

## **Harley Owners Group (HOG) Ride - July 1, 2017**

### **NMR Ride – Saturday July 1, 2017**

#### **Monthly New Members Ride**

This ride will take us to the Luddenham Cafe on The Northern Road at Luddenham. As usual, our route is not the direct route but the more scenic route going via Wallgrove, Erskine Park, Mamre and Badgery's Creek roads.

Today, in conjunction with the New Members Ride there is a 100<sup>th</sup> year celebration of Harley-Davidsons being sold in Australia. After the ride we are all invited back to our sponsoring dealers premises (Fraser's) for a BBQ lunch and celebrations. Fraser's will also be offering 15% discount in store (excepting motorcycles).

The New Members Ride is a monthly ride where members both old and new can get acquainted participating in an easy ride. This monthly ride is well patronised by older members, however, because it is a fun way to catch up with ride buddies and squeeze in a Saturday morning ride. Sometimes we don't even have any new members to meet. Perhaps it should just be called the Members Ride because some thought it was only for new members.

*This newsletter contains images taken on the day of the ride as well as downloaded images, mostly from Google Images.*



Image 1 – As usual for the new members ride, we meet at our sponsoring dealers (Fraser's) premises on Parramatta road, Concord. It's always fun to check out the new bikes on show while we are there.

Here we see members rolling up with faces familiar and unfamiliar.

This time our newsletter is a 4-way story combining the ride, [information about the 100<sup>th</sup> anniversary of Harley-Davidson in Australia](#), and [information about American Motorcycles from about 100 years ago](#). [Mention will also be made on future models of Harley-Davidson motorcycles.](#)

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For most people, the term "American Motorcycle" means either Indian or Harley-Davidson.

But in the early years of motorcycling, during those 3 decades preceding the great depression of the 1930's, more than **300** American motorcycle manufacturers were represented in the market. Names such as Henderson, Thor, Excelsior, Ace, Cleveland, Iver-Johnson, Sears, Pope, Waverly, Reading-Standard, Dayton, Yale, New Era, Pierce, Deluxe, Emblem, and Minneapolis were all familiar to American riders.

Some of these manufacturers had only a brief lifespan for a year or two, and several made fewer than a dozen machines. Others lasted a decade or more, but only Indian and Harley-Davidson made it past the Great Depression. But that period prior to WW1 was the pioneer era for motorcycles bringing new concepts in design, engineering, style and manufacturing. The industrial revolution was in full stride.

It was the manufacturing and marketing acumen of Henry Ford that put the brakes on all this with the advent of mass production, putting the automobile industry into new heights. For the first time automobiles were as affordable as motorcycles. Due to this, only a handful of motorcycle builders remained in the 1930's.

Although most of the work of these historical motorcycle manufacturers has disappeared from public view around 100 years ago, their craft still survives and endures.

Let's check out some classics!!!



Image 2 – Ace (1920 – 1927).

Ace 1920 model, inline 4 cylinder motor 1262 cc. Many collectors reckon this Ace was the best inline 4 cylinder ever built. Fastest motorcycle in the world in its day running just shy of 130 mph! You will notice from this and following images of early motorcycles that front brakes were non-existent.



Image 3 – Attached to the dealership is a restaurant which happily caters to our group. It's the middle of winter with early morning temperatures of 5°C so hot coffees are a popular choice.





Image 4 – Celebrating 100 years of Harley-Davidson in Australia is Bill Davidson, great-grandson of the co-founder of Harley-Davidson seen here with a 1917 model Harley-Davidson in original condition. The location is the Morgan & Wacker dealership in Newstead, Queensland which was originally established in Brisbane in 1917. It was the first Harley-Davidson dealership in Australia and the first Harley-Davidson dealership outside the US.



Image 5 – HOG members bikes lined up in front of the restaurant, with mine second from front. No two bikes will be the same because of the many different models of Harleys and because of the individual customization of each bike. Part of the fun of owning a Harley is customizing it to your own taste. All the bits and pieces you want to change are available from Harley-Davidson in their extensive parts catalogue.



Image 6 – **Cleveland (1902 – 1905 & 1915 – 1929).**

Cleveland 1926 model, inline side-valve 4 cylinder motor 750 cc. Originally designed for shaft drive, the projected costs forced a switch to chain drive.





Image 7 – As usual, lets meet some HOG members. This is Jo with her 2017 1200 Custom Sportster, her first Harley.





Image 8 – And this is Sandy also with a 1200 Custom Sportster, her second Harley. Sandy has been riding for around 20 years and just loves her “Sporty”.



Image 9 – The Morgan & Wacker dealership at 54 Ross Street, Newstead in Queensland.

Morgan & Wacker are proud to be the oldest motorcycle dealership in Australia, established in 1917. They are also the world's oldest Harley-Davidson dealership outside the USA.



Image 10 – This is Joe, a riding friend of mine with his 1997 BMW 1200 cruiser. He just came along to see for himself the fun and comradery we have on our HOG rides. He was suitably impressed. He might have to do something about that bike though!!



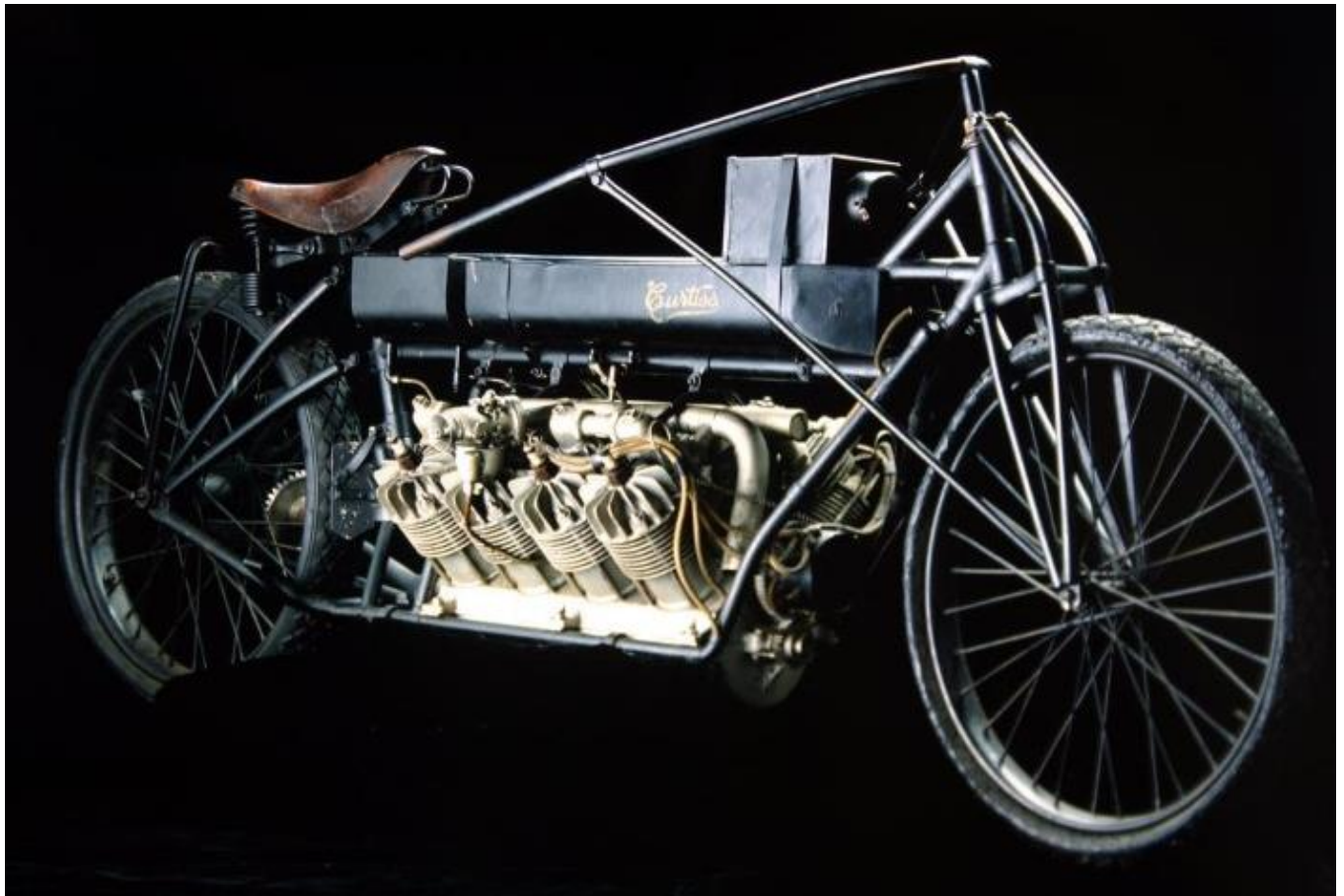


Image 11 – Curtiss (1901 – 1913).

Curtiss had built the first V-twin on the American market in 1903. Here we see the 1907, 4000 cc Curtiss V-8 with direct shaft drive (this engine was originally intended for aviation projects). It recorded a top speed of 136 mph! A carburettor on each side fed the banks of cylinders.

The fertile period of experimentation and innovation prior to World War 1 was the pioneer era for motorcycles bringing new concepts in design, engineering, style and manufacturing.



Image 12 – Now let's meet Jungle George with his 2016 Fat Boy model. Jungle has been riding for about 30 years and this is his 3<sup>rd</sup> Harley. He has been a HOG member for 20 years but often cannot attend HOG rides due other weekend commitments in his employment as a Harley chauffeur. This involves giving overseas tourists a Harley experience. Why not combine business with pleasure?!



Image 13 – Bill Davidson on his recent visit to Australia. He commented “the spirit of the riding community is just as strong here as it is in the US”.





Image 14 – This time we meet Sylvio with his 2015 Street Glide Special, his 3<sup>rd</sup> Harley. Sylvio has been riding on and off since a teenager and has been a HOG member for 7 years.



Image 15 – Excelsior (1908 – 1931).

1930 Excelsior Super-X V-twin 750 cc. Excelsior was third of the big three in the teens and twenties. Indian and Harley-Davidson were the other two major players, and would become the only survivors of the Great Depression. The effects of the Great Depression put Excelsior out of business in 1931.



Image 16 – It's nice to see Vicky reunited with her Sportster after it was damaged on a HOG ride on Anzac Day. She hit a diesel spill and went down hard but continued on that ride as pillion on Chop's bike (her partner). Both she and the bike are now 100%!





Image 17 – This is Wayne with his very nice 1995 Softail, his 3<sup>rd</sup> Harley. He still has his old Shovel at home (a Shovelhead is a Harley from 1966 – 1984) and has been riding his whole life.



Image 18 – Bill Davidson in front of the Harley-Davidson Museum in Milwaukee, Wisconsin of which he is the Vice President.

In May of 2017 he took part in a 2,500 km ride from Brisbane to Melbourne in celebrating 100 years of Harley-Davidson in Australia, visiting Harley-Davidson dealerships along the way. Harley-Davidson partnered with the Cure Brain Cancer Foundation for this ride and at the end of the ride donated \$ 100,000 to this foundation to help fund further research.



Image 19 – The Road Captains are gathering for our imminent pre-ride briefing. It's a nice turnout with 63 bikes & riders + 7 pillions. The more the merrier!





Image 20 – Henderson (1912 – 1931).

1913 Henderson Four, inline 4 cylinder 965 cc. This bike set the standards for length and motoring excellence, the 2-wheeled version of a touring car! The motor started car-style with a crank. Henderson's place in 2-wheeled history was assured in 1913 as the first bike to circumnavigate the planet. With the advent of WW1 the costs of materials and production were rising while local sales were dropping, this being offset somewhat by large orders from Italy which could no longer get British or German machines because of the war. Henry Ford himself bought a Henderson and even asked for a discount which was refused! The Great Depression also put Henderson out of play in 1931.

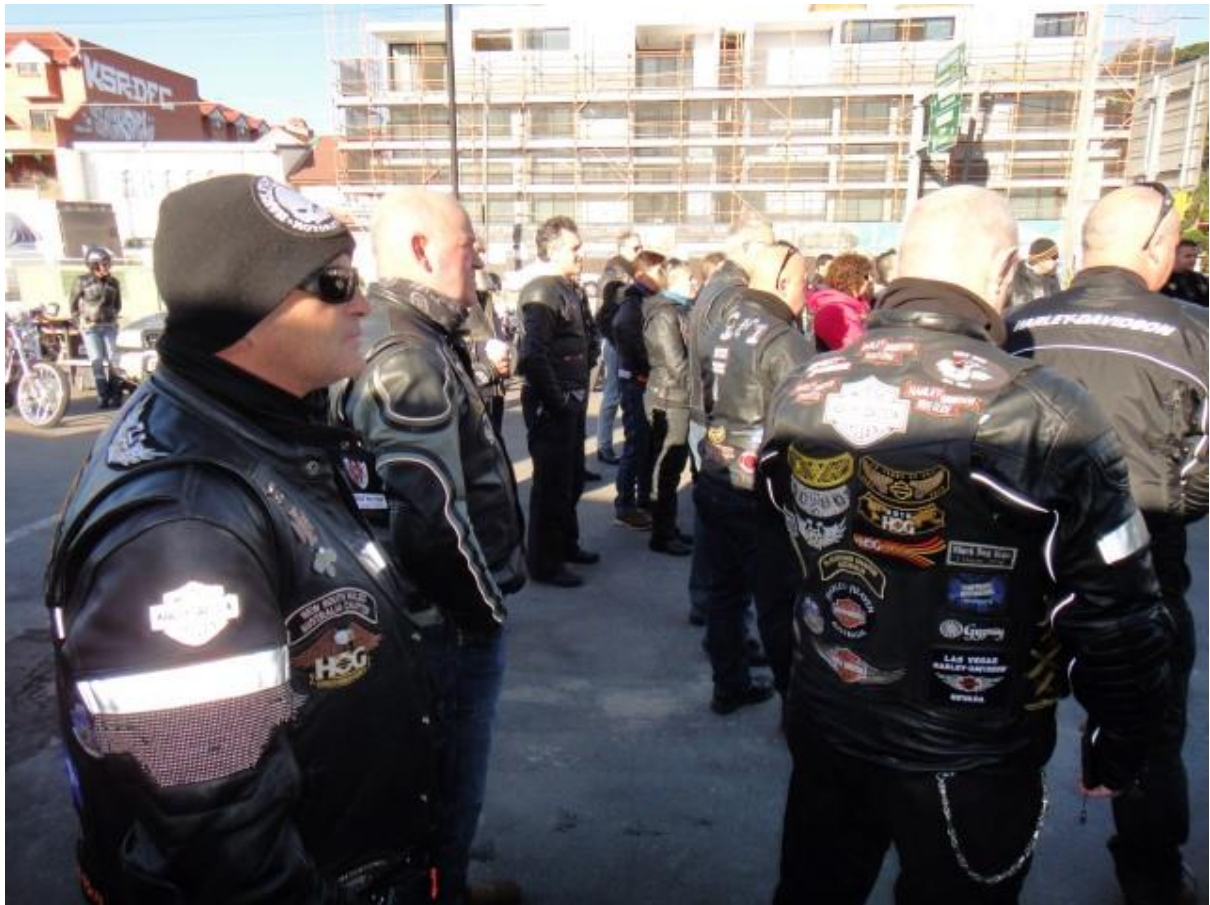


Image 21 – Members listen to instructions given by the Lead Road Captain. A pre-ride briefing is essential to manage a large group of riders so that we all ride in one cohesive group. That's Bones (Mick) at left in foreground taking it all in.



Image 22 – Part of the festivities at Morgan & Wacker.

During the 100 year celebrations, Harley-Davidson made a global announcement that 100 new models will be released in the next ten years including a range of electric bikes.

Harley's move to electric-powered motorcycles is further evidence that the brand has moved well beyond its traditional customer base. The strategy is to diversify its range and appeal to offset its shrinking customer base.





Image 23 – That's Knock-Knock (Hugh) our Lead Road Captain for the day (holding page) giving the briefing.



Image 24 – Iver Johnson (1907 – 1916).

1915 Iver Johnson side-valve V-twin 1020 cc. Iver Johnson built bicycles for 23 years before embarking into motorcycle manufacture. This V-twin is a wonderful example of engineering, design and construction, the engine a handsome piece of craftwork. In 1916 the market for weapons proved more lucrative and Iver Johnson turned its attention to the manufacture of firearms and tools.



Image 25 – The prototype Harley-Davidson “Livewire” electric bike. At a glance this bike looks like a conventional bike and has many Harley style cues such as wheels, bars and grips. This prototype built a few years ago isn’t the only electric bike the company has in the works, electric bikes will be a big part of Harley-Davidsons future.





Image 26 – Its 9 am and time to go! It's a pity you can't get the sound effects from this photo. Its music to my ears!!



Image 27 – Another view of the Harley-Davidson Livewire electric bike.

While an electric Harley won't have the signature engine sound of its combustion-powered bikes, the company has engineered into its powertrain some uniqueness that gives it a sound that will be uniquely Harley-Davidson. This sound has been likened to that of a jet engine.



Image 28 – We arrive at our first destination, the Luddenham Café on the Northern Road. When heading west out of Sydney it doesn't take long to hit rural areas with very little traffic adding to the pleasure of the ride. Our route via Wallgrove, Erskine Park, Mamre and Badgery's Creek Roads added up to 61 kms to arrive here.

We see that the café is attached to a service station.



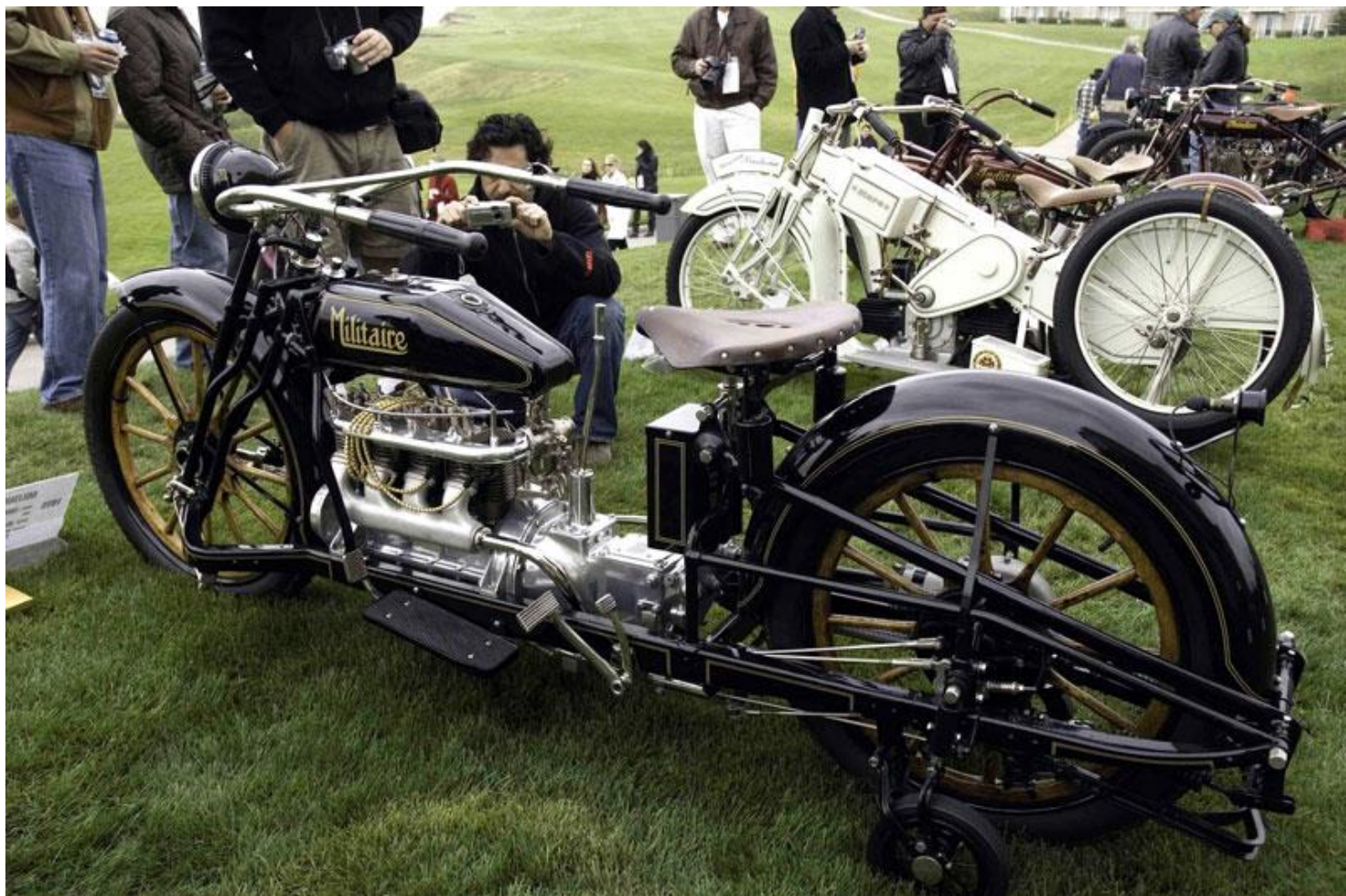


Image 29 – Militaire (1911 – 1922).

1915 Militaire inline 4 cylinder shaft drive 1435 cc. This was something completely different, departing sharply from conventional forms in design and construction, basically conceived as a 2-wheeled car! The gearshift lever rose directly from the 3-speed transmission. As a motorcycle/automobile it was better than neither. Note the retractable outrigger wheels at the rear and the wooden wheels. It proved to be too long and heavy for a motorcycle and too unstable for a car. Low-speed agility was mostly absent. Many of these motorcycles were returned for repairs, and the company would eventually fold in 1922 under the burden of warranty work and poor development.



Image 30 – Front view of the Harley-Davidson Livewire electric prototype bike. As you can see there is no clutch lever as there is no clutch. An electric bike also has no gearbox so you cannot stall it. Power is available instantaneously just by twisting the throttle.





Image 31 – While at the café we have time to meet more HOGS. This time we meet Dee (Deanne), a familiar face on the HOG rides. Her bike is a 2012 883 Sportster, her first Harley, she has been riding for 7 years and has been a HOG member for 2 ½ years. .





Image 32 – Minneapolis (1908 – 1914).

1911 Minneapolis Tri-car single cylinder 591 cc. Motorcycles figured strongly as service vehicles in the early days with many used for light deliveries, postal or police work. Production ceased in 1914.



Image 33 – The instrumentation of the Livewire consists of a digital touch screen.



Image 34 – This is Jonno (John) with partner Suzy beside their 2013 anniversary Fat Boy (Harley-Davidson began in 1903 so it's a 110<sup>th</sup> anniversary model). Jonno has been riding his whole life but this is his first Harley and has been a HOG member since 2013.





Image 35 – **Neracar (1920 – 1927).**

1923 Neracar 2-stroke single cylinder 221 cc. By most motorcycle standards, the Neracar was a genuine oddball. With its monocoque chassis, hub center steering and transverse-mount 2-stroke single amidships. It was also produced under license in England. Production ceased in 1924 at Syracuse and in 1927 in Sheffield England.



Image 36 – There's Chop and Vicky (mentioned in image 16), regulars on HOG rides. They are also both Road Captains.





Image 37 – **Reading-Standard (1903 – 1922).**

1909 Reading-Standard V-twin 722 cc. The final version in 1922 had a 1180 cc V-twin but was no match for the Indians and Harleys of the day.





Image 38 – Inside the café we see Sylvia at the end of the queue behind fellow Hoggies. It's a nice café with plenty of stuff to choose from.



Image 39 – Greg (at right) comes to greet me after meeting him on previous rides. We are a very sociable lot!



Image 40 – Yale (1902 – 1915).

1913 Yale V-twin 2-speed 998 cc. Yale was a major player in the first decade of American motorcycling. The Yale V-twin was distinguished by the all-horizontal cooling fins, and the muffler at the front leading edge of the engine. By the end of 1915 the market for war materials looked more promising than that for motorcycles and Yale suspended production.





Image 41 – And in the carpark we check out some members bikes. This one is very interesting as it has been highly customized to mimic the bike in the 1969 movie “Easy Rider”. If you have never heard of this movie, then you are not into bikes!



Image 42 – Thor (1902 – 1917).

This 1916 model V-twin represents the pinnacle of the brand as they were constantly upgraded and improved over time. It's a gorgeous bike. Named after the Norse God of Thunder, the Thor's nameplate features a lightning bolt.



Image 43 – This is the bike from the movie “Easy Rider”, dubbed “Captain America”. Loved the movie and love this bike.





Image 44 – **Merkel (1902 – 1915).**

Here we see the 1912 Flying Merkel Twin 1,000 cc motorcycle. The ads for this bike read “If it passes you it’s a Flying Merkel”! Merkel was the least conservative of the pioneer motorcycle companies. They tried more engineering innovations than most and took more chances but a contracting market left them, and so many others, in the historical heyday of motorcycling.



Image 45 – Time to move on again and naturally a briefing is required so everyone knows what's going on. This time our HOG ride doesn't end here because we are all invited back to Frasers for a BBQ celebrating 100 years of Harley-Davidson in Australia. We opt for the scenic route back, not the direct route via the M4.



Image 46 – **Cyclone (1913 – 1916).**

A 1915 Cyclone V-twin capable of 111 mph in 1915. Cyclone is famous for its exotic 1,000 cc overhead camshaft V-twins.





Image 47 – HOG members listening to the Lead Road Captain’s instructions for our ride back to Frasers. From right to left in the foreground is Hazza, Jono, Jungle George, Gary, Travis and Wayne.



Image 48 – Pierce (1909 – 1913).

This 1910 Pierce Four was the first American 4-cylinder motorcycle. A distinctive aspect of the Pierce was the use of the frame tubes to carry fuel and oil. The tubes were 3 ½ inch 18-gauge steel copper plated on the inside. The upper and rear frame tubes held gasoline, while the front downtube held oil. The ads of the day read “Pierce motorcycles are not made to compete in price but to surpass in quality. It is a deluxe motorcycle for discriminating riders”.





Image 49 – Another view of Hoggies taking in final instructions for the ride home.





Image 50 – We leave the café/service station in one happy group. It's fantastic being in a swarm of Harleys!



Image 51 – Pope (1911 – 1918).

The 1918 Pope L-18 1,000 cc V-twin offered many advanced features, most notable being an innovative rear suspension at a time when most motorcycles had no rear suspension at all. Pope Manufacturing Company turned to war production in 1918, and its motorcycle business ended with this 1918 L-18.



Image 52 – Our first interruption on the way home is a red light at a set of traffic lights and up to this point it was all rural. By now it's warmed up to a cosy 15°C and if you are dressed right, you are not a bit cold.





Image 53 – **Marvel (1910 – 1913).**

This is the 1911, 500 cc Marvel Single, advertised as having “more power than most twins”, and “guaranteed to climb a hill steeper than any other”. Like the Pierce mentioned above, it too had large frame tubes employed as fuel and oil containers.



Image 54 – The closer we get to home, the more traffic there is but who's complaining when you are out on your bike!



Image 55 – Autoped (1915 – 1921).

This is the true ancestor of the modern motor scooter. The control bar housing the acceleration and brake controls folded flat for stowage. The engine was a 155 cc 4-stroke single. Built for New York City commuters as a creative solution to the street congestion, it soon became the choice vehicle for groups of rowdy youth terrorizing the boroughs of Brooklyn, Queens, and even Manhattan.



Image 56 – We added another 76 km from the café to get back to Frasers. It looks like the BBQ is already in progress.





Image 57 – **Emblem (1907 – 1925).**

Emblem introduced a 1255 cc V-twin in 1913 with a guaranteed top speed of 70 mph (113 km/hr).



Image 58 – HOG members enjoying their BBQ lunch. That’s Craig at right with the hotdog.



Image 59 – Time to meet one more Hoggie, this time it's Gary beside his Fraser loan bike, a 2017 Sportster. His 2003 Heritage Softail model is in for a service which is his first Harley. He also joined the HOGS in 2003 and has been riding on and off his whole life.





Image 60 – Part of the fun is checking out each other's bike and here I sit on Bollard's (Dave) 2017 CVO Ultra model. It's got all the bells and whistles and then some!



Image 61 – Let's take another look at a 1917 Harley-Davidson as seen above in Image 4 with Bill Davidson. 1917 saw the end of the famous grey paint on Harleys with the introduction of olive green due to military contracts with the US Army for WW1. Civilian versions had a polished olive green with a dark green pinstripe. This new colour would become the standard colour for all Harley models until 1932.



Image 62 – As part of the celebrations, Fraser is offering 15% off clothing and accessories. Their showroom full of brand new Harleys is always nice to browse in.



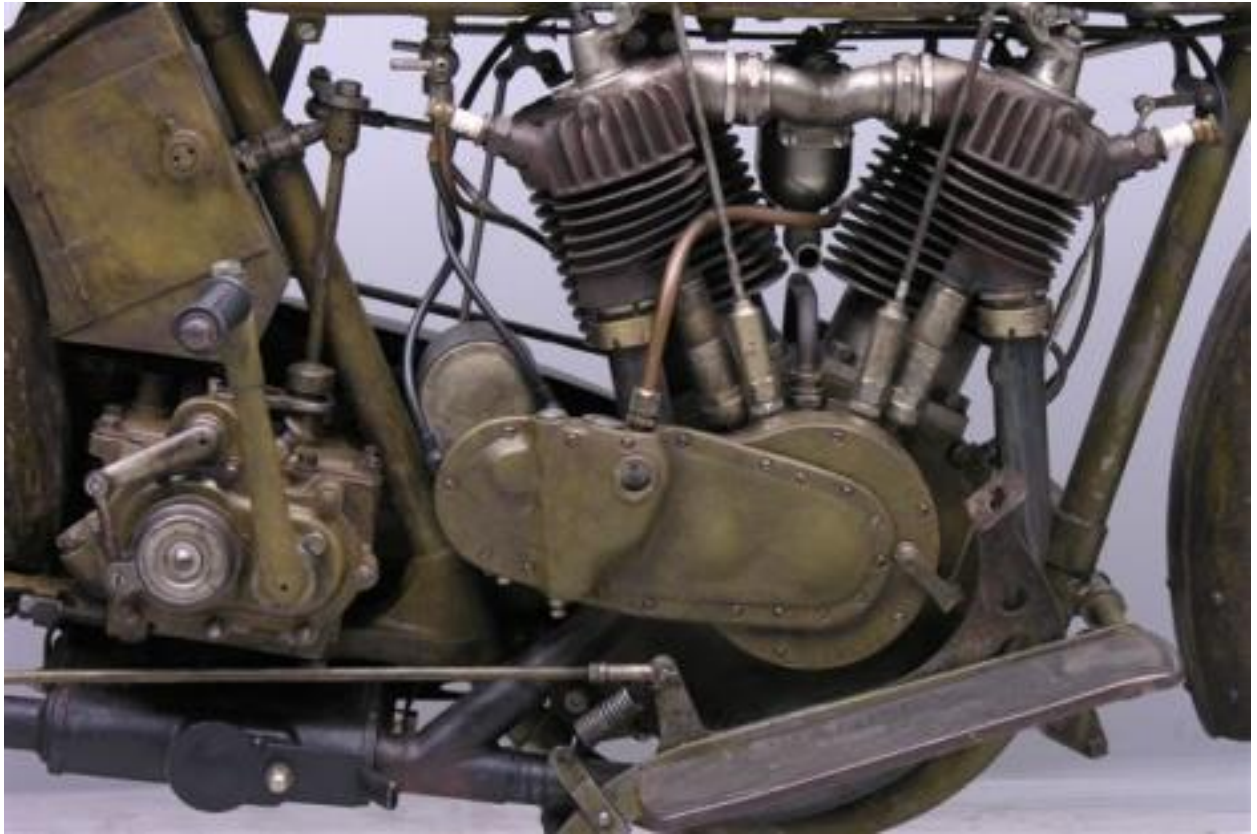


Image 63 – The engine of the 1917 Harley-Davidson. It's a V-twin 4-stroke of 1,000 cc capacity. It has a 3-speed gearbox.



Image 64 – Here we see some Hoggies checking out the sale, and from left is Wendy, Vicky, Bear (Chris) and Miss Lizzy (Elizabeth).

Hey, I can't get over that 1907 Curtiss V8 motorcycle from Image 11. It has a very flimsy looking frame and what about those handlebars? Note also that it had no front brakes so stopping it would have been a real challenge. And those early bikes are poetry in steel don't you think?