

Harley Davidson Experience

2019/07/16, Tuesday

Hired from Riders of Bridgwater

Cost £135

Refundable caution: £1000

Initial contact: Andy Hayman (General Manager)

Check-out: John ?

Check-in: Met by Phil Jessop (Proprietor) then handed over to Paul Thyer

10:00 Collected

16:00 Returned

Bike: 2019 Harley Davidson Sport Glide



Conditions:

Bright, sunny, very warm (ca. 26°C) - too hot for slow progress.

Route:

North Devon, clockwise.

Distance: 147 miles

Chosen as a mix of: motorway (Bridgwater to Tiverton), fast A-roads (Tiverton to Barnstaple), twisty B-roads (Woolacombe and Morteohoe loop) and twisty A-roads (Exmoor National Park to Bridgwater).

Stops at:

- M5-S/Taunton Deane - coffee
- Chichester Arms, Morteohoe - lunch
- The Coffee Mill, Lynmouth - ice cream



Other

- One fuel fill during route.

Observations - comparison with 2005 Ducati Multistrada 1000S DS ('MTS').

- **Stable** over tar+chippings.
- Very **tractable** engine. Pulls from ca. 1600 rpm without snatch.
- **Pulls away** from standstill easily. **Clutch bite point** later than MTS and an 'odd' feeling lifting feet to forward position.
- **Motorway cruising** at 75 mph. Smooth.
- **Riding position** too laid-back; gave me pain in the lumbar region of my back. I tried resting my feet on the pillion footrests better to support my weight, but the seat is so low as to make my legs very cramped, so this position couldn't be endured for long.
- Unable to fathom **cruise control** during first sector. Managed to work out engagement procedure and raise/lower speed, but unable to re-engage at previous setting? Nonetheless very useful.
- **Gearing**: 1900 rpm in third at 30 mph.
- **Gearchange** was positive, and smooth, but clunky.
- The engine was **smooth** in the way that the MTS is smooth - a bit agricultural - not smooth in the way of the RSVR or a Japanese inline-four.
- The **mirrors** very very sturdy and vibration-free. Excellent.
- The **suspension** was much softer than the MTS (which has been tuned). This was good for absorbing road bumps, but gave quite a bit of dive on braking.
- I was very mistrustful of **ground clearance**. One's heel is the first thing to touch, and this drags one's boot off the peg! I only touched down a couple of times.
- The **front brake** was adequate, but not up to the MTS.
- The **rear brake** was considerably less powerful than the MTS.
- The **clutch** is light and progressive.
- The **panniers** are quite small - and wouldn't take my business rucksack, so I wore it.
- The **engine braking** is a lot less than expected (less than the MTS).
- **Fuelling** is good and there were no snatch points in the pick-up.

- Walking-pace **manoeuvrability** was OK, though sometimes 'paddled' to ensure stability. Once underway, there are no difficulties and the weight (HD ~300 kg, MTS ~200 kg) is not noticeable.
- Tendency to **understeer** on sweeping bends - probably a consequence of most weight at the back.
- The **RHS turn signal button** was difficult to master. There is a button on each side - press once to start and again to stop; starting the other signal cancels the first, and the current signal is auto cancelled. The right hand has too much to do during a turn to worry about signal switches!

My overall impression was that this is basically an agricultural bike, which has received a lot of contemporary additions to refine its behaviour and make it rideable.



Specification

Engine

- Engine2 Milwaukee-Eight® 107
- Bore 100 mm
- Stroke 111 mm
- Displacement 1,745 cc
- Compression Ratio 10.0:1
- Fuel System Electronic Sequential Port Fuel Injection (ESPFI)
- Exhaust 2-into-1; catalyst in muffler

Dimensions

- Length 2,325 mm
- Seat Height, Unladen 680 mm
- Ground Clearance 120 mm
- Rake (steering head) (deg) 30
- Trail 150 mm
- Wheelbase 1,625 mm
- Tyres, Front Specification 130/70B18 63H BW
- Tyres, Rear Specification 180/70B16 77H BW
- Fuel Capacity 18.9 l
- Oil Capacity (w/filter) 4.7 l
- Weight, As Shipped 304 kg
- Weight, In Running Order 317 kg

Performance

- Engine Torque Testing Method EC 134/2014
- Engine Torque3 145 Nm [2018 Dynojet Dyno: 78.2 hp/58.3 kW @5020; 105.5 lb ft/ 143 N m @2900]
[MTS: 83.1 hp/62.0 kW @7900; 62.4 lb ft /84.6 N m @4900]
- Engine Torque (rpm) 3,250
- Lean Angle, Right (deg.) 27.9
- Lean Angle, Left (deg.) 28.7
- Fuel Economy Testing Method EU 134/2014
- Fuel Economy 5.3 l/100 km
- CO2 Emissions Testing Method EU 134/2014
- CO2 Emissions 125 g/km

Drivetrain

- Primary Drive Chain, 34/46 ratio
- Gear Ratios (overall) 1st 9.311
- Gear Ratios (overall) 2nd 6.454
- Gear Ratios (overall) 3rd 4.793
- Gear Ratios (overall) 4th 3.882
- Gear Ratios (overall) 5th 3.307
- Gear Ratios (overall) 6th 2.79

Chassis

- Wheels, Front Type7 Black, machine highlighted, Mantis cast aluminium
- Wheels, Rear Type Black, machine highlighted, Mantis cast aluminium
- Brakes, Caliper Type 4-piston fixed front and 2-piston floating rear

Electric

- Lights (as per country regulation), Indicator Lamps6 High beam, turn signals, neutral, low oil pressure, engine diagnostics, cruise, ABS, security, low battery voltage, low fuel
- Gauges 5-inch analog speedometer with digital gear, odometer, fuel level, clock, trip, range and tachometer indication