

YORK TORQUE



Cape York HOG Club

The Official Publication of Queensland's
Most Northerly Chapter

March
April
edition

RECOVER THE FLAG PROJECT.
KURRIMINE BEACH 23rd MARCH.
SUPPORT THIS "DECISIVE" CAUSE



TALL TALES FROM CAIRNS, THE TABLELAND AND ALL OVER THE PLACE

COMMITTEE MEMBERS

2012



2013

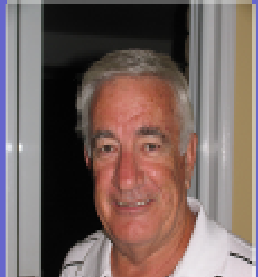


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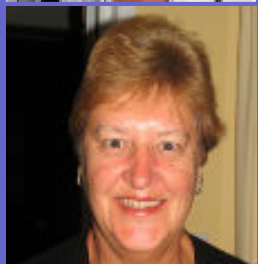


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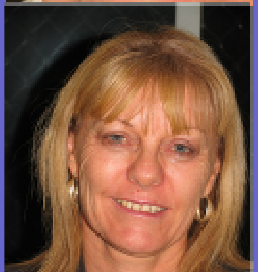


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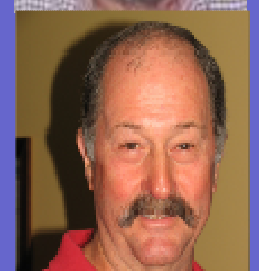
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Road Captains in 2012/13

Felix Acha

Mal Blythe

Bully Bolen

Blue Scanlan

Stephen Tobias

Mike Willmott

& Liz Wass





From the editor



It must be that time of year. All the activity prior to the end of 2012 in both the organizing of and participation in, familial 'Christmas' & New Years festivity-ing is now just a dim memory, with only a few bulging wastelines to remind us of the passing of the season.

But the best is yet to come. In this edition, we alert members to a plethora of club activities and outings; Liz's forthcoming Pub Crawl on 10th March. And of course with our official departure from Innisfail then you may be assured of fine weather. 'NoWay' of course has kindly arranged for a police escort for the official part of the days' excursion. Activities have been arranged at Innot Hot Springs with both Ladies, and Gents Ironman competitions, thereafter departing for lunch at the Peeramon Pub, where upon cessation of that days' ride, members are at liberty to make their own way home, unofficially of course, as the police escort will be returning via the Palmerston Hwy. As such, you're on your own, but remember .05 is the law and both ranges down to Cairns should command respect.

The "Recover the Club Flag" project occurs on the weekend of 23rd-24th March at Kurrimine Beach. If you have any club pride, then contribute to the overwhelming number of Cairns HOG members who invariably will outnumber those Towns-villans who 'borrowed' our flag in the first place. Remember, the object of the weekend is the club with the greatest number of attendees wins. Let's not be upstaged by such a disheveled lot (see front cover for the visual evidence.) Note: Has anyone phoned Dimbulah to enquire if there'll be any weddings in the vicinity that weekend? *(Reminder Mal and Blue. There will be no prizes for a dance competition this year!)*

Mal is studiously organizing his April ride, along an ANZAC theme. Details are still to be formulated, but it would appear lunch at Ravenshoe might be in the cards, with possibly a visit to the War Museum @ Mareeba.

What invariably will be confirmed as Cairns HOG club's FAVOURITE ride, to Cooktown, and back (for the politically correct), will take place on 4th—5th May. As usual, preferred accommodation will prove again to be the Seaview Motel, and while details have yet to be broadcast, it all augurs to be as successful as last year's misadventure. Be there or be square.

And let's not forget Wayne Leonards' major fundraising activity for the year. His Motorcycle Muster will be returning to Undara for an unforgettable weekend of 18-19th May. For those that need reminding, participation is by \$60 registration, after having raised \$300 for the Cairns Hospital Foundation.

It's a noteworthy cause and not overly difficult for anyone who can solicit sponsorship from so many 'acquaintances' who, being undaunted by our morose dress code, will delight in assisting you meeting this insignificant prerequisite.

It's all good! In fact, it's all going to be very good indeed. See you on the road

Wassy



Cape York Harley Owners Group

Chapter No. 9170

Established 1992

Cape York HOG Club. PO Box 7956 CAIRNS Qld 4870

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FROM THE DIRECTORS CHAIR



Welcome to the 5th edition of the e-York Torque. It's hard to believe it's the end of February already. I'm in two minds about the lack of a Wet Season so far in 2013 - firstly I wish it would arrive to get the temperatures down to make riding in our leathers less exhausting - the second is that if it does arrive, it will restrict our riding altogether (except for those hard-core HOGs - you know who you are!), and we'll have to wait for the riding weather to return.

The first 2 months of 2013 have been busy ones for the Chapter:

- "Blue" Scanlan led the first ride of the year to Mt Carbine, with a great turn-out of bikes and riders, including Leo on her new red Sporty.
- Australia Day dawned fine and sunny, and Chopper led us on a short ride to breakfast at Trinity Beach. Just as well the HOGs were there to make up the numbers, otherwise it would have been a dismal turnout for our National Day!
- Next up "Ironman" Acha led another big group of Harleys to lunch at Almaden, with several old and new members in attendance. Anton's new Anniversary Road King was admired by all.
- My attempts to get a regular CYHOG Blood Donation day hit an all-time low in February, with a grand total of 2 donors! Thanks to Shaz Blythe for keeping the faith! Come on the rest of you - it won't kill you, and can actually save lives!
- Chopper's Dawn Raid to Port Douglas was again very well attended, with 19 bikes (and one Bandito, momentarily) along for the ride. Great ride, great scenery, great food (and almost no rain) - great FUN!
- Coming up in March, Liz "No Way" Wass leads her first ride as Road Captain. I'm looking forward to having a Police escort up the Palmerston

There can't be a single member out there who isn't aware of the Very Important Overnighter at Kurrimine Beach 23-24th March. Bragging rights for our missing flag are at stake and we need to "win" it back from Townsville HOG. Even if you just come down for the day, we need as many members in attendance as possible, to better the number turning up from Townsville

I hope everyone has checked out the new CYHOG website at www.capeyork-hog.com.au. Our web-mistress Shaz Blythe has done a fantastic job creating a new look for the website, with many interesting pages and photos. Among the changes you would note are generic email addresses for all the Committee Officers (eg. director@capeyork-hog.com.au) simplifying matters when those positions change each year.

I also have request from Shaz asking that if anyone has any photographs from the past 20 years of the Chapter and its activities, please pass them on to her. Especially past Photographer officers! It is proposed to purchase and maintain a small external backup drive, onto which these photos can be gradually added, to provide a permanent record for the Chapter's future, and the next anniversary.

I'm sure somewhere in this magazine will be a report from Sandy, our Membership Officer, but I'd just like to welcome all the new members who have joined the Cape York Chapter over the past few months! Hope to see you on our organized rides and activities throughout the upcoming year.

And a word from our sponsoring dealer



What an unusual wet season we are having. Here it is late February and we haven't had any real monsoon rain as yet. It seems to have gone south each time and caused major problems to the communities that aren't geared up for the volume that we normally experience.

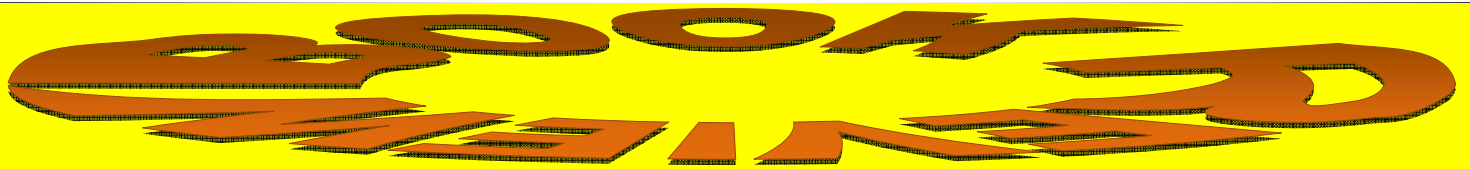
It has meant that we have been able to ride a lot and enjoy the bikes, but it has been very hot & steamy, I have really enjoyed riding the new 2013 Road Glide demo in denim black. The bike doesn't move around much in a crosswind, I think this is because the fairing is solidly mounted to the frame. We haven't sold any Road Glides at Harley Magic before, but now that a few people have had a test ride things may change with this model. Also I would mention we have been able to put into stock a Road Glide CVO in anniversary diamond dust, this is the only one we will be able to supply for the model 2013 year.

Here it is late February and we still don't have council approval for our Harley-Davidson facility on Sheridan street. Hopefully they are happy with the design we have submitted and we receive approval very soon. Harley-Davidson Australia is happy with the design and we are now working with their design company in Sydney for the internal layout, fixtures and fittings.

We have the builder on standby, ready to start straight away. Hopefully we will be open for business in June all going to plan.

Yours in motorcycling

Wayne Leonard



IN THIS EDITION, WE'RE GOING TO INTRODUCE SOME 'CULTURE' WITH A BOOK REVIEW.

For those who might be unfamiliar with the concept of 'reading a book' allow me to digress and explain this was an engrossing and popular pastime before the introduction of electronic devices that serve such little purpose as 'cyber-bullying', 'social networking', 'texting' and 'RSI.'

Read it and weep.

The novel "**Fifty Shades Of Grey**" has seduced women - and baffled blokes. Now a spoof, **Fifty Sheds Of Grey**, offers a treat for the men.

The book has author Colin Grey recounting his love encounters at the bottom of the garden. Here are some extracts ...

Fifty Sheds Of Grey

We tried various positions - round the back, on the side, up against a wall ...
but in the end we came to the conclusion the bottom of the garden was the only place for a good shed.

She stood before me, trembling in my shed. "I'm yours for the night," she gasped, "You can do whatever you want with me." So I took her to McDonalds.

She knelt before me on the shed floor and tugged gently at first, then harder until finally it came. I moaned with pleasure. Now for the other boot.

Ever since she read THAT book, I've had to buy all kinds of ropes, chains and shackles. She still manages to get into the shed, though.

"Put on this rubber suit and mask," I instructed, calmly. "Mmmm, kinky!" she purred. "Yes," I said, "You can't be too careful with all that asbestos in the shed roof."

"I'm a very naughty girl," she said, biting her lip. "I need to be punished." So I invited my mum to stay for the weekend.

"Harder!" she cried, gripping the workbench tightly. "Harder!" "Okay," I said. "What's the gross national product of Nicaragua?"

I lay back exhausted, gazing happily out of the shed window. Despite my concerns about my inexperience, my rhubarb had come up a treat.

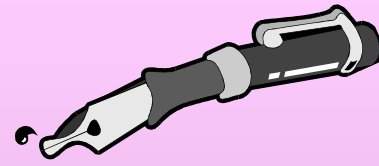
"Are you sure you can take the pain?" she demanded, brandishing stilettos. "I think so," I gulped. "Here we go, then," she said, and showed me the receipt.

"Are you sure you want this?" I asked. "When I'm done, you won't be able to sit down for weeks." She nodded. "Okay," I said, putting the three-piece lounge suite on eBay.

"Punish me!" she cried. "Make me suffer like only a real man can!" "Very well," I replied, leaving the toilet seat up.



Secretary's Report



It has been very quiet over the past two months with the only mail being the bank statements and membership applications.

Treasurer's Report

Likewise on the treasurer's side the only income has been three new memberships and fifty dollars of merchandise sold. The expenditure for the two months has totalled \$211.80 all of it being merchandise.



January Opening Balance	\$5,781.95
Income	\$ 140.00
Expenditure	\$ 211.80
February Closing Balance	\$5,710.15

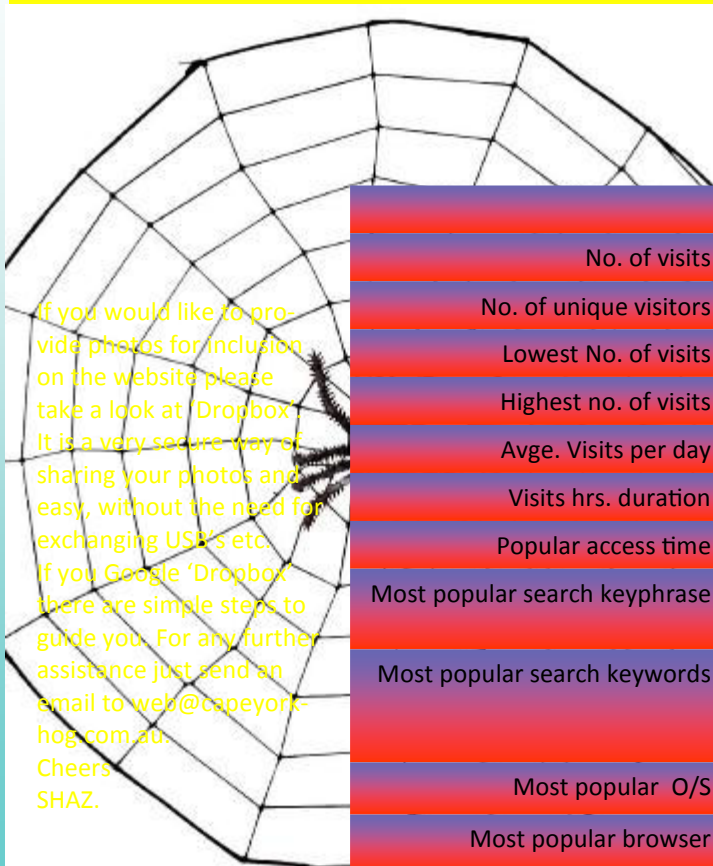
Sandy and I will miss the next two monthly rides as we are off to the Gold Coast in March and when we get back from the coast we will be packing up the bike and heading off to Melbourne for the 110th anniversary celebrations.

Ride easy, ride often

Woody

FROM THE WEBMASTER

I thought I'd share some totally useless information that you never wanted to know and will never use.



If you would like to provide photos for inclusion on the website please take a look at 'Dropbox'. It is a very secure way of sharing your photos and easy, without the need for exchanging USB's etc. If you Google 'Dropbox' there are simple steps to guide you. For any further assistance just send an email to web@capeyork-hog.com.au.
Cheers
SHAZ.

	DEC 2012		JAN 2013	
No. of visits	761	2.4 visits/visitors	1927	1.47 visits/visitors
No. of unique visitors	317		1310	
Lowest No. of visits	12	25-26th	9	9th
Highest no. of visits	42	13th new website	112	27th
Avge. Visits per day	24		62	
Visits hrs. duration	19	+1	6	+3
Popular access time	6—8pm			
Most popular search keyphrase	21.50% Cape York	Chapter HOG	16.20% 16.20%	Cape York Cape York Chapter HOG
Most popular search keywords	21.50% 21.20% 15.80%	Cape York HOG	13.80% 13.80% 10.90%	Cape York HOG
Most popular O/S	72.70%	Macintosh	50.50%	Windows
Most popular browser	61.70%	Firefox	47.10%	Firefox

HOG Cape York Chapter Inc.



ROAD CAPTAINS' RIDE ROSTER

**IF YOU CAN NOT DO THE RIDE
ALLOCATED YOU WILL
NEED TO SWAP WITH SOMEONE
ON THE LIST.**

- **10TH MARCH / LIZ**
- **14TH APRIL / MAL**
- **12TH MAY / BEN**
- **9TH JUNE (?)**
- **7TH JULY (APRILS RIDE)**



**Cheers
Head Road Captain
Bear**

judeben8@bigpond.com

**ASSISTANT
DIRECTOR**



I haven't been on the bikes much this year, well actually I have started both of them up and ridden them around the block once trying to keep the batteries fully charged.

This year for me started with 2 weeks in Victoria visiting the family and welcoming the new granddaughter. I started a new job in January. Yep, I can hear you say, another one, I know, what can I say.

So far in my new job I have spent time in Murwillumbah, Rockhampton, Gladstone, (wet down there) and more recently the jewel of the crown, Aurukun I think sometime in the future the club should do an overnighter there. I wouldn't take much to fit a couple of nobbies on the bike. Accommodation is a bit sparse, big time security would also be required, and of course we would need to pre purchase our fuel, as the fuel can only be bought using a card purchased from the supermarket which closes for the weekend.

On the positive side the fishing is the best, and the country side is magnificent.

Anyway on a more serious note I would also like to make mention, and I might be a bit biased in saying so, of the now fully functional web site. If the stats that Shaz has come up with are anything to go by, it would seem that it is now working well and people are using it on regular basis.

I would also like to encourage anyone who has something to contribute to contact Shaz via the web page.

The web page continually needs fresh material for it to work well.

Also for those lucky few, Sturgis is not too many sleeps away now.

Mal



"Ever since Mal started driving his Harley to work, his staff meetings creep me out."

MIGHTY HELPFUL MITRE 10

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SMITHFIELD, CAIRNS.

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SIMPLY PRESENT YOUR CURRENT HOG MEMBERSHIP CARD FOR A **10%** DISCOUNT

(offer not available on trade products, already on sale lines, concrete & cement).

Or buy online at **www.mitre10.com** and select the

BUY ONLINE—COLLECT INSTORE Button (discount offer does not apply)

Offer also available at :

Mitre 10 91 Byrnes St **MAREEBA.** (Ph 4092 2999)

Catalogue out 20th March.

PS. Offers also extend to Mitre 10 Tully & Mission Beach (editor)



Membership Officer's Report

I am in the process of changing our membership cards to a hard plastic card.

The new cards will be ready for distribution at membership renewal time in early July. As the new card will contain your name, member since date and expiry date, it is important that you advise me if your details contained on the membership register are incorrect.

An email was sent to all members showing the details on the current register. If you require me to resend the email, please contact me and I will resent your details.

This month we welcome our newest members, John Armaganacq, Mal Lock & Bruce Metzger .

Cheers Sandy

Another Newby. Leo Della Bosca riding her Christmas present .She experienced her first ride with the club when we went to Mt Carbine and hope she joins our growing ranks soon.



Mt Carbine Ride Sun 13th Jan



A lawyer opened the door of his BMW, when suddenly a car came along and hit the door, ripping it off completely.

When the police arrived at the scene, the lawyer was complaining bitterly about the damage to his precious BMW.

"Officer, look what they've done to my Beeeemer!!!", he whined.

"You lawyers are so materialistic, you make me sick!!!" retorted the officer, "You're so worried about your stupid BMW, that you didn't even notice that your left arm was ripped off!!!"

"Oh my gaaad....", replied the lawyer, finally noticing the bloody left shoulder where his arm once was, "Where's my Rolex???!!!!!"



Australia Day

The "Aussie Gods" were with us as we assembled at BP Smithfield for the "long" journey to Trinity Beach. A good turnup of 15 patriotic hogs turned up to celebrate our national day. The council had downgraded our free breakfast from a smorgasboard to a sausage sizzle, must be a sign of the tough times !

Big Steve rocked up on his hand built "ol skool" shovel which proved to be a hit with the crowd !

As the weather closed in on the range, the group decided to abort the run to Kuranda and detour to the nard for a coffee and fellowship. From there an "unofficial ride" was organized to attend a bike and car show at Gordonvale.

Thanks to all who gave up there time to fly the flag for our great club.

"Chopper"

If a lawyer and a Tax Auditor were both drowning, and you could save only one of them, would you go to lunch or read the paper?

You know your kids are grown up when they stop asking where they came from and start refusing to say where they're going.



Mt Carbine Ride Sun 13th Jan



The Mafia was looking for a new man to make weekly collections from all the private businesses that they were 'protecting'.

Feeling the heat from the police force, they decide to use a deaf person for this job; if he were to get caught, he wouldn't be able to communicate to the police what he was doing.

Well, on his first week, the deaf collector picks up over \$40,000. He gets greedy, decides to keep the money and stashes it in a safe place.

The Mafia soon realises that their collection is late, and sends some of their hoods after the deaf collector. The hoods find the deaf collector and ask him where the money is. The deaf collector can't communicate with them, so the Mafia drags the guy to an interpreter.

The Mafia hood says to the interpreter, "Ask him where the money is."

The interpreter signs, "Where's the money?"

The deaf man signs in response, "I don't know what you're talking about."

The interpreter tells the hood, "He says he doesn't know what you're talking about"

The hood pulls out a .38 and places it in the ear of the deaf collector. "NOW ask him where the money is."

The interpreter signs, "Where is the money?"

The deaf man signs back, "The \$40,000 is in a tree stump at the entrance to the ice skating rink in Central Park."

The interpreter looks to the hood and says, "He says he spent the money, you should go f... yourself, and he doesn't think you have the balls to pull the trigger."

Are people more violently opposed to fur rather than leather because it's much easier to harass rich women than motorcycle gangs?

What hair colour do they put on the driver's license of a bald man?

If a pig loses its voice, is it disgruntled?

When cheese gets its picture taken, what does it say?

When dog food is new and improved tasting, who tests it?

What do people in China call their good plates?



TIME FOR A GIGGLE

A guy walks into a bar with a pet alligator by his side.

He puts the alligator up on the bar. He turns to the astonished patrons. "I'll make you a deal. I'll open this alligator's mouth and place my genitals inside. Then the gator will close his mouth for one minute. He'll then open his mouth and I'll remove my unit unscathed. In return for witnessing this spectacle, each of you will buy me a drink."

The crowd murmured their approval. The man stood up on the bar, dropped his trousers, and placed his privates in the alligator's open mouth.

The gator closed his mouth as the crowd gasped.

After a minute, the man grabbed a beer bottle and rapped the alligator hard on the top of its head.

The gator opened his mouth and the man removed his genitals unscathed as promised.

The crowd cheered and the first of his free drinks were delivered. The man stood up again and made another offer. "I'll pay anyone \$100 who's willing to give it a try". A hush fell over the crowd.

After a while, a hand went up in the back of the bar. A woman timidly spoke up. "I'll try, but you have to promise not to hit me on the head with the beer bottle".

Money can't buy happiness, but it can sure make misery a lot easier to live with.

Psychiatrists say that one out of four people are mentally ill. Check three friends. If they're ok.....

It has been determined to be a statistical certainty that research causes cancer in laboratory rats.

It may be that your sole purpose in life is simply to serve as a warning to others.

The average woman would rather have beauty than brains, because the average man can see better than he can think.

Clothes make the man, or to put it another way naked men have little or no influence on society.

Vital papers will demonstrate their vitality by moving from where you left them to where you can't find them to save your life.

If at first you don't succeed, skydiving is not for you.



And there's me with Brad doesn't Angelina look pissed



I'll just make idle conversation to gain his confidence

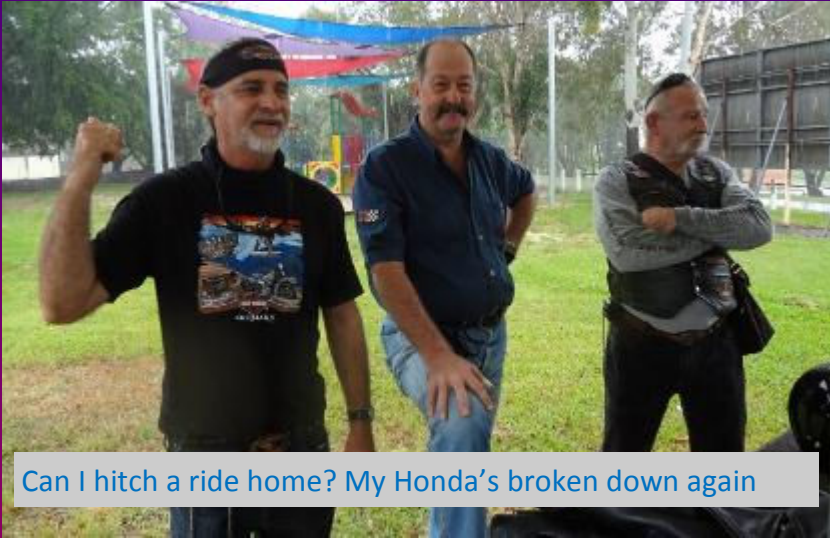
ALMADEN 10/02/13

Now I'll rifle his pockets, and he'll be none the wiser. And look at his mates; they're not even watching. Not camera shy by all accounts either.





ALMADEN & EMERALD
CREEK ICE CREAMERY



Can I hitch a ride home? My Honda's broken down again



Getting belted

Not comfortable with the idea of belt drives? Here's all you need to know

Words: Terri Dodd

Mitch Hedberg once said, "My belt holds my pants up, but the belt loops hold my belt up. I don't really know what's happening down there. Who is the real hero?"

That's a very apt observation when it comes to discussing the optimum operation of belt drives, because without the steadfast sprocket your belt won't work as it should.

But first things first.

We gleaned most of the following good advice while attending a Harley-Davidson University Training School for its technicians recently. It was an eye-opening experience all round. Notably, training guru Charlie Palmer was eloquent in praise of the humble belt because, as he said:

- * Belts require less frequent adjustment than chains.
- * They last longer.
- * Belt drives are cleaner since there is no chain lube flying around to mess up your bike.
- * Belt drives are also smoother than chain drives.



And today's belts, made from Kevlar and carbon fibre, are Superman strong. Charlie says that on the US travelling bike show circuit, Harley routinely suspends one of its full dressers from the ceiling by a drive belt! We are convinced.

So what can go wrong with this simple but crucial belt/sprocket team?

Drive belt sprocket alignment must be spot on

If the sprocket is misaligned it causes distortion of the belt and uneven distribution of the load, resulting in premature belt failure. Misalignment will affect belt tracking, resulting in severe belt edge wear, sprocket flange wear and noise problems.

Customisers who fit their own belts, be warned! Instead of taking a punt on whether or not to use a particular after-market belt, ask your local Harley dealer to specify the correct belt for your custom beauty. (con't over)

A blind man enters a Ladies Bar by mistake. He finds his way to a barstool and orders a drink. After sitting there for a while, he yells to the bartender, "Hey, you wanna hear a blonde joke?"

The bar immediately becomes absolutely quiet. In a very deep, husky voice, the woman next to him says, "Before you tell that joke, you should know something.

- (1) The bartender is blonde.
- (2) The bouncer is blonde.
- (3) I'm a 6 feet tall, 200 lbs. blonde with a black belt in karate.
- (4) The woman sitting next to me is blonde, she is a weightlifter; and
- (5) The lady to your right is a blonde and a pro wrestler.

Think about it seriously, Mister. You still wanna tell that joke?"

The blind guy says, "Nah, ... not if I'm gonna have to explain it five times."

The rear axle must be aligned correctly

If the axle is out of alignment it will tilt the wheel sprocket, resulting in all sorts of issues. Be compulsive about aligning your axle. (V-Rods have cammed rear adjusters, which help.

When should you replace a belt?

Harley-Davidson does not specify when a belt should be renewed because it depends on where you ride.

If you ride mainly on paved roads with no grit or sand then you could expect 160,000km from your belt. Riding on unpaved/gravel roads will drop durability down to 60,000–90,000km. The best figure Charlie Palmer ever encountered was a bike that ran 280,000km on a single belt and sprocket set!

Collateral damages

Belts can be damaged by a stone or hard object that has been ingested into the belt, severing one of the cords. So when is it safe to keep riding?

Damage to the centre of the belt will be OK if you ride carefully but the belt will eventually fail. And you know it will do so at the most awkward time. Damage on the side of the belt will rip the belt, so get the belt replaced. Damage to the edges of the belt could be an indication that the belt is misaligned.

Many failures are also influenced by riders removing the belt cover/guard. Harley-Davidson warns against this, since your belt warranty will be void if you do it.



Worn belt = worn sprocket

Just like a chain-driven bike, if you wear the belt, you've probably worn the sprocket. Replace it at the same time; otherwise you'll shorten the life of your brand new belt!

The belt-versus-chain debate has long been put to bed because belts have proved to be more economical than chains in the long run, especially when you add up the cost of chains, sprockets and chain lube.

Speaking of sprockets

Rear sprockets are another trap for the unwary. Harley-Davidson die-casts its sprockets from aluminium with the teeth receiving hard chrome plating to protect them from abrasive wear.

But aftermarket sprockets are not plated and, according to Charlie, will last only 10,000km.

Examine your sprocket

If there is bad pitting, sharp corners or heavily worn teeth — replace it!

If you are going to be riding in the Never-Never, you can get an emergency belt kit that allows you to splice a broken belt on the spot. Be aware that these kits are intended to get you out of a jam; they are not a cure. Once the belt is spliced, you must ride slowly and limp home.

If you're stuck on the motorway with a broken belt, phone for help.

Belt tension

Read your manual and know the correct tension for your particular bike's belt.

Belt tension should be done when the belt bike is cold and adjustment should be made with the weight of a rider on

the bike.

At the lower strand, midway between the transmission sprocket and the rear wheel sprocket, apply 4.5kg of upward force on the lower run of the rear belt. (Harley has a belt tension gauge just for this job.

Belt deflection is measured at the rear sprocket and you must check it several times, each time by rotating the rear wheel. With the sprocket rotated to the tightest belt position, belt deflection should be 5/16 to 3/8 in (between 8 and 9.5mm, as close as we can work out).

Trick of the trade!

For a high-horsepower engine it's better to have the belt a little tight rather than loose. A loose belt will break much more easily than a tight one and most people do not tighten the belt to its proper tension. If you plan on "racing" or hot-rodding your bike, invest in a Harley-Davidson belt tension gauge.



Stop whining, boy!

Riders will often comment about belt whining noise. This is a common characteristic caused by cutting the throttle when backing up or when the belt is wet. Don't worry about it.

However, if the belt "sings" or "whines" on a steady throttle there could be some interference between the wheel sprocket grooves and the drive belt teeth.

Charlie says that custom billet sprockets you buy off the shelf from another manufacturer can also whine.

Another noise factor is called strand resonance, where power pulses can excite the belt strands into a sinusoidal wave at certain engine speeds. This problem is often caused by an under-tensioned belt.

If you hear a loud noise or experience a jerk in the drive then, despite the guards, you've probably caught a stone in the belt. The jerk is the belt trying to eat the stone!

Another cause of a loud noise is missing or cracked sprocket teeth. If you hear the belt pop, it has been permanently damaged.

Whenever you hear a noise, notice what you're doing at the time. Are you lugging the bike? Give all this information to your Harley service writer, **or ask to talk to the technician rather than risk a misinterpretation of what you're saying.**

Other issues

Handle new belts with care. Don't bend, twist, coil or back-bend, squeeze at the ends or turn the belt inside out. Don't opt for a too-small front sprocket or you will shorten the belt life.

Never force a belt onto a sprocket or you will damage the edge cord.

If you're installing a belt yourself, install it so the logo can be read when you're standing next to the bike.
Belt cleaning and care

You might not have to mess with chain lube but you still need to keep an eye on your belt.

The best way is to either wipe it with a clean rag or spray it with a solution of soap and water. (Never immerse it in water.) Dry the belt by wiping or blowdrying it with an air hose, but avoid the sides.

WD-40 is a good way to remove tar from belt drives as long as it is washed off afterwards.

You will hear apocryphal stories of people using their granny's dripping or lard to lube belts. They don't need lubing.

Hopefully, you will now have a better understanding of the belt drive, whether you ride a metric or American motorcycle. And if you have any questions, ask your local dealer.

* Our thanks to Harley-Davidson Australia for assistance with this article.

1977 Harley-Davidson XLCR1000

A double shot of caffeinated Harley, courtesy of Willie G.



Feature Article from Hemmings Motor News

July, 2006 - [Craig Fitzgerald](#)

The confluence of Willie G. Davidson's design, the addition of aerodynamic fairings on racing and café bikes--named for the "transport cafes" that minimalist BSA, Norton and Triumph-riding rockers would hang around on the outskirts of London--and the success of the XR-750 was the perfect storm that spawned the Sportster-based XLCR1000 Café Racer in 1977. With the exception of the FX Super Glide, it is the purest interpretation of Willie G.'s styling signature. Nearly every component on the bike was stripped of chrome and painted black: the bikini fairing, the fuel tank, the XR-750-style seat and tail, even the siamesed exhaust and, most importantly, the 45-degree, single crankpin V-twin.

The bike featured a brand-new frame that was made up of a Sportster's front section, grafted to rear tubes and a box-section swing arm similar to the geometry of the XR-750. The wheelbase was exactly the same as the Sportster, but the bike featured a triple-disc brake setup that was a remarkable upgrade from the standard bike's single front-disc, rear-drum system. The low, flat tubular handlebars combined with footpegs mounted further back, but no higher than the standard Sportster's, made for a weird riding position. The XLCR's taller seat allowed for more legroom, but it was about as comfortable as it looked.

The engine, which in theory was to be in XR-750-style tune, never got the full treatment. It was standard Sportster 1000 fare complete with the same cam and valves. The compression ratio was a modest 9:1, and it got exactly the same 38mm Keihin carburetor. The gorgeous black siamesed exhaust offered absolutely no performance benefit.

Nevertheless, the XLCR is a hunched, brutish motorcycle, and once you see one in person, you never forget it. Torque has always been Harley's calling card, and the bike would roast the rear Goodyear off the line with impunity. Like all Harleys built in the mid-1970s, the finish, the engine's demeanor and the overall impression were rough, crude, and downright agricultural. But that's what makes it so freakishly sexy.

Harley's traditional road-eater and custom-bike customer was completely turned off by the XLCR. And dyed-in-the-wool European and Japanese sport-bike fans had no enthusiasm for its lack of ground clearance and low-rpm twin. That combined to make the XLCR an utter flop when it was released. In the present time, though, the XLCR is a pure collector's bike. Just 1,900 were built in 1977, and only 1,200 in 1978. Fewer than 10 were sold as 1979 models, left over from the previous year. A restored example would sell today in the \$10,000 range, and original, unmolested examples sell for more than that.

For the motorcycle collector who appreciates both the American spirit embodied by Harley, as well as the style and substance of a European café bike, the XLCR is just the ticket. It's the Harley for people who aren't Harley people.

This article originally appeared in the July, 2006 issue of Hemmings Motor News.

"DAWN RAID"

It was a cloud free sky as the morning broke.

As I approached BP Mulgrave our starting point, it was pleasing to see about 20 hogs which is a record for a Dawn Raid. An enjoyable cruise up Highway 44 saw us arrive at the Marina Mirage where we enjoyed a sensational buffet breakfast, whilst looking at million dollar yachts, life is good !

Congrats to new Dawn Raiders, Grub and Sam (GPS) Molloy, JR and Sue-Ellen Sharp, Jim "Phatboy" Fitzpatrick, Pete "Maverick" Marshall and Dominic " The Man" Sinopoli.

Congrats also to 2Beers who arrived on his gleaming new CVO Roadking, he said to remember - Roadkings Rock !

The ride home was a different story, dodging puddles and showers with a coffee stop at the Cairns Surf Club whilst waiting for the rain to pass.

Thanks to all for supporting the ride, the Dawn Raiders club is alive and well !

"Ride On"
Chopper





This is a story I had a lot of fun writing and it is one I am particularly fond of. While on a Harley-Davidson motorcycle tour across China's SILK ROAD, I was reading Marco Polo's THE TRAVELS, which incidentally, is a FANTASTIC BOOK!

It dawned on me, like a cartoon light bulb flashing on top of my head, that 750 years before us, Marco Polo had actually travelled this exact same Silk Road, and that some of the very cities we were visiting and staying in were described in detail by Marco Polo in his book.

So I pretended that Marco Polo was a participant on our motorcycle tour and was riding his own Harley Davidson motorcycle, and I wrote the following story from his biker point of view. I tried to mimic in my essay the same tone and writing style that was used in Marco Polo's book.

This story has appeared, in one form or another, in 16 different publications over the years, the most recently being Asian Geographic, issue #62, 2009. I hope you enjoy it.



Text by Reed Resnikoff
Photos by Hans Kemp & Reed Resnikoff

Marco Polo had a most fantastic career working as the personal envoy for the most powerful man ever to walk this planet, the great Kublai Khan. He was sent all over the great Khan's realm which meant traveling to almost all corners of the medieval world; most of those places were unknown to Western civilization during those days. Marco Polo held this position for 27 years, and a good part of those years were spent traipsing up and down a road as old as time itself, which in today's era we call the Silk Road.

The Silk Road is a misnomer because it's actually a network of roads and they were used for much more than merely the transportation of silk. The Silk Road was used by so many different people for so many different reasons over such a long period of time that to study its traffic is to study the entire history of human civilization.

The Silk Road was no easy street; it was one tough thoroughfare. It wound its way across the most hostile terrain and through the worst possible climates. If the physical dangers did not kill a traveller, attacks from bloodthirsty bandits finished off where nature failed. Religion and riches, as usual, were the compelling reasons why no danger was frightening enough to staunch the non-stop flow of pilgrims and traders.

Marco Polo was born in 1254 and died 70 years later. The Silk Road died as a trading route a short time thereafter because new sailing technology made such a long and perilous overland route obsolete. The Silk Road was forgotten as commerce withered. The surrounding kingdoms collapsed and the relentless desert swallowed cities whole.

A motorcycle club decided to ship their gleaming Harley-Davidsons to Northwestern China to travel over the exact same route used by Marco Polo. Marco Polo in his day rode on camels and horses, which gives a similar, open-air feeling one experiences riding a motorcycle. If instead, Marco Polo piloted one of the Harleys himself and joined this modern caravan, this how his story might have been written

Governors and politicians, businessmen and civil servants, soldiers and villagers, and all people who want to know about that ancient byway called the Silk Road and the curiosities of the surrounding areas, please read on.

Messer Marco Polo, a man of great experience and discretion and an honourable citizen of Venice, will personally recount to you all he has seen with his own eyes or heard about from men of letters, so that this report will be an accurate account free of any distortions. And all who read this may be confident that it contains nothing but the truth.

When Deng Xiao-Ping was ruler of China, 28 kindly adventurers shipped 20 mighty Harley-Davidson motorcycles to Gansu Province to the city of Lanzhou, situated on the banks of the Yellow River. Their caravan included every item of importance needed to complete such a lengthy and arduous journey; a sturdy truck to carry provisions such as water, petrol, and all manner of spare parts, a police vehicle carrying security officials whose job it was to ensure unhindered and safe passage of this caravan, and a passenger van bearing escorts holding government certificates of transit. The goal was to drive 2500 kilometres along the Silk Road. The following is Marco Polo's report, in his own words, of all the great wonders he encountered along the way

Dear Readers, the capitol city of Gansu province is Lanzhou and it is home to over 2 million Han Chinese who are much devoted to industry and fabrication. They practice ancestor worship and are steadfast in the pursuit of money. Lanzhou is situated at the mouth of the Hexi Corridor, a 1200-kilometer long natural canyon which is the only practical land route into and out of Cathay. All the goods that are traded and manufactured in Lanzhou are then easily transported to the rest of the realm on the Yellow River and its many watery tributaries. The rural people of Gansu are very poor because most of the land is either desert where nothing can grow or rugged mountains where living is very difficult.

Our motorcycle convoy leaves for Wuwei very early under an overcast sky. We travel smoothly and without any incidents worth mentioning. The long snow capped mountain ranges on both sides of a flat plain funnel us deeper into the narrowing Hexi Corridor. We pass many flocks of grazing sheep and mulching yaks. We see remnants of that mighty edifice known as the Great Wall, but here it is so worn and damaged it gives no hint of its former strength.

The sky darkens, the wind whips up, and the heavens open, drenching us with a cold and rare desert rainstorm. This drives us to seek shelter in a roadside inn where we have lunch. And what a magnificent meal it was! We are served large bowls of succulent sheep meat boiled with chili peppers, onions and scallions. The flesh flakes off the bone and melts in our mouths. It is washed down with a special tea seeped with many varieties of dried fruits and nuts and sweetened with big lumps of rock sugar. Hand-torn noodles in a steaming broth chases the last of the cold from our bodies.

Blooming fields of yellow chiao mei flowers blanket the valley as we travel westwards. We arrive in our hotel in Wuwei after clocking an easy 277 kilometres. For dinner we are served excellent local delicacies such as donkey soup, sliced camel paw, and tomatoes sprinkled with sugar.

Wuwei once went by the name of Sinju and was inhabited by idolaters and Mohametans with some Christians. This country was once teeming with wild life. Cattle, wild and domesticated, some big as elephants and very handsome in appearance were a wonder to behold. The best and finest musk in the world came from a small gazelle-like animal that lived in this region. Pheasants twice as large as ours as well as other gaily coloured birds were once numerous.

Today this area is very different indeed. Han Chinese, Mongols, Tibetans, Moslems, and Uygurs reside in this vicinity. The desert is fighting to take back the land, and the people have countered this encroachment by planting an amazing 68 million fast growing poplar trees.

The horizon line used to be considered each olden days ideal traveling distance. A camel was able to sustain a 600 lb. load for 20 miles daily for an average pace of 2 mph. Our Harleys can carry this exact same weight but we cover the same twenty miles in a mere half an hour.

Later in the day we have to negotiate three very bad road sections. The rough roads damage some motorcycles as metal parts crack and break. We stop for repairs in a town called Shandan which was once the imperial pastures and home to over a hundred thousand of the kingdoms’ finest horses. Not one horse can be seen today but donkeys abound.

The local people are much surprised to see our strange convoy and they crowd very close to us in wonderment to witness all that we do. For many of these people we are the first foreigners they have ever seen, and believe me when I tell you we make for a very strange sight, being so large in stature, clad in black leather, talking in a strange tongue, and masters of such fantastic vehicles.

In the afternoon we ride parallel to the Great Wall which is so eroded that in parts it is merely a knee-high fence. It’s condition improves and we soon ride through one well preserved gate and see firsthand how formidable this barrier once was to the enemies of ancient Cathay.

We arrive in Zhangye after the shortest mileage leg of our journey. This same 238 kilometres would have taken the old caravans one week to complete, only if luck was with them.

Zhangye used to be called Kan-Chau and was once a large and splendid city and the capital of the whole province. The people were very religious and had temples built to all faiths. Huge statues of Buddha were said to be completely covered with gold, but alas, no traces of these fabulous idols remain.

Today there is little resemblance to past glories. The townspeople now make their living as shovel and pick men and are busy moving the earth everywhere using no machines at all. Here too, they plant millions of trees, and each morning, work groups gather with their long-handled tools slung over their shoulders and go out to dig and to plant.

For this entire day and for two days thereafter we pass thousands of people all toiling under the intense desert sun excavating the longest ditch this world has ever seen. Other work groups numbering 100 men, carry long coils of black cable on their shoulders, waiting to bury it in the newly-opened earth.

Halfway into our day’s drive we are at the narrowest point of the Hexi Corridor. The northern and southern snow-capped mountain ridges which have peaks over 18,000 feet and which box us in are here only 15 kilometres apart. To the north of those

summits is the emptiness of Mongolia and below the southern mountain range lies the Himalayan plateau which is impossible to traverse.

Where the Hexi Corridor ends, the desert turns nasty and hostile. Tornadoes by the dozen form all around us and are a frightening sight. They twist across the roadway and if we are caught in the middle of one the sand rips at our exposed flesh and wrecks havoc with our engines.

The mountains grow small in the distance and our eyes gaze on the vast and featureless desert for the first time. One wonders how ancient travellers could ever have crossed such an inhospitable landscape. And it is a fact that most journeymen did not complete their journey and did meet their end, and old records reveal that quite often whole caravans, sometimes consisting of over 1000 camels laden with riches, disappeared forever and still lie under the shifting desert sands.

We arrive at our caravansary in Jiuquan safely and with much respect for the merciless power of the desert.

Jiuquan was once known as Su-chau and was famous for its rhubarb that grew wild in the mountains. The brown-skinned inhabitants lived by the produce of the soil. They were idolaters and Christians and paid tribute to the Great Kahn.

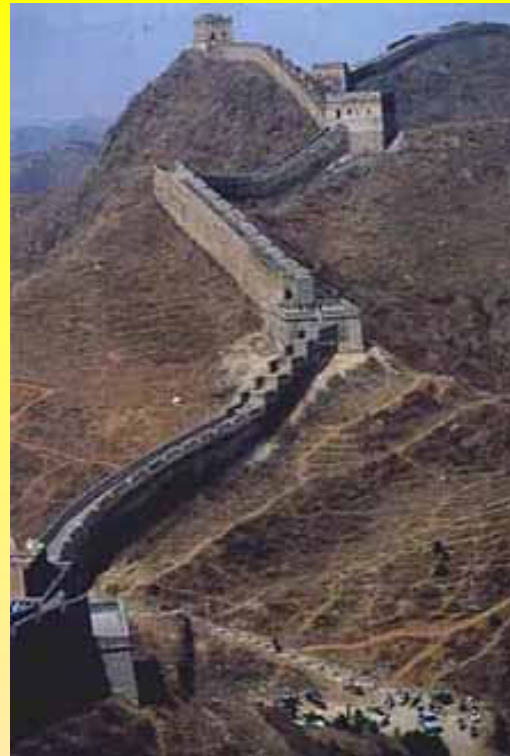
The old kings of Cathay had their subjects build 99 signal towers between here and the capitol in Beijing, some of which still stand. Messages could be sent by smoke and fire across this vast distance in only one and a half days, while a rider strapped onto a horse, going at breakneck speed night and day, and changing mounts hourly, could only cover at most 250 miles each day. This is an amazing statistic in itself and is nearly half of our best mechanized pace.

Our first stop this morning is at Jiuyuguan which is the western terminus of the Great Wall.

This is the site of a great fort and it is indeed very well preserved. One is moved to strong emotions imagining all the history that has taken place here. Jiuyuguan has always been considered the end of Chinese territory and the beginning of the frontier. Beyond was under no one's control or protection. Nomads and barbarians did what they pleased with any trespasser they could catch.

So many battles took place here over the centuries that untold thousands of good men perished on this very spot. One can envisage the wall's defenders watching in horror as a hundred thousand Mongol horsemen came pouring over the low mountain pass, charging pell-mell across the flat desert plain, each defender knowing he had but minutes to live, with no hope of escape or surrender.

Eastbound travelers arriving from no man's land, exhausted and barely alive after a month-long desert passage, the first sighting of this fort was ecstasy and a sign of salvation. While to outlanders, the sight of this same fort filled them with despair because it could be the last piece of civilization they would ever see again. (continued next issue)



A little girl walks into a pet shop and asks in the sweetest little lisp:
"Excuse me, mister, do you keep wittle wabbits?"

And the shopkeeper gets down on his knees, so that he's on her level, and asks: "Do you want a wittle white wabby or a soft and fuffy black wabby or maybe one like that cute wittle brown wabby over there?"

She in turn puts her hands on her knees, leans forward and says in a quiet voice: "I don't think my pony really gives a shit!"

HOG Cape York Chapter Inc.

RIDE CALENDAR

SUNDAY 10th MARCH

ROAD CAPTAIN Liz Wass (NoWay)

A pub crawl to end all pub crawls.

Departing Rotary Park (Innisfail Driver Reviver) 9.15am.)
Tablelanders can choose to join the club as it departs Cairns,
travel down to Innisfail to meet at Driver Reviver, or wait at
the turnoff to Gentle Annie on the western side of Millaa
Millaa.

Travel up the glorious Palmerston Hwy
with a police escort.

Smoko Innot Hot Springs Hotel
Be entertained with Ironwoman & Ironman events
LunchPeeramon Pub
Ride officially ends.

RC Note: for those not wishing to have a liquid breakfast, the
IHS hotel provides complimentary tea and coffee *(Alt. stop
at the Ravenshoe Café for the best coffee & cake around,*
then rejoin the group as we return from Innot Hot Springs
29.27k distant, before heading down the range through
Wondecla & Herberton towards Peeramon.

Don't miss this one. RSVP mandatory.

COOKTOWN OVERNIGHTER

4th May

Departing BP North

Picking up Mareeba Mafia at Bull Park

Book your Accommodation Now

Most stay at the Seaview Motel Ph 40695377

Mention HOG AND YOU CAN GET A 10% DISCOUNT

More details to come.

Please RSVP BY 20TH April

(FOR CATERINGS PURPOSES)



ACTIVITIES

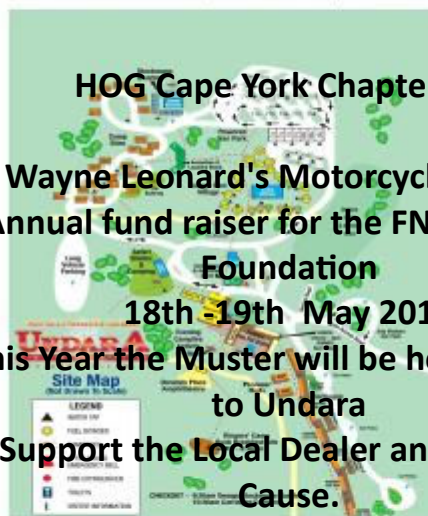


Wayne Leonard's Motorcycle Muster 2013
Annual fund raiser for the FNQ Hospital Foundation
Saturday 18th May – Sunday 19th May

Outback Caravan Park and Camp Ground

Rejuvenate in the peace and quiet surrounded by natural bush and abundant wildlife.

- 28 powered sites (21 drive-through, 7 reverse-in)
- 23 unpowered drive-up camp sites
- Central amenities block with hot and cold water
- Individual campfire pits/barbeques
- Firewood available for purchase at Reception



HOG Cape York Chapter Inc.

**Wayne Leonard's Motorcycle Muster
Annual fund raiser for the FNQ Hospital
Foundation**

18th -19th May 2013

**This Year the Muster will be heading Back
to Undara
Support the Local Dealer and a Great
Cause.**

Call Reservations on 1800 990 992

SATURDAY 23RD MARCH

Road Captain Bear

**OUR ONLY CHANCE TO GET
THE CLUB FLAG BACK.**

King Reef Resort Hotel & Caravan Park
Kurrimine Beach.



The Cape York Revengeful HOG Club

There is only one game
The Chapter with the most
members there wins.

Cape York members Please RSVP TO BEAR for
catering purposes.
Get in quick to book
your accommodation



YEARS OF FREEDOM

110TH ANNIVERSARY AUSTRALIA



110th Anniversary Celebration

In Australia we will have a week-end long celebration in Williamstown, Victoria from Friday the 12th to Sunday the 14th of April 2013.

So start your planning – an event like this only comes along every 110 years.

Go To <http://www.harley-davidson.com/UT/INFO/en/AU/InfoRequest.asp>? To receive an

SCHEDULED ACTIVITIES

- Live music (Friday night and all day Saturday)
- 2013 Model Bike Displays
- Fuel Tank Display
- Kids Activities
- Tattoo Competition
- Harley Trucks
- Jump Start
- Hot Rod Display
- Show N' Shine
- Thunder Run
- Vendors

LOCATION

Australian celebrations will be held in two venues in Williamstown, Victoria. Commonwealth Reserve, on Nelson Place and Seaworks, on Nelson Place. Both locations will have various activities.

DATE

12th April to 14th April, 2013

Commonwealth Reserve – Free Event

Friday from 5pm

Saturday from 9am till 10pm

Sunday 9am till 4pm

Seaworks – Ticketed area

Friday – HOG members 3 day passes available

Saturday & Sunday – Passes available
Tickets available

Tickets on sale soon, please keep checking for more information.

www.h-d110.com.au

Mini Chapter (Flag) Challenge



We've taken it on rides

We've used it as a bike cover

It's done some travelling

It was at our Christmas Party

We've even hooked it up with a date

**But can Cape York win it
back?**

We're feeling a bit sorry for them so
we are making it easy for them,

Just One Game!!

We are having a Townsville and Cape York Chapter gathering at
Kurrimine Beach (Just a 100km out of Cairns because we're nice).

The Chapter with the most members there wins the flag

Come support your Chapter and have a great weekend away with
some friends

LESHOP DRINKS ASHTON HOTEL MEALS, \$5 & TAKE



When: **Saturday Night 23rd March 2013**

Where: **King Reef Resort Hotel & Caravan Park**

Jacobs Road
Kurrimine Beach
Ph (07) 4065 6144
www.kingreef.com.au



Options: Motel Rooms, One Bedroom Apartments, Two Bedroom Apartments, Cabins & Camping. Many rooms have multiple beds so you might like to consider sharing a room

If booked out also try:

CWA Units

Bramble Street
Ph (07) 4065 6391

Kurrimine Beach Holiday Park

9 Coyle Street
Ph (07) 4065 6166

Last minute options throw your swag on the beach and get washed out with the tide...



On the Night

- ❖ Live Music
- ❖ Buffet Dinner (TBC)
- ❖ Flag Handover...maybe

Breakfast available in the morning

Book your own room but RSVP

for catering purposes



CAPE YORK CHAPTER

Ride Rules

1 Harley Davidson motorcycles only may participate. Exceptions to this rule are ac-

companying support vehicles and invitation rides allowing other brands of motorcycles. These bikes must ride at the back of the group

2 Make sure your bike is mechanically ready for a run. If you are having problems sort them out before the run, otherwise you will just inconvenience others, or even the entire group

3 Be prompt and make sure you have fuelled up prior to coming together for the ride. No bald tyres please

4 Arrive early and make sure you listen to the Road Captain's instructions before each ride. The directions and any changes will be detailed at this meeting. If you have any questions ask them at this time.

5 Never - ever - pass the Road Captain. The Road Captains have been given the responsibility to set the pace and get to the final location as a group safely.

6 Stay in the same lane as the Road Captain, riding in a staggered formation where appropriate, not side-by-side. Frustrated drivers, blocked by a group of bikes spread across several lanes, are dangerous.

7 Try to maintain the 2-4 second gap. Gaps of more than 4 seconds can cause the "elastic band effect" where riders at the rear find themselves well in excess of the speed limit trying to catch up

8 On winding roads formation riding is not necessary. This will normally be indicated by the Road Captain holding one arm directly above his head with the appropriate number of fingers raised

9 You must also keep within your section of the lane, in line with the rider directly in front of you. Take care not to weave unnecessarily

10 It's always your own decision to make any manoeuvre. Just (for instance) if some bikes overtake you, you are not obliged to follow. You are responsible for your own safety

11 Constantly check on the position of the rider behind you. If you're the last rider in a group that has split from the main group, wait at any turn-off to direct the following group. Adherence will prevent people becoming lost and resultant unnecessary group stoppages

12 When overtaking slower vehicles, maintain speed until all following riders have completed the overtaking manoeuvre. Don't cut sharply in front of the overtaken vehicle.

This leads to surprise and aggressive behaviour from the driver

13 Road Captains are permitted to move along the group when necessary. If a group is "left behind" by traffic lights, etc, the remaining Road Captain in this group will move to the lead. This prevents the group becoming lost and also settles some riders who may travel too quickly

14 If the Lead Road Captain stops to allow everyone to regroup, keep position and be ready to move off when indicated

15 Slow or inexperienced riders will ride at the rear of the group, in fairness to the other riders. A Road Captain will always accompany them.

16 At a fuel only stop, fuel up as quickly as possible, then move your bike out of the way. Enough time will be allocated for fuel and food at our designated meal stops. It's your responsibility to ensure your bike has been fuelled and your refreshments taken during the allotted time.

17 If your bike breaks down, indicate clearly to the rear Road Captain and get off the road as soon as possible. We ask that members don't stop immediately to assist. You may mean well, but this can (and does) cause accidents. The Road Captains will render assistance, if required. This keeps the group flowing smoothly, preventing confusion. . If you break down, Tail end Charlie will stop and assist you

18 Upon arrival at the final run location, a leaving time will be advised for the main group going back. If you wish to travel in this group, please be ready to depart on time

19 If you intend to break from the group while travelling, always notify the Road Captain. He takes a head count of bikes and is responsible for their control and safety during the day. We don't need the worry of any "disappearing" riders.

20 Persons skylarking, participating in dangerous road practices or any activity deemed to be to the discredit or danger of the group could be disciplined.

21 The consumption of alcohol on an official HOG ride is discouraged. On some runs, the destination may well be a hotel, restaurant, or licensed club that serves alcohol. Although these are traditional Australian social gathering places and most people enjoy a beer, we would suggest a "light", a soft drink, or a tea or coffee if you are to complete the ride. Anyway, a beer's better enjoyed at the completion of a run, when you can "put your feet up and really relax" Your adherence to these simple guidelines will improve the safety & comfort of all participants of our runs.

HOG Cape York Chapter Safety Officer

"Call in anytime, we aim to please"



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