

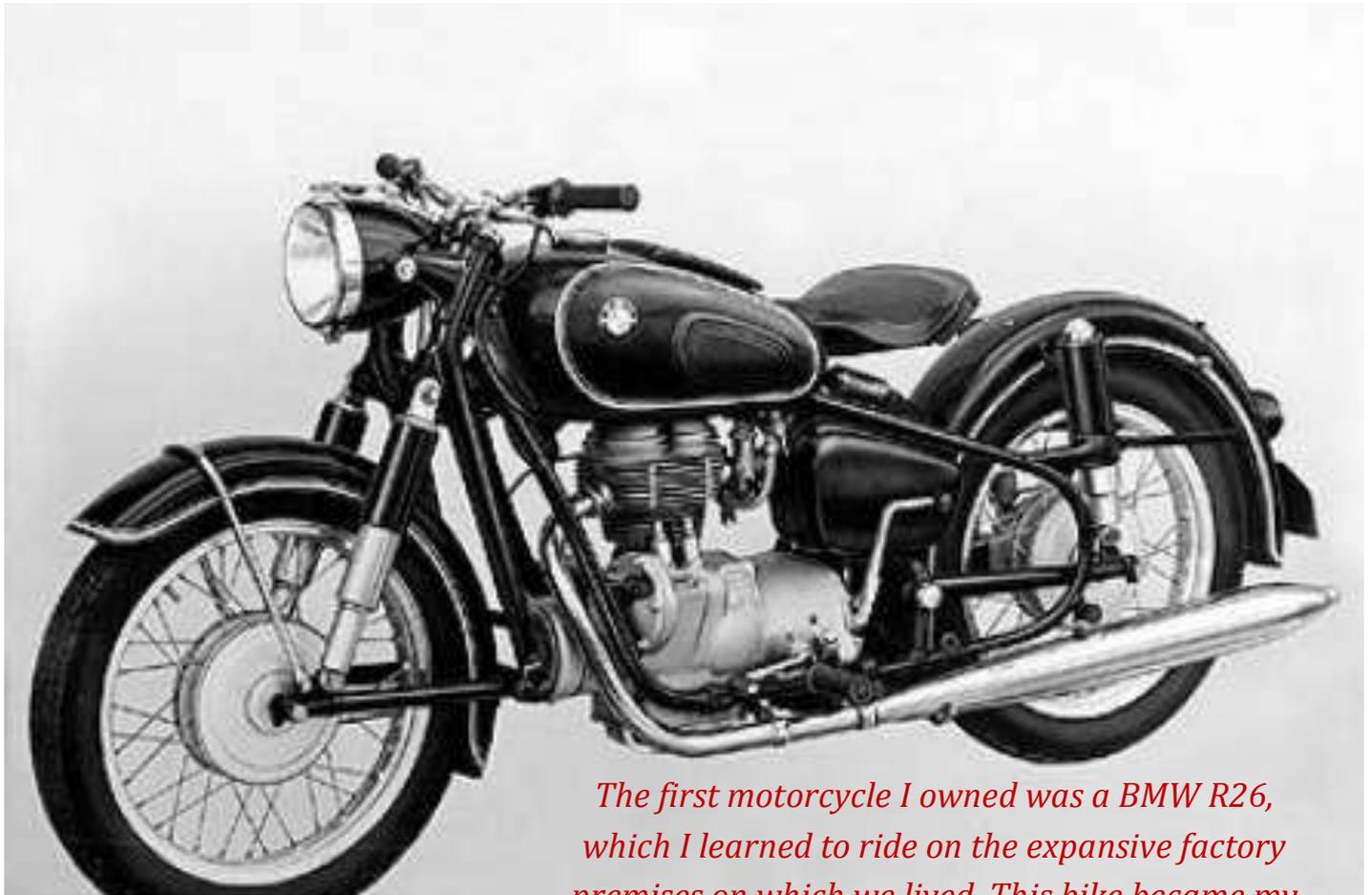


RIDING THROUGH MY TIME

This is the story of
my love affair with
the motorcycle,
which started when I
was 16, back in 1964.
It is a story told
through photos and
captions, for your
entertainment.
Enjoy.....



.... A man and his two wheels in motion



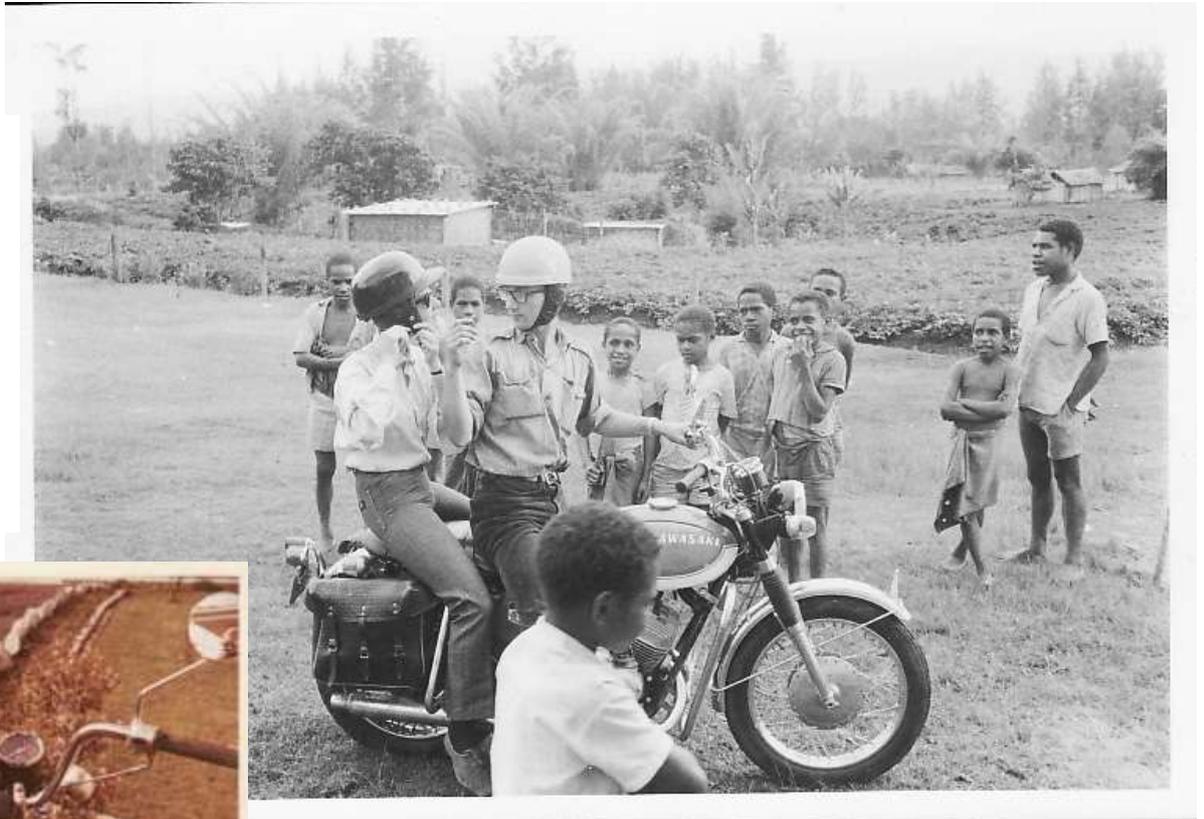
The first motorcycle I owned was a BMW R26, which I learned to ride on the expansive factory premises on which we lived. This bike became my recreation and daily ride to work.



In 1967, I bought a new Puch 250. Despite its European pedigree, I personally found this bike very ordinary and unreliable. A short-lived association.

The Austrian Puch concern entered motorcycle production in 1903 becoming known for double piston two stroke engines after 1923, a tradition that carried on after the Second World War

About 1968, I got my first decent brand new motorcycle, with the help of my parents who went guarantors for my first ever loan. The bike was a Kawasaki A7, three cylinders, 305cc, two stroke.



... enjoying my Kawasaki on a recreational ride in New Guinea in 1969. Unfortunately the bike failed to survive the rough terrain there, and I shipped it back home in a crate.

*It was to be another 40 odd years
before I again owned a motorcycle.*



2005, and I decide that it's time to return to motorcycling, but with the passage of time, I was relegated to the ranks of a novice. So, I buy a new Yamaha 250

Conventional wisdom at the time was reflected in comments such as this one :

“The Yamaha Virago 250 has the classic standard cruiser look without the unmanageable power and torque that a new motorcyclist doesn't need while learning the basics of riding.”

Despite being a “novice” again, and being of a relatively short stature, I was thinking that I was destined for small motorcycles; but it wasn't long before I craved a more interesting and exhilarating ride

The year is now 2006, and my graduation from novice class to more exciting motorcycling saw the arrival of my brand new Moto Guzzi 750 Brevia.



..... so lovely indeed, that my new partner was quite easily persuaded to take up a more exciting level of motorcycling and to borrow this machine on occasions.



2007, and it's time for serious heavyweight motorcycling, with attitude and street cred.

Entering the world of Harley-Davidson.



2008 Harley-Davidson,
Sportster 1200 Custom
(XL1200C)

Somehow one has to augment the classic cruiser style with a little bit of sportsbike fun (Yamaha XJ400)



Now in 2009, something totally new and combining the cruiser and sportbike in one, newly released Harley –Davidson Sportster XR1200... this is one heck of a ride!





And now for something totally different again, but still remaining with Harley-Davidson.....

the Harley-Davidson Sportster 883 Low, 2009 model.



Silly really, going back to an 883 Sportster after riding the heavyweight 1200cc motorcycles..... yep, decision quickly made, going back to the big bike !



Harley-Davidson Sportster Low, 1200cc.

(Model XL1200L)



It is now 2011, and for something completely different. Leaving the H-D family of bikes, but remaining with the cruiser style.



**1992, Yamaha Virago, 1100cc
(Model XV1100)**

Thankyou for accompanying me on this journey through my motorcycling experiences.





NOT THE END



Ride More
Worry Less

