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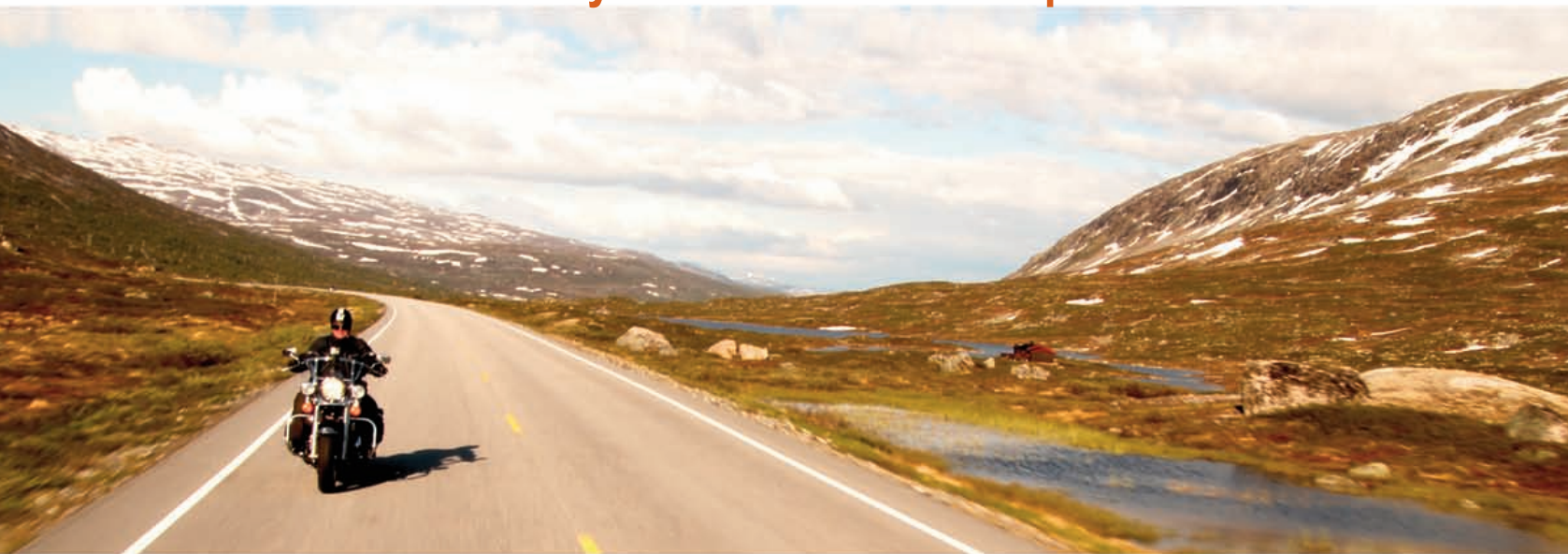
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**“THERE IS NO END TO THE LIST OF THINGS TO DO AND PEOPLE YOU CAN MEET AS A MEMBER OF H.O.G.”**

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SEE FULL CONTACT DETAILS ON PAGE 88

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## Come on Cascais!

At the time of going to print, I've just returned from HOT (H.O.G. Officer Training). What an experience it was. With 400 Chapter Officers from 35 countries, I couldn't help but be reminded just how far and wide is the reach of H.O.G.® and be touched in realising the scale of this vast global community of which I am a part.

While other commitments prevented me from riding to Seville for this event, most of the time I do ride to events, just like the rest of you. And when I pack up my bike, the excitement and anticipation of that ride builds. As I prepared for my trip to Seville I found myself equally excited despite the fact that I would not be riding. I was looking forward to seeing colleagues and H.O.G. members from around the globe that I only have the opportunity to meet at H.O.G. events like these and to meeting new ones!

Like all H.O.G. events, HOT offered H.O.G. members the opportunity to get together and share their experiences with people that share the same passion. Those who attend HOT are all committed officers and leaders of Chapters, many of whom are responsible for putting together rallies and events that offer H.O.G. members around the world the same opportunities to share. They deserve thanks and their efforts and enthusiasm are greatly valued.

They contribute largely to making H.O.G. what it is. Through their hard work there is no end to the list of things to do and people you can meet as a member of H.O.G.

And already they have their wheels in motion and are working hard to give us more to look forward to! In this issue, you'll find reviews of the summer's biggest UK events, including Dunedin Chapter's Thunder in the Glens and the South of England rally hosted by 1066, Invicta, Oxford, Thames Valley and Hogsback Chapters as well as Provincewide Chapter's more local Hog 'n' Bog event in scenic Coleraine and Sherwood Chapter's The Legend Rally, held at Thoresby Hall located on a traditional country estate.

With 2012 just around the corner, now's your chance to make promises to yourself about what you want to do with your bike next year and make plans to meet up with friends and fellow H.O.G. members. Whether it's a trip abroad to the likes of the European rally in Portugal or an event closer to home, check out the events calendar and get ready to ride!

I'll look forward to seeing you on the road again in 2012!

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



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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## BEST FOOT FORWARD

Check out the latest range of H-D footwear, p66

## WIN H-D NOSTALGIA

Get lucky with our latest competition, p85

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# EUROPEAN BIKE WEEK

More than 100,000 bikers descended on Faaker See in September – read a review of the event on p20



# WHAT ARE THESE?

Scan this QR code with your smartphone to see the European Bike Week video!

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**Facebook**  
We now have a Fan page –  
[facebook.com/HOGEMEA](https://facebook.com/HOGEMEA)



**Videos on-line**  
As well as videos on [hogeuropegallery.com](http://hogeuropegallery.com), we've also got a YouTube channel – [HOGEuropeOFFICIAL](https://www.youtube.com/HOGEuropeOFFICIAL)

## Harley-Davidson woos women in India

Harley-Davidson is burning some serious rubber on Indian roads and Indian women are getting ready to rev it up in style!

July 2011 went down in the history of Harley-Davidson India as the month when Harley-Davidson's first women customers, Sheeja Mathews and Kasthuri Deodhar, hit the roads on their brand-new machines!

Sheeja Mathews (below) was Harley-Davidson India's first female customer and rode out of Tusker-Harley-Davidson, Bangalore on her brand new Iron 883™. An HR professional, Sheeja has been an avid biker



since the age of 15 and always pictured herself hitting the open highways on her very own Harley-Davidson.

Sheeja is among Bangalore's women bikers who ride around unmindful of the traffic and glares from male riders. Being a Harley fanatic, she got her hands on the trademark Harley leather jacket, helmet, gloves and boots well before Harley-Davidson came to India. Even her seven-year-old son is thrilled about the new purchase and wants to be dropped off at school on his mum's new possession. Sheeja also has her eye on the iconic 1584cc Harley-Davidson Fat Boy® as her next bike!

Hot on Sheeja's heels, Kasthuri Deodhar (bottom) collected her own set of wheels – another Harley-Davidson Iron 883 – from the Banjara Harley-Davidson, Hyderabad dealership. For Kasthuri, owning a Harley was a dream brought to life by her husband on her birthday. The couple's rendezvous with biking goes back to days when they were dating. They used to head out for long bike rides over weekends as love brewed between them.

An architect by profession, Kasthuri has been riding bikes for more than 13 years. Mother of a seven-year-old son, Kasthuri is looking forward to rekindling those old memories.

Kasthuri likes to try her hand at everything. The growing passion for biking among women in the country excites her tremendously.

"Lifestyles are changing and so are trends, and we at Harley-Davidson are thrilled to be paving the way for leisure riding in the country, transcending the boundaries of gender and age," says Kanika Shriram, Assistant Manager Marketing, Harley-Davidson India. "We are proud to welcome Sheeja and Kasthuri to the Harley-Davidson family and look forward to hitting the open highways with many more women riders in the near future."



### Are you in a band?

If you've seen any of the past few years' H.O.G. and Harley-Davidson event videos we've produced, you'll know the kind of music we like! If you haven't, then get to [hogeuropegallery.com/videos](http://hogeuropegallery.com/videos) or [YouTube/HOGEuropeOFFICIAL](https://www.youtube.com/HOGEuropeOFFICIAL) immediately and check them out!

If you're in a band, and you produce your own material, and

you think we may be interested in using your music in a future event video, we want to hear from you!

There are three main events in 2012 where we'll be out with our video camera: Euro Festival, St-Tropez in May; H.O.G. Rally in Cascais, Portugal in June; and the legendary European Bike Week in September – and we'll be on the lookout for music to run as the soundtrack to all of them.

If you're interested in the possibility of getting your

music heard by tens of thousands of Harley fans around the world, send us a link to your music tracks by email: [hogtaleseuropa@harley-davidson.com](mailto:hogtaleseuropa@harley-davidson.com) – put 'MUSIC' in the subject line, and don't forget to tell us a little bit about your band and your bikes!

**All bands will be contacted by the video author prior to anything being used to agree all credits and licensing.**



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**H.O.G. App**  
Enjoy uploading your photos on the move straight to the App Snaps gallery at [hogeuropagallery.com](http://hogeuropagallery.com)

## More ways to see the world with Harley-Davidson Authorized Rentals

One of the great things about being a H.O.G. member is all the opportunities it offers to see the world. State H.O.G. Rallies, for example, provide nearly 50 great reasons to jump on your motorcycle and ride across the USA to a great event. H.O.G. Touring Rallies are another great option.

If international travel is what excites you, there are H.O.G. events all over the world – and more than 300 Harley-Davidson® Authorized Rentals locations worldwide to supply your ride. H.O.G. also offers great rates – and unmatched service – on motorcycle shipping. No question, when it comes to getting out and experiencing life as we know it (that is, on a Harley®), being a H.O.G. member opens up a world of opportunity.

And now there's a new way to take the worry out of planning a big trip. When you book a tour through the all new Harley-Davidson® Authorized Tours programme, you can trust it has been planned by the best in the business, because Harley-Davidson has taken great care in selecting only the highest-quality, most-experienced tour companies – with the very best reputations for excellence – to provide a truly genuine Harley-Davidson experience.

The options are virtually limitless. You can book as an individual or as a group. You can pick from five different types of tours on every continent (depending on availability) except Antarctica. You can even choose from guided, semi-guided, or self-guided tours – aimed at beginners or experienced riders.

No matter what type of experience you choose, your hotel stays and a rental motorcycle (where applicable) are included. Self-guided tours include maps and a detailed itinerary. Guided and semi-guided tours include a tour guide; a support vehicle to carry your belongings; and transfers to and from the airport, hotel, and rental station. Highway tolls are also covered. For more information or to book a tour, visit [www.h-d.com/authorizedtours](http://www.h-d.com/authorizedtours).



Seriously – there's no easier way to make your dream motorcycle trip a reality. But also remember that as a H.O.G. member it's just one of the many opportunities available to you to make the world a little smaller.

*Claire Lindsay-Bray,  
Customer Experience  
Manager,  
Harley-Davidson Europe*



## Chapter catch-up



### Alba Chapter Ladies, Italy

A handful of fierce Harley women from the Alba Chapter, determined to bring their dream to fruition, met for the first time in a pub in Alba and began planning. The idea was simple – a celebration for not just for the Alba Chapter, but all motorcycle-loving women in the region. Their hopes were made known to the Chapter directors who showed nothing but enthusiastic support.

The very first festival for the Alba Chapter's Ladies of Harley was on! The date was set but there was everything to do, everything to decide. Where shall we go? What shall we do? There were lots of ideas and in just a few hours we planned the run.

Sixty-six riders and 50 bikes met in Alba on a sunny summer morning before heading off together to the village of Tanaro. Here musicians and the Borgo Tanaro flag-wavers, the 2010 winners of the famous traditional festival of Palio di Asti, welcomed us as we rolled into town. The show was all for us: medieval music, tambourines, masses of fluttering flags, blessings of all the bikers and refreshments for everyone. The setting by the church was picturesque and unforgettable.

As the run continued towards Monferrato and Altavilla the weather was wonderful – we couldn't have been luckier. At our destination we had a little lunch and relaxed by the pool before the afternoon degenerated as everyone jumped into the pool – sunglasses, boots and all! We had never had so much fun! After drying off we then made our way to the Mazzetti d'Altavilla distillery for a guided tour and a (small) sample of their produce before heading home.

What can I say? It was a fabulous day, thanks to everyone's contribution and to our friends from the Portofino Coast Chapter.

**SEND US YOUR CHAPTER UPDATES** Are you a new chapter, or have you recently celebrated a milestone event or anniversary? Tell us all about it in no more than 200 words and we'll publish it here. Don't forget to send a photo! [hogtaleseuropa@harley-davidson.com](mailto:hogtaleseuropa@harley-davidson.com)

**HARLEY-DAVIDSON UK** has its own Facebook page.

Go to [www.facebook.com/HarleyDavidsonUK](http://www.facebook.com/HarleyDavidsonUK) and become our friend!



## Dealer News Harley rocks hard!

**Daughter wins a Sportster Forty-Eight® for her Harley-Davidson fanatic father**

One lucky life-long motorcycle fan has become the proud owner of a brand new Harley-Davidson® after scooping an amazing prize. Jean-Louis Combe was selected from thousands of music fans who entered a draw to win a one-of-a-kind customised Harley-Davidson Sportster Forty-Eight. Jean-Louis, who lives in France, near St-Tropez, spotted the mean machine at Hard Rock Calling this summer.

His daughter, Roxane Combe, who had bought his ticket as a gift, had taken the Bon Jovi fan to the festival. They spotted the machine as soon as they arrived and for Jean-Louis it was love at first sight. When he found out the machine was a Forty-Eight® – the year of his birth – he knew he had to enter. However, because Jean-Louis does not use a mobile phone, Roxane entered on his behalf.

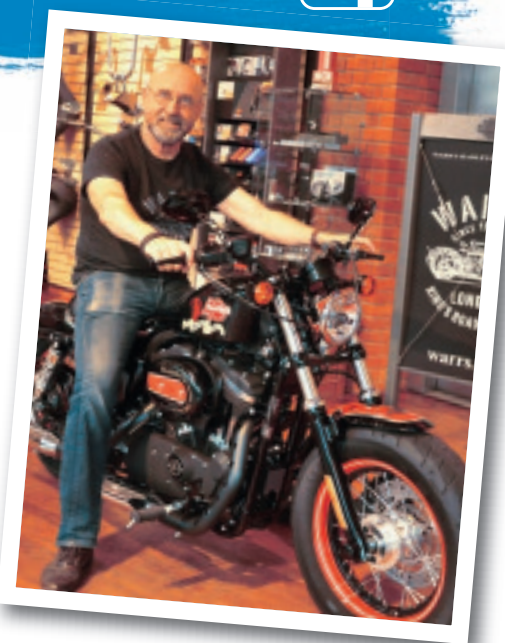
Neither expected to actually win the bike, so when the call came to say they were the lucky ones, father

and daughter were as stunned as they were excited. Jean-Louis is a die-hard Harley fan, having previously owned two bikes – a Sportster™ and a Road King™. He spends all his spare time customising his motorcycles and loves to visit London's Warr's Harley-Davidson® when in the UK.

He collected his gleaming machine from Warr's on October 5 and said he was 'sincerely grateful' for the prize. "I want to express my thanks to all the people who received me and my family at Warr's. Finally receiving my beautiful red and black motorcycle – with so many upgrade parts! – was a fantastic moment.

"Everyone has been extremely kind, both from Harley-Davidson® and from Warr's. I'm very much looking forward to riding the bike when I get home."

His daughter, Roxane, added: "My father is most grateful for the wonderful bike – I am pregnant at the moment and my father has said that if the baby is a boy and he grows up to like motorbikes, it can be his when he is old enough!"



Marjorie Rae, Customer Experience Manager, Harley-Davidson UK said: "We were happy to be able to offer one lucky fan of the brand the chance to walk away with such a beautiful prize. It's clear that Jean-Louis really loves motorcycles and will get the most out of his bike. We wish him all the best and hope that he enjoys riding the Forty-Eight™ to that next Harley meet in St-Tropez!"

**For more information about Hard Rock Calling, visit the website: [www.hardrockcalling.co.uk](http://www.hardrockcalling.co.uk)**

## Blade Motorsport win 2011 XR1200 series

Jamie Webb, racing for the official team of Oxford and Cheltenham Harley-Davidson, has taken the title in this year's XR1200 championship.

The final all-or-nothing race of the season went right down to the wire as Webb stood just 12 points apart from second in standings, Pete Ward. In the end it was Ward who claimed the two wins in the final double header but this wasn't enough to take the title after Webb took second place in both and secured the championship by just two points.

As the season ended it was Webb's confident riding backed by Blade Motorsport, a collaborative team managed and crewed by mechanics Gavin Cupit of Oxford H-D and Elliott Andrews of Cheltenham, that provided the winning formula.

"It was a fantastic weekend, to round off a great year for the series," said Harley-Davidson XR1200 Race Series Manager Ian McLeod. "The tension and excitement had been building through the weekend and with such narrow margins at the top of the standings, there was everything to play for."

"Congratulations to James Webb. He has had a strong season, supported by the professional team from Blade Motorsport. Master technicians Gavin and Elliott have turned out a great bike to enable James to show what he's capable of."

Webb, who will ride off with a brand-new XR1200X, says: "I feel that I've matured as a rider and I hope this has shown people my potential. I'd like to say thank you to everyone for all their help and support, especially to the whole of Blade Motorsport; my mechanics Gavin, Elliott and Jamie for putting a fantastic bike together; and Simon for the suspension."



# Chapter News



## A ride through Norfolk

Penny Mendham had an idea to give her friend Maureen a birthday treat to remember and so, with the help of Norwich Harley-Davidson and the Iceni Chapter, a wild ride through the Norfolk countryside was arranged.

It was Maureen's 78th birthday and Penny knew she would love to experience the thrill of riding on two wheels. With the dealer and chapter both more than happy to help the plan was hatched. Thinking she was heading to the dealership to look at Penny's husband's potential new bike, Maureen was completely blown away when she was told that it was she who would be sitting in the saddle. Soon after the surprise, Maureen was kitted out in Harley gear, sitting on the back of Assistant Director Simon Walker's Ultra Classic and smiling like a Cheshire cat. The ride set off through Norfolk with Andy 'Captain Chaos' Bayfield, Iceni Chapter Director, leading the way. After an afternoon exploring the Norfolk Broads the entourage headed back to Norwich. Arriving in style at her home, Maureen was welcomed back by her whole family and the chapter was promptly invited in for cake and refreshments.

"I have to send a big thank you to Norwich Harley-Davidson and the Iceni Chapter for giving our neighbour the ride of her life," says Penny. "She was simply overwhelmed and had the best fun ever! She had not been well the past few weeks and it was so lovely to see the smile back on her face."

## Help for the homeless

With the relatively recent closures of their sponsoring dealers, Invicta Chapter and New Forest Branch are celebrating as they have found new homes. Invicta Chapter has now been officially adopted by Maidstone Harley-Davidson and New Forest Branch by Southampton Harley-Davidson.

Turn to page 86 for the full listings.

## Fenlanders celebrate

This year the Fenlanders began their year-long celebrations to mark their 20th anniversary. The chapter was formed in 1991 and from its original beginnings at Classic Harley-Davidson in Bury St Edmunds to being sponsored by Black Bear Harley-Davidson in Newmarket, the Chapter has continued to grow and evolve. It has become a large, friendly and active club covering East Anglia with a membership spanning the region and beyond (even as far as the USA).

Next year will see the culmination of these celebrations with the 20th Anniversary Fenlanders East of England Rally being held on July 26-29, 2012.

## Rolling Hills' day in the sun

Wayne Honey, Director of Rolling Hills Chapter, wrote to tell us about an out-of-the-ordinary charity drive the Chapter has been involved in: "Rolling Hills heard about 45 Commando Royal Marines having no sun lotion while doing their tour of duty in Afghanistan. Sound odd? In 40° heat it's definitely not! So the Chapter came to their rescue and collected seven shoe boxes full of donated sun lotion at one of their club nights. It got packed, wrapped and posted – job done. The whole Chapter were really pleased when they received the following correspondence from Afghanistan."

*Thank you for the boxes of sun cream and aftersun you kindly sent to Mastiff Troop, Zulu Company, 45 Commando. The lads in the Troop very much appreciated your kind gesture and thoughts from home. Sunbathing is one of the only things to do in downtime, particularly now that we are coming in to the final third of the six-month tour and realisation is setting in that we will be leaving the 45°C of the Afghan summer for a Scottish autumn. However it's a chargeable offence to become sunburnt to the point that one can't carry out his duty, and I'm sure there is something in the Naval Laws that says I can have them lashed to the yardarm and flogged if they do.*

*Without wanting to spoil the next thrilling series of Ross Kemp in Afghanistan for you, the campaign in our region of Helmand, Nad-e Ali, has been quite a success story so far and a lot of progress made to transitioning to Afghan authority in the future. Overall it has been a very worthwhile experience serving with 45 Commando in Afghanistan. For many of us this has been our first tour, but for others in Zulu Company it is the sixth and it is very reassuring to know that the public at home are still behind our efforts.*

*Thank you once again from all in Mastiff Troop for your kind thoughts and I hope that all at the Rolling Hills Chapter enjoy the rest of the summer out on the road.*

*Best wishes*

*Lt James Greswell, 45 Commando Royal Marines*



The Fenlanders' rallies have always been known for their emphasis on music and the 2012 East of England Rally will be aiming high. They are looking forward to welcoming friends old and new to Fakenham Racecourse for another event packed full of fun and laughter and some of the best music you'll find on the rally circuit. In the UK, where the appetite for festivals thrives, this event aims to be a hot pick on the menu.

**For more information please contact Neil Billig at [director@fenlandershog.com](mailto:director@fenlandershog.com)**





## Send us your stories

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

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

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

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

### TWO SPORTSTERS ARE BETTER THAN ONE!

After many miles of Harley pleasure, and as we were now 63 and 57 years of age, my husband and I decided to hang up our motorcycle gear and call it a day. We'd been there, done it and got the T-shirts. Those were the days, and we would enjoy reminiscing over our travels and motorcycle instructing business.

So what a surprise to us both, when visiting our local Harley dealer for a coffee to pass time, we found ourselves the proud owners of two new Harley-Davidson

Sportsters! My husband went for a Harley Iron and he bought me the Harley Super Low for my birthday.

Wow! It somehow seems more exciting this time around and I just can't take the smile off my face. Two cracking bikes that are just perfect for us – we're really enjoying getting back in the saddle! So don't grow old gracefully, live life to the full as we intend to do. Europe here we come!

*June and George Shaw,  
Tyne & Wear, UK*

### SPANISH PASSION

I first heard that incomparable sound of a Harley-Davidson when I was four years old.

My dad had just bought a second-hand one and I used to 'help' clean it every weekend.

The years went by and I continued to hear that same Harley 'music' every time my dad visited me in Barcelona, where I was doing my military service with the Spanish army. When my dad turned the corner into the street that leads up to Plaza de Sant Jaume, where I lived, our dog would go crazy. He was never wrong and within five

minutes my dad would appear.

Unfortunately my Dad died and the Harley had to be sold for financial reasons, but I swore that one day I would buy a Harley-Davidson of my own. My dream came true in 2002 when I bought my first Harley-Davidson – a Sportster. Within a couple of months, I received a parcel in the post that contained something very special for me: my H.O.G. membership pack.

Two years later the Harley-Davidson dealership in Mallorca, the island where I live, polished up a flaming new Electra Glide Standard for me, which I still have and ride virtually every day. On Sundays I head out with the H.O.G. Mallorca Chapter and we explore the island. Mallorca has a special charm, ideal for bike riding almost all year round. When that's not enough I escape to one of the sister islands of Menorca or Ibiza or even the mainland. I have a home in Barcelona and I haven't missed one of the Barcelona Harley Days events yet!

At every opportunity I love to get on my Harley and go on a real journey. In 2008, I travelled 2,000km by ferry to Barcelona and then to Girona and across the Pyrenees to Lleret, past Andorra, back down to Valencia and then on to the ferry home. My wife's passion is horses so in 2010 we travelled to Jerez de la Frontera to attend the 'Así bailan los caballos andaluces', a show of Andalusian horses, before riding up to the Rock of Gibraltar and exploring this joyous region.

For the next adventure, God willing, we begin at Barcelona Harley Days before travelling to Teruel, past Cuenca and on to Madrid and Lisbon, returning via Badajoz, Toledo, Ciudad Real, Albacete and Dénia – roughly 2,400km. I can't wait for this one and the many, many more to follow!

*Francisco Ruiz Bosch,  
Palma de Mallorca, Spain*



## A DREAM REBORN

My love affair with Harley-Davidson began when I was a little boy growing up in Australia, kick-started in particular by a movie called *Electra Glide in Blue*.

At 16, and in the UK, I acquired my first bike, a quite amusing Puch 50cc moped – it wasn't much but it had two wheels, at least. A year later and I graduated to an AMF Harley-Davidson 250cc. Real Harleys were financially out of my reach for many years but I knew I would always end up on one.

Once established in a career and with a little financial stability I returned to my love of two wheels. Sadly I was seduced to the dark side and I purchased a Honda VF750 and, later, a Ducati Monster Dark. As I got older I knew these sport bikes would be the finish of me so I turned my attention back to Harley.

I became a commercial pilot and one day was chatting with a captain who had become a great friend about why he continued to fly. His response was amusing; firstly, like all pilots he loved flying, but he was also anxious to buy a Porsche 911, another house in Europe and a Harley-Davidson!

During our chat I remembered a conversation I had with my son James, who tragically died in 2004, about how I would get myself a Harley-Davidson after getting rid of the sports bikes. So after we finished flying that day and at the first opportunity, I went to Shaw Harley-Davidson, had a test ride on a Sportster and bought the bike. It was the 883 Low and my love affair with all that shines was in full bloom.

In memory of my late son I commissioned Piers Dowell, one of the top custom artists in the world, to do a wonderful graphic of James on the tank. Later I had the engine uprated to 1,200cc and spent thousands turning the bike into a masterpiece.

Job-wise I was now working in Abu Dhabi and missed my bike, so I bought another, a Dyna Street Bob, and again commissioned



Piers to this time do a graphic of both my sons. When I left the UAE and returned to the UK the Dyna came home too, and so I had two great-looking bikes, a matched pair both in black, both with unique graphics and both chromed to the hilt. Finally I had what I had dreamed about as a young boy.

Fate, however, had a little more heartbreak in store. In April of this year, I returned from a week's duty in Iceland and parked my black Mercedes next to my bikes. Then, for some unknown reason, the Mercedes self-combusted and in just 10 minutes the temperature in the garage went to over 1,000°C. My bikes were history; all the alloy components on the bikes and car melted. It was a scene from hell!

Luckily for me I had taken Harley-Davidson Riders Insurance and they were brilliant in dealing with my two claims. I'm very grateful but to be honest, it's what you expect when you buy a Harley – it's like becoming part of a family!

I've now bought a black Fat Boy – my first Softail. Once again I've commissioned Piers to do replacement graphics, this time putting my wife of 30 years with my two sons. I've gone nuts with the chrome and this time have gone with a full stage one conversion! All I'm waiting for now is for my garage to be rebuilt and my bike to be completed and, of course, to go riding!

Gregory J Cassar, UK »

**MY BIOGRAD**

I have very little time and too many things to say, but I simply must express my gratitude for the fantastic time I had at Croatia Harley Days!

Seven days, 2,960km with ‘my baby’, a Sportster 1200 Custom, on fabulous roads, surrounded by astonishingly beautiful landscapes, meeting smiling people who were always ready to help in a clean and civil country, full of both natural and architectural riches...

The departure day was legendary in itself. I left Genoa early and travelled along minor roads towards the coast and the ferry. The journey went extremely smoothly until I got to Gubbio, where I realised at 5pm that I had forgotten my passport! Had it not been for a good soul who raced 500km to bring it to me, I would have missed this wonderful holiday!

So I miraculously boarded the ferry at 9.45pm. On board, the Perugia Chapter ‘adopted’ me for an impromptu dinner party with good company and some much-needed glasses of wine! That’s the wonderful thing about travelling alone; you can meet so many people along the way!

A few hours’ rest and dawn broke over the Croatian islands. After landing at Zadar, I travelled with the Perugia Chapter on their trip to Plitvice to see the stunning interconnected lakes and the breathtaking waterfalls.

Then of course there was the rally itself where the coast was swarming with Harleys. The location was wonderful and I met up with loads of friends, some from Savona who I met by chance on a trip to Split and some from the Palermo Chapter, who I met at the hotel. I can’t wait to meet them all again.

On Sunday I set off on my return journey alone. The journey flew past the islands of Pag and Krk, and so much more beauty; I wished I had the time to stop and appreciate it all.

I’d like to thank Carlo for having introduced me to the fantastic world of Harley-Davidson. Three



years and 40,000km later and I’m still grateful!

*Isabelle Smulders (a Belgian living in Genoa), Italy*

**SOLIDARITY RIDE**

Their mantra was ‘Joint Bikers for Solidarity’, and to this tune, H.O.G. Lebanon Chapter members were joined by the rest of Lebanon’s biking community – more than 260 bikers in total – to join a massive charity ride to Lebanon’s deep south.

The event was a landmark in Lebanon’s biking history – Chapter members were joined by six other motorbike dealers to ride from Beirut along the coast to Mansouri, through Sidon and Tyre, and back to the capital after crossing the mountains. All in one day. All in the name of solidarity. All for charity.

“A common passion for motorcycles was the rolling engine to put people together and let them become friends regardless of their political, religious and technical affiliations,” said Colonel Bettelli, defence attaché at the Italian Embassy who organised the ride in collaboration with Lebanon’s biking community. Each rider donated USD50 each, raising almost USD20,000 to buy generators for the municipality of Zibquine and the College of Saint Joseph in Ain Ebel. The H.O.G. Lebanon Chapter was the most numerous group: 135 riders for an almost USD7,000 donation quota.

The bikers had a great time. For many of them, it was their first time at the southern border, which is usually off-limits for security reasons. As they roared into the base they were welcomed by the Italian contingent near the village of Mansouri. Pizzas were prepared

by the chefs at the base. So, what was the best thing about the day apart from the charity aspect... and the pizza? The enthusiasm shown by everybody: the riders, the UNIFIL soldiers, the locals.

“H.O.G. members in Lebanon always look forward to charity rides. It’s a great way to combine their joy of riding with a noble cause,” said Iskandar Tohme, director, H.O.G. Lebanon Chapter.

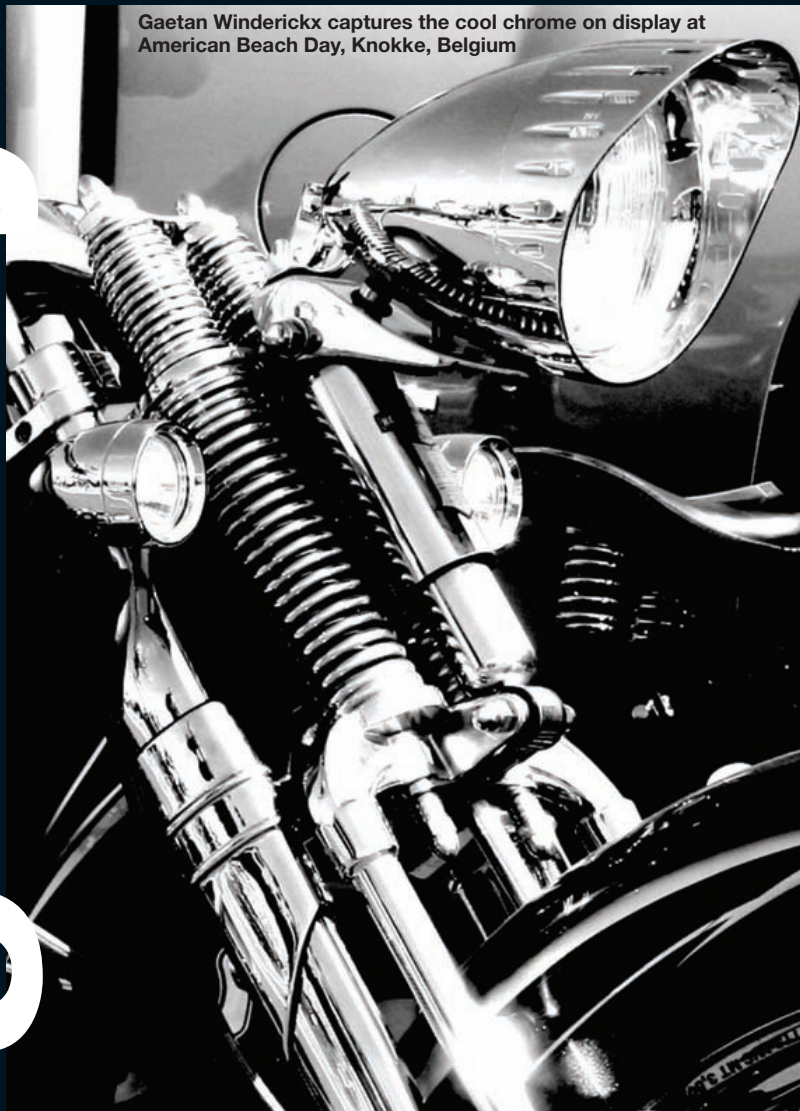
At sunset, the bikers headed back, some along the beautiful mountainous routes of Jezzine, others along the coast back to Beirut.

“As a professional soldier, I was amazed by their [H.O.G. Lebanon Chapter] extremely effective organisation. Hierarchy, rules, clear orders and discipline combined with a strong sense of belonging, cohesion, protection and friendship. With them, Iskandar, Marwan, Dino, Ihab and all the other members, I could go everywhere in the world, up to Cape North or down to Cape Town!”

Colonel Bettelli was welcomed to the Lebanon Chapter as a lifetime honorary member. He is the proud owner of a Sportster, purchased here in Lebanon from the H-D dealership, after many years of yearning for one. So why does he ride a Harley? “Because it is a myth, a thundering icon of efficiency and style, a philosophical approach to life, a personal inner metamorphosis towards freedom, a modern way of feeling yourself as a third-millennium honourable cavalryman.”

Many riders said his was the best ride of their lives and are already looking forward to the Solidarity Ride next year.

*Sabina Llewellyn-Davies, Lebanon* ■



Gaetan Winderickx captures the cool chrome on display at American Beach Day, Knokke, Belgium



There was no screamin' from this eagle as Axel Thill of the UK's Hogsback Chapter takes a ride to The Hawk Conservancy Trust in Andover

## More photos on-line!

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

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

## Ride planner

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



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

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

# intake gallery »»»

William Allio of France sends in this stunning image





# intake gallery



Above:  
Jiri Polacek's moody  
shot of his Harley in  
an abandoned petrol  
station



Left:  
Marco Fogato, of the  
Verona Chapter, Italy,  
sets off on a ride

intake gallery



Left and far left: Gianni Bondesan of Italy sends in these portraits of patch-loving Harley owners

Below: Karim Souami of the Bucharest Chapter flies the flag on a tour through Australia



Left and below: French pro BMX rider Arthur Dietrich looks effortlessly cool on his Iron 883 in these shots by photographer and friend, Florent Delahaye

Bottom: Maurizio Tauci of Italy captures the vanishing point on the open road



# intake gallery



Above:  
Willi Hook, South Africa



Above:  
Roland Franke, Germany



Left:  
Michal and Sarka Coupek, Czech Republic

Below and below left:  
Luigi Valtellini, Italy





Above:  
Paul Phillips, UK

Left:  
Howard Wolff,  
South Africa

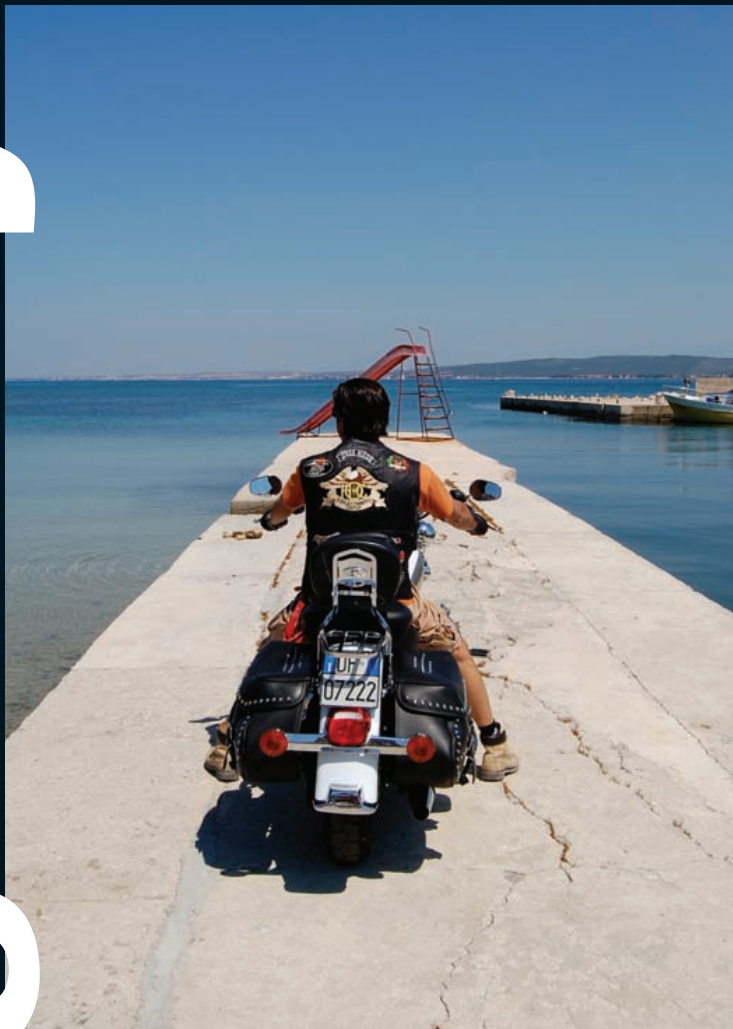


# intake gallery»»»





# intake gallery



Above and above left:  
Marco and Floriane Brancatelli, Italy

Left and opposite page:  
Gaetan Winderickx, Belgium

Below:  
Maurizio Tauci, Italy





# intake gallery



Above:  
Kristof Oosterlijnck,  
Belgium



Left:  
Fulvio Paduano, Italy



Right:  
Marco Balducci, Italy



Above:  
Mattei Sandro , Italy



Left:  
Kristof Oosterlijnck,  
Belgium

Below:  
Hanspeter Schneider,  
Switzerland



# intake gallery »»»

Sergio Gil de Arana, Spain





## REVIEW

European Bike Week 2011  
Faaker See, Austria

September 6-11, 2011

[www.hogeuropgallery.com/ebw-2011](http://www.hogeuropgallery.com/ebw-2011)



EUROPEAN BIKE WEEK 2011

# BORN TO BE WILD

In true Harley-Davidson style, the Austrian region of Carinthia rumbled for five days and nights as more than 100,000 visitors descended on Faak am See for the grand finale to the European motorcycle event season.

European Bike Week continues to set the benchmark for Harley-Davidson events, with a Harley Village occupying more than 40,000 square metres of lakeside terrain, adorned with bars and stages, as well as dealers and traders from across Europe.

During the day, visitors shopped until they dropped, taking time out to relax in the Harley-Davidson Hospitality Bar and neighbouring beer tents as well as visit the Expo area for their chance to have their photo taken on a new Harley-Davidson motorcycle against a backdrop of their choice. (If you did, don't forget to visit [me-on-a-harley.com](http://me-on-a-harley.com) to download your photo!) Experts were on hand to explain the features of the new 2012 model range and invite visitors to experience the Fit Shop to try a new Harley for size!

Among the food stalls wafting appetising smells of Chinese noodles, hog roast and freshly cooked donuts, can be heard the buzzing of tattooists' needles and live bands from the nearby bars.

More than 24 bands made their way to the Harley Village alone to entertain the crowds during the week, playing across the main stage, Choppers Bar and Hot Dot

Cafe, boasting a variety of styles of music – British rockers Uriah Heep and U2 tribute act Achtung Babies from Italy stole the show on Saturday night, with electro string quartet Tetra Electra, Katy Shotter, Elvis tribute act and rock covers bands The Jones Gang and the Affray mixing sets between the main stage and the Choppers Bar, there was plenty of choice for all musical tastes.

Friday's custom bike show at the Customiser Area at the Harley Village saw a display of more than 120 beautifully customised and restored motorcycles, all competing for the amazing prize of a trip to compete at the World Championships in Sturgis in 2012. The area oozed 'custom' with some of Europe's biggest custom outfits in attendance, including Germany's Thunderbike, Rick's Motorcycles, OCC and West Coast Choppers.

Of the 75,000 bikes that rode around the lake during the week, more than 25,000 took part in the parade under the scorching sunshine that blessed the entire event.

Elsewhere around the lake, Harley-Davidson's 46-strong demo fleet took to the surrounding roads more than 1,500 times (thanks to a new slick iPad registration process), showing off the features of the new 2012 model range.

The 'Buy a pin win a bike' contest was won by Walter Plaikner from Italy, who trains the Italian Olympic luge team and was gold medallist himself in the 1972 Sapporo Winter Olympics! He will take delivery of the Harley-Davidson Blackline during October.

The atmosphere during European Bike Week is indescribable, and one that all Harley-Davidson enthusiasts should experience – and the ride to get there isn't bad either! Make sure you're part of the 15th European Bike Week in 2012, September 4-9!

**Check out [hogeuropgallery.com](http://hogeuropgallery.com) for all the photos and videos from the event – check out the new event set-up video and see how Harley-Davidson transforms the area for one week every year!**



# Rallyround

# World-class custom

More than 120 beautiful customised motorcycles were brought to this year's custom bike show, travelling from as far as Kuwait, Czech Republic, Slovenia and the UK, as well as Austria's neighbouring countries.

The standard of bikes continues to wow the crowds and judges alike – a standard that saw the antique motorcycle and sidecar 'Union', by Samuele Reali from Abnormal Cycles in Italy – the current World Champion of Custom Building – take second place in the Antique category. Dream Machine Motorcycles from Slovenia once again took first place in the Radical category, as well as Best in Show with their stunning Akrapovic bike Morsus; and popular German custom bike builders Thunderbike took second places in the Custom and

Big Twin categories.

"The overall standard of bikes was very, very high," according to Robin Bradley from AMD, "making the judging very tricky in many of the categories, as there were so many worthy contenders." Robin presented the prestigious prize for the Best Modified Harley – a trip to Sturgis in 2012 to compete at the World Championships, plus, a Screamin' Eagle race engine! This year, the prize went to Uwe Ehinger from Germany with his immaculately restored rare vintage 'Snow Racer'.

As the sun set on another exceptional show, we applaud the worthy winners...

**Our thanks to Frank Sander and Harley-Davidson's Managing Director, EMEA, Rob Lindley, for conducting the presentation.**



## CUSTOM BIKE SHOW THE RESULTS

### Three-Wheeler

First place: Fritz Dietl, Germany  
Second place: Bri Dickinson, UK

### Touring

First place: Alberty Albert, Luxembourg  
Second place: Flad Herst, Germany

### Buell

First place: Jan Sklenika, Czech Republic  
Second place: Patricia Schister, Germany

### Sportster

First place: Ricky de Haas, Germany  
Second place: Bachli, Switzerland

### Ladies of Harley

First place: Flad Herst, Germany  
Second place: Tatiana Schnell, Germany

### Big Twin

First place: AT American Cycles, Germany  
Second place: Andreas Bergerforth, Thunderbike, Germany

### Watercooled

First place: Holfer Schnell, Germany  
Second place: Fawaz Alsalem, Kuwait

### Custom

First place: Milan Slatka, Czech Republic  
Second place: Andreas Bergerforth, Thunderbike, Germany

### Radical

First place: 'Morsus', Akrapovic, Dream Machine Motorcycles, Slovenia  
Second place: Muhannad Al-Mansouri, Kuwait

### Antique

First place: Uwe Ehinger, Germany  
Second place: 'Union', Samuele Reali, Abnormal Cycles, Italy

### Best in Show

'Morsus', Akrapovic, Dream Machine Motorcycles, Slovenia

### Best Modified Harley

Uwe Ehinger, Germany, 'Snow Racer'

### People's Choice

Harry Giersc



## AMSTERDAM HARLEY DAYS

# Paint the city orange



### PREVIEW

Amsterdam Harley Days,  
NDSM wharf,  
Amsterdam

June 8-12, 2012

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

Amsterdam will tremble with the sound of V-Twins as Harley Days comes to town for very first time. Taking place at the city's iconic NDSM wharf, this historic venue has the perfect setting, atmosphere and view for three days of activities and parties Harley-Davidson style!

The event will boast multiple stages with a roster of great live music, expos, test rides, shows and activities, all within in a stone's throw of one of Europe's greatest cities.

To follow updates and the latest information head to [amsterdamharleydays.com](http://amsterdamharleydays.com)

## AFRICA BIKE WEEK 2012

# The pride of Africa

Was Africa Bike Week 2011 a success? Well look at the numbers and they speak for themselves; over 20,000 motorcycles and 180,000 people came to the Margate event for a sun-soaked weekend that is becoming one of great Harley celebrations on the world stage.

Martin Engelbrecht, Customer Experience Manager, Africa, Middle East and South East Europe, put the 2011 success down to meticulous planning and the fantastic attitude of the crowds: "People from all walks of life rode as equals," he says. "It was a real family affair and a huge number of people were attracted to the spectacle whether Harley owner or not, meaning that we can ensure Africa Bike Week 2012 can be even bigger and better."

It's no surprise then that the plans are already being drawn and the organisers are in full motion in putting together the 2012 edition of the southern hemisphere's biggest Harley-Davidson festival.

Taking place once again in the seaside holiday town of Margate on the east coast of South Africa, the 2012 event will run for four days from April 27-30. Crowds can expect all the shows and attractions that have made the event that it is, including the ever-popular mass ride-out that last year saw a staggering 2,500 bikes take to the streets.

Says Martin: "Africa Bike Week has grown to be the biggest, most spectacular annual biking event on African soil and we invite all Harley-Davidson enthusiasts to ride in and join us for the fun and excitement on the amazing

### PREVIEW

Africa Bike Week 2012,  
Margate, South Africa

April 27-30, 2012

[www.africabikeweek.co.za](http://www.africabikeweek.co.za)

Hibiscus Coast. We are intent on improving the event year on year and on providing experiences that will electrify our customers and the general public alike."

After the unparalleled success of the 2011 event the organisers are going to have their work cut out for them if they want to build and improve upon the perfect weekend. Will they pull it off? With a little bit of that South African magic you can be sure they will.





### PREVIEW

21st European H.O.G.  
 Rally, Cascais, Portugal  
 June 14-17, 2012

[hogeuropegallery.com  
 /portugal-2012](http://hogeuropegallery.com/portugal-2012)

## 21ST EUROPEAN H.O.G. RALLY

# Get ready to party in Portugal

With Croatia Harley Days stealing the headlines, Harley-Davidson faced the challenge of finding a location for the 2012 H.O.G. Rally that would continue to raise the bar... and they found it! Get ready to party in Portugal!

Just 30km west of Portugal's capital, Lisbon, the 'land of kings and fishermen', Cascais, is being prepared to host the European H.O.G. Rally in 2012 from June 14-17.

The Atlantic-facing west coast of Portugal boasts a cultural beauty, with historic towns, 16th-century palaces, long beaches and some fabulous riding roads. Cascais itself is surrounded by hills and white sandy beaches and is protected by beautiful countryside.

The town's beach and harbour will form the epicentre of the 2012 event and will rumble with the sound of V-Twins and live music as Harley-Davidson brings the heart of the town to life for this annual party.

From the harbour, a maze of tiny cobbled streets is packed with restaurants and bars, serving a wide variety of food – Santini is widely regarded as Europe's finest ice-cream parlour! Many boutique and budget hotels line the periphery, within short walking distance of the heart of the action.

Between Lisbon and Cascais lies the famous Portuguese racetrack at Estoril,

just two kilometres from the centre of Cascais – keep an eye on the website for news of Estoril's involvement in the event. The plaza at Europe's biggest casino, located on Estoril's beachfront, will stage the Custom Bike Show. If you've got a beautifully customised Harley you'd like to show off, or perhaps a build is currently under way in your garage, this is the show to aim for. Bring your bike along for a chance to win some fabulous prizes, including a trip to Sturgis for the Best Modified Harley!

Harley-Davidson will of course have a presence throughout the town, with live music on two stages, hospitality bars, demo rides and a village for Harley-Davidson dealers.

And out of town, Harleys will be heard exploring the beautiful hills and villages inland. Every mile is unique, with rocky coastal roads disappearing into sand-dune banks, and forested hill climbs disappearing into hidden historic villages where stunningly colourful palaces watch over this area of Portugal.

For great riding, historic sites and Mediterranean culture, head to Cascais next June... party Harley-Davidson style!

**Check the website at**  
**[www.hogeuropegallery.com](http://www.hogeuropegallery.com)** and  
**follow us on Twitter for the latest**  
**information as it is announced!**





## REVIEW

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

August 5-7, 2011

[v-twinchapter.com/rally](http://v-twinchapter.com/rally)

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

# Wild woods

This summer saw Harley enthusiasts descend upon the 5th Finnish National H.O.G. Rally for what must be one of the northernmost Harley events in the world.

Only a few hours' ride north-west of Helsinki, the rally seemed a world away as revellers spent the weekend partying in an incredible landscape covered in deep, lush forest and dotted with thousands of lakes and islands.

A paradise for lovers of the great outdoors, Aurantola is

situated next the clear waters of lake Karijärvi and surrounded by nature in an area renowned for its excellent fishing and plentiful outdoor pursuits. However, the main attraction for this wild weekend was of an altogether different nature!

It wasn't long after the bikes began to arrive on the Friday that the party was in full swing. Live music, a sale and show area, demo rides and good food and drink continued all day until it was time to spend the small

hours winding down around the campfire.

Saturday was kick-started with the roar of V-Twins as dozens of bikes began the ride-out to the historical mill village and UNESCO World Heritage Site of Verla. On their return everyone had a great time taking part in the organised games followed by another wonderful night of music and laughter.

Despite being tucked away in the far north of Europe, H.O.G. members from six countries attended the rally. An award for the furthest distance travelled was easily given to a group of bikers who had come all the way from Italy. Other awards were given to Finland's Capital Chapter for having the largest group in the rally and, not to feel left out, to the Luxembourg Chapter for having the smallest!

Heading home after the group photo on the Sunday, everyone showed their thanks to Finland's V-Twin Chapter for once again organising a fantastically wild time in the woods.



## 6TH HARLEY-DAVIDSON EURO FESTIVAL, 2012

# Kick start the summer

In its sixth year already, the annual Euro Festival has fast become one of Europe's best-loved Harley-Davidson events, and it really isn't hard to see why. From the beautiful beachfront setting with its sparkling blue seas to the stunningly idyllic hill-top village of Grimaud, the Golfe de Saint-Tropez will again be rocked by the must-attend event in the Harley calendar.

Taking place in the heart of one of Europe's most

exclusive coastlines, an action-packed programme will make sure you'll never get too comfortable lying back as the warm Mediterranean waters lap at your toes. The main stage on the beach itself will again showcase a programme of blazing music and the party will continue long into the night in the other music venues and bars across the site.

All the newest bikes from Harley's 2012 line-up will be there for you to demo-ride through the

**ROUTE 62 RALLY 2012**

**The boys are back in town**

**PREVIEW**

Route 62 Rally 2012,  
Montagu, South Africa  
February 16-19, 2012

[route62rally.co.za](http://route62rally.co.za)



The Route 62 Rally 2012 returns to Montagu this coming February for one of South Africa's best chapter-run events. This year the four-day event will move to a new home at the exclusive Avalon Springs Hotel with its natural warm mineral water pools and excellent entertainment facilities available to all.

The Cape Town Chapter aims to put together an event that gives participants the chance to experience not just an exciting rally but also a spectacular journey to the destination.

The world-famous Route 62 offers both local and international visitors an opportunity to enjoy one of the most spectacular rides in South Africa. Great roads and little traffic makes it a perfect ride for the biking enthusiast as it traverses dramatic mountain passes, meandering rivers, vineyards, fruit orchards and historic buildings that provide an unforgettable experience.

Whether you make this a

one-day or multiple-day ride be sure to stop over along the way to experience the fantastic hospitality of the various towns and stops that make up Route 62 as it stretches from Cape Town to Port Elizabeth through stops at Paarl, Wellington, the Breede River Valley, the Klein Karoo and the Langkloof.

As for Montagu, in the words of Montagu tourism: "This village with a soul was once voted Village of the Year, not only for the fantastic view, beautiful architecture and excellent hot springs, but for the homeliness and hospitality of the people. Expect to find a community of smiles and sunshine!" Gain access to any of the 45 wine cellars, the historic buildings and museums, the game farms and of course the healing waters of the hot springs at the Rally Host Hotel.

Go to [route62rally.co.za](http://route62rally.co.za) to find out more about the rally and to book your place in the Western Cape summer sunshine!



twisting roads of the French Riviera. Then, take to your own two wheels for the spectacular parade and show the yacht owners in Saint-Tropez how to really travel in style.

The many stalls in the expo area will highlight some of the skills that create the customised marvels on display and, to see these creations in action, head to the fantastic custom show in the beautiful square of Grimaud village. Here you'll see incredible



**PREVIEW**

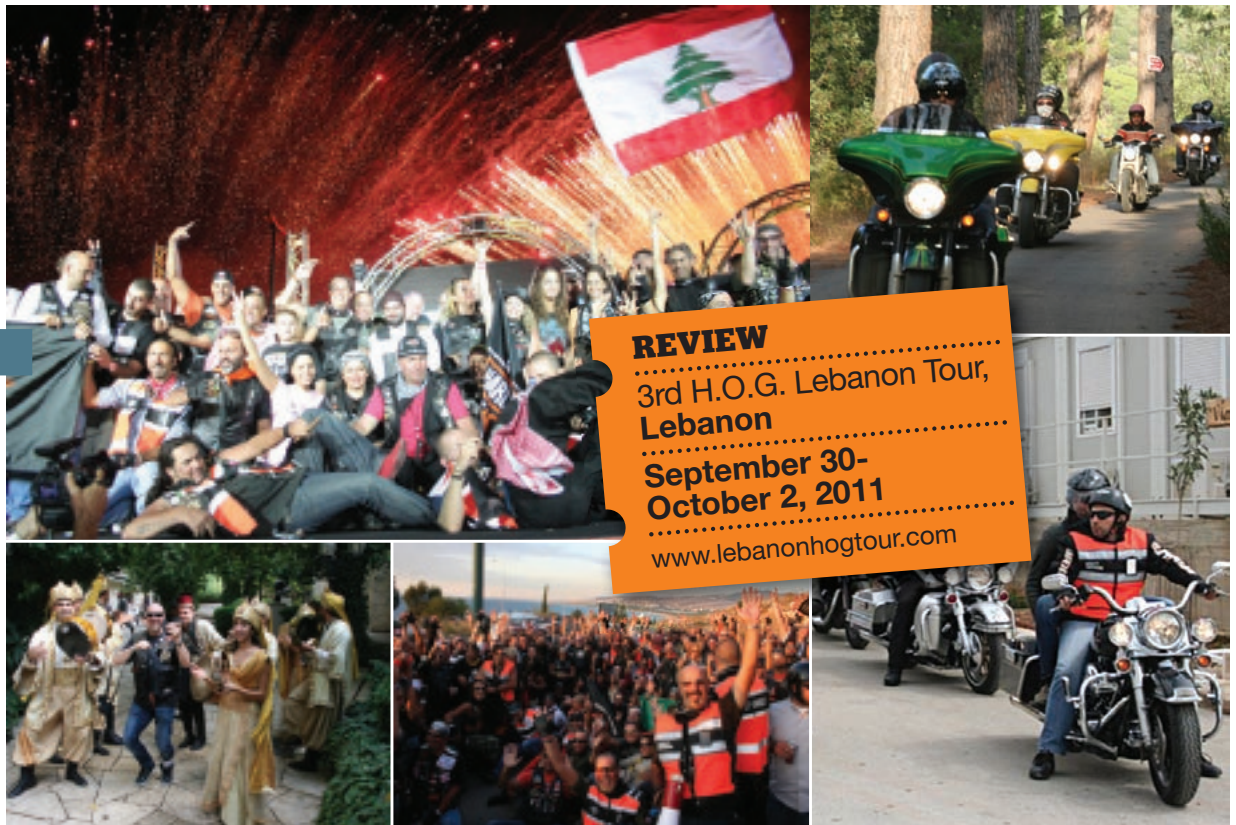
6th Harley-Davidson  
Euro Festival, Golfe  
de St-Tropez

May 10-13, 2012

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

customised bikes square up to one another while jostling for space in the winding streets with the crowds. Sit back in one of the local restaurants with a cool beer and juicy steak and watch the chrome and V-Twins shimmer under the sun.

**Further details are yet to be finalised but make sure you put this date in your diary for the party that is sure to kick-start the summer season.**



## REVIEW

3rd H.O.G. Lebanon Tour,  
Lebanon

September 30-  
October 2, 2011

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

### 3RD H.O.G. LEBANON TOUR

# Can't get enough

It must have been a three-kilometre stretch, one of many, the apehangers on my Deluxe kept swinging left and right, with intermittent straights of 30m at most, when suddenly the entire cedar and cypress-laden landscape switched into harsh rock face as we clipped the mountain top and started our descent into the Bekaa valley, a vast expanse of colourful plantations and vineyards in the distance promising yet more surprise. The slogan for the 3rd H.O.G.® Lebanon Tour, was 'can't get enough'; no words could have better captured the thrill of this truly insatiable experience of riding through ever-changing scenery, to partying like it was prom night, to diet-busting delicious cuisine!

The H.O.G. Lebanon Tour is a three-day event where participants tour the four corners of Lebanon and discover the sights, sounds, and tastes of this special country in the Middle East. There is a kind of magic in the Lebanon Tour. It is the heartfelt camaraderie that's built among all participants right from day one that has made this event so successful. Hearing that on stage at the closing ceremony from H.O.G. and Motor Company 'notables' – Stewart Farrell, MD H-D Strategic Growth Markets, Paul de Jong, H-D Country Manager for MENA, and Martin Engelbrecht, Regional H.O.G. & Customer Experience Manager MEA and SE Europe – is a testament to the unique experience that is the Lebanon Tour.

It had never rained on the Lebanon Tour before. Minutes after Groups 1 and 2 left the first pit stop, torrential rains fell with a vengeance. Groups 3 and 4

huddled under the canopy of the fuel station while the others pushed into the mountains. "We got off at the next pit stop completely soaked; I looked around and everyone was just laughing!" said Marwan Tarraf, Head Road Captain. And what better way to end the day than a superb '70s disco-themed party, BBQ and drinks a go-go!

The next day, the Harleys zigzagged in a mile-long queue of chrome to the city of Baalbak to rendezvous with Jupiter, Venus, and Bacchus in the largest sanctuary of Imperial Rome. Great history was followed by great Lebanese cuisine in Zahle. Participants were received by the Minister of Tourism amid folkloric music and dance. From the valley back into the mountains, huddled by a light mist, the riders made their way to Broumana. Within hours of arriving, the party was on and though everyone knew the following day's ride would be the longest, the oriental beats kept everyone alive until 2am. A bright sun and easy breeze kicked off the last day of the Tour, undoubtedly its most varied. "The landscape changes so fast... forests then rocks then a nice lake in the distance," said Geert van Gijsegem, Director of the Antwerp Diamond Port Chapter.

Indeed, there was so much variation it was dizzyingly beautiful! The final leg was like a victorious army marching into a city as 208 Harleys in staggered formation rocked downtown Beirut. The closing ceremony was a spectacle of flames, fireworks, music and ovation after ovation from participating Chapters. What a great three days!



# Top-class touring

The 2011 touring season finished on a high in more ways than one. A high-pressure weather system meant we had a glorious ride down to and back from European Bike Week at Faaker See and our crossing of the Grossglockner, Europe's highest road pass, was in sunshine instead of cloud!

This year five customers collected their Five Tour pins (Johnny Ellis, Dave Goodwin, Risto Kantolinna, Stuart and Sheila Vousden), four received their 10 Tours certificate and vouchers (Stuart Grant from Australia, Colin Notman, Peter Metzger and Sue Papworth), and three received their 20 Tours certificate and vouchers (David Baxter, Roy and Valerie Hodges).

Once again we had our fair share of visitors from distant waters, with Stuart from Australia returning for his 10th tour to Henk and Marlene Van Zetten from Tasmania on their first trip with us. Marc Roelandts and Jaqueline Muls joined us from Belgium for the Spain and Portugal tour, and Chris and Galen Alexander from the USA had a father-and-son adventure with their first trip to the UK & Europe! Another from the USA was Alex Poulos, who returned this year with a pillion, the lovely Suzanne.

So what lies ahead for next year? We kick off 2012 with a stunning 12-night trip to **Tuscany** which includes four nights in a four-star hotel, nestled in the Tuscan countryside between Siena and Florence. On the way down we'll be stopping in Troyes, Montreux and Lake Como; returning via Pisa, Portofino, Asti, Chamonix, Mont Blanc and Dijon.

Another new tour is the **Rhine & Mosel Cruisin'** which spends seven relaxing days meandering through Belgium and Germany following the majestic Rhine and Mosel rivers as well as the scenic regions of the Ardennes, the Eifels, Petit Swiss in Luxembourg and visiting historic towns such as Dinant, Konigswinter, Koblenz, Cochem, Bernkastle-Kues and Trier.

One not to be missed is the fabulous tour to the **European Rally at Cascais in Portugal**. This won't be a mad motorway dash but the tour you always promised yourself, with that extra bit of luxury at the end of each great day of riding. From St. Malo to Cognac then onwards into Spain and Portugal with stunning scenery, the best back roads on the Iberian peninsula, magnificent castle and palace hotels and three nights at a top golf-course hotel just five miles from the rally.

Some tours this year were too good not to repeat in some form for 2012. After our visit to the **Fulda Friendship Ride** we had

to go back as the roads, scenery and accommodation were second to none.

Based on this year's Spain and Portugal trip we also had to make another trip to **Portugal's Douro Valley** so in late September we'll be touring the mountains, vineyards and rivers of this gorgeous part of Europe. We couldn't not go back to Austria, so we'll be visiting **Faaker See** again but with a different route down, three nights at the rally and 11 nights in total.

There will be some shorter jaunts including **Wales** (in collaboration with Rider's Edge) and **Northern France**.

As ever, our tours are about touring in comfort and that bit of luxury, they are about the researched back-roads that take you away from the motorways, the history, the scenery and the people. All tours include a support vehicle to carry your luggage and are fully hosted and led by an experienced Road Captain and tour operator with over 15 years of finding and riding the best back roads that Europe has hidden from the GPS!

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



Our 2011 tours took in some breathtaking scenery

# what's on



## Events coming up...

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

### DECEMBER

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

### 2012

### APRIL

Africa Bike Week  
Margate, South Africa, April 27-30

Check out the 2011 event video  
at [www.hogeuropegallery.com](http://www.hogeuropegallery.com)

### MAY

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

6th Harley-Davidson  
Euro Festival®  
Grimaud, Golfe de Saint-Tropez,  
May 10-13

Check out the 2011 event video  
at [www.hogeuropegallery.com](http://www.hogeuropegallery.com)

Iron Horse Rally  
Lincolnshire, UK, May 11-14  
[www.ironhorserally.co.uk](http://www.ironhorserally.co.uk)

Big Brum Bash  
Birmingham, UK, May 25-27  
[www.bigbrumbash.co.uk](http://www.bigbrumbash.co.uk)

### JUNE

Ireland Bike Fest  
Killarney, Ireland, June 1-4

Legend Rally  
Nottinghamshire, UK, June 1-4  
[legend.sherwoodchapter.co.uk](http://legend.sherwoodchapter.co.uk)

11th Magic Bike Rüdeseim  
Rüdeseim, Germany, June 7-10

Amsterdam Harley Days  
The Netherlands, June 8-10

Deva Legion's Circus  
Maximus XChester RUFC, UK,  
June 8-10

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

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

The Gathering  
Argyll, Scotland, UK, June 15-18  
[www.clydevalleyhog.net](http://www.clydevalleyhog.net)

Hamburg Harley Days  
Germany, June 22-24

### JULY

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

Hogs in the Hayfields  
Bristol, UK, July 6-8  
[www.greatwesternhog.co.uk](http://www.greatwesternhog.co.uk)

Barcelona Harley Days July 6-8

Fenlanders East  
of England Rally  
Fakenham Racecourse, UK,  
July 27-29 [www.fenlandershog.com](http://www.fenlandershog.com)

Horseshoe Rally  
Rutland Water, UK, July 27-29  
[www.rutlandchapter.co.uk](http://www.rutlandchapter.co.uk)



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

## AUGUST

### Hog 'n' Bog 2012

Northern Ireland, August 3-5

[www.provincewidehog.com/hog-n-bog](http://www.provincewidehog.com/hog-n-bog)

### The South Of England Rally

Bisley, Surrey, UK, August 3-5

[www.sofer.uk.com](http://www.sofer.uk.com)

### 4th Friendship Ride Fulda,

Wasserkuppe, Germany, August 10-12

### Thunder in the Glens

Aviemore, Scotland, August 24-26

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

## SEPTEMBER

### European Bike Week

Faaker See, Austria, September 4-9

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



For the full International event listing, see the wallplanner inside this issue of HOG magazine! For updates and the latest news, visit [members.hog.com](http://members.hog.com) and [hogeuropegallery.com](http://hogeuropegallery.com)

Month	Day	Event	Month	Day	Event	Month	Day	Event	Month	Day	Event	Month	Day	Event	Month	Day	Event
Jan	1		Jan	1		Jan	1		Jan	1		Jan	1		Jan	1	

Events  
 February  
 March  
 April  
 May  
 June  
 July  
 August  
 September  
 October  
 November  
 December

2012

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## SOUTH OF ENGLAND RALLY 2011

# SO FER SO GOOD 2011



### Garry Stuart reports from the South of England Rally 2011...

Blessed with warm sunshine, the eighth South Of England Rally at Bisley got off to a cracking start with lines of Harleys laden with camping gear waiting for the gates to open at 10am on Friday. With tents erected or cabins located, people shed their leather jackets and headed for the Bisley Pavilion, the heart of the rally where food and refreshments aplenty awaited. They flooded into the trader village in search of show bargains and admired the custom choppers and trikes on the dealer stands. H-D® UK made every Harley-Davidson® model available for Demo Rides, a facility that was eagerly taken up all weekend. While

Country and Western band Livewire provided backing music, a chilled-out atmosphere pervaded the site while the Ladies of Harley® prepared their costumes and props for their 'Captain Jack Sparrow' themed rideout to Guildford H-D. And what a show they put on in tricorn hats, cutlasses, parrots and other pirate paraphernalia as they leapt upon their bikes for a swashbuckling ride to the dealership.

As the sun set behind the Lantern Stage, heavy rock band 90% Proof hammered out a set peppered with Led Zeppelin, Black Sabbath, AC/DC and Motorhead classics to much appreciation while new friendships were made and old acquaintances renewed amongst the Harley faithful. A great first night was brilliantly capped off by Rod Stewart cover band 'Apart from Rod' that got the best sing-along of the whole weekend. Saturday dawned bright and by 8am full English breakfasts were being consumed prior to the two big 90-mile rideouts. Others went out on the Poker Run which counted towards the hotly

contested Chapter Challenge that also included a shooting competition and plenty of silly *It's A Knockout*-type games in the arena. The Ride-In Bike Show was well supported with a very high standard of entry. The Old School Retro Racer Sporties were particularly popular and very cool indeed. The Best in Show was a beautiful stock 1926 J Model owned by Will Broad, which also took Best Pre Evo. All of this went on to a soundtrack of Rockabilly music courtesy of 'Rockin' The Joint'.

All across the campsites various Chapters held their own barbecues, some with their own fancy dress themes – bees, hippies and silly wigs being just three.

By the time rally favourites 'League Of Mentalmen' took to the stage the party was already rocking and the crazy band just turned things up to 11 on the dial! Marjorie Rae presented a whole host of awards to the Ride-In Bike Show winners, all of whom accepted congratulations and some who insisted on kisses from their H.O.G. Manager. The Chapter challenge was won by the 1066 Chapter under the Directorship of Skelly, who danced around with the cup on his head all night. Throughout all of the fun, games and partying it should be acknowledged that H.O.G. members donated a lot of money towards the Air Ambulance Services of Kent, Surrey, Sussex and Berks, Oxon and Bucks.

'New Amen Corner' brought the rally to a close with a great set of '60s nostalgia that had a few hairy bikers misty eyed.

Thanks to host Chapters 1066, Hogsback, Invicta, Oxford and Thames Valley and their supporting dealerships for putting on a most enjoyable Rally. ■

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## THUNDER IN THE GLENS 2011

# A THUNDERING PARTY



**Garry Stuart reports from Thunder in the Glens, Dunedin Chapter's H.O.G.® rally that always gets the Highlands moving**

Fifteen years on from its modest beginnings with a few hundred participants, Thunder In The Glens, organised and hosted by Dunedin Chapter Scotland, has grown into an impressive event boasting an attendance well in excess of 2,000.

It was my first time at TITG and I was reminded of the Red River Run which I attended a couple of times in Taos, New Mexico. They share similarities in that both rallies are held over a long weekend and both take place at ski resorts during the summer months and, due to their mountainous locations, both offer riding experiences second to none.

The ski resort of Aviemore offers a huge choice of accommodation from small B&Bs, alpine lodges and high-class hotels, such as those in the MacDonald Highland Resort, which is the hub of this event. Camping was available for the hardy outdoor types as well. The extensive MacDonald resort provided halls and function rooms which hosted a wide range of Scottish bands which included pipes and drums, folk, jazz, blues and heavy rock.

The rally is embraced by the pubs and cafes of Aviemore with many putting on outside bars, food and entertainment, which really creates a festival atmosphere. Is it any wonder it's been referred to more than once as "the Sturgis of the North"? Indeed, many H.O.G.® patches from Spain, France, Belgium, Germany and Holland were in evidence with many of the foreign riders combining a touring holiday of the Scottish Highlands with Dunedin's party. And what a party! The 15 musical acts were all high-calibre – and all Scottish. This character was further enhanced by the Dunedin and Clyde Valley Chapter members turning out in their kilts in the evenings.

Saturday morning started on a sombre note as a large number of H.O.G. members turned out for a 'Biker's Blessing' memorial service for Peter and Jacqueline Corris, who tragically lost their lives returning home from TITG last year. A lone piper played a lament, a service was read and a tree was planted in their memory.

Noon was the departure time for the mass rideout, which was bigger than ever, helped by the good weather. The route was around 40 miles long and took a circuitous route north of Aviemore, skirting Lochindorb Loch. It took 40 minutes for the rideout of more than 1,000 bikes

to pass through on their way to Granttown-on-Spey, where the parked motorcycles lined the whole length of the high street, on both sides and along the middle as well as most of the side streets, turning this Scottish market town into the mini version of Sturgis that has earned the event its reputation as such.

After the 'taste of Scotland' event, it was back to the site for the hilarious fashion show. Outside, the custom bike show was in full swing with fat-tyred choppers vying with V-Rods, Softails and Sportsters for the judges' attention, before Clanadonia and Slanj rounded off a brilliant day with their Celtic rock.

Sunday morning dawned to driving rain, which did not let up all day, unfortunately affecting the scheduled charity runs, but Dunedin Chapter had funds set aside to make up the shortfall. The Highlands and Islands Fire and Rescue service also raised a generous amount of money with their Fire Engine Bikewash. Other than that it was a day for chilling out, getting some shopping done and enjoying some good food before the evening's grand finale.

And what a finale it was. Steve Steinman's *Vampires Rock* was a highly theatrical show in the style of *Rocky Horror* with great comedy sketches linking the classic rock songs of Meatloaf, AC/DC, Queen, Guns N' Roses and Alice Cooper. The band members were all talented musicians and there was plenty of eye candy on show for the girls as well as the guys.

Congratulations to Dunedin H.O.G. Director and Rally Co-Ordinator George 'Mad Dog' McGuire and his team for yet again staging a tremendous rally.

Roll on 2012! ■



## HOG 'N' BOG RALLY

# PROVINCEWIDE'S RALLY SUCCESS



**George McCarroll, Chapter Director of Provincewide Chapter, reports from 2011's Hog 'n' Bog – their best yet**  
Once again a very successful Hog 'n' Bog rally, in fact most say the best ever. Registration numbers were well up on last year and the atmosphere was buzzing on the first night. The party kicked off with the Roy Fulton band, who played classic rock numbers to get things started and then was followed by the Pontiacs Blues Band who were new to the rally this year. They gave a superb performance of the blues with outstanding performances from the lead guitarist Ciaran and the keyboard player Matt who simply made that keyboard sing.

The weather on Saturday for the rideout to a new destination, the City of Londonderry/Derry (or as the locals call it Stroke City), was wet. However, this historic walled city has an interesting history throughout hundreds of years, making it a great destination. Taking the scenic route via the coast with some of the beautiful scenery of the North Coast definitely made it worth the trip despite the weather. Ride participants were invited by the City Council to park at the entrance to the new Peace Bridge, a new symbolic feature that joins both sides of the divided city, and to walk to the city centre where we all enjoyed touring the old ramparts and reading about it's troubled history and the friendly welcome. On returning from the rideout the bike show was a cracker with 40 bikes taking part providing a spectacular sight for the members of the public who are invited into the site to view the bikes and

help raise money for the NI Children's Hospice every year.

As everyone relaxed in the evening sun, another magical performance from the guitar maestro Michael Thomas, an American adopted to our shores, was enjoyed. Again – another stunning performance. The evening entertainment was led by Acoustic Soul, two highly talented young girls who simply blew everyone away with their own take on the old classics as well as some modern pop songs. They most certainly turned out to be one of the best groups the rally had ever had.

The evening was polished off by Lee Hedley and his band who once again rocked the house with his performance of the blues and rock classics. It's hard to put into words what happens when Lee starts. The place just explodes with everyone dancing and having a great time. The party rocked on until the wee hours and could have gone on right through the night.

This year's Hog 'n' Bog was absolutely brilliant. From the camping facilities, the excellent food and the best ever entertainment, rally-goers simply could not have asked for anything more, but most importantly, the rally was about meeting old friends with a passion for Harley-Davidson and their H.O.G. Chapter. More had decided to join Provincewide Chapter than ever had before and they look forward to seeing them again and again over the coming years. Question is – how do we beat that one?! Now there's the challenge for next year, but I reckon we're up for it. ■

## THE LEGEND RALLY

# THE LEGEND CONTINUES

**Sherwood Chapter's The Legend Rally started the month of September with a storm – were you there?**

Pete Clifford, Chapter Director of Sherwood Chapter, does not mess around: he is proud of his rally and the team that pull it together, and rightly so. "We may not be the biggest," Pete began, "but we've got one of the best rally venues in the country." The beautiful Thoresby Estate, in the heart of Nottinghamshire, was the venue for September 2-5's Legend Rally and it made a spectacular base for the weekend's party.

With a superb team of Chapter members and volunteers behind him, Pete and rally organiser and Chapter Editor, Dai Gunter, pulled together a great party. The rally gates were thrown open on Thursday lunchtime and, unexpectedly, around a third of the weekend's rally-goers had arrived by day's end. "We had a big brazier fire to sit round while the band was playing, which was a great way to kick things off," remembered Pete.

The next morning, with good weather on their side, the remaining attendees rolled in. Superb bands entertained everyone that evening. It was the perfect backdrop to some time to sit back, relax and enjoy yourself.

Next day, there was some serious rally fun to be had. "We do a bike show and silly games," said Pete. But Sherwood Chapter couldn't claim a home win: "We had a team from the Opale Shore Chapter in France, who walked off with all the

trophies," laughed Pete. This has cemented the two Chapters' relationship, however, and 18 members of Sherwood will be heading over the channel to their rally, where they will be invited to join the two Chapters with a twinning ceremony.

Later on the Saturday, around 130 bikes took part in the ride-out to the historic town of Southwell, where they stayed for a couple of hours. Back at the rally site, it was time to recognise the Chapter's incredible achievement through the charity work that the Chapter has carried out throughout the year.

The Lincolnshire and Nottinghamshire Air Ambulance landed at the rally site to receive a cheque for an amazing £11,000, while a further £2,600 was donated to the Yorkshire Air Ambulance. Pete commented: "It's a good cause to raise money for, well-deserving of our support and it was nice to have the helicopter on-site to hand over the cheque, but we hope we won't ever really need them!"

Then, it was time to relax again. For Dai, Pete and the 30 other volunteers, all that was left to do was to sit round the campfire, enjoy the bar in the field and the function area – and start looking forward to next year. ■

**For news of next year's rally or to find out more about Sherwood Chapter, visit their website [www.sherwoodchapter.co.uk](http://www.sherwoodchapter.co.uk)**

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# Harley in FOCUS



**Garry Stuart** shares some of his expansive portfolio of Harley photographs from a 20-year career that began at a small UK H.O.G. rally...





**I GREW UP IN** North Wales in a household where my father would rebuild his BSA Golden Flash 650cc engine in front of the fire in the living room. He regularly took us to Oulton Park race track to watch world champion motorcycle racing legends such as Mike Hailwood, Giacomo Agostini and Phil Read, who we photographed on black and white film that we developed and printed in the bathroom.

As a schoolboy motorcycles and photography were interests of mine that have never been separated to this day. One day at school during a science class a friend passed a grubby paperback book to me under the desk. *Hell's Angels* by Hunter S. Thompson was dynamite material to an impressionable adolescent and the book opened up a whole new world to me. California, outlaw motorcyclists, and even more significantly a marque of motorcycle that I had never seen or heard of before. Harley-Davidson! It tripped off the tongue with lovely rhythm and sounded cool.

It was no coincidence that in 1977 my very first motorbike was a Harley-Davidson. It had a blue metal

flake factory paint job and a big 'Stars and Stripes' number 1. A few years later I was a freelance photographer supplying the British bike press with road race coverage and road test photography. I found myself spending two days at the first Littlecote House Harley Rally in 1987. This was the first H.O.G. rally in the UK run by John Warr's Chelsea and Fulham Chapter and the decision to photograph it was life-changing.

A picture researcher for Bison Books was desperate to find photographs for a Harley coffee-table book and I had loads! Very soon after I was on a plane bound for Daytona – the first of countless trips to all corners of the USA to photograph Harley-Davidsons in their natural habitat. Since then I have published 15 books on Harley-Davidson. Over the past 20 years I have had the pleasure of photographing some fantastic Harleys, from vintage to extreme custom, and meeting the incredibly interesting people who build and ride them. Hopefully the photographs here convey the unique lifestyle and atmosphere that is inextricably linked to this legendary motorcycle. ■





Opening page: A pair of classic California '60s-style choppers shot in the early 1990s for *Heavy Duty* magazine on the beach at Weston-super-Mare; tattooed biker on Daytona Beach, 1990; bikers on the way to the 50th Sturgis Rally gas up at Four Corners, Wyoming as storm clouds gather

Centre spread: Garry's Heritage Springer laden with camera bags and camping gear parked up in the ghost town of Shoshoni, Wyoming on a road trip to explore 'The Outlaw Trail'

This page - top: this souped-up Softail was shot against an old garage in Florida. Right: Main Street, Sturgis night scene in 2001. Top right: 'Flathead' Phil on his WL45 '50s-style chopper. Bottom right: Robert 'Dark Star' Smith and his son Harley riding together through the Florida Everglades on a shoot for Garry's book *Harley People*

Check out more of Garry's work at <http://harleypics.tumblr.com> and [www.flickr.com/photos/garrystuart](http://www.flickr.com/photos/garrystuart)





# Celtic Thunder: Take care of your *BOOBS & BALLS*

The Waterford-based Chapter has raised over €23,000 for regional Cancer Foundation. Victor Donnelly explains...

IN EARLY 2011, Lenny Burns, Dealer Principal at Waterford Harley-Davidson® came up with an idea to raise funds for the Solas Centre – South Eastern Cancer Foundation. The idea was borne through personal circumstances which led him and many friends to witness first hand the incredible work that the people at the Centre do 24/7, 365 days a year. Lenny reached out to Celtic Thunder H.O.G.® Chapter and asked them to support those afflicted by cancer – cancer patients, their families and their carers – through a road trip that would raise much-needed funds and allow the Solas Centre to continue with its incredible work, without the obstacles of financial restraints.

As in all H.O.G. Chapters, in Celtic Thunder there are a number of like-minded individuals who share a passion for two wheels and appreciate the camaraderie of friends who share the love of riding Harley-Davidson motorcycles on the open road. Many have witnessed first hand the impact that cancer has on loved ones, club members and friends who have been affected by this terrible disease.

In March 2011 the inaugural meeting of the organising committee was called and the Boobs and Balls Road Trip charity event was born. Additional support was quickly extended by friends at HDCI

(Harley-Davidson Club of Ireland) who played a huge part in helping to organise this event and worked in collaboration with Celtic Thunder, linked by the ethos that commonly binds fellow bikers together.

Charley Boorman led the group of VIPs who supported the event. In addition, he endorsed the event with an audio recording which was quickly placed on the official Boobs and Balls web site. National radio celebrity Phil Cawley championed the road trip from the start and was instrumental in insuring that every biker in Ireland was made aware of the road trip prior to the event through his weekly radio show. Phil also arranged to broadcast his show live from the event and once his show was over he was astride his trusty bike and heading up the pack.

Irish international and Leinster rugby hooker Shane Byrne was also a key celebrity on this road trip, delighting the crowd by signing autographs and having his photo taken, when he was not astride his Heritage® Softail Classic kindly lent to him for the day by Waterford Harley-Davidson.

Other celebrities who contributed to the event included the bands Jedward and Bell X1 who supplied autographed merchandise for the on-line auction. Other donated items included a Manchester United jersey signed by Roy Keane as well as Irish and Leinster jerseys autographed by Shane Byrne. The Chapter was grateful to all VIPs for their generous support.

On Saturday morning, August 13, 2011 the Boobs and Balls road trip was officially launched by the Lord Mayor, Cllr Alan Shaw from the Prince of Wales Hotel starting point in Athlone, Co. Westmeath. The convoy, consisting of motorcycles of all brands and types, proceeded along the M4 and M7 motorways for the first leg of the event, entailing a 100-mile journey to the half-way point pit stop for fuel and refreshments. The Crookstown Service Station was the host point. Thanks go to Seamus O'Reilly and his team for welcoming the riders to his premises and for laying on snacks, coffees and entertainment at his own expense. At this point bikes from the south and east of Ireland had congregated to join in on the last leg of the road trip, which was a 70-mile dash down the M9 to Waterford



Some of the hard-working team from Celtic Thunder Chapter

and the final stop at Waterford Harley-Davidson where a barbecue and live bands were laid on by Lenny Burns and his wife Chris, in appreciation and thanks to all who participated.

A special word of thanks is extended at this point to Damien Carew, Head Road Captain, and his team for their excellent work in marshalling this event. Anyone who has organised and then managed a large run will know it is not an easy feat to ensure the safety and enjoyment of such a large group on a road trip. His team of road crew practised sure diligence in ensuring every angle was covered by travelling the route before the event, liaising with the Police Traffic Corp and ensuring that a lane on the M4 toll was opened for the event. This copper-fastens the professionalism of Celtic Thunder H.O.G Road Captains and reminds us all of the hard work they do to ensure we get to our destinations safe and well. Well done guys!

Once the collection cards had been retrieved, the buckets emptied and the coins counted, the on-line auction items redeemed and the final few donations claimed the Chapter was delighted to announce a grand total of €23,145.17, which was duly handed over to the team at The Solas Centre with compliments.

"I am very proud of every one of the Celtic Thunder Chapter members," said Lenny Burns, Dealer Principal at Waterford Harley-Davidson. "When it came to the crunch they worked as a team, every one of them, and delivered."

The organising committee for Boobs and Balls Road Trip would like to thank the various H.O.G. Chapters throughout Ireland and England for their support in this event and for their kind donations to their appeal. "We are humbled by the comments and best wishes received from H.O.G. friends throughout Europe through our Facebook page, which was launched specifically for the event. Thank you, ride safe and see you soon!" ■

**For further details about the ride, please contact Victor Donnelly, Editor, Celtic Thunder Chapter e-mail: [editor@celticthunderhog.com](mailto:editor@celticthunderhog.com) mobile: +353 (0)86 828 4005**

The handover of the cheque



**“We were delighted to announce a grand total of €23,145.17, which was duly handed over to the team at the Solas Centre”**

Shane Byrne with Bernie Price



A man with a beard and sunglasses, wearing a black leather jacket with orange and white graphics, blue jeans, and a black helmet, is riding a red Harley-Davidson motorcycle. The motorcycle has a large round headlight and a chrome front fender. The background shows a yellow building and a street lamp on the left, and a scenic view of green hills and snow-capped mountains on the right. The text "Switchback" is written vertically in white, bold, sans-serif font across the center of the image.

# Switchback

With the new Dyna Switchback motorcycle flying off the shelves, we went in search of a test rider at this year's European Bike Week to see what all the fuss is about



**25-YEAR-OLD** Peter Dobner has been obsessed with Harley-Davidson for the past 14 years. Why? He is fortunate to live just 2km from Faak am See in Austria, which has hosted the Harley festival known as European Bike Week since 1998. “My father owns a restaurant that overlooks one of the roads that is filled with bikers every year as they flock to the lake,” he explains as we chat on our way to the demo area at this year’s legendary event.

Peter got his bike licence three years ago and bought a brand-new Sportster 883 Custom. “I just love that bike – everything about it. It’s my dream. But one day I would like a Road King,” he smiles. “I like the big bikes, and the Road King is a big bike, but without all the bodywork.”

We invited Peter to road test the new Dyna Switchback, which has been launched as ‘two bikes in one’ for the 2012 model year. The detachable hard saddlebags and windshield can be removed in just 27 seconds, converting this bike from a custom tourer to a street cruiser.

Opting for the signature Ember Red Sunglo, Peter was given a tour of the bike’s features and controls before making immediate use of the

colour-matched hard saddlebags to stow his belongings. “It’s very similar to my Sportster in terms of the controls – of course, it’s a Harley-Davidson,” he laughs, “and it looks really nice. I like the headlamp casing and the wheels – they make it look really slick.”

As Peter takes his position in the saddle, he gives us his first impressions: “It’s really comfortable – the riding position for me is excellent and, while it’s bigger than my Sportster, it feels very familiar.”

We set off from the shores of Faaker See to test the bike on one of Austria’s many alpine passes – fully loaded with hard saddlebags and windshield. The colour of the bike looks good against the dark green pine trees and the grey of the tarmac as we ascend steeply up the mountainside. Peter looks relaxed as he banks the bike over around the hairpins. He says: “One of the things I noticed when we left the demo area is the acceleration – you can really feel the difference with the new 103-cubic-inch engine.”

And on the bends? “It’s got plenty of clearance, which is essential for being able to ride these kinds of roads properly,” he says. “It’s really »





## “I can imagine this bike being really comfortable for long rides”

nice to ride and has excellent overall handling. I can imagine this bike being really comfortable for long rides.” That’ll be down to the new front-end geometry, wheel and tyre specs and cartridge forks that have been engineered to work together to produce steering that’s light to input and immediately responsive, then!

As we descend from the mountain top and head to the city, Peter opens up the throttle and leads the way to his home turf. “It’s a really really nice ride,” he smiles, sounding surprised.

“Although I’m not used to riding with a windshield, I could really get used to it, especially on a long ride.”

We’ve parked up in Villach city centre to test the key function of this new bike – the transformation from custom tourer to street cruiser in 27 seconds.

As Peter quickly removed the saddlebags and windshield, the bike attracted a crowd. Bikers who had visited European Bike Week and locals alike gathered around the bike, pointing and commenting about its overall styling, the sweeping full fenders and the five-spoke cast wheels catching the eye of many.

“It’s very straightforward to detach the saddlebags and windshield,” Peter assures us, even though we’ve just watched him do it six times for the camera! “Now the bike feels nimble,” he says as he pulls away for a few laps of the city streets. Peter has the familiar Harley grin as he passes us with each lap. “It’s easy to manoeuvre around, even though it almost feels like a tourer,” he adds. “And it definitely has the smile factor.”

So, we had to ask, has the Switchback superseded the Road King on his list of dreams? “Maybe, maybe not,” he laughs. “It’s a great bike and a really nice ride – but then so is the Road King. Decisions, decisions...” ■

**Scan the QR code to watch the video of the test ride and visit your nearest dealer to try one for yourself!**





A tribute watch to the US  
Airborne paratroopers in  
memory of D-Day

**Bell & Ross**  
TIME INSTRUMENTS



HOG magazine met Bill Davidson during his trip to the UK in July for the Goodwood Festival of Speed and set out to find out what it was like growing up in the Davidson household

# Meet the family

Words: Zoë Francis-Cox    Photos: Simon Finlay

**A BIG AMERICAN SMILE**, a firm handshake and a reassuring pat on the shoulder is a welcoming greeting by Bill Davidson as we sit down to chat over breakfast. Where do you start when face to face with Harley-Davidson's man of the moment? We opted for the very beginning...

"When I was six years old, Willie, my father, taught me how to ride on a Harley-Davidson M50. Dad brought a customised M50 home. He took my brother Michael and my sister Karen, and mum and the family dog to a local park, and he taught us all how to ride. What was really neat was that some good friends of the family came with us. They had an old 8mm film camera, so they captured it all on film. I remember bumming around on that M50 around the neighbourhood. That was the beginning of my riding career."

Since then, Bill has spent his entire life around motorcycles, racing, motocross, dirt bikes, and also because his great grandfather was William A. Davidson – one of the co-founders of Harley-Davidson. "The Motor Company and motorcycling in general was always at the centre of conversation," he recalls. "A Christmas gathering or for thanksgiving or holidays – it was always out of our extreme love and passion for the company and the brand."

"Certainly my grandfather, William H. Davidson, was a real inspiration in my life," says Bill. "He was President of the company from 1942-1971. Grandpa would often talk about his experiences and things he did with the business."

"Since I was a little boy I was always intrigued, I always found it very interesting to hear my grandpa, dad and my uncle John talking about the business."

During high school Bill knew that motorcycles would be a major part of his life. "I just loved it, and that interest I had with the business was really strong. I also started to realise the importance of the family connection. At that point I had to focus on my schooling, and once I entered school I stopped racing because racing and schooling don't mix. Just not enough time to do both," he laughs. "I did work at a dealership part-time for several years while I was at college which taught me a lot about our customers and the business of a Harley-Davidson dealership. It was an opportunity for me to work sales, work P&A, work the service department. I used to work on my race bike after hours in the service department."

Bill backtracks a few decades to a difficult time for the Motor Company, and also for his family: "In 1969, when AMF bought Harley-Davidson, my grandfather was president at that time, and my dad had been with the company full-time for six years. I was eight years old, riding around on my M50. It was a pretty difficult time for my grandfather. We needed the cash, and we saw this as a great opportunity to invest in the company, expand and upgrade our manufacturing facilities. But it was a still difficult time because we were handing control of the company over to executives, people that weren't really sure what the brand was all about. The need

for the financial inflow was critical, so we made that decision."

Unfortunately AMF didn't connect with Harley-Davidson's greatest asset – its loyal customer base. "They just ran the company like the rest of their business portfolio," explains Bill. "They didn't listen to what our customers wanted. Quality began to suffer and sales diminished because they weren't reacting to the problems fast enough. At the same time, Japanese competitors were ramping up their marketing campaigns. Eventually AMF wanted out and that's when they decided to sell us. After a time of trying to find a potential buyer, a group of executives, including my father, decided to purchase the Company back from AMF."

"This certainly was a stressful time for the family as my father and the other 12 investors put the plan together to buy the Company back for \$80,000,000

"At the time, we knew we had our work cut out. The company was not in a good place as far as quality and financial issues were concerned. We basically turned it upside down, shook it a few times, turned it upright. We started to apply new processes like Just-in-Time delivery, statistical operator control and Employee Involvement. We encouraged employees to give feedback on how they felt we could improve the quality of the bikes. Suddenly we had a wealth of information flowing into the system, and we were able to fix things much quicker than we had in the past. Also, with our statistical control at all the manufacturing process centres we were able to catch issues and fix them before »



Bill enthuses about motorsport with Lord March, owner of the Goodwood Estate, during the 2011 Goodwood Festival of Speed



they got out into the public. Our quality turned around, and we started to introduce new products like the Evolution motor in 1984.”

That’s when Bill was hired – his job was to show the customers that the product truly had changed. “Our image and our quality had suffered,” he recalls.

With a new product and a development process to improve the quality, the Motor Company was able to entice these customers back. “We achieved that with the Evolution engine, a new chassis and a new five-speed transmission. It started to turn the whole thing around and, by the late-’80s and early-’90s we were heading in a good direction.”

Today, Bill heads up the Harley-Davidson Museum in Milwaukee. Thanks to the original founders, the Motor Company has an enviable collection including the largest collection of unrestored Harley-Davidsons in the world. “The original collection of motorcycles was established as a result of us being invited to the Panama-Pacific Exposition in 1915. The founders were able to go out and collect the 1903 all the way through to 1914 from either customers or dealers.” From that point, they pulled one motorcycle off the assembly line for each model, as well as

collected brochures, posters, pictures and advertising material. Unfortunately the collection was being moved around a lot, and things were deteriorating, they weren’t being preserved. “Dad really started to stress the need for a museum,” says Bill. “The concept and desire for a museum was there, but we had to wait until we had the capability to invest in a world class facility.”

The Harley-Davidson Museum is a treasure and a real testimony to the worldwide customer and dealer network. “It is a testimony to their commitment to the brand, because without our riders and our customers, our company wouldn’t be here. I am always thrilled to see people from around the world coming to the museum.”

One of the bikes in the Museum, and indeed lining up in the paddock at Goodwood, is an XLCR, which Bill fondly recalls hearing his dad talk about when he was young. “I remember sitting at home with my dad, and he explained that motorcycle to me in great detail from his mind. At that stage it was nothing but a concept. Then to see it, several years later, almost to the last detail of what he explained was staggering. My dad is a genius when it comes to styling and visual

cues, as well as an incredible artist. It’s a great memory and it was a cool experience!”

The Company didn’t introduce the XLCR until 1977, and didn’t make very many of them. “When I graduated from high school in 1979, my mum and dad presented an XLCR to me. I remember they wrapped a key in box, and I knew it was a Harley key. I opened this little box up and saw that key and thought ‘oh my God, I can’t believe this’. It was a pretty emotional experience for me. We walked outside and in the garage was this beautiful motorcycle that I still have to this day.”

“Karen, Michael and I each have an XLCR and my dad has serial number one,” smiles Bill. “I keep threatening my brother and sister to get their bikes out so we can all ride down to the museum for a bike night [held every Thursday night at the Museum from mid-May to mid-September]. The family and their XLCRs at bike night. It would be fun.”

That big American smile lights up as Bill imagines that day. It’s clear that Harley-Davidson really is Bill’s life, and he wouldn’t have it any other way. “I really am living the dream,” he says. “The Museum has been an unbelievable, great experience. It’s a great experience for all our visitors too. You have to see it!”

And the family legacy continues as Bill’s daughter now rides a mini bike, loves riding behind her dad on the bigger bikes and being surrounded by motorcycles. “Maybe some day my XLCR will be hers,” smiles Bill. “That experience I had with my dad, explaining the XLCR to me was a very unique thing. My dad has been a mentor, a riding partner and a great father.”

So, we had to ask, what does Bill Davidson currently have in his garage? “I have a lot of black motorbikes. Black and chrome work well together,” he says. “I’m currently riding a 2011 CVO Street Glide, which is absolutely phenomenal. The way it looks and the way it performs – perfect.

“I also have a 1990 Fat Boy, the first year of the Fat Boy. It’s beautiful. I tweaked it a little bit, but if anything just simplified it. I didn’t want to alter the appearance of the Fat Boy and the silver frame and yellow highlights. And I have 1983 XR 1000, which is a motorcycle that we did to reflect on our XR heritage. It’s a really fun bike.”

Does he have a favourite? He grins. “I truly love them all.” ■

# Back to the future

*HOG* magazine competition winners Nigel Thomson and Mags MacRae find out why Netherton Cottage and The Davidson Legacy are so special

Words and photos: Adam Bolton

**WITH A FINE** Scottish drizzle blowing in from the North Sea and an autumnal chill in the air, the old run-down cottage that has stood at Netherton since 1823 possesses a tangible atmosphere of history, of hardship and of tough Scots' pioneering spirit. It was from this home just outside Aberlemno, Angus, Scotland that in 1858, Alexander 'Sandy' Davidson, a wright in the local smithy, closed the cottage door behind him for the last time. He led his wife Margaret and their six surviving children on a long and treacherous voyage to go west to North America in search of a better life. And despite the massive risk, the Davidsons were indeed able to carve themselves a better future, as three of Sandy's grandchildren – Arthur, William and Walter – were to become co-founders of the Harley-Davidson Motor Company.

Today, the stillness at the Davidsons' cottage they left behind is broken by the distant yet distinctive rumble of a Harley V-Twin, and the connection between past and present at Netherton Cottage is made. "Listen to that!" says Nigel Thomson with his finely tuned Harley hearing. Nigel is stood alongside his partner Mags MacRae at one end of the derelict cottage, inspecting the remains of the original ancient cast-iron cooking range on which Margaret





Mags and Nigel are joined by Dave 'Pops' White and June Thomson of the Dunedin H.O.G. Chapter and their splendid Trike, and Mike and Maggie from The Davidson Legacy (above)

Below and right: some of the items Mike and his team have unearthed during the excavation of the site



Davidson would have cooked Sandy his tea, boiled water, or meagrely heated the small kitchen. Nigel and Mags are both passionate Harley riders – his being a 2011 Sportster 1200 Custom and Mags' being a 2010 Sportster 883 SuperLow, both kitted out with Stage One Screamin' Eagle Pro Tune, Heavy Breather Air Cleaner and Vance Hines Shortshots – and are both H.O.G. members. Their passion is strong. "We just love our bikes," says Nigel, "we love riding them and we can't believe people's reactions to them, especially on Orkney where there are very few Harleys."

"We feel an affinity with the other Harley riders we meet," adds Mags. "We met someone recently on a Harley on the ferry, and we chatted and had a connection straight away, and that's nice!" Nigel and Mags are also two people proud of their Scottish heritage, so it's particularly fitting that they are the winners of the *HOG* magazine competition to visit Netherton Cottage and learn about their fellow Scotsman who left for the USA all those years ago. The atmosphere at the cottage seems to have made an impression on them.

"We thought it would just be a building site and nothing more," says Nigel, "but there is definitely a vibe to the place. When I read the last article about Sandy Davidson I was amazed to discover where he'd lived and what he did. It's fascinating to be here and feel the sense of history about the place. You can stand here by the fireplace and easily imagine them living their lives here."

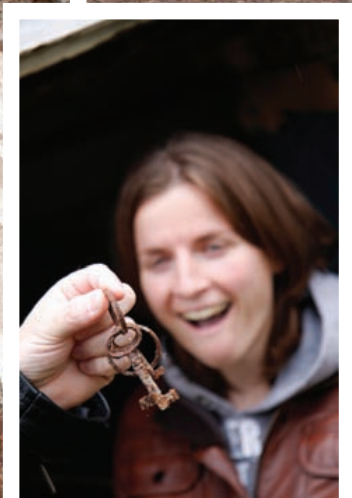
It's true. Though most of the infrastructure of the cottage is in ruins and awaiting complete restoration, there are tantalising glimpses into the past. The old tiny hand-built timber windows. Patches of lime wash still on the walls. Original beams with the builder's saw marks, and hooks, nails and architectural features hewn by hand from the local rock. The old cooking range below the large chimney breast is easily the most evocative remnant. You can imagine Sandy leaning on the now-rotting timber mantelpiece over the range to warm himself up. We place a copy of one of the few photos of Sandy Davidson above the mantelpiece, and it's quite a strange feeling to look at the face of the man who lived in this house and stood where you are standing. You can visualise his children crowding round the range to wash in a basic tin bath with water boiled over the always-hot grate. Then there's a small pantry off to the back of the cottage, and among the debris there's some old »

**“It’s fascinating to be here and to feel the sense of history about the place”**



keys on a rusty ring, and an unusual wooden-handled tool that no one can identify. Was it one of Sandy’s tools he used as a wright, mislaid and lost? Did the keys lock the pantry door to keep vital food stores safe from hungry Davidson children? Though obviously not as when the Davidsons left, the cottage has changed little over the years. Nigel puts it succinctly when he says: “You’re not going back 500 years, but just 150 years. It’s part of recent Scottish social history, and here you can reach out and touch it.”

Mike Sinclair (who owns a ‘rough ’89 FLHS’) and Maggie Sherrit, along with partner Keith Mackintosh, are the Harley-passionate locals that bought the cottage purely with the intention to save it from being flattened after almost 200 years. But their enthusiasm, sense of history and vision means that the cottage is now



**Mags and Nigel rummage around the remains of the cottage and marvel at some of the artefacts**

## Davidson Legacy



central to The Davidson Legacy (see *HOG* summer 2011 for their story), and they're in full agreement with Nigel and Mags about how special the cottage at Netherton is. Mike shows them some of the fascinating finds they've come across on the site. Bits of Victorian leather boots, spoons, basic earthenware pots and jars, old cut-throat razors, a ball and chain to tether a goat or pig, an elegant cast-iron mangle complete with Scottish thistle decoration, a cobbler's iron last – it's like an archaeological dig is in continual progress, and there are big plans for the site.

"We're in the process of completely restoring the cottage to how it would have been in the 1850s when the Davidsons lived here," explains Mike. "It'll be watertight for the winter, and expect to have the grand opening of a museum and visitor centre next summer. We'll be using the original local Carmyllie roof slates that we've piled up here, and Douglas Fir for the beams and trusses. The floor is still made up of the original flagstones. The walls will be rebuilt using the boulders you see here, as it was originally. All the timber window frames will be remade individually to fit the gaps, which aren't square! And the range will be restored to full working order." He points to the land at the back of the cottage. "There'll be an amenities block over here with showers and full cooking facilities, and then a secure double garage for motorcycles here." Maggie adds: "People can come and stay here and have a unique experience, living in the Davidson house as it was before they left for the USA, but enjoying the advantages they certainly didn't have of hot water and a kitchen available close by! Then using Netherton Cottage as a base you can ride around the beautiful countryside, visit Edinburgh an hour away, go to the coast, or ride to the mountains or the Highlands. It's all here!"

Nigel and Mags reckon they'll ride down to stay here once everything is completed. "You can tell that Mike and Maggie are doers and have drive," says Mags, "and fellow Harley owners from around the world will want to do the same."

"Harley-Davidson is such an iconic name that suggests so much," says Nigel, "so when you visit here, you understand that without Sandy Davidson's Scottish pioneering spirit, Harley would simply not be what it is now." ■

**To get involved, and for more information, visit [davidsonlegacy.com](http://davidsonlegacy.com)**





# GARAGE CUSTOM

Riding motorcycles is his passion, high-quality riding jeans is his business, but Michael Kuratli's true love is spending time in his garage with bikes and tools...

**MICHAEL KURATLI HAS** spent the past 15 years messing around with bikes, hiding out in his garage for hours creating custom Harley-Davidson motorcycles. "I've now customised four Harleys," he says; "the Rokker bike is my fifth. It's a typical private garage thing, you know. Whenever I have the time, I spend it with wrenches and bikes in my garage."

This Harley-Davidson Night Train is more than just a promotional bike for the Rokker Company. It may stand in the corner of the biker jeans company's Swiss showroom looking cool but it also takes its builder, and co-owner of the business, to shows and events all over Europe.

"The idea for the the jeans company was born while riding my bikes on long trips, which is my passion," says Michael. "And the only authentic test for our jeans is to wear them every day on the bike. We're bikers, not textile specialists."

Michael's latest custom project is a Softail Night Train, customised with a hot-rod style with modern functionality.

A 23" front wheel with a 130 tyre and 18" rear wheel with a 180 tyre set the theme for the bike. Shortened forks and custom-made fenders complete the overall shape of the bike. "The fenders are really neat," he adds. "The rear fender has to protect the rider from rain, while the front one is equipped with an invisible sponge that soaks the water away from the front wheel when riding in heavy rain."

Apehanger bars emphasise the hot-rod styling, as does the 1930s-inspired exhaust that looks like a side pipe from the old V8 engines that hangs down to the street and sounds awesome. For more power Michael added an open air filter.

The finishing touches on the design came from Marcus Pfeil. Michael says: "It was clear from the beginning that the bike should have a dark custom look in matt black. Marcus took the Rokker skulls and added them to the background, and only the sunlight makes them visible. The Rokker logo on the fuel tank is made of pure gold leaf. For the hot-rod finish, Marcus pulled his pinstripes into the bike's surface."

As a man passionate about customising and riding Harleys, it will come as no surprise that a new project is already marinating in Michael's mind. Look out for his build blog of the 'Jeansmachine' bike – to be based on a 1948 Panhead – in future HOG e-magazines... ■



## Archives

**THEODORE WERLE WAS** a man committed to stopping the ‘white plague’; tuberculosis, consumption, TB, whatever you called it, it took a devastating toll in the early 20th century.

But before he became a leading anti-TB warrior, Werle was just another Wisconsin kid who loved the outdoors. The problem was that getting there was definitely not half the fun. “The labour of getting to a favourite spot was so great,” he once said, “that it fairly annihilated the charm.” Enter his ‘motorcycle man’ – local Harley-Davidson dealer – and the longing was now satisfied. By 1911, after hearing from lecturers and survivors of the devastation that TB wrought on families and towns, Werle had joined the Wisconsin Anti-Tuberculosis Association (WATA) in the fight against the terrible disease. Werle and his WATA colleagues travelled the state to provide lectures and the occasional lantern slide show to the public. In the summer of 1911, Werle covered six counties on foot, horseback



# The knight on the gasoline steed

and rented buckboards. Not that he minded the various tasks his mission required, later noting: “Groom, teamster, wagon boy, exhibit rustler, speaker – all were a thrill. But there had to be a better way – and Harley-Davidson provided it.”

According to legend, a fast-talking WATA middle manager named Otto Bradley may have talked Harley-Davidson into donating a bike to WATA. Motor Company co-founder Arthur Davidson was so impressed with the organisation, he invited Werle to the factory and presented him with a new bike. More bikes were to come.

In return, Harley-Davidson gained the ability to promote the relationship. The agreement even provided a means of testing new parts and components, something today’s engineers refer to as durability testing. The motorcycles were commonly branded on the front of the fuel tank with the WATA logo, the double-armed cross now recognisable as the logo of the American Lung Association.

Before long, the ‘flying squadron of health’ began rolling into towns all across Wisconsin, displaying an impressive

array of gear. Perhaps first was a box of literature, ready to hand out to the masses. A simple white bed sheet also doubled as a projection screen for stereopticon lantern slides when night fell. If no table was available for the projector, the motorcycle luggage rack worked just as well. The projector light was provided by the ‘Prest-O-Lite’ acetylene gas tank that normally lit the bike’s headlamp. Werle himself continued to camp between stops – not just for economic reasons but because he loved the great outdoors. Other WATA workers followed his example.

By early 1915, Werle proudly reported from the stage at the Majestic Theatre in Milwaukee that Wisconsin had the lowest death rate from TB in the U.S. – while making sure his motorcycle was on stage to share the credit. Even among other state anti-TB associations, the Wisconsin health campaign was known for its high level of organisation and mobility. It was later believed that Werle personally recruited more than 500 local campaign managers across Wisconsin alone.

In later years, one author dubbed him

the ‘Knight on the Gasoline Steed’.

As a side benefit, Werle also became quite an expert at the art and science of motorcycle touring. By default, he was a tester of H-D’s very first touring accessories, including luggage racks and saddlebags. In 1915, Harley-Davidson published a guide authored by Werle entitled *Camping Hints When Touring With a Motorcycle*.

It’s unknown when WATA ceased the use of motorcycles, but by the mid-1910s they had already struck a major blow against a terrible disease. Between 1904 and 1919, the national mortality rate from TB dropped 33 per cent. By 1954, TB in the US was under control. The national and regional associations evolved into today’s American Lung Association, now combating multiple health threats.

Theodore Werle would have been proud – and no doubt inspired – to take a celebratory ride. ■

**The Harley-Davidson Museum® in Milwaukee has more unexpected stories to share. To plan your visit, go to [www.h-dmuseum.com](http://www.h-dmuseum.com)**

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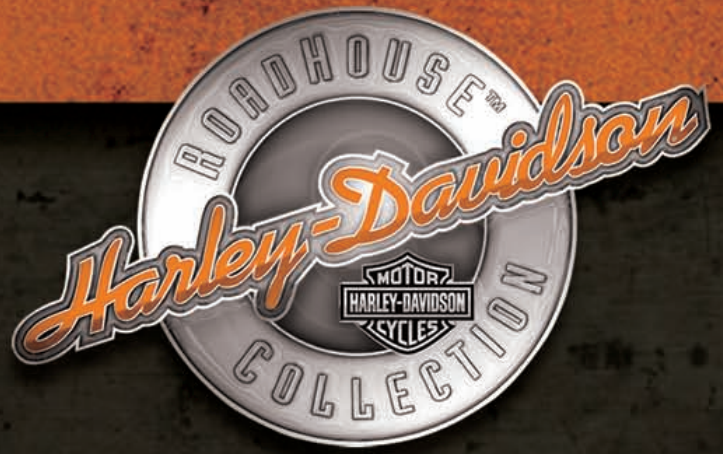
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## *Breaking the* silence

Lucas Paci from Italy took on the €100 challenge and set off to explore the historic village of Valle Piola, Teramo...

**TWO HARLEYS**, good company and stunning Italian countryside, who wouldn't enjoy this trip to Teramo – especially for just €90!

After reading the €100 ride articles in *HOG* magazine, I said to myself "I'm going to get organised, and go for one myself!". So, with the wide world at my wheels, where should I go? I came across the province of Teramo while surfing the web one night. The village of Valle Piola sits 1,000 metres above sea level and dates from 1059, but it has been uninhabited since 1977. I made arrangements with my buddy Stefano from Bologna, who arrived the night before we set off. The bright sunshine that we awoke to the next morning helped give us an extra boost.

I was on my Springer while Stefano rode his Road King Classic with its big apehangers. Setting off from Zagarolo we took the side roads, making our way through Poli, San Gregorio da Sassola

and Tivoli. Then, the Via Empolitana led us up and down through the Roman hills; at this stage we only covered 50km in an hour and a half! We rode at a pace that let us enjoy the countryside with its natural scents and tastes; we had no need to rush. We climbed uphill, passing through Vicovaro, Licenza, Orvinio, and the Monti Lucretili Natural Park before stopping for lunch in Roccasinibalda.

We set off again along the SP30; its hairpin bends, straight stretches and bends gave us a chance to make the most of the sound of our twin cylinders. We stopped to drink from an old spring by an ancient church that is believed to date back to 118 AD, where I found a horseshoe. We'd enjoyed good fortune up until then, and with a lucky charm like that, Lady Luck wasn't going to abandon us now. »



“... the sound of our engines had only awoken the valley a little”



As we continued, a beautiful monastery appeared down the road against the backdrop of a plateau, and its beauty multiplied as we drew closer. We carried on along the Via Salaria to Castel San Angelo, leaving Androdoco, Castel di Corno and Preturo behind us, with the forks of our bikes pointing towards the Gran Sasso National Park. Snaking towards the summit, the scent of pine resin flooded our nostrils. Entranced by the sound of my chopper, Stefano was starting to come round to the idea of acquiring a Softail for himself.

We stayed on the SS80 until the junction for Torricella Sicura, where we bought food and drinks for the evening in a small supermarket. We had made it. We were nearly there! The SP48 suddenly ended in a narrow, unsurfaced track, which caused a few difficulties, but after turning a corner, a wonderful view of the stunning countryside opened up before us. All around us were steep mountains wreathed in clouds, and below us on the left sat the houses of Valle Piola. The silence of the stones welcomed us; the sound of our engines had only awoken the valley a little. By now, we had travelled 350km.

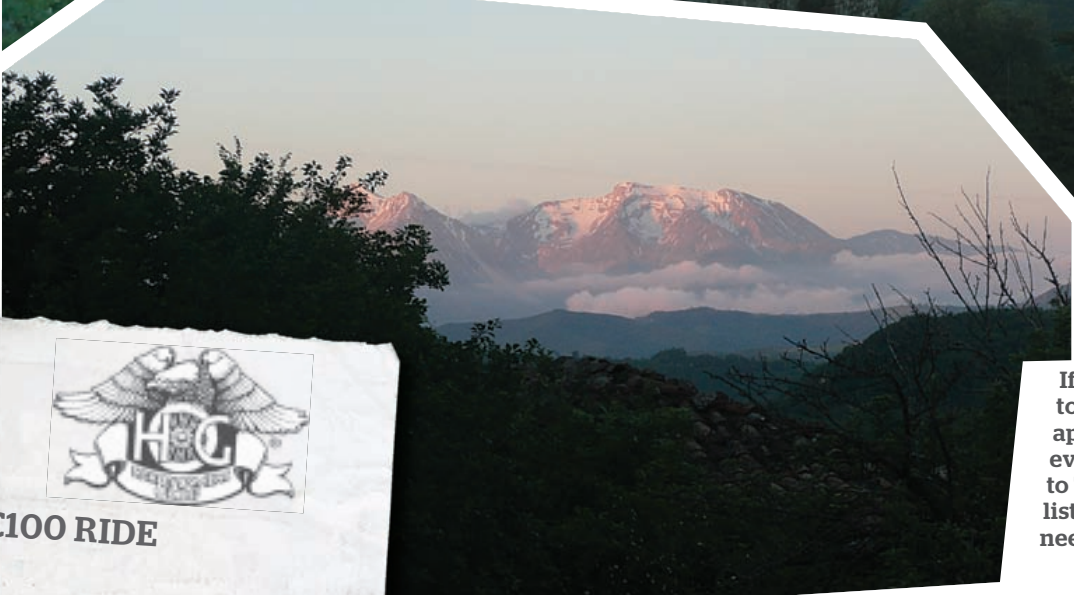
We had a quick walk around the ruined houses to take in the sights. In the church there was only a trace of the frescoes that had once, long ago, decorated it, but the old bell still waited for skilful hands to make it sound again. The evening was drawing near, and with it came the need to find shelter. The old ruined houses offered none, but we found our place for the night in the only house still standing. The kitchen was perfect; it still had a

fireplace and a table, so, after gathering some wood, we lit a fire. The crackling of the flames kept us in good spirits, and although a pane was missing from one of the windows, the heat of the fire was more than enough to keep us warm. We ate bread, cheese, and salami, with some good wine. Night fell and we started to feel tired, so we got our sleeping bags ready and slipped into sleep, cradled by the wind stirring the trees, the only sound that broke the silence.

Daylight came quickly. The wind had blown away the clouds of the day before and now the view was simply breathtaking. In the sunlight, the Gran Sasso chain was spectacular, hidden below a blanket of cloud. The sun reached down to us, illuminating the natural amphitheatre surrounding the valley. We went for a last walk to take a look at a gafio balcony, built using a technique that goes back to the Lombards.

After loading the bikes and taking our last photos we were off, back on the rough track. We returned home more quickly with Stefano heading north on the A14 motorway, while I went back to Rome on the A24.

Our Harleys had taken us on our venture without any problems or setbacks. Altogether, we had spent just €90. We said goodbye to one another, knowing that we had spent two wonderful days together that had brought us closer to nature and the things of the past. You don't always have to spend a lot of money to get what you want; it's enough to have the company of a friend and some roads to travel together. ■



## THE €100 CHALLENGE

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





# Happy holidays

## Men's Holiday Collection

If you plan on riding on through this Holiday season, then you'll need to be protected from the elements whether you're in or out of the saddle. Off the bike, treat yourself to the warmth of the Birler Lumber Jacket, which has the classic checked design, but with quilted lining and hand-warmer pockets that will help you withstand the weather. The Birler Leather Jacket is perfect for wherever you're spending your Holiday season. It is a stylish mid-weight jacket with a cool, distressed look but with body-armour pockets should you want to go ride. If you ride right on through the holiday season then you'll need the right gloves, and the STC Nylon Gloves with Removable Fleece Lining fit perfectly. Thanks to TouchTec™ leather on the thumb and index finger you can even use all your hand-held touch-screen devices without removing your gloves.

If your time this holiday season is spent more off the bike, then the Ally Outerwear Jacket with Zip-Off Hood gives you the flexibility to face the uncertain weather in a choice of two classic colours. Underneath there's nothing better than the ¼ Zip Sweater with Back Graphic, which offers warmth for the season ahead but in true Harley-Davidson® style. For a slightly smarter look, the L/S Woven Shirt would be ideal. Perfect accessories for this holiday season



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

**THE COMING SEASON** brings a unique set of challenges both on and off the bike. To ride on through the season, you'll need the very best in warmth and protection, while if you're planning to be off the bike this season, then you'll want the finest casual clothing.

It's the season for giving and receiving

gifts too, so why not treat loved ones and yourself with a gift from the Harley-Davidson MotorClothes® range.

For him or for her, we have some stunning limited-edition items that make excellent gifts. For him, how about the exceptional Valor Leather Jacket made from traditional cowhide with a removable vest liner that can be worn separately? Or, for her, the luxurious Krystle Leather Jacket made from supple lambskin leather, with suede trim and silver fox fur to give a truly unique look?

We have jackets, sweaters, vests and accessories in a range of styles and materials, including fleece, real wool, fur and recycled material that can keep you looking stylish off the bike and warm and comfortable on it.

So, whether you're buying for others or just buying for yourself, find the gifts you want at [www.harley-davidson.eu/motorclothes](http://www.harley-davidson.eu/motorclothes) or visit your nearest Harley-Davidson® dealer for the full Holiday Collection.





include the Harley® Buckle and Belt Set and the Aviator Cap, as the Berber fur trim and a quilted crown give you the maximum protection from the worst of the season's elements.

**Women's Holiday Collection**

Even if your motorcycle is taking time out from being on the road over the forthcoming holiday season, Harley-Davidson MotorClothes® can still keep all our female riders and pillion passengers covered this season. The Frenzy Hooded Leather Jacket offers lightweight leather but with a cotton-lined hood for when the weather turns bad. For even more flexibility in the face of the elements, then why not try the NightStorm 3-in-1 Cold Weather Jacket? It offers water-resistance with a removable internal jacket with fleece lining that can be worn separately. The removable Sherpa-lined hood offers further protection. That flexibility is also reflected in our Knit Convertible Mittens. Sometimes you want the dexterity of a fingerless glove with the warmth of a mitten. With these, you can have both. If it is warmth and style you want then the new Liquid Chrome Vest also provides both this holiday season. Meanwhile, if looking good off the bike is your primary concern, then the L/S Rhinestone Turtleneck Sweater and L/S Traditional Plaid Shirt both deliver. Perfect accessories for you this season include the Animal Print Belt and Knit Set, which offer warmth, comfort and discreet Harley-Davidson® style.

**Heated kit means miles more riding this season**

We're with you whatever you want to do – ride, or not ride – this holiday season. But, should you decide to ride on, we've got the ideal way to stay warmer – and therefore safer – this season.

Harley-Davidson® has branded, heated clothing that will keep you in the saddle at any temperature.

Flexibility is key when it comes to whether or not you can ride on, and the Dual-Source Heated Jacket Liner offers you that flexibility. You also have the



added flexibility of whether you attach the jacket to the motorcycle's battery or use the 12v rechargeable battery available separately. Worn over a base layer and under a jacket, you have warmth when you want it and on demand. We've not forgotten the ladies either, as there is a Dual-Source Heated Jacket Liner more suitable for the female form. To go with both we also have Dual-Source Heated Gloves for him and her – both feature leather construction, fleece lining and a waterproof liner and again they can be powered from your Harley-Davidson® motorcycle or a 12v rechargeable battery pack.

If you want to use these items on a range of bikes that are not hooked up for

heated clothing use, then the best option is to go for our Battery Charger Kit, which ensures that you always have batteries charged and ready to go when you want to go ride. ■

**Ride or not ride, rain or shine, we have everything you need for the coming season both on and off the bike. Our Holiday Collection is out now. For the full range go to [www.harley-davidson.eu/motorclothes](http://www.harley-davidson.eu/motorclothes) or go to your nearest dealership**





We explain why Harley-Davidson® tyres offer the best value and performance ever!

# Keeping you on the road

**THERE'S NEVER BEEN** a better time to buy replacement tyres for your Harley-Davidson® as we are now more competitive than ever on price. That means it is a perfect time to try out our Michelin and Harley-Davidson® 'Scorcher' tyres.

Scorchers were the first tyres to be co-branded by both firms, and these high-performing tyres are exclusively available at your local Harley® dealer.

All Scorchers feature bold Harley-Davidson® lettering on the sidewall, as well as a very cool Bar & Shield logo built into the top edge of the tread sidewall, and have been

specifically designed for a range of Harley® motorcycles.

The tyres feature an exceptional combination of durability, comfort and handling. Michelin has used decades of competition experience to help make a tyre which is perfectly suited to your Harley®, to give you a tyre that gives excellent grip whatever the weather, precise handling and excellent tread life. The Scorcher 11 and Scorcher 31 are original equipment on many models of Harley-Davidson® motorcycle.

So, when you need tyres for your ride there's only one place to go – your Harley-Davidson® dealer. ■

## Fuel for thought

If you're taking your Harley-Davidson® motorcycle off the road this coming holiday season, then remember that untreated fuel can lead to big problems when you decide to ride once more.

All fuels deteriorate when left in your tank during a storage period and it can have some very big effects on your motorcycle. A natural process called 'oxidation' can occur, leaving deposits in the fuel system. Also, fuel that contains even a small percentage of ethanol can cause issues. Ethanol attracts and absorbs moisture, so if your tank is half-full, any condensation or moisture will be attracted to the ethanol and if too much is absorbed then fuel separation will occur and this leaves a water/ethanol slurry at the bottom of the tank that can plug fuel filters, prevent your engine from starting and cause corrosion of the engine components. The remaining fuel is also now low on ethanol and the result is that the fuel in your tank is of a lower octane rating, which can cause the motor of your Harley-Davidson® to run poorly.

The only solution is Harley-Davidson® Fuel Stabilizer, as only this product has been developed and blended with your motorcycle in mind. It stops the oxidation caused by the fuel deteriorating and also fights the corrosion which can come from the ethanol found in fuel.

You have to follow the correct procedure, which is to treat the fuel tank with Harley-Davidson® Fuel Stabilizer, then fill your tank with fuel and then run the engine for a few minutes so the whole fuel system is filled with the treated fuel.

Your nearest Harley-Davidson® dealer can tell you all about Fuel Stabilizer and just what you should do for 'Proper Storage Procedure' of your ride this holiday season.

Alternatively check out the latest cleaning and maintenance accessories specifically developed for your Harley-Davidson® at: [www.accessories.harley-davidson.com](http://www.accessories.harley-davidson.com)



*Scorcher 11* *Scorcher 31*



# Blade Motorsport... winners of the 2011 XR1200 Race Series



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## Riding boots



# Best foot forward

Riding gear is your opportunity to look as cool as your bike, and Harley-Davidson excels in combining fashion with function. *HOG* magazine talks to Amy Lovall from Harley-Davidson Footwear about the importance of wearing the right footwear while riding your Harley, and how functional can look stylish too

**Q Can you remind us of the basics of the importance of wearing boots that have been designed for riding?**

**A** Safety is the biggest concern with H-D Footwear and we want to ensure the rider's foot will be protected while wearing a riding-appropriate product.

While a very small percentage of all motorcycle riders prefer a steel toe product when riding, they are actually dangerous in several circumstances. The steel toe cap itself has the potential of injuring the foot if in an accident. We concentrate on designing boots that offer traction when stopping and resting the motorcycle, as well as overall protection.

**Q What are the key technical features for a motorcycle riding boot?**

**A** Riding-appropriate footwear has several key features, including oil-resisting outsoles, leather uppers, welted construction and/or Vibram® rubber outsoles. Harley-Davidson Footwear encourages the use of heavy-duty rubber outsoles or Vibram® rubber outsoles because they are the most durable

products in the marketplace today. When the many starts and stops that occur in an ordinary motorcycle ride are taken into account, with the foot making contact on the road surface, durability becomes critical to provide substantial wear over the long term.

**Q How do you make sure H-D riding boots are stylish as well? Do you have separate technical and style teams, just like with a Harley?**

**A** Harley-Davidson Footwear subscribes and regularly monitors several fashion trend services to determine direction, popularity of styling, and colour schemes that tie in to clothing. We also tend to dovetail fashion trends of Harley-Davidson Motor Company apparel. This provides a more concise style approach.

**Q What have been your key considerations with the non-riding range of footwear?**

**A** Overall, non-riding footwear focuses on capturing the Harley-Davidson 'free spirit' attitude interrupted in softer leathers, more flexibility in outsole performance, and higher heel heights

for women. The result is footwear with the 'look and feel' of Harley-Davidson Motorcycling with a more trendy attitude.

**Q Many styles consider riding and leisure wear; for example, the Belindas are perfect for riding, but can also be worn as 'going out' boots. Is this at the forefront of the overall boot design, or do they coincidentally look as good as they 'function'?**

**A** For the motorcyclist, our focus is safety, comfort and performance when riding. However, we understand that for many style-conscious consumers, footwear needs a contemporary flair. However, the focus for riding is safety first, the look second. When we can combine these elements into a riding boot so much the better. Again, some safety footwear, by nature of the design itself, lends itself to a fashion approach. This way the consumer does not have to give up on a great-looking pair of boots because of safety concerns.

**Visit your local Harley-Davidson dealership to try on some stylish Harley-Davidson footwear**



Hennie (W)  
Waterproof D85222



Belinda (W)  
Black D85517



Jessie (W)  
Tan D85123



Vada (W)  
Brown D88355  
Black D88354



Addison (W)  
Black D84174



El Paso (W)  
Black D84422



Magna (M)  
D98302



Joshua (M)  
Brown D94347



Kent (M)  
Black D91326



Jayden (M)  
Black D95348



Hustin (M)  
Waterproof  
Black D95353  
Waterproof  
Brown D97153



El Paso (M)  
Brown D94423  
Black D94422

Jessie (W)  
Tan D85123

**Full-grain leather upper.  
Full-length cushion sock lining.  
Shaft height: 8.5". Heel height:  
1.5". YKK® locking inside zipper.  
Rubber outsole. Goodyear® welt  
construction. Riding-appropriate  
footwear.**

Belinda (W)  
Black D85517

**“These boots  
were made for  
walking... and  
riding... and  
wearing with just  
about everything.  
I love them!”**

Hennie (W)  
Waterproof  
Black D85222

**“The most  
comfortable  
riding boots  
I have ever worn  
- and they really  
are waterproof!”**

El Paso (W)  
Black D84422

**Full-grain leather upper.  
Full-length cushion sock lining.  
Inside zipper. Oil-resistant  
rubber outsole and heel.  
Goodyear® welt construction.  
Riding-appropriate footwear.**

Addison (W)  
Black D84174

**“Warm, sturdy,  
look great and  
they’re light too,  
so I can walk  
round in them  
all day”**

Vada (W)  
Brown D88355  
Black D88354

**Full-grain leather upper. Fully  
lined with IntelliTemp® lining to  
regulate foot temperature. Shaft  
height: 7.5". Heel height: 1.5".  
YKK® locking inside and outside  
zippers. Rubber outsole.  
Goodyear® welt construction.  
Riding-appropriate footwear.**

Kent (M)  
Black D91326

**“Who imagined  
safety, comfort  
and fashion could  
be rolled into one  
so brilliantly?  
The guys who  
designed these  
boots did!”**

Joshua (M)  
Brown D94347

**“These new  
Joshua lace-up  
boots feel really  
comfortable and  
look fantastic”**

Magna (M)  
Black D98302

**“My new all-time  
favourite bike  
boot - tough,  
comfortable  
and stylish”**

El Paso (M)  
Brown D94423  
Black D94422

**“...a perfect  
combination  
for on and off the  
bike - they’re  
comfortable, safe  
and look cool”**

Hustin (M)  
Waterproof  
Black D95353  
Brown D97153

**Waterproof full-grain leather  
upper. Full-length cushion sock  
lining. Shaft height: 11". Heel  
height: 1.5". YKK® locking inside  
zipper. Oil-resistant rubber  
outsole. Goodyear® welt  
construction. Riding-appropriate  
footwear.**

Jayden (M)  
Black D95348

**Full-grain leather upper.  
Full-length cushion sock lining.  
Shaft height: 10". Heel height:  
1.25". YKK® locking inside zipper.  
Simulated leather outsole with  
rubber street side. Goodyear®  
welt construction. Riding-  
appropriate footwear.**

# RAIN? WHO CARES.

Harley-Davidson Footwear gives men and women a choice of waterproof protection just right for taking on the road wherever you're going...



**Hustin Brown**  
D97153

**Hustin Black Men**  
D95953  
**Hustin Black Women**  
D86222

## HUSTIN WATERPROOF AVAILABLE FOR MEN AND WOMEN (BLACK ONLY)

Waterproof full grain leather upper.  
YKK® locking inside zipper.  
Oil resistant rubber outsole.  
Goodyear® welt construction.  
Riding appropriate footwear.

## TECHNICAL FOOTWEAR



**Lynx**  
D95149

Waterproof full grain leather and mesh upper.  
Full length cushion sock lining.  
Hydro Guard™ waterproof membrane.  
Inside zipper.  
Vibram® rubber outsole.  
Cement construction



**FXRG-3**  
D98304

Full grain oiled waterproof leather Cordura®.  
Breathable underlays.  
Breathable GoreTex® membrane waterproof lining.  
Lightweight, flexible, 30-Day comfort Guarantee.  
Goodyear® welt construction



**Hennie**  
D85222

Waterproof full grain leather and mesh upper.  
Full length cushion sock lining.  
Hydro Guard™ waterproof membrane.  
Vibram® rubber outsole.  
Cement construction

## ALL SYLES FEATURE:

- Full grain waterproof leather
- Full length cushion sock lining
- Rubber outsole
- Hydro Guard™ waterproof membrane



# INTERESTED IN BECOMING A



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Ukraine

# DEALER

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

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

You must meet the important financial requirements, have a foundation of management as well as retail business

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

We have made a long-term commitment to our riders and we expect the same from you. You are guaranteed our support you all the way down the road.

**And what a ride it will be!**



**IF YOU THINK YOU HAVE WHAT IT TAKES TO BE A HARLEY® DEALER,  
WE WOULD LIKE TO HEAR FROM YOU.**

**Contact us via email at: [ddemea@harley-davidson.com](mailto:ddemea@harley-davidson.com)**

# The dark side

HOG magazine meets competition winner Kelvin Barnett for the unveiling of his reaper-themed custom paint job



ARRIVING AT THE IMPRESSIVE 8Ball Custom Paintwork industrial unit in Ripley, UK, nerves were beginning to kick in, says HOG magazine 'dream design' winner Kelvin Barnett. And so too was the anticipation of custom paint specialists Joe Black, Paul and Dave, who had spent the previous weeks crafting the perfect

'reaper'-themed paint design for Kelvin's 2009 Iron Sportster.

Kelvin arrived into the showroom wearing a T-shirt featuring an appropriate reaper design – clearly a fan of the darker side. "I remember getting the call from Paul," says Kelvin. "I was outside cleaning the bikes – I couldn't believe it, I never »



## “I’m so impressed with what the guys at 8Ball have done – the detail truly is amazing”

win anything!” Kelvin has since been telling his friends that you ‘have to be in it to win it’. And win it he did. From more than 150 entries to our summer competition, 8Ball chose Kelvin’s as the winning design. “We really liked Kelvin’s competition entry,” recalls Joe. “We really enjoy working with the reaper theme, but we were also excited about working on a Sportster – particularly the tank which gives us more to work with than the tank on a Big Twin.”

Kelvin’s reaper-themed ideas also fitted the theme of his lowered ‘dark custom’ Iron which already has bags of attitude in black denim with Screamin’ Eagle Heavy Air Breather and matt black V&H short shots.

The overall design features a balanced mix of classic reapers, with subtle touches of lightning and misty

clouds. “We didn’t want it to be too over the top,” explains Dave. “It’s easy to overdo this kind of design, so we’ve used the mist and clouds, with sparing lightning bolts, to tie all the reapers together and give it real depth and detail. We loved Kelvin’s idea to use the bones for typography – it looks really cool.”

West-country man Kelvin and wife Heather are both active members of the Bridgwater H.O.G. Chapter and enjoy riding to as many Harley-Davidson events as they can. Kelvin has been biking since he was 24. “A chance meeting with an old school friend persuaded me to have a go on a Harley-Davidson,” recalls Kelvin, “and the rest is history.”

Kelvin’s first Harley was an anniversary Dyna Wide Glide, which was quickly joined by a Heritage Softail as Heather had learned to ride. “We started to go to





more and more events, and then I fell in love with a CVO Road King," he laughs. "I also wanted a little something with attitude so the Iron also came into the stable."

Kelvin customised the Iron but always dreamed of a custom paint job to finish it off. "Something else always got in the way, like my wife who decided she wanted a Fat Boy instead of the Heritage, and the kids going to university."

Courtesy of 8Ball, Kelvin's dream has now come true. "I've always had a passion for skulls and the dark side, and this little Iron lends itself brilliantly for the reaper theme. When Paul rang me to say I'd won the competition I was on cloud nine."

The time had finally come to see if 8Ball had brought Kelvin's dream to life. As Paul uncovered the bike, Kelvin's face lit up, and the detail was revealed.

You first notice the front headlight fairing, which features a skull emerging from the clouds and the letters 'H-D' bursting from its forehead.

The front fender is prominent with a winged faceless reaper in front of an eerie moon, shrouded in misty clouds.

The belly pan and derby cover also

feature a touch of clouds and lightning bolts, giving the whole bike a sense of movement and real atmosphere while side panels show the detailed silhouette of a castle.

The rear fender shows a detailed reaper holding a skeleton crow, in front of a large moon and framed with the words 'The Reaper' in bones. A skull is also beginning to form in the clouds.

The piece de resistance is the fuel tank. A classic reaper is holding a scythe and is draped in a mythical cloud of mist, and forged Bar & Shield tank badges are framed in bones.

The overall matt finish means the design is much sharper than if it was in gloss – all befitting the dark custom image of the bike.

Kelvin was speechless. "I'm known as Mr Chopzy at the chapter because I talk a lot – but at this moment in time, I'm genuinely speechless!" he laughs. "This is definitely going to the next Cider Rally," he says of his 'little runaround'. "I'm so impressed with what the guys at 8Ball have done – the detail truly is amazing and the airbrush work is phenomenal." ■



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Custom

# Heavy metal

Guy Bolton meets Paul Oates, a steelworker from Sheffield, UK, to talk about his latest project: a 1970 Shovelhead

**PAUL OATES, BUILDER** of this truly immaculate Shovelhead chopper, hails from Sheffield – a British city famous for its steel production. Although the manufacturing industry has declined in the city over the past century, Paul works for one of its biggest remaining steelworks, Forgemasters – one of the oldest steel businesses in the world.

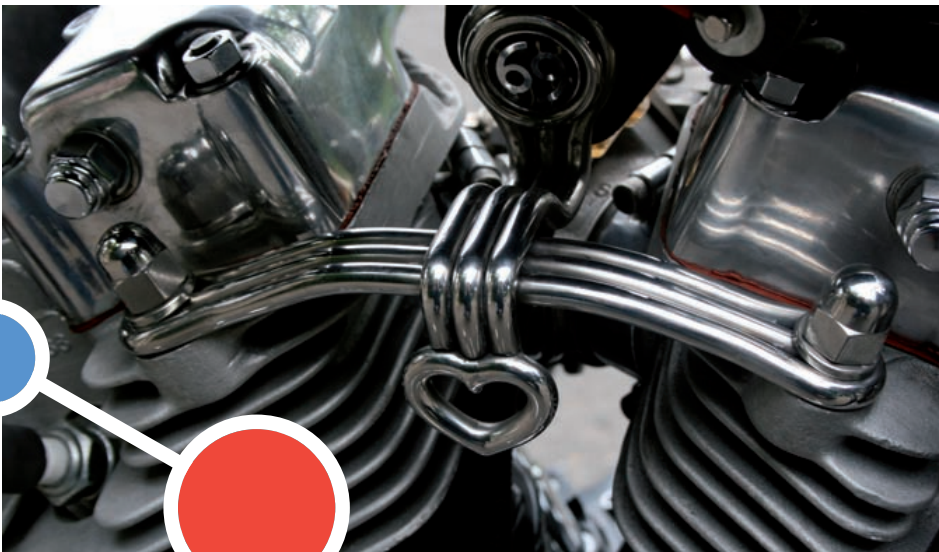
So it seems fitting – and unsurprising – that he has produced such a fine example of America's oldest remaining motorcycle marque. The fabrication on this bike is so tidy, clean and imaginative it could only have sprung from the hands of a man who works with metal every day. »

## Custom



The molecular structure-inspired paintwork, for example – which Paul applied himself – is echoed in circles built into the sissy bar and handlebars. The sleeves in the springer fork are reflected in similar shapes on the fender struts. It's these inspired little details that catch the eye, and they are proof that you don't need shifter knobs made out of taps or sissy bars made out of railings to make a chopper stand out.

At the heart of this bike lies a 1970 Shovelhead engine and transmission that Paul stripped out of an imported bike –



apparently once owned by Crazy Frank (of Fenders fame).

The bottom end was sent to Joe at Blueprint Engineering, and Second City Customs in Bromsgrove refurbished the top end, replacing the valves. The engine was rebuilt to stock displacement (1200cc), with the addition of electronic ignition and a twin-fire coil.

Trained as a mechanical engineer, it was a fairly simple job for Paul to get the engine together and running well, even though this is his first Harley. "Most engines are the same in principle," he smiles.

Paul's been riding bikes since he was a kid. "In fact, since before I was 17; I bought a GP100 a week before my birthday on the never-never and that was my only transport for quite a while." Paul had an apprenticeship at Forgemasters,



and the more he learned at work, the more he found himself modifying bikes at home. "Even when I was little I was taking things like radios to bits, working out how they went together," he laughs, "and over the years I owned lots of Japanese bikes, all modified. I had street bikes and always tried to make them work better."

Paul also did some road racing – or "falling off bikes" as he puts it – and a few years ago even became British jetski champ in a couple of classes. He obviously likes going fast, and though this Shovelhead may be a little more sedate than his previous machines, it goes well and is just about the cleanest and most oil-tight old Harley motor I've ever laid eyes on. When a tiny weep of oil appeared near one of the tappet blocks, a look of consternation crossed Paul's face as he wiped it off with irritation.

This attention to detail and desire for every component to look and work the best it can extends to all the fabrication Paul has done on the bike. Sissy bar, controls, linkages, bars... all were hand-

made in stainless steel by Paul. The beautiful head-steady with the heart motif is a tribute to Jeremiah at Love Cycles, currently one of Paul's favourite builders. He also cites Max Schaaf as a big influence, and wanted to create a bike that was "in keeping with what those guys do, but different".

After years of riding high-performance bikes as fast as he can, Paul has grown to love the chopper aesthetic. "I like the fact that they are basic and fun. You only have what you need to get down the road. The more mechanical something is and the more I can see it working, the more I like it."

It's not surprising that the rest of the build was completed with new parts; although Paul appreciates the vintage stuff, you can see from this bike that he also likes things to work and doesn't need 'patina' as some sort of proof that his bike's cool.

The frame, springer and oil tank are reproduction and the double-rib fender came from a custom shop, which also handled the wiring. Drum brakes are repros and the mid-controls utilise

Anderson-style pegs. Powdercoating was handled by Castleford Powder Coatings but Paul isn't sure about the final result, a matt black textured surface. I like it, though; it's another individual element that sets this Shovelhead apart from the other traditionally styled choppers you now see regularly at shows and rallies around the country.

Paul admits: "If I do something, I do it properly," but really doesn't have to. The evidence is all over this super-sanitary and stylishly put-together chopper. This old iron from steel city goes as well as it looks, and as Paul says: "It adds to the riding experience when you've built it yourself." ■

**If you like reading about traditionally styled choppers, bobbers and hot rods that favour home-built over shop-built, you'll love Greasy Culture Magazine. Subscribe today at [www.greasykulture.com](http://www.greasykulture.com)**



Custom wheels



# The art of custom wheels

1. BLADE in chrome
2. ROULETTE in black ice
3. CHISEL in contrast chrome
4. BLADE in cut-back gloss black
5. AGITATOR in black ice
6. CHISEL in chrome
7. VAPOR in chrome
8. TYPHOON in cut-back gloss black

## “The company offers two dozen different custom wheel designs, plus a dazzling array of surface finishes”

**THE NEXT TIME** your Harley-Davidson® motorcycle is parked and ready for viewing, take a long look at its side profile. Then add up how much visual real estate is attributed to the wheels. You might be surprised.

The answer: nearly a half. This is one reason why custom wheels (and matching brake rotors and sprockets) are a popular addition to many motorcycles. Harley-Davidson's expertise in designing and manufacturing solid aluminium wheels stretches back decades, and is unmatched in quality and variety. With all-new styles introduced in early June, the company offers two dozen different custom wheel designs, plus a dazzling array of surface finishes.

Forged, cast, or laced, the wheel options available from Genuine Motor Accessories (GMA) are proof that not all custom wheels are created equal.

### Forged billet and cast

Two types of solid wheels are available through GMA – forged aluminium billet and cast aluminium – each with inherent differences that are worth considering for anyone looking at upgrading.

One-piece GMA forged billet wheels start life as a billet 6061-T6 aluminium alloy puck that's heated to a soft, plastic-like consistency, then squeezed into a hardened die under massive pressure. The forging process alters the grain structure of the aluminium to align with the wheel shape and increases the density of the molecules, producing a non-porous surface that makes chrome like no other. After forging, the wheel goes through a heat-treating process.

Each step in the forging and treatment process is optimised to produce wheels with significantly stronger tensile and yield strength than aftermarket wheels created simply by machining billet aluminium rod. Likewise, the GMA forged wheels are machined, polished, and plated or painted to a near-perfect surface finish.

The detailed forging process and extra finishing steps make GMA wheels the premium option for customers who

want the best wheel at a great price.

One-piece cast GMA wheels are created by pouring molten aluminium into a permanent mould, then carefully controlling the cooling of specific areas to enable the liquid alloy to harden at a specified rate. This is followed by a unique heat-treating process to maximise strength and durability, thus producing the highest-quality casting possible. The company's proprietary casting process produces a wheel surface that's ideal for machining and polishing, and that accepts both chrome and painted finishes. The biggest difference between cast and forged wheels is the price. The value pricing of GMA cast wheels is possible only because of the company's investment in the highest-quality production moulds. Premium-quality production is one difference between GMA wheels and the aftermarket. Certified fit, quality and durability are other key differences.

### Designed, tested and certified

When the Motor Company designs an accessory wheel, it knows every specification – from thread bores to bearing surfaces, hub widths to brake-disc mount locations (plus dozens of others). This is why only GMA wheels can be built to the highest exacting standards that meet every critical specification.

Conversely, aftermarket companies don't have access to the size specifications of an individual part, so they're stuck having to reverse-engineer their wheels by measuring Harley-Davidson® versions, then hoping that their manufacturing process can get a close enough fit.

If original parts are measured incorrectly, or at the outer limit of tolerance, then the aftermarket wheel has the strong potential for being an improper size. Further, when Harley-Davidson makes changes and improvements to components like swingarms, forks and bearings of a specific model, it takes months before the aftermarket realises the changes and reacts to them.

Design knowledge is just the beginning. Once Harley-Davidson has designed a

wheel, it completes an exhaustive testing regimen – both simulated and real road testing in varied conditions – to confirm its quality and ride characteristics meet the company's highest standards.

It's another crucial step in the process that further separates GMA wheels from aftermarket options. It's why you can fully trust Harley-Davidson® offerings, and why some custom options are not available through GMA.

For example, the aftermarket trends toward oversized (diameter) front wheels on Harley-Davidson® Touring models. While these 20- and 21-inch oversized wheels might look great on a show custom, Harley-Davidson's testing on such examples has resulted in unsatisfactory ride and handling characteristics. As such, the company offers larger-than-stock 18- and 19-inch GMA wheels, but nothing larger.

In addition to the highest-quality design and testing methods, every available GMA wheel is stamped with two critical markings: 'DOT' and 'JWL'. An abbreviation of Department of Transportation, DOT is a US standard that confirms the wheel is dimensionally accurate for the motorcycle tyres specified for it. Likewise, JWL is short for Japan Light Wheel Alloy, a standard certifying that the wheel complies with strength and durability tests, air tightness, dimensional accuracy and informational marking or identification.

Together, DOT and JWL indicate (in no uncertain terms) that GMA wheels are certified and trustworthy.

You can see the latest GMA wheels and learn more about their superior design and construction by visiting your local Harley-Davidson® dealer. ■

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# Harley hospitality

We continue our tour of restaurants and hotels that make great meeting points for Harley riders on the road...

## Italian ideal

**VILLA LA CAPPELLA** in the Firenze region of Italy was once a 12th-century chapel – the name ‘Cappella’ means chapel in Italian. Today it’s a family-run hotel that attracts Harley tourists from across Europe.

The villa has 16 charming rooms, a stunning swimming pool, fine-dining restaurant, a fantastic bar with a well-stocked variety of fine wines and secure parking for all motorcycles. “We bought it 23 years ago and we spent 10 years renovating it as a family before finally opening the doors to the public in 1999,” says owner Patrizio Tinalli.

The hotel features an a la carte restaurant which serves Tuscan home-cooked food every evening. “As our hotel is located in the heart of the Tuscany wine country we have a very large supply of quality wines, and we can also offer personalised wine-tasting tours to the local vineyards,” adds Patrizio.

So, apart from the food and wine, what is it that attracts bikers? “We are located in the heart of the hills and are surrounded by amazing scenery and some of the most fantastic roads, which are perfect for riding.

“The area is steeped in history and is located very close to the large cities of Pisa and Florence. We are also located in the area of some old walled cities such as Siena, San Gimignano, Volterra, Luca and Montespertoli.”

Villa La Cappella runs special packages for H.O.G. members all year round, which can include a free bottle of wine when each guest arrives, and also a full package for dinner, bed and breakfast. “We can also arrange a very special price on the rental of a wide range of Harley-Davidson motorcycles for those that prefer to fly here and then ride.”

Patrizio has ridden

and owned motorcycles for many years and regularly rents a range of new Harley-Davidson motorcycles from his local dealership. “In addition to the motorcycling, I own my own hot air balloon and can offer my guests the chance to experience the thrill of a hot air balloon flight across the breathtaking Tuscan countryside,” adds Patrizio.

“We would like to offer H.O.G. magazine readers much more than just a stop-off on a riding holiday, as Villa La Cappella can offer the perfect location and the perfect service and facilities.”

**Villa La Cappella Srl Hotel**  
**Via Lucardese-175**  
**50025 Montespertoli**  
**Firenze**  
**Italy**  
**T: 0039 0571 657 595**  
**E: info@villalacappella.net**  
**W: www.villalacappella.net**





## On the right track

**DEEP IN THE** Eifel mountains of Germany, near the legendary Nürburgring, the lovely Hotel Forsthaus in the small hamlet of Riedener Mühlen is a perfect place to stay for Harley enthusiasts.

With his passion for motorbikes handed down from his parents, 44-year-old owner Christian Schlich has been riding Harleys since the age of 19. He currently owns a '99 Heritage Softail 'Diamond Ice Edition' on which he has covered some 57,000 miles, and a trusty '86 Electra Glide sidecar rig, which has seen around 19,000 miles. Today, even Christian's wife and the hotel employees join in the fun.

Christian has been in charge of the hotel since 1993. Nine double rooms, five single rooms, an apartment and three cottages make for a total of 39 beds. There's a cosy bar with a genuine Harley-Davidson pool table as well as a beer garden that turns into a busy biker haunt on sunny afternoons. The restaurant offers a great variety of regional, Spanish and Thai dishes and fresh trout from the hotel's own fish farm. There are regular barbecue nights and often various specials like magnificent boar roasts.

In 1999, Christian decided to convert the family business into a dedicated motorbike hotel. Although plenty of exhibits on the premises give away his passion for Harley-Davidson, riders of all brands are welcome at the Forsthaus. Some 40 covered parking spaces for motorbikes, as well as well-equipped maintenance and cleaning facilities, are available in the hotel garage and carports.

Christian and his team take every

effort to make the stay deep within the Eifel heartland as pleasant as possible. Tours have been prepared for guests wishing to explore on their own, but a range of guided day trips are also offered. It has to be said that, at times, the weather can get a little 'British' in the Eifel. But if you're prepared for the odd spot of fog or rain, you are in for one of the finest motorbike playgrounds in the world. The area around the Nürburgring and the stunning valleys of the Rhine, Moselle and Ahr rivers have amazing vistas, lovely vineyards, ancient castles – and the most breathtaking back roads of any kind, from sweeping bends with perfect surfaces to the tiniest, twistiest collection of hairpins deep in the forests.

Even those not too sportily inclined should not miss out on the famous Nürburgring racetrack. Its astonishing Nordschleife ('north loop'), the notorious 14-mile 'Green Hell' is a sheer endless rollercoaster of blind high-speed turns and hairpins, steep inclines and harrowing dips. It is frequently open for 'tourist laps' when they let just about anybody on with regular cars, bikes and even coaches and the odd caravan for a small fee. True sports riders may want to take part in

organised track days on the shorter, very modern GP track or one of the safety training days organised by the adjacent safety training centre.

With a successful hotel under his belt, Christian is looking at other motorcycling ventures. His latest is organising complete motorbike holiday trips to Spain, where the guests' bikes and equipment are shipped to the destination securely in an enclosed, 24-foot trailer.

**Hotel Forsthaus Riedener Mühle**  
**Nettetalstraße 12 56745**  
**Riedener Mühlen**  
**Tel +49 (0)2655 95990**  
**www.hotel-forsthaus.com**  
**hotel-forsthaus@t-online.de**



## Get in touch

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

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



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# My favourite things



There are some things that we just can't live without when we're on the road. Here are a few of our favourite things...

## Record the ride

Many bikers love to share their riding adventures by taking photos or video while on the road – but everything is always static, while parked up in a lay-by or coffee stop.

GoPro has launched a range of compact video cameras that you can attach to your helmet or to various parts of your motorcycle. Simply press to start, then concentrate on enjoying your ride and playback when you get home. Buy the HD version and you can also enjoy playback in slow motion. You can get some great footage from your helmet or more dramatic angles from low down on your bike.

The GoPro HERO range is available as a helmet, motorsports or surf package, coming complete with the appropriate set of brackets and waterproof housing. There are also loads of accessories available, including additional mounting brackets, an LCD screen for instant playback, as well as additional batteries and lenses. [www.gopro.com](http://www.gopro.com)



## The gloves are off

"I never travel without my Harley-Davidson leather gloves. They're good quality and made with strong but soft and comfortable leather. Since I have big hands, I was very happy to find that Harley makes and stocks a wide range of sizes.

"One thing that endears me to these gloves is the cut-out symbol on the back of them. After a summer of riding in the sun the result is that, when I take my gloves off, I'm left with the darkly tanned symbol on the back of both my hands! When I'm not riding my bike I can look at my hands and remember my latest trip!" **José Antonio Gálvez Prieto, Spain**

Send your favourite things to: [hogtalesurope@harley-davidson.com](mailto:hogtalesurope@harley-davidson.com) and put 'Favourite things' in the subject line

## Hug in a mug

"My girlfriend and I love riding our Nightster around the end of September, when autumn is beginning to make itself felt. We always go for trips of one to three days and at that time of year the temperature above 1,500 metres can be quite low.

"Because of this, we never leave without our Contigo thermo-mugs. We use the stainless-steel West Loop Vacuum Travel Mug model in particular. These flasks are brilliantly designed, hold one litre and keep it hot for four hours and are totally watertight. The best thing is that you don't even have to unscrew the top to drink from them. You just press the button on the side and drink through the hole at the top of the flask!

"There's nothing more comforting than to reach a destination where the cold permeates your bones and being able to enjoy a hot tea or coffee (with a couple of biscuits, of course) while admiring the view from the mountain you've just conquered." **Maria Plana and Santi Larrea, Andorra**





### Kids' clothes

If you're still a few years away from getting your licence or have, quite literally, drooled over the new Dyna Switchback, then this could be the clothing collection for you.

Harley-Davidson's new range of baby clothes features everything from T-shirts to babygrows, shoes to jeans. Made under licence by clothing specialists SGI Apparel, they're perfect for the little Harley enthusiast in the making.

Richard Berry, *HOG* magazine designer and new father, enlisted the help of his son Isaac to test-ride the range and reports the following: "The clothes are clearly well-made, functional and durable, and the poppers on the babygrow form a strong seal that helps stop Isaac wriggling free. The material itself feels nice and comfortable, and the designs would make any baby look pretty cool."

Contact your local Harley dealer to find out more about the full line of children's apparel and accessories.



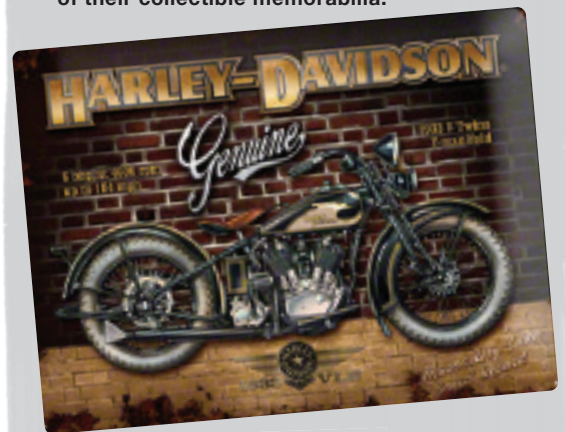
### Great ideas for Christmas

If you have a friend or family member fanatical about all things Harley, or maybe you think you deserve a little treat yourself, then take a look at the 2012 collection from Nostalgic-Art.

Specialising in gifts and collectibles with a retro twist, Nostalgic-Art make and create high-quality, fully licensed products for some of the biggest, most instantly recognisable worldwide brands out there. Naturally, Harley-Davidson comfortably sits shoulder to shoulder with these super icons and Nostalgic-Art offers a selection of gifts that proudly display the Bar & Shield logo; perfect for the devotee!

In addition to its range of collectable metal cards, you'll find Harley-Davidson tin signs, mint boxes, note pads, magnets, calendars and thermometers, among others.

To celebrate the launch of their 2012 collection, Nostalgic-Art are offering lucky *HOG* readers the chance to win a selection of their collectible memorabilia.



**We have five magnetic pin boards, five magnet sets and five tin signs to give away.**

It's simple to enter – just head to Nostalgic-Art's online brochure at [www.nostalgic-art.net/pdf/bikers-edition](http://www.nostalgic-art.net/pdf/bikers-edition) and answer this question:

**Which model of Harley-Davidson features on the product numbered 23 127?**

Send your answer, name, address and H.O.G. ID number to [hogtalesurope@harley-davidson.com](mailto:hogtalesurope@harley-davidson.com) (name your email 'Nostalgia') by January 31, 2012 and the first names pulled out of the hat win.

In the meantime, if you want to get your hands on any of Nostalgic-Art's products or want to stock them in your own dealership then head to the website to find out more.

# Dealers and Chapters

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

## 1 Aire Valley UK (9695)

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

## 2 Black Bear Harley-Davidson

Black Bear Lane, Newmarket,  
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T: 01638 664455  
www.blackbear.co.uk

## Fenlanders Chapter Suffolk UK (9143)

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

## 3 Cheltenham Harley-Davidson

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

## Rolling Hills Cheltenham England (9070)

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

## 4 Chester Harley-Davidson

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T: 0151 357 3341 – Services  
T: 0151 357 2124  
www.chesterharley-davidson.co.uk

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Director: Jon Twigg  
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E: director@devalegionhog.co.uk  
www.devalegionhog.co.uk

## 5 Dublin Harley-Davidson

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

## Gaelic Chapter Ireland (7766)

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www.gaelicchapterireland.com

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## 7 Guernsey Chapter (9384)

Director: Richard Pearce  
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## 8 Guildford Harley-Davidson

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## Lindum Colonia UK Chapter (7828)

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www.maidstoneharleydavidson.co.uk

## Invicta (9141)

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E: director@invictahog.co.uk  
www.invictahog.co.uk

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E: martinpdickinson@aol.com  
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## 16 Newcastle Harley-Davidson

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www.newcastleharley-davidson.com

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Director: David Hall  
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## Iceni Chapter Norfolk UK (7822)

Director: Andy Bayfield  
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## 20 Provincewide Harley-Davidson

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## Provincewide Chapter Northern Ireland (9918)

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## 21 Plymouth Harley-Davidson

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## Plymouth Chapter UK

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## 22 Riders of Bridgwater

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www.ridersofbw.com

## Bridgwater Chapter (9087)

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Brislington, Bristol BS4 5LR  
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**Sherwood Chapter (9794)**  
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 SO15 0LP  
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**New Forest Branch (9081)**  
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**27 St Leger Chapter (6752)**  
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 T: 0121 335 7055  
 www.hdbirmingham.co.uk

**Birmingham Chapter UK (6852)**  
 Director: Jason Garey  
 T: 07795 430 303  
 director@birminghamhog.co.uk  
 www.birminghamhog.co.uk

**29 Stratstone Harley-Davidson Stoke**  
 Victoria Square, Hanley,  
 Stoke-on-Trent,  
 Staffordshire, ST1 4JH  
 T: 01782 211833

**30 Stratstone Harley-Davidson Wolverhampton**  
 37-43 Chapel Ash,  
 Wolverhampton, WV3 0UF  
 T: 01902 371611  
 E:hdwolverhampton@stratstone.com

**Wolfruna Chapter (6827)**  
 Director: Andy Williams  
 T: 07736 772088  
 E: andy.williams@wolfrunachapter.com  
 www.wolfrunachapter.com

**31 Sycamore Harley-Davidson**  
 North Street, Uppingham  
 LE15 9RN  
 T: 0871 641 261  
 www.sycamoreharleydavidson.co.uk

**Rutland Chapter (6730)**  
 Director: Garry Adam (Scratchy)  
 T: 07900 257230  
 E: rutlandchapter@btinternet.com  
 www.rutlandchapter.co.uk

**32 Thames Valley UK Chapter (9746)**  
 Director: Don Wibberley  
 T: 07889 822478  
 E: donroadking@fsmail.net  
 www.thamesvalleyhog.org.uk

**33 Three Rivers Chapter (9979)**  
 Director: Martyn Coote  
 T: 07736 929104  
 E: martyn.coote@ntlworld.com  
 www.threerivershogchapter.co.uk

**34 Warr's Nottingham Road**  
 16-20 Mottingham Road,  
 London SE9 4QW  
 T: 020 8857 9198  
 www.warrs.com

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

**35 Warr's Kings Road**  
 611 Kings Road,  
 London SW6 2EL  
 T: 0207 736 2934  
 www.warrs.com

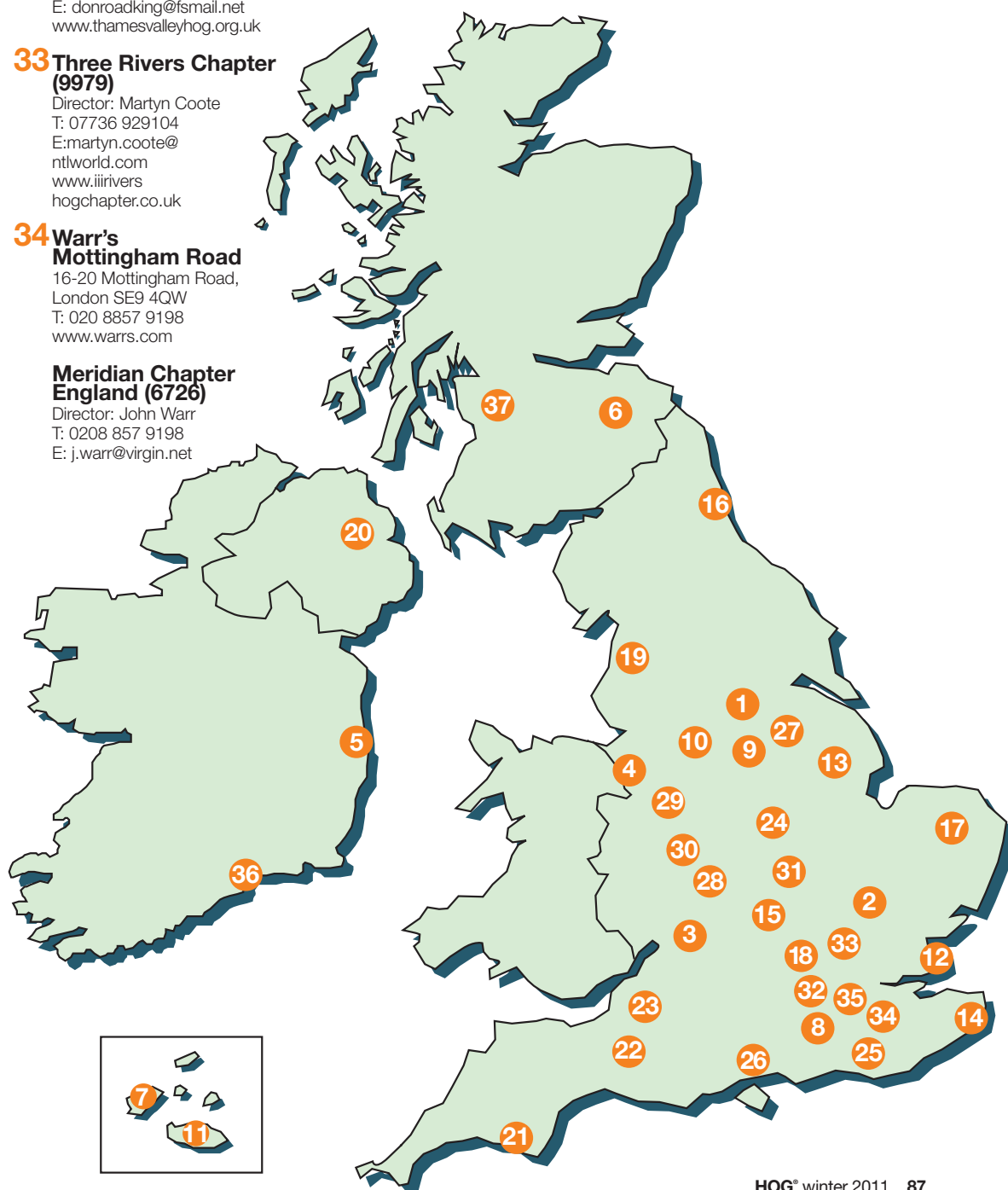
**Chelsea and Fulham (9085)**  
 Director: John Warr  
 T: 0207 736 2934  
 E: j.warr@virgin.net

**36 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.celticthunderhog.com

**37 West Coast Harley-Davidson**  
 147-151 North Street,  
 Glasgow G3 7DA  
 T: 0141 883 1450  
 www.westcoastharley.com

**Clyde Valley (9894)**  
 Director: William Corson  
 T: 07887 793692  
 E: director@clydevalleyhog.net  
 www.clydevalleyhog.net



# Meet the team

## Head office



**Nigel Villiers**  
Director

## UK & Ireland

H.O.G. Manager, Marjorie Rae



## France

H.O.G. Manager, Stephane Sahakian



**Alison Povey**  
Manager, Events & Merchandise

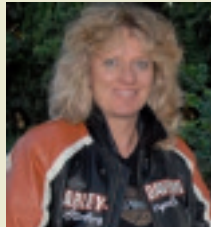
## Germany

H.O.G. Manager, Evelyne Doering



## Spain & Portugal

H.O.G. Manager, Sue Nagel



**Jeremy Pick**  
Manager, Operations & Communications

## Benelux

H.O.G. Manager, Liza van Hernen



## Italy

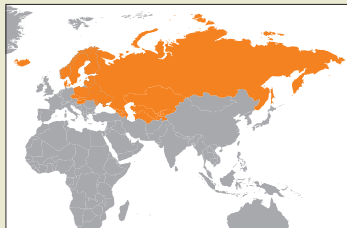
H.O.G. Manager, Giacomo Marzoli



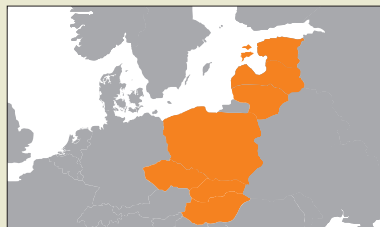
**Claire Lindsey-Bray**  
Customer Experience Manager

## Eastern & Central Europe and Scandinavia

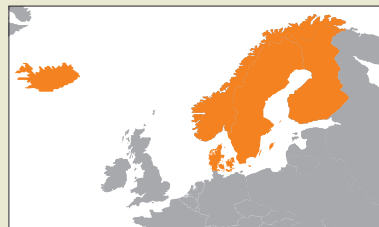
H.O.G. & Customer Experience Manager, Bjorn Solberg



### Central East Europe



### Scandinavia



### Commonwealth of Independent States

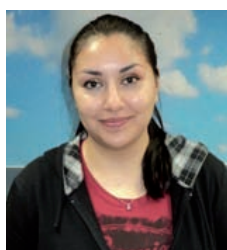


**Alexia Harmon**  
Rentals Business Lead

## H.O.G. Member Services



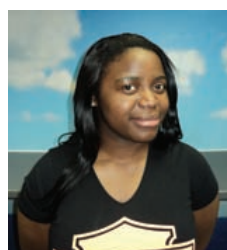
**Helen Charlett**  
Event Assistant



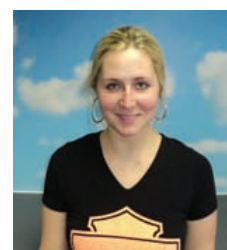
**Sanaz Vakili**



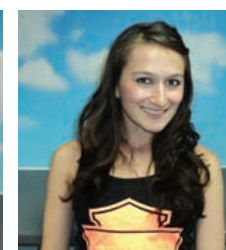
**Mario Zaspel**



**Carine Fulakula**



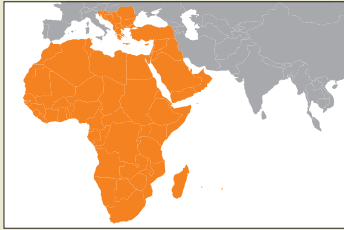
**Verena Staudinger**



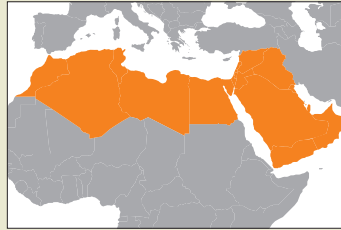
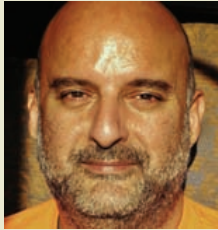
**Laura Duque**

**Africa, Middle East & South East Europe**

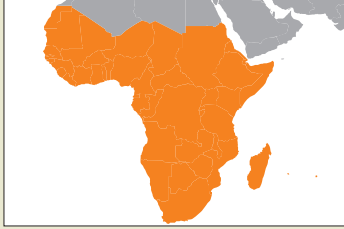
Regional H.O.G. & Customer Experience Manager, Martin Engelbrecht



H.O.G. and Rider Services Manager Middle East and North Africa, Ahmed Farahat



H.O.G. and Rider Services Manager Africa, Carl Frayne



South East Europe, Martin Engelbrecht



**Austria & Switzerland**

H.O.G. Manager, tbc



**Latin America**

H.O.G. Manager Barbie Villacis



H.O.G. Manager Mexico, Paco Montes



H.O.G. Managers Brazil, Julio Vitti & Estevao Sanches



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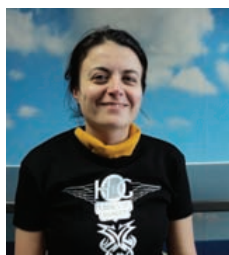
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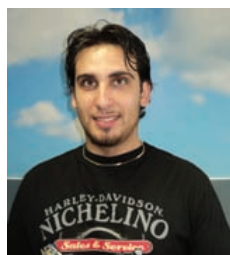
Adriano Bagni



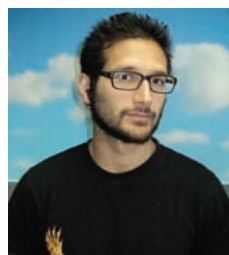
Désirée Mattei



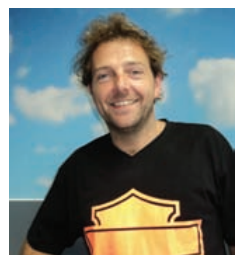
Nadia Ferrara



Denim Lillo



Richard Hardy



Rico Diks

# The best job in the world



**Giacomo Marzoli**  
tells us how a  
speculative approach  
while he was studying  
led to his ideal career

**HI EVERYONE**, my name is Giacomo Marzoli, I live in Franciacorta, famous for its hills and excellent wines, and I have the best job in the world! Since joining the world of Harley-Davidson in 2005 I've never taken my foot off the gas. It all began when I was a university student where my course required a two-month internship in any company. For me, this "any company" had to be Harley-Davidson. This was my train and I wasn't going to miss it!

The company had never been approached like this before, but after a few months of trying, on February 14, 2005 (yes, St Valentine's Day), I made it into Harley-Davidson as an intern. The welcome was very positive and the two-month internship turned into an adventure that continues to this day. Over the years, I have made friends with many of my colleagues and we travel together to national and European events.

My passion for motorcycling was

handed down to me by my father Oliviero, an enduro racer from the Brescia valleys who manufactured my first 'chopper' out of nothing and allowed me to experience the thrill of riding on two wheels.

In the 1980s I developed my other passion, music, listening to American rock music that brought a new and unconventional breath of fresh air to Italy. The ingredients were right, and the name of the cocktail could only have been Harley-Davidson! The experience of the internship was fabulous and it catapulted me into the centre of the American legend.

At H-D Italy, after the internship, I started out as a marketing assistant and then district manager. Four years in this post gave me the opportunity to gain a detailed knowledge of the company and its network of official dealers in Italy. On October 1, 2011 I celebrated my first year as Customer Experience Manager, my latest great adventure. This new post has allowed me to meet even more

people, both inside the company and out. I've been privileged to attend local and international events pervaded by the charm of the Bar & Shield and the H.O.G. logo.

A year 'in the field', attending various rallies organised by the H.O.G. members and Italian Chapters, has revealed a world of passion and dedication and has helped me gain a better understanding of H.O.G. in Italy. These experiences and the long chats I've had with everyone who has given me a little of their time have been very helpful to me in deciding how to proceed in the coming months based on the relationship between Harley-Davidson Italia, dealers, Harley riders, H.O.G. members and H.O.G. chapters. And, considering our future projects, I think the road we are travelling together is the right one!

See you at the coming rallies...  
Ride and Have Fun! ■

**Giacomo Marzoli is the Customer Experience Manager for H.O.G. Italy**



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