

New Members Pack

Dear Member,

The main reason for most people to join a Harley Owners Group (HOG) is to be involved with like-minded people who just enjoy being out on the open road enjoying the ride and having fun. So why join the Central West Chapter; because that's exactly what we do. From the moment you join you immediately become part of the Central West Chapter family. Here you will meet new friends, enjoy a relaxing ride that one of our devoted Road Captains has already carried out all the leg work with where to go, if a fuel stop is required, where to go for lunch and what sights to see along the way and all you need to do is show up with a full tank of fuel.

One of the things we do differently to a lot of other Chapters is we have the occasional open ride which means you can invite a non-Harley riding friend to join in with the only provision being they follow the same riding rules as the rest of us.

If your riding experience is lacking don't hesitate to let the Road Captain know. They can give you some pointers or buddy you up with a more experienced rider to show you the ropes. In reality if you managed to get through your upright course and you make yourself familiar with the Chapter riding rules you won't have a problem.

Socialising is a big part of the Chapter and due to the area that the chapter covers (as noted on the front cover) being so large we run a number of overnight rides. This then allows members living in other towns in the chapter to join in on the ride as we go through or near their town. These rides provide more opportunity to get to know other members in a fun and friendly environment.

The SHOP as it's affectionately known holds a barbeque on the first Saturday of each month. On these days Chapter members can volunteer to help out the Central West Chapter Sponsors and owners of Capital Harley Orange; Gary & Lou Bradstreet. This includes cooking the BBQ, giving potential new members the opportunity to talk to people already in the chapter and leading the rides for potential new or upgrading Harley owners. It's also a great opportunity to ask questions about the chapter or talk to Gary or one of the other highly knowledgeable mechanics about your own ride. Or just check out what upgrades people have done to their bikes that may suit yours.

There are two types of membership

1. Full member where you will need to be the owner of a Harley Davidson, have a current bike license and be a current member of the International HOG.
2. Associate member for your partner, friend or family member. The only criterion with an associate is they also need to be a member of the International HOG.

So if this appeals to you, all you need to do is fill in the membership application as well as making sure you are signed up to the International HOG.

If you are not signed up to the International HOG follow the below steps.

Go to: www.hog.com

Click on "Join Now" and follow the prompts.

Cheers and welcome on board.

HOG Contacts

Director

Brett McCarthy (Macca)
0418 840 000
director@cwhog.org

Assistant Director/Head Road Captain

Agnes Verstegen (Aggy)
asstdir@cwhog.org

Treasurer/Editor/Membership Officer

Craig Hort (Horty)
0438 188 828
treasurer@cwhog.org
editor@cwhog.org

Secretary/Webmaster

Rachael Simpson
0403 154 750
secretary@cwhog.org

Activity Officers

Bill Lewin & Troy Robins

Safety Officers

Ray Daniels & Rob Willis

Photographers

Glenn Roberts & Bernie Nightingale

Sponsors

Gary & Louise Bradstreet

Road Captains

Bill Lewin
Glenn Roberts
Macca
Chilli
Gary Bradstreet
Aggy
Kevin Riggs
Troy Robins

HOG Insignia & Chapter Rocker

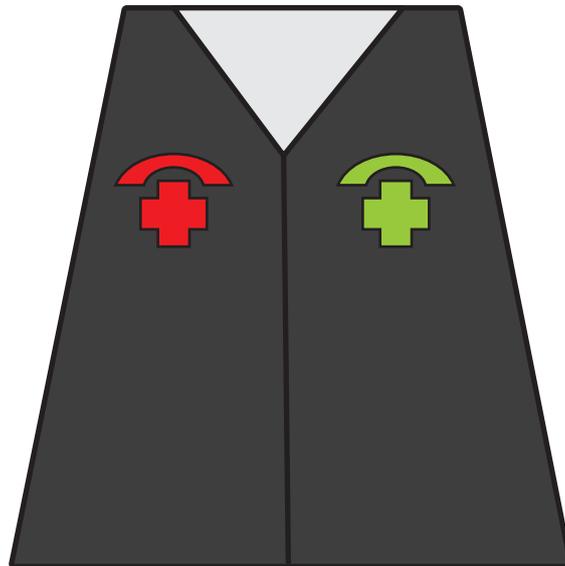
The correct displaying of the Chapter Rocker and the HOG Insignia is as indicated below.

Chapter Rocker →

HOG Insignia →



Most members show the Rocker and Insignia on one of the sides on the front of their vest or jacket as per the diagram below. It is also a good idea to have your name on the front side of your vest. These name patches can be organised through the Chapter or you can organise your own through any of the embroidery companies in your town. Unless you like being called mate.



Front view of Rocker and Insignia location on a vest.

Central West Chapter Ride Rules

All riders must hold the appropriate current motorcycle licence with current registration and roadworthiness.

Make sure you have a full tank and an empty bladder. You will need to sign onto the ride sheet if you bring a friend to an open ride they will need to fill out a disclaimer.

Make sure you are ready to leave with the rest of the group after stops and if you are having problems make sure you let the Road Captain know.

On these Chapter rides the Road Captain will take the lead ride, NEVER overtake the Road Captain unless they indicate for you to do so.

Ride in a staggered formation if possible and insure you leave a two second gap between the bike in front of you that is riding in the same track as illustrated on the following pages.

Always try to maintain the same speed as the lead rider or if you wish to ride slower place yourself at the back of the ride before starting off or wave past the bikes behind you.

Do NOT ride beside another bike and stay safely outside of their riding zone. If they need to move across their lane to avoid road kill, debris or pot holes you should not be in their space.

Never pass on the left hand side unless you are filling in a gap and you have been waved through by the rider diagonally in front of you or who you will be passing.

Ride in the same lane as the road Captain on a multi-lane highway.

On winding roads (or at any other time where a staggered formation is not advisable) ride in single file for cornering and allow a greater gap between you and the bike in front for breaking.

Less experienced riders should ride towards the rear of the pack.

If you invite a friend along on an open ride they are your responsibility and you are responsible to insure they are aware of the Chapter Ride Rules.

In the event of a break down stay with your bike and move it to a safe location off the road and wait for the tail end rider who will pull over to assist.

In the event of an accident the safety officer or committee members will take charge. Any bikes that stop will take direction from them in rendering assistance to the rider or riders, alerting oncoming traffic of the hazards on the road, call for medical assistance and secure the scene for any possible police investigations. All other riders will continue with the remaining group to the next stop.

Just remember you really do have NO idea what the other road user is thinking.

Use Of Hand Signals For Rider Safety

It is not the number of kilometers you have ridden or how many years you have been riding; safety is ongoing. It is very important to be aware of your surroundings at all times.

The traffic conditions change constantly and quickly around you and that may impact on your line of travel. Here are three of the main hand signals that we use to convey messages to riders (in the pack) whilst riding in formation as a group.

HAND SIGNALS

Either the rider or passenger can relay a hand signal. As soon as you see a signal you should give the same signal so the rider behind you can see it.

STOP

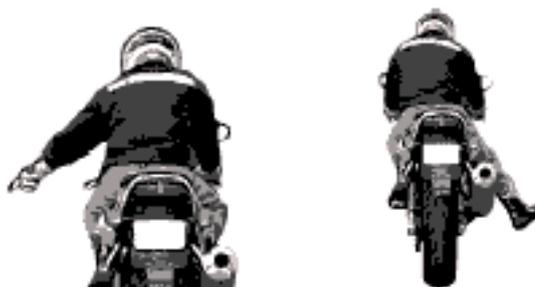
Arm extended straight up from shoulder, palm facing forward.



HAZARD ON THE ROAD

You point with either your hand or foot in the direction of the hazard. Sometimes in group riding, the Road Captain may wave his left arm back and forth above his head to alert the rest of the pack.

The Road Captain is the only person who should perform this hand signal.



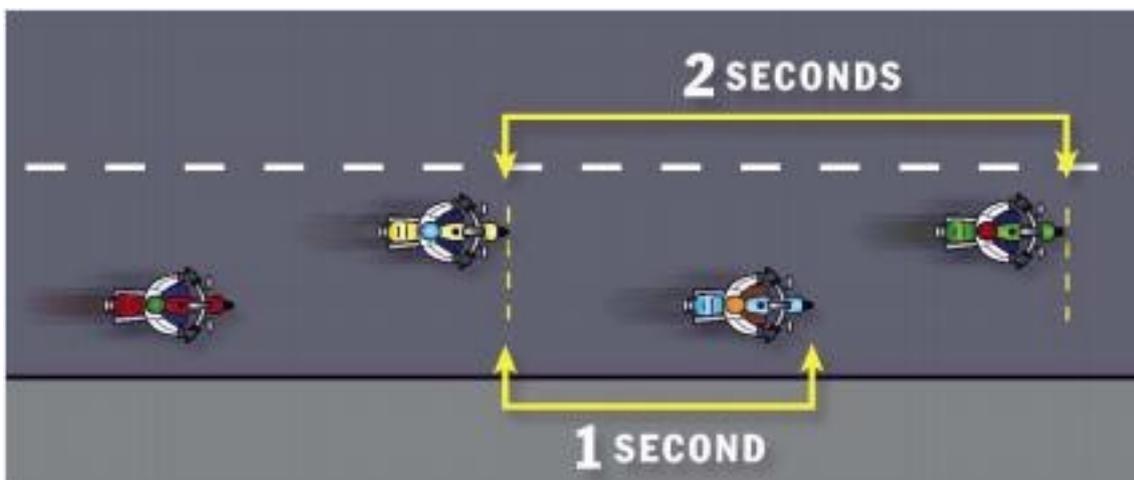
ROAD HAZARD

On the right point with right foot: on the left point with left hand or your foot

Formation / Staggered Riding

The lead motorcycle (Road Captain) will be in the right 1/3 of lane (wheel track), the second motorcycle (1st corner marker) should be in the left 1/3 of the lane (left wheel track), two seconds behind the first rider and so on. Newer Members are to be towards the back of the pack where more experienced riders can watch them.

Leave enough room between each bike so that any rider can maneuver to the left or right to avoid objects and pot holes without hitting anyone. Ideally you should be able to see the rider in front of you in his LH or RH Mirror depending upon which side of the road track the rider is riding on. Always stay in line with the bike in front of you (same wheel track).



Passing

Passing should always be undertaken one motorcycle at a time, in staggered formation. Remember, passing at any time can be hazardous. Use common sense.

- 1.** Pre-pass position: Be far enough behind the vehicle you are passing to see clearly down the road to do an “oncoming traffic check.”
- 2.** Signal. If you have a passenger, he or she should signal as well.
- 3.** Check your mirrors and then turn your head to check your blind spot and ensure that no one is passing you.
- 4.** Accelerate and change lanes. Remember, legally, you shouldn't exceed the speed limit.
- 5.** When returning to your lane, signal and make a mirror check and head check to be sure there is plenty of space between you and all other vehicles. Return to your lane and corresponding track and make sure your blinker is off.