. I've been to Faak am See alone six times for European Bike Week.

What makes you laugh?

Friends, colleagues, fooling around with my girlfriend, comedians, both live and on TV.

Where's your favourite place in the world?

My favourite place is wherever my friends and I stop while out on our bikes. The weather matters greatly, of course, so my favourite place may be near us in the Harz Mountains or somewhere abroad.

What could you not live without?

My daughter, who was 18 this year, my girlfriend and, of course, my two Harleys. I wouldn't mind another one joining them... in fact I'd love it. And I expect that one would become as indispensable to me as my friends in the Harz Chapter.



RADICAL AND RIDEABLE

The donor bike was a 2001 Harley-Davidson Fat Boy. The customer's brief was simple and straight to the point. He wanted a 'radical but rideable chopper'. After swapping ideas and sketching some designs we had a pretty good idea of where we were going with the project. Ninety days later the bike was finished. The modified H-D Softail frame and bodywork were finished in striking blue pearl and ghost flames. Raked chopper forks and wide back end were all fabricated in-house. The engine was upgraded to 95 cubic inches using Harley-Davidson Screamin' Eagle Big Bore Kit Stage 3 within our performance centre.



OLD-STYLE BOBBER

The donor bike was a 2005 Springer Classic. We have a customer who has a massive interest in, and collection of, classic Harleys. He wanted something with the vintage styling of his old bikes but that could ride trouble-free every day. After browsing the custom page on our website he found the bobber we had just finished. Using this as a base design we refined it further with a vintage paint design and pinstriping on hand-fabricated fenders, tank and springer front end, copper oil pipes and walnut-blasted cylinder heads to give an aged look to the motor. It also has a handmade 30s-style solo saddle, original military exhaust muffler and modified exhaust headers. Lots of other small details like the guard on the headlamp, brass bolts and Egyptian cotton-wrapped wiring really make this bike unique.

www.warrs.com





ROAD TRIP

Belgrade. *ride*

Under the 'Belgrade Ride' banner, 40 bikers from eastern Switzerland revved up 30 heavy-duty Harleys for a nine-day motorbike trip from Weinfelden to Belgrade

After making a visit to a home for the disabled and making a generous donation, a group of Swiss bikers became prime examples of traditional Swiss humanitarianism.

Gerold Vogel AG from Weinfelden organised the Belgrade Ride that took members of the H.O.G. Winevalley and Sunhill chapters from Weinfelden via Cortina, Riyeka, Split and Banyaluka to the heart of the Belgrade.

From the Serbian border to Belgrade, the Swiss convoy was escorted by an elite team of Serbian policemen. One of the trip's highlights was the visit to the Block 44 home for the disabled. In true Swiss tradition of freedom, a willingness to help others and solidarity with those less fortunate than ourselves, the bikers



“It was quite a spectacle for all those taking part and watching – an event they will all remember for many years to come”

officially presented a considerable financial donation for the disabled children and adults. The donation came from Davor Masek (owner of Gerold Vogel AG and Moto Weder AG, Harley-Davidson & Buell) and his wife Ana, as well as the riders from the chapters.

Under the safe protection of the elite police team, the Swiss bikers toured the Serbian metropolis, much to the delight of the Belgrade people. It was quite a spectacle for all those taking part and watching – an event they will all remember for many years to come.

Via Ljubljana and Innsbruck, the Swiss bikers safely returned to the starting point of their trip, Gerold Vogel AG in Weinfelden, safe and sound. ■





Harley to Mali

Ian Mutch relives his five-week ride to Mali astride his Harley-Davidson Dyna Custom

The journey began in the basement of a Malaga hotel. With my Harley-Davidson Dyna Custom we set off, crossing the Gibraltar Straits to Morocco and cruising 100 miles to the Rif Mountain town of Chefchaouen. Hooded figures, artisans, donkeys galore and lamb tagine on low sofas. It's instantly northern Africa before you can draw breath.

Day four and I'm sitting outside a Spartan cafe on a broad pavement with a mint tea. A Moroccan joins me, holding a lighter to the bowl of a thin-stemmed pipe that he cradles in the palm of his right hand. Eyeing me over the pipe as he sucked, he opened a brief conversation. "Where do you go?" he asked. "Me? I'm going across the Sahara," I explained. "Morocco, Western Sahara, Mauritania, Senegal, then east into Mali." The pipe's contents glowed fiercely for an instant before the mouthpiece was snatched from the dark mouth. Anxious eyes turned toward me beneath the floating cloud of tobacco smoke. "Mali no good!" he barked with an urgency that disturbed me. "Hmmm... Mali no good, eh?" It's great on a trip like this to have local advice and things to look forward to.

A week around the country and we're in Essaouira on the Atlantic coast. The medina walls grow from the rocks of a coast exploding with spray. Teenagers cluster between the castlements of the battlements crouching, framed in sinking

sunlight with guitars. An artist packs his brushes and stacks canvases while a slim shapely girl jumps on to the wall...

Back inland to Tafroute and then south into the Sahara. We meet up at a cafe where Craig, who's leading the ride, is seated with a coffee. "You see that roundabout, Mutch?" he asked me. "Go there, turn right and keep going for a thousand miles. There are no turn-offs, even you can't get lost."

I finished my coffee and left, no need to wait for anyone. Three hundred yards after the right turn the road curved to the right while another limb went more straight. I took the straighter bit, the wrong bit.

Despite this I made it across the Sahara. A road runs right down the west side close to the Atlantic. Ride into the sun if you're heading south and you can't go wrong.

Four days of desert crossing and then came the most ominous route notes of the trip as we approached the Mauritanian border: "The border crossing means a ride across the minefield in No Man's Land. Here, the road is a mixture of sand and rock – ride with caution." Wonderful, I thought. I shall make sure my ear plugs are firmly in place.

Over the minefield across Mauritania and we headed for sub-Saharan Africa via the feared Diama Piste, 100km of rough track; no asphalt here.

The next three and a half hours rank alongside my worst ever motorcycling experiences. I covered 50 yards of hard beaten earth that had formed potholes

over which I attempted to ride at close on 30mph – a speed I was still making when I hit the first deep sand trap. How much more of this would there be? Oh, just 60 miles. Thirty miles in and we were one rider down with an injured leg. We popped him in the van and soldiered on, most people a bit quicker than me, but I made it. I never want to ride that road again, but there was more to come in Senegal, Mali and the Gambia where roads were no more than patterns of potholes linked by scraps of tarmac.

While the majority of the route had been fine, there had been several hundred miles of rutted, potholed chaos; obstacle courses of rock, earth, gravel and sand. The bike had somehow battered its way through everything west Africa could throw at it, and it hadn't misfired, overheated, shaken itself to bits or let me down in any way at all.

Naturally this all goes to prove beyond a shadow of doubt the obvious superiority and durability of American engineering, as my experience confirms that the Harley-Davidson is indisputably the ideal Africa overlander. ■

Ian Mutch's book *Harley to Mali* will be available by the time you read this. Order direct from theroad@mag-uk.org T: +44 (0) 20 8556 6495. Ian Mutch has ridden Harley-Davidsons for 28 years. His other books include: *Looking For America*, *Motorcycles Forever*, *Lowrider* and *Riding With The Beast*.



Rise of the **Factory Custom**

The 1971 Super Glide



“Styling and reliability had met - a stylish custom bike, useable in real riding conditions, was a reality”

Jeremy Pick concludes his series on customisation with a look at the Factory Custom, and beyond

IF THE BOBBER marked the late-'40s to early-'50s; the '60s and '70s belonged to the Chopper; then the '80s was the era of the Factory Custom – and a new era of accessibility in the custom bike scene. How did this happen? First, we need to step back to the '60s...

In 1963, a young Willie G. Davidson was handed the reins of the styling department at the Harley-Davidson Motor Company. With the company's 'close to the customer' approach – which saw executives attending Harley rallies and events – and his own passion for motorcycle design, it was inevitable that the young designer would be aware of, and influenced by, the custom bike scene. It was only natural too that he was keen for Harley-Davidson to take its share of a sector it had helped create in the first place.

The first fruits of this labour came in the 1971 model year with the introduction of the Super Glide, a bike aimed squarely at the 'aftermarket' suppliers of parts and, increasingly, complete bikes. Combining styling elements from two popular models, the FL 'Big Twin' (frame, 74-inch engine, rear suspension, fuel tank) and the Sportster (forks, front wheel and headlight), with a

radical fibreglass 'boattail' tail section, the goal was to lure a new set of purchasers with a new breed of 'off the shelf' custom bike.

Maybe the market wasn't quite ready, or perhaps the design was ahead of its time – either way, the first Super Glide sold less than 5,000 examples, well below expectations. Never one to give up, Willie G. reworked the design for the following year, losing the controversial rear end, and the new Super Glide became a hit.

By the early-'80s, the concept of a custom bike straight off the showroom floor was well established, and the true era of the Factory Custom was ushered in. The movement was helped by a recession in the US, mitigating against ground-up custom builds for all but the most affluent, or those skilled enough to build one themselves. Models such as the FXWG Wide Glide and the FXB Sturgis became big success stories

FXB Sturgis



FXWG Wide Glide



1982 FXRS
Super Glide II



for Harley despite the tough economic conditions prevailing at the time.

Yet, there were still some elements missing before the Factory Custom concept could truly cross over into the mainstream. It finally came of age in the 1983/4 season with the introduction of the reliable all-aluminium Evolution engine; the radical Softail chassis with hidden sub-shocks mimicking the 'hardtail' style of the cool custom bikes; and a host of styling cues influenced by Harley's own history and the wider custom bike scene.

Styling and reliability had met, and a stylish custom bike, useable in real-world riding conditions, was a reality. The simultaneous development of a widespread dealer network to address servicing, warranty and aftersales issues, and the euphoria of freedom from AMF ownership, typified by the slogan 'The Eagle Soars Alone', and custom bikes were within the reach of more existing and aspiring riders than ever before.

By the early-'90s, bikes such as the FXDB Sturgis and Daytona models showed the custom bike as a mainstream concept was not only possible, it was now rapidly becoming the mainstream, at least in the US. By Harley-Davidson's 90th anniversary year, bikes such as the FLSTN Heritage Softail and the FXDWG Wide Glide were showing the possibilities of the concept – radical design but with state-of-the-art mechanical components and modern manufacturing and quality control. Suddenly, owners no longer had to be able to strip down an engine or chassis themselves to keep their bikes on the road.

The new bikes from Harley-Davidson were giving the 'look, sound and feel' that custom-oriented customers wanted, and this spelled a bleak time for the aftermarket. By now Harleys were 'custom' enough for most people without having to spend huge sums on custom parts. The best of the custom builders kept ticking over, building bikes for a select group of clients, but many smaller or less prestigious names disappeared around this time.

By the mid-'90s the economy had picked up again, giving the aftermarket breathing space to expand again, and, at the same time, more customers began demanding something more radical than the factory custom offerings. The '90s saw aftermarket manufacturers linking up with 'name' custom builders to »

History of customising: part 3



'Hot Dreams' – Best Modified Harley-Davidson at the 2009 AMD World Championships of Custom Bike Building

Bike Building at Sturgis this year, which saw a perceptible shift in emphasis from the wilder, almost unrideable excesses of the freestyle radical class, and a big jump in participation in the 'Modified Harley' class. The shift in style was typified by the winning entry 'Hot Dreams' from Marbella's Ferry Clot – described as 'a masterclass in chopper-meets-bobber'. The stylish and much-admired bikes of Roland Sands, 'Black Beauty' and 'Bu-Hell' are also examples of the trend towards radical bikes, but bikes you could imagine jumping on and riding across Europe. Just as telling is the rise in popularity of customised 'baggers' representing the best of both worlds – a wild custom bike that can take the rider on a trans-continental road trip too.

Of course, the wild fantasies of the great custom bike builders are as unchained as before and it's fair to say that, if there is a prevailing style in custom bike building today, it's that any style is acceptable. Bobbers, choppers, low-riders, flat-trackers, bar-hoppers, historic racers and wild futuristic fantasies are all alive and safe in the hands of the custom builders. A new liberal attitude to all styling influences and cues prevails – but purity of styling concept and quality of engineering are now, thankfully, more important than ever.

So what does the future hold? In terms of styling, much will be dictated by the emerging technologies. New power sources from hybrid engines, electrics and fuel cells; hydraulics; all-wheel-drive



PHOTOS: AMD

enhance the appeal of their product – Custom Chrome and Rick Doss, Drag Specialties with Don Hotop – as well as buying in designs and components from skilled freelance designers and fabricators beginning to emerge.

It wasn't too long before the TV industry saw the potential of the custom scene, and by the year 2000, the public were accustomed to shows such as *American Chopper* and *Biker Build-Off* and the resurgence in popularity of styles such as the chopper and the bobber.

Perhaps inevitably, boom was followed by bust. The bursting of the economic bubble in the late-2000s exposed the overcapacity in the custom bike and custom parts markets with a Darwinian cull of the more underfinanced and least business-focused companies.

Where does that leave the custom bike market today? A look at custom shows and the broader custom bike scene worldwide shows that, despite the ravages of the recent recession, the custom bike scene is still very much alive and more innovative than ever, albeit with significant changes. Perhaps in keeping with the new austerity in the economy as a whole, ostentatious high-end builds are now less of a force in

the market than before the recession; the hot look is the 'shed built' bike and the 'real world' ride.

A bellwether for the state of the custom bike scene of today could be seen at the AMD World Championship of Custom



Black Beauty – Partner Pick of Excellence winner at the AMD World Championships

PHOTOS: AMD

MEET A MEMBER

Aviars Sasko, Latvia

A computer systems analyst by day, and the photographer for the Riga Chapter by night...

Aviars Sasko started riding motorcycles when he was very young – following in the footsteps of his family.

As he was growing up, he did lots of sport riding including motocross, enduro and racing. “I’ve always loved the old classic motorcycles and I bought this 1944 WLA in 1982.”

The former Russian military bike was in poor condition, but running. “I spent one year learning to master the suicide gear change and foot clutch controls before dismantling the bike into more than 4,000 pieces for restoration, beginning with the engine.”

By 1985 it had been totally restored, using some original parts, but also making new parts from scratch that match what would have originally been used.

Aviars has another WLA which he is now working on. “My dream is to build my very own long-distance cruiser from the drawing board. I’ve spent 10 years designing my dream bike in my mind and one day I will be ready to build it.”



Modified Buells such as ‘Bu-Hell’ are increasingly popular custom choices

PHOTOS: AMID

systems; new materials; and new advances in CAD/CAM technology and manufacturing techniques – all will bring previously unattainable technology into the hands of the smaller builder. An exciting time lies ahead.

There is also a new realism in the market; a recognition that buying a bike from a true master of the custom

builders’ art is buying a representation of that artist, rather than just a bike. Something expressing the owner’s personality via customisation is now within the reach of just about anyone who wants to make the effort and sacrifice to get it.

One thing is for sure – the custom bike scene is alive and in rude health. And long may it be so. ■

Below: Using modified Harley-Davidson bikes as the basis of custom builds is a rising trend for practicality as well as aesthetics – as demonstrated by this V-Rod from No Limit Customs at the European Bike Week Custom Show



Above the clouds



Harley-Davidson® celebrated the Friendship Ride Germany in the Rhön region

“FREEDOM IS ENDLESS above the clouds”, crooned the German singer-songwriter Reinhard Mey in 1974. Harley® enthusiasts have long known that you can also get this feeling a few storeys lower down on a stretch of road. And the Friendship Ride Germany proved that freedom above and below the clouds can be perfectly combined. From August 14-16, 2009, Harley-Davidson celebrated this ride in excellent weather conditions in the Rhön region of Germany.

Here, in the cradle of German gliding, around 30,000 motorcycle fans, aviators, tourists and locals met over three days to party, party, party. It didn't matter whether they had cruised in on a motorcycle, flown in via power glider or had conquered Hesse's highest mountain by foot: doing something for the fun of it again brought together all kinds of people. This was even better in view of the fact that the event was for a good cause. The net profit is going to the German Muscular Dystrophy Association (DGM) and local charitable organisations – the 10,000 Harley-Davidson Charity bandanas sold out in no time at all.

Harley-Davidson put on a fantastic programme of entertainment for the large, small, young and old; something for everyone. Aviation fans went on hot air balloon rides and sightseeing flights; 11 live bands performed on the open-air stage; stuntman Rainer Schwarz presented seven hot motorcycle shows; and the attractive exhibition in the German Gliding Museum was further complemented by 50 mighty vintage Harley-Davidson motorcycles. Meanwhile, outside,

thousands of bikers cruised down the main street on their machines. More than 200 guests took the opportunity to take a free test ride on a brand-new Harley or Buell. Anyone who wanted to explore the most beautiful motorcycle routes in the Rhön region could join one of the five guided motorcycle tours, and anyone looking for accessories for man and machine could find plentiful clothing and accessory offerings on the spacious grounds. Here, instead of conventional fast food, visitors could sample tasty local specialities prepared by 'Rhöner Charme', a federation of regional gastronomies.

An airline ticket for a dream motorcycle holiday and a great Harley-Davidson leather jacket were among the numerous attractive prizes in the tombola. A lucky lady from Baden-Württemberg won a brand-new Harley custom bike in the major competition from Jever brewery.

On the Sunday, around 2,500 bikers attended the great parade in the beautiful region. One thing was clear to them and to everyone else, the party will be coming to the Rhön again – August 13-15, 2010! ■



30,000 motorcycle fans, aviators, tourists and locals met to party, party, party



Clockwise from top left: German Gliding Museum exhibition; riding in the Rhön region; the great parade; a glider flies over the riders; AM/FM entertain the crowds; and stuntman Rainer Schwarz



**We're still celebrating our 10th anniversary.
So take your chance!**

At Harley-Davidson Luxembourg the party just goes on. So you still have a chance to win that fantastic Harley-Davidson XL 1200N Nightster with our great Anniversary Lottery. How? Just subscribe yourself into the Raffle under: www.hdl.lu. The Raffle will have place in Luxembourg the 27th of March 2010. What are you waiting for? To find out more, visit hdl.lu. (raffle rules can be read @:www.hdl.lu)

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Harley-Davidson.com

Member profile

Master chefs on motorbikes

Photos: Mark Fairhurst

When **Mat Follas** won the UK's TV culinary series *Masterchef*, thousands of fellow Harley riders cheered. Down-to-earth, honest and instantly likeable, we caught up with him to talk about cooking, his new restaurant and his other huge passion – his motorbike

NESTLED IN THE depths of Dorset in the UK, Beaminster is a sleepy, placid town centred around an attractive square lined with small boutiques, a few essential stores and a uniform, pale-stoned architecture.

Yet on closer inspection, this little town has edge. Taking pride of place in the square's car park stands a motorcycle. Not just any motorcycle – this is *Masterchef* winner Mat Follas' heavily customised Harley-Davidson® Dyna Street Bob. And when he's out of the kitchen, there's nothing he loves more than jumping on his bike and hitting the road.

Mat's riding began almost as soon as he could, back in his native New

Zealand. "I got my licence when I was 15," he says. "I've always ridden bikes." He fondly remembers the roads he grew up with. "New Zealand roads are the best biking roads of any country I've ever been to, and I've been to a lot of countries," Mat advises, before sharing the secrets of these inimitable routes: "They're all cambered at the corners, so you can go round at high speeds. I remember my brother having an old Holden station wagon and driving round at about 50mph without having to turn the steering wheel, because the roads were perfectly cambered for that speed. And for riding a bike it's just brilliant." Although he hasn't always enjoyed »



Mat has devoted a lot of time and love to his motorcycle, making it just perfect for him and his riding style

the road from the saddle of one of Milwaukee's finest (although he does point out that he's always ridden V-twins), once he'd experienced the ride, he was hooked. "I went to the US and rode Route 66 for my 40th," Mat explains. "You've got to do that on a Harley." Which of course he did, tracing the legendary road on a Low Rider, a bike that made a bigger impression on him than any before. "I just loved the bike," he smiles.

Like many riders, Mat has devoted a lot of time and love to his motorcycle, making it just perfect for him and his riding style. However, as he points out: "Any bike is a compromise, frankly," which is why he has made so many modifications. "It's had new lights, bars and footpegs. I recovered the seat myself, put airshocks on instead of springs, added panniers and a luggage rack, handgrips and a screen. And I've taken off as much chrome as I could!"

Undertaking all this work himself, Mat has created his perfect bike. "It's all been adjusted to fit me," he reiterated. "It's like putting on a pair of comfortable gloves, which is how a Harley should be." The

bike is fitted just for him for another reason too – Mat is definitely, by choice, a lone rider. "The thing I liked least about Route 66 was having to ride it with someone else," he laughs. "I have a solo seat on my bike."

This solitary side certainly doesn't extend to his professional life. Mat's restaurant, The Wild Garlic, has a strikingly friendly and relaxed atmosphere, which is what makes it such a comfortable place to be. With a small team of staff, and his family (wife Amanda, plus children Meadow, Jack and Jasper) very much a part of proceedings, it's unsurprising that since it opened, there's barely been a table left untaken.

Mat's signature style, as anyone who saw the programme would know, is creating food using as many wild and foraged ingredients as possible. And it was this closely involved style that took his cooking from keen amateur to professional. "I started cooking because I had to!" Mat recollected. "I was living by myself from 16, so I had to learn, but until a few years ago I was just an average cook."

Relocating with his family to his current south-west location meant all that began

to change. "When we moved to Dorset I started diving again and was catching a lot of food," Mat explains. "I'd come back with scallops and crustaceans, but wasn't sure what to do with them other than just fry them up, so my wife bought me a one-day course at Rick Stein's and it all started developing from there."

This love for the countryside's own produce still fires the business, and is reflected in every dish on the menu, as well, of course, as the restaurant's name. "Locally, wild garlic is very popular." It features on the dishes on his menu, although not always in the way you expect. "It's important to do something different," Mat insists. "For example, in our risotto, we use garlic snapes, which are the shoots, rather than just the bulbs. It's nice to use those, because they're usually just cut off and thrown away."

A considerate but experimental attitude. A down-to-earth enthusiasm. An adrenaline-seeking love of fun, and a willingness to work for exceptional results. These are the qualities that have made Mat Follas a successful chef, an enthusiastic biker and, by all accounts, a happy man. ■



Oxford Harley-Davidson and Cheltenham Harley-Davidson have teamed up to create **Blade Motorsport** and they will take to the tracks and compete in the inaugural **Henderson Harley-Davidson® XR1200™ Trophy** at the **2010 British Superbike Championship**, in what is expected to be one of the most exciting one-make race series the UK has ever seen. They are the first **Harley-Davidson UK** dealers to complete the build of their race bike and start testing.

Harley-Davidson UK & Ireland is expecting season-long full grids in the 10-race series, which will run across eight events.

In addition to the 34-strong UK and Ireland dealer network, individual competitors – holding an ACU Clubman licence or above – are entitled to enter. The aim of the **XR1200™ Trophy** race series is to attract a varied mix of experienced Clubman, Superbike and Superstock contenders and bright young stars looking to develop their race craft.

The **Harley-Davidson XR1200's™** story is one of development – from a multiple championship-winning flat-tracker with the **XR750** into a capable road-going bike for the European markets. **The Henderson Harley-Davidson® XR1200™ Trophy** will follow that ethos with a mix of historical success and new additions.

“We are thrilled to be one of the first Harley-Davidson UK dealers to announce our participation in the race series,” says Dealer Principal Neil Hall. *“It gives us a fantastic opportunity to showcase the performance of the XR1200™ and we are excited to become part of the line-up at the 2010 British Superbike Championship.”*

Although the 2010 race calendar has yet to be confirmed, events will be staged at Brands Hatch, Donington Park, Silverstone, Oulton Park, Cadwell Park, Knockhill and Snetterton between April and September, and all races will be shown on British Eurosport.

For more information, or to take a closer look at the **Harley-Davidson XR1200™**, please visit **Oxford Harley-Davidson**, Corner House, Wootton Road, Abingdon OX13 6BS or **Cheltenham Harley-Davidson**, Princess Elizabeth Way, Cheltenham GL51 7PA.



www.bladegroup.co.uk

CHELTENHAM HARLEY-DAVIDSON

Princess Elizabeth Way, Cheltenham GL51 7PA Tel: 01242 240570

OXFORD HARLEY-DAVIDSON

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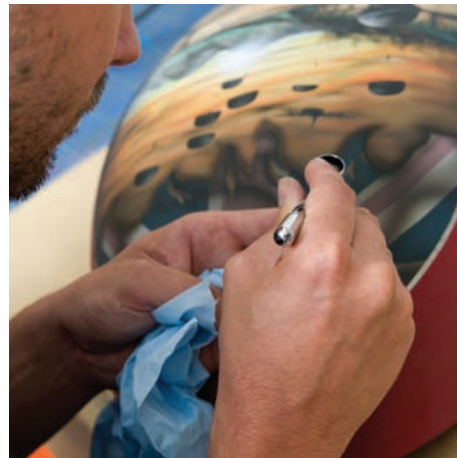
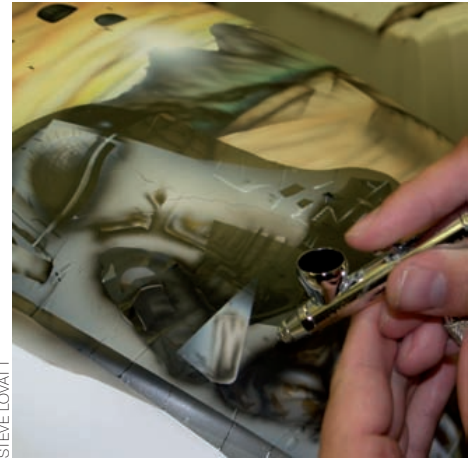
Custom paint

Ready **for**
anything



Meet the winner of our 8-Ball custom paint competition, Padre Jerry Sutton TD CF, from 4th Battalion The Parachute Regiment

Text: Zoë Francis-Cox
Photos: David Burton



As the HARLEY-DAVIDSON® P&A catalogue proves, there are literally thousands of ways of customising your motorcycle. Aside from wheels, the largest surface area on the motorcycle is occupied by the 'tins' (fuel tank and fenders), and it's the design and paintwork here that often sets the theme for the whole bike. While Harley® offers many paint sets to choose from, to make a truly individual statement a custom paint design can make your bike stand out from the crowd.

"Harley riders are set apart by the individuality expressed in their bike," explains Harley-Davidson paint specialist

Joe Black, 8-Ball Custom Paintwork. "Riders often leave the paintwork until the final step, but a true custom paint job can be a very dramatic step in the personalisation process."

Padre Jerry Sutton's dream paint design didn't just represent his own passion, but that of every other soldier in the IV Para Regiment. "The Parachute Regiment celebrates its 70th birthday in 2010," explains Jerry, "and I really wanted a bike that represented the British Paratrooper. Help for Heroes, the Ride to the Wall and public feeling about the Paras right now made me think this may be a popular

theme inside and outside the bike scene."

Jerry joined the Army 21 years ago and has been with the IV Para Regiment since 2005. "As Padre, I'm the Battalion's Chaplain. It's a very important operational role – the lads miss their families, they deal with lots of stress, as well as the wounded and killed. In my role I can support them, of all faiths or of none."

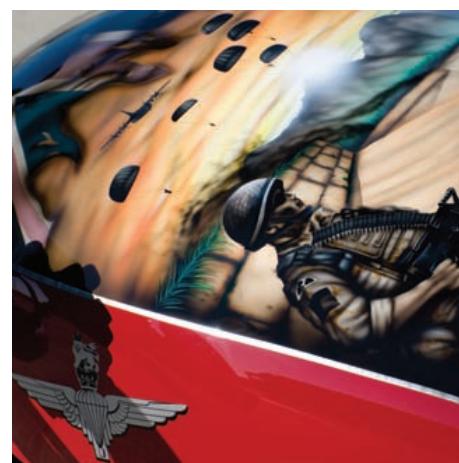
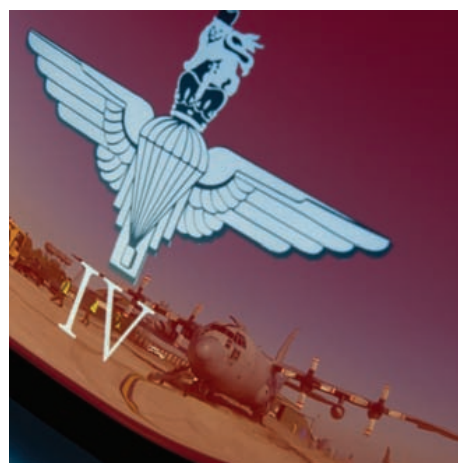
Motorcycles have always been part of Jerry's life but it was 2003 before he owned his first Harley. "My wife Sharon bought me an 883 Sportster. I then had a Dyna Wide Glide, which I loved. I then couldn't resist the Night Rod Special." »

Custom paint

L-R: Joe Black, Dave Powdrill, Steve Lovatt and Rob Garside



“We always strive to exceed the expectations of every customer”



Jerry's competition entry struck a chord with Joe and his team. "The reason we chose this design was because we wanted to be involved in something that would demonstrate support for the Armed Forces, and we felt Jerry's ideas were very different to many of the designs we've done to date."

Former body shop owner (and trained lawyer!) Joe Black formed 8-Ball Custom Paintwork in 2005. The business began by painting bike panels, but soon after, a call from Chesterfield H-D to paint two Harleys inspired Joe to find his niche – purely painting Harleys. "We now paint around 600 Harleys a year – and every

one of them is unique," he explains.

"Jerry's design brings together history and the present day, but it was important for us to bring these themes together with finesse – you can kill a design with too much detail," adds Joe.

Typically, customers engage in consultation with Joe and his team about their dream design – sometimes they've chosen it from 8-Ball's website, seen another bike they've liked, or created it from their own imagination. Either way, each project is given that personal touch by the 8-Ball team. "It has to be a two-way thing," explains Dave Powdrill,

artwork paint specialist. "Customers must trust us to adapt their ideas to make them work on the curved surfaces of tank and fenders. Sometimes an idea can look great on paper but just doesn't lend itself to the shape of the bike. We always strive to exceed the expectations of every customer and to achieve this we must use our expertise to evolve their initial ideas."

8-Ball embarked on this project by researching the history of the IV Parachute Regiment, choosing details that would turn Jerry's 2008 matt black Night Rod Special into a stunning two-wheeled representation of the Regiment. Steve Lovatt, Designer,

explains: "We chose the regiment's colour maroon as the base colour, working in details including the regiment's cap badge and their motto, 'Utrinque Paratus', which means 'ready for anything'."

From the black nose cone, a Union Jack flag is graduated and continues on to the front of the tank. A C130 Hercules drops paratroopers into the sky who land straight into the action, marked by the paratrooper in the foreground with his weapon. The rear fender features the famous Battle of Arnhem on one side and Normandy on the other (the church is St Marie Eglise, an iconic landmark from that campaign). The date, 1944, completes the design.

Joe explains the process: "We strip the elements of the bike to be painted right back, removing all dials, consoles, struts – every nut and bolt comes off so we have the barest possible surface to work on.

"We always begin with a base colour – if this is red, or a light colour, we will always use a layer of white first – this ensures the base colour will stand up bright

and not appear dull. We then use a layering process with the paint and lacquer to ensure the best quality and best depth of finish."

Jerry's first sight of his new paintwork was at RAF Lyneham in the UK – home of the C130 Hercules aircraft – a fitting venue for the 'Para Bike'. "The bike is awesome – better than I could ever have imagined," smiles Jerry as he looks around the bike. "The attention to detail is incredible. The webbing on the helmet, the drop zone flash, the motto on the tank and the detail on the horn cover... it all totally represents IV Para – there's going to be some regimental jealousy for sure."

Jerry's wife Sharon passed her test at Rider's Edge, Wales, in 2005 and now rides a Dyna Street Bob. "I want Joe to paint my bike now," she laughs. "I'm going to have to start thinking about a design."

Together, Sharon and Jerry have ridden to many H.O.G. rallies, and plan to ride to Lugano in 2010. "Our most memorable ride was when we spent 13 days riding in the US," recalls Jerry. "We hired an Electra

Glide and rode Highway 1, San Francisco, Los Angeles, Las Vegas, Grand Canyon and Death Valley."

Jerry and Sharon's first outing with the 'new' bike was, appropriately, to the Ride to the Wall event in October. "The Ride to the Wall was very emotional. There were 6,000 bikes there, mostly Harleys. I've never owned a bike that got so much attention! It got talked about, photographed, videoed and admired – I kept telling everyone it was a masterpiece by Joe Black," says Jerry.

Jerry now plans to enter his bike in many custom bike shows. "I'm just so proud of this bike and what's been achieved." ■



8-Ball will paint their 1,000th Harley in 2010 – if you want a paint job that's really special, get in touch, and start dreamin' – 8ballcustompaintwork.com

Special thanks to Station Warrant Officer Willie McBride at RAF Lyneham

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Sons of Anarchy

A life of chaos

US TV show *Sons of Anarchy* brings fresh light to a dark world,
by **Mike Zimmerman**



ALL PHOTOS: PRASHANT GUPTA/FX

Kurt Sutter (creator and head writer)



JAX TELLER IS pretty much screwed. As heir to the throne of the motorcycle club his late father helped found, the life of the ‘Sons of Anarchy’ is the only life he’s ever known; its members his only family. His mother, Gemma, has even married the club’s current leader, Clay, another founding member. But recently, the ‘ghost’ of Jax’s father has appeared – in the form of an unpublished manuscript – to shine new light into this dark, morally complex world. And Jax begins to wonder if the club has strayed too far from its founding ideals.

JAX: Did Dad ever talk to you about his vision, about what he wanted for the club?

GEMMA: His vision was brotherhood. Family.

JAX: And running guns? Did he want that?

The title of the manuscript is *The Life and Death of Sam Crow: How the Sons of Anarchy Lost their Way*. The dedication reads: “For my sons: Thomas, who’s already at peace; and Jackson, may he never know this life of chaos.”

If this story sounds a little familiar, you’ve recognised some of the basic plot elements of Shakespeare’s *Hamlet*. Start there; add generous quantities of sex and violence; and complex, well-written

characters, and you’ve got *Sons of Anarchy*, a hit last season on the FX cable network.

Shakespeare in the dark

The show’s creator and head writer, Kurt Sutter, makes no bones about the Shakespearean influence. In an exclusive interview at the show’s North Hollywood studio, however, he explained the famous play provides merely a framework for the show – a point of entry into a world that has long fascinated him.

“The genesis of the show was the idea that a lot of these outlaw motorcycle clubs began, post World War II, [with] these war heroes coming back, many of whom were not ready to conform to that Dwight Eisenhower ‘white picket fence’ vision of America,” Sutter explained. “They began as a way for these guys to get together, blow off steam, and ride bikes, which is what they loved to do.”

From there, it didn’t take long for a number of them to evolve into ‘full-blown outlaw enterprises’. “And I always thought, the first guy who put on ‘the cut’ [a biker’s vest] and said, ‘Let’s go out and have a few beers and kick ass’, what does that guy ultimately think about what they became?”

In the show, “that guy” is John Teller, Jax’s dead father.

To help give the ring of truth to his fictional world – the hub of which is the

small town of Charming, California – Sutter spent quality time both with a real outlaw motorcycle club and researching the history of such organisations.

One important element that came from that experience was an emphasis on motorcycles and riding. The bikes, of course, are Harleys®. “That iconic machine really represents ‘the life’,” he explained. “It’s important to me to incorporate the bike as a character on the show.”

Sutter tries to include riding scenes as much as possible. And not the shoot-the-bikes-side-by-side-on-a-trailer approach. Every key cast member whose character rides learned to ride for the show, if they didn’t already know how. Stunt riders are used only when necessary.

Though certain elements of the show seem over the top at times, what holds it all together is an intriguing moral ambiguity. The line between right and wrong is often blurred, with viewers left uncertain of which outcome to root for – which actions to feel good about and which to be appalled by. (A family show it is definitely not; ‘viewer discretion’ is highly advised.)

The lynchpin for this dramatic tension is Jax himself. Portrayed by Charlie Hunnam, a young British actor relatively unknown in the US, Jax seems at times equally capable of evoking sympathy or disgust. When he’s been crossed, or is »

Sons of Anarchy

Katey Sagal
plays Gemma



protecting his loved ones, he administers swift, violent justice. In scenes with Tara (the love of his life, who recently returned to Charming, played by Maggie Siff) or his newborn son, Jax's softer side emerges.

He's a character Hunnam can easily relate to. Growing up in Newcastle-upon-Tyne, a rugged industrial town in northern England, Hunnam knew guys like Jax. His own father, in fact, lived in a world not unlike the one inhabited by the *Sons of Anarchy*.

"My dad's like a real tough guy," he explained during a break in shooting, his American accent slipping in and out as he spoke. "He's not involved in the motorcycle culture, but he's definitely an outlaw. I grew up knowing that subculture of crime.

"So I kind of understood from my own experience a little bit of the struggle Jax feels, treading the line between what he's known his whole life and what he believes in his heart to be right."

As Sutter put it, Jax is "a man who hasn't really decided yet what kind of a man he's going to be". When you get right down to it, how Jax makes that decision is the key to the show.

Following its debut in autumn 2008, the show has steadily gained a loyal following.

Anecdotal evidence suggests that Harley riders make up a substantial share of the audience.

While the show's core audience is men aged 18-49, data also indicates a surprisingly strong following among women. For this, Sutter credits not just the Jax-loves-Tara storyline ("and having Charlie take his shirt off as much as possible") but also the strong female voices on the show. The best example is Gemma, played by Katey Sagal.

Described as a "lioness" by Sutter, Gemma's primary defining trait is her fierce maternal instinct. She'll go to any lengths to protect Jax, her new grandson, her husband, or even the solidarity of the club itself.

"What's so fascinating [about the show]," Sagal said, "is that you see people in a world you've never seen before, but they're going through real-life experiences."

Even if real women seldom resort to smashing another woman in the face with a skateboard after that woman sleeps in the wrong bed.

At the end of the first season, Jax threw down the gauntlet regarding his misgivings about the club. It will be difficult, to say the least, for him to return to any sort of 'normal' existence as season two begins.

What will happen next? Sutter, of course, is not saying. And he only tells the actors what they need to know to develop their characters. Whatever is in store, Hunnam has a strong sense it's going to be fun to watch the story play out.

"As Jax asserts his authority within the club or second-guesses Clay – which is coming thick and fast already in the second season – it's going to be a pretty meaty conflict," he said. "And the basis for many, many storylines over the course of the next couple of seasons." ■



To ride or not to ride

As you might expect, being involved in a show like *Sons of Anarchy* has kindled or rekindled an interest in riding among many of the cast.

Mark Boone Junior, who plays Bobby, started riding when he was 11. On screen, he rides a custom hardtail chopper. In real life, he much prefers his 2003 Road Glide®. "For a long time I was afraid of the Road Glide, because of that big fairing. But then I rode one and thought it was the best-handling Harley of all."

Kim Coates, who plays Alex 'Tig' Trager, also has a riding background. "I've been on a bike my whole life," he said. "There's no one here who can ride better than me," he says. And though he's smiling, there's something about the way his intense steel blue eyes burn right through you that lets you know he's completely serious. (Tig has my vote for the character you'd least want to mess with.)

As a late addition to the cast, his riding ability didn't exactly get him the part, but it certainly didn't hurt. "We brought Kim in [to audition] literally the day before we shot the pilot," Sutter said, "and he knocked it out of the park. And he could ride a Harley, so he got the job!"

Ron Perlman, who portrays Clay, only just learned to ride for the show. As his comfort level grows, the desire to get his own bike grows, as well. Does his wife (of 33 years) approve? "That's a discussion we'll have when the bike is in the driveway," he said.

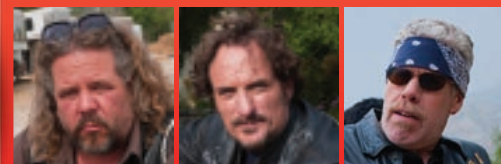
It's perhaps a bit ironic that Sutter himself, like Jax, is facing something of a choice. He's always loved to ride and made his first cross-country trip to Los Angeles on a motorcycle years ago. For a while in LA he rode a custom Sportster®, which he ultimately sold to help pay for graduate school.

But his home life now pulls him in another direction. He and his wife have a two-year-old daughter. Along with her two older children from a previous marriage (not to mention several dogs), he has a lot to come home safely to. "I've been having an argument with my wife about getting another one," he said.

His wife, by the way, is Katey Sagal, who plays Gemma in the show. "No," Sagal said flatly to the motorcycle question, flashing her own inner lioness. "He has three children he's in charge of. Nothing bad can happen to him."

But maybe someday, when the kids are older, Sutter may be allowed. And when that day comes, look for him to be on something dark and liquid-cooled. Just not on the LA freeways.

"I love the V-Rod®, man," he said. "It's an unbelievably sweet machine. But you want to avoid the freeways at all costs; it's like a death sentence. The drivers out here are awful."



Mark Boone Junior, who plays Bobby

Kim Coates, who plays Alex

Ron Perlman, who portrays Clay

remove the windscreen, passenger backrest and luggage rack on my Road King to convert it between tourer and cruiser modes – all in about two minutes – which, for a year-round bike, is a great feature.

I enjoyed a fleeting relationship with a 2007 Electra Glide, but when Harley-Davidson announced the modifications made for the 2009 Touring family, I didn't waste any time. I hot-footed it to Harley-Davidson of Dubai to place an order for a Red Hot Sunglo FLHR and soon I had one of the first 2009 bikes to be registered in the United Arab Emirates.

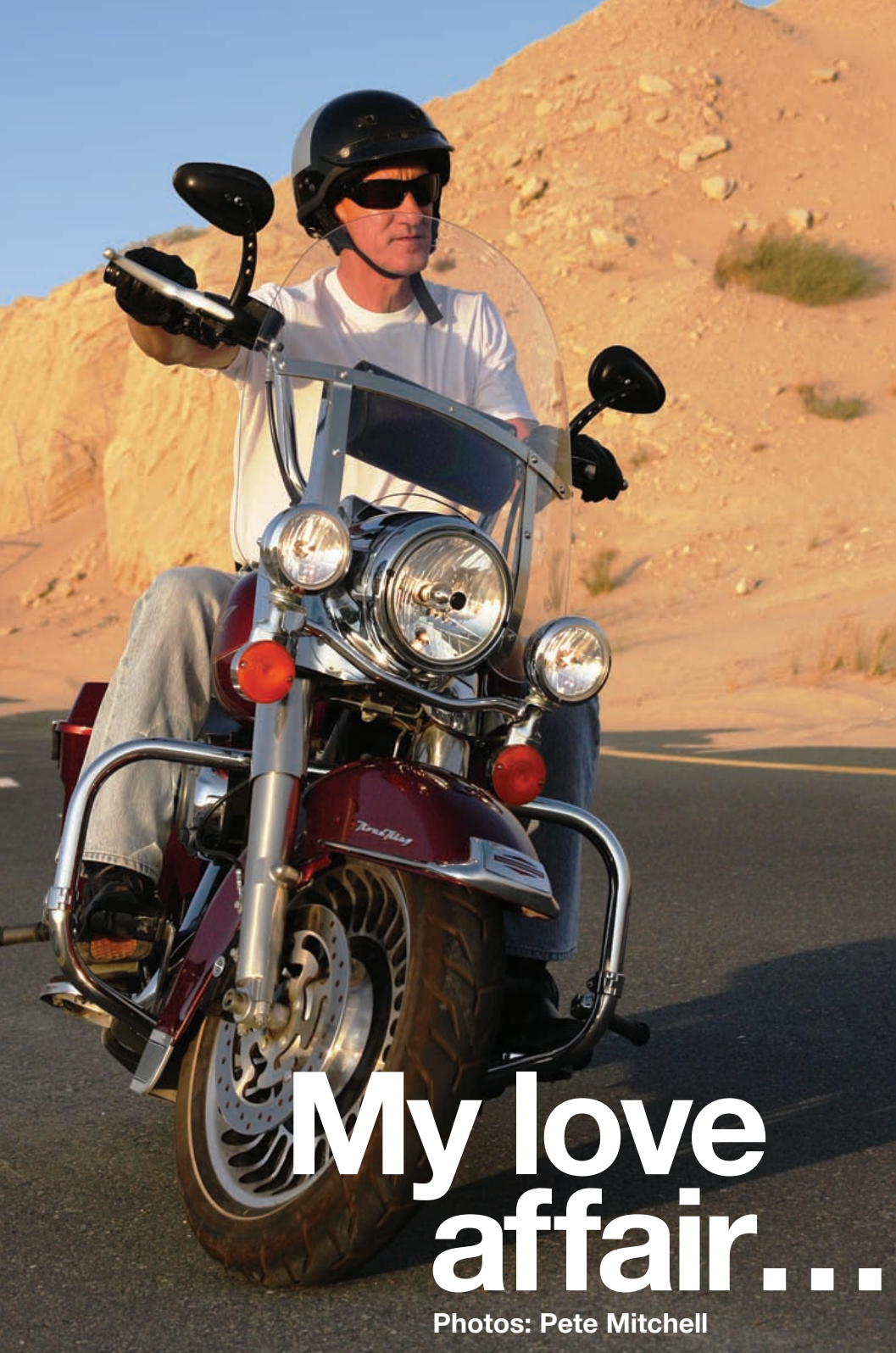
So, after having ridden 10,000km (6,200 miles) on my own bike in the UAE and a rented bike during a European tour, what is the 2009 Road King like to ride, and have the many changes for this model year paid off?

The differences in appearance between the '09 and earlier models are subtle. For me, as a classic car and bike fan, this is good because the '09 Road King still clearly exhibits the DNA that goes back to the Duo Glide of 1958. The most obvious change is that rear fender is now fatter to accommodate the new 180/65 tyre. The newly styled alloy wheels have also been increased from 16" diameter at both ends to 18" on the front and 17" on the rear to accommodate new, specially developed Dunlop rubber. The difference in diameter is not noticeable and the nostalgic character of the bike remains.

The real difference is apparent when you ride the 2009 model. The old chassis had gained gradual improvements over the years, but the 2009 chassis is brand spanking new and comprises a new frame and a longer, stiffer and wider swingarm. The good news is that, at whatever speeds, fast bends may be taken without any vagueness at all – the bike goes exactly where it is pointed. The Touring family has always exhibited surprisingly nimble handling for big bikes but when I have demonstrated cone weaves and tight circles at rider training sessions on the new bike, I have found that it is even more precise and has quicker handling than the previous models.

The ABS is another new feature and, so far, the only time that I have properly activated the system is when demonstrating emergency stops at training sessions. The four-pot Brembos certainly pull the bike up rapidly and with no drama.

All Touring bikes since 2008 have been equipped with fly-by-wire throttle control and, apart from the absence of the two old cables, which provides for a cleaner look, I can't tell any difference whatsoever. »



My love affair...

Photos: Pete Mitchell

Andy Hewitt reports on his love affair with the Harley-Davidson® Road King, discussing how the enhancements made for the 2009 model stack up against its older brother

I WILL ADMIT from the outset: I am a massive Road King fan. My first was a 1999 model, which I had for four and a half years and during that time I rode 45,000km (28,000 miles). It had a stage one tuning upgrade plus cams, and, half way through its life with me, it underwent a cosmetic rebuild done in the style of a 1965 Electra Glide, complete with two-tone turquoise and white paintwork and period accessories. I loved that bike!

My wife and I also toured the USA on a Fly and Ride Electra Glide Classic and Europe on an Ultra. While, in my view 'Glides are definitely the best bikes for touring, I like the fact that I can add or

“With the significant modifications for 2009, Harley has definitely made a great bike even better”



Also, new with the 2009 chassis is a revised engine mounting system, and another small but welcome change is that the engine oil dipstick is graduated so that there are readings both for when the bike is on the jiffy stand and when the bike is level. This makes oil changes with the bike on a lift or jack a little more user-friendly.

Two new features I am particularly impressed with, especially as I live in a hot climate, are the new exhaust routing and something that Harley has named Engine Idle Temperature Management System (EITMS). The crossover pipe that runs from the rear cylinder to the left muffler on pre-2009 models ran under the seat. The 2009 models include a new routing that routes the pipes under the frame – and this clever gizmo allows the rider the option of setting the engine management system so that when the bike is stopped and idling, the ignition is deactivated to the rear cylinder. This means that instead of hot gases exiting from the cylinder, a cooling air mix keeps things at more pleasant levels. The changes to the exhaust and the addition of EITMS provide a much more pleasant experience

when in stop-go traffic or when standing at stop lights. Harley deserves a big thank you to from all us folks who live in hot climates for these welcome changes.

So how does the Road King stack up as a serious touring machine? The fuel tank was increased in capacity in 2008 and allows more than 350km (200 miles) between fuel stops. The new chassis also allows an increase in load capacity and although I have yet to meet anyone who actually goes to the trouble of weighing their luggage and passenger before setting off, this is a nice thing to know. Another nice little touring addition is the odometer, which, at the click of a button, displays total mileage, trip A and B mileage, the distance before you run out of gas (especially useful) and the time of day.

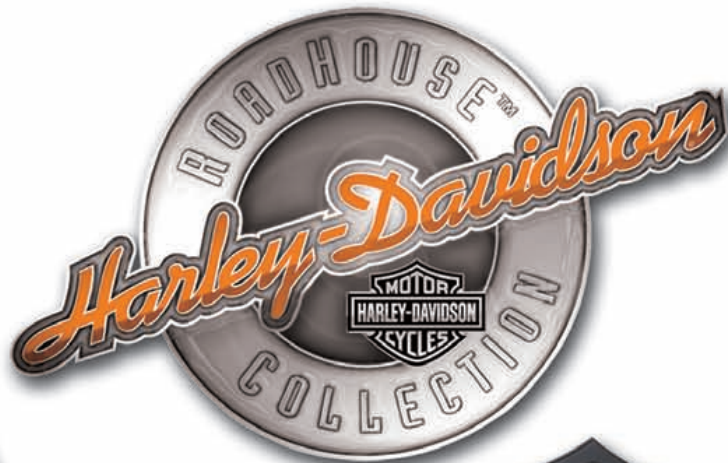
I was delighted to find that the saddle of the '09 Road King, while harder, also allows me to ride for a full day without very much 'numb-bum' syndrome setting in. I will certainly be keeping the stock seat on my own bike.

So, now to the fun part of customising my new bike. I will probably have the wheels black powder-coated to go with the

'Night-King' theme that I am adopting on my bike. I have already changed the bars to Heritage Softail ones, only to find that the new riding position makes my hips ache. I therefore have to admit that Harley got it right with the stock set-up and these will be changed back to stock again. I have already added the passenger backrest, sissy bar and luggage rack. Our similarly equipped rented bike carried us and our luggage for a 17-day trip quite comfortably, so that obviously works well. I have just ordered a cruise-control kit, which is useful on the long, straight highways of the UAE, and an oil cooler, which I think is good insurance for hot climates. Although our strap-on luggage worked well on our European trip, a detachable tour-pack will come in useful when the bike goes back to Europe and we take longer trips. Of course, there is also a whole catalogue of cosmetic goodies in the accessories catalogue to keep leafing through.

Well, there you have it. I loved my 1999 Road King and I am delighted with its younger brother. With the significant modifications for 2009, Harley has definitely made a great bike even better. ■

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Primarily used to test and evaluate motorcycle frames and the parts attached to them, such as saddlebag mounts, footpegs and floorboards, bolted and welded joints, and body and fender mounting points, the FVS ensures H-D® products are durable and meet H-D's quality standards.

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MEET A MEMBER

Oleg Ermolenko, Estonia

Oleg Ermolenko's unique bike with hub-centred steering won first place in the Best Radical category in the Custom Bike Show at this year's European H.O.G. Rally in Latvia.

1. What inspired you for the paintwork?

I like things which are different and stand out from others. I wanted to create something that could accentuate my individuality. The bike was assembled in the USA so I decided to reflect that with the bike showing the most famous symbols of the USA.

2. Who designed and built the bike?

The design and painting on the bike was performed by Eduard Valigura in Estonia and the assembly was done by Christian Travertson (Florida, USA) in 2008.

3. Where else have you ridden on the bike?

This is my first season with this bike and so far I have visited the Harley-Davidson Superrally 2009 in Seinajoki, Finland as well as the H.O.G. Rally in Jurmala, Latvia. In total I have already ridden around 2,000km.

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Alison Smith
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Mireia Perez
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Tel: 00 44 208 891 9088 **Fax:** 00 44 208 843 8770

Check your H.O.G. membership status at members.hog.com

H.O.G. membership

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

- » **Full membership:** Entitles the member to all the benefits and services of the Harley Owners Group.
- » **Full Life membership:** Entitles the member to all the benefits of a Full member, plus a special Life member patch and pin.
- » **Associate membership:** Entitles the member to a number of benefits. Every Associate member must have an active sponsoring Full member.
- » **Associate Life membership:** Entitles the member to all the benefits of an Associate member, plus a special Life member patch and pin. Every Associate member must have a sponsoring Full Life member.

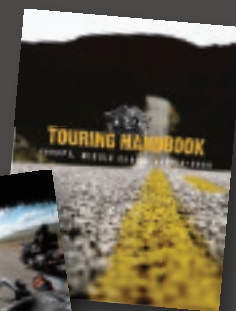
Membership type	GBP	£ (from January 01, 2010)
Full (one year)	53.00	
Associate (one year)	29.00	
Life	529.00	
Associate Life	288.00	

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

In your membership pack you will also receive:

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

» Quarterly mailings of *HOG* (European magazine) and country-specific newsletters (where applicable).





Get ready for winter

FOR MOST OF us the winter is gaining on us once again, threatening an end to our riding season. Don't worry – there are Genuine Motor Parts and Accessories (and MotorClothes® apparel) designed to help you extend your time in the saddle in the colder months. With detachable windshields, optional temperature-heated grips and stylish saddle bags, the right accessories are out there to help you face all the elements.

Heated Hand Grips

Warm hands have a major impact on your overall body comfort and sometimes gloves just aren't enough. Our thermostatically controlled grips have variable heat settings and automatic temperature monitoring to adjust to changing ambient temperatures. The grips remain at a constant temperature regardless of changes in outside temperatures, and the self-contained control circuit and control knob means there are no additional switches or controller boxes to mount. Also, the grips are switched on or off with the ignition to avoid draining the battery, and the 'glueless' grip design allows grip removal when changing handlebars or motorcycles. Ask your dealer about the different styles, which come in several sizes to fit all Harley-Davidson® models.

Adjustable Air Deflector Kit

If you're doing a bit of touring, make sure you invest in some air deflectors to direct the air wherever it's needed. Close the vent to direct airflow around the fairing or open the vent to maximise airflow on hot days.

Windshields

Windshields are another great idea for cool-weather riding. There is something for every model, from the lean and agile Sportster® family to the fully loaded Touring line of motorcycles. Consider the Quick-Release Detachable Windshields, which offer the maximum in style and convenience. They feature windshield mounts that attach to the fork tubes with elegant die-cast lever-release clamps so the windshield doesn't require any 'leavebehind' docking hardware. No tools are required and the kit comes with everything you need.

Winter nap

Before you cover your motorcycle for the winter, remember that it's the perfect time to service your motorcycle. Don't leave it sitting in the garage when you could be getting it ready for your next ride by improving and updating it with some new Genuine Motor Parts and Accessories. Get started now on any large-scale style and performance modifications that you want to complete before next spring.

A new paint set can quickly give your Harley-Davidson® motorcycle an entirely new look. It will get the attention and admiration of other riders and set your bike apart from the crowd instantly. Or a new set of wheels to make it easily recognisable. Or get phatter forks in chrome or black to help refresh the look and feel of your bike. ■

Make your dreams a reality. For more inspiration go to www.harley-davidson.com/mydreamharley or visit your local dealer for more information on getting your bike ready for winter.





In the
bleak midwinter...
heavy metal rocks!

For most of us, the weather outside might be getting colder. With our clothing – designed to keep you warm, comfortable and safe – you can keep riding for longer, whatever the weather!

TO ACCOMPANY YOUR normal core riding gear, this seasonal collection has been inspired by the world of heavy metal. Not only are the colours attention-grabbing, but this gear is loaded with great protective features to keep you visible on the roads in the duller weather.

More and more of our leather and riding gear products now include an increased element of reflectivity, without compromising your style. We've introduced 3M™ Scotchlite™ reflective

material to provide more options in high-visibility fabrics. This technology reflects 500 times brighter than white at night, the retroreflection returns light back to its source, plus it's wash-durable so you won't lose effectiveness even after a clean. This will help make sure you're seen and safe at dawn, dusk or night – and in all riding conditions.

Men's Holiday Collection

Much like heavy metal music, the Men's Holiday 2009 collection is unrelenting and aggressive. The clothes have bold, inventive graphics in deep mineral colours such as maroon, gun metal and blue, with bold rivets and studs added for an extra heavy metal vibe.

For continued versatility in the winter months, our 3-in-1 jackets continue to go down a storm. Check out the awesome graphic on the back of the Dungeon 3-in-1 Leather Jacket (main image, right hand page) – the skull with chained wings graphic combines print, appliqué and embroidery to give the image real depth. It also comes with a removable hoodie to keep you extra warm.

If you're going on any longer rides over the winter then you shouldn't be without the new ¾ Length Touring Jacket (right). This longer-length polyester jacket will keep out the chilling wind and it's waterproof to keep the elements at bay.

It also comes complete with a removable temperature-regulating Outlast® liner (for added warmth), which absorbs, stores and releases body heat as needed to stay comfortable in changing weather conditions. The front and back venting can also cool things off and the removable body armour is there for added protection. It's also got the all-important 3M™ Scotchlite™ reflective graphics and piping for additional visibility. That's one versatile jacket!



Wear the Edge Reversible Down Jacket with either the black or grey side out to get two great looks. The stand-up collar along with the chest and hand warmer pockets will keep you really snug on those cold mornings. Team this with the short sleeve Tee Shirt with Shadow Skull (below right). The striking skull print graphic in grey and blood red really conveys the hard heavy metal theme but luckily the cotton jersey is nothing but soft against your skin.

Women's Holiday Collection

The Women's Collection will have you feeling tough, sexy and confident in rich tones of brick red, magenta or gun metal. The tactile fabrics and shimmering sheens will ensure that you attract the attention you deserve.

Check out the Barchetta 3-in-1 Leather Jacket (left). Its zip-out removable brick red cotton hoodie has a sherpa fleece lining for extra warmth, which can be worn separately or under the leather jacket. The channel venting system distributes the airflow evenly to cool things off. Then for greater visibility there's the contrasting piping on sleeves, shoulders and chest and the all-important 3M™ Scotchlite™ reflective material piping on the front and back seams. You'll be able to turn heads whatever the weather.

The fabulous Swan Song Leather Knit Top (below) has a lambskin leather body and rib-knit sleeves and shawl collar, which you can zip right up to keep out the cold. Or why not wrap yourself up in the Tuscadero Down Jacket (right), which has a sherpa fleece lining? Plus the zipper cuffs have hidden rib-knit cuffs to really keep the heat in. ■



Men's Dungeon 3-in-1 Leather Jacket



The Holiday Collection is out now! Please visit your local dealer for more information on any of our MotorClothes® Collections.



Women's Tuscadero Down Jacket



Short Sleeve Tee Shirt with Shadow Skull

Changing of the guard

Rob Lindley offers his first impressions of life at one of the world's best-known companies



DESPITE THE WELL-PUBLICISED challenges that this year has brought, I could not be more proud and honoured to be at the helm of one of the world's greatest companies – and one that has such a fantastic tradition and heritage.

This heritage, and the responsibility that it brings, first really hit home to me earlier this summer when I visited Milwaukee and stepped into the Harley-Davidson® headquarters in Juneau Avenue and the Harley-Davidson Museum. To see the heritage of the world's oldest motorcycle manufacturer so up-close and personal was an awe-inspiring – and humbling – experience.

And at my first ever worldwide Dealer Show, I was inspired again as I stood in the company of 4,500 people proudly bearing the company name on their clothes or tattooed on their bodies.

As I talked to Willie G. and Bill Davidson about how it felt to know that their family made this possible, they conveyed to me the enormous sense of responsibility to 'do the right thing' for the future of the company, while preserving the integrity of the company's past history. Rest assured, I feel that responsibility too.

I love the fact that Harley-Davidson has a mission at its core way beyond just making money for shareholders. That mission is to fulfil the dreams of owners by creating great motorcycling experiences

that allow people to express their individuality and enjoy the spirit of freedom associated with motorcycling. Bottom line is, we are all motorcyclists who want to continue to promote and develop this great thing that we share – riding Harley-Davidson motorcycles.

This ethos is reflected in everything that the Motor Company does. It can be seen in the way our dealer partners inject their own personality into the brand – so very different from the 'cookie cutter' approach of other manufacturers' dealerships. And the level of customisation that goes on as our owners put their own personality into their bikes, means that no single bike is the same as any other – the individual character of every single Harley-Davidson owner and rider is evident in the styling of their bike. Where else can that level of engagement be seen?

That same passion and commitment was also very clear at the first Harley-Davidson event I attended in my new role – European Bike Week at Faaker See in Austria. What a fantastic advertisement for everything associated with the Harley-Davidson experience – an event like no other, and one that any other manufacturer would love to be associated with if only they could bring that passion to life in their own customers.

I've been struck too at what a great 'leveller' the Harley-Davidson experience

is. Every walk of life is represented among owners, and this is particularly obvious in the Harley Owners Group® (H.O.G.®). During my career I have been involved with many other owners' groups; believe me, H.O.G. is unique. It stands alone for several reasons. H.O.G. has such an active involvement and engagement with our dealer partners and with the company itself. Its sheer scale is also amazing – more than a million members worldwide, all associated with one brand, one company – despite the incredible variety of both owners and bikes. There is also that powerful element of bonding and camaraderie unique to H.O.G. You know that whenever you meet a Harley-Davidson rider, on a ride or at a fuel station, as I have already done many times, you already share that unique bond.

So, fellow Harley owners and riders, members of H.O.G., rest assured the heritage of Harley-Davidson is in safe hands. With our shared passion and commitment for the brand, this great company will continue for another hundred years and beyond!

See you at the next great H.O.G. event or on the road! Ride safe... ■

Rob Lindley is Vice President and Managing Director for Harley-Davidson Europe, Middle East & Africa

HARLEY-DAVIDSON® TIMEPIECES BY BULOVA

BUILT TO ENDURE, WHATEVER THE CHALLENGE, HARLEY-DAVIDSON® TIMEPIECES BY BULOVA EXPRESS THE CLASSIC STYLE AND LEGENDARY QUALITY OF TWO OF AMERICA'S MOST HONORED COMPANIES. READY TO ROAR, WITH ITS SANDBLASTED CHECKERBOARD BEZEL, THIS RUGGEDLY POWERFUL CHRONOGRAPH, INCLUDING STAINLESS STEEL CASE AND BLACK LEATHER STRAP WITH ORANGE CONTRAST STITCHING, OFFERS PRECISION STOPWATCH TIMING, LUMINOUS HANDS AND MARKERS, DURABLE SCREW-BACK CASE AND WATER RESISTANCE TO 50 METERS.

STYLE 76A125



Please contact your local
Harley-Davidson® Dealer
for more information.



From a brand new motorcycle to the tink of a cooling engine, and everything in between, you'll find it right here in Lincoln, at the newest of all Harley-Davidson® Stores in the UK.

On the other hand, if you just fancy a ride out, a warm welcome, a chat and a coffee, then grab a mate or two, tog and tank up and get on over, whatever the weather...

BRING IT ON



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For more information call: 01522 850098 or email: eddie.clarke@advantagemotorgroup.co.uk