

WE'D LIKE TO WELCOME YOU

AS A NEW MEMBER OF

NEW FOREST CHAPTER 9081

**The club has been designed by the members for the members
and we are always open to new ideas and suggestions.**

**The purpose of this pack is to give help and advice to all new members (and
current ones too) on everything available to help you become an active
member of the club. The aim is to make your time spent with the club both
exciting and enjoyable.**

**If there is something that you need to know and can't find it in the pack, please
ask one of the committee members and, where possible, we will have the
information added to the pack to help others too.**

**Please read carefully the details of 2nd man drop off and staggered riding
information. This is designed to help keep you and others safe during the rides
out.**

**Please read the events calendar and join the road crew on as many rides as
possible.**

**Why not enter the 'Ride 365'? (for more information on this, please see the
Communication & Information page)**

**Details of all Committee members and Road Crew are within this pack and
also on the Chapter website. Please feel free to contact them if you have any
questions.**

Ride safe & have fun!

Committee Members - Contact Details

POST	NAME	EMAIL
Director	Don Kenning	director@newforesthog.co.uk
Assistant Director & Social Media Officer	Fiona Gilbert	fiona@newforesthog.co.uk
Secretary & Membership Officer	Adrian Batstone	secretary @newforesthog.co.uk adrian@newforesthog.co.uk
Treasurer	Debbie Lawrence	treasurer@newforesthog.co.uk
New Members Rep	Pete Eames	newmembersrep@newforesthog.co.uk
Ladies of Harley Officer	VACANT	Ladiesofharley@newforesthog.co.uk
Webmaster	Steve Price	webmaster@newforesthog.co.uk
Newsletter Editor	Fiona Gilbert	newsletter@newforesthog.co.uk
Head Road Captain & Training Officer	Paul Phillips	headroadcaptain@newforesthog.co.uk
Safety Officer	Stewart Wallace	Stewart.w@newforesthog.co.uk
Historian	VACANT	
Activities Officer	VACANT	activities@newforesthog.co.uk
Rally Manager	VACANT	

Meet the Committee Members



NEW FOREST
CHAPTER #9081

**MEET THE 2025
COMMITTEE MEMBERS**



Fiona Gilbert,
Assistant Director &
Social Media Officer



Don Kenning
Director



Adrian Batstone
Secretary &
Membership Officer



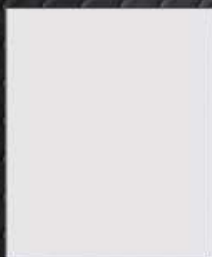
Debbie Lawrence
Treasurer



Paul Phillips
Head Road Captain



Steve Price
Webmaster



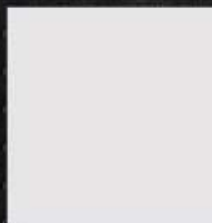
Vacant
L O H Officer



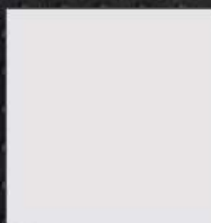
Stewart Wallace
Safety Officer



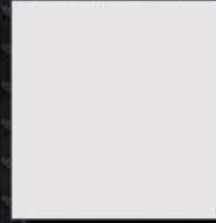
Pete Eames
New members Rep



Vacant
Activities
Officer



Vacant
Historian



Vacant
Rally Manager

Communication & Information

New (and existing) members often ask how they are kept up to date on rides, events and other club business

We have the following information channels, but if you can't find what you are looking for please ask a fellow club member, or one of the committee.

Website – www.newforesthog.co.uk

New Forest Chapter #9081 – Facebook page

New Forest HOG CAMP – New Forest Chapter members Facebook page, please ask a fellow member to invite you or just message the Membership Officer.

During the riding season rides & events will be posted on HOG Camp and our Public page, Please check the Google calendar on our website for regular updates.

At the moment, you will receive one newsletter per month.

All new members will receive a welcome email containing the new members pack when they first join.

The Events Calendar for 2025 will soon be on the website.

Non-members are welcome to attend a maximum of 3 rides before they are required to become a member.

Please make yourself known to one of the Road Captains on the day of your first ride, PRIOR to starting the ride.

If you wish to enter the HOG® 365 Mileage Challenge, please see any committee member.

BECOME A VOLUNTEER

Get stuck in!

Help at our rally & other events.

**It's a great way to meet fellow bikers &
get the most out of the social side of the club.
If interested, please complete the online form.**

Please feel free to contact the committee, we really do welcome input from everyone, about for example....

- * Social activities
- * Suggestions
- * Ride suggestions for Road Crew
- * Compliments (and grumbles!)

FOR SALE PAGE

**Hampshire UK - Harley-Davidson for sale/swap
(access through facebook page)**

**Please search for the above and you can then be added.
(Please speak to a committee member if you are unsure)**

Benefits of becoming a Member of New Forest H.O.G.

Joining a friendly, inclusive Motorcycle club.

Shared knowledge & experience

Regular club ride outs

Annual club trip to Europe

**On Purchasing your fantastic New Harley-Davidson, you will automatically
become a member of**

HOG International

**You will need to be a member of HOG International before you can apply to
join**

New Forest Chapter HOG.

**To learn more about the benefits of being a member of HOG
International please click on the below**

<https://www.harley-davidson.com/gb/en/content/hog/membership->

LADIES OF HARLEY (LOH)

Within the new forest we have a dedicated LOH group.
This part of the club encourages both lady riders & pillions to be active members
of the club.

For further information on becoming a member of LOH please contact
one of the committee members or go to

www.newforesthog.co.uk/about-us/ladies-of-harley

Road Crew

Head Road Captain Paul Phillips	headroadcaptain@newforesthog.co.uk
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Lead Road Captain(s)	Team
Stewart Wallace	Don Kenning (Road Captain) Les Lawrence (Road Captain) Phil Brown (Marshall) Geoff Burgess (Marshall)
John Monk	Trevor Langford (Road Captain) Jonathan Legat (Marshall) Pete Quinn (Marshall)
Paul Phillips	Pauline Smith (Road Captain) Thomas Phillips (Road Captain) Carol Dunsford (Road Captain)
Bob Tatum Pete Eames	Alwyn Thomas (Road Captain) Andy Evans (Marshall) Adrian Batstone (Marshall)

If you would like more information regarding Road Captains,
or would like to have training to become a Support Crew member,
please contact Paul Phillips.



NEW FOREST CHAPTER #9081

ROAD CREW 2025



Paul Phillips
Head Road Captain
Training Officer



Bob Tatum
Road Captain



Pete "Pepper" Eames
Road Captain



Polly Smith
Road Captain



Les Lawrence
Road Captain



Trevor Langford
Road Captain



Don Kenning
Road Captain



Alwyn Thomas
Road Captain



Stewart Wallace
Road Captain



Carol Dunsford
Road Captain



Tom Phillips
Road Captain



John Monks
Road Captain



TBA
Road Captain



TBA
Road Captain



NEW FOREST CHAPTER #9081

2025 ROAD MARSHALLS & SUPPORT CREW



Adrian Batstone
Marshall



Geoff Burgess
Marshall



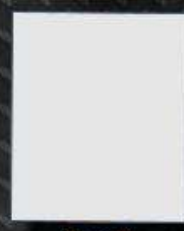
Phil Brown
Marshall



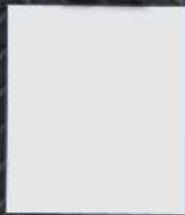
Pete Quinn
Marshall



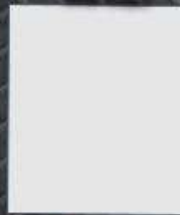
Jonathan Legat
Marshall



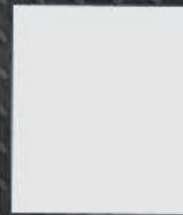
Vacant
Marshall



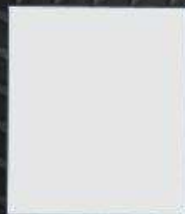
Vacant
Support Crew



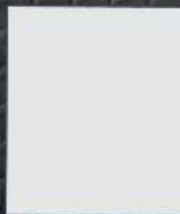
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Support Crew



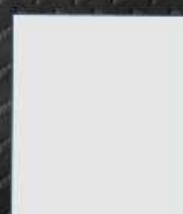
Vacant
Support Crew



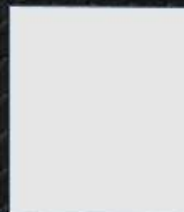
Vacant
Support Crew



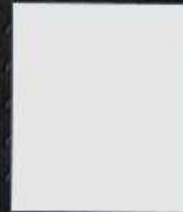
Vacant
Support Crew



Vacant
Support Crew



Vacant
Support Crew



Vacant
Support Crew

Back Patch Etiquette

Being members of the New Forest Chapter of The Harley Owners Group, means that we are part of the biker community in general and one of the most important unwritten rules in the biking community is to pay respect to the various customs and practices of fellow clubs.

As members of the New Forest Chapter we wear an official centre H.O.G. back patch which is the eagle and above that we wear an official top rocker with our club name. You can purchase the rockers at club nights and you can buy the eagles on hogmerch.com. As we no longer issue membership cards you will need to give your membership number. We, as New Forest members, do not earn patches, nor are we awarded any.

In the case of a number of other clubs, patches and rockers are earned and awarded. As a sign of respect we do not wear bottom rockers below our H.O.G. patch.

Here is an example of what is acceptable.

Below the H.O.G. patch are badges with no geographical significance.

Below the H.O.G. patch are badges with no geographical significance.



IMPORTANT RIDING/SAFETY INFORMATION

Riding in Staggered Formation

It is important to maintain a safe distance between you and the riders around you. Just like the Highway Code, we observe the “2 Second Rule” within our riding pack. We create 2 lanes of riders within a single lane on the road (where the road width allows), this helps reduce the length of the ride and still maintains a safe manoeuvring distance. Each rider keeps a minimum of 2 seconds between the front of his/her bike and the back of the bike directly in front. There is a rider in the other column who may be closer but because he/she is in the other lane we have created, he/she should not interfere with you in the event that you have to pull up sharply. Whilst you are moving there should **NEVER** be any overlap between you and **ANY** other rider in the pack. Only when you come to a complete stop should you pull up directly alongside another rider.

Remember, these are **MINIMUM** suggested distances. Road conditions, weather, visibility and a number of other human factors should be taken into account when making the decision on how much room you need. As always you are responsible for your own safety and ensuring that you do not endanger your fellow riders.

Occasionally, the road conditions prevent us from operating the staggered file formation. When this happens, the Lead Road Captain may indicate following riders to form in single file or where riders deem it necessary, they will create a larger gap between themselves and the rider next in the formation and form into a single file themselves. This is more common in cities and towns, on narrow roads and when filtering. Once again, if you do not feel safe in the staggered file because of one of these factors, take the decision yourself (don't wait for a signal from the front). Your safety and comfort is paramount, **maintain that 2 second gap!**

Marking the Route

We operate two basic methods of ensuring that rides get to the final destination safely and together. Both methods require the involvement and participation of everyone in the ride. The Buddy System is used more for small groups (6 or less riders) and has a few risks of group separation and so the predominant method used by New Forest Chapter is the “Second Man Drop Off” system.

Second Man Drop Off

This method of route marking requires the participation of all riders in the group. As a minimum, there must be a Lead Road Captain and a back marker. We have a fully trained support crew who can assist if required in case of a breakdown.

This method works well with larger groups and operates well even if the group gets split up across junctions / lights. It is reliant on a rider being assigned a marking point by the leader and that rider **STAYING** at that point until the back marker indicates for him/her to rejoin the ride. Sometimes this can mean a wait of 5 or 10 minutes (or even longer). The point is, no matter what, you must only rejoin the ride in front of the back marker. If you leave your station too early, everyone behind you will likely become lost...

The mechanics are something like this...

As the ride approaches a change of direction, a junction or fork in the road, the Lead Road Captain indicates to the rider directly behind him (The Second Man) to stop at a specific location. That rider pulls over and points the way to all of the following riders clearly showing the direction they should go.

When dropped, the second man should ensure he/she is in a safe position and **MUST** cancel any indicators. Do **NOT** put your hazard warning lights on (if you have them). If you are dropped and you feel unsafe, try to move to a safer spot, in clear sight of following riders. If you have a passenger, they could do the pointing. Don't worry about rushing to rejoin the ride, if the back marker comes along, he/she will either pull over with you and wait or he will ride on in the knowledge that you will be coming to rejoin the ride shortly. The prime objective is to mark the route, show the way and be safe whilst doing so. **DO NOT GET OFF YOUR BIKE.**

The person showing the way **MUST** stay at that location until he is invited to rejoin the group by the back marker. He/she then rejoins in front of the back marker and is now at the back of the ride.

Meanwhile at the front, the rider behind the guy who was just dropped has now become the "Second Man". At the next turn or junction, the Lead Road Captain will indicate a drop off to that rider and so the process will continue. On longer rides each rider may get the chance to mark the route 2 or 3 times.

The staggered formation **DOES NOT** change during this procedure. Each rider maintains their position and riders do not switch position in the staggered formation.

Here is a tip for newer riders. The person riding in front of you will get dropped off just before you. This places him at the back of the ride. When YOU are dropped, look for that rider to pass you as right behind him should be the back marker. Make sure you see the back marker and he sees you before you move off, but this is a handy way to buy a few seconds to prepare to rejoin the ride in front of the back marker.

If you cannot rejoin in front of the back marker (traffic, road position, it is not safe to pull out or you are simply not ready in time to pull out in front of him/her), allow the back marker to pass and pull out as soon as it is safe. He will know you are behind and will indicate for you to pass him as soon as it is safe to do so.

If you are on a ride operating Second Man Drop system and you follow all of the advice above, both you and your fellow riders will all make it to the planned destination, safely and together.

Pillion Riders

So, you trust the rider to keep you safe, you have the right gear to protect you and keep you comfortable and warm on the ride, you're happy with where you're going and for how long.

What next? How do you help to keep both yourself and the rider safe?

First, you need to clearly understand how the rider prefers you to get on and off the bike. Some riders like the pillion to get on from the left side, after the bike has been started. The best way is to step up onto the left pillion peg using your left foot, and put your right leg over the seat (between the rider and the back of your seat). The rider will be prepared for your weight going onto the peg and shifting as you settle into the seat. Remember to mind the paintwork with your right foot as it goes onto the other peg.

Second, you need an agreed signal that says you are settled and ready to go. You may have helmet intercoms or you may use hand signals, tap on the shoulder or give a thumbs up, so that the rider knows they can start moving, agree on a signal that works for both of you.

You and your rider should also agree on hand signals for when you want to stop at the next opportunity. You need to clearly understand your rider's preferences and stay with an agreed approach.

Third, you need to know where and how to hang on. Most bikes have handrails in the pillion seat area that passengers can hold onto. It's not necessary to hold onto them all the time. Don't hold onto the rider's shoulders or arms at any time, as this can affect the rider's control of the bike and cause a crash.

Fourth, your rider needs to know what you are going to do when he/she leans into corners. Motorbikes are steered by leaning them – it's perfectly normal for the bike to go on a lean of 25-30 degrees through a corner or bend. If you lean in the opposite direction to the rider (which some pillions do), you also cause the rider to have to lean even harder to complete the turn. If you react to the lean by trying to straighten up, you can cause a crash or over-correction. The best thing you can do is just "be the bike" ... don't lean but go with the lean of the bike and rider. Remember about trusting the rider? Relax, go with the flow and be as "neutral" as possible.

Fifth, you need to know what to do when the bike accelerates and brakes. There are times when the rider will need to brake hard for unexpected things like animals running across the road, potholes, etc. In this case, grab the handrail or put your hands low on the rider's back to support yourself. Motorbikes can and usually do accelerate fairly quickly – much faster than most cars. It's easy for a passenger to be caught unawares when this happens and slip or slide backwards on the seat, you can counter acceleration forces by holding onto the handrail or the rider's waist, or by clenching your legs around the seat.

Now you are ready to ride, you can start to enjoy it.

Be their second set of eyes, look out for hazards the rider may not see.

Do your own life savers whilst overtaking and pulling out from junctions.

Help the rider at difficult junctions (if safe to do so).

Although the rider is always in control of the bike, some pillions also like to see in the mirrors, especially when overtaking, they may see a hazard the rider has not seen.

Learn how the bike works, see how heavy it is so that you can understand how much weight the rider has to deal with.

Would you know what to do if your rider was to become ill?

- Find out where the kill switch is and think about what you might need to do in an emergency.

Do as much as you can to have the safest ride each time.

After you've been out a few times as a passenger, you might start thinking you'd like a bike of your own ... and why not.

ON BEHALF OF ALL THE COMMITTEE, PLEASE ENJOY EVERY MINUTE OF YOUR NEW HARLEY-DAVIDSON - WE HOPE THAT THIS PACK HAS GIVEN YOU AN INSIGHT INTO THE CLUB.

SAFE RIDING