

NSW



HOG

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NSW HOG

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Director's Report



Hi Everyone

Just a few words from me...

Well the winter weather has started and if you can get around the rain we have so many great rides and events coming up that you won't notice the wet and cold because you will be too busy having fun.

I'm sure you have seen our new Facebook page which we will use to post pics and events. Don't forget to upload the app if you haven't already, as this is our means of contacting you about news and events or letting you know when rides are cancelled.

As some of you already know, Ian (Sweepa) had a disagreement with Skippy a few weeks ago (didn't end so well for Skip, he went to the big "Waratah National Park" in the sky). I would like to thank you all for your support of not just Ian but me during this incident. Everyone (especially Justin, Little Johnny and Roundy) were so helpful and kind. We had offers of help with picking up the bike, lifts to doctors' appointments, meals to be cooked, cars to be loaned, even lawns mowed as well as a constant supply of people just contacting us to make sure everything was ok. In my mind this is what the HOG family is all about – looking after each other, so a very big and heart felt thank you to you all.

Well that's all for me this time.

Take care

Vicar

Secretary's Report



Another 2 months has passed since our last newsletter!

With a change of Editor now Cappa, I would like to thank Louise for her contributions as previous Editor.

As many of you know I was involved in an incident with a Kangaroo on the Midnight to Dawn Ride.

This resulted in me having a broken shoulder blade (scapula) and 5 broken ribs, but I'm better off than the Kangaroo! I am on the mend but it will be a few months before I am able to ride again due to my injuries and the repairs to my bike (they didn't write it off ??). Therefore I will be driving to Mudgee for the June Long weekend and possible some other rides as well.

I would like to thank Justin and Little Johnny who were first on the scene at my accident and offered assistance and arranged an ambulance whilst notifying Marcus as the Lead Road captain of my accident, additionally I would like to thank Roundy for making the arrangement for my bike to be towed etc. These actions shows that we are all a big family and look after each other.

We have had little correspondence come in with the exception of announcements of the Ride Like a Pro course that will be run in September and the Silverwater Motor Festival on the 9 May.

Following a meeting of the Road Captains the new Ride calendar has been released and can be downloaded from the Website. The Ride calendar is filled with lots of interesting new rides that have been taken from suggestions from our members as well as some of our regular rides and this I believe will contribute to an eventful year for riding and having fun.

Finally check out the Quartermaster page on the website, new items are often added and the New Chapter Pins, Baseball Caps along with T-shirts are now available.

Cheers

Sweepa

Membership Officer's Report



On Saturday the 20th June and 27th June, the Chapter will be holding its annual membership renewal days. I will be at Fraser Motorcycles Concord from 9:00 am until 2:00pm on both these days to assist you with renewals. We ask you to support your Chapter by renewing your Chapter membership at this time. Membership to the NSW HOG Chapter allows your Chapter to undertake its basic activities on behalf of you the members.

There are two membership classes being Full member and Associate member. Full membership renewals are \$40 per person and are open to anyone who owns a Harley Davidson motorcycle. Associate renewals are \$30 per person and are available to family and friends of Full members. To be a member (Full or Associate) you must first have your International membership up to date. International membership dates vary for each individual. If you are unsure of your International HOG renewal, you can contact myself at membershipofficer@nswhog.com.au or turn up on the day and we can assist you.

On June 20th, we will also be having our Chapter group photo, a charity BBQ and other events. We are even planning a special ride for the day. Further information will be posted online closer to the time so keep an eye out on our website.

Grahame Douglas (GRUM)

Activity Officer's Report



Each year, the Road Captains put together a program of rides for the 12 months from 1 July. This year we have more rides and events, including some special overnight events for members.

Our next overnight ride for this year will be to Mudgee for the "Brass Monkey" June long weekend. This has been very popular and we have already sold out accommodation. The weekend will include a guided tour to the wineries and wine tasting while we are there. Should be great fun.

In addition to our ride program we are planning four (4) special social events for the whole family and your friends. These include:

- 🏍️ a special 'drags night' when they return later in the year;
- 🏍️ 'Bare foot bowls' at Gladesville Bowling Club (\$12/person) which includes hire of all equipment, 2 hours of competition against fellow chapter members, a free drink and an instructor/instruction on the game (some of you look like you may need it);
- 🏍️ Family 'Picnic Day'; and
- 🏍️ 'Trivia night' in support of our charity.



At the end of this year we also have our annual Xmas party on 21st November. It will be an overnighter to Port Stephens for family fun and frivolity. More details in the next newsletter.

Remember each month we have a New Members ride which leaves from Fraser Motorcycles on Parramatta Rd at Concord. The ride is a half day ride on the first Saturday of the month (weather permitting) and leaves at 9:00 am sharp. If you haven't had a chance to get a ride in yet, here is your opportunity to meet members, both new and "old".

DeSal

Historian's Report



Sally's Mates

Sally (Desal) Zhang has a colourful history with motorbikes all of which she regards as "mates".

Sally's 1st motorbike was a HONDA 50cc scooter which she rode in her mid-20's in China. This was in the 1990's when Honda scooters led the Chinese market. *[The bike was called "Mulan" named after a legendary woman warrior from ancient China who was originally described in a poem called the Ballet of Mulan. In the poem, Mulan takes her aged father's place in the army and fought for twelve years gaining high esteem but she refused any reward and retired to her hometown instead].* Anyway Sally was an art editor and a free lance costume designer and commuted on Mulan between publishing houses, TV stations and her office during the day. Mulan was red and easily seen in the chaotic traffic but most of all Mulan saved Sally lots of travelling time. Sally rode Mulan in rain and shine day in and day out for four years and they were always together and never apart.



In 1996 Sally came to Australia to start a new life. Although it took her some time to become acquainted with our way of life she eventually fell in love with the place. Getting around was tiresome though on buses and trains and she started to miss her Mulan particularly when she saw groups of bikes flying by leaving a trail of adrenaline pumping engine noise. A few years later Sally had a boyfriend, David Harris, who rode a Kawasaki VN1600. She became his perfect pillion and despite all the fun riding on the back she eventually bought a Honda Postie to get her own bike license.

Sadly David unexpectedly passed away and as a tribute to him Sally bought a Kawasaki VN250 upon which she rode initially as a learner and one year later as a fully fledged black license holder.



In 2007 Sally sold the Kawasaki and with the help of some extra funding from her credit card a Seventy-Two Sportster found its way home.



Historian's Report (Cont'd)



In 2009 Sally met Grahame (Grum) Douglas who encouraged Sally to go riding with him. Grum booked Sally into the Ultimate Riding Course to improve Sally's cornering. The course not only improved Sally's cornering but also boosted her confidence so much so that she traded in the Seventy-Two for a new Sporster 1200 XLC. Sally joined the HOG NSW Chapter and during a ride to Lithgow she accidentally started to fill her tank with diesel which earned her the name patch "DESAL".



In 2013 Grum bought Sally a CVO Fat Bob. With all its added power she named it "Bullet". The bike tendered to start without Desal and on one occasion dragged Desal along the road when she came off on the way to the Coffs Harbor State Rally. Notwithstanding they remained good mates with lots of enjoyable rides together.

Late in 2013 while Desal & Grum were dining at Torque they noticed a beautiful black Softail Deluxe sitting behind Fraser's window decorated with Christmas bling and bows. Grum whispered "Hon, happy birthday but you can only pick that bike up tomorrow, the shop is shut". Next day Desal's 1200 XLC and Bullet were traded in for the Deluxe. Sally calls the Deluxe "DeSal" and enjoys every single minute riding her. She's a beauty with attitude and class says Sally and sits in the garage nice & quiet longing for the next ride.



My how Sally has progressed and she certainly loves her riding.

Cappa

Nundle Ride Report



The ride up to Nundle was on one of the wettest Easter Saturday's for quite some time and a test of riding gear for the 358kms trek from McGraths Hill McDonald's to the Old Dagg Sheep Station. The ride was led by myself with Mark (Sparkles) Baresic & Christine Baresic as Shot Gun. Also riding was Brian (Hollywood) Austin, Grahame (Grum) Douglas with Jo Grove as pillion, Sally (Desal) Zhang, Warwick (Cappa) Gibson with Louise (Go Back) Gibson as perfect pillion, Hugh (Knock Knock) McCourt and Victor, one of our newer members. Driving cars as backups were Nicole Wallace and Craig (Pasha) Pollard. Pasha was taking it easy after having a stint in hospital.

The weather was terrible, it rained all the way to Scone where we stopped for lunch at McDonald's. After having lunch Mark discovered he had a flat tyre but luckily next door was a Mobil service station where we all congregated around Sparkles bike and had a post-mortem on how we were going to fix the puncture. With the tyre temporarily fixed with a tubeless tyre puncture plug and 1/2 a can of "Finnileak" tyre puncture sealing foam we headed off. Mrs Sparkles along with Louise and Jo had had enough of the wet and jumped into Nicole's car for the remainder of the journey to Nundle. The tyre had a slight leak and Grum voluntarily rode close behind keeping an eye on the tyre and calling the shots for stops to top up the tyre.



Upon arrival at the Old Dagg Sheep Station we had another tyre puncture with Victor riding over a discarded animal syringe. The puncture was small and again the "Finnileak" came to the rescue with Hollywood helping Victor the next day at the Nundle service station to complete the fix.

A great time was had by all with great accommodation, great food, great brass band and above all great company. Mrs Sparkles has also found her new most favourite place and she's planning to go back to her beloved Old Dagg Sheep Station as soon as she can with or without Mark.



Nundle Ride Report (Cont'd)



A special tribute should go out to Pasha for being king of the kids on the dance floor at the Station's Saturday night function. All of the kids from a group of families also staying at the Station ended up dancing with Pasha and imitating his funky dance style. Not bad for a bloke who just got out of hospital.

Thanks also to two local shearers Judd and cousin Jake who made sure we didn't step in sheep and kangaroo droppings. They didn't do much though, just sat around the Station all weekend like garden gnomes.



I would also like to thank all members who assisted in corner marking as there was a shortage of Road Captains and a big thankyou to Brian (Hollywood) Austin who was our Tail End Charlie all the way to Nundle and the return trip back to McGraths Hill.



Gary (RoboCop) Wallace

ANZAC Day Poker Run



Hi Everyone,

A rare sunny perfect morning presented itself for our annual ANZAC Day Poker ride which was led by Pasha.

About 35 members turned up for the ride with about 26 bikes.

We raised \$706.90 in total with \$356.90 donated to MD.

The poker winner was Chris Baresic (3 x Jacks) who received \$200.00 in prize money which will go towards her return trip to the Old Dagg Sheep Station, Nundle.

Second place was Frederick (3 x Eights) who received \$100.00

Third place was Sammy (2pr Kings & Jacks) who received \$50.00

The sun shined on us throughout the entire ride and presumably all made it safely home before wild weather hit again late afternoon with west Sydney copping the worst of it with lightning, thunder, rain and lots of hail.

Sparkles

Member's Forum

MID WEEK SOCIAL RIDES

We are proposing midweek social rides which will take place every Thursday, leaving Frasers at 8.30am and generally returning before 1:00pm.

These are not official Hog rides but are rides for those who are lucky to have the spare time. Anyone interested should call Phil Barlow (Lucky Phil) on 0400 815 060.

Lucky Phil

TYRE PUNCTURE REPAIR FOAM



A handy item to carry if you have the space for this canister for temporary tyre puncture repairs for both tube and tubeless tyres. No guarantee but this product and others like it may get you out of trouble as was the case with Sparkles and Vincent at our recent overnight ride to Nundle.

Cappa

Fraser's Girls' Night In

Fraser Motorcycles is hosting a "Girls' Night In" to raise money for the CANCEL Council and to introduce women to the fun and freedom of riding. See the new Harley-Davidson Street 500 and enjoy a great night in with the girls.

GIRLS' NIGHT IN
— LADIES GARAGE PARTY —

Fraser Motorcycles Concord
Wednesday 20th May 2015 from 6:30pm.

Bookings are essential.

Those interested RSVP online

<http://www.frasermotorcycles.com.au/harley-davidson-girls-night-in-ladies-garage-party-2015>

or call 02 8741 3000.

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"One State" "One Territory" "One Big Street Party"

NSW/ACT State HOG Rally

The Harley Owners Group- Canberra Chapter is inviting all International HOG Members and their guests to the beautiful Southern Tablelands region of NSW for the 2015 NSW /ACT State Rally being held 23rd to 25th October 2015. The venue for this fantastic event is the Queanbeyan Showgrounds in the heart of Queanbeyan itself. Please join us for 3 days and nights of Canberra H.O.G Chapter hospitality, great food, plenty of activities and lots of entertainment! For the first time in Australia, all members attending the rally will have the chance of winning a Harley Street 500 and the earlier you register the more entries you will receive in this fantastic Registration prize.

The NSW/ACT State rally will be full of action with guided rides on the Saturday taking in the best sites Queanbeyan and our great Capital Canberra can provide; A Thunder run on the Sunday will end with a PUBLIC show and shine at our local dealer Robbos Harley-Davidson; we have Biker Bingo; On site tattooist; A Tattoo show, biker games (including a special category for all you TRIKE riders out there); a Texas Hold'em Poker tournament; Pixie photos for you and your bike; And not forgetting our beautiful ladies, the Canberra Chapter will provide a LOH pamper tent to unwind and relax in, plus lots more!

With lots of on-site camping and the provision of a camp kitchen plus 15 motels and hotels within 4ks of the rally site; and only 500 meters for the main street of Queanbeyan you won't miss a beat. It's the little things that make a big difference. This will be the Rally not to miss!

Your rally committee are committed to make sure you have the best time on site and have a lot more to keep you entertained for the entire weekend. So keep an eye on our web site for more details as they come to hand <http://www.chog.org.au/> and click on the Rally page or log on to our smart app just search Teamapp.com and look up ACT - NSW State Rally 2015. It'll keep you up-to-date with the rally, news, events and much more.

Welcome to our "street" party

Graeme (Kiwi) Cottrell



Motorcycle Tyre Maintenance



The only thing between the hard unforgiving pavement and you is your tyres. Best that you know, understand, respect and learn how to treat them well.

Tip: Keep a low pressure tyre gauge (0psi - 80psi) in your bike tool bag at all times. Try to remember to check your tyre pressure every time you fill up for gas.

Keep your tyres correctly inflated. A tyre that is very under-inflated generates a lot of heat which can lead to a blow out. Tyres that run too hot also wear out more quickly. The most common motorcycle breakdown is for tyre damage.

Purchase a pencil-type tyre gauge and use it regularly until you instinctively 'know' what your tyres feel like correctly inflated. Use of the gauge and visual inspections must become second nature.

Replace your tyres sooner rather than later. If tread depth is 1-2mm it is time to replace your tyres. Take a tip from the mad sportbikers and the canyon racers - they never skimp on their tyres as they are often all that stands between them and the pearly gates.

"Dry Rotting" or "Cracking" usually means that the tyres are old and/or the bike has not been in covered storage. "Light" cracking may be ok but basically if there is excessive dry rotting you should get new tyres.

Tyre Care and Tyre Tips

Tyres on motorcycles, like any vehicle, play a vital role in the performance, handling and safety of the bike. Many times we tend to ignore the necessary maintenance needed to keep the tyres safe. With motorcycles, there are only two small contact patches for the rider to rely on, so it is extremely important to keep the tyres in top condition.

Sweepa's Brush Up (Cont'd)

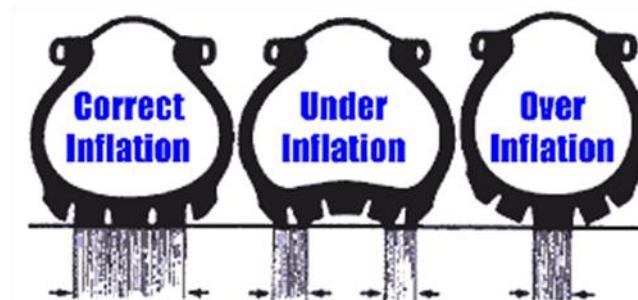


Any tyre, no matter how well constructed, may fail in use as a result of punctures, impact damage, improper inflation, overloading, or other conditions resulting from use or misuse. Tyre failure may create a risk of property damage, serious personal injury or death. To reduce the risk of tyre failure, we strongly recommend you read and follow all safety information contained in these tips.

It is recommended that riders do a periodic inspection of their tyres and have any imbedded objects removed by a qualified service person. Serious personal injury or death may result from a tyre failure. Many tyre failures are preceded by vibration, bumps, bulges or irregular wear. If a vibration occurs while riding your motorcycle, or you notice a bump, bulge or irregular wear, have your tyres and motorcycle evaluated by a qualified service person.

It is not often that a properly maintained tyre will "blow out" while you are riding. More commonly if air is lost, it will be gradual. If you do experience a blow out or sudden tyre failure, the following information should be helpful: When the failure occurs, slowly decrease the amount of throttle, hold the handlebars firmly, and steer to maintain your lane position. Once the motorcycle has slowed and is fully under control, apply the brakes gently. Gradually pull over to the shoulder and come to a stop.

Tyre Inflation








Motorcycle Tyre Inflation and Contact Patch Area

Always keep the motorcycle manufacturer's recommended air pressure in both tyres. This is an important requirement for tire safety and mileage. Your motorcycle owner's manual will tell you the recommended cold inflation pressure. On some motorcycles, the recommended front and rear tyre pressures will be different. The pressures stamped on the sidewall of the tyre are only for maximum loads. On some occasions, these pressures will also be the manufacturers recommended settings as well.

Riding on tyres with too little air pressure is dangerous. The tyres will build excessive heat and this can cause a sudden tyre failure that could lead to serious personal injury or death.

Under-inflation may also:

-  Damage the tyre leading to tyre failure;
-  Adversely affect vehicle cornering;
-  Reduce tyre life;
-  Increase fuel consumption; and/or
-  Fatigue cracking.

Sweepa's Brush Up (Cont'd)



Riding on tyres with too much air can be dangerous. The tyres are more likely to be cut, punctured, or broken by sudden impact. Serious personal injury or death could result. Do not exceed the pressure indicated on the tire sidewall. Consult your owner's manual for the recommended inflation and other tire information.

Never inflate a tyre unless it is secured to the motorcycle or a tyre-mounting machine. Inflating an unsecured tyre is dangerous. If it bursts, it could be hurled into the air with explosive force resulting in serious personal injury or death.

Valve Stems, Cores & Caps

Old or damaged valve stems and cores may cause air loss. Replace them when mounting new tyres. Use caps (finger tight) on the valve stems to keep dust, dirt and moisture away from the valve.

Checking Tyre Inflation

- 🏍️ Check your tyre air pressure at least once a week and before long trips. Be sure to use an accurate pressure gauge.
- 🏍️ Check your air pressure when the tyres are "cold." The tyres are "cold" when your motorcycle has been ridden less than a mile at moderate speed or after being stopped for three or more hours.
- 🏍️ If you must add air when your tyres are hot, add four pounds per square inch (4 psi/28 kPa) above the recommended cold inflation pressure. Recheck the inflation pressure when the tyre is cold.
- 🏍️ Never release air from a hot tyre in order to reach the recommended cold tyre pressure.
- 🏍️ Normal riding causes tyres to run hotter and inflation pressure to increase. If you release air when your tyres are hot, you may dangerously under inflate your tyres.
- 🏍️ If your tyres lose more than two pounds per square inch (2 psi/14 kPa) per month, the tyre, the valve, or wheel may be damaged. Consult your local dealer for an inspection.
- 🏍️ Use valve caps to keep valve cores clean, clear of debris and to help guard against air leakage.

Break-in Period

In order for your new tyre(s) to provide optimum performance, tyres should be ridden very cautiously for the first 100 miles in order for the tread surface to be "Scuffed-In" and work properly. Directly after new tyres are mounted, sudden acceleration, maximum braking and hard cornering must be avoided. This will allow the rider to adjust to the "Feel" and handling characteristics of the new tyre and for the new tyre to be "Scuffed-In" correctly in order to achieve optimum grip level.

Tyre Loading

Riding your motorcycle in an overloaded condition is dangerous. Overloading causes excessive heat to build up in your tyres. This can lead to sudden tyre failure and serious personal injury or death while the tyre is overloaded or at some later date.

Sweepa's Brush Up (Cont'd)



Safe Loading

Consult your motorcycle owner's manual for the motorcycle load limits and proper tyre inflation that applies to your motorcycle and tyres.

Never exceed the maximum load rating stamped on the tyre sidewall of your tyre or the maximum vehicle load rating, whichever is less. Before a trip, determine the total weight of luggage, equipment, and rider(s) to be added to your vehicle.

Never exceed the accessory restrictions and motorcycle load capacity found in the owner's manual, or the maximum load moulded on the sidewall of the tyre.

Pulling trailers behind your motorcycle is not recommended by Bridgestone/Firestone as trailers may contribute to motorcycle instability and overload.

Tyre Damage

Riding on damaged tyres is dangerous. A damaged tyre can suddenly fail causing serious personal injury or death. Have your tyres regularly inspected by your local dealer for damage.

Spotting Damaged Tyres

After striking anything unusual in the roadway, ask your local dealer to demount the tyre and inspect it for damage. A tyre may not have visible signs of damage on the tyre surface. Yet, the tyre may suddenly fail without warning, a day, a week, or even months later.

Inspect your tyres for cuts, cracks, splits or bruises in the tread and sidewall areas. Bumps or bulges may indicate a separation within the tyre body. Have your tyre inspected by a qualified tyre service person. It may be necessary to have it removed from the wheel for a complete inspection.

Inspect your tyres for adequate tread depth. When the tyre is worn to the built-in indicators at 1/32nd inch/(0.8 millimetres or less tread groove depth, or the tyre cord or fabric is exposed, the tyre is dangerously worn and must be replaced immediately.

Inspect your tyres for uneven wear. Wear on one side of the tread or flat spots in the tread may indicate a problem with the tyre or vehicle. Consult your local dealer.

Inspect your rims also. If you have a bent or cracked rim, it must be replaced.

Sweepa

Ride and Event Calendar 2015

Sat 2nd May	New Member Ride	9.00am	An easy ride to get acquainted
Tues 12th May	Chapter Meeting	7.00pm	Dinner and catch up at Torque/ info & prizes
Sun 17th May	Mystery Day Ride 4 Dams	9:00am	Gloria Jeans.
Wed 20th May	Girls' Night In	6.30pm	Fraser's Motorcycles Concord
Sat 6th Jun	New Member Ride	9.00am	An easy ride to get acquainted
Sat 6th Jun	Mudgee Brass Monkey	8.30am	McDonalds McGraths Hill
Sun 7th Jun	Mudgee Breakfast Ride	8.30am	Short breakfast ride then tour of wineries
Mon 8th Jun	Mudgee Return Ride	10.00am	Homeward bound
Tue 9th Jun	Chapter Meeting	7.00pm	Dinner and catch up at Torque/ info & prizes
Sat 20th Jun	Membership Renewal Day	9.00am-2.00pm	Fraser Motorcycles
Sat 27th Jun	Membership Renewal Day	9.00am-2.00pm	Fraser Motorcycles
Sat 4th July	New Member Ride	9.00am	An easy ride to get acquainted
Sun 12th July	Day Ride to Lake St Clair	9:00am	Gloria Jeans.
Tue 14th July	Chapter Meeting	7.00pm	Dinner and catch up at Torque/ info & prizes
Sun 26th Jul	Annual Pool Competition	9:00pm	Fraser Motorcycles
Sat 1st Aug	New Member Ride	9.00am	An easy ride to get acquainted
Sun 9th Aug	Day Ride to Bowral	9.00am	Gloria Jeans.
Tue 11th Aug	Chapter Meeting	7.00pm	Dinner and catch up at Torque/ info & prizes
Sat 15th Aug	Road Captains Meeting	10.00am	Fraser Motorcycles
Sun 23 Aug	Day Ride to Hunter Valley	8.30am	Gloria Jeans.

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 Gloria Jean's , 9 George Street North Strathfield unless otherwise stated. All New Members Rides leave @ 0900am from FRASER'S car park at Concord.

Changes to rides and other events may occur due to poor weather or circumstances beyond our control. In the event of any changes a message will be sent via the **NSW HOG APP** prior to rides and events. **NSW HOG APP** can be downloaded from <http://nswhog.mobapp.at/landing/Desktop#.VI-p1yuUcfU>.

Who's Who in NSW HOG

Chapter Committee



Director
Vicki Gersbach (Vicar)
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Who's Who in NSW HOG (Cont'd)

Chapter Officers (Cont'd)



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Quartermaster
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Safety Officer
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Head Road Captain
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Ladies of Harley
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Welfare Officer
Tony Bradford (Brick)
welfareofficer@nswhog.com.au

Road Captains



Head Road Captain
Roy Rogers (Trigger)



Road Captain
Don Christou (Hammer or George MacGyver)



Road Captain
Ian Smith (Smiddy)



Road Captain
Jo O'Sullivan (Little J)
Our first lady Road Captain



Road Captain
Tony Esposito (Bandito)



Road Captain
Mark Baresic (Sparkles)

Who's Who in NSW HOG (Cont'd)

Road Captains (Cont'd)



Road Captain
Stuart Hulbert
(Roundy)



Road Captain
Mark Newton
(Marcus)



Road Captain
Brook Hatherley
(Shieldsy)



Road Captain
Brad O'Connor
(Budgie)



Road Captain
Ian Alderton
(Sweepa)



Road Captain
Tony Politis
(Big T)



Road Captain
George Cozis



Road Captain
Craig Pollard
(Pasha)



Road Captain
Rob Carlson
(Robbo)

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

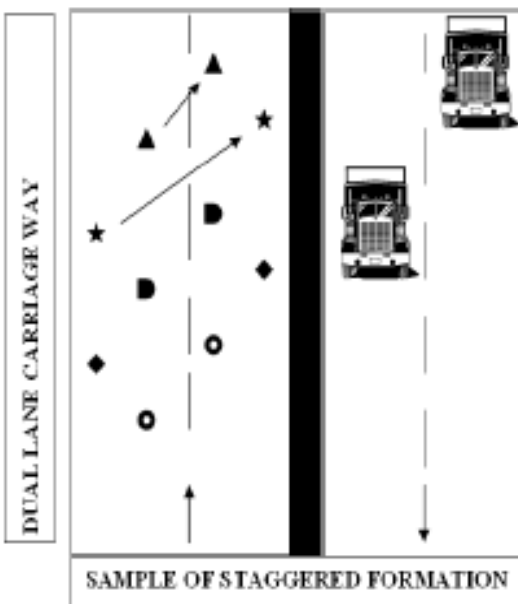
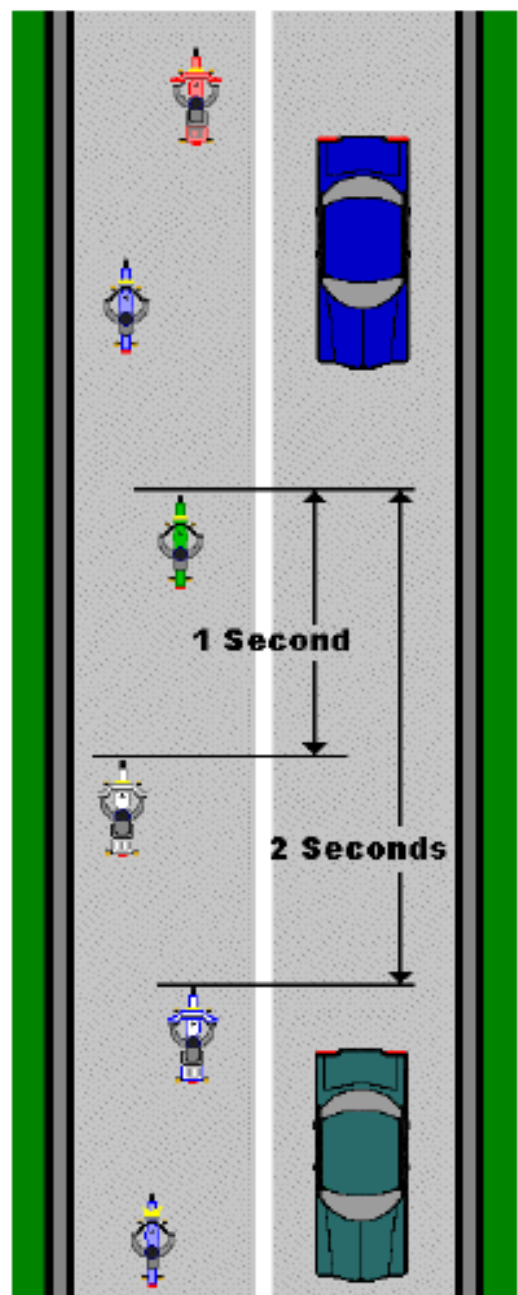
15. Novices or riders new to the group should ride towards the back until they are comfortable

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