

# NSW



# HOG

**MARCH - APRIL 2014 Issue No. 208**



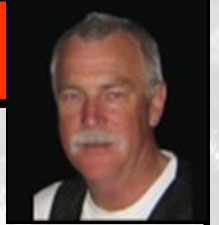
**An independent club affiliated with Harley Owners Group Chapter #9052**

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# Director's Report



## The Reconnaissance Ride to Remember

The NSW Chapter Australia is full of great people looking for adventure and excitement on their Harley's and someone said "what about bike week in Daytona in 2015" Well which bike enthusiast would not want to do Bike Week? So a ride and reccy was planned and three of us departed for the USA on very short notice. This story is a short account of our adventure.

The NSW members were keen to see a bit of America so we looked at the options for a 1000K ride into Daytona, this year was a particularly cold year which steered us to come in from the west and stay as low as we could on the continental USA. New Orleans is approx. 1000k from Daytona and it just so happens that the Mardi Gras is the week before Bike week, perfect fit for party loving bikers.

We contacted New Orleans Harley Davidson and Tony Salter (Rental Manager) could not do enough for us and very quickly we had three 2014 Ultra Limited's locked in. Harley Davidson now has the option for one way rides so we took a 9 day rental with a drop off at Jacksonville approx. 160k north of Dayton Beach.

Accommodation at both New Orleans and Daytona at short notice was at a premium so to make sure we had a bed we booked The Crown Plaza in New Orleans and a Holiday Inn at Daytona.

We flew into Dallas Fort Worth Texas via Qantas and American Airlines down to New Orleans arriving at 6:30pm Monday night. We quickly parked our bags and ventured into Bourbon Street in the French Quarter looking for a feed. Bourbon Street is the crazy mixture of shops, bars and restaurants and being Mardi Gras the streets and bars were full of party goers and fire and damnation preachers trying to convert sinners were in the street.



You could buy 6 dozen bead sets for \$5 and everyone was wearing beads or in fancy dress. People were lining the 1<sup>st</sup> story verandahs of these beautiful French Colonial buildings offering bead sets to passer byes, women flashing their boobs all seemed to be wearing lots of beads. It was a big night the bands were great the booze was cheap and everyone was partying hard. I can remember drinking test tube shots from the cleavage of a young women and a 'T' shirt which read "I got Bourbon Faced at Shit Street" but not much else. We did however wake up the next morning to the sounds of bands and parades passing the hotel.

Tuesday was Fat Tuesday which is all based around some obscure religious tradition of eating plenty before going into fasting leading up to Easter. It was late that afternoon when we finally started to sober up so we started again. Knowing that we were picking our bikes up the next morning kept us under control and we were still mostly sober by the time the Police cleared Bourbon Street at 12pm and declared Mardi Gras over for another year.



Wednesday we arrived at New Orleans Harley Davidson at 8:30 ready to ride, it was cold and a misty rain morning. We all took old bags for the flight over which we left with the dealership to get rid of. Being full HOG members Harley rentals will lend you a helmet and wet weather gear at no extra charge. We did take our own helmets and headsets so we could plug straight in and communicate via the CB. Full points to New Orleans Harley a really great and friendly dealership. The Director of their chapter also arrived to wish us well and pass on some souvenirs. We finally departed the dealership at 11:30 noting a number of ways that the rental procedures could be sped up when we arrive with a group of sixteen or so.



With the rain we decided to do the interstate to Mobile approx. 250k before dropping down to the gulf coast as the weather appeared to improve heading east. The 250K took just over three hours sitting on approx. 130KPH with a few short rest stops on the way. By 4:00 pm that afternoon we reached a beautiful small town called Fairhope and found the Fairhope Pier and at that point did not want to go any further so booked a room in the local Holiday Inn, found an Irish Pub for dinner and had an early night.



We awoke in the morning to steady rain so we took our time at breakfast and amazingly the rain cleared but it was still cold but very pleasant riding. I must say at this point I was falling in love with the 2014 Ultra Limited, the handling, the heated grips, the GPS, the music and the CB are all supreme. First stop was an outlet mall which we know the girls will like a lot.

We took our time and stopped for a rest and look see often and at any Harley dealer we were going past. Now there are Harley Dealers that are worth a mention and ones that are dead pan. Pensacola Harley Davidson was alive and kicking with a great bunch of interested and interesting people so we spent some time and purchased some bits and pieces.

The 5 km Pensacola Bridge was the first of many long bridges in the gulf ride. By the way 58 degrees F is 14 degrees C.



We decided to stop at Panama City Thursday night but was unaware that it was the equivalent to schoolies week and the hotel was full of 18 – 20 year olds partying hard. The music stopped at about 2 am. The next morning about 10 minutes up the road we found an area not affected by school kids and hotels abounding.

Friday we rode for an hour or two and then started looking for breakfast and coffee and found Connies Restaurant and had the full deal three eggs, bacon, toast, hash browns and loads of coffee, it cost \$13.20 for the three of us, we left a good tip and all were happy.

Bikes were now starting to appear in groups heading east to Daytona and we met up with two guys from the Emerald Coast HOG Chapter, they were riding straight through to Daytona so we rode with them about 60 miles before we parted company. They welcomed us to contact their chapter and if a group was coming next year they would like to get together with us and show us some HOG hospitality. We all had a snort of bourbon from a hip flask they were carrying and said that we would try and meet up in Daytona.



Lunch that day was ribs in some rinky dink town near Crystal River but believe me no one does ribs like southern people in the USA.



After a visit to Ocala Harley Davidson which was in gear for bike week, a great dealership, we proceeded to find a hotel via our sat nav.

Ocala the town was a great venue for a party, we had a good feed at Harrys Seafood Bar and Grille and the place was pumping. We could have danced all night but we didn't we had the best night sleep of the trip in the worst hotel in Ocala Florida.

We awoke to sunshine on the Saturday morning feeling great and ready to ride into Daytona Beach. The sound of bikes was now constant and by the time we stopped for breakfast the place was full of bikers and the anticipation was building.

We arrived into Daytona about one and decided to get the lay of the town before heading to our hotel and ended up at the racetrack which was the main venue.



The Harley Davidson stand was huge as would be expected we registered with Harley and received our pin, spent some time checking out the parts that needed to be added to our wish lists. There were rows and rows of vendor tents with everything you could imagine to wear or modify your bike with. You could have exhausts fitted or oil changes done while you wait and the bikes on display were unreal compared to what we can do with our bikes in Australia.

As Rob said "you could bolt a V8 into an old wheel barrow and get it registered if you wanted to in the USA".



Main Street Daytona Beach was blocked off to cars and a constant stream of bikes two by two paraded up and down the street, the bars were side by side each with their own bands competing with the band next door or across the street. It was huge the street was lined with people just watching the passing parade.

Our time at Daytona went real fast but we managed to visit the Iron Horse Bar, the Cabbage Patch, Bruce Rossmeier Harley Davidson and Gator Harley Davidson all putting on special events and big displays for Bike week. All these places we could write a few pages on and of course a lot of what happened in the USA will stay in the USA.

Bruce Rossmeier's is the largest Harley dealership that I have ever seen, a huge building and three floors of everything Harley, it was great.

Thursday morning arrived, we packed the bikes and rode up 95 to Jacksonville Harley Davidson where we had arranged to drop the bikes off. This dealership could not have been nicer to finish our trip with a short taxi ride to the airport and home.

Looking at Google maps and planning a trip based on K's per day is one thing, being there is another. We did get the lay of the land and looking at Google maps in this part of the world is now a different experience. The reconnaissance ride was a great success and a hell of a time. We can now plan next years Daytona bike week club ride with a lot of confidence.

Signing off

*MARCUS*

# Safety Officer's Report



## HART ADVANCED RIDER COURSE

Hi all,

The first HART course of the year will be run on Sunday 01/06/2014. This is a great course that helps you get to know your bike over a full day. But this time its a bit different.....

**As you know bikes handle differently with a pillion, so on this course your regular pillion is more than welcome to accompany you at no extra cost**

A large number of our Chapter Members have completed this course with always the most positive feedback.

The cost for the HART course is \$260 with your Chapter reimbursing you \$50 after completion, because we see it as a huge benefit to all!

You will also receive a certificate at the following meeting and HOG Australia will also mail you a safe rider pin and patch . So please fill in and return the registration form to me.

The cut off date is 13/05/2014. As I've had a heap of interest in the course so for you'd better be quick to lock in your spot

**TIME:** 7.30 am for an 8am start

**VENUE:** HART Training Centre, Mona Vale Road, St Ives

**BBQ lunch is provided.**

Hope to hear from a lot more of enthusiastic members soon!

Enjoy the ride

*Smiddy*







**REGISTRATION FORM FOR ADVANCED RIDER HART COURSE**

***Member registration - (contact person for registration)***

Name:.....

Phone Number:.....

Bike Model:.....

**Date: Sunday 1<sup>st</sup> December 2013. Meet @ The H.A.R.T complex 451 Mona Vale Rd St Ives @ 7.30 for a 8.00 start.**

The course consists of a full day (8am- 4pm) advanced rider training and techniques to assist in all aspects of riding and getting to know your own bike. This is an all weather course and will only be cancelled by H.A.R.T. A BBQ lunch will be provided. Payment is required in FULL on or by the 14/10/2013 to secure your spot. Payment for the course is non refundable. Courses are in groups of 6 - 12 and have been approved by Harley Davidson along with a number of insurers. This may enable you to a cheaper premium (contact your insurer to confirm). Upon completion of the course you will receive a HOG skilled rider recognition patch and pin. If the course is completed in full you will be reimbursed \$50 at the following chapter meeting when you will also be presented with your Certificate.

**PAYMENT METHOD**

Please circle:        VISA— MASTERCARD— CASH — CHEQUE

(there is a 3% credit card surcharge)

**Total cost \$250.00**

Name as printed on card: .....

Card Number:        ...../...../...../.....

Expiry date:        ...../.....

Signature:        .....

For further details contact our Safety Officer: Smiddy on 0410 591 300

**Email Form to: [safetyofficer@nswhog.com.au](mailto:safetyofficer@nswhog.com.au)**



# Activity Officer & Webmaster's Report



WEBPAGE:

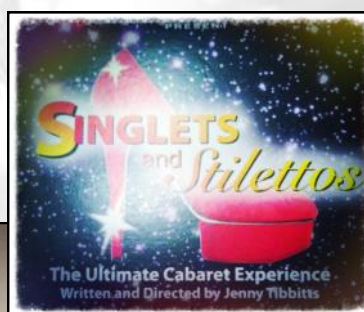
MAKE SURE YOU CHECK OUT  
THE  
UPDATED WEB PAGE !!

MORE  
INFO

MORE  
PICTURES

ACTIVITIES:

GOOD TIME HAD BY ALL !!



# Head Road Captain's Report



Here we are again and a warm welcome to all the new members, the group is getting bigger each month. Well it's time to remind all you Hog members that if you are not getting on the road with us, then you have been missing out on some fantastic rides. The wet weather has played a part in some cancelations, but I'm sure your appetite would have been taken care of.

We have had a fantastic ride to O'Connell via Jenolan Caves led by Shieldsy, New members ride to Gledswood Homestead led by myself, Midnight to dawn Led by Big T & Little Jo, Kiama ride via Bowral & Robertson Led By Mark, Hell we even did a ride through the top Ryde Shopping Centre in support Outback Jack's Led by Groovy. That was very funny watching the shoppers get out of the way of a group of 30 plus Harleys. All of these rides were well supported by the membership with all ride groups in excess of 30 Bikes and as many as 46 Bikes.

This is now the best time of the year to ride so join your mates & get on the road. Upcoming rides are the Anzac Day Poker run Led by Smiddy & Mark, May New Members Ride May 3<sup>rd</sup>, Caves beach May 18th Led by Smiddy & Sweepa .

The NSW Chapter Road captains are meeting on May 17<sup>th</sup> to plan the next 12 months rides so keep a look out for another exciting year of riding with NSW HOG Chapter.

Ride Safe & Have Fun

*Trigger*





# LOH Report



I'm sure it was a "FIRST" for all of us as we rode into the Top Ryde shopping centre .It was quite surreal to ride past the shops and shoppers. It was also a proud moment for me when

I heard a lady say "oh, there's a girl riding" then she saw another 4 lady riders and many pillions. Thanks Groovy, what a unique ride! Which shopping centre will we go to next and will we need to practise riding up and down escalators?

Congratulations to Beacon who is very proudly wearing a brand new 25 years HOG member patch. Although he is a bit concerned because he is running out of space on his vest.

GUESS WHO. Who was the road captain on the Kiama ride who very politely was explaining to a rider and his pillion how to ride properly in staggered formation? It was very helpful of this road captain, however, the rider wasn't part of our chapter he had just accidentally got caught up with our group! I think his nickname should become Robocop!

Ride safe

*Louise*

## THE BRIDGE

A man was riding his Harley along a California beach, when suddenly the sky cleared above his head and in a booming voice, the Lord said , ..... 'Because you have tried to be faithful to me in all ways, I will grant you one wish.'

he biker pulled over and said, 'Build a bridge to Hawaii so I can ride over anytime I want.'

The Lord said, 'Your request is materialistic. Think of the enormous challenges for that kind of undertaking; the supports required reaching the bottom of the Pacific and the concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that could possibly help mankind.'

The biker thought about it for a long time. Finally, he said, 'Lord, I wish that I and all men could understand women; I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong, why she snaps and complains when I try to help, and how I can make a woman truly happy.'

The Lord replied..... 'You want two lanes or four lanes on that bridge?'

*Thanks 2bottles*

## ***27 Bikes, 31 Members and It was all Systems Go.***

It was a glorious Autumn morning. Smiddy and I had been hanging out for this run for many months. The ride looked good on paper and was even better when 2 weeks earlier we had reccied the ride.

It was a crisp but sunny Sunday morning when we set out from Maccas at McGraths Hill, early (8.30am) , we had a lot of ground to cover and 1 more stop than usual was planned. Straight out through Windsor and over the Windsor Bridge then onto the back roads we went. Our destination was the quaint country pub, the O'Connell Hotel. Tucked away between Oberon and Bathurst, we would be travelling on a number of quiet country roads to get there, with lots of long curves and open spaces and just a smattering of twisties.



We headed along Freemans Reach Road, with the Hawkesbury River on our left, turf farms on our right and the mountains shining brightly with the morning sun on them directly in front of us. We started to wind our way up the back roads to the sleepy Kurrajong Village, which was fully awakened by the time we had passed through. Back onto Bells Line of Road and it's magnificent bends at Kurragong Heights, we continued to wind our way up to our first stop at the Monkey Creek Cafe.

The Cafe is situated 3kms past Bell on the way to Lithgow and has incredible 360 degree views of the mountains and gorges that surround it. The crowd went wild as the answer to the rides first quiz question was given.... does anyone remember or even care?

Refreshed we headed to Lithgow and took the Browns Gap Road through the hidden valley's behind the mountains. This little used shortcut soon had us back at the Great Western Highway, virtually at the turnoff to Jenolan Caves...our next destination.

Magnificent scenery and even better riding roads were ours, traffic free, as we made our way past the big Anthill and down the long and winding road into Jenolan.



Through the giant entry cave we passed with an almighty roar, the sound of our Harley's thumping engines had all the tourists and locals stand up and take notice. We were an impressive sight, bursting out of the cave and into the sunlight. We spent a relaxed 40 mins basking in the sunshine, taking in the scenery. All too soon it was time to take on the seven hair pin bends on the road out to Oberon. With military precision we formed up 2 by 2, steeling ourselves for the sharp twisting climb before us. The tourists lined the street to wave us off as if we were marching off to war. Then with a roar and a wave we were on our way. We passed Pasha at the end of the hairpins. He was kindly taking on the role as club photographer while I was leading the ride. Quickly and without incident we made our way to Oberon.

From Oberon it is a quick 25 kms of high quality road to O'Connell. That is, except for the 3kms of roadwork's that had completely ripped up the road leaving us a lovely dirt track. I swear it was not like that 2 weeks earlier... I have witnesses your honor. Kindly there was no grumbling....not that I heard, anyway!



Our mass arrival at the pub created the usual havoc, we cued , we waited, we listened to the music and tried to converse despite oversize speakers. Our meals arrived and all was well. In no time at all it was time to go. We headed to Oberon to refuel and say our goodbyes. From there we opened up our throttles and headed for home.

A long day but a great day. Good riding with good friends. What more can you ask for.



Thanks heaps to Smiddy and all the Road Captains that helped on the day, not to mention the poor members that had to cope with my ROAD TRIP QUIZ.

Till next time Ride Safe.

*Shieldsy*



## Gledswood Homestead

The Ride left Frasers with around 28 bikes and 34 members, including 4 new members. The day was picture perfect with blue skies and sunshine. As we headed off down the M4 it was pleasing to see so many bikes supporting this new member's ride. It was a new destination to visit and you are never sure how it's going to turn out.

It was an easy one hour ride down the M4 with the group staying together as we took the Mamre Rd exit and taking the group through the back roads to Luddenham and enjoying some very nice local country side. We joined the Northern road heading to Bringelly as we weaved our way down to Catherine fields, crossing the main Camden valley Hwy before regrouping and riding into the homestead. I must say it was a sight to behold and hard to imagine that one could find such a peaceful location.

While we booked for the group for breakfast, I think the group size took them a little by surprise. Breakfast and coffee took a little longer than one would like and the owners apologised for that. They did however say what a great group of people we were and hoped we would do a return visit. The next time they will do a buffet style breakfast and have it all ready on arrival. I did assure them that we would definitely return to sample the new breakfast system as the location is one not to be missed. All in it was a great morning ride enjoyed by all and the group headed back to Frasers.

Ride Safe

Trigger





# Kiama Ride 19/04/2014

Blue Skies and sunshine were the order of the day much to our relief for the Kiama Ride.

Many of us arrived early at the Coffee Warehouse to enjoy a hearty breakfast and a hot coffee before embarking on the journey South, only to find that the Coffee Warehouse was closed. They were in the process of moving. Disbelief was rife as stomachs grumbled. A solution was needed and quickly!

By the time 9.00am arrived and it was time to leave, we had 46 bikes and 56 members, including 6 first time riders with the group. What a fantastic turnout !

We decided to alter the ride slightly and make the first stop at McDonalds on the M4 Motorway for breakfast and coffee.

Departing our impromptu breaky stop, we made our way through Luddenham, joining the Northern Rd and an easy ride down the Hume Hwy to the Pheasants Nest 7-11 for a quick splash and dash.

Doing a Willie Nelson (On The Road Again), we paraded our convoy through Mittagong and Bowral's main streets, as always attracting smiles and waves from the public as we passed by.

Getting onto Kangaloon Rd we cruised through some beautiful countryside as we wound our way to Robertson, riding through a short section of road works, causing a little dust to settle on a few of the bikes but no one seemed to mind....ok, Don wasn't too happy about it, and Nicole and Cappa may have had a couple of words to say, tongue in cheek.



We resisted the temptation to stop at the Pie shop, as our unscheduled stop at McDonalds had set us a little behind, so we pushed on.

We turned onto Jamberoo Mountain Rd, manoeuvring our bikes down through the valley, which resembled a rainforest, with giant ferns and palms lining the road ,we tackled a series of twisties and some slow corners kept things interesting. The road then opened up into what seemed like the lush green hills from the Sound of Music, giving us some long, sweeping bends to lean into.

Arriving in Kiama not long after 1pm, we parked the bikes and entered the Grand Hotel ready to quench our thirst and order lunch.

I think the site of 50+ Hungry Hogs may have overwhelmed the bar staff as we piled into the general bar.

We enjoyed our meals and a chat about the days ride in the beer garden, unfortunately, with some of the meals taking a little longer than we would have liked.

With the afternoon starting to fade, the group started to make their way home, with some heading onto other engagements.

Chris and I would like to thank everyone for their kind words of encouragement.

We had a great day!

Also, I want to thank Trigger for putting his hand up to go shotgun for my ride and giving me advice and support leading up to the ride, Smiddy for taking the Tail End Charlie position and all the road captains for keeping the group together and on track .



Mark



CHECK OUT THE WEBPAGE FOR MORE  
GREAT PHOTOS OF THIS RIDE





# NSW Chapter Event Registration

Event Name

Event Reference Number

Name

Phone Number

Email Address

Use this section only if accommodation is being offered by the chapter

Do you require accommodation?

Yes

No

Room Type if applicable

Payment Method

Cash

Cheque

Visa

Mastercard

Direct Deposit

Credit card Transactions will incur a 3% surcharge to offset bank fees.... Sorry we do not accept American Express

Please make all Cheques payable to  
**NSW Harley Owners Group**

Name on Credit Card

Card Number

Expiry Date

Total Cost

**Mailing Address:**  
**NSW Harley Owners Group**  
**PO Box 4421**  
**Homebush South 2140**

When entering direct deposits please include the event reference number and your registration name so we can ensure you payment is correctly assigned to your booking.

**Direct deposit details:**

NSW Harley Owners Group  
Account # 89-1170  
BSB 032-373

# Ride and Event Calendar 2014

DATE	DESTINATION/EVENT	START	REMARKS
Fri 2 May - Sun 4 May	National Rally Cairns	8.30am	Long ride with intrepid group to Cairns for the National Rally and return
Sat 3 May	New Member Ride	9.00am	An easy ride to get acquainted
Tue 13 May	Chapter Meeting	7.30pm	A fun night with loads of info and prizes
Sun 18 May	Caves Beach	9.00am	Great ride north to idyllic beach side location
Sat 7 Jun	New Member Ride	9.00am	An easy ride to get acquainted
Sat 7 Jun - Mon 9 Jun	Cowra	9.00am	Brass Monkey weekend in the Central West
Tue 10 Jun	Chapter Meeting	7.30pm	A fun night with loads of info and prizes
Sun 22 Jun	Leura	9.00am	Easy ride through the Blue Mountains

## Additional Information

\*\* Please see ride flyer for ride departure information as event changes may be necessary due to unforeseen circumstances

All Rides depart 0900am from The Coffee Warehouse Café, 17-35 Parramatta Rd, Homebush NSW (500m west from Frasers), except New Members Rides which leave from FRASER'S CARPARK AT CONCORD



# Who is Who in NSW HOG

## Committee

### DIRECTOR

Mark Newton (Marcus)  
director@nswhog.com.au



### ASSISTANT DIRECTOR

Rob Murray (Yogi)  
assistantdirector@nswhog.com.au



### SECRETARY

Kris Grove (Groovy)  
secretary@nswhog.com.au



### TREASURER

Karl Priestly (Bu-lah-de-lah)  
treasurer@nswhog.com.au



## Office Holders

### MEMBERSHIP OFFICER

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membershipofficer@nswhog.com.au



### SAFETY OFFICER

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### ACTIVITIES OFFICER

Ian Alderton (Sweepa)  
activitiesofficer@nswhog.com.au



### LADIES OF HARLEY

Louise Gibson (Goback)  
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### PHOTOGRAPHER

Brook Hatherley (Shieldsy)  
photographer@nswhog.com.au



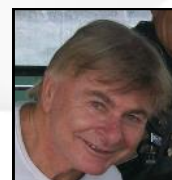
### EDITOR

Vicki Gersbach (Vicar)  
editor@nswhog.com.au



### HISTORIAN

Warwick Gibson (Cappa)  
historian@nswhog.com.au



### QUARTERMASTER

(Roundy)



# Road Captains

Rob Murray (Yogi)



Ian Smith (Smiddy)



Craig Pollard (Pasha)



Kris Grove (Groovy)



Stuart Hulbert (Roundy)



## Trainee ROAD CAPTAINS

Don Christou (Hammer)



Mark Newton (Marcus)



Mark Baresic (TBA)



Roy Rodgers (Trigger)



Brook Hatherley (Shieldsy)



Jo O'Sullivan-Politis  
(Road Mistress)



Brad O'Connor (Budgie)



Ian Alderton (Sweepa)



Tony Politis (Big T)



Derek Wade (Tugger)



Garry Wallace



Harry 'Turner (Hazza)



Tony Esposito



George Cozis





# NSW Chapter HOG Ride Rules

Group riding requires an extreme level of awareness & concentration. It is stressed that these guidelines are provided for your information to enhance overall safety & ride enjoyment. Ultimately you are responsible for your own judgment & decisions whilst riding your Harley.

- Know your limits & ride within them; never ride above your abilities: Mental, Physical, Motorcycle, Environment, Experience level
- Make sure your bike is mechanically ready for a run. If you are experiencing any problems sort them out before the run. No bald tyres.
- Fuel up before the meeting place.
- Arrive at least twenty minutes before the posted leaving time.
- When asked to form up for departure please do so immediately, so that we can depart on time.
- Never ever pass the front Road Captain. They have been given the responsibility to set the pace & get you to the final destination as a group.
- Maintain a constant speed. This helps prevent the "rubber band" effect.
- Novices or riders that are new should ride at the rear or near the back.
- Always ride in a tight but courteous staggered formation or single file on winding or narrow roads.
- Your eyes should be watching a few bikes up the road from you, not fixed on the bike in front of you. Always be looking at least four seconds ahead.
- Riding side by side is very dangerous. The only time bikes are to be side by side is when the group is stopped at an intersection.
- Never come up on the motorcycle in front of or beside you. The rider may need to swerve suddenly to avoid an obstacle in front.
- In a staggered or single line formation, do not pass the bike in front of you (see following page). If a rider leaves the group & a gap appears indicate then move forward & across to fill the position.
- When in a tight curve, the rider on the outside of the curve is required to give room to the rider on the inside & drop behind in single formation.
- If the group breaks up & you are the last bike in the front group that turns a corner, pull up safely at the intersection & direct the way to turn for the next group of bikes.
- Do not race to catch up as corners will be marked ahead for you.
- If you break down stay with your bike, in clear view of the back up vehicle or rear Road Captain.
- When stopping get off the road as soon as possible.

**So we can all have a good time.....**

## Know your HOG Riding Rules!

1. Arrive with a full tank of fuel and an empty bladder. Fuel stops will be made as required along the way.

2. Have appropriate riding gear for expected conditions.

3. The nominated Ride Captain leads the group.

**DO NOT OVERTAKE** him or her.

4. A motor cycle requires a **FULL LANE** to operate safely. We ride in **STAGGERED FORMATION** and **NOT SIDE BY SIDE**. **STAGGERED FORMATION:**

□ One second rule: The bike to the left or right of you should not be less than one second ahead of you.

□ Two second rule: Maintain two seconds between you and the bike in front of you.

□ Four second rule: Your eyes should be watching a few bikes ahead of you, not fixed on the bike in front of you.

5. We only use one lane of a multi lane highway. That is the lane the Road Captain is using.

6. Maintain a constant speed, this helps prevent the "Rubber Band" effect. Always adhere to the speed limits.

7. A rider will be nominated to ride at the rear of the group. It is his or her responsibility to ensure that the riders **DO NOT GET LOST** and to render assistance if necessary.

8. The group as a whole must **NOT** stop for an individual as it can be dangerous to have the whole group stop on the side of the road. The nominated Tail End rider will stop and render assistance.

9. When we do stop as a group, be sure to park well off the road.

10. **ALWAYS** signal your intention to change lanes. Keep a safe distance behind the rider in front, **CHECK YOUR MIRRORS** often and concentrate on your riding.

11. If every rider can see the rider behind him or her in the mirrors, the group should not get split up.

Adjust your speed to do so.

12. We ride as a **GROUP** to and from our destination until we split up to go home. **KEEP THE GROUP TOGETHER, TRY NOT TO LAG BEHIND.** Rides will be listed as **HOG** or **NON-HOG**.

On a **HOG** ride, only **HARLEYS** may be ridden but friends or visitors may meet us at the destination. On a **NON-HOG** ride, members friends or visitors may ride **NON-HARLEYS** but at the rear of the group. In both cases any friends or visitors will be the responsibility of the member who invited them.

13. Riders in doubt about **ANY** aspect of the ride should ask the Road Captain or appointed Road Marshall for assistance.

14. Although it is a group, ride safety is a personal responsibility

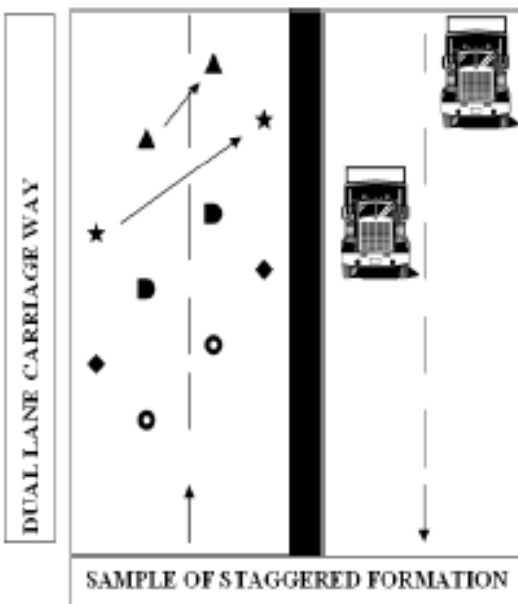
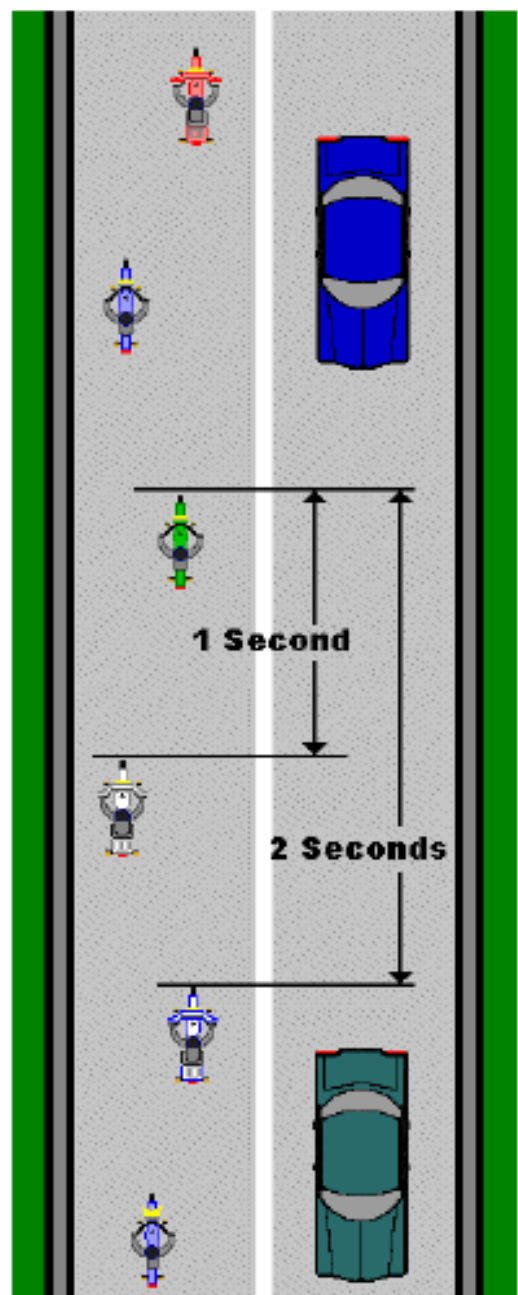
15. Novices or riders new to the group should ride towards the back until they are comfortable

16. If it isn't safe to pass, go through an intersection or turn: **DON'T.**

17. In spite of what the group does, pass as if you were riding alone (within formation).

18. Stay within the bounds of your skill level. Don't be influenced by the bike ahead of you diving into curves. Group riding is neither a race nor a competition.

19. If you don't feel comfortable riding in a group, ride on your own.





# HAND SIGNALS



**Start your engines**



**Stop**



**Go ahead and pass me**



**Bikers ready**



**Hazards on the road**



**Don't pass me**



**Stop your engines**



**Turn off your turn signals**



**Single riding**



**Left turn**



**Slow down**



**Staggered riding**



**Right turn**



**Speed up**



**Time for a pit stop**