

HOG®



»»DREAM RIDE»»YOUNG LOVERS»»GADGETS»»THE WAR DEPARTMENT»»MEETING POINTS»»ALL THE LATEST BENEFITS
»»2013 EVENTS CALENDAR»»TECHNICAL PERFECTION
»»PLUS NEWS AND FEATURES FROM H.O.G.® UK AND IRELAND

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LET'S CELEBRATE!

I just can't deny it. I am already looking ahead to 2013 and celebrating the 110th anniversary of Harley-Davidson® and the 30th anniversary of H.O.G.®! The events and activities planned promise to be as extraordinary as these occasions.

There are celebration events planned for locations across the globe – on six out of seven continents, in countries as diverse and distant as Brazil, China, India, Australia and Italy – and a grand finale in the Motor Company's home town, Milwaukee, Wisconsin, USA. Harley-Davidson riders and enthusiasts will have endless opportunities and excuses to hop in the saddle, explore and meet others as diverse as these locations, but with that shared interest and passion. And with a total membership that has grown in its 30 years to more than one million and members in dozens of countries, in every part of the world, H.O.G. members will no doubt reach out to each other and celebrate together.

In Europe, H.O.G. 30th Anniversary celebration activities are planned to take place at EuroFestival in St. Tropez, France, May 2-5, 2013.

Historically this has been a fave event and location for many of us living on the north side of the English Channel and next year will no doubt see many of us going there again and celebrating this momentous occasion. Earlier this year I rode to St. Tropez with Nigel Villiers and Steve Piehl, the former a long-time member and now company director of H.O.G. but more aptly described as our international ambassador, and the latter the founder of the Harley Owners Group® with a single-digit H.O.G. membership number. I can't help but wonder if either one of them ever envisioned years ago H.O.G. being what it has become today.

It is described in Wikipedia as:

- “the granddaddy of all community-building efforts”, serving to promote not just a consumer product, but a lifestyle
- “the largest factory-sponsored riding club in the world” and
- “the prototype for the ethnographic term *subculture of consumption*” (defined as: a distinctive subgroup of society that self-selects on the basis of a shared commitment to a particular product class, brand, or consumption activity).

Accurate? Yes. But fully comprehensive in its description? Does it say it all? No. How can you? We know it's much more and that it can only be described when exemplified through its members' experiences.

Wikipedia also says: “The Harley Owners Group was created in 1983 as a way to build longer-lasting and stronger relationships with Harley-Davidson's customers, by making ties between the company, its employees, and consumers.”

Looking at H.O.G. today I'd say that's been achieved and more. There are ties that bind. And that's something to celebrate! So let's get together! Get your motor runnin', twist the throttle and GO! Look ahead to ride, party and have fun! That's what we're all about, isn't it?

See you in 2013!

Marjorie Rae
H.O.G.® & Customer Experience Manager, UK & Ireland

TECHNICAL PERFECTION

The stunning creation that won this year's AMD World Championship of Custom Bike Building, p40

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We speak to some young Harley lovers, some too young to even ride... yet, p50

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FAAK-TASTIC!

The 15th edition of European Bike Week® served as the perfect launch party for Harley-Davidson's 110th Anniversary celebrations, p20



SCAN ME!

Scan this QR code with your smartphone to see the video from this year's European Bike Week®

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FACEBOOK

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



VIDEOS ON-LINE

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

UPDATE



TSUNAMI BIKE HEADING FOR H-D MUSEUM™

It drifted for more than a year in an insulated cargo van container, propelled by wind and tide, more than 4,000 miles across the Pacific Ocean. When it finally washed ashore on the coast of British Columbia, Canada, the 2004 Harley-Davidson® FXSTB Softail® Night Train™ motorcycle showed the full effects of its remarkable journey. It was beaten, battered, corroded and seemingly beyond repair. But it still bore its original licence plate from Japan, where it was washed to sea by the devastating tsunami that struck the island nation on March 11, 2011.

When Canadian Peter Mark found the bike, he knew he needed to try to track down the original owner. Working with news agencies and representatives from Deeley Harley-Davidson Canada and

Harley-Davidson Japan, contact was made with 29-year-old Ikuo Yokoyama, who lost his home and three of his family members in the disaster. Yokoyama declined an offer from Harley-Davidson to restore the motorcycle and return it to him, suggesting instead that the bike should go to the Harley-Davidson Museum™ to honour the more than 15,000 people who perished, along with countless others whose lives changed forever.

“The Museum is honoured to receive this amazing motorcycle to ensure that its condition is preserved and can be displayed as a memorial to the Japan tsunami tragedy,” said Bill Davidson, Vice President of the Harley-Davidson Museum.

NEW DEALER



South Africa welcomed another new dealership to its growing portfolio recently, as Harley-Davidson® Big Five Nelspruit opened its doors to the public on Saturday August 11, 2012.

Situated on the main road in Nelspruit, which is the capital of Mpumalanga province in the north-east of the country, this prime spot was secured by owners Moji Mogari and his wife Khmotoso Thoka-Mogari.

There were approximately 70 Harley® riders keen to join the inaugural run from

Nelspruit to Sabie and back, a round trip of approximately 150km. Two traffic officers escorted the pack from the Nelspruit Traffic Department on loaned CHP-style Harley-Davidson® motorcycles, since Nelspruit is a brand-new chapter and has no marshals yet.

William Bruntnell, the acting road captain, gave a quick safety briefing, reminding the riders of the pack signals and the safety aspects of pack riding.

A local radio station, Radio Jacaranda FM, was there to report on the grand opening. Back at the dealership on the riders' return, plenty was happening. There was lots to eat, live music and a

menagerie of Harley-Davidson motorcycles to be admired.

The following week, a group of 13 riders on 10 bikes was ready at the dealership at 8.30am on Sunday August 19, eager to go on the first official breakfast run hosted by the Harley-Davidson Nelspruit Chapter.

With William Bruntnell once again at the head of the pack, they rode out to Hazyview via the R37 Whiteriver road. Robert Lemmon (acting sweep) brought up the rear.

For details of further events at the new dealership, keep up to date at www.bigfiveharley-davidson.co.za



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H.O.G.® APP

Enjoy uploading your photos on the move straight to the App Snaps gallery at hogeuropagallery.com

INDIAN INK

H.O.G.® MEMBERS PLAY THEIR PART AT KOLKATA TATTOO CONVENTION

It wasn't a usual sight on a Sunday morning in Kolkata – or Calcutta, as some still prefer to call it – when the city woke up to the roar of legendary Harley-Davidson® motorcycles riding in unison through its lanes.

Established by India's British colonial masters in the 18th century, popularly known as the 'city of joy', Kolkata is a city steeped in culture, art and philosophy. It was a jaw-dropping moment for every onlooker when around 15 Harley-Davidson bikes with riders in full gear rumbled into Hyatt Regency for the 'INK IT' tattoo convention.

The excitement was hard to miss at the venue as the sight of chromed handlebars, blazing headlights, tattoos and resonating engines was a rare sight indeed. From the back to the arms, ankles to waist, the body was a bare canvas for the artists. Some got names and initials of loved ones inked, while others preferred ancient symbols and images of gods and angels. Tattoo addicts to first-timers, with age no bar, queued up to get inked at Kolkata's first tattoo convention, and H.O.G.® members participated in it with full strength.

The Harley-Davidson brand represents the universal ideals of personal freedom, boldness and self-expression, and as tattoos are a great form of displaying individuality, the INK IT convention was an ideal platform for H.O.G. members to engage with like-minded people and share experiences with each other. The arts of tattooing and customisation go hand in hand; just as each artist has his own way of showcasing art, each owner of Harley-Davidson speaks his mind through his motorcycle.



CHAPTER CATCH-UP

Barcelona Chapter, Spain

Almost 20 years of the H.O.G.® Barcelona Chapter – a history full of emotions, of participation and, most of all, of friendships.

I could tell you many anecdotes about the activities, events, parties and rideouts we organise; hundreds of tours and thousands of kilometres. But I could also tell you about all those great friendships that had been made in our chapter during this time and, of course, the brotherhood we experience with our fellow Spanish chapters and members, as well as Harley-Davidson® owners from across the world.

This history can only continue if you have a group of enthusiastic people who get together to plan how to make their dreams come true. I still remember when we were thinking about doing Route 66 in the US – that was six years ago. Now we have organised the tour five times – it is not only for the members of the Barcelona Chapter, but is open to all H.O.G. members.

One thing we're especially proud of is helping to organise Barcelona Harley Days® each year. The guided tours we offer to all H-D® owners are part of our dream to make this event a real adventure. With more than 80 volunteers, we take you on 15 different guided tours, ranging from two hours to a whole day. Cataluña is very beautiful – you will see mountains and the Mediterranean Sea, all in one tour. In the photo above you can see some of our volunteers at the event with some special guests for whom we organised a tour. We have 200 members and next year, 2013, we will celebrate our 20th anniversary. We feel like a small but integral part of Harley-Davidson history.

There are still many dreams to work for, many kilometres to ride, much fun to have. My last words go to all members of the Barcelona H.O.G. Chapter, as well as to our sponsoring dealer 24H Barcelona.

If you would like to visit us or get in contact with us, you can find us here: www.barcelona-chapter.com

Sir Drake – Barcelona H.O.G. Chapter

SEND US YOUR CHAPTER UPDATES

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

UPDATE



HOT PROPERTY

TV'S SARAH BEENY JOINS H.O.G.® MEMBERS ST LEGER STYLE

On July 22, one of the best summer's days of 2012, 31 bikes from St Leger Chapter gathered to be briefed on the day's activities, which involved a ride around the Yorkshire Wolds, plenty of food stops and a visit to what had been billed as a 'celebrity's home visit'.

Our celebrity turned out to be Sarah Beeny of Channel 4's *Property Ladder*



fame and the visit was to Rise Hall, her retreat home in East Yorkshire for the past 11 years, which had also featured on the Channel 4 programme *Rise Hall*. The programme covered the history of the property and difficulties the family faced in restoring the hall to its former glory, in preparation for it being used as a spectacular wedding or conference venue.

The ride-out had been organised by one of the Chapter's Road Captains, Pete Rowlands, who had contacted Sarah direct and then been passed onto David Mills, the house and project manager of Rise Hall, to work out the finer details.

On arrival and after parking up, the chapter received an exuberant welcome from Sarah, Graham and their extended family, had photo opportunities and were treated to tea, coffee and cakes all courtesy of the Beeny family, far more than had ever been expected. The Beeny family even conducted their own collection for the Chapter's charity, Heatherwood School, another fantastic gesture.

THERE AND BACK AGAIN



The third European Posse Ride took place in July, this year spanning over two weeks from July 7-22. Bikers from all corners of the globe travelled a monumental distance of 4,500 miles from Brussels to Milan and back again, taking in many of the best sights Europe had to offer. Among the highlights was a treacherous ascent of the French Alps, which tested the riding abilities of the 100 attendees.

"That road has got more curves than a Las Vegas troupe of dancing girls," said Posse leader Dave Holden. "I assume that when the roads were built they had not yet invented the straight line." This trek was made all the more difficult by crowds of spectators dotting the mountains, awaiting the Tour de France cyclists who would pass by the following day. Other days saw the riders tackle the challenging Spanish Pyrenees and take a brief detour into Switzerland and Italy, all the while dogged by poor weather, but this was fortunately interspersed with friendly meetings with other international biking chapters and numerous parties. "A good holiday? Well, no... far too busy for a holiday," said Holden. "But a brilliant adventure? Oh yes, perfect."

EXCLUSIVE H.O.G.® BENEFIT FOR ROME!

Head to page 87 to get info on how to find special offers on travel and accommodation if you're going to the Anniversary celebrations in Rome next year. Eurocamp is offering an exclusive deal on our fully equipped mobile home accommodation near Rome. Book fast as places will go soon!

NEW YORK, BOSTON, DENVER AND CALIFORNIA IN A DAY – IN THE UK!

USA TODAY



“Last year I was lucky enough to ride Route 66,” explains David Martin, Director of Lindum Colonia Chapter. “All those exotic sounding places and sights: St. Louis, Oklahoma City, Amarillo, Flagstaff. While it’s true that one of the very best biking roads I know runs from Grantham to Corby Glen, somehow it doesn’t fire the imagination in the same way...”

“However, the discovery of New York, a tiny hamlet just south of Coningsby in Lincolnshire, did just that. It dawned upon me that now I could ride from New York to Boston – also in Lincolnshire – in just 20 minutes! How cool is that?!”

“But this was not long enough for a Lindum Colonia UK Chapter ride-out on its own. Could there be more places with American names we could include in a day’s riding? Oh yes! Denver, just south of Downham Market in Norfolk was within easy reach too... And then I ‘discovered’ California, just north of Caister-on-Sea on the Norfolk coast. Quite a long way east, but do-able.

“After three reccies to locate suitable stops, petrol, and eateries, the plan was complete, and a commemorative patch commissioned... 260 miles there and back without a single drop-off!”



CHAPTER CHALLENGE 2012: IT'S A WRAP



PHOTOGRAPH: PAUL BAYFIELD

The 2012 UK & Ireland Chapter Challenge has come to an end with the final mileage being recorded by October 31. This year the results are being eagerly anticipated by the many participants, with the number of Chapters entered up by 25 per cent! The results will be announced at the Chapter Directors' meeting in January. If you missed your chance this year you'll get the opportunity to enter the 2013 Chapter Challenge early next year. Watch this space or talk to your Chapter Director.

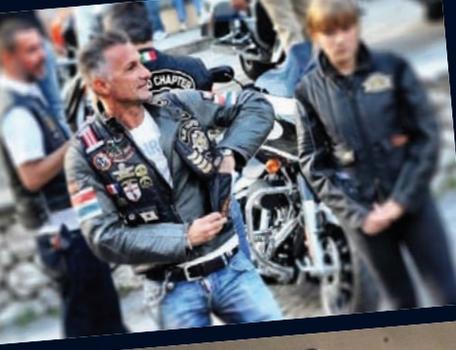
H-D® BACK IN NI

On October 27, Belfast Harley-Davidson® opened its doors and celebrated in style with live music, complimentary food and the chance to ride on any of 22 bikes available for demo rides!

One lucky attendee also won a luxury weekend Harley-Davidson style. The prize came complete with the rental of a Harley for the weekend, an overnight stay in a top hotel and dinner for two.

Staffed by many of the previous team, but under new ownership, the showroom is the same as the previous dealership.

www.belfastharleydavidson.com





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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: hogtaleseuropa@harley-davidson.com



HOGS IN SPACE!

Greetings from Prato in Italy! We have a request for you relating to astronomy.

There is a Harley Owners Group® team who, when their computers are not in use, make them available to search for 'intelligent' signals from space, as part of the SETI project promoted by the University of California, Berkeley, in the USA.

The computers of each member of my family – Alessandro (myself), my children Leonardo and Gaia and my

wife Anna Paola – are part of the Harley Owners Group SETI team, as well as being active members of H.O.G.® and the Chianti Chapter in Florence, Italy.

The search for 'intelligent' signals from space started many years ago. The Arecibo radio telescope in Puerto Rico (pictured) is the biggest on Earth and is used by many astronomers. During their investigations, large volumes of signals coming from space are stored for later analysis.

It's impossible to use a single

computer to analyse them, so the signals are divided into packages and sent to the computers of volunteers around the world.

They are analysed in automatic mode when our PCs are inactive, to look for signals which are not attributable to chance but potentially to extraterrestrial intelligence. Once the analysis is complete they are sent back to the server, which then automatically supplies our PCs with new signal packages.

It's an exciting project, there's no work involved (our PCs are inactive), it's all automatic and if you agree to use the screen saver, you can enjoy watching the signals being analysed. To take part, you need to download a program called BOINC from the following address: <http://setiathome.berkeley.edu>

Once you have downloaded BOINC (it is very small), you can start the installation. There are dozens of projects that need volunteers and their PCs; these can be seen in a menu that appears during installation. In our case, we want to take part in the SETI project. When asked which project you want to participate in, choose <http://setiathome.berkeley.edu>. Once you become part of the SETI project, you can join various different teams (accessed via the homepage).

Team HOG is currently in 4,136th place. There are 4,135 teams ahead of us (including some other motorcycle manufacturers), but if we set our PCs to process these signal packages from the Arecibo radio telescope while they're inactive, I believe we'll soon move up into a higher position.

Here's our appeal to H.O.G. members – make a contribution to science and send a few 'good vibrations' out into the universe!

Alessandro Paroli, Italy

THE WORLD OF THE POSSIBLE

When it comes to bikes, I've had plenty in my life. I was rereading a *HOG*® magazine from 2011 and it made me want to write to you. I was born in 1956 and when I was 16, just before what was

the legal age at that time, and with my Dad's agreement, I bought my first motorcycle, a Suzuki 350, paid for with the tips I got from my summer job. In 1973, I went all alone to the Bol d'Or where Agostini made a clean sweep. On the way back I was overtaken by a group of four-cylinder Honda 750s. No big deal – I managed to keep up with them. When we got to Vannes (in the Morbihan department of Brittany), these gentlemen held a rally at the Hermine Bikers' Club headquarters where my present husband was president.

We sold our machines when we had our first child (we now have two) and waited 30 years before we bought Harleys – two of them, obviously – a carburettor Fat Boy® for me and an Electra Glide® for Vincent. Why Harley®? Because they were beautiful, because the organisation was perfect for us, because of the customising, the shops, the amazing sound of the engine, the interest they attracted. I'm now on my third Fat Boy and Vincent is on his second Electra. One year we had three bikes between the two of us. It's only our budget that holds us back, there's no lack of wishing. Let's admit it – wishing makes the world go round. So if we could, we'd have a real customised bike – and why not?

We've really gone places – four trips to the USA with friends from Saint-Amand-les-Eaux on seven bikes. We've been imitated and we've made people envious – several relatives have bought these machines. We've been to Australia with Dan; we've made trips in small groups, from northern France to Faro in Portugal; to Madrid, where it rained so hard our bikes made geysers in the street gutters.

Today, I can see that the image of women on two wheels is different. My biker girlfriends (one's an expert who rides a Sportster® 1200) do it primarily for the pleasure of biking, anything else is a bonus. For a chick like me, it's about loving the bike for what it is, a way of experiencing the environment, a state of mind, perhaps part of the American dream, space, the world of the possible. It's a sport, a hobby, a communication tool, and much more – the way you look at a Harley differs according to the individual. And you can't beat the sheer pleasure of riding out in a group with others.

And finally (with tongue in cheek), dancing with a man tells you a lot about his personality, but seeing him ride his motorbike is just as revealing!

Chantal Leclerc, France

ONE IN A MILLION

How great is the possibility of finding the owner of a bike key lost at the Spanish-Portuguese border and possibly on his way to a European H.O.G.® Rally with more than 10,000 bikes? We would say one in a million.

One English H.O.G. member from the Black Bear Chapter had stopped to refuel his bike on crossing the border into Portugal. He filled up, then left heading south on his bike, with the keys left behind on the floor of that small petrol station.

When another group of French and English H.O.G. members arrived to fuel their bikes, an old Portuguese man came to them with the key in his hand, indicating with hands and feet as he spoke no English or French: "Black Bear... moto... keys..." and he gave the key to that group.

Our victim made it to Cascais without the key (gladly he knew how to disconnect the alarm with the codes), but he broke the fuel tank

lock in order to fuel up again. On arriving in Cascais, he left his bike at the workshop for the event, who were looking for a solution.

Later, a poor and broken man came to our H.O.G. Info stand for some information. While we were talking to him, a French lady patted him on his shoulder and asked him: "Do you have a problem?" "Yes," he said, "I lost my bike keys, but how do you know?" The lady then asked him which insurance company he uses (the key fob had the name) and which bike he owned. He had no idea why they were asking all this; however, when they showed him the key, he still needed about three minutes to really understand that this was actually his key!

Eventually some tears rolled down his face and then he just fell into the arms of our friendly French and English group... he could not believe it! This was truly 'one in a million' luck.

It was an emotional moment, and many people around us were almost driven to tears too. We took some photos, and I hope the 'finders' had a nice drink at night with our Black Bear member.

Sue Nagel, Spain »



THE DUST MONSTER

I woke with a hangover. There was a conversation I'd had in the pub from the night before spinning through my brain. There was, in my village, a Harley-Davidson® motorcycle, tucked away in a barn under a blanket. The only information I could remember on the subject was that the bike was from the eighties. After some calling around, I came across the nephew of the owner.

That same afternoon I was standing in the barn, admiring the bike. The owner himself was not there, so I made a bid for the bike there and then, on my mobile. Sadly, he declined my offer with the answer: "He stands there well and dry."

This was in July 2011. About a year later in the same pub, I bumped into the nephew. As the Harley had remained constantly in my thoughts, I asked him about it again. Apparently it was still in the same place, under a blanket in the barn. No one else had become aware of the bike, so I saw a glimmer of hope... I asked the nephew to pass on a bid for the bike to his uncle.

For some days I heard nothing. Then came the answer: "The offer is good, but it has to be taken away instantly."

Within two hours I was with my co-digger, Dikke, on the spot with a van, trailer and cash. Papers were prepared. I paid and took the bike home. I checked all the levels and it was started on the first attempt.

I have subsequently learnt more about the bike's history. In 1982 it was sent in a box, new, to Belgium. It was imported by 'Gust', the owner of American Lifestyle, a dealership in



Belgium. In the early 1980s the Harley was driven around the town a bit, racking up a few miles. It then ended up in the living room of the owner. This was until 2009, when the landlady demanded it be removed, tired of having to clean 'the dust monster'. The bike was subsequently given back to American Lifestyle to make it run again. The heads had been taken off for new seals, a few lines were replaced and a new battery installed. After this the Harley ended up in the barn – and now, of course, it lives with me!

Walter Walckiers, Belgium

THE RIDE OF MY LIFE

Pascal and I both turned 50 in 2011. We'd been riding Harleys® for several years and our dream was always to follow the legendary Route 66.

Our project kicked off with the 'West Forever' at our 'S-One' dealership in Ballainvilliers. A presentation covering all the sections of the Route, combined with Dominique's passion, experience and enthusiasm, was more than enough for us to sign up.

I wanted to start out on Route 66 at the first road sign on West Jackson Boulevard in Chicago, and dine at Lou Mitchell's where all the bikers used to eat before hitting the road – the place still retains the memory of that time.

There were stopovers in towns as the days went by. Bloomington, where the prison in *The Blues Brothers* is located; Springfield, with its not-to-be-missed Cozy Dog Drive In; St Louis, a fine city with a wonderful view from the top of its majestic arch.

We came across lots of weird things along the road: decorated houses, a pink Cadillac buried in the ground and surrounded by flowers, E.T., a flying saucer... Joplin, the town that was tragically devastated on May 22, 2011

by the terrible tornado with winds of up to 200mph that deprived families of their loved ones and property, a real disaster. But despite everything, people were carrying on and rebuilding; they're amazing.

We travelled through Texas, with its vast cattle ranges, farmlands and ranches; through Nevada, which was the colours of the setting sun, with peppers hanging on the facades of the whitewashed buildings; through Arizona, with its red earth deserts and rugged landscapes where the temperature was a searing 120°F – we came across no cars or motorcycles, only trains, which we greeted as they went by and they answered with their horns, just like kids. A detour to the magnificent Grand Canyon was mandatory.

California was the last stage – a visit to the Bagdad Cafe and then into Los Angeles along Hollywood Boulevard, Beverley Hills, Venice Beach... a seaside town of cosmopolitan crazy folk! We were nearly at the end of the road, looking for the last Route 66 road sign on Santa Monica Pier and then for the Bartels' dealership to hand back our bikes. I can tell you that if they'd had a reverse gear I think we'd have used it so as to arrive as late as possible.

Pascal and I ended our American Dream at the wheel of a noisy red open-top Mustang Convertible, driving to Palm Springs and San Diego, a customised trip that Bernard from West Forever had drawn up for us. Thanks, my friend. After all, you're not 50 every day.

I'm dedicating this story to Pascal, with whom I've shared my life since the age of 15, to thank him for having introduced me to that wonderful country and all the people we met on Route 66.

Carole Chantraine, France

Massimo Fusco from Italy sent in this awesome close-up from the Harley® contest at this year's Tuscany Regional Rally

Intake gallery



INTAKE GALLERY

More photos online!

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

Have you got the App?

Upload your photos during your ride using the H.O.G.® App for smartphone. Download for free! Your photos go straight to the AppSnaps gallery at hogeuropegallery.com so you can see them when you get home!



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

Alessio Franchi from Italy captured this parade during the annual meeting of the Perugia Chapter

INTAKE GALLERY



Below: Englishman Travis Howard snapped his Electra Glide® in this picturesque rural setting

Right: The Costa Blanca Chapter pose for Robert Garcia Bosman from Spain

Below right: Jerome Dufaud from France had a very special wedding day!



Below: 'Andro' from Spain celebrated Tenerife Chapter's anniversary against the stunning backdrop of the Teide, Spain's highest peak



Above: Christophe Desarmaux from France sent this image from this year's Punta Bagna Valloire rally

Above right: Cesar Torres Romero from Spain clearly believes in 'starting them young'!



Above: Carlo Oberholzer from Italy captured Karin against a dramatic background

Left: Salvo la Fata from Italy shows us an easier way to ascend the mountains!



Intake gallery

Name, Country

INTAKE GALLERY



Name, Country



Name, Country



Name,
Country



Name, Country



Name, Country



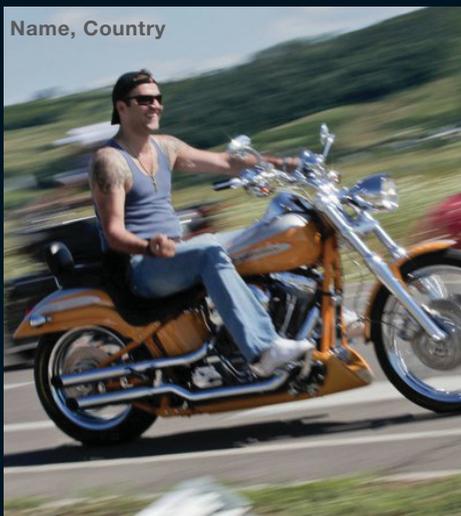
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Intake gallery

INTAKE GALLERY

Name, Country



Intake gallery

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INTAKE GALLERY

Name, Country



Name, Country



Intake gallery

Name, Country

INTAKE GALLERY





Intake gallery

Name, Country

INTAKE GALLERY





Intake gallery

Pascual Cabanes Candela from Spain shot this dramatic image of the Valencia Chapter's motorcycles at rest

INTAKE GALLERY







RALLY ROUNDUP



15TH ANNUAL EUROPEAN BIKE WEEK®

FAAK-TASTIC!

The 15th annual European Bike Week® was the perfect way to kick off the 110th Anniversary celebrations of Harley-Davidson®

Once again, the picturesque and mountainous region of Carinthia played host to Europe's biggest bike event in early September. Approximately 110,000 people descended upon the area surrounding Faaker See, turning the tranquil landscape into a tumultuous party of roaring V-Twin engines, endless rows of dealers and trade stands, and dancing and merriment around the clock. A 110th Anniversary promotional area also served to whet the appetite of thousands who enjoyed relaxing in the bar, preparing for their Italian adventure next June.

As ever, the locals flocked to Faak to take in the unique atmosphere and mingle with the Harley® riders and enthusiasts from across the globe. This was without doubt the biggest European Bike Week ever, and the sense of atmosphere and occasion was palpable throughout the event. From the main event site in Faak am See, round to the huge trader area in Arneitz,

and at all of the myriad campsites and guesthouses in between, the round-the-clock festival atmosphere was typical of continental Europe.

The event started in earnest on Tuesday with bands performing on the main stage, in Choppers Bar and in Hot Dot Café, with the site and surrounding area steadily filling up as the week progressed. By the weekend there was not a guest room or camping spot to be found in the vicinity of the lake, with the streets lined with thousands upon thousands of motorcycles. Some of the most impressive machines were on display at Friday's Custom Bike Show, with two lucky winners being invited to compete in next year's AMD World Championship of Custom Bike Building in Essen, Germany. The quality of entrants was truly astounding, with many people commenting that it was the best custom show they had seen anywhere in the world.

The traditional final-day parade attracted a huge crowd, with approximately 25,000 motorcycles stretching 40 kilometres rumbling around the lake and many more thousands lining the streets to take in the incredible sights and sounds of the seemingly endless stream of bikes.

On Saturday night the party drew to its conclusion with a grand draw on the main stage, followed by headliners 10CC and Snakecharmer. The draw was open to anyone who had purchased an event pin, with each pin carrying a unique number on the back. The lucky owner of the winning pin came from Sweden and rode away on a brand-new limited-edition 110th Anniversary Harley-

Davidson® Dyna® Super Glide – number 10 off the production line and the first one on European soil!

As the sun rose on a glorious late-summer Sunday, and the exhausted but happy revellers packed up and headed for home, there was a perfect opportunity for a quiet moment of reflection on a phenomenal party, which served as the perfect start to an amazing year of celebrations to commemorate Harley-Davidson's 110th Anniversary. ■

See you next year! The 16th European Bike Week, Faaker See, Austria, September 3-8, 2013
www.hogeuropgallery.com/ebw



REVIEW

 15th Annual European Bike Week
Faaker See, Austria

September 4-9, 2012

hogeuropgallery.com/ebw





CUSTOM BIKE SHOW

THE RESULTS

BIG TWIN

- 1 Roland Kauselmann, Germany (and Best Modified Harley)
- 2 Lycan Customs, UAE

TOURING

- 1 Rockstar Cycles, Germany
- 2 Jürgen Winzinger, Germany

THREE-WHEELER

- 1 Robert Eder, Germany
- 2 Rainer Moerz, Germany

BUELL

- 1 Thorsten Bringer, Germany
- 2 Frank Babbel, Germany

CUSTOM

- 1 Thunderbike, Germany
- 2 Carmen Meyer, Germany

WATERCOOLED

- 1 Marko Weiss, Germany
- 2 Tony Stephenson, UK

RADICAL

- 1 Marko Gselman, Slovenia
- 2 Martin Binder, Germany

SPORTSTER

- 1 Jörgen Allerberger, Germany
- 2 Alan Zahnd, Switzerland

ANTIQUE

- 1 Daniel Imbert, France
- 2 Georg Siber, Austria

LADIES OF HARLEY

- 1 Sue O'Grady, UK
- 2 Silvia Steinwiddler, Austria

BEST IN SHOW

Michael Naumann, Germany

AUSTRIAN Bike BATTLE 2012



Herbert Koller (far left) joins personnel from the winning dealerships to celebrate their victory

THERE WAS A custom competition with a difference at this year's European Bike Week®. Six Austrian dealers were each given a Sportster® and a Softail® to customise in their own style, with the winner decided by public vote during the event in Faak am See.

Herbert Koller, Dealer Development & Marketing Manager for H-D® Austria, takes up the story: "In January this year we were brainstorming for publicity ideas, and we thought a custom competition with a limited budget and timescale would offer great exposure. After initial discussions with six dealerships, in Innsbruck, Klagenfurt, St. Pölten, Salzburg, Vienna and Graz, we finalised the rules and pressed ahead with the competition."

In May the dealerships were set to work on their creations, and 12 outstanding, yet very different, custom bikes duly arrived in Carinthia for European Bike Week in early September. The bikes were displayed outside the H-D® Expo tent, with members of the public encouraged to vote for their favourite example of each model.

Everyone who voted was entered into a prize draw, with prizes including an FXRG® jacket, a Harley-Davidson® leather jacket, an H-D hoodie and several runners-up prizes of T-shirts.

The winners were not restricted to the best bikes and those who struck it lucky in the prize draw, though, as Herbert explains. "The competition represented a great opportunity for the dealerships to let their creativity run wild, rather than their stock in trade of creating bespoke custom bikes for customers. The customers themselves are also winners, as it gives them a chance to see

what can be achieved with limited funds, with the total retail budget being just €3,000 for the Sportster and €6,000 for the Softail. Finally, it also represented a great showcase for Harley-Davidson Austria and the Motor Company in general."

After the votes were counted, there were two clear winners: in the Sportster category, H-D St. Pölten took the crown, while the plaudits in the Softail category went to the Innsbruck dealership.



[SCAN]
THIS QR CODE
WITH YOUR SMARTPHONE
TO CHECK OUT THE
CUSTOM BIKE SHOW

HARLEY OWNERS GROUP® 30TH ANNIVERSARY PARTY



HAPPY BIRTHDAY H.O.G.®

The legendary chic event that is Euro Festival in Grimaud, Golfe de St-Tropez in France has been chosen to host the H.O.G.® party of the year...

With all the hype surrounding the 110th Anniversary of Harley-Davidson® in 2013, attention has also turned to how the Harley Owners Group® will mark its 30th birthday.

The beautiful resort in Grimaud, overlooking the Golfe de Saint-Tropez in France, has hosted the legendary Harley-Davidson® Euro Festival for the past six years, since the location was originally discovered as the destination for the 10th annual European H.O.G.® Rally in 2001. Since then, Euro Festival has established itself as the start of the summer for H.O.G. members across Europe.

Located on the beachfront, this sophisticated enclosed site has everything a H.O.G. birthday bash needs – and more. »



PREVIEW

H.O.G.® 30th anniversary celebration
Euro Festival, Grimaud, St-Tropez

May 2-5, 2013

hogeuropegallery.com/30



RALLY ROUNDUP



The main stage is located on the sand itself, with live music every night; bars and restaurants line the coastline, many partying until the sun comes up; traders and dealers occupy the shopping plaza, while demo rides and Jumpstart use their prominent position in the neighbouring car park to entice local passers-by to enjoy the chilled-out atmosphere. The practical lodge accommodation on site, as well as the wide range of hotel and guesthouse accommodation in the surrounding area, provides an ample base from which to explore



the gorgeous south coast of France and enjoy live music, partying and Harley-Davidson® motorcycles in abundance on your doorstep.

The parade at the 2013 event is sure to be a highlight, as thousands of motorcycles will snake their way through the French Riviera on the long way round to St-Tropez itself. Locals line the streets as the spectacle brings this chic town centre to a standstill. Make sure you're part of this memorable year for Harley-Davidson and the Harley Owners Group®.

Visit www.hogeuropegallery.com/30 for all the latest announcements and to book your accommodation, and don't forget to follow us on [twitter.com/HOGEurope!](https://twitter.com/HOGEurope)

TO READ ABOUT ALL THE HARLEY-DAVIDSON® AND H.O.G.® EVENTS HAPPENING AROUND THE REGION AND SEE THE VIDEOS, VISIT HOGEUROPEGALLERY.COM

**ROME
2013**



HARLEY-DAVIDSON® 110TH ANNIVERSARY CELEBRATIONS

A MEETING OF LEGENDS

To mark the occasion of the Italian city of Rome welcoming thousands of Harley-Davidson® owners and riders inside its walls, Willie G. Davidson and son Bill Davidson met Pope Benedict XVI for the blessing of two Harley-Davidson fuel tanks – one of which will sit proudly on a limited-edition 110th Anniversary motorcycle... and it could be yours!



YEARS OF FREEDOM

ROME 2013

RALLY ROUNDUP



BLESSING BY THE POPE FOR UP TO 1,400 BIKES HARLEY® VILLAGE AT PORT OF OSTIA LIVE MUSIC IN THE OLYMPIC STADIUM EXCLUSIVE H.O.G.® AREA BIGGEST PARADE EVER – PORT OF OSTIA TO CENTRAL ROME BOOK YOUR PLACE!

PREVIEW

110th Harley-Davidson® celebration
Rome, Italy

June 13-16, 2013

harley-davidson.com

Next June, tens of thousands of Harley-Davidson® riders and fans from around the globe are expected to make their way to Italy's capital city to celebrate Harley-Davidson's 110th Anniversary and the shared passion for freedom that unites riders everywhere.

In October, Pope Benedict XVI along with Willie G. Davidson, grandson of one of Harley-Davidson's founders, and his son, Bill Davidson, Vice President of the Harley-Davidson Museum™, launched the countdown to Harley-Davidson's 110th Anniversary event in Rome, June 13-16, 2013, by presenting two commemorative motorcycle fuel tanks to the Pope for a blessing. The tanks will be signed by Pope Benedict, Willie G. and Bill, and mounted on two motorcycles – one will return to the company's home town of Milwaukee and be displayed at the Harley-Davidson Museum,

while the other will be auctioned to support the Good Samaritan Foundation.

"The 110th Anniversary Celebration will be a rocking party and so much more," said Ken Ostermann, Harley-Davidson's General Manager of International Marketing Operations. "Along with next year's 110th Anniversary events around the world, the event in Rome is truly the most epic way we can show our thanks for the 110 years of riding and fun our passionate fans have given Harley-Davidson."

Highlights of Harley-Davidson's 110th Anniversary celebration in Rome next year include a party in the Port of Ostia, a parade through the heart of Rome, two headlining concerts at Stadio Olimpico and a papal bike blessing at St. Peter's Square. Please note that due to limited space within St Peter's Square, access for bikes will be allocated through a free bike lottery – more info coming soon!

"We're anticipating next year's celebration in Rome to be one of the largest events we've ever held outside the US," said Ostermann. "That is a strong testament to our continued global transformation as we respond to our growing fan base all over the world."

The Harley-Davidson 110th Anniversary is a year-long, global celebration of the enduring ideals that unite independents everywhere:

freedom, rebellion and authenticity. The year-long celebration features 12 anniversary experiences the company will bring to existing motorcycle events in global markets through September 2013. The events span 11 countries on six continents.

Harley-Davidson fans are invited to join the celebration online where they can share their personal stories and riding experiences on Facebook, on Twitter with the hashtag #HD110, and at www.h-d.com/110. The website features details about the 110th Anniversary events and content posted from fans around the world.

A highlight of the Rome celebration is sure to be the Harley® Village that takes over the Port of Ostia, and massive concerts will rock out from the city's Olympic Stadium.

Music stages, bars, dealers, traders, Expo, demo rides and Jumpstart, Custom Bike Show and merchandise – regular visitors to Harley-Davidson's legendary events will be familiar with the regular attractions, but get ready to enjoy them with 250,000 others!

For the experience of the century, book your place today and become part of history!

Visit www.harley-davidson.com for all the latest announcements, and don't forget to follow us on twitter.com/HOGEurope!

WHAT'S ON

NOVEMBER

2nd H.O.G.® Egypt Rally
November 15-17

DECEMBER

4th Saudi National Rally,
Saudi Arabia
December 19-21

MARCH 2013

Daytona Bike Week,
Daytona Beach, US
March 9-16

APRIL

H.O.G.® Officer
Training (HOT)
Milwaukee, April 18-21

Africa Bike Week
Margate, South Africa,
April 26-29

MAY

30th Anniversary H.O.G.®
celebration, Euro Festival
Grimaud, Golfe de
St-Tropez, May 2-5

Magic Bike
Rüdesheim, Germany
May 30-June 2

Ireland Bike Fest
Killarney, Ireland,
May 31-June 3



JUNE

Alsóörs H-D® Open
Road Fest
Alsóörs, Hungary,
June 6-9

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

110th Anniversary
European celebrations
Rome, June 13-16

Hamburg Harley Days
Hamburg, Germany,
June 21-23

Norwegian
National Rally
Oslo, Norway
June 27-30

JULY

Barcelona Harley Days
Barcelona, Spain
July 5-7

AUGUST

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

Sturgis
South Dakota, USA,
August 3-10

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

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

Thunder in the Glens
Aviemore, Scotland,
August 23-26

Harley-Davidson 110th
Anniversary and H.O.G.®
30th Anniversary
celebrations Milwaukee,
August 29-September 1

SEPTEMBER

110th Anniversary
closing event
Faaker See, Austria
September 3-8



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

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SASSENBACH.DE



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Derby cover



Cam cover



Panhead rocker boxes



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IRELAND BIKEFEST

IRELAND BIKEFEST 2013 PREVIEW!

What to expect from Ireland's must-go motorcycle event – the seventh Ireland BikeFest kicks off May 31

Everyone should get May 31-June 3, 2013 in their diaries fast, because the seventh Ireland BikeFest in Killarney is a must-attend event you will definitely not want to miss. Whether you're young, old, a biker, an enthusiast, the king of the petrolheads or simply interested in bikes, this international festival promises a good old-fashioned Irish welcome and a festival atmosphere that makes it as unique as it is fun!

Linking in with the Harley-Davidson® 110th Anniversary celebrations, the organisers hope to see 30,000 people from around the world rock up in Killarney in the south-west of Ireland. The biker community will be out in force to experience three whole days of rocking, revving and riding, and Harley riders can look forward to a warm welcome and a great weekend. Just look at what the weekend has in store:

- The legendary Bike Village – the place for shopping, a bite to eat, grabbing a drink and listening to live music.
- Demo Rides – a whole fleet of Harley-Davidson motorcycles just waiting to

be ridden by all those who want to try out our new bikes.

- Touring, Irish style – Marshals from the Celtic Thunder Chapter and the Gaelic Chapter will be your guides on the unforgettable Irish touring routes, including the Ring of Kerry and the Dingle Peninsula.
- The Custom Bike Show – come worship and drool at these wondrous machines!
- Authorised Dealers – The Dublin and Waterford Harley-Davidson dealers will have an extensive range of genuine Harley-Davidson products on offer.
- H.O.G.® and Rider Services – Got a question for the experts? Experienced staff are here to answer all your questions.
- The Sunday Morning Parade – an ever-popular crowd-pleaser and a chance to show your support for Muscular Dystrophy Ireland too.
- COMPETITION! Win a bike and support a good cause! First prize in the draw will be a Harley-Davidson motorcycle, with all proceeds going to Muscular Dystrophy Ireland. ■

www.irelandbikefest.com

The weekend commencing June 1, 2012 threatened tropical storms for the west coast of Ireland, but event managers, Chapter Directors, HOG® magazine journalists and people travelling from dealerships as far away as Edinburgh came together at the Brehon Hotel for a weekend of Harley-Davidson® motorcycle worship and celebration.

Luckily, wishes were granted and Ireland BikeFest 2012 in Killarney was gifted with a Friday of blazing sunshine. Harley-Davidson team assemble!

The Jumpstart proved popular with people giving the static Harley-Davidson some throttle and an almost constant stream of people left the car park on Demo Rides. With an almost full range of Harley-Davidson® motorcycles to choose from some people went on multiple rides, enjoying the simply breathtaking Irish countryside. (Your humble scribe fell in love with a particularly beautiful Heritage Softail® and quickly scribbled it onto his Christmas list.)

The bands played well into the wee hours of Saturday morning, and then the balmy Friday became a sodden Saturday. No one seemed to mind too much as everyone congregated in the Harley Bar for cider, songs and solace – the bands played on through the rain!

Sunday was a reprieve and, as the rain relented, riders arrived for the parade. Standing water had drained away and bikes amassed in their dozens. Harleys and their riders of all ages and stages joined the parade as marshals waved them out onto the road.

The party vibe and fraternal excitement couldn't be dampened by a little drizzle. The Harley spirit conquered all for a vainglorious display of motorcycles, riders and enthusiasts on the Emerald Isle. Roll on 2013! ■

SOUTH OF ENGLAND RALLY

SOUTHERN HOSPITALITY

The rain can't stop the rock at the SOFER 2012

The great thing about H.O.G.® rallies is that each one is different in character, partly due to the venues at which they are held, and a lot has to do with the individuals who organise them. Some rallies are hotel-based, some offer chalet accommodation and many others are camping weekends. SOFER is mainly the latter, the Bisley site offering acres of good parkland on which to pitch up, which H.O.G. members do in their hundreds – the event always sells out quickly.

This year it was touch and go as to whether the rally could go ahead, such has been the severity of the weather across the UK this summer (I am loathe to call it 'summer!'). The grounds of Bisley shooting ranges were badly affected and many of the dirt roads had been eroded into gullies by rainwater run-off. The organising committee working closely with the Bisley people made sure the rally could proceed. The Chapter games – which are always a big feature at this rally – had to be called off because the exhibition lawn was too wet for motorcycle-based games, but a better summer next year will see them reinstated.

Fortunately with the rally due to open, the weather was set to be fair with plenty of sunshine across the weekend with only a short spell of rain forecast for Saturday morning. As always there was a long line of riders waiting for the Bisley gates to open at 10am on Friday so they could stream in and set up camp. All of the various H.O.G. Chapters claimed their territory and set up their areas for Chapter members. The Trader Village was open for business, with all of the sponsoring Harley-Davidson® dealerships in attendance offering plenty of 'show-priced' sale items. Trike Designs from Caerphilly was showing its trike conversions and even had a Russell Mitchell Exile trike on its stand.

As always, the highlight of Friday afternoon was the Ladies Of Harley™ ride-out to the Guildford Harley-Davidson dealership and, as is traditional, fancy dress was the order of the day. The theme for 2012 was the Queen's Diamond Jubilee so cue loads of pearls, tiaras, crowns and lots of Union Flag dresses, leggings, hats and wigs. As



the LOH gathered outside the Bisley Pavilion, other rally-goers rushed to get photos of the patriotic scene. The fact that it was also the London 2012 Olympics with British athletes winning gold on Friday made the display doubly relevant.

At 4pm the 50 bikes on the Diamond Ride left Bisley in a stream of red, white, blue and bling on a sinuous 50-mile route through the Surrey countryside to the Guildford dealership before returning to Bisley for traditional British tea and cakes.

Music is a key feature of the rally and the Texas Tornadoes kicked everything off on Friday afternoon with lead singer the Cockney Cowboy playing country music outside on the Lantern stage as the sun set. They were followed onstage by Scandal who delivered a great set of rock numbers as the party went on all around. The evening was brought to a head-banging conclusion in the Ballroom by tribute band State Of Quo, who got everyone rocking all over the world!

Saturday morning was ride-out time. The Oxford Chapter led 125 bikes out to Henley on Thames while the other – led by Hogsback Chapter – explored the back roads of Surrey and Hampshire, stopping at a country pub for Cajun chicken and riding through the new Hindhead Tunnel on their return. A trike-only ride-out was offered to the third wheelers for the first time. Alternatively, a traditional Poker Run »

South of England Rally
August 3-5

Events



RALLY ROUNDUP

was organised, which raised money for the Surrey Air Ambulance.

At midday it was time for the Ride In Bike Show, which is a SOFER strong point as the standard keeps going up each year. This time, the show bikes were lined up outside the Pavilion and the people's choice, as ever, was decided by the public putting money in the pot next to their favourite bike – proceeds again going to Surrey Air Ambulance. There were many categories, but Best In Show went to Jamie Shepherd's old-school Sportster®, which was a tribute to the style of the board-track racers of the 1920s.

On the green near to the pavilion was a familiar sight to all scholars of Harley history; a full-size replica of the original 10'x15' timber hut in which William Harley and the three Davidson brothers started building the first Harley-Davidson in 1903. The replica factory hut was built by Chris Cooper of the 1066 Chapter and he paid real attention to detail, studying all the photos that exist, even down to the inclusion of the wood-burning stovepipe at the rear of the building. Chris brought the old black and white pictures to colourful life and many rally-goers posed for souvenir photos in front of it. Inside it boasted a neat bar with spirit optics and a bed where Chris slept. It is bound to be in demand at

many future H.O.G.® rallies, so look out for it.

At 3pm on the Lantern stage, good ol' rock 'n' roll was delivered by Wesley Karr and The Automobiles, followed by a very impressive set by 18-year-old Lawrence Jones, who played rock classics to an appreciative crowd – most of whom were alive when these tunes were first heard! At 10pm, a spectacular firework display entertained the crowd before everyone moved into the Ballroom for an act that was surely the highlight of the whole weekend. The Katy Shotter band rocked the whole joint as young Katy – a mesmerising vision on stage – belted out R&B classics with a power that would have rivalled Tina Turner – and she even included some Led Zepplin for good measure. Her backing singer and band of young musicians were equally good. Miss Shotter was worth the rally entry fee alone!

So once again 1066, Hogsback, Oxford, Invicta and Thames Valley H.O.G. Chapters succeeded in putting on a fine South Of England Rally, their officers and members ensuring that everyone had a great time.

Head to www.hogeuropегallery.co.uk to see photo galleries of the rally. ■

GARRY STUART



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WITH YOUR SMARTPHONE
TO CHECK OUT THE SOFER
GALLERY



THUNDER IN THE GLENS

GAME ON!

Thunder In The Glens 2012 conjures up fun and goodwill in Scotland

Many H.O.G.[®] members will have organised their annual holidays around a European H.O.G. Rally such as Cascais or Faaker See, but if you have never been to Thunder In The Glens at Aviemore you might want to think about saving yourself the cost of a ferry and plan to head north of the border for a taste

of Scotland and the welcome and hospitality that Dunedin Chapter put on every August Bank Holiday.

The Highlands are truly breathtaking and rival even the Colorado resorts of Ouray and Telluride for scenery and fantastic riding roads.

It has been said that Thunder In The Glens (TITG) compares to Sturgis. Indeed, many bikes are in town well before the kick-off on Friday, especially riders from all over Europe who organise a touring holiday which takes in TITG.

TITG is based at the MacDonald resort, a large, modern complex of hotels built on a campus with all manner of bars, shops, swimming pools, fitness facilities and health spas. There is hotel accommodation for around 2,000 rally-goers and there are facilities for camping and RV hook-ups too. The half dozen or so big hotels offer various bars and restaurants, and there is musical entertainment of different styles in all of them. Most riders arrived on Friday in pouring rain but in good



spirits nonetheless, ready for a packed weekend of music, motorcycles and meeting old friends.

The Dunedin Chapter volunteers staffing the registration tent dealt with everyone quickly and cheerfully, sending them on their way to their hotel to check in. Once changed out of rain gear, showered and refreshed,

the rally-goers all headed down to the nucleus of the event, the Osprey Arena, to check out what was happening and get a good meal in the restaurant.

Afterwards, the party really kicked off with the curiously named Bessie and the Zinc Buckets, who gave the crowd a night of Rockabilly, improv and north-east humour that really got the audience involved and shouting for more. They were one of the stand-out acts of TITG.



In between the bands, George 'Mad Dog' McGuire introduced Samantha Kinghorn, a charming young 17-year-old girl who, due to a terrible accident, is wheelchair-bound. Samantha, however, has shown indomitable spirit. She recently began wheelchair racing and has already matched national times and she now hopes to compete in the next Commonwealth Games in Glasgow in 2014 and then hopefully at the Paralympic Games in Rio 2016. The Dunedin Chapter have taken up Samantha's cause and raised £700 for her. The money came from the charity auction of a Harley-Davidson[®] Custom Painted Wall Clock in the Osprey Arena.

Saturday was ride-out day so there was just enough time to get



breakfasted and check out the Trader Village before getting bikes lined up in a very long line snaking all around the vast campus ready for the off at midday. The ride-out takes a scenic route out towards Lochindorb, where the unclassified road runs very close to the water's edge. The weather was overcast but mostly dry and, by the time the thousand-plus

bikes had filled the streets of Grantown-on-Spey, the sun was breaking through while the bikers enjoyed the annual 'Taste Of Scotland' festival, which lined the main street of this market town. Again this year a lot of locals and tourists were lining the route to photograph and wave the ride-out through.

TITG was brought to a close by members of Dunedin and Clyde Valley H.O.G. Chapters singing *The Bonnie Banks O' Loch Lomond* for the last time in 2012. Congratulations to George McGuire and all the countless H.O.G. members who work behind the scenes to make TITG possible and who are already planning for 2013. Book early to avoid disappointment! ■

GARRY STUART



SCAN THIS QR CODE
WITH YOUR SMARTPHONE TO CHECK OUT THE THUNDER IN THE GLENS GALLERY

Thunder In The Glens
August 24-27

BLAZIN' SADDLES

DAYS IN THE SADDLE

It was knees up and hoes down in Weymouth for the 2012 Blazin' Saddles rally

It's hard to pick a highlight of the Blazin' Saddles rally. Could it be the sight of dozens of H.O.G.® members in Wild West-themed fancy dress singing, line dancing and possibly imbibing some bourbon and/or Sarsaparilla? Might it be the rumble of a great line of Harley-Davidson® motorcycles riding through the beautiful Dorset countryside? Or could it simply be the expression on the face of the Weymouth Mayoress on seeing some of the paint jobs as she judged the custom bike show?

As with every UK event this year, the weather has been a roulette wheel of glorious sunshine and scattered showers. Friday saw some of the latter, bringing many rally-goers to 30mph on motorways as rain made visibility almost zero. Would this weekend be another write-off spent indoors? Nope. As quickly as the clouds had arrived and

emptied, so the sun came out giving us a weekend of glorious sunshine.

Bikes had been arriving at the Seaview Holiday Park all day and, by dusk, New Forest Branch Activities Officer and Rally Co-ordinator, Andy Fenwick was, understandably, shattered. Andy and his crew had been busy – amongst other things – making sure everyone had their Blazin' Saddles goodie bag.

“Each one includes the welcome photo, a cowboy hat, Blazin' Saddles Rally pin and tin of baked beans!” explained Andy proudly. “You also get Western-themed toilet roll, a Wagon Wheel and the programme of events for the weekend.”

“We at New Forest are delighted with our first organised rally since being adopted by our new sponsoring dealership, Southampton Harley-Davidson in 2011,”

adds Ali.

The New Forest members and rally-goers hadn't taken over the whole holiday camp, and a few regular holidaymakers had a glimpse of what was to come over the weekend as members de-mobbed and headed to the venue's bar: bikes, beards and bandanas; denim, leather and laughter.

The public was out in force for Saturday's ride-out. Many were locked deep in conversation with riders about the bikes. The Chapter had apparently canvassed the streets of the rally with details of the times of their ride-out; there's nothing quite like riding proudly down streets lined with admirers, all waving you on. Later it was back to the saloon for some fancy-dress entertainment, Western-themed bands, line-dancing and certainly the odd 'ya-hooo!'.

Andy and his team are to be congratulated on covering all bases and more: interesting ride-outs, a friendly vibe, great entertainment and a unique event personality that had everyone wishing they had more reasons to wear their cowboy hat. ■

RALLY ROUNDUP



HOG PIX

Blazin' Saddles
September 28-October 1

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New directions

The Hard Candy and Burst Collections take centre stage



1.

(1) Hard Candy Custom Street Bob®

(2) Burst Collection Derby Cover

(3) Hard Candy Custom Metalflake

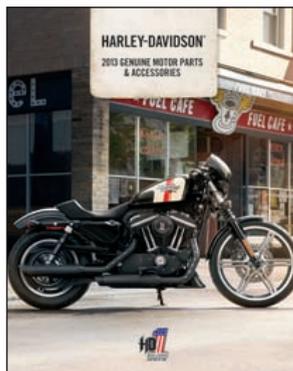
(4) Windsplitter Vented Windshield

THE NEW RANGE of model year 2013 accessories is now available. More than 300 new products have been launched, utilising Harley-Davidson® engineering and design expertise to continue your own personal Harley® customisation journey.

Inspired by the custom rides of the '60s and '70s, the iconic sparkle of metal flakes is back, and it's bolder than ever – but Hard Candy custom is more than just paint. It's a look, it's a lifestyle, it's a whole new attitude. Eye-grabbing sparkle, high apes and nostalgic white grips are just the start. Diamond-stitched seats and swingarm saddlebags will get your mind racing on just how far you want to go.

The Burst Collection is a split with tradition. Take your ride in a new hard-edged direction; a mixture of rich tuxedo black and aluminium finish, each component in the collection is designed to complement the others.

Windsplitter vented windshields are designed to reduce turbulence and buffeting at speed. They feature an exclusive fingertip-adjustable centre vent that reduces turbulence behind the screen by allowing



controlled airflow to fill the negative pressure behind the shield, thus helping to smooth the airflow over the top of the screen and around the rider. This reduces head bobbing and neck fatigue, and results in a more comfortable ride.

If you want to find out more about these new items and all the products on offer, visit one of our dealers and pick up the new 2013 Parts & Accessories catalogue for more than 800 pages of customising inspiration. ■

If you can't wait until your next dealer visit then go online to the new-look 'My Dream Harley' website for your inspiration. 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 downloaded. If there's something on which you have your sights set but you're concerned about getting a perfect fit, explore the online 'Fit Shop' and find out how customising your Harley® can make your ride fit like a glove.



2.



3.



4.

ENJOY THE HOLIDAY SEASON WITH THE LATEST HARLEY-DAVIDSON MOTORCLOTHES® COLLECTION

The holiday season means colder conditions, changeable climates and the need for more protection than ever

IT'S A SEASON which is perfect for an always-fashionable classic look. Harley-Davidson® MotorClothes® has a wide range of jackets for the coming holiday season: from classic aviator-style leather jackets, military-inspired jackets and bomber jackets to the ultimate in on-bike and off-bike flexibility with 3-in-1 jackets. There's something for all tastes, whether you're planning on just enjoying the coming season or riding through it.

With the colder weather coming during the season ahead, there's a selection of casual clothing which will keep you warm while having a truly enduring appeal.

Men's Holiday Collection

There's a strong military theme for the Men's Holiday Collection 2012. It's all about classic styles in strong colours, with the accent on having tough clothing that can really handle anything the weather can throw at it.

With the Generator Leather Jacket you've a simply designed, classic-looking jacket that can take everything in its stride, thanks to air vents to keep cool and a removable long-sleeved hoodie that you can wear off the bike. Pockets for body armour mean you can opt for more security when you're out for a ride. The Cylinder Leather Bomber Jacket is a traditional-looking bomber jacket, but with the option for body armour and with a handy removable fleece lining, so it's perfect for the coming season. For the real 'aviator of yesteryear' look, the Military-

Inspired Leather Jacket really hits the mark. Again you've got armour pockets on the elbows and shoulders, but the look is of a true classic leather jacket.

It's the holiday season, so time for enjoying your friends' company is just as important as time on the bike, but you still want to keep warm. The ¼ Zip Chest Stripe Fleece Pullover with its bold Harley-Davidson logo on the chest will do the job. Another true American original in the Men's Collection is the Plaid Shirt Jacket. This is a quilted shirt, perfect for life in the outdoors and complete with a printed Harley-Davidson logo on the back. The classic cool colours of the holiday season are apparent in the long-sleeve Wrinkle Resistant Woven Shirt, which is perfect to take away with you on a holiday trip on or off the bike. Another choice could be the short-sleeve Military-Inspired Garage Shirt; again it sums up the colours of the holiday season and is perfect for on or off the bike.

Women's Holiday Collection

For the ladies this holiday season, Harley-Davidson has everything you need to stay warm as the weather gets colder.

Just like the guys you can have the benefits of flexibility with the Solstice 3-in-1 Leather Jacket. Practicality is the key with this jacket, with useful pockets, a zip-out hoodie and useful extended cuffs to stop the wind blowing up the arms of the jacket. Alternatively the Front Line Leather Jacket with Removable Hood is also perfect for the season ahead. As well as the removable

hood – which means it's great for those times when you're not riding your Harley-Davidson motorcycle – it also has pockets for armour should you want to use it when you're out on your ride. A jacket more suited to off the bike is a classic 'puffa'-style item, the Heavenly Casual Jacket. It is warm and snug, and also has a drawcord that can pinch in the waist for a more feminine look. Another favourite look for off the bike is the Colorblocked Activewear Jacket with Chenille Graphics. Again, it is perfect for the cold weather of the season ahead, as it has a fleece-lined hood. Underneath you can wear the always-popular long-sleeve Traditional Plaid Shirt or perhaps the long-sleeve Zipper Front Convertible Sleeve Woven Shirt. So, when the weather is warmer, you can button the sleeves up for that short-sleeved style. To match this perfectly off the bike would be the Adorned Knit Convertible Gloves; these can change from a fingerless glove to a mitten within seconds. Match this with either the Fair Isle Aviator Cap or the Fair Isle Ear Muffs depending on what you prefer – both will keep your ears snug and warm this holiday season! ■

Whatever you do and wherever you go this season, Harley-Davidson MotorClothes® Holiday Collection has everything you need. So, visit your nearest Harley-Davidson® dealer for the full Holiday Collection or take a look at www.harley-davidson.eu/motorclothes



Above: Long Sleeve Colorblocked Knit Shirt 96407-13VM

Right: Solstice 3-in-1 Leather Jacket 97139-13VW

Bottom right: Highly Embellished Activewear Jacket 96037-13VW



Above: Military-Inspired Reversible Bomber Jacket 97537-13VM

Right: Man - Cylinder Nylon Bomber Jacket 97536-13VM

Woman - Escape Sonic-Quilted Soft Shell Jacket 97543-13VW



Custom bike builders Harley-Davidson® Niederrhein and Thunderbike in Germany constantly push the boundaries with their beautiful customs, but their latest creation, Pain TT Less, is truly something else, as the judges of the AMD World Championships in Sturgis agreed when they crowned the bike World Champion 2012

TECHNICAL



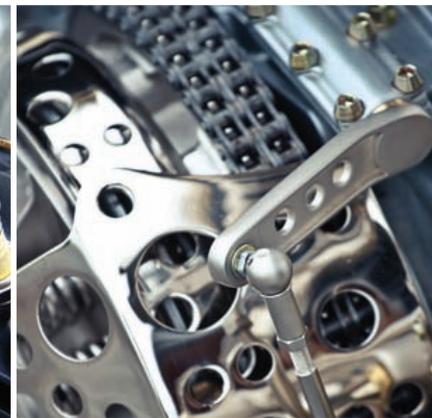
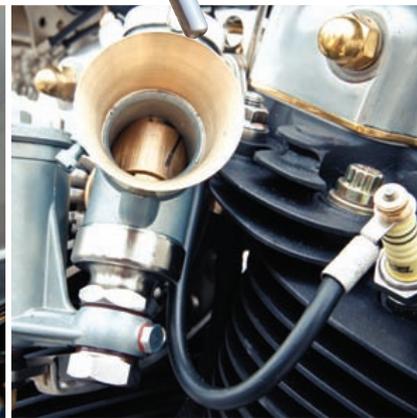
MAKING THE DECISION to build a bike that could confidently compete at the AMD World Championships in Sturgis was not taken lightly by Andreas Bergerforth and his team at Harley-Davidson® Niederrhein and Thunderbike. After Spectacula took second place in 2006 and Open Mind placed fifth in 2008, the team wanted to give it a final try. And they succeeded, with Pain TT Less taking the crown at this year's championships.

The name says it all: no paint, no lacquer, no powder, no surfacers, no tin. "Only people who have experienced chrome finishing will know what that means," says Andreas. "The preliminary work had to be perfect!"

Everything on this bike would be extraordinary. Not a single part off a shelf or from a catalogue. "Like the pioneers of the early race events, if we needed a solution, we had to go and find one.



PERFECTION



And that is how, one by one, all the components were created.”

The idea was to create a real old-school racer. “We had been inspired by the King Kerosin custom bike show – a used Ironhead Sportster® was just what we needed.”

First, the team cut off the transmission from the Ironhead engine and installed a WLA transmission. “From our first design sketches, we created a sheet-metal silhouette with a couple of

wheels on it, and so determined the approximate proportions.

“I found the ignition system on ebay, a 1928 Bosch Magneto – cool... this would sit in front of the engine, just like in almost all those legendary racing machines.”

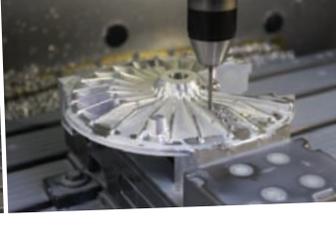
Attention then turned to the frame, which provided the metal base for both engine and transmission, and tubular covers would give the bike the required racing character. »



WEEK 2



WEEK 4



Swingarms next, a flat steel and tubular combination. “As we wanted a free-standing seat, we had to look for a different kind of swingarm diverter,” explains Andreas. “Shock absorbers located to the sides under the seat fitted perfectly.”

The seat and tank were first modelled in plywood and board, and the team used the steel silhouette and the first sketches as a guide. At the same time, wheels and fork bridges were milled from blocks of aluminium and the final shape of the tank milled from plastic. An exhaust pipe model was shaped and a stepholder built, and the first tubular swingarm cover had to be replaced by a drilled flat steel variant. “We used somewhat different forks,” he smiles, “a combination of Springer® and telescopic forks with two suspension struts, a real gem which worked really well.” The shortened springs of a Street Bob® fork combined with two bicycle shock absorbers provided pure responsiveness and good negative action too.

After creating the chassis and engine, the team had to make it work: brakes, clutch, gears, choke, automatic ignition, fuel, rests,

levers, steering, linkage, cables... everything needed to operate the machine.

When it came to the ignition, a rocky road lay ahead of the team. Installing the ignition sounds easy, but it was not quite as simple in practice. The ignition had to turn 1:1 with the crankshaft, which means the right sprockets had to be made and the bearing seat had to be adjusted. “In fact, we also had to mill a new camshaft cover as the old one didn’t fit any more. The Magneto also needed a rotary bearing so that it could be readjusted afterwards.”

One of Andreas’ favourite aspects of this super-cool machine is the fact that the seat/oil cooler/oil tank is all together in one. “Milled from a block of aluminium with cooling ribs, an oil inspection window at the side, filling nozzle at the top and inset oil pipes – it was a real triumph.”

The seat was first given its sheet-metal covering, then they set to work on the tank. “This component was more difficult because everything had to be paintless, so the surface had to be absolutely

WEEK 1



WEEK 3



clean without the slightest dent in it. Our forming block was the milled plastic tank. Hours were spent in careful hammering and welding.”

The most difficult part of this project, however, was the fairing, adds Andreas. “It was the same game as with the tank, but much more time-consuming. First we had to mill a model in plastic and then beat out the sheet metal around it without so much as a wrinkle. With a pneumatic hammer, the sheet metal was stretched radically and so, millimetre by millimetre, brought into shape. At a few points the sheet metal then had to be cut into and rewelded. Finally a carbon-fibre replica was made in order to determine the exact cutout for the forks.”

With a Bosch Magneto, two Amal carburetors must be possible, thought Andreas. “If you take a second rear cylinder head, turn it 180° and install it at the front, you do tend to get some side-effects. New oil holes had to be set into the cylinder, new plunger guides milled out and the rocker boxes reworked.

“At the same time we had to turn the lower cooling ribs and split the rocker boxes to create a real old-school look. For the primary side there was also a new cover with adjustable chain tensioner, and a new sprocket for the crankshaft with a sporty shaft and WLA duplex chain pitch. And add to that new tappet-valve push rods and outside brass lines for the rocker arm lubrication – and then there were, of course, the ribbed intake manifolds too.”

The bike features giant ventilated brake drums with discs inside. “The brake discs and callipers came from ebay, and we made the brake drums and milled the cooling ribs to fit our wheels.”

A multitude of technical solutions make this bike truly special and the team at Thunderbike and Harley-Davidson® Niederrhein produced a work of art than totally earned them the 2012 World Championship. Who knows what they will come up with next year! ■

Custom

***“Everything on
this bike would
be extraordinary.
Not a single part
off a shelf or
from a catalogue”***



SPECS

Bike name	Pain TT Less
Builder's name	Team Thunderbike
Owner	Thunderbike
Year/model	2012
Engine make/type	Sportster® Iron 993 ccm
Frame make/type	Thunderbike
Rake	36°
Trail	145mm
Front end	Thunderbike
Swingarm	Thunderbike
Drivetrain	H-D® 750 WLA
Wheels (front)	Thunderbike 2.50 x 19
Wheels (rear)	Thunderbike 3.50 x 19
Tyres (front)	3.50 x 19 Roadrunner Avon
Tyres (rear)	4.00 x 19 Heidenau
Brakes (front)	Thunderbike
Brakes (rear)	Thunderbike
Painter	Kruse Design
Chroming/plating	A. Kruse GmbH Langenfeld



The Ultimate Dream



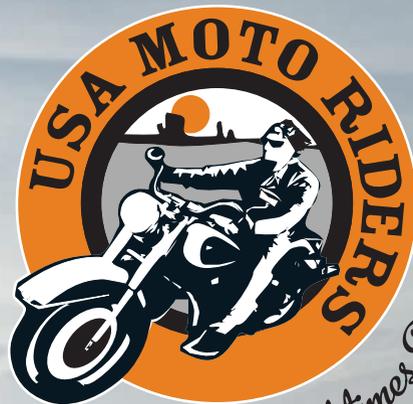
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YOU DON'T NEED to be a technical whizz kid to take amazing photos. By considering a few golden rules before you press the button you can create masterpieces that you will be proud to hang on your wall, and we will be proud to print in *HOG*® magazine...

Background

Unless you are heading off on a specific ride, the first thing to consider when photographing anything, but particularly bikes, is a location. When scanning the Harley site, my eyes were caressed with evocative visions of classical downtown street scenes, polished bikes and American cultural references. Where were we heading? The coast of north Norfolk in the UK, in the rain. No matter, the same principles apply irrespective of the weather. »

Every week, we love looking at the hundreds of photos we receive from H.O.G.® members across the region. To help you make sure your photo gets published, we asked editor of *Photography Monthly* magazine, **Adam Scorey**, to share some top photography tips

Photography

Get close

Consider carefully where and against what you are going to shoot your bike. My first few images placed the bike against some colourful beach huts, being careful to omit the scruffiness I found. They didn't work for the whole bike so I moved closer and turned the camera upright for a tighter composition.

Details

You can actually use the bad weather to accentuate your image, and give it a feel or atmosphere. Cloudy conditions diffuse light and give soft shadows, and are therefore great for detail shots. I took close-up shots of rain-covered chrome, reflections of abstract details in a huge puddle and generally used the rather dour conditions to help create a more dark and brooding mood, including shooting in the camera's black-and-white mode.



Narrative

I love using the immediate surroundings in my images – architectural details, people, roads, trees – in fact anything that will give my image a sense of scale and create a narrative. But think about where you place them. Look for lines and shapes that will lead your eyes as they look around the picture to your subject. Also look for elements that give your picture a balance of subject 'weight'. If you are travelling to somewhere special, with personal references or touristy hotspots, by all means include them in the frame, but do it carefully and with an eye for artful composition – again think balance and weight. Perhaps finding a location that gives you a high vantage point to shoot down or a different view from the normal, wide-angle shots we all take. Take care to remove extraneous detail from your picture – people or power lines, for example, can be avoided with a bit more care.

Lighting/contrast

If you are not an enthusiast photographer, talking about light and all its glorious forms is going to confuse things – most of us shoot in whatever we find ourselves doing, no matter the weather. Generally, perfect light is only ever achieved by those who have the time to sit and wait for it, or to visit a location enough times to know when that is. Picture taking should be fun, so there are some simple things you can do to improve your images – read on for details!

Movement

Showing movement is a great way to add atmosphere to a shot, and helps concentrate the image on the bike and rider rather than the background. Yes, you can take a shot from the riding position, up high and including the handlebars, some of the tank and the road ahead – you'll need a wide-angle for this to work and a free-angle rear LCD screen would

be really handy to check your framing.

A nice 'cheat' here is to put your camera in landscape scene mode and shoot some movement sequences. It slows the shutter speed down and will add blur, which in turn helps create the sense of motion. If you're taking on-bike shots, consider using what is called 'panning' – as a subject moves past the camera, left-to-right and not too fast, you move the camera in a semi-circular arc to follow it, taking pictures as it passes.



GoPro Hero2 action camera

I must admit to not having had so much fun with a camera for a while. This small, tough but innovative camera can be attached to your bike via a sucker mount. You can then turn on something called automatic interval timer shooting – basically the camera will automatically take a picture at a preset amount of time until you tell it to stop or the battery runs out. I attached mine to the windshield at the start of the trip and set it to take an image every 10 seconds for the whole day's trip; I then used the resulting images to convert into a photofilm. It's safe up to 100mph, has a waterproof housing and is only the size of a box of cigarettes. Check out my photofilm at: www.photographymonthly.com ■



The unusual

While sitting down and having lunch, I parked the bike so I could see it from the table. Then, using my teacup and table, I shot a few abstract shots of the bike, for two reasons. One, they were fun to experiment with angles, and two, they also helped to create part of my narrative for the shoot.



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ADAM'S TOP TIPS

1. Have fun
2. Watch for cluttered backgrounds
3. Shoot details
4. Try to create a narrative
5. Get a high vantage point
6. Try panning to give a sense of speed
7. Shoot in black-and-white/mono mode
8. Avoid getting yourself in the shot by zooming in
9. Mount a camera on your bike
10. Shoot from low and high angles, not just standing

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YOUTH GONE WILD



Most riders discover the joy of Harley-Davidson® with their teenage years at some distance in the rear-view mirror, but at the same time people are falling in love with Harley-Davidson much sooner

IF YOU'RE HOLDING this magazine and reading these lines, then you don't need telling why people love Harley-Davidson® motorcycles. You know Harley riders, you know their bikes and you know of their passion to ride. But many of you will not know some of the youngest Harley lovers – some too young to even ride, yet totally in love and totally immersed in the world of Harley-Davidson. Do you remember when you fell in love? HOG® spoke to two young riders and three fans too young to ride, to get their stories:

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NAME: Victoria Saunders
AGE: 17

RIDES: 883 Sportster® SuperLow®
CHAPTER: 1066

OK, so I'm 17 years old and I can't believe it: I'm riding my new Harley-Davidson® with the 1066 Chapter.

I first got into motorbikes when my dad bought his first Harley® back in 2006. Touring the bike showroom with him when he took me there to see all the different bikes was amazing; seeing all of the different styles of motorbikes available grabbed my interest straight away. How smooth they look and how much fun people seem to have while riding them! I was only 11 but I knew straight away that I wanted to be a biker.

When I got my bike, I couldn't wait to ride it. My first ride was home from the dealership. I was so scared of dropping it because of how nice and clean it looked. My first big ride on the bike was the Chapter's Newcomers Ride. It was amazing, the roads we were on were so open and clear. There was only us on the road. There were a few cars here and there but other than that and the wild animals, it was just us. It's the best ride-out I've experienced so far and I'm looking forward to doing many more!

I think the best thing about my bike is the paint job. Thanks to Tom (custom painter) I was able to have my own creation put on my bike to make it my own. My very first bike was a second-hand 50cc that came with some letters stuck on the back which read 'mushroom', so every bike I have had since has been called 'Mushroom' and has had a mushroom design painted on it. It's how everyone knows me now; if you see my Harley mushroom bike, you know I'm nearby!

“The feeling of freedom is something that you can't get anywhere else”

I've done a lot on my bike already but there are still a few things I would like to do to it, such as get a detachable back seat for it and add to my existing paint job. When I'm 21, my parents and I are looking at doing a big American tour: New Orleans, to see where Elvis Presley grew up, and travelling all the way down and across to Miami. I want us to do as many stops as we can. Sadly, as I have to be 21 to be able to ride out there, I am having to wait almost

four years to do this – but the wait is what makes the trip mean even more to me.

The reason Harleys appeal more to me than sports bikes or others is because I like classic things. I think the same way about bikes as I do with things such as the '40s pin-up style – because it's that classic look. I like the fact that so much work and thought goes into Harleys to give them that eye-catching finish.

Being part of the Chapter has been amazing. The friendships between people, even if you are a new member, are as if you have been there for years. They made me an honorary member because I was always there at the Chapter meets, going to SOFER and talking to the Chapter members. They really look after you and are always willing to have a conversation with you.

The best thing about being a Harley owner is getting out there on the bike. It doesn't matter if you are by yourself or with people. The feeling of freedom is something that you can't get anywhere else. It's something that no one would want to give back. The atmosphere being with fellow members from any Chapter is what makes you feel like you belong because you have your own bike. To me, it doesn't feel like you are truly part of it all until you get your own bike and get out there with everyone. It makes everything that little bit better.

I have some friends that have motorbikes but none have passed their full test. They are all on small bikes, but it doesn't matter because you still get the enjoyment of the ride. Almost all of my friends ride, but we do feel bad for those friends who don't ride. However, with the enjoyment gained when we do go out it makes the others want the same and want to do their tests too!

The friends that know what I ride at only 17 are amazed – and they love it. They always ask how I'm getting on and it makes them want to hurry up and do their test and start saving either for a bike similar to a Harley or an actual Harley.

I'm looking forward to riding my Harley for many years to come. I want to experience different styles of Harleys; I want to get older, but still have the Chapter and have my Harley with me.

I'm also looking forward to always calling my Harley 'mushroom' and always having my little mushroom logo somewhere on the bike. »



NAME: Charlie France
AGE: 24

My first exposure to Harley-Davidson® motorcycles was quite recent. About six years ago, I went with my father when he purchased his first Harley-Davidson, a Road King®. We were in Warr's in London, and it was the first time I had really looked hard at a Harley-Davidson – and I liked what I saw.

I love the character of a Harley-Davidson. When you are riding one you really notice that you are on something special. It's a bike that really comes alive and makes you feel good. When I first rode a Harley®, I was surprised about just how simple to ride they are – they just feel right to ride and very easy to handle.

Another thing I really like is how every bike seems to reflect its rider because it's easy to change them, add parts and to make them reflect the owner's character. It seems to me that the majority of owners have created something individual and special for themselves. Where other brands focus on performance, Harley-Davidson has maintained a soulful design that captures the best of the past, with some

RIDES: Custom Sportster®
CHAPTER: Chelsea and Fulham

terrific modern touches. With Harley, it really is all about character. When I ride it, it makes me feel good and I know (I hope!) I look cool. Everyone knows it's a Harley-Davidson!

My first ride on the back of a Harley was with my Dad. I can remember cheering as we rode through a long tunnel – I loved the noise so much!

“With Harley-Davidson® it's all about character”

My bike is a 20-year-old Sportster® that has been customised. I rode that bike to Cascais in Portugal this summer and that was quite an adventure. We chose to avoid motorways and ride on smaller roads which are not only more fun, but it also gave us the chance to see more of the countries we were riding through. My custom Sportster was a dream to ride to Cascais and back. It handled really well and I felt very confident in the bends. It has a small peanut tank so the range between

fill-ups was only about 80 miles, but that was okay as there were plenty of petrol stations!

I made the mistake of not listening to others and wished I had put a more comfortable seat on the bike. Sometimes sacrificing practicality for a cool style isn't the best plan. I do think I will now keep my custom Sportster for riding in the UK and I will have to get a bigger bike for touring. Either that, or my dad will have to lend me one of his bigger bikes!

What do Harley-Davidsons mean that other bikes don't? For me, this was an unexpected benefit of Harley-Davidson ownership. Like no other brand, there is a real sense of community and I have seen this at the rallies I have been to. Even on the road, in car parks, at the local café or wherever, I have met other H-D® owners. Everyone is very friendly and wants to be part of a shared passion. I have met many H-D owners from large to small, from wealthy to not so well off, from quiet to eccentric and I enjoy speaking to them all – their love of their bikes and the sense of belonging to a group of like-minded people is very evident and I love it.

As I only passed my test earlier this year, at the moment I am getting in as many rides and travelling on the bike as much as possible. Almost every ride is a lot of fun for me and I still can't take the smile off my face when riding!

The friends I had before getting the bike think it is very cool. All of my new Harley friends I have made since getting the bike also love it. Many were surprised that I rode the bike all the way to Cascais.

I have my father to thank for custom bikes, as he already has a few. It only seemed right, therefore, that my bike should also be a little different from others. I like the individuality of custom bikes and being able to make the bike you ride truly your own.

In Cascais, I entered my Sportster into the Custom Bike Show just to see what people thought of it. I was naturally over the moon when it won the prize for the best Sportster and, yet again, I found myself grinning from ear to ear. Now, what sort of bike do I want next?

...AND YOUNGER STILL!

It's not surprising that people are buying Harley-Davidsons® younger and younger: some people have been saving their pocket money for over a decade



NAME: Georgia
AGE: 12
RIDES: Pillion
CHAPTER: Bridgwater Chapter

Grampie has been in the Bridgwater Chapter for 12 years and it was with him that I first went on a motorbike. I was five years old, he took me around our village on his Harley-Davidson and I loved it! Unfortunately my parents don't own a Harley-Davidson, they don't even ride motorbikes – worse luck!

I love Harley events. They're always great fun and it's great to see so many Harleys together. I've got to meet lots of other Harley owners and they're always very friendly and funny! Harley owners are very kind-hearted people and they really love what they are doing.

The best thing about Harley events for me is seeing all the bikes and their paintjobs. I love looking at all the different artwork and colours on the bikes.

What is it that makes Harley-Davidsons more special than other motorbikes? Definitely the sound they make! I really hope to get a Harley when I'm old enough. I'm not sure which one I will get yet. I'd love any Harley, but one with pink on would be great.



NAME: Jai Wilson
AGE: 13
RIDES: Pillion
CHAPTER: Fenlanders

I've always been around Harley-Davidson motorcycles because my dad has owned them since I was little. He currently has a Fat Boy® and a Sportster. I always used to sit on them when I was very small. I had my first ride on one when I was nine. I now have a waistcoat and H-D bedding that my dad got me for my birthday.

Harleys are special because they are not just made for speed. To me they are made for enjoying the ride and watching the scenery as you ride along. I think people like the bikes because they enjoy the ride and you never get two the same.

My first memory of Harleys is from the Sherwood rally. I just remember all the bikes and getting slept on by dad, ha ha! I go to lots of the rallies now. Since the Sherwood Rally I've been to the Fenlanders' East Of England Rally, Sherwood, Bridgwater and SOFER.

I know I will get a Harley-Davidson when I'm old enough. It will be a Sportster because my dad says I can have his! If I could get any bike it would be a Fat Boy because they are more comfortable and easier to ride. I look forward to going to rallies when I'm older – taking my children with me and going on long ride-outs."



NAME: Tom 'Little Stig' Watson
AGE: 11
RIDES: Pillion
CHAPTER: Wolfruna

My dad bought his first Harley-Davidson® in June 2009 when he traded in his Triumph America in for a Rocker® C. My first memory of it is the noise of that engine! When he pulled up on the front drive of our house I immediately wanted to go on the back. My dad said that the trick seat it had was not safe enough for me so I had to wait.

In August 2009, my dad replaced it with a Rocker touring system strut kit (which he had chromed), a luggage rack, passenger pillion (with a Heritage back rest) and raised up foot pegs for me to reach – then we were off! My earliest memory of being on the bike is going to Barmouth and having an ice cream.

In 2010, we joined the Wolfruna Chapter in Wolverhampton and started going on club ride-outs, meetings and social events. In July 2010, we went to the 19th Annual European H.O.G.® Rally in Lugano, Switzerland. I will never forget this ride because we travelled with other members of the club down to Folkestone and caught the Eurostar to Calais. Riding down to Lugano was... wow!

The rallies just seem to get better and better, and with all the nice people I meet I just can't wait for the next trip. The atmosphere of the rallies is brilliant and the bands are great – I just love the whole scene.

When I get old enough to have my own bike it will definitely be a Harley-Davidson – hopefully a Rocker C.

Monkey ride



MONKEY WORLD OR BUST!

Monkey World's Animal Director Jeremy Keeling looks back on 25 years of saving the world's abused primates while riding his Harley® from Barcelona – where it all began – back home...

Words: Jeremy Keeling **Photos:** Copyright Monkey World – Ape Rescue Centre



To commemorate 25 years since the first nine chimpanzees arrived at Monkey World I chose to retrace the journey that those chaps took to start their new life by riding my Harley-Davidson® Night Rod® Special from Barcelona, Spain, where they were rescued, through France and back to Monkey World, near Wareham in Dorset, UK. I am very pleased to say that eight of those nine chimps are still alive and well.

Apart from my immense personal pleasure in this venture, it was a great opportunity to raise money for the Jim Cronin Memorial Fund whose mission is to rescue and improve the lives of primates who suffer due to human greed.

I left Monkey World on Wednesday July 11 with my wife Lou, sons Jamie and Kenyon and daughter Megan. We caught the Girona flight from Bournemouth airport at 8pm. We then took a hire car from the airport to our hotel in Barcelona.

On Thursday morning, Kenyon and I collected the Harley® from an address in a Barcelona suburb, where the mother of Luis, a Spanish Monkey World animal care worker, had offered to look after it. JCS Livestock had kindly shipped the bike over as their contribution to the memorial fund.

We spent the remainder of the afternoon as tourists in Barcelona, soaking up the sun and seeing the sights. At 5am on Friday July 13, we set off on the 732-mile trek to St. Malo in northern France to catch the ferry back to Poole. The plan was that I would follow the car so they could navigate with the new European sat nav I had bought especially for our adventure.

The first driver, Kenyon, decided it was a race and quickly disappeared from view. Short on fuel and knowing I had to reach Girona to retrieve my wallet from the 'support' team, I was very careful in the use of the throttle. The first stop, after 92 miles, was to drop the hire car off at Girona airport, as it proved too expensive to use it for the whole journey. Also a chat ensued about the definition of 'support team' and my being reunited with my cash!

Jamie, Kenyon and Megan caught a bus from here up to our next stop – Perpignan Rivesaltes Airport, at 125 miles – where another hire car was collected. Lou had ridden pillion with me so far.

Waiting for the rest of our team to arrive at 9am and dealing with the hire car was the longest stop of the trip – about an hour and a half in all. Snack time! From

here on Lou rode in the car and I was alone on the bike.

The next large town to navigate was Toulouse at around 250 miles. At this point it seemed important to keep the miles moving past, so pit stops became routine: fuel, use the toilet, drink. A brief "you OK?" was answered by the usual Jeremy grunt, "and you?", and we were off again.

Until Bordeaux at 400 miles in we had been blessed by hot, sunny weather. Then, at about 5pm, the heavens opened to what can best be likened to a monsoon (yes, I have witnessed them!).

Although the rain eased after Bordeaux, the rest of the journey remained wet. To make matters trickier, as I'm sure all you bikers will agree, a strong and gusty side wind repeatedly played games with my stability; common conditions off the Bay of Biscay, I assume! At this point light was failing and the 'endless road' syndrome was well instilled in both vehicles.

During one pit stop around this point I bought myself half a gallon of Red Bull, and a five-litre jerry can for the bike. It was filled and carried in the car as we were unsure of finding open service areas in the wee small hours.

“To make matters trickier, as I’m sure all you bikers will agree, a strong and gusty side wind repeatedly played games with my stability”



Nantes via La Rochelle slipped behind us as we clocked up around 600 miles. Although it was no longer raining heavily, road conditions were still very wet.

Rennes came into view at 675 miles, followed by the final push to our destination of St. Malo. Several miles were added to the total before finally locating the drop-off point for the hire car and the ferry terminal at 4.30am. The total time on the road was just 30 minutes short of a full 24 hours!

We had a short wait and then the bike was strapped safely into the bowels of the ferry. At 8am on Saturday we set sail on the rough crossing to Poole. Here the support team fell in a heap with a communal state of coma! I did what I always do on ferries: explore and check out duty free. Clearly I had overdone the Red Bull!

On disembarking, Megan’s fiancé, Jon, was on hand to shuttle the four-wheel ‘Monkey World or Bust’ faction of the team. Lou and I headed home on the trusty steed. On our return to the park we were met by a large gathering of Monkey World supporters who had gathered for a 25-year celebration ‘Party In The Park’. A total of 744 miles was recorded at this final stop.

I was instantly ushered into a big tent to give a brief speech about our trip. A band and other entertainers were on hand, though true to form the Keeling clan made straight for the food! After scoffing fish and chips Lou and I went home, exhausted.

The bike went like a dream, other than the fact that as a relatively short guy, I wish the handlebars were about three inches closer for comfort. Apart from the obligatory numb – followed by painful – bum, and the aching shoulders, I will probably live to ride again!

My final note is to thank everyone who sponsored my adventure. I have raised around £4,500 so far for the Jim Cronin Memorial Fund. I also want to express my thanks to JCS Livestock, who help us in transporting animals and escorting them through customs as they arrive from overseas. Giles of JCS also arranged the shipping of the bike to Spain. Finally, I would like to say a great big ‘thank you’ to Luis’s mum, Victoria Fernandez, and uncle Jordi for looking after it until we arrived.

A final thanks to the best support team ever, though it’s amazing what people will do when you offer an expenses-paid weekend on the continent! ■

MONKEY WORLD: FACTFILE

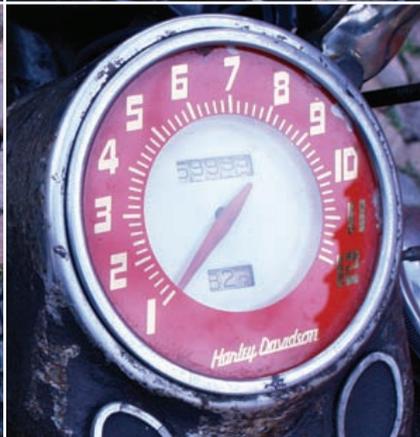
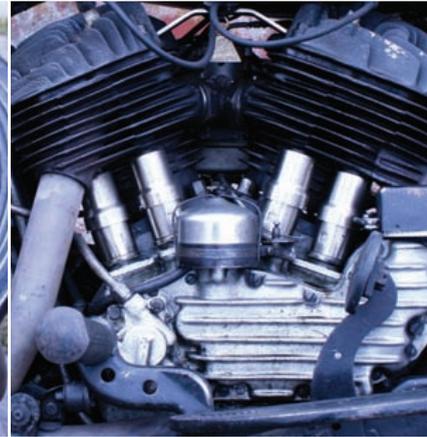
Set amongst the woodland of Dorset in the UK lays 65 acres of sanctuary for more than 240 primates of 17 different species. Monkey World was set up in 1987 by Jim Cronin to provide abused Spanish chimpanzees with a permanent, stable home. Today Monkey World works in conjunction with foreign governments from all over the world to stop the illegal smuggling of apes out of Africa and Asia.

From its modest beginnings, Monkey World has grown rapidly to become the largest primate rescue centre in the world. It has rescued chimpanzees from Spain, Greece, France, England, Austria, Israel, The Netherlands, Cyprus, Dubai, Mexico, Lebanon, Turkey and Saudi Arabia, where they were being used in laboratories, as exotic pets, as circus animals or as photographers’ props. The park is home to 59 chimpanzees, living in four different social groups.

More than 30 primate care staff work at Monkey World; all are dedicated to enriching the lives of the primates in many ways. All of the apes and monkeys live in social groups with the choice of indoor or outdoor areas in which to play and explore. They try to redecorate and expand the enclosures every year, as complex environments encourage rehabilitation.

The costs of providing quality and continuing care are high. Monkey World operates an adoption scheme to assist in its fund-raising, which includes free admission to the park for one year. The important work carried out by Monkey World can only continue with the assistance of our supporters and visitors. For more information on the park and to find out how you can help, visit www.monkeyworld.org







WITH ROYAL APPROVAL

Emil Finkelstein's 1945 Harley-Davidson® U

In the aftermath of World War Two, bobbers were all the rage. One Danish Harley® enthusiast found an authentic example in need of some serious TLC and restored it to its former glory

Words and photos: Guy Bolton

IF YOU WERE lucky enough to return to your little town somewhere in the United States – unscathed – after fighting for your country in World War Two, you might well have bought a motorcycle to get your kicks on. They were cheap, plentiful and you could race them at the weekends and commute to work on them in the week. Many veterans found it hard to adapt to life back home after years of brutalising warfare, and a motorcycle gave them the ideal means to raise a little hell and express their individuality.

Motorcycles in the late 1940s were often customised to their owners' tastes and because they were used for competition on the weekends, fenders were trimmed down to save weight and stop the wheels being clogged by mud. Stock 16-inch wheels with 'balloon' tyres were swapped for 18-inch rims for better manoeuvrability. A 'bobber' was the thing to have.

Emil's Harley® is a faithful representation of this style. With its bobbed fenders, this big-twin flathead would have cut quite a dash in the 1940s. And now – like it would

have been back then – it is ridden as everyday transport.

Emil, who hails from Copenhagen in Denmark, has loved old, stripped-down Harley racers and hill climbers since he was a child. He remembers his dad taking him to see a wall of death at an agricultural show when he was little and the thunderous noise and look of the bikes evidently made a permanent impression. More recently he owned a Harley WLA, but like many 45 owners ended up yearning for more power. So when his friend »



Allan alerted him to a U model on ebay in the USA, he was immediately interested – especially as he had just sold his 45. “The U was being sold on behalf of an old guy who had bought it from a naval base in Alaska where it had been used during the last year of the war. The old boy had tried to rebuild it in the 1980s, as the valves were stuck, but he eventually lost interest and was selling it as a non-runner. We agreed a price, and it was soon on its way to Denmark.”

The U, of course, is the big 1200cc

flathead brother of the 750cc WL, and is now extremely sought after for its relative rarity and extra power. It was introduced in 1937, the first big-twin flathead with a recirculating oil system, and was manufactured right up until 1948; many were used by the military during the war. When Emil’s U arrived, the first task was to get it running. “It landed at the beginning of winter, so I tore straight into it,” says Emil. “With the help of my Killer Bobbers club mates James and Allan, I rebuilt it to stock specifications using all Harley® parts.”

The Killer Bobbers is an informal club in Copenhagen, made up of like-minded old bike fanatics.

Emil is no stranger to a toolbox, although the material he’s usually working is wood rather than metal. He is a highly skilled woodworker, creating bespoke furniture and fittings as well as musical instruments. Like most people, however, he has a desire to do something else and would love to work with bikes on a full-time basis. In the meantime, his bike-fettling skills are constantly honed by the challenge of keeping this 67-year-old motorcycle on the road.

Although a stickler for period looks, Emil wasn’t keen on retaining the Harley’s period six-volt electrical system. “It’s a rider’s bike; I intended to use it for long rides through Europe and like to be able to stop in a gas station and buy a bulb if I need to,” he smiles, “so I changed to 12 volts and electronic ignition.” Emil also decided to create a bobber look for the bike, with the option of being able to return it to stock if need be.

“The bars and risers were on the bike when I got it, so I went from there. One of the club members donated the one-year-only Harley bags. I trimmed the fenders, and cut and sectioned the front fender to fit the contour of the 18-inch tyre. I also made and cast the aluminium trim to fit the narrowed fender.” It’s these labour-intensive details that make bikes stand out from the crowd, and Emil’s U certainly does.

And that’s where the royal connection comes in; it’s not only hardened bikers who come up to take in the details on Emil’s bike. The Crown Prince of Denmark also stopped to cast an admiring eye over the old Harley. “He was walking his dog outside the royal castle and said ‘Sweet bike!’,” Emil smiles. “We got talking and I mentioned that I had made his kitchen in the castle!”

All we can say is that the Crown Prince obviously has taste, in kitchens as well as motorcycles. ■

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



“With its bobbed fenders and aftermarket handlebars, this big-twin flathead would have cut quite a dash in the 1940s”



MY EUROPEAN DREAM

ROAD TRIP

LEBANESE H.O.G.® MEMBER MARWAN KEYROUZ HAD LONG DREAMT OF RIDING A HARLEY-DAVIDSON® THROUGH THE MOST BEAUTIFUL EUROPEAN LANDSCAPES. EARLIER THIS YEAR, HE FINALLY REALISED HIS AMBITION



It all started when I met a guy called Geert in Milwaukee in 2010, and he introduced me to the European Posse Ride (EPR), which he organises every two years. At that time I was with a very dear friend of mine called Francois Salameh and his wife Dalal – Geert gave us each a EPR pin, and that was the end of it... or so we thought.

In 2011 Geert came to Lebanon and participated in our Lebanon Tour – he managed to convince Francois and me to participate in the 2012 edition of the EPR, along with Dalal and my wife Carol. Fast forward to July 2012, and we touched down in Brussels, Belgium on the morning of July 7. Having checked into our hotel and collected our rental bikes, we were more than ready to begin our journey of a lifetime.

First, though, was a bike parade in Brussels, including an opening ceremony where we were handed the programme and the roadbook, as well as being introduced to the EPR road team and

the participants – more than 100 bikers of an incredible 26 different nationalities!

The following day was our first on the road, travelling 335km from Brussels to Amsterdam in the Netherlands. The weather did not treat us kindly on the inaugural leg of our journey; we rode in full rain gear and with extreme caution. We do not often ride in rainy weather in the Middle East, so this experience was a real eye-opener for us.

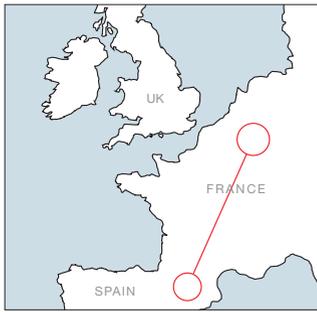
After a pit stop at the Antwerp Harley-Davidson® dealership, we headed through Amsterdam to the Felison Terminal, where we boarded the ferry that took us across the North Sea toward the UK. Once onboard we enjoyed cigars, a game of bingo and a nice grilled steak; after a blissfully dry nap, we were already in Newcastle ready for the next day's riding.

After a filling breakfast and some delays in arrival and docking we were finally out, regrouped and ready to hit the road towards Scotland. By lunchtime, after more than five hours' riding in the rain, we arrived at the dealership in Edinburgh.

We took the opportunity to do some shopping for rain gear, having discovered that the rain wouldn't leave us alone as long as we were in this part of the world. After that, we checked in at the hotel and got ready for the party prepared for us by the local chapter – it was a wonderful party with the Scots, who were great hosts and so much fun!

We spent the following day in Edinburgh as a leisure day; we were escorted by the local police to visit Edinburgh Castle, and had a delicious lunch. The ladies went shopping while we rested in the hotel, getting ready for a long ride to Liverpool.

The following day's ride from Edinburgh to Liverpool covered some of the best roads of the whole trip with some stunning scenery, but the sky insisted on showering us with more rain. However, we were getting used to it by now! We passed through many beautiful areas; grey and green were the colours of the day. We had a few stops where we had the chance to take some photos; one of the most memorable was at Kirkstone Pass in



Cumbria, the Lake District's highest pass that is open to motor traffic. We stopped for an early-afternoon lunch by the seaside before arriving in Liverpool, the homeland of The Beatles, where we had dinner in the world-famous Cavern Club, which had been opened especially for us.

I have always wanted to ride from the west coast to the east coast of the USA, but I never thought of doing it in the UK! The next day started earlier than usual, as we travelled a colossal 485km from Liverpool to Ashford in Kent, in the far south-east of the UK.

After a thoroughly enjoyable few days in the UK, despite the weather, our next move was across the English Channel back to continental Europe. This was a first for us – we had crossed using a ferry before, but instead we crossed beneath the sea via the Eurostar train. Once in sunny France we took the coastal road, and had mussels and oysters in Le Tréport before heading to our overnight stop at Deauville.

The eighth day of the tour was a pleasant 370km ride from Deauville to Poitiers; the warm sun kept us company, the roads were amazing and we passed through countless pretty villages. This ride, however, was merely a warm-up for something altogether more taxing!

Day nine – Poitiers to Lourdes, a colossal 615km. The organisers referred to this as the 'monster ride', supposedly to differentiate the 'posse riders' from the 'pussy riders'! At this point the ladies decided to go by car and left us guys to take on the monster by ourselves. I actually found it an incredible amount of fun, and I didn't feel the distance – we actually did a bit more than the 615km initially planned!

Following a religious sightseeing tour of Lourdes and a few prayers, we were ready in the morning to hit Spain! To do so we had to ascend some serious altitude. The Col D'Aubisque was a spectacular pit stop, with horses and cows running wild all over the place! At 2,115m, at the Col Du Tourmalet, the almost 100 Harley-Davidson »



European Posse Ride

motorcycles were mixed with another 200 or more bikes of the unmotorised variety, getting ready for the Tour de France. Our single night in Spain was spent in the town of Vielha, in the north-western corner of Catalunya.

After a relaxing night in Spain, including a dip in the outdoor jacuzzi, we were on our way back to France. Or so we thought... but our group lost its way and went through Andorra instead! Thanks to the GPS of our Road Captain we got to see this tiny but spectacular principality nestled in the mountainous beauty of the eastern Pyrenees. Once we finally realigned our bearings, we met up with the rest of the riders in Carcassonne, where we had a fine dinner and enjoyed a local music concert.

Another wonderful day's riding followed, as we rode 320km to Avignon. We were so excited to meet the Avignon Chapter, who had organised a delightful dinner for us. We also had the chance to visit the famous Chateaufort du Pape winery and to taste and buy some of France's very finest wines.

The spectacular scenery just kept on coming! We left Avignon on another breathtaking route, climbing up to Mont Ventoux at 1,912m – racing against the Tour de France cyclists on both the way up and the way down was quite an experience! We eventually reached Alpe D'Huez, at almost 3,000m altitude, where we called it a night.

Our ascent into the Alps continued the next day. Although we started off riding downhill, we then climbed another one much higher... we were heading towards Mont Blanc, the highest peak in Europe! Although we didn't ascend Mont Blanc itself, we decided to travel to the top of the Aiguille du Midi peak, using the cable car to the summit at 3,842m above sea level. After lunch at the highest restaurant in Europe, we went back down to rest in the adjacent town of Chamonix.

The following day was our final day's riding through mountainous areas, and we headed towards Milan through the famous Mont Blanc Tunnel, one of the longest tunnels in Europe. The rest of the road through Italy was quiet, and we went straight to the hotel after a

pleasant ride and visits to the Harley® dealers in Milan.

After 5,000km of riding on the best European roads, we finally returned our rented Harleys and spent a day shopping and sightseeing, with a wonderful closing party in the famous Roberto Cavalli nightclub. At our exclusive VIP table, we celebrated our journey in style...

After 16 unforgettable days, we flew back to Beirut with so many memories and stories about this European ride, which was such a wonderful experience. Riding through these roads with my fellow H.O.G.® riders was a dream come true... see you next year for my USA Dream Ride to Milwaukee! ■





“After 16 unforgettable days, we flew back to Beirut with so many memories and stories”

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Putting the work back in: Harley-Davidson® bicycles

IT IS SOMETIMES reported that the original Mr. Harley and three Mr. Davidsons said they started Harley-Davidson® to “take the work out of bicycling”. Though true, this statement is sometimes misconstrued to suggest that Harley-Davidson started as a bicycle company. This is simply not the case.

What is undeniably true, however, is that bicycles had a major influence on the Motor Company during those early years. The very first vehicles, after all, were essentially motor-driven bicycles. Despite their best efforts to promote a better way to travel on two wheels, standard bicycles continued to grow in popularity in the 1910s. With an eye on introducing new markets to motorcycling, Harley-Davidson decided to sell its own brand of bicycle, through an unlikely partnership with a sewing machine company.

The rise of leisure

The bicycle sales boom brought new potential for leisure-time riding. With its lower price and ease of use, it could also serve as a means for introducing younger people to the Harley-Davidson motorcycle. These conditions led to the signing of a deal with Davis Sewing Machine Co. of Dayton, Ohio in the autumn of 1916. According to the agreement, Davis sold the main component parts of the bicycles and shipped them to Milwaukee for assembly. Harley-Davidson dedicated an entire building for production on Juneau Avenue in Milwaukee. Beginning in 1917, bicycles were sold mainly through Harley-Davidson's motorcycle dealerships, though bicycle dealers filled that role in smaller towns.

Characteristic to H-D® bicycles was the familiar olive-green paint adorning the motorcycles since World War I. The bikes also had another hallmark, the letters H and D cast into the main sprocket.

Bicycle names included the ‘Diamond Frame’, ‘Ladies Standard’, ‘Boy Scout’, ‘Girls Juvenile’, ‘The Racer’, and ‘7-17 Special’. The Boy Scout was ultimately renamed,



perhaps due to objections from the Boy Scouts of America. The ‘Motorcyke’ was the most reminiscent of a motorcycle, with a metal tank situated along the two top tubes in the frame. But this tank held a different power source: batteries for the headlamp.

The bikes brought unique marketing opportunities; young people could own a Harley® more easily than ever with hard work and saving. Adults with city commutes were encouraged to save money from the ‘high cost of street car riding’.



PHOTOGRAPHS COURTESY OF THE HARLEY-DAVIDSON MOTOR COMPANY ARCHIVES. COPYRIGHT H-D

Short-term success

Sales were a blip on the H-D radar by 1920, at only about four per cent of overall domestic sales. It is also believed that sales never matched those of competitors due to limitations of the motorcycle dealer network. However, the bikes were a quality ride. Evidence lies in favourable product reviews and the premium price points, which ranged from the low \$40s to the mid-\$50s. Ultimately, the bicycle family was a casualty of the recession of 1920-1921, which led to reductions in expenses.

As an epilogue to the short-lived bicycle line, Harley-Davidson learned in 1922 that Davis Sewing Machine Co. continued to produce and sell bicycles with the Harley-Davidson badge on them – nearly a year after the Motor Company had called an end to bicycle sales. After a cease-and-desist letter failed, the illegal activity was finally stopped by a personal visit from Arthur Davidson in the spring of 1923. Put that in your sewing machine and stitch it. ■

Harley-Davidson® bicycles are on view at the Harley-Davidson Museum™ in Milwaukee. Attendees of the Back Roads Tour and VIP Tour for H.O.G.® members can view the additional bicycle collection not seen in the Museum's main exhibits. h-dmuseum.com



THE WAR DEPARTMENT



HOG® magazine discovered a veritable gold mine of restored Second World War-era Harley-Davidson® motorcycles, lovingly owned and cared for by Kieran Shortall »

Words and photos: Garry Stuart



IF YOU WERE at this year's South of England Rally you may recall seeing a large army tent in the trader's area filled with all sorts of vintage and military paraphernalia. Parked up front were two old Harley-Davidson® WL 45 models – both were civilianised, but actually ex-WWII bikes.

The chap manning the stall was equally noteworthy due to his very individual appearance in bib denim coveralls, collared shirt and bow tie. This gentleman was one Kieran Shortall, a softly spoken Irishman, and his was the most intriguing stall of the show.

Kieran, it turned out, was a full-time restorer of old Harley-Davidson motorcycles. He was in particular a restorer and dealer in World War II military Harleys®, namely the WLA and WLC 45s. He handed me his card, which was printed with his company name 'The War Department', and said: "Next time you're in Kent, come over and see me and I'll show you what I do." I hoped he meant it, because a few weeks later I was winding my way through the lush Kent countryside looking for Kieran's operating base. As I pulled into his driveway I encountered a scene that could be described as timeless.

In front of an ivy-clad red-brick workshop was an old Chevy pick-up and various bikes that Kieran had rolled out under the shade of a huge oak tree. He was dressed appropriately as always, and he showed me around The War Department. Kieran semi-retired after selling his building firm 15 years ago, and he has worked on old Harleys in his collection for many years.

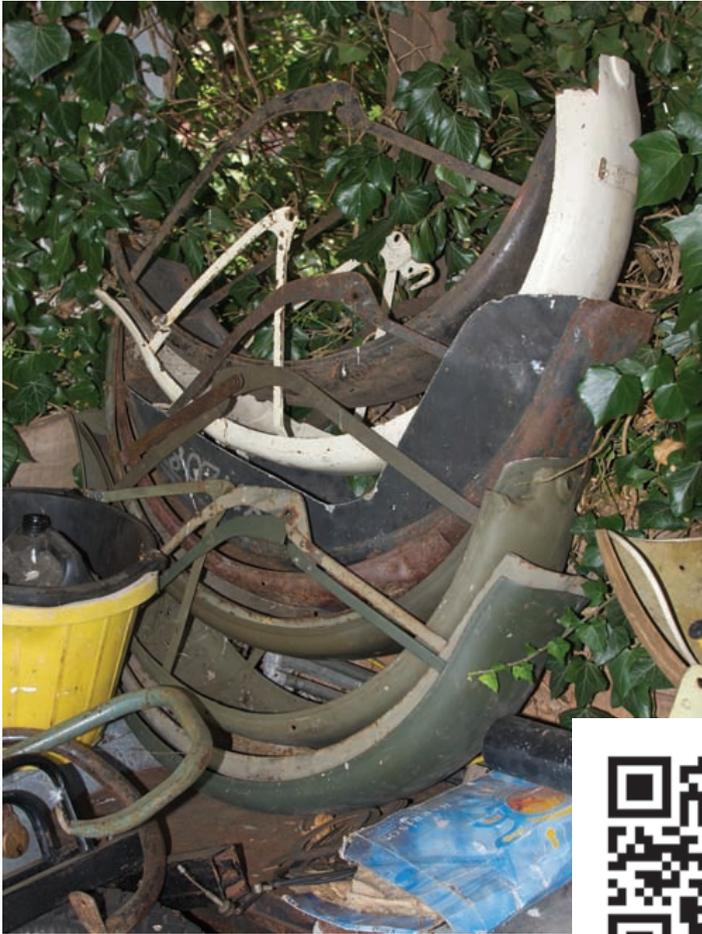
He has a specific time frame as far as Harley models go – 1936 to 1948 civilian and military models, with the emphasis on the latter. He is a purist for whom the introduction of the hydraulically damped front forks on the Hydra Glide was the end for him. It's hardtails and springers for Kieran, and the rare 1948 Panhead parked in front of his Chevy is the most modern Harley he will work on. This is the first Panhead, which replaced the Knucklehead. For one year only it had springer forks, which in 1949 were replaced with hydraulic forks. This example was imported from the USA to the UK privately and, after a few bad experiences with mechanics who didn't know these old machines, it ended up at The War Department for a bit of restorative work, and Kieran ended up buying it with a view to selling it on.

From 1942 until 1945 around 70,000 WLAs and WLCs were manufactured, with enough parts supplied to build around 30,000 more. Most of these bikes ended up in the European Theatre of Operations. When hostilities ceased most of these bikes remained in Europe, where they were valuable transport in war-torn countries and most were redeployed as civilian bikes. Consequently there is still a thriving market around these tough little bikes, and a great interest in restoring them to their original condition. This is where Kieran's specialist knowledge is invaluable, as originality and accuracy is very important to restorers of military vehicles.

It is, in fact, a very complex area, as there were at least seven variants of the WLA, and regulations regarding vehicle markings and standard equipment changed according to US military regulations and the units to which the bikes were assigned. The WLAs were utilised mostly in communications and scouting, as well as convoy duty. In 1944, as the Allies pushed the German occupation back, the first allied soldier to appear in a town was often a WLA/C-mounted outrider, hence these bikes are called 'Liberators' in France, Belgium »



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and Holland. Kieran explained that the WLA was issued to the US Army, hence the A, while the Commonwealth forces of Great Britain and Canada, who requested different specifications, received the WLC, with the C standing for Canadian.

Kieran has acquired a lot of new old stock (NOS) spares as well as used parts from excursions to South Africa, as the South African Defence Corp were equipped with WLCs and the 1200cc Flathead UL models that had left-hand-side mounted sidecars. Kieran has one of these rare beasts stashed in a nearby aircraft hangar, a model with a four-speed gearbox rather than the three-forward one-reverse option.

The War Department is scattered around Kieran's grounds, with sheds filled with frames, stacks of wheels and mudguards. Large metal containers contain a plethora of parts for WLA/Cs. One shed has a WR 45 racing model awaiting his attention, while in a corner of his workshop is a complete, fully equipped radio communications WLA along with a row of frames.

Kieran then jumped into his '55 Chevy pick-up that he's owned for 30 years, together with Buster the dog, and led me to a nearby WWII airfield where he has a number of other bikes stored. How apt that

Kieran has his bikes at an ex-US Army Air Force strip where no doubt the ghosts of servicemen riding WLAs still patrol.

A font of knowledge, Kieran told me the history of the airfield out of which P47 Razorbacks and P51 Mustang fighters once flew. Inside the hangar were a Russian Yak 88 fighter and two USAAF trainer planes, a Stearman Biplane and a Harvard.

Among all of this history were a number of great bikes – the aforementioned 1941 UL outfit, a 1943 WLA still on South Dakota plates and a 1944 WLA that Kieran had fully restored. He explained how every WLA has an engine number that starts 42WLA, which leads many to believe they are all 1942, whereas in fact they were built in 1942, 1943, 1944 and 1945. This is important to purist restorers, as you would not want a 1945 engine in an early type-11 1942 bike.

Kieran pointed out that the front mudguard on the 1944 WLA is a simple blade type, as opposed to the more complex swage-lined pressed mudguard on the earlier model. The blade type could be made more quickly and with less labour. He also pointed out how in the later bike the right-hand side of the tank has the word 'Oil' pressed into the metal while the earlier models just had yellow stickers.

The other three bikes are all civilianised 1943 WLCs – the silver example had been laid up in a London Docklands garage, where Kieran found it, since 1971. It had been chopped in the '70s style, as was the fate of many of these bikes. The custom parts were too far gone to keep it as a historical chopper, so Kieran added some genuine Harley® parts and civilianised it. The white-framed WLC belongs to his son Lee and is probably going to be sold on. The elegant two-tone cream and grey model looks the part, but Kieran is unsure whether to improve the flaws his expert eyes can see or to strip it down and restore it to its original military specification. Whichever way he decides to go you can be sure that the end result will be superb.

All too soon it was time to put the toys away. Kieran and Buster jumped into the Chevy to go back to base, as it was time for Kieran and his wife Sandy to get their 1941 glad rags on and head into Ashford, where they teach Lindy Hop dance classes. Lindy Hop music was all the rage with the American servicemen stationed in the UK during the War, and they no doubt taught it to a fair few British ladies. That's Kieran for you – steeped in the 1940s and Americana, and loving every minute of it. ■

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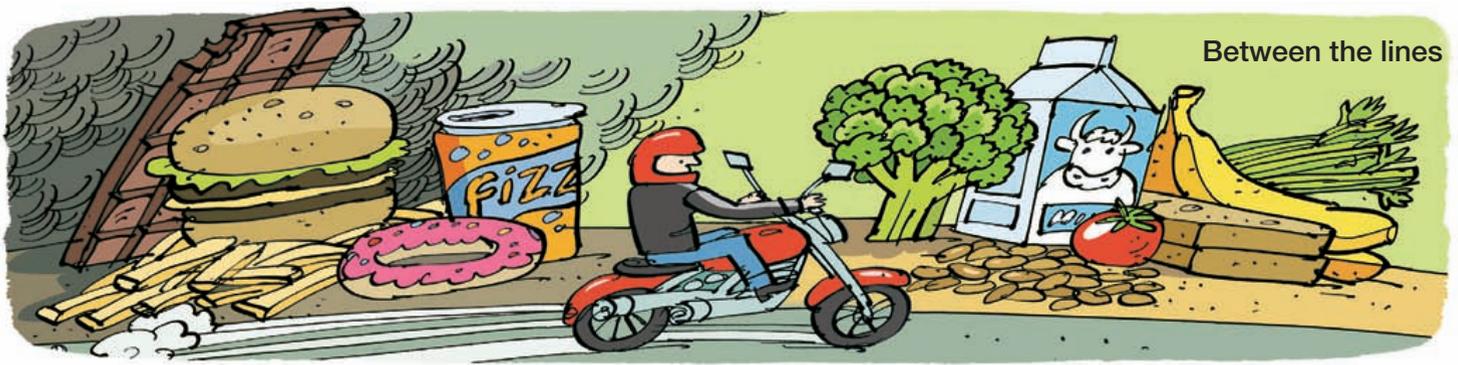
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Ride to eat

Fuelling your body on the road

WHILE WE ALL love to eat lunch at that roadside barbecue shack that everyone raves about, the longer the road trip, the more important it becomes to fuel our bodies properly. So what should you eat while on that road trip, when you're gone for several days or weeks at a time?

A powerful breakfast

Choose high-fibre foods, such as whole fruits instead of juices, oatmeal, or a veggie omelette. Stay away from high-sugar foods in the morning, as they can improve your mood initially but leave you feeling tired.

Good sources of lean protein in the morning are hard-boiled eggs or yoghurt. Wholegrain breakfast cereal with skimmed or low-fat milk is another good option while on the road. Finally, a protein bar can be a good substitute for a breakfast meal if it doesn't contain a lot of sugar and high calories. It's best to read the label.

A high-octane lunch

This is when you need to be refuelled; after a few hours of riding, it's time to put some healthy nutrients in your gas tank. Order a salad and some soup to fill you up. These normally have healthier ingredients, and then you can go easy on the more calorie-dense main course. Eat the vegetables if they come with the meal or order them on the side. You still should eat between six and nine servings of vegetables a day, even away from home. If this is a big challenge for you, consider a vegetable powder supplement from a health food store. Mixed with juice in the morning, this can be a great way to start your day!

Go easy on fried stuff (avoid it altogether if you can!), as that's where all the fat hides. Select foods prepared with low-fat methods, such as baked chicken or grilled meats.

Consider sharing a meal. Many restaurants serve huge portions, and since we can't do doggie bags on long trips there will be less food to waste. Sandwich shops

that let you pick the ingredients are a good alternative. Choose lean meats, whole grains and as many vegetables as you can.

A satisfying dinner

After a long day of riding, nothing feels better than relaxing around a table with your riding buddies and talking about the ride so far. Choose a healthy option such as

“Snacks should be low in saturated fats, low in sugar and nutritious”

grilled fish or chicken. You can have steak, but order a smaller portion size, and don't load up the potato with butter. Keep the veggies coming and feel free to enjoy one slice (not the whole loaf!) of the bread they bring to the table. Even pizza can be a good choice; just order the thin crust and add extra vegetables instead of extra cheese.

There's no need to count calories on the road; just be mindful of what you're eating. Do your best to make good choices and don't go overboard on the quantity.

Nourishing snacks

Snacks should be low in saturated fats, low in sugar and nutritious. If you're able to pack a cooler on your bike, pack fresh-cut fruit and veg. If you don't have a cooler, apples are a great snack you can eat on the fly (no peeling or cutting required).

Nuts, seeds and wholegrain crackers, which provide extra fibre, are also good options. Walnuts, almonds and cashews contain beneficial polyunsaturated fats and are easy to travel with.

Of course, be sure to drink plenty of water along the way – especially when it's hot! Avoid high-sugar drinks, as those have empty calories and can actually make you more dehydrated. Choose 100 per cent juices instead.

Eat to live (better)

With a little planning, effort and willpower, we can navigate around most junk food and maintain a healthy eating programme while we're on the road. Our reward is to feel healthier, be more alert, and be able to ride – and even live to ride – for longer. ■

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





Be safer, smarter and smoother by understanding countersteering

YOU'RE RIDING ON a crowded motorway, trying to find some 'breathing room' to settle into. Just when you think you've found a good spot, a lorry decides to move into your escape route, then starts to drift into your lane. Suddenly, you're handlebar-to-hubcap with the truck, with barely any room between you. It's a scary situation. Your heart skips a beat, your brain freezes up, and in a moment of mild panic you turn your handlebar away from the truck. When your bike edges towards it as a result, you realise it's the wrong move. Fortunately, the truck sees you and moves back into his lane.

Later, you've escaped the city and are enjoying some winding country roads. But instead of gliding through the twists and turns, you seem to be fighting your bike, drifting closer to the centre line on the outside, and to the shoulder on the inside. After a close call, you decide to slow and work through the twisties at a slower pace.

What's going on? What are you doing wrong?

For starters, one thing you did right was to slow down in the twisties rather than to keep forcing your bike through the curves. You should never ride at a pace faster than you can handle – let your comfort level be your guide.

That said, what's likely lacking in both of the situations is a good understanding of the concept of countersteering. But don't feel too bad. This counterintuitive riding principle can sometimes trip up even very experienced riders.

What is countersteering?

Simply put, the term 'countersteering' refers to the principle (governed by the laws of physics!) that to turn a moving motorcycle in a given direction the rider must turn the handlebar in the opposite direction of the turn.

Sound wrong? To a lot of riders it

feels wrong. But anyone who has ever successfully ridden a bicycle or motorcycle has used countersteering – whether they realised it or not. (NOTE: This principle applies only to two-wheeled, single-track vehicles, not trikes or motorcycles equipped with a sidecar.)

Putting theory into practice

The basic application of the principle of countersteering is this: to initiate a turn on your motorcycle, push forward on the handlebar on the side corresponding to the direction you want to turn.

In other words, turn the handlebar in the opposite direction of your turn. Now forget that you just read that! It can be confusing to think of it that way. Instead, concentrate on the 'push forward' part. Think of pushing the handlebar in the direction you want it to go, which creates a visual picture that feels more intuitive, and a mantra that's easy to remember:



“The vast majority of the time, even if you’ve never heard of countersteering, you do all of this without thinking”

Push left, go left. Push right, go right. In practice, what that forward push does is initiate a lean in the direction you want to turn – and the lean then makes the motorcycle turn. Straightening the motorcycle uses the same principle in reverse: push forward in the opposite direction of the turn. Rolling on the throttle will also help bring the motorcycle out of the lean into an upright position.

The vast majority of the time, even if you’ve never heard of countersteering, you do all of this without thinking. Your body knows the principle even if your brain doesn’t quite grasp it, enabling you to get around on two wheels without much trouble. But in certain situations, such as those described back at the beginning of this article, it can be very helpful to have a clearer understanding of the principles involved. So let’s revisit them now...

Crowded highway

In the first illustration, the problem is caused by stress. You suddenly find yourself in a scary situation and a bit

of panic sets in. As a result, instead of your body doing instinctively what it already knows, your brain tries to take over. “Turn away!” it tells you. It then tells your arms to turn the handlebar away from the lorry – which we now know will actually move your motorcycle closer to it.

Winding country road

If you can’t enjoy winding roads because you have trouble making your bike do what you want it to, chances are it’s because you’re not countersteering properly. It’s very common – a lot of accidents are caused by ‘not making the turn’ and drifting off the side of the road. So good technique is about enjoyment, control and safety.

It’s simple, really – so simple you might want to kick yourself for not realising it sooner: push left, go left; push right, go right. Instead of fighting against those curves by trying to muscle your way through them, go with the flow! Let those natural forces of physics work in your favour by pushing the handlebar into the turn. Relax your body and your

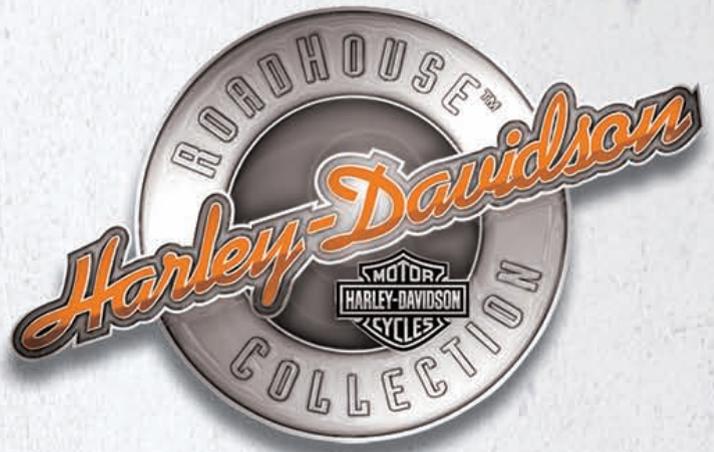
mind. Put these principles into practice. Give a gentle push and lean into the turn naturally. Don’t force it. You may be pleasantly surprised at how easy it becomes to make your bike do your bidding.

A nice by-product of proper countersteering technique is how much less effort is required to steer even a large motorcycle like a Harley-Davidson®. Gaining this knowledge can be a real breakthrough moment for smaller riders who might think they’re incapable of safely handling a large motorcycle such as a Fat Boy® or Touring family model.

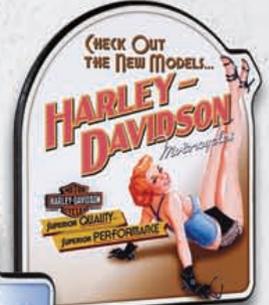
Of course, a larger discussion of proper turning technique is merited to fully (and safely) enjoy those winding roads. But understanding the principles of countersteering will help you turn the corner – pun intended! – on becoming a rider who’s prepared for any situation and gets the most from every ride. ■

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

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LONG-TIME HARLEY-DAVIDSON[®] rider Steve Cole always wanted to relocate to France when he semi-retired, and Villa Champbon, with its 10 acres of parkland situated on the banks of the River Loire among beautiful views and woodland, seemed ideal. After years of rallying in the UK, Europe and the US, Steve bought the site 10 years ago and called on his own experience of how bikers would like to be catered for on tour. "Villa Champbon is perfectly situated for a biker's stop-over en route to or returning from a rally," Steve says. "We are situated in Saint-Aubin-sur-Loire in southern Burgundy, which is about half-way down France and only one hour south of Magny Cours, the French F1 circuit and bike haven. Other nearby attractions include the vineyards of the Côte Chalonnaise, Macon to the west and St. Pourcain to the east. To the south is the spa town of Vichy, and there are many other historic French towns within easy reach on magnificent riding

roads. We also have the Chateau of St. Aubin almost in our front garden.

"We offer an exclusive camp ground for H.O.G.[®] members' tents, and they are welcome to rent one of our modern tents or the full-size Sioux Indian tepees if they want something a little different," enthuses Steve. "We can also have our tents up in advance. The site is perfectly secure for parking next to your tent or using the secure parking lot. We can cater for groups of up to 12 people and have all the facilities we know H.O.G. members appreciate, including a first-class shower block, bar, swimming pool and excellent food from our grill and wood-fired pizza oven. Bike facilities also include a well-equipped bike workshop with bench and bike lift, full bike wash and close access to a new tyre dealer and Harley[®] dealerships close by – less than an hour to Chalon-sur-Saône or a bit longer to Clermont Ferrand. We speak French, so we can help anyone with any arrangements or issues. We are

known at the dealerships and know many onward biker-friendly contacts, restaurants and places to stay. We also have many tried-and-tested routes in France in any direction.

"What we offer to our H.O.G. colleagues is a warm and friendly welcome with a cold drink on us. We provide excellent food and can assist in any aspect of their stay or onward travel. Onward tickets and bookings also get free internet usage. We look forward to seeing our H.O.G. colleagues in 2013, which will be our second official year of opening. We had many bikers come to stay during the build phases – they said it was great even then!"

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Meals and wheels

IF YOU'RE TOURING in the Benelux region, make sure to visit the American Motorcycle Museum in Raalte, The Netherlands. The museum is owned by Max Middelbosch; at the age of 25 he and his wife Ans bought their first Harley-Davidson®. It was an Electra Glide®, which Max liked because of its style, sound and character. Together they started riding through Europe, and a lifelong passion was born.

At this point in time the collection comprises of approximately 150 American motorcycles, the majority of which are Harley-Davidsons®. The collection covers motorcycles produced from the early days of the 20th century right up to the 1980s. You can find out more about the museum, including opening times, at www.ammh.nl.

If you're looking for some local

hospitality while visiting the museum, it could not be closer at hand; the Taveerne Tivoli restaurant is just next door to the museum. After standing derelict for many years, the building, which was built circa 1880, was purchased by Max and Ans Middelbosch in 1999. After an extensive refurbishment project, the interior was almost entirely rebuilt with old materials, restoring it to reflect its original condition. After its opening in 2003 Max and Ans managed Taveerne Tivoli for five years, before selling it to its current owners.

The tavern offers visitors a wide range of possibilities. If you wish to enjoy an evening dining with your fellow riders, the staff will be only too happy to accommodate you; passing bikers are a regular fixture here. Equally, a swift coffee and slice of cake before getting

back on the road is a viable option.

For those staying a little longer or wishing for something a little more lavish, the restaurant will happily provide a buffet for a business meeting, a theme night, a staff party or even lay on live music for you! The tavern's beautiful garden offers the perfect location for a wedding reception, so if you're thinking of tying the knot in true Harley® style then Taveerne Tivoli has all bases covered. ■

American Motorcycle Museum / Taveerne Tivoli
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GET IN TOUCH

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

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!



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My favourite things



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



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2. Cool for tools
Leather Sissy Bar Tool Bag

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Battery dwindling but expecting an important call? Need to make sure your music player has enough life to match you mile for mile? Charge your mobile phone, MP3 players and other handheld devices while on the road with this handy compact adaptor. It plugs into standard and accessory 'cigarette lighter' 12-volt power ports, and provides a standard USB-style outlet that accepts many phone and music player power cords.

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This smart storage solution attaches to your bike's sissy bar to offer you the ability to keep tools or other important items safe and secure, as well as shielded from the elements. Heavy, full-grain Latigo leather is specially tanned, oiled, and waxed to offer maximum protection for your valuables. Identified with a custom Harley-Davidson® concho. Dimensions: 4" wide, 4" deep and 11" long. For use with FXDWG (except '10-later FXDWG with Original Equipment Sissy Bar) and FXSTC models only.

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<http://tinyurl.com/H-D-sissy-bar-tool-bag>

3. Secure your sounds
Boom! Audio Music Player Tank Pouch

This portable music system pouch is specially designed for motorcycle use. The neoprene jacket offers hardcore protection for your portable music device, while the built-in magnets hold the pouch securely to the fuel tank. The clear play-through window permits touch-screen control, and the anti-skid interior allows the pouch to accommodate players of various sizes. The clam-shell design makes inserting your player into the pouch quick and easy, and the double zipper allows for headphone and output cables to exit the pouch at any point on the top, the bottom or the side of the pouch. Simply plug in your headphones or connect your in-dash Advanced Audio Radio with an auxiliary cable or Boom! Audio iPod Interface and enjoy your music collection. Works well with many MP3 and other personal music players, but should not be used with hard-disk memory players. Window measurement: 2.25" width, 4.0" height. Fits models with steel fuel tanks or airbox covers.

Item no: 76000193

<http://tinyurl.com/Boom-Audio-Tank-Pouch>

4.



Gloss black



Chrome



4. En-gauge!

Digital Oil Pressure Gauge

Keep an eye on your engine's vital signs. The gauge features a brilliant blue, easy-to-read digital display that shines through a mirror-coated glass when the ignition is turned on. The readout is invisible when not in use. A photocell automatically adjusts the display's brightness to improve visibility in direct sunlight or to dim the display at night to avoid distraction. The display can be toggled between PSI and BAR pressure readings. Kit includes die-cast mounting bracket with gauge, pressure sensor and wiring harness.

Item no:
75138-09 (Chrome)
75340-09 (Gloss black)

<http://tinyurl.com/Digital-gauge>

6.



7.



Barrel

Blade

5. Trendy tanks

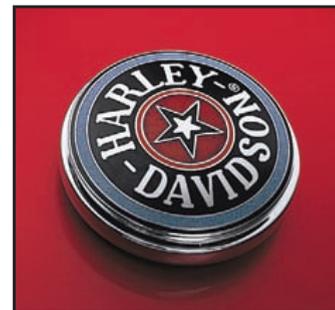
Fuel Cap Medallion – Cloisonné

Top off your Original Equipment fuel cap with this bold medallion. The stylish chrome-plated graphics are available in either silver or black. It has adhesive backing for easy installation. Immerse yourself in the spirit of Harley-Davidson® every time you top up your tank!

Item no:
99537-96 (Black)
95741-01 (Silver)

<http://tinyurl.com/Fuel-Cap-Cloisonne>

5.



Black



Silver

7. Key to success

Keyed-to-Match Custom Keys

Celebrate the exclusive nature of your Harley-Davidson® motorcycle with this commemorative ignition key. Keyed to match your ignition and fork lock, this key features the Harley-Davidson Bar & Shield logo with an antique brass finish. In time and with use the key will continue to develop a patina and character. The key is delivered in a leatherette gift box. Keys can be ordered through your Harley-Davidson Dealer and will be keyed to match your bike. Fits '91-later models with barrel-style key. Other versions, including a Skull logo and a version exclusive to CVO owners, are available via the URL below.

Item no:
71038-04 (Barrel style)
71039-04 (Blade style)

<http://tinyurl.com/H-D-Keyed-to-match>

6. Easy money

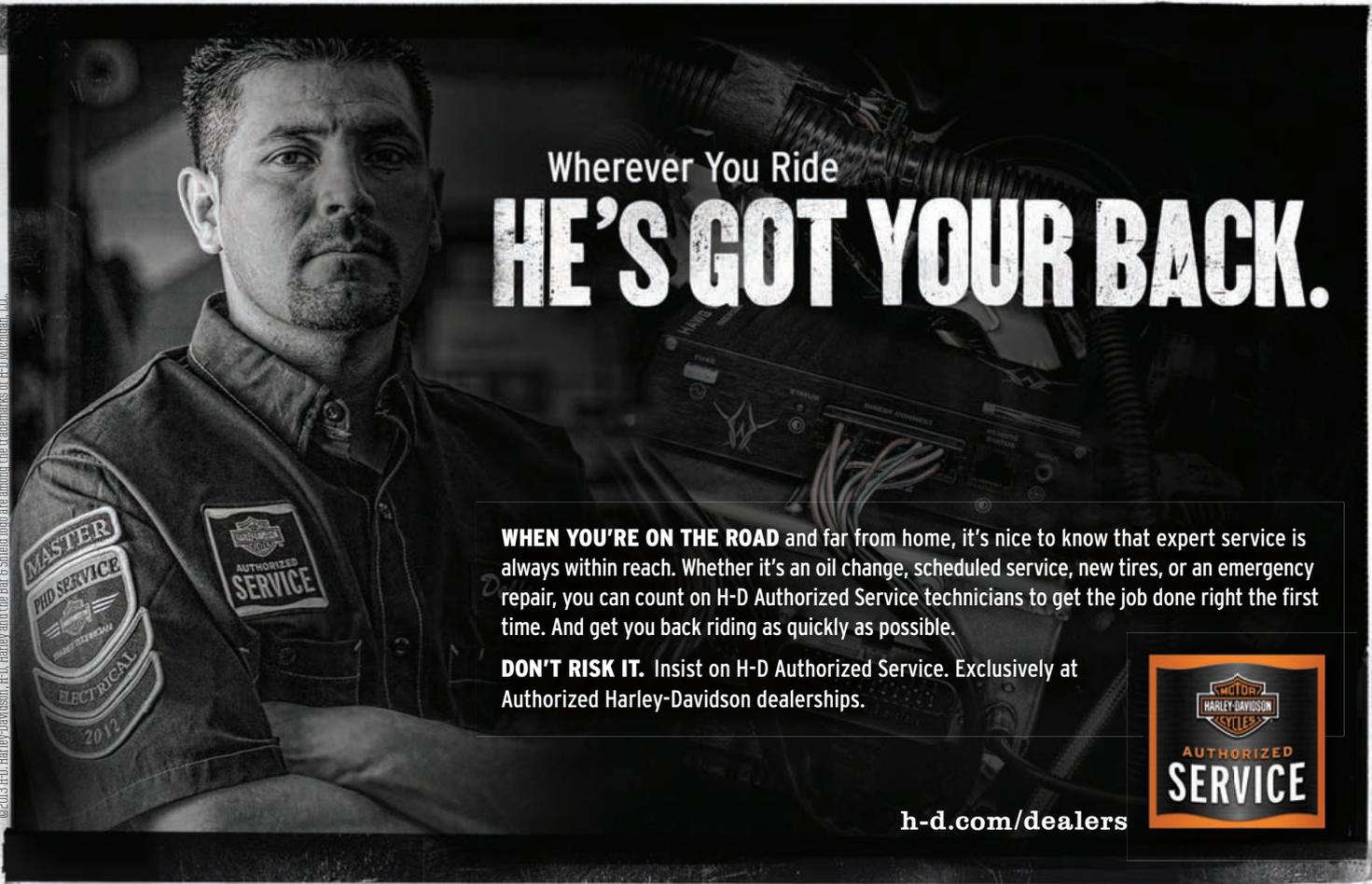
Coin Holder

This item will come in handy at the toll booths – no more fumbling for change while a queue of impatient motorists gathers behind you! The holder detaches quickly and efficiently, and can be attached to your belt or stowed in a saddlebag when you're away from your Harley-Davidson® motorcycle.

Item no: 98200-88T

<http://tinyurl.com/H-D-coin-holder>

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Wherever You Ride **HE'S GOT YOUR BACK.**

WHEN YOU'RE ON THE ROAD and far from home, it's nice to know that expert service is always within reach. Whether it's an oil change, scheduled service, new tires, or an emergency repair, you can count on H-D Authorized Service technicians to get the job done right the first time. And get you back riding as quickly as possible.

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h-d.com/dealers

THANKS TO PATRICK MUNROE FOR THE USE OF HIS BIKE, AND TO OUR MODELS, KATE & AMY

PIN GRIPS *THE ORIGINAL AND THE BEST*

Made of chrome plated brass, this Pin Grip clasp fixes to the back of your badge with a small screw, assuring lockability. Each packet contains 10 Pin Grips and a wrench. £5 / €8 per packet (includes p&p)

- > Visit our website to see our range of premium quality, highly polished stainless steel flag mounts for your Harley® motorcycle.
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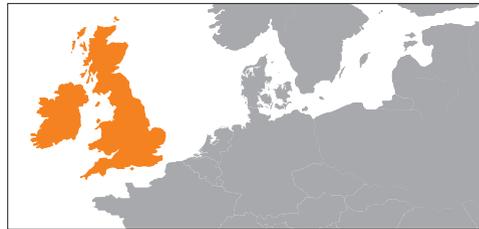


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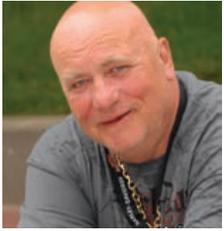
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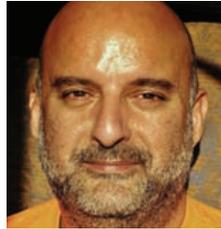
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H.O.G.® Assistance is the exclusive Roadside Assistance service for H.O.G. members – offering roadside assistance 24 hours a day, 365 days a year. When you join H.O.G. for the first time, you receive a year's subscription to H.O.G. Assistance free of charge. Each year thereafter, you can renew your cover for a small fee.

Check out the full details in your **H.O.G. Benefits Guide**.

Visit hogeuropegallery.com/hogmembership to download your application form, or contact info@bikeassistance.com – you just never know when you might need it!

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If you are a member, make sure you log in to members.hog.com

and create a profile to ensure you receive all the latest information and benefits from H.O.G.®

ARE YOU MAKING THE MOST OF YOUR H.O.G.® MEMBERSHIP?

To be able to renew your membership online, take advantage of pre-registration for event packs, manage your membership and to receive the monthly HOG® eMagazine, you need to set up a profile at members.hog.com

It's easy and takes just a few minutes. Here's how you do it:

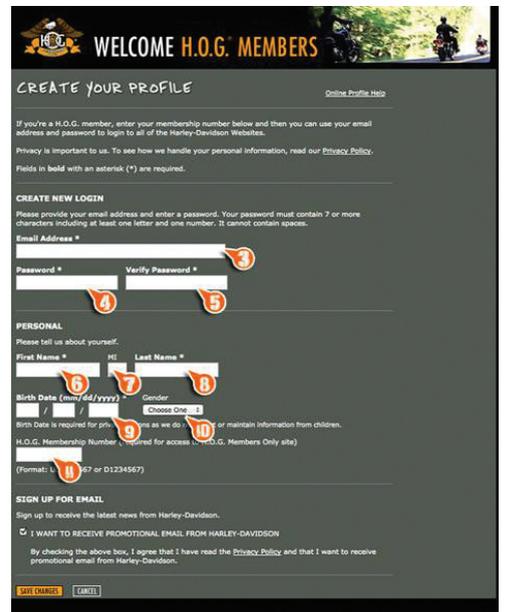
1. Visit members.hog.com
2. Select **CREATE PROFILE**

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

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4. Create a password
5. Verify the password
6. Enter your first name
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8. Enter your surname
9. Add your date of birth – month, date and year
10. Are you ♂ (male) or ♀ (female)?
11. Add your H.O.G. membership number

Don't forget to check the box so we can send you the monthly HOG eMagazine!

Click on **SAVE CHANGES**



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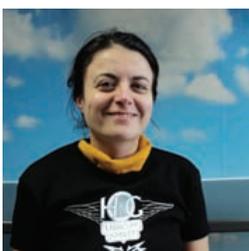
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CUSTOMER SERVICE REPRESENTATIVES

ADMINISTRATORS

Everyone loves a parade. I still do. That's what got me fired up about Harley®, says Marjorie Rae



EXHAUST

Spark to a flame

WHEN I WAS a child my parents, like many others, used to take me to watch the stream of motorcycles headed south on Route 106, going home to points near and far, from what is now known as Laconia Bike Week. Back then it was simply 'motorcycle weekend', three days in the middle of June when the Lakes Region in the US state of New Hampshire and all surrounding towns within 30 miles became infested with sounds, sights and excitement – all the signatures of Harley-Davidson®. The event was anxiously awaited with great anticipation by locals, as well as the many event participants who travelled from all over to attend. Is it any wonder it sits in the calendar to this day, the oldest rally in the US, as a 'must do one day' for many a die-hard Harley-Davidson enthusiast?

My earliest memory of that parade is associated with losing a tooth while counting the bikes as they went by. It's the one that just overcomes you, when you're in the midst of simple, pure joy, you find

your heart racing slightly and you catch yourself widely smiling for no apparent reason. The spark lit, then smouldered for some time and progressed to a slow burn, the occasional flare emerging. It is now a passion whose flames burn quite brightly.

When I emigrated to live in England back in 1995, after a couple of other jobs, I eventually saw a vacancy at Harley-Davidson Europe.

Managing the passion

I first joined the Motor Company in 1997 but it was some time before I was able to consider exploring my personal interest in Harley-Davidson. Eventually, in August of 2004, I took a rider training course and passed my test. I had a licence but nothing to ride so I ordered an 883 Custom, which I took delivery of in October. Both of those things not only opened up a whole new world outside of work for me but a whole new world of opportunities at work. In January of 2005, I took on the role of

H.O.G.® Manager for the UK and Ireland and my world has not been the same since.

In May 2005 I rode my Sportster® to the European H.O.G.® Rally in the Golfe de St-Tropez. In 2006 I rode a V-Rod® to the rally in Fuengirola and in 2007 I rode that same bike to Killarney.

In 2008 I rode a Street Glide® to Lake Garda. And now, wherever I am or wherever I have to go, I ride that bike. I've toured on my own on an Ultra Classic™ along the Pacific Coast Highway and been back to Laconia with friends, riding in that parade rather than watching it.

I know it sounds clichéd but yes, it has been an amazing journey. Along the way I've had good times, met good people and made good friends. And every day, I share that spark born many years ago – whether I find a full fire already burning or a single matchstick just waiting to ignite. ■

Marjorie Rae is the H.O.G.® Manager for the UK and Ireland



THE OLDE RECTORY

OWNERS OF THE BEAUTIFUL GEORGIAN RECTORY, GILLY AND CLIFF POULTNEY, ARE OFFERING ALL H.O.G.[®] MEMBERS A 15% DISCOUNT ON A STAY IN ANY OF THEIR PROPERTIES

Within the grounds of the impressive Georgian Rectory are five properties, all the original outbuildings incorporating 16th-century barns and coach houses, each having been thoughtfully converted into stylish and totally individual properties with their original features carefully conserved. Set in the pretty village of Whitbourne on the Herefordshire/Worcestershire border, the properties offer the perfect base for bikers on tour. While they are five-star self-catering accommodation, you also have the option to forget the fuss of self-catering with their five-star concierge service. They will fill your fridge with mouth-watering local food, offer chilled champagne on your arrival, arrange a maid to clean up for you when you leave, and lots more besides.

The Olde Rectory is 100% biker-friendly with secure parking, bike wash-down area and storage for leathers and equipment.

It is also ideally situated only a 10-minute ride from Shelsley Walsh, the oldest motor racing circuit in the world and, being close to the Welsh borders, offers immediate access to stunning rides through the Welsh countryside.

H.O.G.[®] members can access this offer by heading to www.hogeuropегallery.co.uk.

Check out the Rectory's website at www.olde-rectory.co.uk.

WIN A BREAK AT THE OLDE RECTORY!

For the lucky winner, Gilly and Cliff are offering a four-night midweek break for two in The Potting Shed or Fodder Store at the luxury retreat. All you have to do to enter this prize is answer the following question:

2013 marks an anniversary for H.O.G. Which is it?

1. 30th
2. 25th
3. 35th

To enter the competition simply email hoguk@archantdialogue.co.uk and remember to put 'Olde Rectory' in the subject line.

T&Cs: Prize stay excludes Christmas/New Year. Discount: only one discount per booking and cannot be used in conjunction with any other promotional offer. 15% discount off any break at any time based on the standard tariff. Break must be taken by 2014.



ROMEWARD BOUND!

If you're planning on travelling to Rome for the 110th Anniversary celebrations then Eurocamp is offering an exclusive deal on fully equipped mobile home accommodation near Rome. Sixty units of accommodation have been reserved exclusively for H.O.G. UK & Ireland members. The offer runs until December 31 so book soon!

Three-night packages (with return Eurotunnel crossing) from June 13, 2013 start from only £231. Overnight stopovers en route can easily be added for around £53 per night.

Camping Village Fabulous is perfectly situated between the planned events at The Vatican City, central Rome and the port of Ostia. Facilities include: bar, restaurant, takeaway, two pools (including lagoon pool and whirlpool).

Visit www.hogeuropегallery.co.uk for all the details.

PLANNING AN EVENT?

Why not plan your launch event, corporate do or other party at the Olde Rectory? Rates for a two-night midweek event start at £1,400 plus VAT including up to 16 bedrooms.

"You can of course cook, cater and organise everything yourselves," says owner Cliff Poultney. "Or we can arrange everything you need to make your occasion extra special for you, from concierge service to a chef."

There are also activities available including duck-herding, circus skills, laser clay shooting, archery and crossbows. If you prefer to travel off-site, other nearby activities including clay pigeon shooting, quad biking, canoeing and much more!

www.hogeuropегallery.co.uk/benefits

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1066hogchapter.co.uk

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Birmingham Chapter UK (6852)

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31 Three Rivers Chapter (9979)

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waterfordharleydavidson.com

Celtic Thunder Chapter (7567)

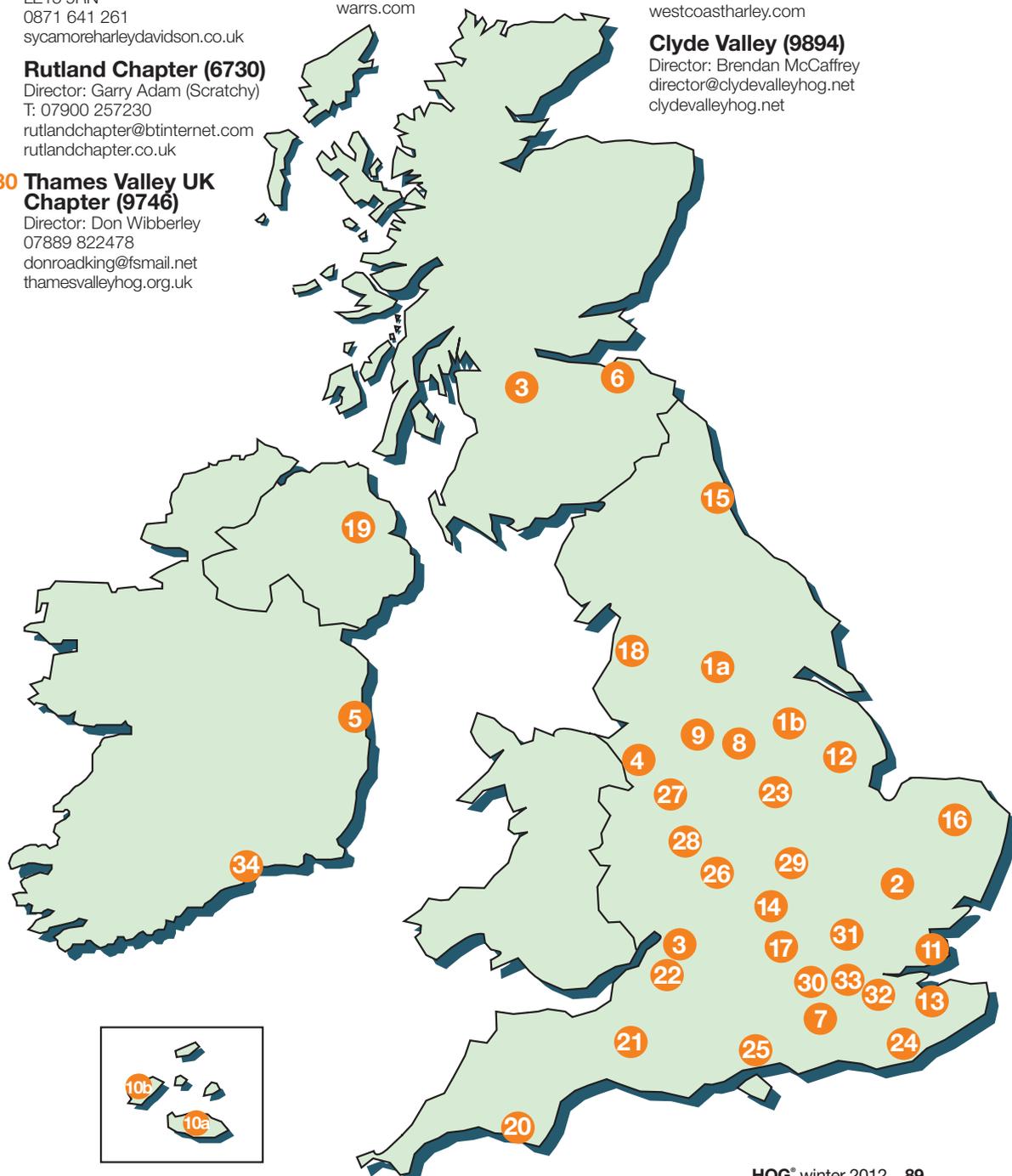
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celticthunderhog.com

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Clyde Valley (9894)

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director@clydevalleyhog.net
clydevalleyhog.net



PHOTOGRAPH: PAUL BAYFIELD



WHAT'S ON

For more information on all events, and to watch the videos and see photos from this and last year's events, head to hogeuropegallery.co.uk

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

MAY 2013

The Cider Rally
Somerset, May 3-6
bridgwaterhog.co.uk

Iron Horse Rally,
St. Leger Chapter,
Bainland, Woodhall Spa,
Lincs, May 10-13
ironhorserally.co.uk

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

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

JUNE

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

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

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

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

JULY

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

Hog On The Humber
Aire Valley Chapter
Brantingham Park,
Elloughton, East
Yorkshire, HU15 1HX
July 5-7 avhog.co.uk

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

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

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

AUGUST

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

Hog 'n' Bog Rally
Provincewide Chapter
August 2-4
provincewidehog.com

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

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

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