

Nice to know.

Price, departure dates, excursions, special events, newsletters, nice stories, photos, special dates in the Netherlands, what is included (and what not) in the price, accommodations etc etc. You can find all info at our website. Click [here](#) to be forwarded to www.proholland.com . Saying this we can skip all 'normal' items to move on to the more interesting things.

But before doing this we want to highlight one key feature of the 'one and only real Dutch experience on 2 wheels'

€ 2099,-

To know more about this price click [here](#)

Theme vacations.

New. New. New. Theme vacations.

On special request we are able to change our 'normal' 10 day tour through the Netherlands into a trip with 'something extra'. To be honest: this is what we like to do most, the extra's, the not-normal-things what makes a trip *your* trip.



Cultural tour..... kind of *

We do it like this: adding more items to the standard tour isn't possible simply because the days are already long enough (and we like to take time, not only for driving the motorcycle, but also for all the sightseeing's). So we have to skip some stops to replace them for stops which have something to do with the chosen theme. Sometimes it is even necessary to arrange different sleeping places at different places.

Costs: non. Nothing. Free of charge. Or as we say it over here: gratis!

Of course we only offer this theme-tour on request. Please let us know whatever you have in mind and we will do our utmost best to realize your wishes. Send us an e-mail with *your* theme (or wishes) at info@proholland.com

A themes we have already worked out:

WWII: although we realize not many veterans of WWII are able to join us driving a motorcycle we think it could be interesting for relatives visiting all the places they heard talking about.

Water: we are world famous about our eternal fight against the sea. But did you know we are also fighting against water coming from the other side: the rivers are causing more problems every year. We could show you very interesting defense works and other problem solving solutions. Very special things. Unique things too.

Cultural trip: not necessary to explain this type of tour

Enesco. We have 10 items which are listed at the Enesco heritage list. Last one is added a few weeks ago: the van Nelle factory in Rotterdam (google it!). Build in 1930 and back then a very futuristic building. Nowadays it is still a beauty and it doesn't look expired! The other items on the list among others: defense line of Amsterdam, Beemster polder, Woudagemaal (steam pumping station), the Wadden sea, the windmills at Kinderdijk and the historic Area of Willemstad at Curacao (but visiting this last one isn't an option....)

*. Read it like top – les(son): the best driving lesson for motorcycles.



Friendly Dutch people: part of our cultural tour

Fun part.

Half way the season we think the fun part is getting more important, than the business part. Why? Most people book their trip, vacation, stay over, private tour long before they actually leave their country. And to be honest: our kind of vacations aren't a last minute type of vacation. Although it won't be a problem to organize it at the last minute.

Hereby we declare the business part being ready. Doing this we can focus towards the fun part below! Have fun reading.

How do deal with non-payments.

Sometimes we organize one day tours. These tours focus on local people. Often we drive a small part of the 'one and only 10 days motorcycle experience through The Netherlands' we normally offer for foreigners.

During one of the 'one day tours' the motorcycle of a member won't start after a coffee break in the middle of the Euro port (one of the world's biggest harbors, Rotterdam). He was using one of the ProHolland motorcycles because he didn't own one himself. Being the guide they called me to take a look at it.



The difficult way to get your money:

I know people do strange things whenever they are in a hurry or whenever they are afraid to be left behind by the group. Many times before I solved starting problem simply by switching 'the engine switch off' back to the running position. This time I didn't....

'My bike won't start, I really don't understand? It was running perfectly all day up to now'. 'Did you already pay the invoice we send you for today, if not the bike is switched off by remote control out of the office. We have to be more strict about the money, we have too many not-paid-bills'. 'One of the reasons we register who is driving which motorcycle is to take measures in case we see open accounts'. He understood but wasn't sure about it all. You could see him breaking his head: didn't I pay ProHolland? And: never heard about the possibility to switch off a motorcycle by remote control.

For me it was very hard not to laugh...

A wise man knows when to stop.

Last April some friends invited me. They joined a track day on the TT race track at Assen and discovered their pit-box offered much more space than expected. So they called me.

It was a late call. It took me some late nights to put the race motorcycle from ProHolland together but just in time the Honda was ready to race.

The weather forecast told us it would be rainy weather on Monday, our race day, and actually it was right: it was raining. So the motorcycles, including the ProHolland racer, had to be changed to wet weather. Slick tires off. Wheels with rain tires on. Suspension adjusted to wet conditions. We missed our first session.

Next session: rain. Like the third session. I noticed time after time less motorcycles appeared on the race track. Many people race with street legal bikes and seemed to think it was getting to slippery to race. Main reason normal insurance don't pay race track damage. Now I think they are wise people....

Riding a race motor (not registered and no road allowance) I thought: pussies! So I started my fourth session. Rain again, very slow, high lap times, but also a lot of fun although shifting gears was getting more difficult lap after lap. Up was okay, but down shifting was bad. Sometimes I couldn't feel does it change gears or not?



Duc-tape does it all !!

Fifth session. Less motorcycles, more rain. I started behind a better driver than myself. Doing this it is easier to drive the right lines. Starting the curves at the correct spot with the correct speed. Getting downwards to the correct apex-point to accelerate the right way. He noticed I was copying him as he didn't drove away like he normally does. It was great until the end of the second lap. He was looking back over his shoulder but no Kyle anymore.

Kyle was sliding on his back through the mud and over the grass. But mainly through the mud, thinking: sh.., fu.. I better should have call it a day. Sh.. gear box, fu.. brakes. (by the way: cold water). What happened? Towards the corner the down shifting did succeed. I didn't know what gear it was in, it took too much time. The result of this: my speed was to high entering the corner. I was pushing the brakes too much: oops the front tire was sliding. That was it. (so basically my own mistake)

After some more cursing I picked up the motorcycle. Most parts were still there. It even started. So Kyle hopped on and drove the rest of the session using only 3th gear.

It needed nearly 2 days to repair it. As I said: A wise man knows when to stop. Kyle wasn't wise on the race track, just passionate.

NB: if you aren't interested please let us know and we'll stop the e-mail

Regards,

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