
Harley Owners Group (HOG) – New South Wales Chapter
HOGS – The Official riding club of Harley-Davidson – Established 1983

Dinner / Night Ride
Saturday 28 December, 2019



Our sponsoring dealer is located at 153 – 165 Parramatta Road, Concord NSW 2137

Tonight our Chapter is doing a Dinner / Night Ride, meeting from 6.00pm at the Rosehill Bowling Club. We will have dinner there and depart at 8.00pm for a ride to Palm Beach some 50 km away. The emphasis for the ride tonight is “no stress”, just an easy ride without rushing, enjoying the company and the fact that there will be noticeably less traffic about due to the Christmas holidays with many Sydneysiders out of town. The one concern in all our minds at present is the current bushfire situation in many parts of Australia with fires not very far from us. There is a smoke haze enveloping most parts of Sydney with air quality not the best and ash dust is settling on everything. This situation will not improve in the near future with no rain prediction on the horizon. Temperatures were in the mid 30’s Celsius today but will be much cooler for the night ride with predictions of 25°C (77°F) at 7.00 pm and 23°C (73°F) around midnight.

After the ride Blog, read on for a feature article on the Henderson KJ Streamline motorcycle!

This newsletter contains 38 images taken on the ride as well 8 downloaded images (as marked).



Image 1 – Our dinner venue offered easy parking right at the door. That’s Hammer (Don) our Chapter Director standing near the entrance.

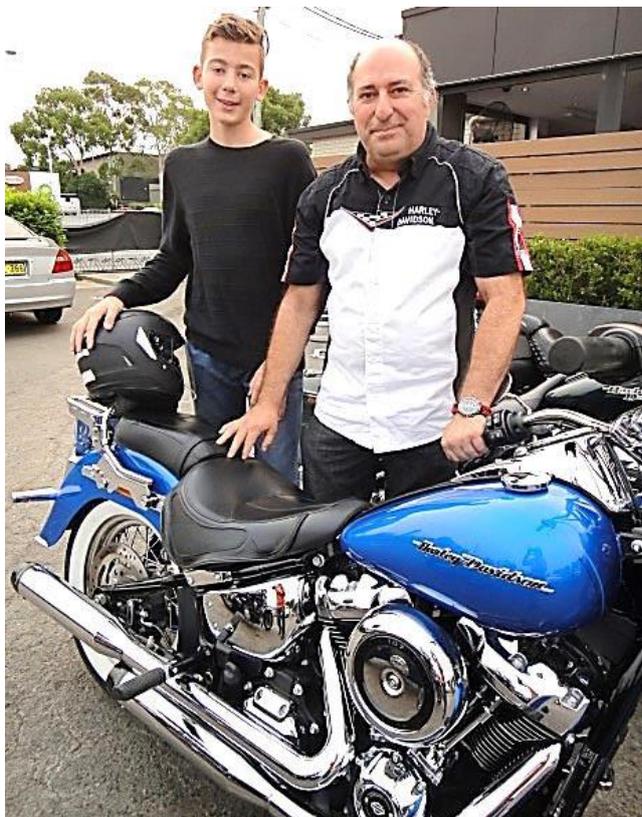


Image 2 – Let’s meet some Hoggies before dinner! This is Emmanuel with his son Chris next to their 2018 Harley-Davidson Deluxe model.



Image 3 – Now we meet biker brothers Steve (at left) and Paul with their Harley-Davidsons.



Image 4 – Regulars on HOG rides are Johnny with wife Helen.



Image 5 – Here we see at right Woz on his 2016 Harley-Davidson Fat Boy with his son Connor on his new 659 Ducati Monster. Connor is still a learner rider and hopes to one day have his own Harley.



Image 6 – This is Yogi (Rob) with his brand new Harley-Davidson CVO Street Glide with the gargantuan 117 ci motor (1923 cc), purchased from Frasers of course!



Image 7 – HOG member and learner rider Tracey has recently upgraded her bike from a Yamaha Virago 250 cc to this Yamaha V-Star 650 cc. Tracey is not really a learner because in her past she raced Motocross bikes in New Zealand for 4 years, and she was always going to outgrow the Virago in no time. She just has to go through the formalities to get her riders license.



Image 8 – Check out Mark's bike, a 2003, 100-year anniversary Harley-Davidson Road King. It still looks brand new because Hoggies really love their bikes and take great care of them!



Image 9 – This is Lindsay with his 2016 Harley-Davidson V-Rod Muscle. I think it's the loudest bike here today due to its aftermarket Akrapovic brand exhaust system but none of us are complaining!



Image 10 – The aforementioned Akrapovic exhaust system on Lindsay's bike. Lindsay could be riding behind you and you would know exactly where he is, without looking at your mirrors. Cool!



Image 11 – I always like the look of a line-up of Harley-Davidson motorcycles. That's poetry on wheels!



Image 12 – Joining us today for dinner is Tracey's family as seen from left, father David, son Lucais, mother Diane and then Tracey. Our HOG Chapter is very family orientated and we just love to see all the family members being involved.



Image 13 – We previously met biker brothers Steve and Paul at Image 3. It's good to see brothers getting along so well.



Image 14 – Still on the family theme, here we see Dick (at right) with his son James and James’ fiancé Nenwah. Dick and James have their own Harleys while Nenwah rides pillion with James.

Biker Road Names:

Part of the motorcycle culture is the use of a Road Name. You may have noticed me using them in my blogs followed by the rider’s birth name in brackets. Not all bikers have a Road Name. Some biker clubs make it a point that YOU don’t get to decide your Road Name and it should be bestowed by your biker brothers. It should be something that you earn and it’s something the club gives you. (Hoggies allow members to choose their own Road Name, or have one bestowed, or have none.) The Road Name should have a meaning to the club and its members and should bring history and colour to their stories. So it’s a reminder of an event or trait that was meaningful whether funny, serious or otherwise. So the Road Name becomes a moniker you can’t escape.

So it is that Road Names have been unofficially bestowed upon James and Nenwah. This derives from a past HOG ride incident where James unfortunately dropped his bike with Nenwah as pillion whilst negotiating some hairpin bends. Luckily their injuries were not serious. So James’ new moniker is “Hairpin” and Nenwah’s is “Rat” (for getting off that bike quicker than a rat off a sinking ship!). Quite logical really! Sources for this information remain confidential!



Image 15 – We settle at our table in the club prior to ordering our dinner. The banter amongst us is very sociable and fun.



Image 16 – Before long we are all enjoying our dinner and looking forward to the ride together.



Image 17 – At the end of the table we see Emmanuel with son Chris, previously seen in Image 2.



Image 18 – Its 7.30 pm, time for the Raffle draw. As part of clever Chapter management, Chapter Income is carefully planned and scrutinized. A part of this income is from raffles which are a fun way for members to donate and participate. Here we see Fifi drawing the winning ticket from the bucket for today's prize of \$40 cash or a \$50 Bunnings voucher. The raffle today raised \$205.00. That's clever!



Image 19 – Before we set off on the ride, all participants need to sign the attendance / indemnity book. Here we see Lindsay adding his name.

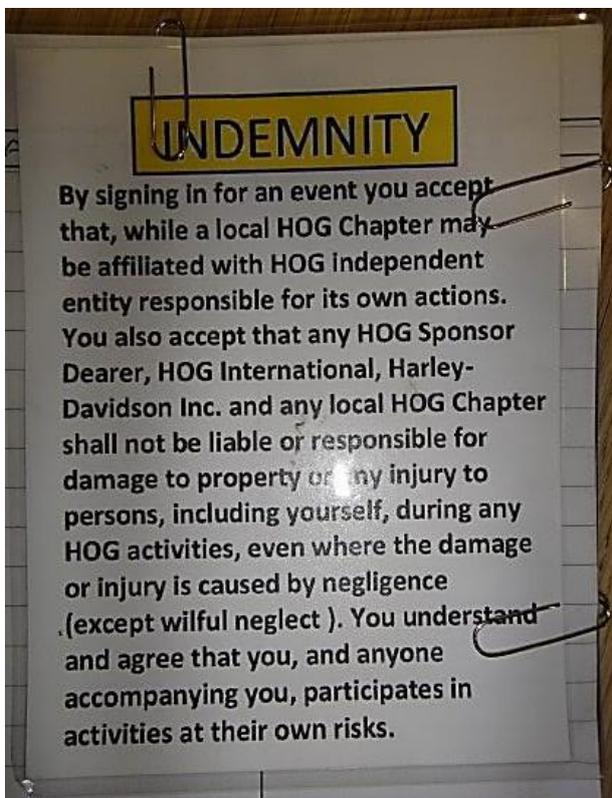


Image 20 – In case you were wondering what we are signing for, here is the Indemnity article.



Image 21 – After a good feed we are ready to ride! And of course we don't just jump on our bikes and go, we all need to listen to the Lead Road Captain who will inform us on all aspects on today's ride. This will include route, role of Road Captains, safety considerations, and time allocations.



Image 22 – Its 7.50 pm and our Lead Road Captain for tonight's ride, Lozza (Lawrence) is seen here giving the ride particulars and protocols. Lozza also reminded us all to ride a bit slower tonight to allow Connor on his Ducati 659 Monster to keep up!!!

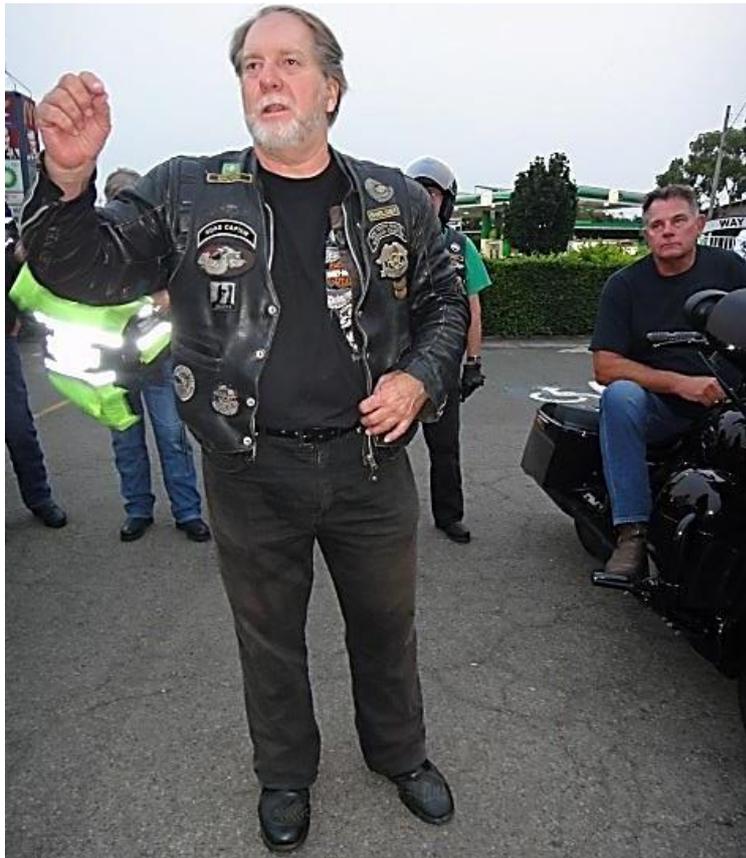


Image 23 – Also assisting with the pre-ride briefing is Road Captain Shieldsy (Brook) covering safety issues. He is also riding Shotgun tonight.



Image 24 – As usual, we depart right on schedule and for tonight that's 8.00 pm. There are 22 bikes in our group tonight, nice!



Image 25 – The sun is quickly setting as we head out towards Palm Beach. To my left is Tracey on her Yamaha V-Star 650cc bike and just ahead is Connor on his Ducati 659 Monster bike, both on their L's.



Image 26 – At a red traffic light I get a chance to take a photo of Tracey enjoying her ride.



Image 27 – By 8.30 pm the sun has well and truly set giving a whole different perspective to the ride.



Image 28 – At around 9.10 pm we arrive at Palm Beach having ridden 52 kms from the club. We go straight to the recreational reserve along this access road to the very north end of Palm Beach away from the residential part. There is no street lighting here so the lights of our bikes illuminate the way for us. We stop here by the ocean for about 20 minutes to enjoy the smell of the fresh salty air.



Image 29 –
The view
from where
we are
parked!
Between us
and those
lights of the
Palm Beach
residential
area is the
ocean and we
feel a slight
sea breeze.
It's now
about 23°C
(73°F), quite
nice actually.



Image 30 – At
9.30 pm we
depart Palm
Beach and
then go to
Warriewood
Maccas
(McDonalds
restaurant)
just 15 km
from here. All
of a sudden
the whole
area comes
to life as we
start our
engines and
our lights
illuminate the
road around
us.



Image 31 – As I mentioned earlier, the traffic is considerably less than normal due to Sydneysiders being out of town for the Christmas holidays. Here we are approaching Warriewood Maccas located just to the right of the next traffic light.



Image 32 – The familiar golden arches of Maccas greet us as we enter the carpark.



Image 33 –
Warriewood
Maccas at night. It
too was pretty
quiet tonight so
they would have
welcomed our
patronage.



Image 34 – We go
to Maccas because
they are
convenient and
have nice areas for
us to gather in. It's
comfy.



Image 35 – Hoggies obviously enjoying the camaraderie and a snack.



Image 36 – Here we meet HOG Life Member Dave with partner Lianne. Their ride is a 2015 Harley-Davidson Ultra.



Image 37 – I'm in the carpark and all of a sudden these coppers approach me responding to a call about some scary bikers. I say I didn't see any because we Hoggies are anything but scary! Anyhow, they just wanted to know what's going on, where we went and where we are going etc, just doing their job. I then said there was nothing to worry about as we Hoggies are law-abiding responsible riders who always look out for each other! And then I said "hey, a photo for my blog!" and got this image. Anyhow, they continued to observe us from a distance and even followed us for a short while when we left. I reckon they just wanted to check out our bikes!

So about 10 minutes later we head for home sticking to our schedule but there is one more stop along the way, this being Maccas at North Ryde about 30 kms from here where we will regroup before heading home individually.



Image 38 – At the end of our group ride at North Ryde Maccas I stand with our Chapter Director Hammer to my left thinking “that was fun”! There we all bid each other goodnight at around 11.30 pm and made our own way home.

This was a fun night ride which was enjoyed by all in attendance. It was an “easy ride” with “no stress”, “no rush”, “and just good company” as promised. And all completed within a 6 hour time frame. That’s what I call quality time!

Now for the feature article on the Henderson KJ Streamline motorcycle.

Henderson was an American manufacturer of four-cylinder motorcycles from 1912 until 1931. They were the largest and fastest motorcycles of their time and were very popular with Police departments for traffic patrols. They were smooth, fast and elegant machines featuring longitudinally mounted four-stroke, four-cylinder air cooled engines. In the first decades of the 20th century, Henderson was one of the big brands on the American scene manufacturing in Detroit, Michigan.

Arguably their most interesting motorcycle is the KJ Streamline model, an art deco inspired cruiser manufactured from 1929 to 1931.



Image 39 (Downloaded) – The Henderson KJ Streamline motorcycle. Produced during the heights of the Art Deco era (1920's & 1930's), it features soft curves and streamlined aerodynamic forms not then a design consideration on production motorcycles. It is now considered a piece of rolling art and a stunningly beautiful piece of motorcycle history. Note the ventilation grille to serve the air-cooled engine.



Image 40 (Downloaded) – Enclosed bodywork was virtually unknown on production two-wheelers at this time. The wheels are completely hidden beneath the streamlined and enclosed fenders. The fairings are also integrated into the front fenders ahead of the large floorboards to shield the rider's legs from the elements. Wind protection is further enhanced by a curved windscreen mounted on top of the instrument panel.



Image 41 (Downloaded) – Sensuous steel! The level of detail on this bike is dazzling!

The brainchild of a Mr. Orley Ray Courtney who made his living shaping sheet metal, he brought his considerable skills to bear in producing this bike.



Image 42 (Downloaded) – Even the dashboard layout is out of the ordinary for a motorcycle.



Image 43 (Downloaded) – This unique bike is definitely a dramatic piece of rolling sculpture. The smoothly flowing lines and complex compound curves of the sheet metal would have posed considerable production challenges. The hand-formed bodywork was very labour intensive.



Image 44 (Downloaded) – The engine is a longitudinally mounted air-cooled, 1300 cc, four-cylinder, four-stroke capable of 100 mph (160 km/hr) which was remarkable for that era.



Image 45 (Downloaded) – The massive, well-sculptured tan leather solo seat looks luxuriously comfortable. The seat was set as low as possible onto the bike frame. Unfortunately this prototype bike was not to be the beginning of a long production series. It was a complex, futuristic and highly unorthodox motorcycle body design inherently expensive to manufacture and at the top end of the market. Its timing during the height of the Great Depression meant that there would not be much demand for expensive motorcycles. In 1931, Henderson management believed the Great Depression would go on for many more years and decided to pull the plug and close down the business.



Image 46 (Downloaded) – The Henderson KJ Streamline is unmistakably a very unique motorcycle!

Ride Safe,

Sergio Editor / Historian NSW Chapter.