

OLD V NEW

HARLEY-DAVIDSON DYNA GLIDE 1340 V 1450



'91-'98

HARLEY-DAVIDSON DYNA GLIDE 1340

- ✓ Affordable route into big Harley ownership
- ✗ Runs out of puff at 80mph

USED prices for the classic-styled Dyna Glide start at around £5000



Harley Dyna Glide 1340

Classic custom styling and vibe killing rubber engine mounts made the 1340 Dyna Glide a solid seller. But its 1450cc successor is an even bigger smoothie...

OWNERS' PANEL

MILES DRURY

Landscape gardener, 40, Kent. A Hog fan since he was a kid, has owned a Fat Boy and 1450 Dyna Glide.

ANDY JACKS

Aged 39, an IT specialist from Reading. Andy currently owns a 1998 1340 Dyna Low Rider.

ALAN WARD

Suffolk builder Alan, 53, recently owned a 1450 Dyna Wide Glide – until some b****ard nicked it!

PERFORMANCE

Miles: "I was impressed with the performance of the Dyna Glide 1450, especially after I changed the exhausts, which not only made the bike sound like a proper Harley, but it seemed to go better too. Previously, I owned a 1340cc Fat Boy and the new twin cam engine felt smoother, more powerful and better at cruising along motorways. It could chug along an Autobahn at 100mph all day long, whereas the old Fat Boy would have shaken some bits loose if you'd tried that."

Andy: "I was quite surprised at how well the 1340 Dyna went, it felt very torquey, especially after riding a sports-tourer type of bike. I found the gearbox a bit clunky, but it wasn't anything I couldn't live with. It does run out of steam about 80mph, so

cruising at somewhere around 65mph is where the bike feels happiest."

Alan: "I bought my Dyna Wide Glide brand new in 2000 and had a Stage One kit fitted from the off. The exhaust baffles worked loose in the Screamin' Eagle pipes, but apart from that there were no problems with the bike and it went very well. The Dyna was faster than I expected, but then I went for more power and had the Stage Two kit, which includes a hotter camshaft and other mods to give the bike some meaty acceleration. That made a real difference and brought the bike alive. It went very well, handled good too, and of course sounded superb. Harleys are definitely a cult thing however, and you need to forgive their faults like the gearbox, which is not smooth to operate, even on the 1450cc models."

RIDING

Miles: "In the two years I've had the Dyna Glide I've done a couple of thousand miles on it and found it very comfortable, it's like a big soft armchair on wheels. I've added flutter bars for more comfort and forward set foot controls, mainly because I'm 6ft 4in tall and the stock control positions weren't right for me. I get about 40-45mpg from it. It's also better than you'd think on handling and braking. I went over to the Alps with a group last year and kept up the rest of the bikes, which included stuff like Blades and Hayabusas – the only time I fell behind was when we were on the really twisty Alpine roads."

Andy: "One of the attractions of the bike for me was the V-twin feel, the solid controls, the old fashioned feel of

RUBBER-MOUNTED 1340 motor calmed vibes of earlier models



OLD



MASSIVE air-cooled 1340cc V-twin is all mid-range

NEW



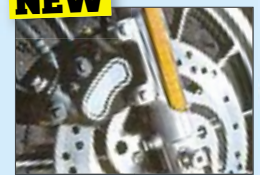
AND a capacity hike to 1450cc makes it even torqueier

OLD



OLD 1340 made do with a single-piston caliper up front

NEW



THE 1450 was upgraded to twin-pot items in 2000



'99-'05
HARLEY-DAVIDSON
DYNA GLIDE 1450
 ✓ Smoother, pokier and slicker...
 X Though 1340's clunky gearbox remains

IT might not look very different but the 1450 offers a more civilised riding experience

v 1450

Harleys. I bought the bike secondhand in Autumn 2004 and just spent a few months cruising around on it, not doing any big journeys really. For that type of riding, the bike was perfect and 100% reliable too."

Alan: "One of the best days I had on the Dyna was watching the sunrise near Lowestoft then riding all the way down to Penzance in Cornwall to see the sun set. I've also been touring in France on the bike and fitted leather saddlebags and a tool roll to carry the extra kit you need. Tyre-wise, I reckon the standard Dunlops are fine and in general, it's been 100% reliable. I had the Dyna dealer serviced during the warranty, then maintained by a specialist who knows his Harleys. I think the 1450 engine is a big improvement over the 1340."

OWNING
 Miles: "I've wanted a Harley since I was a kid and I'm glad I owned a 1450 model, as well as the older Fat Boy. But after two years of fun, plus spending a few quid on various accessories, I fancy a bike I can do trackdays on, so the Harley is up for sale. It's been a really reliable bike, with only a niggling fuel filter problem that caused me any bother. The main servicing I've had done at my local dealer; minor servicing I've done myself."

Andy: "You get attention on a Dyna Glide and that's part of owning the bike. I had always dreamed of owning a Harley ever since I got into bikes and it was one of those moments where I thought, 'If not now...then when will I ever buy one?' I'm glad I did, even if it wasn't for that long."

MODEL GUIDE

- 1991**
Harley Dyna Glide Sturgis launched, with all-new chassis, rubber-mounted 1340 Evo engine
- 1992**
Dyna Glide Custom model added
- 1993**
Wide Glide and Low Rider variants appear. Plus 90th Anniversary editions
- 1994**
Low Rider Convertible launched
- 1995**
FXD Super Glide becomes entry level Dyna model. All Dynas get improved ignition, vacuum fuel tap and electronic speeds
- 1997**
New suspension internals for Dyna range
- 1999**
All new 1450cc motor. Super Glide Sport gets four-piston brake calipers
- 2000**
1450cc model gets twin-piston front brakes
- 2001**
Super Glide T Sport variant launched
- 2002**
New belt drive and rear axle
- 2003**
T Sport has extra chrome pack and black engine cases. Super Glide has new chromed exhausts, Wide Glide has new peg mountings

EXPERT VIEW

Patrick Yates, Sales Manager, Harley World of Chesterfield, Derby
 "The 1340 Dyna Glides attract owners who love 'em, customize 'em and tend to keep 'em. They're scarce, so used values are high. The 1450 twin cam range made the Harley range accessible for many who had been put off by the vibes - it's just progress really, the 1450 Dynas are all round better machines."

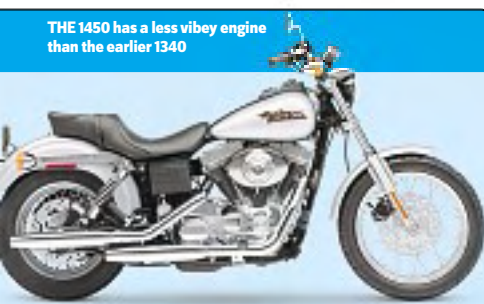
Alan: "What I liked about the Dyna Glide was the pose value, plus the slightly 'boneshaker' feel. I started biking on a BSA and I like a bike which feels like a motorbike. I also liked all the little engineering quirks."

VERDICT
 Miles: "I wouldn't buy another 1340 Harley, because the vibes are too harsh on them. The 1340s are good, but the new 1450cc models are better and look just as good."

Andy: "I could say that I've owned a steam engine, so now it's time to go back to proper biking! But both Dyna models are great cruisers, although the 1450 is a smoother motor."

Alan: "It comes down to the engine. It's hard to choose the 1340 - unless you can't afford the newer 1450."

YOU CAN BE IN MCN!
 If you've owned a Ducati 748 and a 749 you could be in a future edition of Old v New. Send an e-mail to michael.neeves@emap.com



THE 1450 has a less vibey engine than the earlier 1340

1991-98 HARLEY DYNA GLIDE	1999-05 HARLEY DYNA GLIDE
USED VALUES 1991-94 £5000-£7500 1995-98 £5500-£8000	COST NEW £9500 upwards USED PRICES 1999-2000 £6500-£8000 2001-2004 £7000-£11,500
Ins group: 15 Service: £100 minor, £250 main	Ins group: 15 Service: £100 minor, £250 main
TECHNICAL SPEC: Engine: 1340cc four-stroke V-twin Power: 60bhp Chassis: Steel cradle, twin shocks Weight: 271kg Top speed: 105mph MPG/range: 45mpg/120 miles	TECHNICAL SPEC: Engine: 1449cc four-stroke V-twin Power: 68bhp Chassis: Steel cradle, twin shocks Weight: 292kg Top speed: 110mph MPG/range: 45mpg/120 miles

ONE DAY WITH... DAE LIM ROADWIN 125



THIS little baby has more presence than its 125 motor might suggest

Big bike ride, with little bike performance

YOU'VE GOT TO START SOMEWHERE

IN this world of 150bhp superbikes it's all too easy to forget that biking life often begins with a post-CBT government regulated 14.6bhp from a 125cc bike. Small power means small bikes, or so you'd think. Daelim's Roadwin scores massive appeal points because it's built to mimic a 250cc-plus bike, while powered by a 125cc learner-legal engine.

HOW BIG IS BIG?

JUDGING by the amount of nods and waves of acknowledgement from bikes passing in the opposite direction, high on 100% more than when riding Honda's class-leading but diminutive CBR125R. The Roadwin is huge. Wide bars, tall and wide seat, long forks, they all add up to give big bike looks and handling. And the engine's a decent performer, too.

WHAT'S THE ENGINE LIKE?

AFTER years of producing Honda parts under licence and a vast range of two- and four-stroke scooters, Daelim has built a damn fine copy of Honda's reliable four-valve single-cylinder engine and thrown it into a pressed steel



CHASSIS could accommodate a far bigger engine

dual beam frame. It doesn't even touch the sides, as the chassis is obviously built to accommodate a larger 250cc engine at some point.

Clever use of gearing from the five speed gearbox and chain drive means the Roadwin whips up to 50mph and it'll maintain that speed uphill and into a moderate headwind and easily hit 60-65mph on the straights. Slipstreaming will see 70mph but at the risk of impotency from high pitched vibration as the engine nears the 10,000rpm redline.

IT'S A QUALITY RIDE

WHAT the Roadwin lacks in power it makes up for in ride quality. The wide wheel rims allow the bike to roll into turns with barely a thought. The suspension is

good for a tiddler bike, too. The gas-charged Kayaba rear shock and non-adjustable forks deal with most road conditions. Only when the single front disc brake is used hard - and it works fine, with good feel and bite - do the forks show their cheap side by diving excessively from a lack of compression damping.

BUT WILL IT LAST?

"DAELIM come and we wanna go home..." one cynic sang (badly) to the tune of the Banana Boat Song. Ouch! But just because it's made in Korea and keenly priced at £2399, it doesn't mean the motor's going to blow to bits and the chassis is going to rot before your eyes. So, when it comes to paying time, we'll take the big option every time.



GET TO 70mph and hold tight



BASED on a Honda single

MCN SAYS:

- ✓ Big bike looks
- ✓ Bigger bike handling
- ✓ Biggest confidence-inspiring 125 learner bike out there
- ✗ Cheap tank decals begs to be peeled off
- ✗ Lots of revs for little speed induces vibration

DAELIM ROADWIN 125
 ★★★★★
 COST (est): £2399
 POWER (claimed): 13bhp
 TORQUE (claimed): 10ftlb
 WEIGHT: 135kg

Available: Now
 Colours: Red, black
 New for 2005: New model
 Insurance group: 4 (of 17)
 Info: 0845-130-1903

Engine: 124.1cc single-cylinder four-stroke. Five gears
 Chassis: Pressed steel dual beam frame. Kayaba non-adjustable 35mm forks and single rear shock. 280mm front disc with twin-piston caliper, 220mm rear disc with twin-piston caliper.
 Tyres: Swallow; 110/70 x 17 front, 140/60 x 17 rear