



Custom H-D Springer with Sidecar and Trailer



We all have our own taste and preferences when it comes to two-wheeled machines, but regardless of what brand or model motorcycle you ride, many will argue that the best classical and most fashionable production motorcycle of modern

times is the Harley-Davidson Heritage Springer. There are no other models or brands of production motorcycles that even comes close to its originality and styling, and when you do a little additional customizing like adding a sidecar hitch and trailer to an already well-designed machine, you've got yourself one hell of a rig.

Now, a Harley-Davidson Heritage Springer comes straight out of the factory with a huge bucket load of cutting-edge mechanical technology, and a retro-look that flaunts the long H-D heritage, but some owners prefer to take their factory OEM machines even further back into the past. One such owner is Ben Vielitz of Ritterhude, Germany.

Ben bought his first motorcycle, a 1953 BMW R25/3, at age 17, but didn't ride it until he was old enough to legally acquire a license which is age 18 in Germany. Since his first bike, he has owned several motorcycles, including four Harley-Davidson models, two of them rigged with sidecars. "Once you ride a motorcycle with a sidecar, you never want to ride a motorcycle without a sidecar," said Ben.

Ben's latest and best sidecar-equipped Harley thus far is his 2007 Heritage Springer, which he dubbed *Big Brown Fellow*. He bought this bike new at his local Harley dealership and immediately

UP CLOSE Champion Trikes Reverse Gear

A few years back, my buddies and I were laughing about Honda introducing a reverse gear for their Gold Wing with such comments as, "Real bikers don't need a reverse gear," or "If you can't push your own motorcycle backward, you shouldn't be riding it," and "Reverse gears are for cars only." We thought our sarcastic remarks were cool, but Honda's innovation quickly proved to be very useful for many Gold Wing riders. Henderson Motorcycle Company was the first to offer a reverse gear as an option on their 1920K sidecar models. Since the early days of motorcycling, many companies have designed, manufactured, and offered a reverse gear for motorcycles, motorcycle w/sidecars, and trike models.

Touring models all seem to be getting bigger engines, more carrying capacity, and more bells and whistles and the weight of these already heavy machines is increasing and becoming more difficult to maneuver, especially backwards. Today, many riders are adding a reverse gear and loving it.

The reverse gear setup installed on this 2007 Harley Davidson Springer is designed and manufactured by Champion Trikes of Garden Grove, California. It is easily installed, clutch operated, and requires no, or very little exhaust modifications on most models. Once installed, operating the reverse gear is quite simple. The same handlebar-mounted clutch used to control your forward gears is used to operate the reverse gear. Simply ensure your machine is in neutral, pull in the clutch, engage the reverse gear, ease out on the clutch, and simultaneously twist the throttle a little, and you are slowly on your way backwards.

For more information on Champion Trikes' reverse gear for your Harley, log on to www.championtrikes.com or call 800-875-0949.