



»»BEFORE THE WORLD IS PAVED»»FINDING FELIX
»»SANDRA STAMMOVA»»WIN HARLEY-DAVIDSON® FOOTWEAR
»»AN OUNCE OF PREVENTION»»10TH ANNIVERSARY EVENTS
»»PLUS THE LATEST FROM H.O.G.® UK AND IRELAND

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SEE FULL CONTACT DETAILS ON PAGE 82

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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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2013: THE YEAR OF THE PARTY!

With 2013 seeing the 110th Anniversary for the Motor Company and the 30th Anniversary of H.O.G.® we have reasons to celebrate! Plans are in place for lots of H.O.G. fun at the Eurofestival in St Tropez and a big party to follow and in Rome in June – so we have no reason not to!

I'm sure I'll be seeing lots of you at these events for high-fives, high jinx and high spirits – seeing old friends, making new ones; reminiscing about good times past and creating new memories to keep. Rome really is going to be an event like no other! With H.O.G. Member exclusive opportunities to participate in regionally related activities, many will no doubt have a once in a lifetime experience.

Here in the UK, the rally season is well and truly on its way, kicking off with the Cider Rally and other Chapter rallies in the calendar right on the back of that. Take a look at the events calendar on page 90 to check out what's going on and get ready to be back in the saddle again for another great season of riding and having fun!

And while you're getting out and about, don't forget to get on board with the National Chapter Challenge. This year, Chapter members will have the opportunity to gain extra points by attending events. For full details head to the H.O.G. UK & Ireland online gallery at www.hogeuropегallery.co.uk.

You'll also want to keep your eye on the gallery for new and exclusive benefits available to you. The range is expanding! All of this giving you even more reasons to celebrate in 2013! Enjoy!

Marjorie Rae
Customer Experience Manager, UK & Ireland

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SANDRA STAMMOVA

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SCAN ME!

Scan this QR code with your smartphone to visit the H-D® 110th Anniversary site

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VIDEOS ONLINE

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



FACEBOOK

We now have a Fan page – facebook.com/HOGEMEA

UPDATE

ROME: STOP PRESS!

Make sure you get your limited edition 110th Anniversary Celebration Rally Pack

Pre-order your exclusive 110th Anniversary Celebration Rally Pack. Limited numbers will be produced, so once they're gone, they're gone! Visit www.h-d.com/110 to pre-order the rally pack and guarantee your official event merchandise. Collection from the Harley-Davidson® event merchandise area at the event. The pre-registration rally pack is €70 for H.O.G.® members and €75 for everyone else.

The rally pack – which comes in a limited edition 110th Anniversary Celebration tote bag – includes a Rome event t-shirt, event guide, Rome event pin and patch, one exclusive souvenir Vatican City Postcard commemorating the 110th Anniversary of Harley-Davidson and the partnership with the Vatican and two tickets for reserved seats in St Peter's Square for the Bike Blessing on Sunday June 16!

Visit www.h-d.com/110 to pre-order

BANDS PERFORMING:

Bonnie Tyler, Mike And The Mechanics, Adam Ant, The Revue, John Fairhurst, Clanadonia, Saint Jude, Guns N Roses Experience, Achtung Babies (U2 Tribute), Thunderballs (AC/DC Tribute), Ky-Enie, Ultimate Eagles, The Affray, Jim Stapley, Elysium, Elvis TCE Band, Triggerfinger, Joan Ov Arc, Bogus Brothers, Jim Creegan Band, Hayseed Dixie, Zucchero Oi&B, Big Ones (Aerosmith Tribute), Queen Mania, Diapason (Vasco Rossi Tribute), Roots Revelation (Bob Marley Tribute), Tra Liga E Realta (Ligabue Tribute) and the Jonny Warman Band.



110 YEARS OF FREEDOM



WE NEED YOUR STORIES!

Be a part of our special H.O.G.® 30th Anniversary magazine

In the next issue of HOG® magazine, we will be putting together something very special to celebrate the 30th anniversary of the world's biggest factory-sponsored motorcycle group. We need the help of you, our loyal members, to make this commemorative edition truly memorable. Here's what we are looking for:

Superfans!

Do you have a room or garage full of Harley-Davidson® motorcycles or memorabilia? Send us a picture with an overview of your collection.

Pins and patches

Show us your favourite, or most unusual, H.O.G.® or Harley-Davidson pins and patches.

Tattoos

Send us a picture of your H-D® tattoo and tell us the story behind it!

Lucky enough to be under 25...?

If so, we'd love to hear your views on H.O.G. – what it means to you, where you've been or what you've learnt from your time in the saddle as a H.O.G. member?

NOTE: Please include your name, country and membership number.
Email hog30@archantdialogue.co.uk



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H.O.G.® APP

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YEARS OF FREEDOM

CHAPTER CATCH-UP

AS THE 110TH ANNIVERSARY CELEBRATIONS IN ROME EDGE EVER CLOSER, WE MEET THE ITALIAN CAPITAL'S THREE CHAPTERS...



Forvm Roma Chapter

The Forvm Roma Chapter is a group of friends and passionate bikers, always ready to express themselves in the company of others. Our group was founded in February 2000 and currently has 180 members.

Proud to be part of H.O.G.® and of our Roman history, we have adopted the slogan 'Ride and Have Fun' enthusiastically, but in Latin: 'Duc et Gaude'.

Meeting, travelling, partying and doing charitable work – these are the few rules we have adopted over the years, simple daily principles that make our Chapter a real extended family where everyone can express themselves freely.

Over the years, various members of the Chapter have taken the name of the Forvm all over the world; from the dusty roads of Route 66 to the ice of the North Cape, passing through Yokohama and even riding in a Milwaukee parade. Every July, the chapter organises the 'Rvn del Capitale' through the streets of Rome, an event that for more than 10 years has brought bikers from all over Italy for a three-day festival.

This year, we feel more emotional involvement than ever – knowing that our Eternal City will be the stage for the 110th Anniversary celebrations of Harley-Davidson®. As hosts, we are ready to support the entire organisation to ensure fun and safety. We are expecting large numbers of you to come and build on this passion, which, for us, has already become a lifestyle.



Roma Chapter

Roma Chapter was one of the very first chapters in Italy. It was founded way back in 1990 when thanks, to the goodwill of various people and the initiative of Carlo Talamo, this long and enjoyable journey began. The things that have always marked us out are the number and quality of the activities organised, the spirit of friendship and socialising that brings together our members and our respect for the values that we also come across in our everyday life.

These were the origins of our most important event, blood donation – a day of genuine solidarity when a simple but very important act makes it possible for us to help many children who are less fortunate than us. This has become an immovable fixture in our calendar and this year, on Harley-Davidson's 110th anniversary, which will be celebrated right here in Rome, we've decided to organise this day again, in the hope that we may also be able to involve all the friends who have decided to visit to celebrate the birthday of our beloved motorcycles with us.

This new opportunity has been great for the atmosphere that has always existed within the Chapter – serenity and a love of fun – and, very importantly, it has motivated many of us to get involved and take on management tasks.



Roman Village Chapter

It's been five years now, but it seems as if only a moment has passed since the Roman Village Chapter was founded. The time has flown by in a flash, as always happens when you succeed in sharing a really great passion and a crazy desire to have fun with an extraordinary group of friends. Ours is a story of team spirit, adventures, parties, freedom, respect and strong feelings, catalysed by our passion for Harley-Davidson®. We like to think that there's a sort of ideal twinning between the Eternal City and our bikes, our Harleys – the 'eternal bike'.

Brought together by our adoration for our 'roaring sculptures', we keep exploring new roads. It doesn't matter if we're soaking wet with rain or heated by the sun – in any case we're surrounded by spectacular landscapes and united in the knowledge that we're sitting on a monument in the history of motorcycling.

In the Chapter, we eat, sleep, laugh and discuss together. How many friendships, love affairs and families have started among our members (male and female) thanks to H-D®!

We look forward to seeing you in Rome for the 110th Anniversary of Harley-Davidson and welcoming you with the unique spirit that unites all H.O.G.® chapters.

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

A REAWAKENING!

BELFAST HARLEY-DAVIDSON® THROWS OPEN ITS DOORS... AGAIN

Last October, motorcyclists from all across Northern Ireland helped Belfast Harley-Davidson® celebrate its official opening with an exciting and fun-filled extravaganza! The dealership was re-opened in true Harley-Davidson style with live acoustic music, a tasty hog roast and even some special celebrity guests, including Isle of Man TT-legend Guy Martin and local artist and Harley® enthusiast Terry Bradley.

More than 20 Harley-Davidson motorcycles were made available for demo rides throughout the open weekend – all of which were taken out on the open road by motorcycle enthusiasts keen to experience the Harley lifestyle. The local H.O.G.® Chapter even joined in with the festivities, helping to marshal the various ride-outs and direct people to the showroom on Kilbegs Business Park.

Dealer Principle, Kieran Wilson said: "It was great fun to celebrate the re-opening of the dealership – the weekend had a massive turn out of over 3,000 people; a good mix of familiar faces and new ones too.

The dealership and H.O.G. Chapter are also pleased to announce that Provincewide Chapter Northern Ireland has now officially changed its name to Belfast Chapter Northern Ireland. The change in name marks a new beginning for the Northern Irish dealership and a strengthening of the partnership between the dealership and their dedicated Chapter.

Visit the dealership at: 8 Ferguson's Way, Kilbegs Business Park, Antrim, Belfast, BT41 4LZ or telephone them on: 028 9446 6999. Alternatively, please visit the website and the dealership's Facebook page to keep up-to-date with latest news and photos.

Facebook page: www.facebook.com/BelfastHarleyDavidson

Website page: www.belfastharleydavidson.com



VIVE LA FRANCE!

WARR'S HOSTS FRANCE IN AMERICA BOOK LAUNCH

On a cold night in March, Chelsea and Fulham H.O.G.® Chapter member Gary France launched his book *France In America*. The launch party was at Warr's Harley-Davidson and attracted a big crowd. The book is the tale of the epic 21,475-mile ride Gary took, covering 27 states in four months. Full of great pictures, the 400-page coffee-table book is not only a detailed guide about where to go and what to see in the USA, but also a personal story of one person seizing the moment – a living testimony to the maxim that travel is not so much about the destination as it is about the journey itself. Gary was delighted with the launch: "Reaction to the book has been fantastic, with many copies already sold and people have said some very good things about it."

Gary's book is available from www.GarySFrance.com and check the emag for your chance to win a copy!

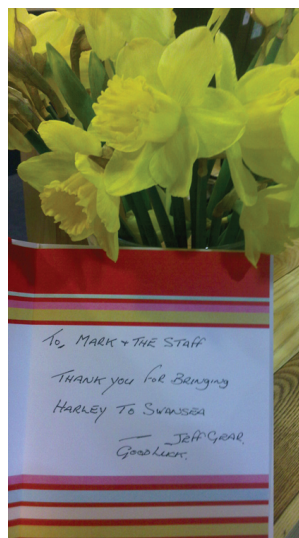
'CROESO' TO H-D®

SWANSEA OPENS ITS FIRST EVER HARLEY-DAVIDSON® DEALERSHIP

Motorcycle enthusiasts in Wales enjoyed an exciting start to the summer as the country welcomed its first ever Harley-Davidson® dealership. Swansea Harley-Davidson opened for business in April after its two-day launch extravaganza on April 13-14.

The open weekend festivities kicked-off with music, delicious Welsh food, refreshments and organised ride-outs to the Gower.

Greg Bassett, Dealer Principal of Swansea Harley-Davidson, said: "We are extremely excited to open the doors of the dealership and we're looking forward to meeting lots



of our new customers and fellow Harley-Davidson enthusiasts! Our team is ready and waiting to advise visitors on the best Harley® for them and chat about any questions they might have about the Harley-Davidson lifestyle."

Why not head down if you're nearby? Swansea Harley-Davidson is located at M&P Direct on Phoenix Way, Garngoch, Gorseinon, Swansea SA4 9HN and you can call them on 01792 224444.

BLAZIN' CANNONS! NEW FOREST BRANCH ANNOUNCE 2013 RALLY THEME

"We are very excited about hosting the last national rally of the 2013 H.O.G.® season," says the New Forest Branch's Communications Manager, Jim Murphy. "Not least because 2013 celebrates special anniversaries for H.O.G. and Harley-Davidson®."

The rally returns to the Seaview Holiday Centre in Weymouth, where organisers have implemented a special 'pirate theme'. The rally website has been redesigned to reflect the move from last year's 'blazin saddles' theme and is replete with full rally details.

To add some extra value, those booking early can enjoy some special savings. New Forest Branch will contribute to the cost of their members' tickets – as a thank you for their continued support. "This provides an excellent reason for you to encourage your Harley® riding friends to join our active club!" they explained. www.newforesthogrally.co.uk

FENLANDERS FROSTY FUN

The **Winter Ball** hosted by the Fenlanders H.O.G.® Chapter, proved to be a memorable evening, not just for those attending, but also for the East Anglian Air Ambulance organisation, who gladly accepted a cheque for £1,000. Further donations were made when a game of paper airplanes, made from five pound notes of course, was instigated.

Though perhaps more accustomed to wearing leathers than tuxedos, everyone in attendance had a fantastic time, enjoying a superb three course meal, raffle, a hypnotist stage show and, of course, plenty of dancing to Nightride. The venue, the Wensum Valley Hotel, is to be applauded for supplying the hungry masses with sandwiches at 2.30am, and for making its facilities accessible to all attendees, with some brave Fenlanders deciding to take a dip in the pool, despite the snow!

The Winter Ball was a fantastic event, and has certainly gotten everybody in the mood for the Fenlanders Rally in July. We hope to see you there!

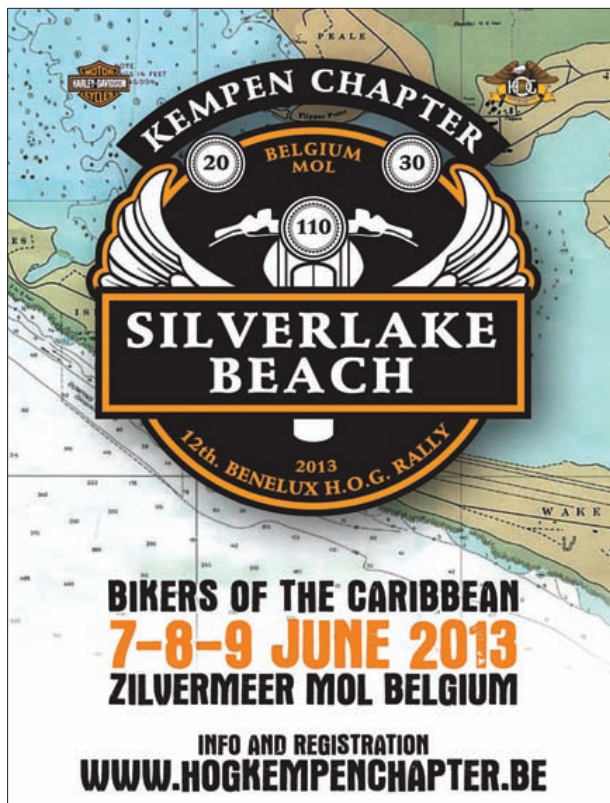
GIVE YOUR OLD RIDING CLOTHING TO CHARITY... AND YOUR HELMET!

Now that the Spring Clothing Clear Out initiative, in conjunction with The Salvation Army is in full swing, Harley-Davidson® dealerships across the UK and Ireland are really getting into the charitable spirit. And, we've decided to go one step further by inviting customers to donate their old helmets too.

Whether you have dropped your helmet and need a new one or simply have too many to know what to do with, why not give it a new lease of life and donate it to charity? We've teamed up with St John Ambulance to make the most of old motorcycle helmets and give them a new purpose.

Donated helmets will be used by St John Ambulance during training, so that the team can practice some of the life-saving techniques that benefit the community.

If you've got a helmet you no longer need, simply head down to any of our dealerships and drop it into the specially marked helmet donation boxes that are placed in the showroom.



THE LAP OF BENE-LUXURY!

KEMPEN CHAPTER BELGIUM INVITE YOU TO THE BENELUX H.O.G.® RALLY FOR SOME FUN, FROLICKS AND... FLEMISH

The **12th Benelux H.O.G.® Rally** will be taking place on June 7-9 at the Silver Lake in Mol, Belgium.

"This region of the Kempen is known as a quiet touring area," explains Liza Van Hernen, Customer Experience Manager for the Benelux region. "Because of the water and woods scenery, this year's theme is 'Bikers of the Caribbean'."

The rally promises music, bands, beach and stalls. The rally pack includes: three days' entrance to the rally site, participation in all activities, rally t-shirt, rally pin, rally bag, one dinner and two breakfasts as well as lots of surprises!

Real campers will be very happy with the Silver Lake as it's known for its family character as well as its five-star camping rating. There are various formulas for your overnight stay at the Zilvermeer including small camping places, caravans and mobile homes a 'special Chapter' camping place (for 25 people and 25 bikes).

Participants who prefer more mod cons may choose to stay in a Sunparks bungalow, just 1km from the site. Situated in the green Kempen region of Belgium, Kempense Meren is surrounded by idyllic natural beauty. Flanders' biggest land-locked lake borders Sunparks Holiday Village and means there is no need to travel to the seaside for a beach holiday all the family will enjoy.

www.beneluxrally2013.be



CHECK OUT OUR FAVOURITE SNAPS THAT HAVE BEEN UPLOADED VIA THE H.O.G.® APP! VIEW THE FULL GALLERY AT WWW.HOGEUROPEGALLERY.COM

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

LOOK OUT FOR MORE IN THE NEXT ISSUE!



SEND US YOUR STORIES

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

- When submitting a letter, include your name, address, H.O.G. number and Chapter affiliation (if any).
- Keep your submission brief but include enough information to make it interesting. We reserve the right to edit submissions for length and content, but the better your letter begins, the better chance it will find its way into print.
- Email submissions to: hogtalesurope@harley-davidson.com

AMERICAN MEDICINE

At 59 and having been riding Harley-Davidson® motorcycles for 30 years now, I expect my beloved Road King®, which I have had since 1997, to be my last.

About three years ago I wanted to fulfil a dream, to ride 'coast to coast' on my Harley® with friends, from Florida to LA. I was already waiting at Frankfurt airport when a call came through that my wife's mother was dying. I left behind my grand tour dream and returned to my family.

My touring ambition was revived some time later, when a friend of mine discovered he had to travel to Las Vegas with work in October 2011 and asked whether I could join him there. He was going to take a holiday and we could plan a wonderful tour, setting out from Las Vegas, through Nevada, California and Arizona. I was, of course, excited, but fate had another blow in store for me.

In January 2011 I was taken to hospital with acute heart problems and by summer of 2011 I had endured numerous hospital visits and medical procedures. Throughout the whole period of my illness, one thought plagued me; what would become of my tour?

At the end of August 2011, I asked my cardiologist if I could go on my tour in October. He felt it was pushing it a bit in terms of time, but had nothing against it provided I didn't push myself too hard. It was one of the happiest moments of my life, but I had no idea how I would manage this strenuous adventure. My desire to fulfil my dream was simply too great to deny myself, and so at the beginning of October 2011 I got on a plane bound for Las Vegas.

I had a fantastic three weeks, taking in Las Vegas, Death Valley, San Francisco, Highway 1, Big Sur, LA, San Diego, Yuma, Sedona, Grand Canyon, Route 66 and back to Las Vegas. To journey through this beautiful country on the back of a Harley showed me that life still has plenty to offer me. This tour, with a great buddy, was by far the best medicine I could ever have taken – and with no need for a prescription!

Friedhelm Starmann, Germany

MARVELLOUS MALTA

Having been a Harley rider and owner since the 1970s, I am smitten by the brand. In 2004 I became a member of the 1066 Chapter and have enjoyed being part of a Harley family ever since.

I recently made a brief visit to Malta and was pleasantly surprised to see that a new Harley-Davidson dealership had recently opened, so I took the opportunity to meet with the business development manager Melvin Pellicano.

During the tour that Melvin kindly gave me, we talked at great length, and it became apparent that he is deeply passionate about Harley, although not yet a qualified rider (something I am sure will change very soon!). He has great plans for the dealership, which opened in December 2012, intending to offer any visiting Harley owner a 10% discount on

merchandising products, as well as setting up a bike rental scheme. Malta would be a great destination for anyone wanting to ride in warm surroundings, and though the rides would be quite short, as Malta is only 19 miles at the longest stretch, there are some fantastic places to ride, with great backdrops for beautiful photo opportunities. Melvin may also develop a link between the bike rental initiative and visiting cruise liners, providing cruisers with a fun 'off-shore' experience, and no doubt securing many more new Harley fans.

I enjoyed my chat with Melvin and look forward to seeing more bikes roaming around the island; in fact, I am thinking about riding my Fat Boy® down to Malta this summer.

Capt. G.J. Cassar, UK





WARM WELCOME

We are a group of friends from the North East Holland Chapter, regularly arranging things such as ride-outs or long weekends away, in addition to Chapter-organised activities. Like many riders, all of us had one journey on our wish lists; to ride along Route 66 and after a couple of us started to make serious plans, more and more friends joined in and the trip soon became a reality.

For a variety of reasons, riding down the whole of Route 66 was not feasible, so we decided on a two-week event, taking in part of the world-famous road. With the flights booked, bikes hired and hotel accommodation sorted, we mapped out the route we would take.

The day finally arrived on September 13, 2012, and at 7.30am we boarded the plane to Las Vegas, the starting point of our road trip. We touched down in the afternoon, greeted by a temperature of around 32°C, and had until the following morning to acclimatise.

Leaving Las Vegas on the freeway, we rode along the Hoover Dam to Kingman. Here, naturally, we paid a visit to the Route 66 Museum. The following day we followed Route 66 to Williams, continuing to Flagstaff, the Grand Canyon, Cameron and St. George. We rode through beautiful areas and national parks, with the landscape forever changing. We kept

saying to one another that we felt as though we were riding through a film set. We stayed over in St. George for two nights and took a trip to the Zions National Park and Bryce Canyon, the beauty of which equalled that of the Grand Canyon in our eyes!

Death Valley was hot (49°C in the shade), dry and, in terms of landscape, too bizarre for words; you have to see it with your own eyes, but we, and the bikes, made it through without any problems. Dusty and hot, we arrived in Lone Pine, where a much-welcomed swimming pool was waiting for us. Having cooled down, we rode, via Barstow, back to Las Vegas to return the bikes and of course, take in the Strip, the Harley-Davidson Café, and pay a visit to the Harley-Davidson dealer for T-shirts, as mementos of our trip.

We received an extremely warm welcome wherever we went and this trip is sure to be repeated!

Marianne Karsten, Netherlands

A GROWING FAMILY

There are always moments in life where choices have to be made, and in 2010 my wife and I chose to re-home a small dog called Mateo. Having been abandoned by his owners, and left to survive in a Spanish animal shelter, we flew out from

Berlin to collect him, and have had no regrets as he enriches our lives so much. The only question that remained was 'how can a dog ride on / with a motorcycle?'.

We had fulfilled our long-standing dream of owning a Harley by purchasing a Fat Boy® in 1996 and, having ridden many wonderful tours on it, we needed to know how we could include Mateo in our future rides. With his abandonment issues, leaving him behind would not be an option, so we would have to start with the basics. We began by assessing whether he was scared of the bike itself, or the exhaust noise, but he passed these tests with flying colours, not being frightened in the least. So far so good, but he would absolutely not entertain the idea of sitting in a backpack or saddlebag, leading us to consider other options. These included my wife driving behind the bike and bringing Mateo, or trading the bike in and getting a convertible car, sending him ahead with friends. »



After a season of the Fat Boy® being garaged, inspiration struck; a sidecar! There would be ample space for us all and Mateo could ride along with us in comfort. We began researching the subsequent adaptations that would need to be made to the bike, and we began ordering and customising, all the time excited to get out on the road all together.

Especially for Mateo, a loop was placed in the sidecar for attaching his leash to, so that he is safe when we are riding, and to prevent him from being startled when the bike is started. He is so used to coming out with us now that as soon as I put on my boots and pick up my helmet, he knows that it is time to go out, and he jumps straight into the sidecar, not wanting to wait to feel the wind in his ears. The result is a fully satisfied touring family!

Heinz Hegemann, Germany

CONTINENTAL CROSSING

On the drive stood my 2009 Heritage Softail®, gleaming. Today was the day we were setting off on a European road trip, heading to Kent before boarding the Euro Tunnel the following day.

Having booked a campsite in Metz, we relied on our sat-nav to get us there,

riding off the train in the early morning. We programmed a route that would avoid motorways, and we stumbled upon a number of shopping centre car parks, passed a few tractors in their fields, a church yard alley, and still the sat-nav said turn right at a dirt track leading down to a dense wood.

When we finally arrived in Metz it was late evening and we were still on the trail of our hotel. After riding up and down one street a few times, a man walked out of his house, I assumed to ask us to stop. I was wrong, and he was so helpful. Welcoming us into his home, we passed his bike helmets in the hall before being sat down at a computer to find our hotel. With a thanks and a wave, his last words to us were “if you can’t find it come back and stay here for the night”. Thanks again if you are reading this!

Moving on to Switzerland, we stayed for two nights in the barn of a working farm; the first night alone, the second with several families. One of my barn-mates had travelled through Jordan on the back of a Harley®, and was an engineer, so details were swapped in case we got into trouble on our travels.

A highlight of our trip was stopping to visit the transport museum in Lucerne, an attraction well worth a look as it is so interactive, with cars, aerial photographs and even the world’s largest pinball machine. Riding off into the pouring rain, we took three days to dry out at our campsite in Bad Regaz before hitting the road again, this time heading to Monte Carlo via Augenstein, Nice and St Moritz.

We ate and drank according to what we could afford, and enjoyed a windshield-rattling run through tunnels and S-bends. The pipes were loud and sounded nice in the tunnel and up into the hills of Italy. We arrived at the campsite late, and struggled trying to put the tent up in the dark.

We visited Pisa, Florence, Venice and Lake Garda, all the time being accompanied by a heat wave, noisy campsite neighbours and little sleep. But, before we knew it, we were circling back around to Metz to camp for a final three days before boarding the train and heading back home, all the time thinking about what an incredible 3,500 miles we had ridden.

David Woodward, UK



BLUE LAKES AND WHITE PEAKS

While visiting my eldest daughter in New Zealand for a month, I hired a Heritage Softail® for a long weekend. My son-in-law had been involved in the making of the film *The Fastest Indian*, and with the actual bike now in the E. Hayes and Sons Tool Museum, I, with my youngest daughter, headed south in order to see it.

Travelling alongside Lake Wakatipu, in the shadows of the Remarkables mountain range, we could have been at home in Wales, passing green pastures and flocks of sheep, while battling through the foulest weather I have ever ridden in! Having reached the museum and seen Burt Munro’s famous record-breaking bike, we continued on to Colac Bay for a well-earned rest. The next morning we started the ride back, passing Gemstone Bay, Te Anau, Mossburn and Kingston before finally arriving at the Queensbury Inn.

Having little time left with the Heritage I decided to take a solo ride, exploring the Haast Pass, all the while surrounded by stunning views of the Southern Alps. The views were so stunning, in fact, that I turned around and rode the route again to fully appreciate the sights before returning my bike the next day.

Riding up and over the Crown Range road from Wanaka to Arrowtown, carefully navigating the many hairpin bends on the way down the Crown Terrace, I had no time to stop, despite having stumbled upon a beard-judging contest! Taking Highway 9, I rode the twisting stretch of road that led me to a private residence where I had been instructed to leave the bike. While I chatted with the guy who came out to meet me, it transpired that he was Burt Munro’s grandson, and a long-time Harley fan. It was the perfect end to an amazing trip.

Geoff Hall, Wales ■



Francois Kern from Switzerland's Neuchâtel Chapter took a trip to Death Valley with his son Amos

Intake gallery



INTAKEGALLERY

More photos on-line!

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

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

Ride planner

At hogeuropegallery.com you can plan, save and submit your rides for us to publish on the site – 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



Above: Rolf-Dieter and Roswitha Gärtner sent this picture of Tin-Tin and Tammi on their Touring bike

Below: Patrick Briet from France takes his four-legged friend for a ride...

Right: Dina Bellentani from Italy's Emilia Road Chapter submitted this stunning old-school shot





Above: Angel Piqueras from Spain found some rather unusual wheels while riding in the French Pyrenees!



Left: Some classic H.O.G.® camaraderie provided by Salvo La Fata from Italy

Above: Antonio Suárez Pérez from Bilbao in Spain astride his Sportster®



Above: Yuri Bifaro from Italy and his wife Mariapina

Left: Signor di Naro from Italy created these two intricate custom Harleys®



↑ Fernando Bandeira, South Africa

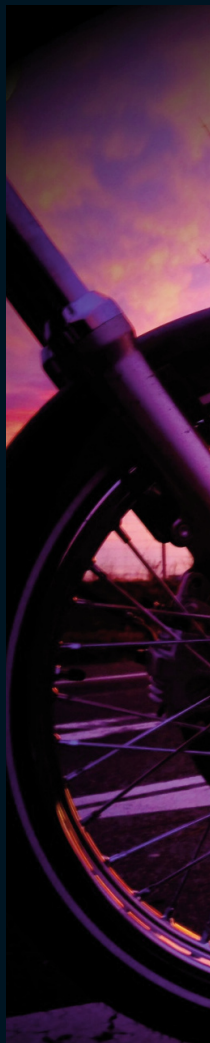
→ Janine L, Germany

↑ Patrice Paccaud, France

→ Peers Ghislain, Belgium



© Ghislain Peers.





↑ Patrice Paccaud, France

→ ← ↑ ↓ Name, Country



↓ Pedro Martinez, Spain



Intake gallery

↓ Andrea Nicoletti, Italy

INTAKE GALLERY







↓ Liliane Primault, France

← Fernando Bandeira, South Africa



↑ Sergio Gil de Arana, Tenerife

← Fabian Gregoire, Belgium

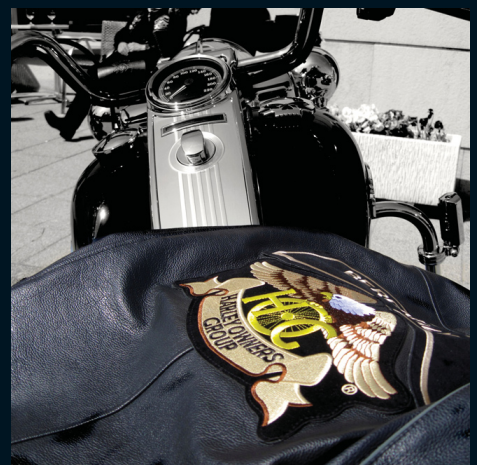


→ Gaetano Bifaro, Italy



← Daniele Cacciari, Italy

→ Fabio Punzo, Italy



Intake gallery

INTAKE GALLERY



Intake gallery

↓ Andrea Nicoletti, Italy





← Enrico Caleffi, Italy
→ Andreas Nicoletti, Italy
↓ Salva La Fata, Italy





↑ Peter Brown, UK

↓ Mick Gell, UK



↑ Raffaele Battaglia, Italy

← Salva La Fata, Italy

→ Dina Bellentani, Italy



PREVIEW

HAVING
A LOCH IN

The Clyde Valley Chapter invite you to join them for their ten year anniversary of hosting rallies in scenic loch surroundings

Drimsyne, the venue for this year's rally, can only be reached by single-track roads which, for the town and city rider, provides a whole new riding experience. It is situated within the most beautiful village setting on the shores of one of Scotland's finest lochs.

In terms of entertainment, this year there are three amazing bands, one playing each night, however the undoubted highlight of the weekend will be the appearance of a stunning group of musicians, famous across Scotland for the incredible shows they stage... Big Vern and The Shootahs! Complete with a brass section, they perform music in the style of the Blues Brothers.

The Chapter promise something a little different from the usual 'Highland Games' theme, with water being the focus.

Saturday afternoon we will have the '6 Lochs' rideout, one of the most scenic, rally ride-outs anywhere in the UK with mountains, glens, lochs, seascapes, towns and villages. There is a smaller ride-out event to the picturesque town of Inveraray on Sunday, where you can take time out to visit the historic castle or just take a seat in one of the many cafés and restaurants and enjoy watching the world go by. ■

Date: June 7-10

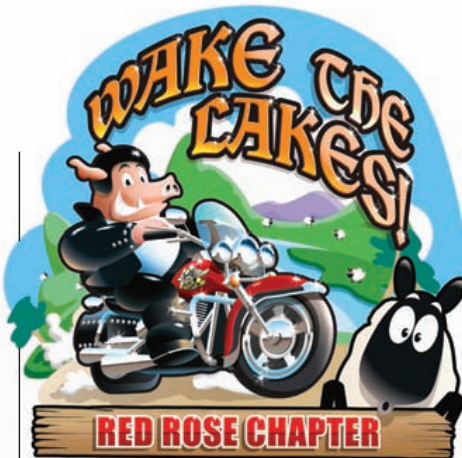
Venue: Drimsyne Estate, Lochgoilhead, Scotland

Bands: Headlining - Big Vern and the Shootahs

Plus two other live groups and supporting Rock DJ

Activities: Water-based Loch challenges and the 6 Loch ride-out

www.clydevalleyhog.net/index.php/the-gathering-2012



PREVIEW

MAKE A DATE TO
WAKE THE LAKES!

This UK rally promises to be one of the best for riding

"It's grown, it's been sunny and we've all had fun!" says Red Rose Chapter Chapter Director Gordon Dick. "Every year, Wake the Lakes gets bigger and better, and 2013 will be no exception."

Ride-outs, chapter games, and stalls to tempt your taste buds are only the start of this year's attractions that also boast a 'special' camping area.

"That's right, we've got a VIP Glamping area!"

Trialled in 2012, the 'VIP Glamping' area is back, bigger and better than last year, with toilets, showers and Yippee Yurts. This is a truly unique way to experience all the fun of a rally, while leaving all the camping gear at home!

For a weekend filled with revelry, rides and rock, come and Wake the Lakes! ■

Date: July 4-7

Venue: Kendal

Bands: Massive Wagons – back by popular demand for Friday 'Rock Night'!
The Blues Brothers – back from a three year tour!

Activities: Parade ride – a relaxed, scenic route

Technical ride – a challenge to even the best riders!

Ferry-boat ride – a tour of the lakes, including crossing Windermere

Evening ride – rolling with friends to get some good food

Chapter games

www.redrosechapter.com

The Gathering
June 7-10

Wake The Lakes July 4-7

PREVIEW

DANCING IN THE STREET

The Fenlanders take to the streets for the East Of England Rally's 21st birthday

"Who could have thought that this July 25-28 would see me still involved in organising the Fenlanders' 21st rally, when we did the first one all those years ago and we're still loving every minute of it?" asks Fenlanders Chapter Director Neil Billig. "My first ever rally was the York National Rally – talk about preconceived misconceptions! I was talked into going and was sure I was going to be greeted by snarling posturing unsociable headbangers with bad attitudes. How wrong was I?!"

"Within an hour I had been greeted, welcomed and helped by people who became great friends, and

was partying hard to a Blues Brothers Tribute band! I'd seen amazing bikes, been on ride-outs, seen silly games on bikes and weiner bites, plank races and more – I was hooked!

Since then Neil has gone to many Chapter rallies and even to Las Vegas for the Rally Coordinator Training. And what has he learned?

"Give the rally-goer what they want!" he says. "They want to have fun and enjoy themselves; they want to make new friends and take away great memories."

Neil explains that in reality there is no homogenous 'they', and while you may not be able to please all of the people all of the time you can certainly have a bash at it!

"You put on an event that starts the moment your guest arrives. You give them quality choices in every way you can, from food and drink to comfort and hospitality. You give them a varied selection of great bands and ride-outs. You give them a street party and a parade ride along closed roads in front of thousands of cheering people! If you can make people smile for three days, then you've cracked it."

"Why do I still get such a huge kick from it?" he asks. "Because of all those smiling people. That's plenty enough reward for me and the Fenlanders." ■

Dates: July 25-28

Venue: The East Of England Showground

Bands: Mangol Head, Andy Robinson, L.A.F., Jacen, Bruce & Memphis Underground, Fourplay, Orwot, Accolade

Activities: Street party ride-out, bike show, tattoo parlour, Trader village

www.fenlandershog.com

CHAPTER
CHALLENGE
BONUS
POINTS



ATTEND THIS RALLY AND TAKE A PICTURE TO GAIN EXTRA POINTS IN THE NATIONAL CHAPTER CHALLENGE

East of England Rally
July 25-28



PREVIEW

LADIES NIGHT



South Of England Rally and their Ladies Of Harley™ offer something special for everyone

RALLY ROUNDUP



The South Of England Rally returns to Surrey in August for its 10th anniversary. The National Shooting Centre, Bisley, hosts this year's SOFER and registration and accommodation booking is open! Tickets are £30 per person.

The rally is the UK's first and only multi-chapter rally, presented by 1066, Invicta, Oxford UK, Hogsback, and Thames Valley UK Chapters and started back in 2004.

"Back in 2004 we staged the first South Of England Rally because we saw an opportunity to take the Chapter rally to a new level by combining the resources of five Chapters to bring you a high-value, high-content event with something of the flavour of a European Rally – maybe better!" says the SOFER flyer.

"Since 2004, the South Of England Rally has become a major fixture in the UK H.O.G.® calendar. And in 2013, along with other big Harley-Davidson® and H.O.G. anniversaries, we are proud to present our 10th Rally. It's gonna be a great one – we think we can promise you loads of music, loads of food and drink, loads of traders, loads of fun and loads of great memories! So, make the South Of England Rally your primary target this year."

The flyer also explains that the event is pre-registration only, so you must head to their website to apply in advance. All rally-goers must be a current H.O.G. members to register but members can be accompanied by non H.O.G. members as guests. All



registrations must be in by Saturday July 20, 2013. Your rally registration includes free camping and a rally pin, patch and rally pack. There will also be a large trader village at the event, for those looking to buy bike accessories and biker bits and bobs. Keep checking the website as more bands will be added over the coming months. ■

Dates: August 2-4

Venue: The National Shooting Centre, Bisley, Surrey

Bands: Skadekat Cregan & Co, Si Cranstoun, The Illegal Eagles – more tbc

Activities: Two Saturday ride-outs, Ladies Of Harley™ themed Friday evening, fancy dress rideout

www.sofer.uk.com



ATTEND THIS RALLY AND TAKE A PICTURE TO GAIN EXTRA POINTS IN THE NATIONAL CHAPTER CHALLENGE

SOFER
August 2-4

HOG'N' BOG August 2-4

PREVIEW

HOG 'N' BOG

Northern Ireland rally
returns for 2013



Belfast Chapter Northern Ireland (previously named Provincewide Chapter Northern Ireland) have announced that their annual Hog 'N' Bog rally is back for another year. All done in the name of charity, the weekend-long gathering for Harley enthusiasts will run from August 2-4 at the Coleraine Rugby Club. Previous years have been host to a number of popular rock and blues acts such as Mama Kaz and The Lee Hedley Band, and this year's tagline of 'live entertainment and good old Irish craic' suggests this year will be no different. Tickets cost £25 before May 30 or £30 after, with a rally pack including a t-shirt, pin, patch, full programme and free camping as standard. ■

Dates: August 2-4

Venue: Coleraine Rugby Club

www.belfasthog.com



PREVIEW

READY TO ROCK

Thunder In the Glens gets ready to turn it up to 11!

"Are you ready to party?" asks TITG organiser George 'Mad Dog' McGuire. "Aviemore is preparing to rock 'n' roll this year with a 'Mods and Rockers' themed event."

Headlining the entertainment this year, on Sunday night, will be 1970's favourites Showaddywaddy with their unique brand of colourful music and outfits. So why not look out those old drape suits and brothel creeper shoes and jive on down to the Osprey Arena. Joining them at the event on Saturday night will be Bessie and the Zinc Buckets, back by popular demand, while upstairs you can enjoy a visit to a Las Vegas Show.

"And," promises George, "Elvis may well be in the building."

Numbers pre-registered for this year's

Thunder in the Glens rally indicate another huge turn-out from H.O.G.® members worldwide, and it's not surprising when you consider the full programme of events. With five music venues, a rally village, secure bike parking, mass ride-out on Saturday and fireworks display, four days may not be long enough to see it all!

"Dunedin Chapter looks forward to greeting you all in Aviemore this coming August for what promises to be another fun-filled fantastic weekend." ■

Dates: August 23-26

Venue: Aviemore, Scotland

Bands: Showaddywaddy, Bessie and the Zinc Buckets

Activities: Rally ride-out, fireworks display, test rides

www.dunedinhog.com



Thunder in the Glens
August 23-46

REPORTED IN THE NEXT ISSUE:

Cider Rally

May 3-6

Big Brum Bash

May 24-27

Ireland BikeFest

May 31

...AND MORE

PREVIEW

Barcelona Harley Days®
Barcelona, Spain

July 5-7, 2013

www.barcelonaharleydays



BARCELONA HARLEY DAYS®

A BLAST IN BARÇA

Barcelona Harley Days® promises to be one of the urban highlights of a very special summer...

Barcelona Harley Days® is once again ready to play host to tens of thousands of bikers, enthusiasts and tourists in July 2013. With a packed schedule and activities for all the family, it is sure to remain one of the most popular events in the Harley® calendar.

The stand-out activity of the event, the Flag Parade, will see thousands of bikes moving through the streets of Barcelona. In a stunning display of international solidarity, the passion and unity that the Harley-Davidson® brand evokes in all of us will be unmistakable.

On top of the guided tours of the city and surrounding areas that are once again being offered by the Barcelona H.O.G.® chapter,

you will be able to book a demo ride, taking a Harley of your choice for a leisurely ride up to the top of Montjuïc, to appreciate the amazing scenery overlooking the city. Maybe you are considering buying another Harley but you haven't yet ridden the style you're after – well this is the perfect trial run! Enrolment for demo rides will be at the end of the Harley Village.

The Harley Village is an entertainment complex created especially for the event, which will offer a multitude of fascinating displays and fun activities for everybody attending this free-to-enter festival. The Expo tent will be the focal point for those wanting to get up close and personal with all the latest



“The passion and unity that the Harley-Davidson® brand evokes in all of us will be unmistakable”

models and accessories, contrasting perfectly with the Expo classic area. A celebration of the heritage behind the brand, the classic tent houses a booth filled with collectors' bikes, shrouded in history and stories from the past. A must-visit area for any enthusiasts!

For those with an artistic leaning, the Custom Bike Show is a highlight of the event. With some of the most lovingly modified and staggeringly original bikes in the world competing, why not enter your own? Registration is free, and there is no better way to display your finished project to fellow bikers. Register your entry at the Custom Bike Show booth on the morning of the show.

No H-D event would be complete without some incredible live entertainment, and this

year will be no exception. Of course we will be hosting some incredible guest performers for our evening entertainment, so check in on the website (www.barcelonaharleydays.com) now and then for exciting updates. With incredible stereo surround-sound equipment and 40,000-watt lights, we guarantee that Barcelona will be rocking!

Featuring works by Antoni Gaudí, Barcelona is one of the most culturally significant cities in Europe, and provides much to see and do outside of the event, including a visit to the Sagrada Família cathedral and Park Güell. This year's Barcelona Harley Days is set to be the best yet, so come and join us in the Catalonia sun for fun, friendship and Harley-Davidson motorcycles! ■

PREVIEW

.....
 16th European Bike Week® and
 Harley-Davidson® 110th Anniversary
 closing celebrations
Faaker See, Austria

September 3-8, 2013

hogeuropegallery.com/ebw

16TH EUROPEAN BIKE WEEK®



SIGNING OFF IN STYLE!

Maybe you have just returned from the H.O.G.® 30th Anniversary celebrations in the Golfe de St-Tropez, or perhaps you're making your preparations for an epic ride to Rome for the European leg of the Harley-Davidson® 110th Anniversary celebrations?

Whatever else you have planned in this most spectacular riding season, you won't want to miss the grand finale to a year of fantastic fun. As ever, the start of September heralds the arrival of a teeming mass of motorcycles to the beautiful surrounds of Faaker See in the picture-postcard region of Carinthia in southern Austria. For six days, the usually quiet roads around the crystal-clear Lake Faak will become a tumult of activity, as every available hotel and guest house will be filled with exuberant

bikers coming to laud their love of all things on two wheels.

Of course, Harley-Davidson will take centre stage; the rumble of tens of thousands of V-Twin engines will fill the air, with all the standard entertainment you have come to expect from this incredible event, plus one or two surprises thrown in for good measure! The Harley-Davidson Village will contain everything you've come to expect, including the Expo Tent, Fit Shop, the all-important event merchandising, a surfeit of H-D® dealers and an expansive trader area, as well as the Customiser Area, which always proves popular. If the noise of the V-Twin is the one that permeates the long, sunny days of the festival, then the nights are similarly associated with music. From Tuesday to Saturday, the Main Stage, Choppers Bar,

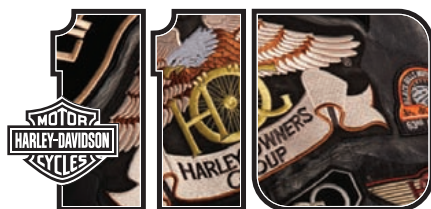


“For six days, the usually quiet roads around the crystal-clear Lake Faak will become a tumult of activity”

Hot Dot Café and Harley Bar will play host to a mind-blowing array of musical talent, with headliners that are sure to serve as the perfect coda to a wonderful week of entertainment.

The Friday of European Bike Week® is synonymous with one thing – the Custom Bike Show. Dozens upon dozens of the finest custom creations from across the continent and beyond will descend upon the Harley Village to battle it out across 10 different categories, with each owner dreaming of walking away with the coveted title of Best in Show. Of course there's also the People's Choice award – even if you're not thinking of entering, come and survey the array of amazing custom bikes, grab a voting card from the entrance and place your vote for the bike that turned your head the most.

If Friday is the day for custom bikes to take the stage, Saturday »



YEARS OF FREEDOM

Events

RALLY ROUNDUP



is the day for total inclusivity; the Parade around Lake Faak will always be one of the most memorable moments on any riding calendar. Previous parades have encompassed more than 25,000 motorcycles out of an estimated 70,000 at the event! As the seemingly endless line of bikes snakes its way around the lake and then onwards and upwards into the stunning Carinthian mountains, the locals will flock to the roadsides to look on in awe and amazement at the phenomenal spectacle.

Last year the total attendance at this flagship event was approximately 110,000. In this 110th Anniversary year, no doubt the numbers will add up once more – a thousand passionate bikers for every year of Harley-Davidson® history! ■

For the latest updates, music announcements and more, keep visiting www.hogeuropagallery.com/ebw over the coming weeks and months!





PREVIEW

Swiss Harley Days®
Lugano, Switzerland

July 12-14, 2013

www.swissharleydays.ch

SWISS HARLEY DAYS®

THREE'S THE LUCKY NUMBER!

Swiss Harley Days® will be taking place between July 12-14, 2013 and this will be the third time it has been held in Lugano. What attracts Harley fans to return yet again to celebrate in Switzerland's sunniest spot?

No sooner had Harley-Davidson Switzerland announced Swiss Harley Days 2013 than the first posts started rolling in on Facebook: "Patric Seglias and 9 others will be there", followed at one-minute intervals by many others from all over Europe. They all have one thing in common: their hearts beat faster for Harley-Davidson, and they are all looking forward with great excitement to Swiss Harley Days 2013.

It is not mere chance that has brought Switzerland's largest motorbike festival back to the centre of Lugano; nowhere have Harley fans received a warmer welcome than in this Swiss hotspot. On one hand this is down to the locals, who follow the colourful activities with cheerful fascination. The city of Lugano itself is an important factor. Without the support of the city authorities, an event expected to attract 30,000 visitors would be impossible. The usual weather for July? Eight hours of sunshine per day, 25°C, and 23°C in the water. Oh yeah!

But what does the weather matter! The main thing is the bikes, the kilometre-long parade, against a backdrop of mountains, valleys and palm-lined esplanades, the people, the Dealer Area with official H-D dealers and more than 100 exhibitors. And, of course, concerts on the Piazza. After Gotthard and Ziggy Marley last year, we look forward to seeing who will be rocking Harley fans this summer! Switzerland is celebrating 110 years of Harley-Davidson – come and join in the fun! ■

For further information visit www.swiss-harley-days.ch and www.facebook.com/hdswitzerland



Events

14TH OPEN ROAD FESTIVAL

HUNGARIAN HARMONY

Harley® bikers – have you marked your calendars for June 5-9 yet? These are the dates when we meet for the 14th time in Alsóörs, on the shore of picturesque Lake Balaton in Hungary. The endless lines of motorcycles will lend an incomparable sensation to the scenery and the entire festival.

A new innovation this year is Facebook registration. If you sign up this way, you will be entered into a draw to win a specially painted Sportster® Seventy-Two™! If pre-registered, you will receive a special RFID armband, which will allow you to participate in numerous activities. What's more, you will be able to capture all the festival events and share them on your Facebook page, be it bungee jumping, games relating to motorcycling techniques or even a

hilarious dance at the evening party!

The entertainment will be headed by two musical heavyweights. Ten Years After have been wowing crowds with their own inimitable brand of blues-rock since 1967 – they even

appeared at the legendary Woodstock festival in 1969! British rockers Uriah Heep will be turning the amps up a notch further – one of the seminal hard rock acts of the 1970s, they're sure to light up the night.

We will also be rolling this year at the Flag Parade, where you can become your nation's or chapter's flag bearer.

This event is fast becoming a 'must-attend' on the season's calendar – please keep an eye on www.openroadfest.hu for the latest updates and information. ■



WHAT'S ON



WHAT'S ON

MAY

Kingdom of Jordan Rally, Jordan
May 30-June 1

12th Magic Bike Rudesheim
Rudesheim, Germany
May 30-June 2

Ireland Bike Fest, Killarney
May 31-June 1

JUNE

110th Anniversary Experience
Sao Paulo, Brazil
June 1

14th Harley-Davidson® Open Road Festival,
Lake Balaton, Alsóörs,
Hungary
June 6-9

H.O.G.® Benelux Rally
Silverlake Beach,
Belgium
June 7-9

110th Anniversary European celebrations,
Rome, Italy
June 13-16

Hamburg Harley Days®
Hamburg, Germany
June 21-23

Harley-Davidson® World Ride
June 23-24

White River Rally,
South Africa
June 24-25

Norwegian National H.O.G.® Rally
Oslo, Norway
June 27-30

JULY

Barcelona Harley Days®
Barcelona, Spain
July 5-7

Morzine Harley Days®
Morzine, France
July 11-14

Swiss Harley Days®
Lugano, Switzerland
July 12-14

Vienna Harley Days®
Vienna, Austria
July 18-21

AUGUST

South of England Rally
Bisley, UK, August 2-4

110th Anniversary Experience
Sturgis Rally
August 3-10

5th Friendship Ride,
Fulda, Wasserkuppe,
Germany
August 9-11

Harley-Davidson Charity Tour,
Austria
August 9-15

Harley® on Safari,
Sun City, South Africa
August 15-18

19th Ladies of Harley™ Meeting,
Bremerhaven,
Germany
August 15-18

Thunder in the Glens
Aviemore, Scotland
August 23-26

110th Anniversary celebrations,
Milwaukee, US
August 29-September 1

SEPTEMBER

16th European Bike Week®, Faaker See,
Austria
September 3-8

110th Anniversary Experience
Asia Harley Days®
Kuala Lumpur,
Malaysia
September 14-16

DECEMBER

13th H.O.G.® MENA Rally, UAE
December 5-7

For more information on all events, to watch the videos and see photos from last year's events, visit hogeuropegallery.com. To pre-register for certain events, visit members.hog.com

WORLDWIDE EVENTS | EXPERIENCE THE UNIQUE ATMOSPHERE OF THE HARLEY® SPIRIT



BREAKOUT® TO THE NEW

DON'T JUST BREAK the mould – forge your own with the latest chapter in Harley-Davidson®'s legacy of freedom. A premium custom cruiser inspired by the classic Gasser drag bikes of the '50s and '60s, the all-new 2013 Softail® Breakout® model rolls with modern power, top-of-the-line treatments and lots of low-down menace. Big wheels, big paint, big chrome, all wrapped in a refined style – the Breakout model is a true attention-grabber with a ride that's been painstakingly engineered for fun, whether you're riding winding mountain roads or cruising through town. It may be low-profile, but the Breakout motorcycle always makes a big, bold statement.

STRIPPED-DOWN AND ROWDY

RESTYLED FOR 2013, the Harley-Davidson Street Bob® is a stripped-down and rowdy bobber based on the Harley-Davidson Dyna platform that appeals to riders who appreciate the pure essence of motorcycling; a powerful V-Twin engine at the heart of a bike with simple styling that carries only the most essential equipment. The defining elements of the Street Bob are retained for 2013's Special Edition – a solo seat, chopped rear fender, and mini ape-hanger handlebar give this motorcycle an unmistakable profile. ■



Tour de force

2013 MARKS THE 110th Anniversary of Harley-Davidson®; with events taking place throughout the year and across the globe, it is set to be a legendary year. If you're planning on joining the celebrations but want someone else to do the organising for you, what better way to experience the amazing events on offer than through a Harley-Davidson Authorized Tour?

Planned by bikers, for bikers, Harley-Davidson Authorized Tours are run by highly qualified and experienced specialist tour operators. It will give you peace of mind to know that all tours meet an extensive list of standards.

Whether it be taking part in the spectacle of Rome with tens of thousands of other Harley-Davidson® riders, or visiting the place where it all began 110 years ago and joining riders from across the globe in Milwaukee, there is a Harley-Davidson Authorized Tour for you! To view the tours available please visit h-d.com/authorizedtours and go to the events section. ■

Rome and 110th Anniversary of Harley-Davidson® Tour

A fantastic tour through France, Switzerland and Italy to get you to Rome for the Harley-Davidson® 110th Anniversary celebrations.

TOUR OPERATOR: Brettours
ON THIS TOUR WE SPEAK: English
DATES: June 9-22

The Emperor's Ride/ Rome & Sicily Tour

Discover Rome with The Emperor's Ride, riding together with the friends of Roman H.O.G.® chapters in a striking and memorable evening run around the city before boarding the ferry that takes riders to Sicily.

TOUR OPERATOR:
Bikers American Dream
ON THIS TOUR WE SPEAK:
Italian, English, French
DATES: June 13-24

The Western Legend Ride

The Western Legend Ride is themed around the history of the American West. The tour sets off from Phoenix, Arizona, heading north to Wyoming and then all the way east to Milwaukee for Harley-Davidson's 110th Anniversary celebrations.

TOUR OPERATOR: Bikers American Dream
ON THIS TOUR WE SPEAK: Italian, English, French
DATES: August 13-September 2

Great River, Great Lakes, Great Ride Tour

Discover stunning scenery, ride some great roads and take in the vast open spaces of the Great Lakes area. Highlights include the Great River Road, Lake Superior shoreline, Mackinac, Sleeping Bear sand dunes and 110th Anniversary celebrations.

TOUR OPERATOR: H-C Travel
ON THIS TOUR WE SPEAK: English, German
DATES: August 18-September 1

The Ride Home Tour

A unique opportunity to ride across three time zones and 10 states at up to 12,000ft altitude, and cross the mighty Great Plains in style. Along the way, you'll see the Grand Canyon, ride the Million Dollar Highway, visit Sturgis and ride down the mighty Mississippi.

TOUR OPERATOR: H-C Travel
ON THIS TOUR WE SPEAK: English
DATES: August 18-September 2



Milwaukee and Route 66 Tour

An amazing tour on the legendary Mother Road, Route 66 itself, which runs all the way from Chicago to Los Angeles.

TOUR OPERATOR:
Reuthers Motorcycle Tours
ON THIS TOUR WE SPEAK: English,
German, Spanish, French, Italian, Norwegian
DATES: August 28-September 15

The Music Legend Ride Tour

The Music Legend Ride's starting point is Milwaukee and the fantastic celebrations for the 110th Anniversary of Harley-Davidson. We then descend south, travelling through Chicago and taking in Memphis, Chattanooga, Nashville and Indianapolis along the way.

TOUR OPERATOR: Bikers American Dream
ON THIS TOUR WE SPEAK: Italian, English, French
DATES: August 29-September 11

FOR FURTHER INFO AND TO BOOK A TOUR, VISIT
WWW.HARLEY-DAVIDSON.COM/AUTHORIZEDTOURS

Harley-Davidson® Authorized Tours offers H.O.G.® members the opportunity to take a spectacular tour through the heart of the American Midwest



Midwest MAGIC

THE OZARK HELLBENDER Tour is a six-night, five-day official H.O.G. Touring Rally running from September 22-27, 2013. The tour encompasses a 1,340-mile loop on mostly two-lane roads through a stunningly beautiful and remote region of the USA.

The Ozarks, Mark Twain National Forest and the Ouachita Mountains are steeped in history, and have a unique heritage that's rich in folklore both ancient and modern. Included in the price are visits to caves, museums, heritage centres and music events that will delight, enthrall and give you a rare insight into the wild and wonderful Midwest.

SEPTEMBER 22: Registration and welcome dinner at the Meremac Caverns, Stanton, Missouri (60 miles SW of St Louis)

SEPTEMBER 23: Sullivan, Missouri to Mountain View, Arkansas – 281 miles

The Ozark Hellbender starts three miles off Route 66. We cross the 'Trail of Tears' historical marker before stopping at the Elephant Rocks State Park, a geological feature with rock formations well over 1,500 million years old. That evening the renowned Ozark Folk Center in the quaint old town of Mountain View (known as the folk music capital of the world) is our host with an exclusive evening of traditional folk music, demonstrations of rural handcrafts and dinner laid on.

SEPTEMBER 24: Mountain View, Arkansas to Hot Springs, Arkansas – 281 miles

Leaving Mountain View, there is yet more spectacular riding as we cruise the legendary Highway 7. For those of you who want even more of a biking challenge, ride south on the renowned 'Arkansas Dragon'; alternatively, stay on the 7 to Hot Springs. Hot Springs, a one-time playground of presidents, baseball players and mobsters alike, was designated America's first National Park way back in 1832. Our host this evening is Landers Harley-Davidson®.

SEPTEMBER 25: Hot Springs, Arkansas to Fort Smith, Arkansas – 270 miles

Following a tour of Bathhouse Row, where the 47 natural hot springs with average temperatures of 62°C are channelled for therapeutic purposes, we head off to the west invigorated. A stop in Mena for lunch precedes the Talimena scenic drive, 54 miles of breathtaking views along the ridge of the Ouachita Mountains into Oklahoma. We will then head north to Fort Smith, an early Wild West frontier town once known as 'Hell on the Border'! Enjoy an evening of local music at the Rib Room, a local biker bar, with complimentary admission for Hellbender Tour participants.

SEPTEMBER 26: Fort Smith, Arkansas to Eureka Springs, Arkansas – 188 miles

Today is a shorter riding day, giving you ample time in which to explore. Having checked out the Federal Court, be sure to visit the Fort Smith Museum of History (with exclusive H.O.G.® access) before heading on your day's adventure. We now head east to Havana before riding north over Mt. Magazine, Arkansas's highest point. We continue through Paris and on via the Pig Trail to Eureka Springs. After a warm welcome from the Harley-riding Blue Knight Mayor, take some time to look around this delightfully eclectic Victorian town.

SEPTEMBER 27: Eureka Springs, Arkansas to Cuba, Missouri – 320 miles

A fantastic day's riding eastwards on the 160, be sure to grab some lunch in West Plains before reaching Alton and heading north on the 19 to Cuba, a small town famed for its Route 66 heritage, its murals and the fact that Amelia Earhart made a forced landing here in 1928 – it is also our journey's end! The Ozark Hellbender H.O.G. Hootenanny, the rally's exclusive closing party, will be held at a local winery. It will be a wonderful opportunity to share recent tales of derring-do, sights seen and characters met while participating in The Ozark Hellbender.

SEPTEMBER 28: Cuba, Missouri

The tour finishes only 18 miles from the start, but the fun isn't over yet! We still have to visit a private museum collection of Route 66 memorabilia known as Bob's Gasoline Alley. It's just a couple of miles outside Cuba, and while you are out there be sure to check out the world's largest rocking chair in nearby Fanning!

REGISTRATION OPENS: May 15, 2013 (tbc)
REGISTRATION CLOSES: August 31, 2013

For further information about this tour, please call the H.O.G.® Customer Care Centre on 00 44 208 891 9088.



Brettours
H.O.G.® TOURING RIDES



An authorised
Harley-Davidson®
Tour Operator

Berlin & Baltic Coast

3-13 August, 2013 — 10 nights, 11 days

A trip through northern Germany and a stay in the old town of Hameln of Pied Piper fame and on to Berlin where you get a day to explore the city and see the sites including the Brandenburg Gate and Check Point Charlie! From Berlin we make our way north to the Polish Baltic coast and another day off to relax at the popular seaside resort of Miedzyzdroje. Our return journey takes us back through Germany and into Holland for our final night before catching the ferry back to the UK.

Faaker See & European Bike Week

1-12 September, 2013 — 11 nights, 12 days

European Bike Week, in our opinion, is one of the best in the biking calendar and that's why we take a tour there every year. It is also the last of the 110th Anniversary events in Europe so it's bound to be a good one and not to be missed!

We travel down through France, across the German Eifels and Rhine valley to Austria. We return via Austrian ski resorts, the Black Forrest and the High Vosges. A real adventure on minor roads to a fantastic rally.

Offer

£50 per person off when you book & quote HOG2013

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Brettours

Brettours – running European tours for 19 years



Break out the style!

A range of stand-out customisation options for the new Softail® Breakout®



ON PAGE 27 we introduced you to the new Softail® Breakout® – if you're lucky enough to have purchased one, there is a wide variety of customisation options available, including reduced reach seating, handlebars and stylish turbine custom wheels – so let your imagination run wild!

We've got plenty of ways to take the new Breakout motorcycle from factory floor to custom score. To learn more about our latest model and all the H-D® Genuine Motor Parts & Accessories that go with it, head to the 'My Dream Harley' website at <http://accessories.harley-davidson.eu>. Search through more than 8,000 of the latest parts and accessories, or visit our inspiration gallery for stunning shots of the most exciting products, which can be saved or downloaded.

1. TURBINE CUSTOM FLOATING BRAKE ROTORS

Floating rotors feature a polished steel inner carrier shaped to accent the wheel, with a polished and drilled stainless steel outer disc that's precision-riveted in place.

2. DETACHABLE LEATHER SADDLEBAGS

Spacious saddlebags remove quickly with a simple pull of the internal handle. Durable plastic construction is wrapped in genuine leather. Requires Docking Hardware Kit, sold separately.

3. SUNDOWNER™ PASSENGER PILLION

Easy-to-install detachable Passenger Pillion complements the Sundowner Solo Seat (see 4).

4. SUNDOWNER™ SOLO SEAT

Long-riding comfort comes from a deep-bucket touring shape, generous padding and a wide profile that minimises pressure points.

5. REDUCED REACH® HANDLEBAR

Shaped for the ideal balance of pull-back and width, this chrome-plated bar puts you closer to the controls for a comfortable, upright riding position.

6. TURBINE CUSTOM WHEEL

Bring on the gleam. Meticulously polished and chrome-plated cast aluminium wheels have 21 spokes that extend to the edge of the rim, creating the illusion of a larger diameter. Requires Wheel Installation Kit, sprocket hardware and brake rotor-specific hardware, all sold separately. ■



REDEFINE THE LIMITS

Harley-Davidson® MotorClothes® offers a fantastic mix of style and functionality, whatever the weather

IF THERE'S ONE thing we've learned, it's that limits are not always in your best interest. Think of the scenery you'd have missed if you'd stopped a few hours earlier on your last road trip, or skipped the detour that introduced you to fellow riders you now call friends.

Summer is all about looking ahead and grabbing each opportunity to ride for as long as possible. On the road you never know what's next, but that's exactly why you keep going. We've perfected our summer gear so that you'll never miss a chance to make a memory out of all of those unknowns.

Summer leathers and jackets

During the next few months you're going to be spending as much time as possible in the saddle, and you'll want your wardrobe to offer versatile performance, protection and style. Head out in new perforated leather jackets like the Women's Finish Line Leather Jacket and the Men's Regulator Leather Jacket with perforation on the sleeves and the body to offer maximum airflow so you can beat the heat, and body-armour pockets when opting for added protection on those long road trips. For mid-weight options with heavyweight attitude, the Men's Boulevard Leather Jacket blends a distressed, vintage look with modern fit and technical features.

For mixing and matching layers for total comfort, we've introduced new styles for the next generation of our women's Rider Comfort System. With a selection of base, mid- and outer layers, RCS styles effortlessly combine both fashion and function, with built-in technology to account for breathability, warmth, added

protection and visibility (see the Speedway RCS Mesh Jacket, pictured).

Providing climate control solutions in our men's collection, the Mid-Layers Windproof Fleece Jacket utilises body-mapping technology, which reduces bulk, so you can layer it under any H-D® riding jacket. To add water-resistance, pair it with the Regulator Nylon Outerwear Jacket, constructed of rugged Cordura® fabric, and featuring a breathable mesh lining and action back.

For ultimate versatility, the men's Defender Switchback Jacket comes equipped with a removable water-resistant outer shell, revealing a mesh inner layer, which then contains a removable, waterproof liner. With additional features like removable body armour, added venting and 3M™ Scotchlite™ reflective piping for enhanced visibility, it will keep you prepared for changing conditions on the journey ahead. However you decide to layer, we just want you to be comfortable. Because when you're comfortable, you can ride longer – and that's what it's all about.

Instant summer style

If you'd rather spend a sunny day riding instead of ironing, then our Men's collection has you covered. With zero maintenance styles like the Easy-Care Tradition Stripe Shirt, you'll look the part

the minute you reach for something to wear in the morning. And with performance shirts like the Speed Zone Fast-Drying Shirt or the Motors Striped Performance Shirt, you'll enjoy the benefit of moisture-wicking fabric to keep your body temperature cool and dry.

The look from the MotorClothes® collection this summer is all about the feel you get when you push the limit. You'll find speedway-inspired graphics like racing stripes on our Men's shirts and jackets, while the Women's range brightens the track with chequered flags over sunshine yellows, and classic H-D detailing mixed with tough and gritty Americana. This summer the look is all about the thrill of the ride, and the energy is contagious.

Check your helmet

While you're planning for the unexpected, take the opportunity to check your helmet to ensure what you have on hand is up to the task ahead. With lighter-weight, more climate-controlled helmets, like the Defender ¾ Helmet, updating your helmet can significantly increase your comfort and stamina on the road, leading to a more enjoyable ride and one that lasts long enough for you to make some serious memories. ■



Wherever else the road may take you, make a point of visiting your nearest Harley-Davidson® dealer for the full Summer Collection or take a look at www.harley-davidson.eu/motorclothes.



Clockwise from top left:

Him: Regulator Perforated Jacket (97167-13VM); Her: Finish Line Perforated Leather Jacket (97164-13VW)

Speed Zone Fast-Drying Shirt (96527-13VM)

Easy-Care Tradition Stripe Shirt (96506-13VM); Speed Kat Double Cloth Plaid Shirt (96346-13VW); Speedway Spirit Hooded Sleeve Stripe Activewear Jacket (96344-13VW)

Speedway RCS Mesh Jacket (97376-13VW)

Burn Rubber Racing Stripe Shirt (96526-13VM)



FINDING FELIX



Two guys, four days at European Bike Week™, 75,000 Harley-Davidson® motorcycles, and one quest: find a deserving rider for a special anniversary honour...

Words: Christian Schauf

Photos: Kyle Camerer

MY YOUNGER BROTHER'S wedding was in six days, and I had the honour and responsibility of being the best man. Knowing the risks involved with my often crazy lifestyle, my family made me promise I'd stay in town, help set up, and generally sit tight to make sure I didn't miss it.

Then I got a call from Milwaukee. "What are you doing this weekend?" asked the guy from Harley-Davidson®. Suddenly, all bets were off. "Uh, not much... what's up?" "We'd like to send you to Austria for European Bike Week®."

Visions of missed flights, an unprepared best man speech and foreign jail waged war against the idea of riding a Harley® through the Alps and whatever a European biker party could have in store. "I'm in."

Twenty-four hours later, I was on a plane with a special riding jacket about to embark on another leg of its unique trip. The simple black leather 'Freedom Jacket' began its journey in China last August and will spend

the rest of this year circling the world, being passed along on a global hand-off from rider to rider. Every mark and adornment it acquires from those who wear it along the way will tell the collective story of its journey until it arrives back home in Milwaukee at Harley-Davidson's 110th Anniversary Celebration, where it will be displayed in the Harley-Davidson Museum™.

With me was my good friend and videographer Kyle Camerer. Our mission was to head to Faaker See, Austria; navigate through 100,000 riders at European Bike Week; and find someone deserving of wearing the Freedom Jacket – all the while documenting our adventure. Oh, and I had to be back in Wisconsin in less than 100 hours.

The sun was just peeking over the horizon as we rolled in to Faaker See, a resort area in southern Austria, that for the past 15 years has been home to European Bike Week during the first days of September.

Picturesque homes dotted the shores of a beautiful lake nestled between the rolling Alpine foothills. It was early, but the village was already bustling to life. If you've ever seen the movie *Heidi*, add 75,000 Harley-Davidson motorcycles and you have a pretty good idea of what we found.

We dropped our bags, swapped our rental car for an Ember Red Sunglo Street Glide®, cameras, gear, and a few cans of Red Bull, and set out.

We learned that the festival, which encircles 2.2-square-kilometre Lake Faak, is broken into three sections: the Harley Village, the Arneitz Area and the Free Biker Village.

As we navigated the early-morning crowds in the Harley-Davidson area, my ears darted from one discussion to another. I challenged myself to figure out what languages I was hearing, and smiled when a German or Italian sentence was suddenly punctuated by 'Softail® Deluxe' or 'Road Glide® Custom' in perfect English.

“Do you have a plan for finding someone for the jacket?” Kyle asked. I didn’t have an answer. The reality of the assignment was starting to settle in, and, frankly, all I wanted to do was get on the bike and join the constant stream of motorcycles following the black ribbons of asphalt as they rolled up in to the hills.

“We’ll figure it out. Maybe we should go get some riding footage first.” Kyle gave a knowing smile, and we began to mount GoPro cameras to the Street Glide.

I’m sure we looked funny; two men with cameras shooting in every direction, including a ‘narwhal’ mount sticking off the front of my helmet like a tusk. Kyle held on with one hand and worked a GoPro on the end of a six-foot monopod from the rear fender. But we were riding, and it was awesome.

The weather was perfect, and there was something spiritual about being in a pack of thousands of motorcycles moving in unison. I didn’t understand half the road signs, but I just rolled with the flow and followed the pack.

As we passed other bikers, they cheered, honked or flashed us the peace sign. With fully loaded saddlebags, we finished our



“There was something spiritual about being in a pack of thousands of motorcycles moving in unison”



loop of the lake and parked near the Free Biker area to explore and seek out someone we felt was deserving of leaving their mark on the Freedom Jacket.

If the Arneitz Area area was a state fair, the Free Biker area was a carnival. It was still a decidedly Harley® scene, but heavier on the customisation and a bit looser in general. The smells of exhaust, barbecue, leather and burnt rubber mixed together and hung in the humid air as we navigated aisles and aisles of products, shops and people. It was there, among the black »





Freedom Jacket

and orange, the leather and chrome, that we found Felix.

Felix sat outside a red, white and blue booth on a chair. His shop looked like the wardrobe department from a biker movie crossed with the coolest thrift shop you've ever seen. He had an eclectic mix of objects for sale, and the backdrop of his shop was a huge American flag silk-screened with vintage pictures of James Dean. We made introductions, and it didn't take long to realise Felix was our man.

In Italian-accented English, Felix spoke of the romance of riding, how the vibrations and smells of fresh gas and oil distil into an inner peace. A collector of old Harley® motorcycles, he obviously was a great salesman as almost everyone who entered his shop left with some sort of memento. He greeted everyone with a warm smile and white wine. As Felix explained, if you mix it in equal parts with sparkling water, you can drink all day, feel good and never get a headache. This guy had life down to an art.

When we asked if he'd leave his mark on the jacket, he was thrilled. His vision was simple: a peace sign should be on the Freedom Jacket, because to Felix: "With peace, you live healthier, think clearer and ride better." We told him we'd return the next day, giving him an opportunity to get his brushes and paints together.

Kyle and I headed back to our bike. Excited we had found someone but also exhausted from over two days of no sleep, we planned to check in to our hotel rooms, get some food and charge our batteries, but while walking back, we ran into H.O.G.® Director Nigel Villiers, and the next thing you know we were checking out a covers band called the Bogus Brothers on the main stage. I caught a second wind, and we decided to hang out for a while. We passed the Freedom Jacket around for photo opps and got the lead singer to wear the jacket on stage for one song. It was the first time I've seen a man sing 'R.E.S.P.E.C.T.' (or any other song) wearing a leather jacket and a kilt. The crowd ate it up.

The next morning I awoke to church bells echoing off the hills, and Kyle and I gathered our gear and headed down to Felix's shop, where he was waiting for us.

As he painted, Felix shared stories from his life. He was a former Team Burton professional snowboarder, which explained why he made the Dolomite mountains his home. He talked about the time he made 25 passes through the mountains in one day, which equated to roughly a thousand miles, on a »



“The Freedom Jacket has the power to bond people who share a love of Harley-Davidson®”

40-year-old bike. For all I know, he could have made it all up, but I believed him. I had no desire not to.

As the paint left his brush, he explained his design. Each colour represented something to him, from the Austrian flag colours outlining the peace sign, to the blue representing the lake at the centre of Faaker See. Other colours were symbolic of the different nationalities coming together around the lake for Bike Week. As the hours ticked by, the stories continued to roll, and we began to regard Felix as an old friend. We talked about riding and riding with our friends when Felix's eyes lit up. “You have to meet my friend. He's a very important pinstriper.”

A short walk away we found ‘The Blaster’ set up next to an outdoor bar and in front of his old Volkswagen van. There were a

few bikes sitting around waiting to be painted and a stack of helmets. The Blaster's own custom Panhead sat among them.

As we entered his shop, The Blaster looked up, raised an eyebrow, and pushed his paint-covered glasses to his face, careful not to smear any more of the fresh red paint on his fingers. Like a celebrity tired of autograph seekers, I felt his guard go up, but since we were friends of Felix he obliged us with a conversation. The whole time we talked, long, arcing lines flowed from his hands, perfectly placed and devoid of any defect. He told me later that he doesn't really think about it; he just lets his hands go where they want.

After a round of Coronas, he pulled out an old binder filled with magazine articles that showed a much younger,



smiling Blaster. He had been at this game for a lifetime. He owned a painting shop but travelled often in his van, with the bike loaded in the back, to motorcycle events around Europe. He said he was the only full-time pinstriper that he knew of and was extremely proud that he could make a living at it. He also admitted it kept him a very busy man and while Felix would ride for thousands of miles, The Blaster found his ‘freedom’ in just getting out for a half hour in the middle of the day. It was his escape, “like being in another world”.

I explained the Freedom Jacket and the story behind it. Upon hearing the name “Willie G.” he stopped. “Willie G. has touched this jacket!?” I told him that Willie G. Davidson had signed the jacket and would see whatever we painted on

the jacket when it returned to Milwaukee. He pushed the helmet he'd been working on to the side; grabbed the jacket from me; and wasted no time striping a beautiful, intricate design around the peace sign. Felix had just finished. He carefully put the jacket on and proclaimed, "Willie G.! We are now brothers!"

I held the jacket as Felix's crude peace sign, surrounded by The Blaster's intricate pinstriping, dried. Two very different people had unpredictably come together to make a beautiful piece of art.

I was thankful, and for the first time since we'd touched down I felt myself relaxing a bit. We celebrated our accomplished mission by going for a ride. I'd been talking about motorcycles for too long, and I think everyone felt the same way. Felix knew the back hills, so we rumbled out of the festival and headed out of town.

With time and sunlight dwindling, a shop that needed tending, and helmets and bikes that needed pinstriping, we didn't get a very long ride in, but it's one I'll never forget. We snaked our way through the crowds and several small towns, and headed into the Austrian countryside. It was warm enough that we didn't need a jacket, but The Blaster and Felix both wanted a turn wearing it, so we stopped half way and swapped the Freedom Jacket between them. As we passed from village to village, nothing was said but a lot was communicated. Nods, smiles, and small hand gestures were all we needed. At the end of the ride we hugged like old friends, though we'd only met hours before.

It was sad to see them go, and with only a few hours before I had to head to the airport myself, I started to reflect on the past few days. Landing here I knew no one, but it didn't take long to meet some lifelong friends, united through the simple concept of a single leather jacket making a trip around the world.

Across the divides of geography, religion, politics and more, the Freedom Jacket has the power to bond people who share a love of Harley-Davidson®, and I feel fortunate to have been able to play a small part in its year-long journey.

As I handed the Freedom Jacket off and rolled out of town, I smiled, finished a Red Bull, and raced back to Munich to catch my flight. I had a wedding to attend. ■

To see more stories, photos, and videos about the Freedom Jacket's global journey, visit h-d.com/110jacket





BEFORE THE **WORLD** IS **PAVED...**

Rob Jones took an inspirational and emotional journey through the heart of the African continent



“DO YOU HAVE A DEATH WISH?” My mother’s a strong woman, but I can’t imagine the courage it took to ask her youngest son a question with such weight. We had just dropped my ‘08 Road King off at the dock in Newark, New Jersey – a month later I would meet it in England, eager to start a 30,000km ride through east Africa, ending in Cape Town. I didn’t know how to answer her question; I thought of a few clichés, but I couldn’t bring myself to say anything – her question hung awkwardly in the air.

In truth, I don’t have a death wish; I’m not that extreme or cool. When I purchased

my Harley® five years ago, I couldn’t even ride a motorcycle. That summer I learned to ride by criss-crossing the US. The following summer, my Road King® carried me to Alaska and, two years later, down to Argentina. After each trip, the insatiable wanderlust only grew worse – all I could think about was the next ride.

Harleys are machines capable of riding anywhere... but Africa? I gave myself five days to leave London, race across Europe’s highways and arrive in eastern Turkey. With the exception of a handful of truck drivers, the manifest of the ferry to Egypt

was mostly Syrian refugees fleeing civil war – my friend Rick and I were embarking on a ride through Africa on a lark, hoping to see new places and maybe run across a little danger, while small children played on cardboard boxes containing all their families’ possessions, unaware their lives were irreparably changing – everything came into perspective. We were on a ship of families fleeing a war zone. For the next few months, human suffering would be exposed, raw and out of the shadows.

The riding in Egypt was beautiful and seemed safe. I ticked off loads of places »

Africa

that I've wanted to see since childhood: the tomb high in the Great Pyramid, Luxor, and Abu Simbel. But the highlight was diving the Thistledorn wreck 30 metres below the Red Sea and seeing a cargo hold of doomed World War II BSAs and Triumphs. Later, sitting on a hotel balcony in Cairo, I watched as people took to the streets at night, demanding a better life. The road to Sudan was closed, so I spent the night on the deck of a ferry. Once in Sudan, riding hours a day through the vastness of the Sahara gave me plenty of time for self-reflection. I was near meditation, lost in thought about who I was and who I wanted to be.

At first, it was a little unnerving to be an American riding a Harley® through Sudan, but I only felt warmth and welcome. When I quietly told locals I was American, people would shake my hand and shout "Obama!", nodding their heads with approval.

I had one run-in with the Sudanese military after Rick and I both got a funny feeling at a checkpoint; we exchanged subtle head-nods and rode off – unfortunately, the third biker in our group, Rob Roy, didn't understand the gestures and was stuck with guns drawn on him. After 20 minutes we rode back to collect him; the officials were rightly angry and searched our bags. Upon seeing my US passport the police searched the video on my helmet camera, suspecting that I could be a spy. After an hour, the captain let us go, but not before he looked me dead in the eye and started singing a song in Arabic that rocked my very soul.

When I started planning the ride from London to Cape Town, I couldn't find most African countries on a map, some I had never heard of, but Ethiopia... yeah, I had that one down. I watched *We Are The World* as a kid, and I prepared myself to see sickly





“Riding hours a day through the vastness of the Sahara gave me plenty of time for self-reflection”

children covered in flies outside mud huts.

Okay, so a bit of worldly ignorance is innate in most Americans, but every assumption I had about Ethiopia was totally wrong; it was gorgeous.

At times riding in Ethiopia is perfect, with freshly tarred high-mountain twisties overlooking a vast horizon of plentiful farmland. Ethiopians are certainly poor, but in general the people of Ethiopia seemed joyous, healthy and prosperous. Hearing my Harley approaching, children wearing Chelsea football shirts would run to the edge of the road, waving both hands with bright smiles. I’ve never been so happy to be so wrong.

Riding in Ethiopia does have its perils: I narrowly missed several children running into the street, fresh tarmac would suddenly wash out, and kids throwing stones at bikers seems to be a national pastime! But my biggest concern was the animals wandering free in the road. On my first day in Ethiopia I hit a donkey at speed, tossing me from the bike. The wind was knocked out of me and my right elbow was screaming. I wiggled my fingers and toes; all good. My gear did a fine job and I got away with just some bumps and bruises. The bike, however, laid on its side, lights shattered and front fender crumpled into the tyre – this was bad.

Word quickly spread throughout the village, and I was surrounded. One guy was shouting, but seeing that I was mildly banged up and that the donkey had walked off finding shade under a nearby tree, he helped me drag the bike off the road. Fortunately the engine guards worked as advertised and the bike started up. A few well-placed kicks to the fender gave the front tyre space to roll. I asked the villagers about the condition of the donkey; no one spoke English, so I made a donkey noise »



while giving a thumbs up gesture. One woman laughed awkwardly; the man who helped me lift my bike looked at me like I had severely damaged my head. Rob Roy rode up and suggested it was time to go.

The day got progressively worse; on a 60km section of poorly maintained gravel road, I hit a pothole and both hose lines to the rear shocks blew, spraying hydraulic fluid everywhere. Without suspension, the fender rattled loose; when I stopped to strip it off, a group of Ethiopian children lifted a few things from my bike. After sunset, I dropped the bike and trapped my foot between the saddlebag and a rock, spraining my right ankle and knee. That night, I was grateful to put that day behind me and crawl into my sleeping bag.

I woke with a stiff leg, but I was looking forward to getting on the bike and seeing more of the country. The ride around central Ethiopia to Lalibela was overwhelming;

I was moved to tears thinking about how fortunate I was to be alive riding in a near-perfect moment, my head clear of all thought except the road in front of me. These feelings last for only a few minutes – I know I am exactly where I am meant to be and am somehow connected to... well, everything.

Ethiopia is a country of contrast; the roads are some of the most gorgeous I've ever ridden. The mountains are breathtaking, and the kids embody joy. One hint: I found that quickly returning kids' frantic waves helps to reduce the barrage of stones!

It was time to see what Kenya had in store. The A2 road in Northern Kenya is the last section of dirt road on the entire Cairo to Cape Town route. Sadly, it's under construction and will be entirely tarmac in a few years – yup, it will then be possible to ride from London to Cape Town without your bike ever touching dirt.

When I rode through South America, my bike crossed thousands of miles of sand and washboards without a major problem. The A2 didn't seem worse than these roads, but it sure did a number on my bike. The north part of the road was deep mud; my bike, gear and I weigh more than 500kg. Fortunately, a few local villagers saw me axle-deep in mud and were kind enough to give me a push.

The mud eventually gave way to sand. Against my intuition, and apparently

physics, a 350kg Road King® with a low centre of gravity and five inches of ground clearance is a kick-ass machine on sand – I looked forward to deep bits, where the aluminium skid plate I hose-clamped to the frame became a sled and the rear road tyre pushed me through. The low ground clearance became a lifesaver, but it was my inexperience riding sand that almost killed me. It took hundreds of miles riding in sand and gravel to learn to stay on the throttle, even when the bike gets squirrely, making for some hair-raising moments.

After the long section of Kenyan sand came the washboards – any screw that wasn't factory installed eventually rattled free. I chalk a lot of this up to user error; I should have inspected the bike more

frequently. Finally, the bolt that held my suspension sheared apart – the weight of all my baggage pushed the rear fender onto the tyre, and the friction caused the seat strapped to the top of the fender to melt. I was relieved it was just the seat melting and nothing electrical. Later, without suspension, even the 'maxi-fuse' that leads to the fuse box rattled apart on the heavy corrugation – it didn't blow, but actually shook apart, killing the electrics. I think the bike was sending me an SOS. That's when I discovered oil dripping from the small hole torn in the sump. I was probably a hundred miles from the nearest mechanic, and goodness knows how far from the nearest Harley® dealership with oil leaking from the engine – this was bad.

I am not mechanically inclined, but on the road I've learned to diagnose problems on the bike. I carried a spare maxi-fuse, plus a quick application of liquid steel that Rob Roy brought plugged the leaking sump, and later an extremely helpful mechanic somehow found a matching bolt, solving my problem.

Back on the tarmac, in western Kenya, I spent a few minutes visiting President Barack Obama's grandmother – Momma Sarah. She asked questions through an interpreter about the trip and my Harley. Then I spent the afternoon walking through the small Kenyan village in which my President's father grew up, thinking

about how small this world truly is.

Riding in Uganda was terrifying. Occasionally I experienced oncoming traffic passing another vehicle on a small two-lane road. The disregard for motorcyclists was ubiquitous in Uganda – dozens of times a day trucks and 4x4s forced me onto the shoulder, sometimes off the road entirely. In Tanzania it got so bad that I started throwing water bottles at the oncoming trucks. The feeling of satisfaction was quickly replaced by the realisation that I was in rural Tanzania without any water – fail.

In Rwanda, the memorials to the 1994 genocide nearly brought me to tears. I met with several Peace Corps volunteers who discussed their concern that ethnic tensions, which resulted in the first genocide, would likely flare up again.

I wish I had had more time to explore Tanzania, but I had to make tracks as my girlfriend Bridget was meeting me in Lusaka, Zambia. After four months of being apart, I

couldn't wait to see her. She is amazing, and I am so grateful that she could join me on this journey.

We spent five incredible weeks riding through southern Africa. We saw all the normal tourist stuff – big-five safaris in Botswana, Victoria Falls, seeing great white sharks in South Africa and all that, but it was the moments off the beaten track that I will remember most: trying to save a small kitten in Zimbabwe, meeting a guy selling a handful of gems at a gas station in Namibia, and staring in awe as the setting sun sank into the dunes off the Skeleton Coast. After sharing a month riding thousands of miles together, I proposed to Bridget at the southern tip of Africa, Cape Agulhas. Of course, my bike is front and centre in the proposal photos!

I've loved riding my Road King® around the planet, it has taken me everywhere that I've wanted to go, without limitations. Sure I've been banged up along the way, loads of bruises, spraining ankles and knees, and a fractured scapula in Ecuador, but my Harley keeps going with rarely a complaint.

I can finally answer my mother's question – I don't have a death wish. I'm simply searching for the rare moment I only experience on my bike, a head clear of thoughts and worries, when I feel I'm exactly where I'm meant to be – connected to everything at once, while riding towards somewhere new. ■

"Ethiopia is a country of contrast; the roads are some of the most gorgeous I've ever ridden"





ON THE RIGHT TRACK



Words: Amy Tocknell
Photos: Brian J Nelson

When Slovakian superbike racer Sandra Stammova was offered a ride on a Sportster® XR1200™ in the AMA Pro/Vance & Hines race series, she jumped at the opportunity. *HOG*® magazine caught up with her following her Daytona debut in March

***HOG*® magazine:** Before we start, congratulations on your result at Daytona. Riding an unfamiliar track on a new Harley-Davidson® bike must have posed some real challenges; were you pleased with your performance?

Sandra Stammova: Thank you! To be honest, yes, I am pretty happy with my performance and lap times in Daytona, especially when you consider the fact that I had very little track time before the race. I didn't have the chance to get used to the circuit, or work on the settings of my bike as much as I would normally like to, but you know what? That's racing! These things happen, and can be very frustrating, but you need to move past them, jump on the bike and do the best you can for yourself and your team.

***HOG*:** How did you adapt for the race, given that you were not able to prepare as much as you would have liked?

SS: A positive mindset was, and always is, my starting point, followed by using settings I was familiar with on my teammate Michael Barnes' spare bike. I had used the settings during practice

at the Chuckwalla racetrack, so I felt a little more at ease having already ridden with them. The bike felt really good after my warm-up lap, so I went into the race ready to learn the track and decide upon my strategy. I finished in 20th position, having improved on my qualifying lap times by 5.5 seconds, so I am quite pleased given that this was my first race on the Sportster® XR1200™, and the reduced preparation time.

***HOG*:** Let's go back to when you first became interested in bikes; how did the love affair start?

SS: I started riding in Slovakia when I was 17, but only on the road, not on race circuits. When I finished university in Prague, Czech Republic, where I qualified as a financial engineer, I moved to New Zealand to learn English and visit my father who was living there. Already a confident and experienced rider, I took the opportunity to experience track riding on the Pukekohe track, and it all started from there, aged 25. My plan to return to Slovakia as an engineer forgotten, I moved to Australia, and then later England where I race Superstock 1000 in the British Superbike championship. »

“The aspirational element of the brand is very apparent. As a rider and a racer, I am fully accepting of all riders, so H-D® being so inclusive and welcoming fits with my ideals in every way, and encourages more people to give riding a try”

HOG: How does racing compare to road riding for you?

SS: Well I think racing is much safer! When I compete, I'm surrounded by fellow professionals who know how to minimise the dangers posed to both themselves and others, but the rules of the road are totally different. As well as a range of bikes to contend with, there is also traffic, and unknown road conditions. It's important to remember to separate the two styles of riding, as going too fast on the road will most likely get you into trouble at the first set of traffic lights you come to.

HOG: So let's talk Harley®. Daytona was the first time you have raced on one; how did it differ from the bikes you are more associated with and used to?

SS: To be honest, everything felt different, apart from the fact that the XR1200 has two wheels! Seriously, though, I have mostly raced sports bikes and so I needed to change my riding style completely. The Harley was around 70kg heavier than my bike from last season, and is less responsive to aggressive riding styles. This was unfortunate for me as I am generally regarded as being particularly forthright with my bikes! My teammate advised me not to fight with the bike, but instead to 'dance with it and be gentle'. Easier said than done!

Rather than needing my physical core strength to control the bike, as I am accustomed to, I had to adopt a much smoother and more relaxed style in order to react quickly, especially when cornering. It's pretty hard to be relaxed while also 'tucking in' nice and tight, but it was a style that I needed to adopt quickly, as the Harley had no windshield or fairings to make it more aerodynamic. I was pleased that when it mattered, it all came together and worked.

HOG: What did you particularly like about the XR1200?

SS: I loved the challenge of riding it fast, and being able to adjust to it quickly was a real boost. I think that the greater the variety of bikes I experience, the better rider I become. Having enjoyed racing on the XR1200, I think I would enjoy riding a Harley-Davidson on the road because it was very comfortable and easy to control. Harley has always produced really unique, eye-catching designs, and the XR1200 looks very sharp and 'bad-ass', a quality that appeals to me a lot!

HOG: How did the collaboration with Harley come about, and did you feel any pressure in becoming an ambassador for a company with such a huge reputation?

SS: My Stateside sports agent was approached with an offer for me to test a Harley-Davidson at the end of January, and given that it was winter in Europe, there was not a lot of racing going on. I was keen to get back on a bike, and who could turn down a chance to test a Harley? I said yes!

I have to say, I didn't feel any pressure at all. It is my job to represent the brand I am racing for, and I always take it very seriously. I felt incredibly comfortable representing H-D®, and more than that, it was an honour as I consider the brand to be classy and hugely successful, with an amazing reputation in the world of motorcycles.

HOG: What do you most associate with Harley as a brand, and how does that fit with your ideals as a rider?

SS: It would be easy to stereotype the brand as being associated with groups of bikers wearing their chapter colours, but it's so much more diverse than that! There is such a huge following, with die-hard fans coming from every walk of life. I also think

that the rise in popularity of 'reality' television shows has helped to open up the scene, with celebrities keen to have bespoke creations designed to complement their personalities and riding styles. The aspirational element of the brand is very apparent. As a rider and a racer, I am fully accepting of all riders, so H-D being so inclusive and welcoming fits with my ideals in every way, and encourages more people to give riding a try.

HOG: As an attractive female rider, do you feel that you have always been taken seriously, or have you felt pressure to prove yourself to be more than just a pretty face in a 'male-centric' sport?

SS: I think it is a challenge for women to gain respect and to be taken seriously in this industry. The fact is, motorbike racing is still considered to be a male sport, although thankfully, more and more women are now entering. I think that at the end of the day, you have to earn respect as a rider and an individual, regardless of your gender. I have had to contend with some unpleasant comments about my appearance, but I think there will always be a minority who judge people solely on their looks, and not their talent.

I'm sure that there have been advantages to being a female rider, for example I have gotten a lot more exposure than most male racers, but that in turn puts extra pressure on me to fulfil people's expectations. To balance this, I have been studying sport psychology in order to master focusing techniques, so that I can endeavour to not let external distractions affect my on-track performance. I will therefore become a better rider, but self-improvement is never-ending. I want to earn respect for my riding skills, so physical appearance is nothing more than a 'marketing bonus' in my opinion, as it will never make me a faster racer! »





HOG: H-D has the Ladies of Harley™ group. Do you think this is a positive step for female riders? Speaking of which, do you find an extra level of camaraderie between female racers, or is there a sense of above-average competitiveness?

SS: The Ladies of Harley™ group sounds great. I love riding on racetracks, but also in motocross, and on roads, so the more women that can be encouraged to jump on a bike the better. It would be amazing to become part of a Ladies of Harley group, and to experience more of the H-D lifestyle. As for racing camaraderie, I can only answer for myself, but I have absolutely no problem with being friends with my fellow female riders, and have experienced no issues. The one thing I will say, though, is that when we race, we are competitors; everything else is secondary!

HOG: Do you feel that there are elements to riding that perhaps women enjoy that male riders may not?

SS: That's a really interesting question. I think it's very individual, and every rider has a slightly different motivation to race or ride, regardless of gender. For some people, it's a need to go fast, or to look good, and for others it is something they have grown up with or have nostalgia for. A common theme, I'm sure, is the love of adrenaline pumping around the body, but

many other motivations will be unique to the individual.

I would be very interested in experiencing how a male race competitor comprehends the scene as a whole, to see how he feels, and thinks at high speeds, but there is no way of doing so, unfortunately! For me, I love the adrenaline, challenge of competition and being successful. Riding fast, on the edge, smelling the tyres and petrol, I love the implied, yet controlled, danger. I am just addicted to riding, and the massive amount of pleasure that it brings me as an individual, not specifically as a woman.

HOG: With such a non-stop lifestyle, do you have time to make future plans, and if so, what are they?

SS: I am an extremely passionate person, with a huge range of interests and I get excited about new things very easily! I obviously LOVE my racing and it has been my biggest passion for the past four years. I have won a lot of events, and am very keen to continue in the industry, but I want to be as involved as possible and to not contain myself to only racing. I am keen to engage in coaching, or even take on a more business orientated role at the hub of a racing team.

Sport in general is huge part of my life, and I train every day, regardless of season. When my schedule allows, I coach and mentor for the Slovak Ski Association as I used to be an alpine skier, so I hope to

continue with this, as well as continuing to develop my understanding of nutrition, and sports psychology. I am not sure that there are enough hours in the day, or days in the year to accommodate everything!

Travel will also continue to be a passion of mine, and I hope to have the opportunity to be involved in the fashion industry at some point. Perhaps it would be easier to ask what I am not looking to try in the future, and the answer to that is very little! I want to take on any challenges, and experience everything new, and in my usual style, I will give it all 110 per cent!! ■

A DATE WITH SANDRA

If you want to keep an eye on Sandra's progress, visit www.vanceandhines.com/xr1200/ – here's the schedule for the rest of the season:

May 31-June 2

Road America, Wisconsin

June 21-23

Barber Motorsports Park, Alabama

July 12-14

Mid-Ohio Sports Car Course, Ohio

August 2-4

Miller Motorsports Park, Utah

August 16-18

Indianapolis Motor Speedway, Indiana

September 13-15

New Jersey Motorsports Park, New Jersey

September 26-28

Mazda Raceway, California

Love on two wheels

No-one has to choose between their Harley-Davidson® and their romantic partner, particularly these lucky couples for whom their affections are intertwined

INDIVIDUALITY AND FREEDOM. Two words that have become synonymous with riding a Harley-Davidson®, but for many, a shared love of the machines is central to the special relationships they have with their partners, and for some, the reason they found each other. Speaking to Harley-Davidson® owners, we find out whether a shared passion makes their romance stronger and if their bikes played an integral part in them becoming a partnership. »

MARTIN & BARBARA WYATT

He rides: 1992 Fatboy® and 2010 Nightster®

She rides: 2004 Sportster® 883 Custom

Chapter: Red Rose

When and how did you first meet?

Martin: At a party in Cartmel in 1972. My sister was attending and wanted a lift. I drove her there and met Barbara at the party. It changed my life!

Barbara: The party was an 18th birthday party and Martin's sister June was one of my school friends. I thought he was good looking and was very glad he decided to stay. We had our first real date two days later.

Were you both riding Harley-Davidson® motorcycles at the time?

Martin: No, at the time they were out of our price range! I had a banger of a Mini, being 'between bikes'. It was years later when we got our own Harley – an XLH1000.

Barbara: I was riding my Dad's Honda 50 when we first met, having passed my bike test at the tender age of 16.

What role did the bikes play?

Martin: It was our sole form of transport and we went to rallies all over the UK and Europe. We got our first Harley-Davidson in 1983, joined H.O.G.® and have been regulars at H.O.G. events ever since.

What's the furthest you've ridden together?

Martin: In 2011, we rode Route 66 on two Harleys – 2,033 miles in 15 days, a fantastic trip. We've also ridden 800 miles in a weekend for the Hard Rocks Ride in 2005. Every year, we look forward to the 300-mile journey down to the Cider Rally!

What's the best thing about riding together?

Barbara: Riding together is always like setting off on an adventure even if you are only going a couple of miles down the road. We use an intercom system on the bikes and I find this makes it even more fun as you can share things immediately.

Martin: Other Harley-riding couples will understand! Our rides out together are certainly special; the world always seems a better place after we've been out on the Harleys.

What do you love about your Harley-Davidson®?

Martin: The sound of the engine, the feel of the torque, the gleam of the chrome and paint!

Barbara: My Harley keeps me sane – a ride on the bike brings life back into perspective.





KEN & PRISCILLA POZCEKAJ

He rides: 2009 Screaming Eagle Fat Bob® and 2008 Screaming Eagle Road King®

She rides: 2006 Screaming Eagle Fat Boy® UK and 2010 Fat Boy® Lo USA

Chapter: Chelsea & Fulham. We've made friendships there that we will always cherish.

When and how did you first meet?

Ken: We met at work when I was 19 and Priscilla was 17.

What role did the bikes play?

Ken: We rode everywhere, rain or shine. Priscilla would even sleep on the back.

What's the most romantic thing you've done on your bikes?

Ken: We drove through Spear Fish Canyon in South Dakota and stopped at the waterfall. It was also a lot better when Priscilla rode on the back – there's something about that Harley® vibration that just makes you come alive.

What's the furthest you've ridden together?

Priscilla: We drove 1,700 miles in a week through Wyoming and South Dakota, finishing at Yellowstone National Park in Wyoming.

Do you feel like it's another personal thing that you share that you don't share with others?

Ken: Other than our chapter and close friends, it really just brings us together. We will ride every weekend if possible and we find little out-of-the-way places that most people would never find. It helps keep the romance alive.

What do you love about your Harley?

Ken: It has never let me down and you can't say that for many things. My Screaming Eagle Fat Bob® is quick and agile and really fits well with the European roads. My Screaming Eagle Road King rides like a Cadillac and makes for a great ride in the USA.

What do other people say about you being a Harley-Davidson® couple?

Priscilla: People love it. I think they think it is cool for a couple to ride together.

MALCOLM & MAVIS GODFREY

He rides: Harley-Davidson Street Glide®

She rides: Harley-Davidson Custom Sportster® 1200

Chapter: St Leger Chapter, Doncaster. In our chapter they call us 'Sat Nav' because, when we lead ride-outs, we invariably get lost. To be honest, Mavis could get lost in a phone box.

When and how did you first meet?

Mavis: We met by chance on a blind date in 1990.

Were you both riding Harley-Davidson® motorcycles at the time?

Malcolm: No, we only rode mountain bikes at the time. Harleys didn't really figure in our relationship until about 2003 when we started riding together.

What's the most romantic thing you've done on your bikes?

Mavis: We rode the Florida Keys – it was fantastic!

What's the furthest you've ridden together?

Malcolm: We took part in the European H.O.G.® Rally in Portugal in 2012.

What's the best thing about riding together?

Mavis: There's a real feeling of a bond. No other situation we've ever experienced has ever felt so intense.

Do you ride differently when you're alone?

Malcolm: Yes, I tend to ride a little bit faster by myself... but well within the law!

What do you love about your Harley?

Malcolm: Absolutely everything, it was the best money we ever spent. When you fire up that engine, well... let's just say it's the best pleasure you'll ever experience with your clothes on!

What do other people say about you being a Harley-Davidson® couple?

Malcolm: 'Lucky b*****ds!'. I'm kidding, but people do get pretty envious and they make comments like 'If only we could do that', to which we always say the same thing: 'So go and do it then!'





ANDY & ALISON FENWICK

He rides: CVO Road Glide®

She rides: Custom-painted Switchback®

When and how did you first meet?

Andy: We met through our love (at the time) of modern jive dancing. Even before we both rode, having a fun hobby we enjoyed together was a big part of our life.

Were you both riding Harley-Davidson® motorcycles at the time?

Alison: No, but his long-term dream was always to be a part of the Harley® world. When I took a redundancy package in 2003, we bought an Anniversary Model Road King® and brought his dream to life.

What role did the bikes play?

Alison: My time with Andy was my first experience of being on a bike. I loved not only the riding but also the Harley family that we eventually became a part of. The trouble was that I wasn't the only one of the family who enjoyed being a pillion; soon I was being left behind as the children were taken on rides!

What's the most romantic thing you've done on your bikes?

Alison: Andy and I were sharing our birthday celebrations at a joint 90th birthday party for all our friends and family. As a complete surprise, he rode in to the hall and presented me with a brand new Sportster® that he had not only customised, but had painted pink for me! It was beautiful – the best and most romantic birthday present any lady could ask for!

What's the furthest you've ridden together?

Andy: A total of 3,200 miles when we rode through the Pyrenees to Andorra and along the entire coastline of Spain.

What do you love about your Harley-Davidson®?

Alison: We love our bikes and the special friends we have made through riding and the lifestyle it has brought with it. I often hear my husband proudly saying 'My wife rides a Harley-Davidson® as well', which is the icing on the cake for me!

DARRYL & HELEN WATT

He rides: 2012 Road King® Classic (I think this is his sixth, I lose count!)

She rides: 2011 Deluxe, it's my dream bike

Chapter: Manchester Hatters

When and how did you first meet?

Darryl: A biker bar in Portsmouth in the '80s – we've been married for 21 years now.

What role did the bikes play?

Darryl: They were everything; our evenings, weekends and holidays away were filled with rides.

What's the most romantic thing you've done on your bikes?

Helen: For our 20th anniversary in 2012, we spent the night in a beautiful castle while we were touring through Scotland before we headed off to Thunder In The Glens – a fantastic tour that took us to some of the great riding roads in Scotland!

What's the furthest you've ridden together?

Darryl: 3,000 miles, all in one holiday.

What's the best thing about riding together?

Helen: We can ride at our own pace. It's very relaxed and uncomplicated. It can't really be explained. It's like asking why a dog has to stick its head out of the window when you're doing 70 on the motorway – it just feels natural.

What do you love about your Harley?

Darryl: The freedom it gives us and the feelings it conjures up – nothing beats the rumble of the open road.

What do you love about him?

Helen: He's my best friend. He makes me laugh everyday and he knows me better than anyone.

What do you love about her?

Darryl: She looks after me, we understand each other and always have a laugh no matter what.

What do other people say about you being a Harley-Davidson® couple?

Helen: They always say that they think that we're living the dream... and we are!





RICHARD BLISSETT & LESLEY SKINNER

He rides: 1997 Ultra Classic

She rides: 1998 Heritage Softail® Classic

Chapter: Oxford & Thames Valley

When and how did you first meet?

Richard: We met at the crematorium in Reading where we both worked.

Were you both riding Harley-Davidson® motorcycles at the time?

Lesley: I was riding my Heritage Softail® Classic, but Richard had stopped riding years before. It didn't take him long to get interested in my Harley, though...

What role did the bikes play?

Lesley: I used to go visit my mechanic on my lunch break and Richard would come along. It was through him that Richard bought his first Harley.

What's the furthest you've ridden together?

Richard: We rode to the south of Spain with six others in 2011 and had a wonderful holiday soaking up the beautiful weather.

Do you feel like it's another personal thing that you share that you don't share with others?

Lesley: Yes, but we've made many lovely friends through owning Harleys too and we meet new people nearly every time we ride together.

What do you love about your Harley-Davidson®?

Lesley: I'm very passionate about my Harley and feel like a kid at Christmas every time I climb aboard and ride off. I've had her (her name's Foxy) since 2002 and I've made a lot of changes to her, so she's very personal to me now.

What do other people say about you being a Harley-Davidson® couple?

Lesley: No matter where we go, if we take both the bikes then people always come and ask us about them.

BILL THOMPSON & MANDY ENGLISH

He rides: 59 plate Fat Boy®

She rides: 60 plate Sportster® 833 L

Chapter: Geordie Chapter (Mandy is Secretary)

When and how did you first meet?

Bill: Our eyes first met at the Chapter meeting in Newcastle last October, but we first spoke to each other at the next meeting down in Middlesborough. Mandy, as Editor, approached me for details to include in the new member section of the HOTT. I deduced that she was single ('Get in!' I thought) and, after briefly speaking at our Chapter Christmas bash (because I'm very shy and reserved...), I didn't ask her out for a drink until January 11. We sat talking for a whole 12 hours! Smitten – hook, line and sinker.

What role did the bikes play?

Bill: If it wasn't for the lads that I work with who invited me up to Thunder in the Glens when I was on my Suzuki Intruder 1800, I would have never met Mandy. Needless to say, TITG blew me away and I bought my Harley as soon as I returned to Newcastle.

What's the most romantic thing you've done on your bikes?

Mandy: Bill accompanied me to collect my bike and kept me safe on my first ride. When we go out on our Harleys, it's a fantastic feeling that we can both ride independently and watch out for each other.

What do you love about your Harley-Davidson®?

Bill: I love my Vance and Hines pipes stage one and the riding position of my Fat Boy®.

Mandy: I love the low-riding position of my Sportster® and the thrill I experience knowing I'm riding a Harley!

What do you love about him?

Mandy: Everything, but especially that he is so caring, passionate and loving, that he makes me feel beautiful and special, that he always has a plan, his kisses, his legs, his butt, his singing voice, how close we are and how he saw sense and eventually bought a Harley!

What do you love about her?

Bill: THAT WOULD BE EVERYTHING! She's gorgeous, she's petite, she's witty and she's got her own bike – what could be more perfect than that?

What do other people say about you being a Harley-Davidson® couple?

Mandy: Although it's a quite new relationship, Chapter members seem to be very happy for us!

STOP PRESS!
Mandy and Bill just got engaged!



★ WIR FEIERN 10 JAHRE HAMBURG HARLEY DAYS® ★



HARLEY-DAVIDSON® GERMANY PRESENTS:

HAMBURG HARLEY DAYS®

21.-23. Juni 2013

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MAKE EVERY DAY COUNT



REASONS TO

2013 IS A BIG YEAR FOR HARLEY-DAVIDSON® and H.O.G.® with amazing opportunities to make it your most memorable year ever. Big or small, near or far, global anniversary events or even your local chapter events, there's no bad reason to get out and ride this year. Here are 30 great ones – just to get your juices flowing...

1

TO SHOW THE WORLD
THAT NO ONE
CELEBRATES
LIKE H.O.G.®

2

To do as the Romans do... **IN ROME**

3

To rack up some ABCs of Touring
points in beautiful places

4

To add to your H.O.G. Mileage
Program total

5

Because you're going to need a new
rear tyre eventually anyway...

6

TO ENTER YOUR FIRST
CUSTOM BIKE IN A SHOW

7

To broaden your horizons, test your
limits and blow your mind

8

To see if H.O.G. rallies are as much fun
everywhere else (of course they are)

9

To participate in an international
H.O.G. Rally on your own bike

10

TO HELP SMASH LAST
YEAR'S TOTAL OF
7,799,140 MILES ON
THE H-D® WORLD RIDE

11

Because towns with names like Lost,
Monster, Rottenegg, Dull, Ugley,
Worms and North Piddle are always
worth a laugh

12

To discover an amazing
new local band



ATTEND A H.O.G.®/HARLEY-DAVIDSON® EVENT

13

To visit the spot in Paris where the motorcycle was born in 1867 – as a steam-powered 'velocipede'...

14

To dip your boot in the Atlantic, Mediterranean, the Red Sea and a great river or three

15

Two words: biker games

16

BECAUSE THE BEST WAY TO SEE THE WORLD IS FROM A BIKE

17

Because sometimes peer pressure is a good thing

18

To ride for seven consecutive days in seven different countries and see something new every time

19

To see what the moon looks like from the top of a mountain

20

To selflessly help Belgium and Germany settle their dispute over who makes better beer

21

To hear the sound of thousands of Harley® motorcycles parading through the Austrian Alps

22

So you can tell your friends you saw Batman (the city of Batman in Turkey, that is...)

23

To fill up on sauerkraut in Germany, baguettes in France, tapas in Spain, chocolate in Switzerland and chips with mayonnaise in Belgium

24

TO SHOW OFF YOUR PATCH AND PIN COLLECTION – OR START ONE

25

To party with a hundred close friends - that you've just met

26

Because H.O.G. is today's REAL social network

27

To check 'Northern Lights' and 'The Alps' off your bucket list

28

To share your passion with new friends from all over the world

29

To see people smile as you rumble past

30

DO YOU REALLY NEED A REASON?

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J13-2623_HDIS_04/13

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Harley-Davidson®



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Join us to celebrate the 110th Anniversary of Harley-Davidson® in a big weekend event to remember!

Enjoy a fantastic atmosphere, featuring:

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Everyone is welcome!
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2012 WINNERS

The ABCs of Touring programme gives you a great opportunity to win prizes while accumulating miles. Here are the winners from the class of 2012 ...

TERJE HANSEN	167
GUNTER KRANZ	125
KAREL JANDEJSEK	111
MALCOLM BRADLY	99
ROBIN SEYMOUR	93
LUCA CATTANEO	85
DOLF DE WIT	82
MARGARET BRADLY	80
NICOLA ZANETTI	80
PIERRE-ALAIN SCHULE	80
ALEXANDRA OLIVER	78
MARTIN WILD	77
JACKIE WILD	75
NEIL LEWIS	74
ROBERT SOMMER	72
KURT LINDOVSKY	72
RUEDIGER KENTZLER	70
JEAN CLAUDE DUHAMEL	69
NIGEL SMITH	68
ERIK BOUW	67
THOMAS FIGGE	66
AXEL THILL	66
JUAN GUZMAN LOPEZ	65
JOHN NISBET	63
ANDREAS WENZEL	60
SIMON ALDERSON	59
FELIX CABALLERO MATEO	59
JOSE ANTONIO GALVEZ PRIETO	58
BERND ALTGASSEN	58
DAVID GURNEY	57
FREDDY DEROOSE	57
KENNETH MACALPINE	56
KLAUS-PETER SANFT	55
RUSS MIDDLETON	50
FRANK GRELL	50
RAMONA GRELL	48
DIRK MUSSTOPF	48
RAINER HUMMEL	46
GUIDO BONGARTZ	46
PATRICK SCHLARB	45
RICHARD FRANCIS	44
MARTIN J RUSSELL	44
STEPHEN CLAMP	43
SUSAN CLAMP	43
DETLEF BÜCKER	43
UWE NEHRY	42
KEITH JONES	42
ANDREAS STAADEN	40
FRANZ KROISS	39
DAGMAR LACKERMAIER	39
ALESSANDRO NAVARRINI	39
JAVIER MARCHANTE	39
SIMON MC GARRY	38
MICHAEL HOWERS	38
MARK B WARD	37
IRIS ZIMMERMANN	37
JOACHIM HABISREITINGER	36
CHRISTA NEHRY	36
CHRISTO KAPP	32
KARLHEINZ WEISS	31
ANDREAS WENZEL	31
WALTER BSTIELER	31
AUNDINE KAPP	31
PETER RUSCH	28
BABETTE KENTZLER	27
HANS-PETER WOHLAND	27
REGINA WACKER	27
ANTONIETTA STROCCHIA	26
MARIA BSTIELER	26




Custom



A custom motorcycle is parked against a red brick wall. The bike features a high handlebar, a black fuel tank with white checkered graphics, and a license plate that reads '190 XUB.'. The motorcycle is positioned diagonally, showing its front and side. The background is a weathered brick wall with some cracks. The ground is paved asphalt.

THE ROAD LESS TRAVELLED



“I’m not into owning, showing, presenting. I like to ride hundreds of miles a day”

Most people who enjoy touring Europe by motorcycle choose something reliable and comfortable to soak up the thousands of picturesque miles they’ll cover on a trip. Not Bedwyr Evans. He does his monster mileages on this 1950s/1960s Harley® Panhead

Words and photos: Guy Bolton

“I’M NOT INTO the round-town scene,” Bedwyr smiles. “I’m not into owning, showing, presenting. I like to ride hundreds of miles a day, to use the bike for its intended purpose. The road less travelled... that’s the real deal for me.” And if you attend any of the European events specialising in old Harleys® during the more pleasant months of the year, you are likely to have met Bedwyr on his trusty chopper. Holland, Sweden, France...

he’ll ride this bike anywhere. And he relishes every mile he makes into unknown territory.

After years of owning all manner of different bikes, Bedwyr decided to get his act together and buy a Panhead. “It was after being blown away by the bikes I saw at the Uddevalla bike show in Sweden about seven years ago. I managed to find an engine and gearbox – I spoke to the seller while he was in the bath! He was

selling the bits off a wrecked 1960 Panhead (possibly an ex-police bike); I told him it was just what I was looking for. I mentioned I was also looking for a rigid frame and he said he had one of those too... a 1950 wishbone.”

A deal was struck and the parts duly arrived in a crate; then Bedwyr went to work. The engine was seized, and the frame was “raked, cracked, with the tabs cut off”. Alan Brown, a local ex-grass-tracking legend in Bristol, was given the job of de-raking and repairing the frame. “He’s a great fabricator,” says Bedwyr. “His brazing is like artwork. The frame was raked to about 35 degrees, and Alan said ‘I’ll get my 30-degree eye on it’. So he did it by eye, and when I got it home and measured it, sure enough the rake was spot-on 30 degrees.”

The engine had sat outside for years with the timing chest open. “It looked like a sewer excavation,” smiles Bedwyr. »



The machining for the rebuild was entrusted to Matt's Engineering in south Wales, who are well known in the UK for their engine work. "They're brilliant," says Bedwyr, and as an aircraft maintenance engineer he knows what he's talking about.

The engine was blueprinted and balanced and rebuilt to stock specifications. Despite its dreadful appearance when it arrived, Bedwyr was pleasantly surprised by its condition. "It was obviously low mileage; there were no cracks in the heads and the bores were only +20. As for the gearbox, I replaced the bearings but otherwise it needed no work."

In the meantime Bedwyr had been gathering the other components he needed for the build. The oil tank is original, as are the 1960 gas tanks (and '59/'60 badges), which came with the engine and transmission.

Bedwyr was clear about the direction the build should take: "A B-movie, period-correct bike," he says. "I was really inspired

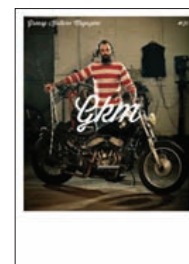
by those old black-and-white photos from the mid-1960s where you could only see half a bike... where you could just glimpse snatches of nasty, scruffy choppers."

With this in mind, he added a repro springer and TLS front brake, an original rear drum, a Linkert M74B carb, and a Bates seat and p-pad. A Primo 1.5" belt drive, Timken head bearings and electronic ignition were rare concessions to more modern technology. Bedwyr made the sissy bar and converted some drag bars to internal 'wire' throttle.

With the addition of vintage spoon pegs, a real Bates/KD headlamp and a Roth scoop, the bike really has the period chopper look Bedwyr was going for. But unlike most old Harleys, this bike is ridden serious distances. "I decided to do it right and start with a no-expense-spared, better-than-new engine rebuild. That's at the heart of it really. I wanted to remedy 50 years of abuse, and as a result I have a bike that has never let me down." When

pushed, however, Bedwyr admits to "endless battery trouble. I switched to an electronic regulator after the original (rebuilt by a so-called 'expert') was set for too-low speeds and kept cooking the battery. I have also switched to a genuine H-D® battery... so far so good, but the real test will be when I put some miles on it."

Bedwyr has decided to make some cosmetic changes to his Panhead which are currently underway, but then the bike will be back where it belongs, on those roads less travelled. ■



If you like reading about traditionally styled choppers, bobbers and hot rods that favour home-built over shop-built, you'll love *Greasy Kulture Magazine*. Subscribe today at greasykulture.com



“I was really inspired by those old black-and-white photos from the mid-1960s where you could only see half a bike... where you could just glimpse snatches of nasty, scruffy choppers”



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H.O.G.® ASSISTANCE

AN OUNCE OF PREVENTION

Q

What's worse
than a stranded
motorcyclist?

A

When that
motorcyclist
is you

3

ways to
avoid roadside
breakdown

1 PUNCH T-CLOCS

Sure, you get access to H.O.G.® Assistance roadside recovery as a H.O.G. member. But why use it if you don't have to? Even with all that help on tap, getting stranded is still a nuisance, one you can avoid with a simple inspection. Yes, we're talking T-CLOCS – the pre-ride checklist developed by the Motorcycle Safety Foundation. Learn it. Live by it



T

Tyres, wheels and brakes

Carefully inspect tread depth, wear, weathering, bulges and embedded objects. Check air pressure. Check wheels for loose or bent spokes, or cast wheels for cracks. Check to ensure rims are perfectly round. Check bearings for free play in tyres. Check brakes to determine that each brake alone keeps bike from rolling.



C

Controls

Inspect levers and pedals for broken, bent or cracked parts. Be sure mounts are tight. Check cables for frays or kinks. Check hoses for cuts, cracks, leaks, bulges, chafing or deterioration. Be sure hose routing doesn't interfere with steering. Check throttle to be sure it moves freely, snaps closed and doesn't rev when handlebar is turned.



L

Lights and electrics

Check battery terminals for clean and tight connections. Check headlamp for high and low beam operation and aim. Check tail lamp for operation and activation with both front and rear brake application. Check left and right, front and back turn signals. Adjust mirrors and check that horn operates. Check wiring for pinching or fraying wires, and be sure wiring doesn't interfere with steering.



O

Oil and other fluids

Check fluid levels. Check for leaks.



C

Chassis

Check frame for cracks. Check accessory mounts. Check handlebar movement for full travel. Check front forks for smooth travel. Check belt for tension and for embedded objects.



S

Stand

Be sure spring is working properly. Check for cracks or bends. »

2 READ THE MANUAL

AS ADVICE YOU'VE heard too many times, it's right up there with 'eat your vegetables'. But if you don't do it and you do get stuck, who's the joke on? A little reading can spare you a lot of headaches.

Take key fobs, for instance. Lots of riders lose them on a trip, can't disarm their bike's security system, and have to call for assistance. But if

they'd cracked the manual, and practised a couple times at home, they'd know the sequence of control activation that disarms the system. And they'd be on their way.

Also noted in the owner's manual are the maintenance schedules. Follow these for added assurance that your bike operates like new. In addition to reading the manual, bring it with you.

3 BRING A 'JUST IN CASE' KIT

Here's a list of some useful stuff to bring along on your rides to deal with roadside trouble

- Swiss-style pocketknife or multi-tool
- Bike lock
- Tyre pressure gauge
- Tool kit
- Rain gear
- Sunglasses
- Energy food bar
- Water
- First-aid kit
- Duct tape
- Mobile phone and charger
- Utility light
- Emergency contact numbers
- List of current medical conditions and medications
- H.O.G.® Touring Handbook
- Bike registration and insurance info
- Motorcycle owner's manual
- Sunscreen and lip balm
- Toilet roll
- Credit card and emergency cash

! WORDS TO THE WISE

AS MANAGER OF SERVICE marketing at Harley-Davidson®, Chris Tribbey knows maintenance. Better yet, he also knows how to avoid the need for it when you're on the road. First off, he says, use T-CLOCS. It alerts you to problems before they become ride busters. Second, know the most preventable causes of an inoperable motorcycle: flat tyre, dead battery, blown drive belt. "A high percentage of flat tyres are caused by tyres that are too worn or that had an embedded object that caused a slow leak," Tribbey says. "Careful inspection of both tyres before the ride can prevent a flat from happening.

"Similarly, drive belt failure isn't too common," he says, "but when it happens it's usually caused by an embedded object, usually a small rock or prior fraying. A pre-ride inspection would catch those."

And finally, he adds, "many battery failures could be prevented by using a battery tender whenever the motorcycle is parked overnight, even during the riding season. There's a constant draw on the battery even with the engine off."

If you do have to jump-start your bike, don't do it from a car or truck, Tribbey advises. They

operate at different amperages than your motorcycle, and you could easily end up with more problems than just a dead battery. He also recommends washing your motorcycle regularly. By washing your bike, you're touching a lot of components on your bike. You'll easily detect loose shifter levers, leaking gaskets or loose spokes. Beyond getting things clean, it helps you detect initial component wear. Although jump-starting batteries is not typically recommended, if you do find yourself stranded with a dead battery, follow these tips:

- Always observe the correct procedure and process to connect and disconnect the positive and negative cables (as indicated in your owner's manual). To avoid the possibility of sparks, don't connect the negative jumper cable to the terminal of the discharged battery.
- Be sure both vehicles have the same battery voltage when jump-starting. Connecting vehicles with different system voltages can result in vehicle damage.
- If a car or truck is used as the booster battery, make sure the vehicle is not running. High-output charging systems from larger vehicles can damage the electrical components on the motorcycle. ■

H.O.G.® Assistance: Expect the unexpected

If you are concerned about being left stranded, then H.O.G. Assistance may be just what you need.

H.O.G. Assistance is a roadside rescue and recovery facility, providing you with a 24-hours-a-day, 365-days-a-year backup.

H.O.G. Assistance can respond in the cases of breakdown, tyre puncture, lack of fuel and even loss of keys.

Your motorcycle can be recovered and then taken to the nearest official Harley-Davidson dealer for repairs to be carried out.

If the dealer is not open for business, the motorcycle can be taken into secure storage and then delivered to the dealer on the next working day.

Where appropriate, overnight hotel accommodation can be agreed and refunded by H.O.G. Assistance, or alternate transport to your destination, dependent on your circumstances. Rescues and accommodation apply to both rider and pillion.

Transport costs are met, in respect of the journey back to the dealer to collect the vehicle once repairs have been made. Please note that H.O.G. Assistance does not pay for the cost of repairs to your motorcycle.

The service is provided free for one year to purchasers of brand-new Harley-Davidson motorcycles. H.O.G. Assistance is also available for further 12-month periods exclusively to H.O.G. members, subject to an additional cost.

For more information please contact H.O.G. Customer Care Centre or members.hog.com



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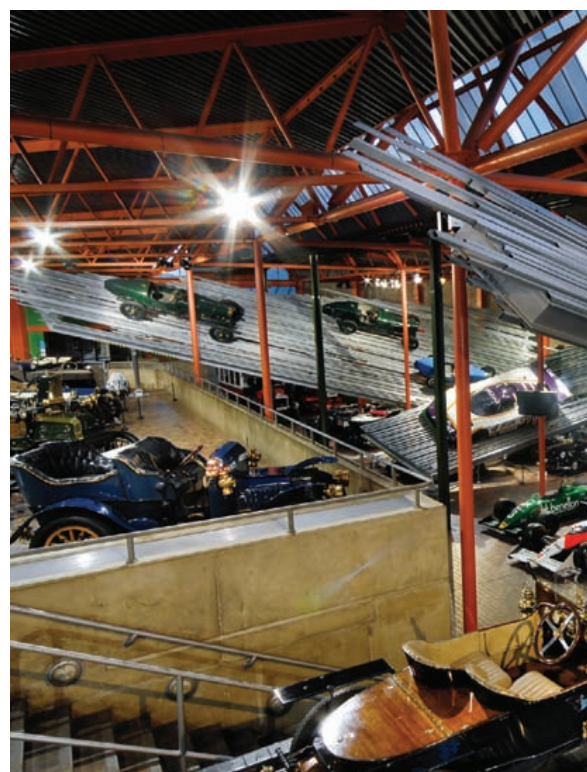


CONTACT YOUR LOCAL DEALERSHIP

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WHEN A GROUP OF SPANISH H.O.G.® MEMBERS WERE LET DOWN BY A FERRY COMPANY WHILE TOURING IN THE UK, THEY FOUND A WAY HOME USING THE MOST RELIABLE FORM OF TRANSPORT – THEIR HARLEY-DAVIDSON® MOTORCYCLES!



Two ferry crossings, 573km, five nights in a hotel in Lyndhurst in the New Forest on the south-west coast of the UK... that was the plan!

Eleven of us (seven Harley-Davidson® motorcycles, one van) had signed up to do the trip. For many, it was their first trip to the UK. For others, it was their first trip to the UK on a motorbike.

In the four days we spent in the UK, our route would take us through the amazingly beautiful English countryside and villages in the New Forest area, other parts of Hampshire and nearby counties. Also on

the programme were visits to historic cities, monuments and motor museums. We had also planned and booked our lunches in pubs conveniently chosen for their menus, reputation and character (not forgetting the facilities they offered for parking our Harleys®!) Memorable meals, incredible views, surprisingly mild and dry weather – what more could we ask for?

Wednesday started out by visiting the amazing Beaulieu National Motor Museum in the heart of the New Forest, not only famous for its motor collection but also for the Palace House, home of the Montagu family. Later we rode to Southampton city centre to taste traditional English fish and chips at the Harry Ramsden Fish 'n' Chips

House located in the West Quay Shopping Mall, one of the UK's largest. In the afternoon we enjoyed part of the history of the city by visiting the Sea City Museum, especially famous for the fact that the well-known liner *Titanic* was to leave Southampton on April 10, 1912.

Our programme for our second day in England was all about countryside and English cultural heritage, visiting the city of Winchester, which is famous for its cathedral and King Arthur's Round Table. Later in the day, another must was to pass by the prehistoric monument of Stonehenge in the county of Wiltshire. However, by the end of our route, near the end of a very pleasant day, the local radio announced

that our ferry company had suspended all ferry crossings until further notice! What was to be a very well-laid-out journey with no long rides ended up with a long ride though France, but that gave this trip a hint of adventure that we will always remember.

After checking the ferry website and phoning the company, we decided to continue with our planned route for Friday. Off we went to Somerset to the Haynes Motor Museum, passing through some stunning villages like Fordingbridge and Sixpenny Handley on the way. We had



an incredible lunch at the Green Man of Kings Stag.

On Saturday morning we spent ages trying to get through to someone at the ferry company and were told that there would be no sailings until at least the following Wednesday. We decided to pack our bags and leave for Dover, where we could take a ferry to Calais on the northern coast of France. Before getting on to the motorway we dropped into the local dealer, Harley-Davidson Southampton. The sun was shining and the temperature was around 22°C, so lots of local Harley riders were enjoying lunch at the dealership. We met some local New Forest H.O.G.® members and shared our contact details before hitting the road again.

We were a bit anxious, as our worst fear was that we would find long queues of displaced vehicles and passengers waiting to be given a slot on a ferry. Not a queue in sight! We got on the very next ferry after our arrival at the port, and the crossing was short and smooth. Thanks to the internet, we had been able to book a hotel with a parking area in Calais. It was getting late, so we dropped off our bags in reception and headed out to find a restaurant.

And that, perhaps, was the highlight of our 'UK trip'! Maybe it was the relief of knowing that we could now ride back to Cantabria with no sea separating us. We ended up having dinner at Restaurant Café de Paris and being treated like stars. The atmosphere was brilliant and we found ourselves dancing into the night, enjoying the company of locals and members of a hen party!

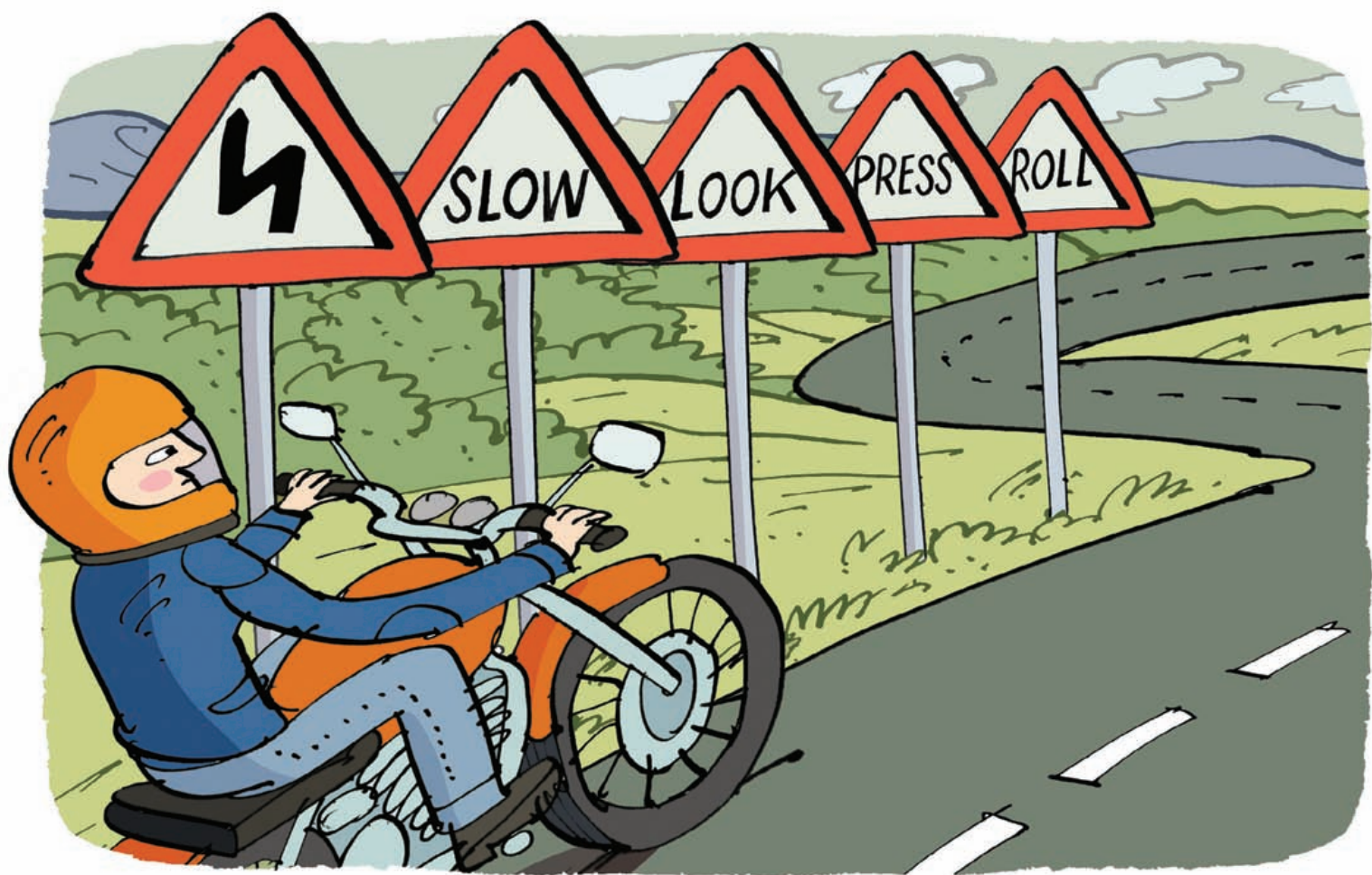
There were still challenges (and many

kilometres) ahead – more than 1,000km to home, and the weather forecast for the next two days was not good.

A route plan was quickly drawn up. We would travel 620km to Poitiers, stopping every 200km or so to have a break and fill up with fuel. On Sunday we were lucky with the weather. Just as we were pulling into the hotel car park in Poitiers, a storm broke.

Monday morning, however, dawned wet, grey and windy, but our Harleys and our rain gear stood the test for another 680km. Finally, three hours later than the original plan, we were back in Cantabria with considerably more kilometres on the clock than originally planned but full of wonderful shared memories and experiences, and already planning the next adventure! ■





Bends ahead

Advanced cornering: learning to love the most challenging stretches of road

YOUR CORNERING CONFIDENCE will determine whether a sign indicating 'bends ahead' means you let out a whoop of joy, or whether you swallow hard and fight feelings of dread.

Beyond the basics

We addressed countersteering in the winter 2012 issue, and cornering basics in issue 1, 2013; now we're going to talk about some advanced aspects of cornering. Knowing how to safely navigate basic turns and bends is one thing; learning to love the twisties is another.

One reason good cornering technique is so important is that traction demands are higher when you turn. Think of it this way: in any given set of conditions, your tyres have a fixed amount of traction available.

The more 'inputs' you apply, the more traction gets used. The Motorcycle Safety Foundation uses a visual of 'traction pie' to help understand this. Total traction is represented by an entire pie – a complete circle – and every time you accelerate, brake or turn it eats up a slice. (A small slice is also taken just by riding at a steady speed in a straight line.) When you turn, some of your traction is needed to hold you in the curve and keep the bike's tyres from sliding out from under you.

The key is understanding that if you take too many traction slices at once, the pie is consumed. If you add acceleration or braking in a bend, you risk running out of traction or loss of tyre grip. The better your cornering technique, the more traction you conserve, and the better you can handle the bends.

On the line

The first thing to consider when approaching a twisted stretch of road is the condition of the road. Is the pavement in good shape? Is it wet? Is there any debris in the road: loose gravel, fallen leaves, dirt, etc.? If it's cold, could there be any icy spots? Keep in mind that shaded areas dry out more slowly than sunny spots.

Also, how are the sightlines? That is, how far can you see around the bend? And is the road a familiar one or an unknown? All of these factors can affect how aggressively you can comfortably approach a bend.

Let's assume that conditions are good, your tyres are nicely warmed, the sightlines are clear, there's no traffic in sight, and your confidence is high. What's the best way to approach those twists ahead?

First, sticking to the basics, is to adjust your speed. You're still using 'S.E.E.', right? Search the road ahead and Evaluate the conditions (we've already established that the coast is clear), then Execute by slowing to a steady and appropriate speed – or perhaps maintaining your speed if the curve is gradual. To maximise your available traction, you don't want to add any unnecessary inputs (braking or accelerating) as you start to turn.

Part of your Evaluation process is to pick out a 'line' through the bend, the path you intend to follow. The most efficient path is to start on the outside of the bend (away from the direction of the turn), move smoothly to the inside of the bend as you round the corner, then back to the outside as you leave the bend. This approach effectively flattens the bend, allowing you to execute the turn at a higher speed. Or, if conditions are less than ideal, it lets you keep the bike more upright to conserve precious traction.

Remember, to initiate the turn, think about the countersteering principle: Push forward on the right grip to turn right; push forward on the left to turn left. Hold your speed steady as you turn, then roll on the throttle smoothly as you exit. This helps return your motorcycle naturally to an upright position and regain your speed. As always, turn your head in the direction of the turn and direct your gaze well ahead of the motorcycle, not down at the front tyre or the 30cm of pavement directly in front of it.

If you want to be a little more aggressive still, shift your weight slightly to the inside as you turn. Don't lean your torso; rather, shift your butt a little in the seat, as it's important to keep the weight shift low.

That thumping sensation you feel in

“That thumping sensation you feel in your chest? That’s the thrill of carving a corner the way the pros do it”

your chest? That's the thrill of carving a corner the way the pros do it.

Other techniques

S-bends: When one bend is immediately followed by another in the opposite direction, a slightly different approach is required. The same basic principles apply, but you may have to get a bit creative in choosing the best line. Enter the first turn the same way (from the outside), look for the straightest line possible through all the curves, hug the inside of the final turn, then exit in the same way with a smooth roll of the throttle.

Decreasing-radius turns: Treat these bends, which get tighter as you continue through them (and are often found on exit ramps), much like a standard bend: start on the outside and work your way toward the inside as you go. Gauge your entry speed accordingly, accounting for the increasing tightness, and guard against accelerating too soon. Wait until the end of the bend is in sight, then accelerate smoothly as you exit.

Delayed apex turns: This technique is useful when you can't see around the bend as well as you would like – and especially if you suspect there may be oncoming traffic,

road debris or some other hazard.

Approach the turn a little more slowly than you otherwise might, well to the outside, and ride a little deeper into the turn before you start to turn. This will give you a chance to turn your head and get a good look at what's ahead. If the path is clear, complete the turn as you otherwise would. If not, you're now in a good position to ride around the obstacle or slow down further, if needed.

Big bikes, big grins

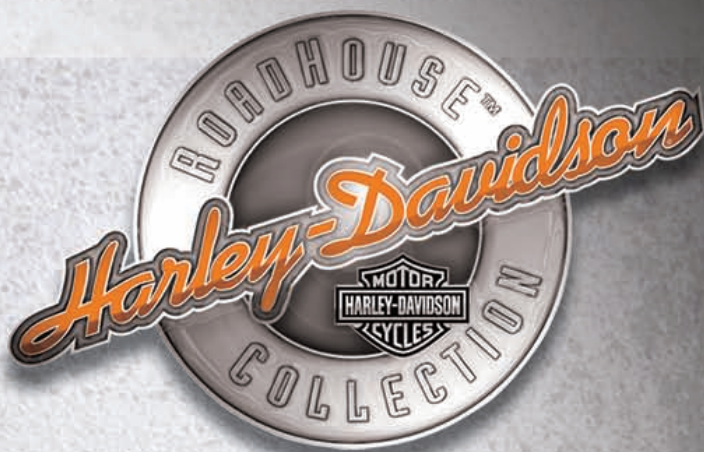
One of the great things about Harley-Davidson® motorcycles is how nimble they are for such large and powerful bikes. Racers and sportbike riders sometimes use the term 'flickable' to describe how easily a motorcycle flicks from side to side through turns. Harley® motorcycles are built with a low centre of gravity – the V-twin engine sits low in the frame. That and other innovative design elements make them surprisingly flickable for a big bike.

With a little practice and patience, you can easily learn to become one of those riders who celebrates the curves ahead rather than curse them. ■

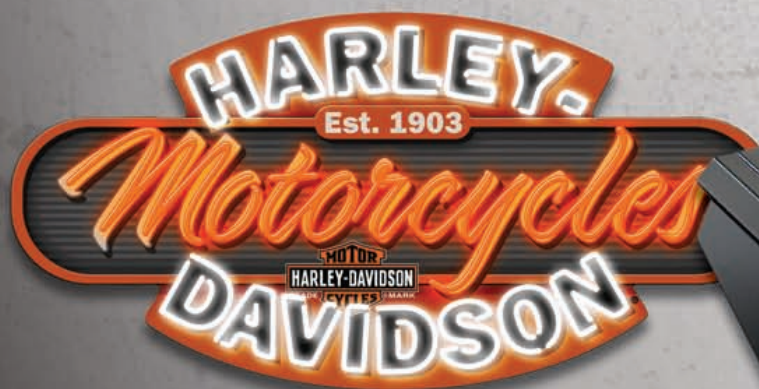
Becky Tillman is MSF RiderCoach Trainer, Rider's Edge® Instructor, and Rider's Edge Regional Manager, Harley-Davidson Rider Services



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H.O.G.[®] hospitality

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



Fun in the sun



YOU MIGHT HAVE been at the European H.O.G.[®] Rally in Lloret de Mar (Spain) in 2000, and if not, you most likely heard about it. Guests enjoyed the convenience of staying at a central campsite, while still being close to the beach.

Campsite Santa Elena, where the rally is held, is very happy to receive H.O.G. members, friends and family; they offer special benefits (on production of a valid membership card), such as free breakfasts, and late check-out (where available, and with prior agreement). The site provides a number of accommodation options, offering basic camping plots, mobile home areas and bungalows, and with on-site staff ready to answer any queries you might have, you will be in good hands.

Santa Elena is the perfect location for



family or adults-only holidays, with a pool, bar and restaurant on site, music and karaoke, beach and, of course, being in the heart of the Costa Brava region, a vibrant nightlife. There truly is something for everyone.

Lloret de Mar is just 100km from the French border, making the area quickly accessible for all modes of transport, and if you come with a group of bikes you can contact our Girona Chapter,

who might have an activity during your stay, and would be happy to extend you an invitation. With beautiful routes to ride both along the coast and more inland, you will have plenty of guides to choose from!

For more information and booking details, you can visit the website at www.campingsantaelena.com or call +34 972 364009



PALIANO PERFECTION

SET IN THE beautiful hills of Ciociaria in Paliano, the family run 'Agriturismo il Segnavento' offers sublime service as well as conveniently located farmhouse apartments with a wealth of luxuries sure to soothe even the weariest riders.

Owned by Luigi and Olivia Cenciarelli, the venue comprises of two large farm buildings, housing four mini-apartments apiece, all set within stunning parkland that offers use of a swimming pool, sun loungers, coin-operated washing machines and even a barbecue! The apartments themselves are no less equipped, having been tastefully furnished by Olivia with home comforts for up to five people, including a full kitchen with a coffee machine. Those not wanting to cook are invited to visit the 'La Serra del Segnavento', an on-site restaurant where Olivia, assisted by her daughter Orietta, prepares local delicacies and brings to life the ancient flavours of Ciociaria.

Father and son riding duo Luigi and Lorenzo are happy to accompany guests on guided tours of the surrounding area, jumping onto their Harleys® to do so,

and with Rome just 32km away, and Naples around 200km to the south, there are many opportunities to visit some of Italy's best-known attractions. If shopping or family fun is on the cards, then the Valmontone Outlet Centre and Rainbow Magicland theme park are also in close proximity.

With the 110th Anniversary celebrations arriving in Rome from June 13, 2013, there are few better-placed lodgings with a full complement of facilities and a welcoming atmosphere, and with all H.O.G.® members being subject to preferential treatment, as well as receiving souvenirs of their

stay, apartments are such to be booked quickly! ■

For more information, please contact Olivia Cenciarelli on the numbers below.
Telephone and fax: +39 0775-578161
Mobile: +39 339-7544361



GET IN TOUCH

We want to hear from you! Email us your suggestions at hogtalesurope@harley-davidson.com – please put 'H.O.G. Meeting Points' in the subject line!

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 Harley bikes and hospitality go hand in hand.



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MAKE EVERY DAY COUNT

My favourite things

HOG® magazine gives you some more ideas about how to enhance your riding experience with the latest gadgets and accessories...



Left: Women's
Black Matissa
D87001

Right: Men's
Brown Darnel
D94285



WIN!
The Harley®
motorcycle boots
of your choice

WE'RE GIVING ONE lucky reader of HOG® magazine the opportunity to win a pair of riding boots of their choice from the stylish and hard-wearing Harley-Davidson® Footwear range. For more info about the range, please scan the QR code above or visit www.harley-davidsonfootwear.com.

To enter the competition, all you need to do is follow us on Twitter at twitter.com/hogeuropa (if you don't already!), and send us a direct message with your name, membership number and the answer to the following question: Which major anniversary is H.O.G.® celebrating in 2013? The winner will be drawn at random on July 31, 2013.

WIN!

HARLEY-DAVIDSON®

FOOTWEAR

1. Dry run

Harley® Seat Cover Set

Made from water-resistant black nylon, this Cordura® cover will keep your seat in riding condition come rain or shine, and means you don't have to worry about the weather giving you an uncomfortable ride. Seat with Rider Backrest, Touring Seat, Two-up Seat and Solo Seat versions available, complete with convenient storage sack.

Part no:

52952-97 (Seat with Rider Backrest)

51639-97 (Touring Seat)

51637-97 (Two-up Seat)

51638-97 (Solo Seat)

**SEND
us yours**

What do you never leave home
without? Let us know at
hogtalesurope@
harley-davidson.com



2. At a glance

LED Fuel Gauge

As stylish as it is functional, the Harley-Davidson LED fuel gauge will give you added peace of mind when out on the road. This low profile addition replaces the traditional analog readout with bright lamps, each extinguishing as you consume fuel. A plug-in installation, the gauge will add style, not diminish your riding time!

Part no: 75242-08



3. Have style, will travel

Touring Luggage System

Practical, simple and good-looking, the Touring Luggage System is everything you would expect from a Harley-Davidson® product. Featuring a touring bag (with additional 4" expansion option if needed), as well as a day bag, this range really is a commuter's best friend! With a number of extras to choose from, your system can be exactly what you need, whenever you need it.

Part no: 93300003



4. Thirsty work

Saddlebag Guard Bag with Water Bottle Holder

With a secure storage section, embroidered with a Road King® logo, providing easy access to valuables such as wallets and sunglasses, the multi-functional Saddlebag Guard Bag and Water Bottle Holder will prove invaluable on long journeys. Featuring a removable water bottle with the Bar & Shield logo, you can be sure to stay well hydrated, stylish and out on the road longer.

Part no:

92058-05 (left side)

92057-05 (right side)



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TWO DAYS	from 10am to 9am (excluding Saturday and Sunday) Includes 600 km allowed	Big Twin® Sportster®	300,00€ 250,00€
WEEK-END	from 10am on Saturday until 6pm on Tuesday Includes 700km allowed	Big Twin® Sportster®	480,00€ 450,00€
FULL WEEK*	from 10am on Tuesday until 6pm on Tuesday Includes 2,000km allowed	Big Twin® Sportster®	840,00€ 700,00€

*FULL WEEK RATE: also from 3pm on Monday until 6pm on Monday. Includes 2,000km allowed.

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Helen Charlett
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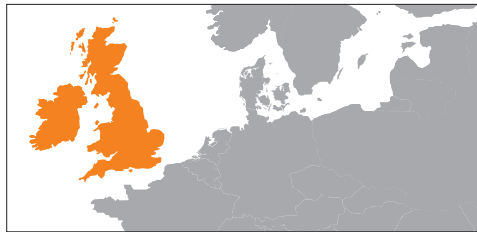


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Operations
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Abigail Hearn
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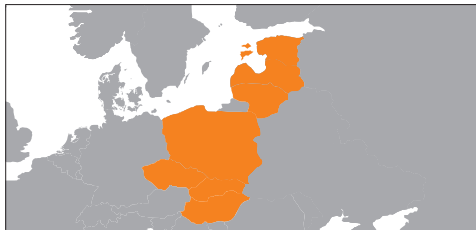
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Regional H.O.G.® & Customer Experience Manager, Bjorn Solberg

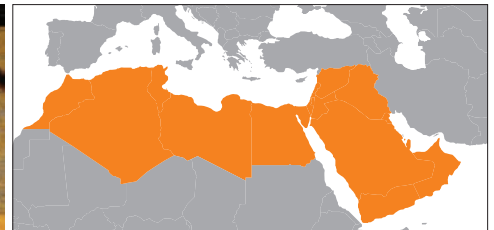
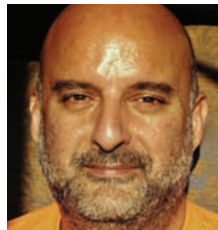


AFRICA, MIDDLE EAST & SOUTH EAST EUROPE

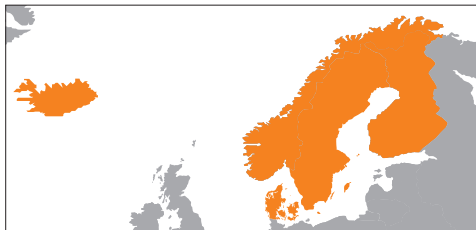
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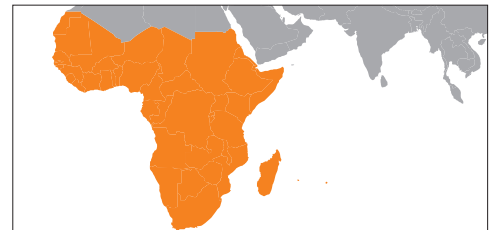
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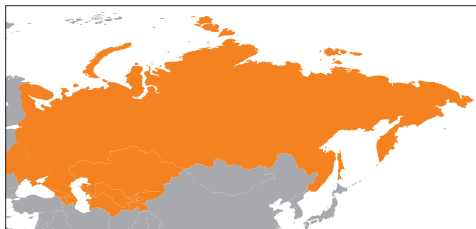
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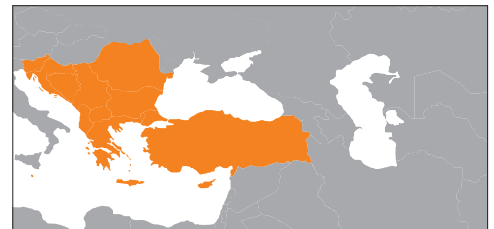
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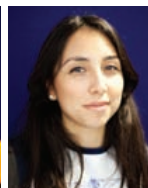
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5. Click on **PROCESS UPDATE**.



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Complete the form – we know it's only in English right now, so here's a translation to help you:

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7. Enter your middle initial
8. Enter your surname
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Don't forget to check the box so we can send you the monthly HOG eMagazine!

Click on **SAVE CHANGES**



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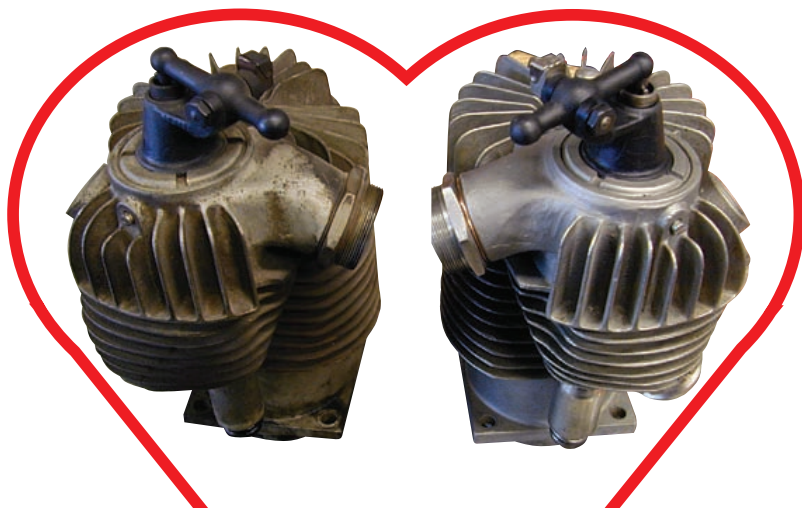
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“The problem with restoration is that if you restore a specimen, it becomes a recreation”

PRESERVING THE PAST

A conversation with Kristen Jones, Senior Curator at the Harley-Davidson Museum™ about preparing artifacts for posterity

WHAT IS THE DIFFERENCE BETWEEN PRESERVATION, RESTORATION AND CONSERVATION?

KRISTEN JONES: It's a complex relationship. A museum sets out to preserve objects for posterity. Not just to have them around, but to use them as a record of the past and to educate on many different topics. We want them as close as possible to their 'original state' – but that's not necessarily the condition it was in when it was first made. If the object was used by someone, it will show use and wear, and possibly alterations. If we want to tell a story about a particular thing owned by a particular person, we would want to preserve the object in the condition that the person left it.

On the other hand, if the goal is to represent an object as it was originally manufactured, we look to achieve that through restoration. That might mean replacing or repainting a few parts, etc., depending on how far you want to take it. But the problem with restoration is that if you restore a specimen, it becomes a recreation. You risk erasing layers of the object's history. We like to say that you can restore something an infinite number of times, but it's only original once. With motorcycles, we only undertake a restoration in an extreme circumstance, such as to correct inaccuracies if the bike has been restored incorrectly by someone else. We don't restore artifacts for the sake of having pristine specimens, but for preserving what objects tell us about the past.

Finally, conservation is the actual treatment of objects – actions taken to stabilise, clean or repair. This involves a lot

of science. Because different materials have different chemical compositions, each is affected differently by the environment. All of this needs to be considered when you choose treatment. The basic tenet of conservation is 'do no harm', so many conservators also try to undertake treatments that are reversible, that don't permanently alter the object, whenever possible. Sometimes conservation treatment is also undertaken for aesthetic reasons, particularly if something is going to be put on public display.

WHAT ARE THE BIGGEST CHALLENGES?

KJ: Any conservation project is painstaking, often done in very small, incremental steps, to get it to the level you want to get to. Deciding what that 'level' is can be the hardest part. The staff may all have different opinions, and you never want to rush. You have to remember you're working with old, rare pieces – sometimes things that are one of a kind. You have to treat everything as irreplaceable, including the history of the piece and how that's visually apparent. Research is critical – understanding what something is made of and what its properties are is important to understanding how something will react to a particular treatment. Conservation treatment is typically fully documented in written and photographic form so there's a complete record of the process.

WHAT PARTICULAR CHALLENGES DO MOTORCYCLES PRESENT?

KJ: Bikes are very complex because they're made of many different materials, including metals, rubber, plastic, varnishes and paints, and leather. Each of these materials has its own requirements and composition. They react differently to the environment (light, temperature, humidity) and might even have different 'inherent vice', a term used to describe chemicals that live within the object that are slowly destroying it. Leather, for instance, contains many harsh chemicals, residual from the tanning process, that eat away at the fibres. Sometimes you can treat this and other times you can't, or perhaps only slow it down.

WHAT ABOUT ITEMS OTHER THAN MOTORCYCLES?

KJ: We encounter all kinds of artifacts in our collection, all made from different materials: metal trophies, paper documents written in India ink, leather, paintings, photographs on paper, glass-plate negatives, fabrics such as wool sweaters and rayon shirts, ceramics, wood and so on. We even have beer still in the cans, which we'll ultimately elect to empty and clean. Each of these objects has unique conservation needs, which is why we often look to outside experts for treatment.

Philosophically, in a museum, preservation for posterity is interpreted as 'forever'. We take many different measures to get as close to 'forever' as we can, whether we're talking about a motorcycle, a leather jacket or important historical documents. ■



After 18 years of working for H.O.G.[®], Evelyne Döring feels she hasn't aged a day

EXHAUST

A world of experience

WHEN, AS THE longest-serving H.O.G.[®] Manager in Europe, I was invited to write about my experiences for *HOG*[®] magazine, I stopped in my tracks. Has it really been that long? It was, in fact, 1995 when I first started working for Harley-Davidson[®]. For me, it was one of the best decisions I've ever made. I was working for the coolest company in the world. 'H.O.G. In-Country Rep' were the words on my business card. Nobody in Germany knew what that was supposed to mean. When asked what my job was, I would answer truthfully: "I'm an In-Country Rep". People would look at me askance, as if they thought I was a member of some weird minor German political party. I would add: "I look after the biggest and best motorcycle club in the world" – and then everyone knew what I was talking about.

Well, in those days, the club wasn't as

big as it is now – at least not in Europe. H.O.G. was a group of dedicated Harley[®] enthusiasts, and our rallies were a bit like family get-togethers. In those days we didn't have contacts through email and the internet. Mobile phones were huge and expensive, and hardly anyone owned one. Our telephones had cables, and we sent one another real letters and faxes. If we wanted to meet, we arranged to rendezvous at a particular time in a particular place, and if someone didn't turn up, we'd look for a phone box...

The H.O.G. central office was in Mörfelden, the headquarters of Harley-Davidson GmbH at the time. Our team of five looked after the H.O.G. members in Europe from our little office there, until H.O.G. Europe moved to England in 1999. Meanwhile, I had experienced my first H.O.G. rally. It was held in Apt in France

– a gorgeous location surrounded by wonderful countryside, and the sun shone on us the whole time. All that was missing were guests; there were a lot fewer than we had hoped for. The French post had been on strike again, and hardly anyone had received news of the event.

Since then, H.O.G. rallies have become Events with a capital E. They take place in the most beautiful spots in Europe, places you might never discover on your own. Many thousands of visitors travel from far and wide across the continent to be there and experience the fantastic spirit of community that is H.O.G..

I haven't been an 'In-Country Rep' for quite a while now. My current job title is 'Customer Experience Manager', because, really, that is what it is all about – the great experiences our club has to offer. In this role I have had the good fortune to meet many new people – to speak with people from the remotest parts of the world, people whose language I can't understand, but yet with whom I share a passion and a bond – our enthusiasm for Harley-Davidson. I have made many good friends. Even when we are thousands of miles apart, we are always in contact. What other motorcycle brand has sparked off anything like it? I'm a little bit proud of having played my part in the creation of this network. I think that each and every one of you can be just as proud, because something like this can only work if everyone pitches in!

By the way, as I look back over the 18 years of my life with H.O.G., I don't feel as if I've aged almost two decades. I feel as young and happy as I was in 1995. I owe that to Harley-Davidson and all of you – thank you! ■

Evelyne Döring, Customer Experience Manager, H.O.G.[®] Germany

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hogeuropegallery.co.uk
and the H.O.G.® emag for
updates on benefits as
they're added
throughout the year!



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0113 2452499
www.leedsharley-davidson.co.uk

a Aire Valley UK (9695)

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

b St Leger Chapter (6752)

Director: Andy Coe
01302 881047
a.coe@virgin.net
stlegerhog.org.uk

2 Black Bear Harley-Davidson[®]

Black Bear Lane, Newmarket, Suffolk CB8 0JT
01638 664455
blackbear.co.uk

Fenlanders Chapter Suffolk UK (9143)

Director: Neil Billig
07768 755255
director@fenlandershog.com
fenlandershog.com

3 Cheltenham Harley-Davidson[®]

599 Princess Elizabeth Way, Cheltenham GL51 7PA
01242 240570
bladegroupharleydavidson.co.uk

Rolling Hills Cheltenham England (9070)

Director: Gareth Swanson
01905 888358 ext. 601
director@rollinghillshog.co.uk
rollinghillshog.co.uk

4 Chester Harley-Davidson[®]

Stanney Mill Lane, Little Stanney Chester CH2 4HY
0151 357 3341 – Services
0151 357 2124
www.chesterhd.com

Deva Legion (9926)

Director: Jon Twigg
07768 877581
director@devalegionhog.co.uk
devalegionhog.co.uk

5 Dublin Harley-Davidson[®]

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

Gaelic Chapter Ireland (7766)

Director: Sean Hannon
director@gaelicchapterireland.com
gaelicchapterireland.com

6 Edinburgh Harley-Davidson[®]

14 West Mains Road, Edinburgh EH9 3BG
0844 248 8643
edinburghharley-davidson.co.uk

Dunedin Chapter (9083)

Director: George 'Mad Dog' McGuire
07833 148890
L3ref@aol.com
dunedinhog.com

7 Guildford Harley-Davidson[®]

Weyvern Park, Portsmouth Road, Peasmarsh, Guildford, GU3 1NA
0845 474 0384
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Hogsback Chapter UK (7846)

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T: 0845 094 1171
dik.gregory@hogsbackchapteruk.org
hogsbackchapteruk.org

8 HarleyWorld

Station Road, Whittington Moor, Chesterfield S41 9EG
01246 830444
harleyworldchesterfield.co.uk

Peak Riders Chapter (9943)

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07447 506364
director@peakriders.org
peakriders.org

9 Hatters Chapter (7479)

Director: Donald Bowie
07976 654167
director@hatterschapter.co.uk
hatterschapter.co.uk

10 Jersey Harley-Davidson[®]

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0871 641 2649
jerseyh-d.com

a Jersey Chapter (9774)

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0779 7749 777
ian.campbell@limobikesjersey.com
jerseyhog.co.uk

b Guernsey Chapter (9384)

Director: Richard Pearce
sportster48@cwgsy.net
guernseyhog.com

11 Lakeside Harley-Davidson[®]

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Heron Way, West Thurrock
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01708 805005
lakesideharley-davidson.co.uk

Lakeside Chapter Great Britain (7958)

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joe.borgia@lakesideharley-davidson.co.uk

12 Lincoln Harley-Davidson[®]

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lincolnharleydavidson.co.uk

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Director: David Martin
07973 289503
director@lindumcolonia.co.uk
lindumcolonia.co.uk

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01622 711680
hd@mshd.co.uk
maidstoneharleydavidson.co.uk

Invicta (9141)

Director: John Felgate
07970 018403
director@invictahog.co.uk
invictahog.co.uk

14 Nene Valley (9946)

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martindickinson@aol.com
nenevalleyhog.co.uk

15 Newcastle Harley-Davidson[®]

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0191 236 9315
newcastleharley-davidson.com

Geordie Chapter (9721)

Director: Barry Gillespie
07860968195
barrygillespie@hotmail.co.uk
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16 Norwich Harley-Davidson[®]

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0845 475 5648
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Iceni Chapter Norfolk UK (7822)

Director: Kevin Dewane
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07990 743179
icenicchapter.co.uk

17 Oxford Harley-Davidson[®]

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01865 735121
bladegroupharleydavidson.co.uk

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director@oxfordukchapter.co.uk
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01772 551800
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Director: Gordon Dick
01524 735074
gordon@skikool.wanadoo.co.uk
redrosechapter.com

19 Belfast Harley-Davidson[®]

8 Ferguson's Way, Kilbegs Business Park, Antrim BT41 4LZ
02894 466999
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20 Plymouth Harley-Davidson[®]

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08446 625927
plymouthharleydavidson.co.uk

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Director: Ray Filsell
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ray.filsell@hotmail.com

21 Riders of Bridgwater

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

Bridgwater Chapter (9087)

Director: Gill Mogg
07771 901668
mogggy33@sky.com
bridgwaterhog.co.uk

22 Riders of Bristol

519 Stockwood Road,
Bristolington, Bristol BS4 5LR
0117 958 8777
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07907 351650
baznjac11@o2.co.uk
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23 Robin Hood Harley-Davidson®

216 Queens Road, Beeston,
Nottingham NG9 2DB
0115 811 4220
robinhoodharleydavidson.com

The Sherwood Chapter (9794)

Director: Roy Radford
T: 07512 754329
director@sherwoodchapter.co.uk
sherwoodchapter.co.uk

24 Shaw Harley-Davidson®

Holmes Hill, Nr Lewes BN8 6JA
01825 872003
shawharley-davidson.co.uk

1066 Chapter (6746)

Director: Ian Skelton (Skelly)
T: 07947 630226
director@1066hogchapter.com
www.1066chapter.com

25 Southampton Harley-Davidson®

Heritage House, Second Avenue
Southampton, Hampshire
SO15 0LP
08430 225500
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New Forest Branch (9081)

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26 Stratstone Harley-Davidson® Birmingham

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Birmingham Chapter UK (6852)

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27 Stratstone Harley-Davidson® Stoke

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Staffordshire ST1 4JH
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Director: Alan Brocklehurst
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28 Stratstone Harley-Davidson® Wolverhampton

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T: 01902 371611
E: hdwolverhampton@
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29 Swansea Harley-Davidson®

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30 Sycamore Harley-Davidson®

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0871 641 261
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31 Thames Valley UK Chapter (9746)

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32 Three Rivers Chapter (9979)

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33 Warr's Nottingham Road

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warrs.com

Meridian Chapter England (6726)

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warrs.com

Chelsea and Fulham (9085)

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35 Waterford Harley-Davidson®

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Waterford, Ireland
(+353) 5184 4200
waterfordharleydavidson.com

Celtic Thunder Chapter (7567)

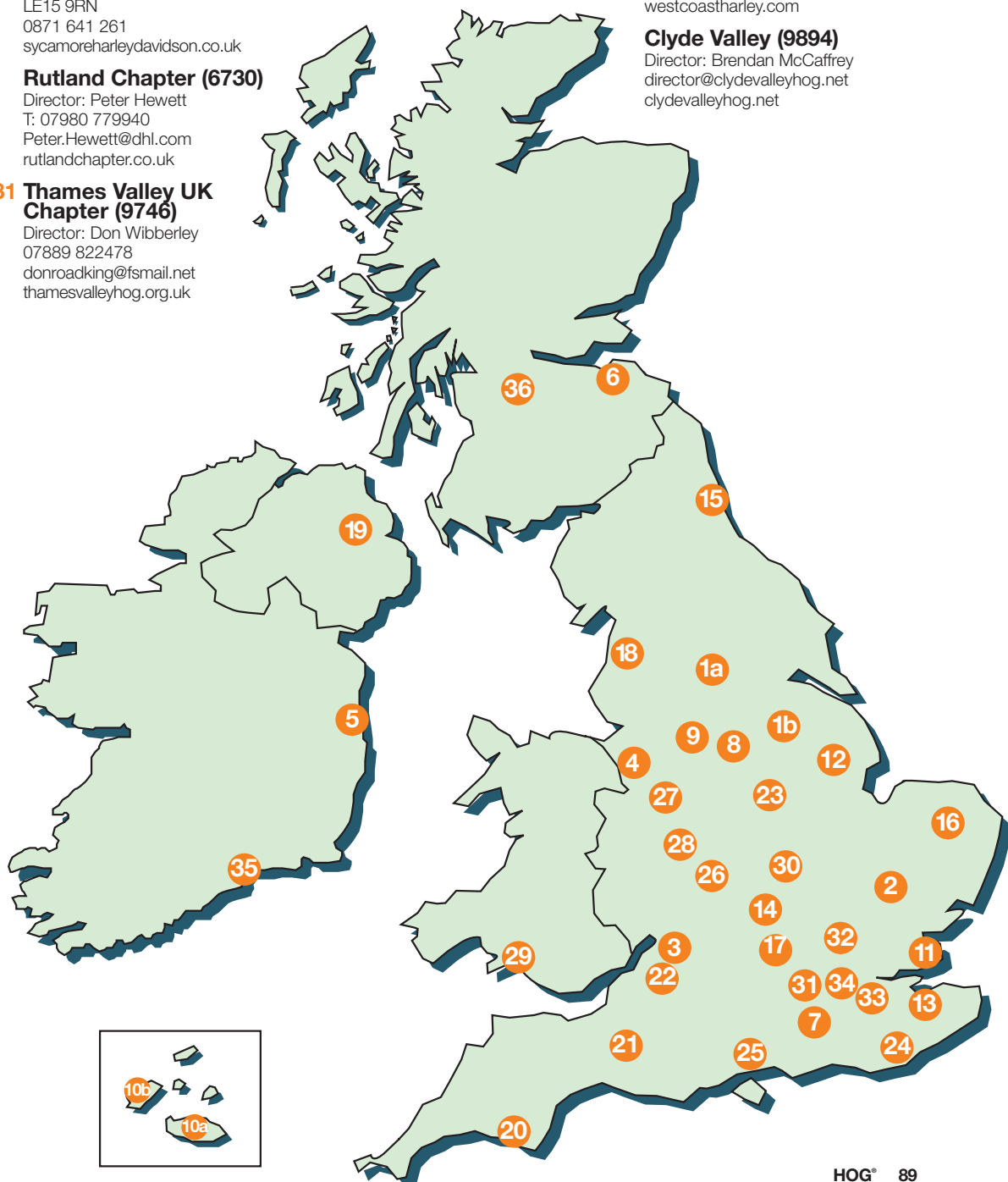
Director: Michael Thompson
00 353 8724 71577
thompsonm@eircom.net
celtictunderhog.com

36 West Coast Harley-Davidson®


147-151 North Street,
Glasgow G3 7DA
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westcoastharley.com

Clyde Valley (9894)

Director: Brendan McCaffrey
director@clydevalleyhog.net
clydevalleyhog.net





Additional points will be awarded to Chapters participating in the National Chapter Challenge for submitting an amusing group photo of at least five Chapter members displaying their Chapter patches taken at one of the eight events specified by  in this event list.


WHAT'S ON


H.O.G.® EVENTS What's happening throughout the UK and Ireland

MAY

 **3-6**
The Cider Rally,
Somerset
bridgewaterhog.co.uk

10-13
Iron Horse Rally,
St. Leger Chapter, Lincs
ironhorserrally.co.uk

 **24-27**
The Big Brum Bash
bigbrumbash.co.uk

 **31-June 3**
Ireland BikeFest
Killarney, Ireland
irelandbikefest.com

JUNE


7-9
Circus Maximus XI
Deva Legion
Chester Rugby Club
devalegionhog.co.uk

7-10
The Gathering
Clyde Valley Chapter
Drimsynie Estate
Argyll, Scotland
clydevalleyhog.net

21-23
Hogs in the Hayfields
Celebrating Great
Western Chapter's
10th Anniversary, Cleve
Rugby Club, Bristol
greatwesternhog.co.uk

28-30
Back To The Peaks
Miraj Hotel
Ashbourne, Derbyshire
peakriders.org

JULY

 **4-7**
Wake the Lakes
Red Rose Chapter
Kendal RUFC
Lake District
redrosechapter.com


5-7
Hog On The Humber
Aire Valley Chapter
The Hallmark Hotel
Elloughton avhog.co.uk

12-14
Horseshoe Rally,
Rutland Waters, UK
rutlandchapter.co.uk

19-20
Oggie Rally,
Plymouth Chapter
plymouthchapter.co.uk

 **25-28**
East of England
Rally, Fenlanders
Fakenham Racecourse
fenlandershog.com


AUGUST

 **2-4**
South of England
10th Anniversary Rally
Bisley, Surrey
sofer.uk.com

2-4
Hog 'n' Bog Rally
Belfast Chapter
www.belfasthog.com

16-18
Old School Rally
Nene Valley Chapter
Towcester Rugby Club
nenevalleyhog.co.uk

16-18
Sherwood Rally
Sherwood Chapter
Donington Park
sherwoodchapter.co.uk

 **23-26**
Thunder in the
Glens, Dunedin Chapter
Aviemore, Scotland
dunedinhog.com

SEPTEMBER

 **27-30**
Blazin' Cannons
Weymouth
newforeshog.co.uk

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