

# HOG the IMIP

Spring Edition 24.02



Lindum Colonia UK Chapter 7828



SPRING IS HERE...  
...AND HERE WE  
GO AGAIN..!

2024 RIDING SEASON  
IS UPON US, SO LET'S  
MAKE THE MOST OF IT!



Sponsoring Dealer: Robin Hood Harley-Davidson, 401 Meadow Lane, Nottingham NG2 3GX

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[www.lindumcoloniachapter.com](http://www.lindumcoloniachapter.com)





# Editors waffle..... Cathy Bourne



Hi All  
Welcome to the Spring edition of the IMP.  
Winter seemed to drag on and on so it is so good to be back and riding again. Here's hoping we don't get too many 'Rain stops play' days this year!

Despite not many write ups of rides yet, there is still a fair bit for you to get your teeth into in this edition including an essential read from Peat Gould if you are planning on taking your bike across the English Channel this year. We also have contributions from Bern, Dai, Chris B, Chalkie, Gaz and Deb Sowter. Many thanks to you all.

If you haven't yet booked into this year's rally, the details are below. If it's anything like the previous ones, it promises to be a cracking weekend.

Also in this edition, there is information about Dai & Del's Cream Tea afternoon to raise money for Prostate Cancer and this year's Inspire Ride. Please put the dates in your calendar and help raise money for these great causes.

Hopefully, the next edition will have lots of write ups of wonderful rides and adventures that members have been on. Look forward to seeing you all soon.



## Lindum Colonia UK Chapter HOG Committee 2024

**Paul Redhead**  
Chapter Director

**Jason Clarke**  
Dealer Principal

**Dai Gunter**  
Assistant Director

**Alun Burnett**  
Secretary

**Liz Cousins**  
Treasurer

**Pete Abbott**  
Head Road Captain

**Charlie Gordon**  
Webmaster & Membership

**Tracy Abbott**  
Activities

**Andy Chrimes**  
Merchandise

**Deb Sowter**  
Head Photographer

**Gaz Sowter**  
Safety Officer

**Cathy Bourne**  
Editor

**Chris Bourne**  
Historian

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**FRIDAY THE 13<sup>TH</sup>**

**Lindum Colonia UK Chapter presents**  
**Concursum mmmxxiv**  
**13<sup>th</sup> - 15<sup>th</sup> September 2024**  
**Friday 13<sup>th</sup> Theme Night (Fancy dress)**  
**Saturday 14<sup>th</sup> Hawaiian Chillout (Bring your Hawaiian shirts)**

**JOIN LINDUM COLONIA CHAPTER FOR THEIR 3<sup>RD</sup> RALLY AT OLDE BARN HOTEL MARSTON NEAR GRANTHAM**  
**FRIDAY NIGHT THEME: FRIDAY THE 13<sup>TH</sup>**  
**SATURDAY NIGHT THEME: HAWAIIAN SHIRTS**  
**ROCK DJ ODYSSEUS & LIVE MUSIC FROM JUNCTION CLASSIC ROCK AND AIRWAVES**  
**SATURDAY RIDEOUT, FUN & GAMES**

**TICKETS ARE ALREADY IN HIGH DEMAND AND THIS WILL SELL OUT SO BE PROMPT**  
**APPLICATIONS FOR TICKETS VIA ACTIVITIES@LINDUMCOLONIACHAPTER.COM**  
**DOUBLE/TWIN ROOM & 2 RALLY TICKETS: £330**  
**SINGLE ROOM & 1 RALLY TICKET: £230**  
**WEEKEND TICKET (NO ACCOMMODATION): £66**  
**RALLY TICKETS INCLUDE EVENING MEAL ON FRIDAY & SATURDAY**  
**A £25 PER PERSON NON-REFUNDABLE DEPOSIT REQUIRED WHEN BOOKING YOUR TICKETS**



## Greetings & Salutations

Paul Redhead, Chapter Director

Now then, it's the one-armed ~~bandit~~ Director!  
I hope you're all doing well.

Firstly I would like to welcome both Alun Burnett as our new Secretary and Andy Chrimes as our new Mechandising Officer onto the committee. The committee all do a great job, giving up their time for the Chapter so please support our 2 new members as they settle into their new roles. I would also like to mention our out-going Secretary again and say a big thank you to Bern for all the work she has done for the Chapter over the last few years. Much appreciated by all.



There is no real update from HOG to give you. Sadly, still no sign of a replacement for Amy Sparrow but the good news is that the Manchester dealership is re-opening.

Great that the riding season is finally underway. Just disappointed I can't join you yet. In particular, it was great to see the Easter Egg run going to Blair House again. Well done to everyone who took part or contributed. It's such a great relationship between Blair House and the Chapter. It really does count.

There are loads of ride outs planned by the Pete and the Road Crew over the next few months, please join as many as you can. I really hope that the weather holds out for all of them.

Sadly, I won't be getting on my bike for at least 8 weeks. The shoulder is mending – but the recovery is a long process. I keep getting stuck from my Physio – “what part of no don't you understand?” but I am mainly doing as I am told (for the first time in my life) regarding doing the exercises I need to. The quicker I can get back to work, get fishing and most importantly get back on my bike the better. On the plus side, with all the clip/screws etc in my shoulder I could be the Chapter Bionic Man! Finally, I would like to announce that after a recent medical check up I have been declared officially 'normal'. Well at least part of me is.....

I'll keep at the exercises and hopefully I will be back riding with you soon. Until then, keep safe and I will see you at the next Club night.

Paul



## ...And Another Thing...

...by Dai Gunter, Assistant Director

Just last night, I was checking my phone for the latest weather forecast and noticed that sunrise

was 06:10 and sunset 18:10; that means going forward, the days are getting longer than the nights. And the cherry on the cake was that the following day's Road Crew meeting was going to be a fine day, dry and mild, ideal for a ride the Harley (my first ride since the Christmas ride to Blair House). Yes, we had a good meeting and yes, we had a number of Harleys turn up and four of us even went on our first rideout of the season, down to Nottingham to visit Robin Hood Harley-Davidson on their Open Day event to inspect the 2024 bikes.



Our last club night had around 50 members attending. That's one of the best for a while, and not only were the numbers good, but the socialising was great too – usually by 9pm, most are thinking about going home, but not tonight, there were still a good number hanging around – I got home around 10:30pm. Let's hope our club nights' numbers continue to grow, just like our membership. We're knocking on the door of 90 members now and it was fantastic to see several new faces at the meeting.

Talking of new faces, we have a new Merchandise Officer – Andy Chrimes. Andy is new to the Chapter so many of you have yet to meet him. Andy is looking forward to getting straight in there and getting involved. With the new web-shop now online, and the new riding season upon us, I'm sure Andy will find his feet very quickly. Welcome to the Chapter, and welcome to the committee Andy.

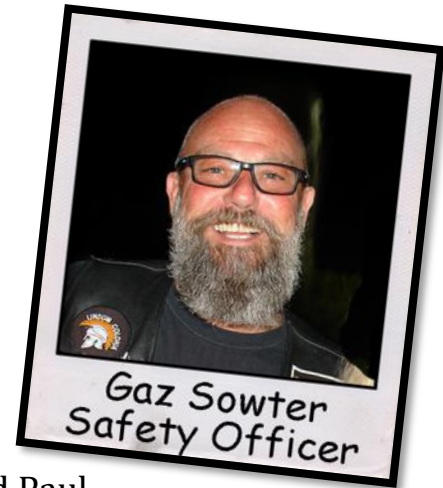
Most will have heard by now that Paul Redhead, our illustrious Director, has had a shoulder operation to fix bits of sinew, bone, and other foreign objects that may be lurking in his shoulder. This means Paul will not be able to ride (or drive) for a number of weeks. I'm sure you, like me, wish Paul a quick recovery. Hopefully, he'll be able to attend the next club night.

One of my tasks this year as part of the Road Crew, is to escort some of our members to a number of other Chapters' rallies. I'm attending the Oak Tree Rally, Carmarthen (organised by the Black Mountains Chapter); the Fenlanders' East of England Rally (organised by Fenlanders Chapter); and The Rally in the Valley, Llangollen (organised by Deva Legion Chapter). The Oak Tree Rally is a hotel job, so places are limited. Details on how to book a place at the Oak Tree Rally can be found on our website & FaceBook page, or just ping me and I'll take you through it; but hurry, rooms are limited. The Fenlanders & Deva Legion rallies are camping events (or campervan/caravan if you prefer) and tickets for these rallies can be purchased online via the respective Chapter websites. If you are going to any of these rallies, let me know.

There are other rallies Lindum Chapter is supporting this year... Nicky Robson is leading a group to Thunder in the Glens; Gaz Sowter is taking a number of members to the Cider Rally and of course, we have our very own Concursum Rally. Pete Abbott is also organising an overnigher with the Icen Chapter at Norfolk. You need to get a move on if you want to attend this one, ping Pete for more info on how to book your room, etc.



## Safety Officer Gaz Sowter



So as I sit here writing what is going to be a short article this month, Charlie is leading Dai's ride to Eye Kettleby lakes. Charlie had asked me to do tail end or sweep (I think he considers it safer that way), however my beloved Glide is sat at Wrightway Motorcycles awaiting the delivery of a new ECT (engine coolant temperature) sensor. The failure of this part caused me to abandon last week's ride to Hornsea.

I was particularly gutted about this for two reasons, firstly Nicky and Paul always put on a good ride which I was looking forward to. Secondly, when I pulled off from the group, Deb's just cruised on by. She later told me, wonder what's up with him? Oh well, now't I can do, Pete's at the back, he'll sort it 😊.

I'd already rang Pete to give him the heads up I was about to bail so he didn't have to stop. I rang our illustrious Director for advice, and it was eventually decided it's probably a sensor fault and ride home steady. Thankfully that's all it was, and I got back with no more dramas. I dropped it off after work the next day to Ian at Wrightway.

Club night came and went on the 11th of April. It was another good turn out with a few on their bikes. For those of you that couldn't make it, I mentioned some future events. On Saturday the 18th of May, there will be a bike related first aid course for the road crew. Ian "Pops" Burton has kindly offered his experience and skills for a mornings' training session. We are still to find a venue for this though as Windmill Farm is unavailable. Pete suggested I task our new Secretary with this small matter (sorry Al), hopefully it'll be resolved soon.

The other thing I mentioned was that on Club night, 13th of June I have arranged for some colleagues from Rospa to give us a talk on road craft etc. I'm sure they will be happy to answer any questions you may have so make sure you inundate them.

That's about it from me for now except I'll leave you with this picture I found as this is where most accident's involving bikes occur.



Stay safe out there Guys and see you on the next ride.....(Hopefully I've got my bike back!)

Gazza



## Time to step down Bernice Gordon

When I was originally asked nearly 3 years ago by Paul if I would consider being secretary of the chapter, I was somewhat daunted by the prospect. Firstly, it is a “primary officer” position which alone sounds scary enough and secondly it does carry a certain amount of responsibility. But with a bit of gentle persuasion and reassurance from Paul I decided I would “give it a go”.



There was no handover from my predecessor and I had absolutely nothing to work with, but with help from my husband Charlie, who is far more computer literate than me, I was soon up and running. Being 2021 things were a bit quiet for a while as we were slowly coming out of the third lockdown, so it was a gentle ease into finding my feet and getting myself into a routine. The first committee meeting I ran was at Dai’s place as we were not able to book The Windmill Farm, so this gave a very much more relaxed atmosphere.



As time went on, I felt that I slowly grew into the job, and found I was actually enjoying it. Although sorry guys, trying to get input for the agenda, and a report from each of the committee members proved at times to be unsuccessful. But with me scribbling away at meetings in my worst handwriting, and then reading back through trying to decipher what I had written proved to be quite amusing and challenging at times. But it was great and I loved being part of a great committee with very proactive people, who also shared the same enthusiasm. I soon found that I got myself into a routine with booking of the function room at The Windmill Farm for the whole year and checking each month that it was still available to us for our monthly club nights.

I soon built up a good working relationship with the staff there, who were always very helpful. When the end of year came and the realization that I had to submit certain forms to HOG was a bit of a worry as I had no idea what was expected of me, but with help from Charlie we discovered what was needed and we soon we set to it. It is a time-consuming job so thankfully it only has to be done once a year.

If you were to read the HOG charter and the job description of the secretary’s role, then it seems there is far more to it than just running, booking and minuting meetings and submitting the accounts and end of year forms to HOG. The secretary has to make sure that all the committee members uphold their positions, and carry out their jobs as per the HOG charter. But as we have such a good committee with a director who trusts and allows each person to get on with their job, then this thankfully was something I never had to deal with.



I have enjoyed being part of the “team” and also being involved in some of the decision making, but my attention now is towards other things. The chapter is moving in different directions all the time, and with so many new members joining us, now is the time for me to hand over the reins for someone else to “have a go”. I have minuted 19 committee meetings and organized 3 AGM’s in my 3 years.



Thank you to everyone who I have had the pleasure of working with over the last 3 years, and good luck to the new committee members who I’m sure will continue to do a great job. My best wishes go to Alun Burnett who I know will prove to be a great secretary. So, this is Bern signing off and wishing everyone safe and happy biking.



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## The Road Crew...

...Pete's final gathering before the season's start

Our illustrious Head Road Captain, Pete Abbott, called a Road Crew meeting to discuss this year's riding season's ride-outs with the Road Crew at the Windmill Farm Hotel on Saturday 16<sup>th</sup> March. A healthy proportion of Road Crew turned up, including our newest Road Captain, Mr. Will Field, to discuss final arrangements and confirm dates. After a couple of tweaks, the calendar was set and Charlie Gordon is updating the Chapter Website to reflect minor changes so we can all attend on time, on the right day (remember, we're doing several Saturday ride-outs this year) at the right time, at the right meeting place venue. Tracy Evans will be tied up (not literally, unless Mark has other ideas...) with her new business venture, so has had to drop out of a ride or two, but Will Field has stepped in to take us on one or two of his rides (or maybe just a jaunt down to Tesco), so we're good to go. Check out the updated calendar on the Chapter Website – that's where you'll find the accurate information for ride-outs and events on the calendar pages.

So, Will Field... Let's just say some of our time-served Chapter members will remember Will from the early days of Lindum Colonia. Will has been a Road Captain for Lindum Chapter and Sherwood Chapter. He also does some volunteering with LEBBS (Lincolnshire Emergency Blood Bike Service) as well as being an instructor with the Institute of Advanced Motorists (IAM). Will has rejoined Lindum after a break of several years and we look forward to riding with Will again.



**LINDUM COLONIA UK CHAPTER  
2024 RIDEOUT PROGRAMME**

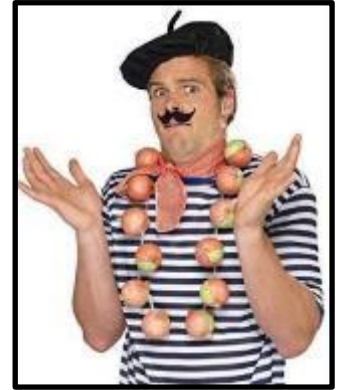
FULL DETAILS OF RIDE PROGRAMME  
AND MEETING TIMES/VENUES ARE ON  
THE CHAPTER WEBSITE:  
[WWW.LINDUMCOLONIACHAPTER.COM](http://WWW.LINDUMCOLONIACHAPTER.COM)

2024 EASTER EGG RUN  
HORNSEA  
EYE KETTLEBY LAKES  
NORTH SEA OBSERVATORY  
BLYTON ICE-CREAM PARLOUR  
LIZ'S MYSTERY RIDE #1  
ALUN'S NMA VISIT  
INSPIRE '24  
BLITHFIELD  
GAZ'S RIDE TO NOWHERE  
DEL'S CREAM TEA  
COAL MINING MUSEUM  
EDEN CAMP  
INTERNATIONAL BOMBER COMMAND CENTRE  
ANNIE'S RIDE  
NORA BATTY'S STEPS  
HELMSLEY  
TAN HILL INN  
CARSINGTON WATERS  
EAST RIDING OF YORKSHIRE  
GAZ'S SECOND RIDE TO NOWHERE  
SPERNHEAD  
MELTON MOWBRAY  
WADENHOE  
LIZ'S MYSTERY RIDE #2  
NEWFIELD  
RTTW  
NORTH LINCOLNSHIRE'S COASTAL RIDE  
+ MIDWEEK CHIPPY RUNS & ROMEOS



## Peat's Guide to International Travel.... Peat Gould

A few months ago, some of Ingrid's German relatives came over to visit us. On their way here they did a little bit of tourism in London. Surprisingly to them, they had to pay the full Ultra Low Emission Zone (ULEZ) rate, despite their ridiculously large Mercedes being Euro 6 compliant. "Das ist nicht gerecht!". Whereas us Englanders can just put our registration number into the ULEZ system, and it will come back with "you are ULEZ compliant, lovely boy - nothing to pay", poor old Johnny foreigner is not so lucky. He needs to apply and submit an application, with proof of Euro 6, etc. compliance, before starting off on his holiday to London.



Roll on a few weeks and I'm planning a trip to the land of bureaucracy, also known as France. So, I sit myself comfortably in front of the PC to find out what's new in their legal system and unsurprisingly I find that their Low Emission Zone (LEZ) (qualité de l'Air) system is as tortuous as ours from the other side of the fence. And actually, for once, nothing to do with Brexit. So, uncovering the pitfalls:

- There are some 38 cities / areas in France that have LEZ, easy to check on the internet, and I find that Rouen, where I shall be going, has a LEZ and by all accounts you need to show compliance by putting a sticker on your windscreen. However, you don't need a Crit'Air / LEZ sticker for all of them! Typically, Mont Blanc Tunnel is an LEZ, but no sticker needed. One just needs to follow the rules! I assume this means rev your bike as much as possible and enjoy the noise 😊. Stickers are required for Aix-Marseille-Provence region, Bordeaux (coming in 2024), Clermont-Ferrand, Grenoble, Lyon, Marseille, Montpellier, Paris (with the added bonus of not letting you in between certain hours unless you have a 0, 1 or 2 sticker and a string of onions on your handlebars), Reims, Rouen, Strasbourg, and Toulouse. The other places listed only require a sticker when the French announce them (possibly on the radio after they have lost a rugby match to England).
- The French stickers numbered 1, 2, 3, 4, 5 and Green (presumably zero emissions) are only awarded to people with big, rare-mineral-destroying batteries in their cars, or maybe just pedals! And unsurprisingly, these categories don't relate to the cars' Euro emissions rating which are round the other way where 6 is the best and the lower numbers are worse!
- So off I go to find out what Euro emissions standard my bike is. All internet guidance says it is written at the bottom of page 2 of your V5/V5C/ Log Book, in section V9.... Oh no it isn't! My 2021 Log Book has statements about the 3 types of emissions halfway down the second page (not numbered) within Vehicle Details, section V, which only goes up to V5 and no overall Euro emissions standard stated.
- Find out your Euro emissions standard.



The nice Shropshire Council provided this data.

Euro 3 Emissions Limits (Petrol)			Euro 3 Emissions Limits (Diesel)		
V5 Reference - Exhaust Emissions		Maximum by Emissions Type	V5 Reference - Exhaust Emissions		Maximum by Emissions Type
V.1	CO (g/km or g/kWh)	2.3 g/km	V.1	CO (g/km or g/kWh)	0.64 g/km
V.2	HC (g/km or g/kWh)	0.20 g/km	V.2	HC (g/km or g/kWh)	0.56 g/km
V.3	NOx (g/km or g/kWh)	0.15	V.3	NOx (g/km or g/kWh)	0.50 g/km
V.4	HC+NOx (g/km)		V.4	HC+NOx (g/km)	
V.5	Particulates (g/km or g/kWh)	No Limit	V.5	Particulates (g/km or g/kWh)	0.05 g/km

Euro 4 Emissions Limits (Petrol)			Euro 4 Emissions Limits (Diesel)		
V5 Reference - Exhaust Emissions		Maximum by Emissions Type	V5 Reference - Exhaust Emissions		Maximum by Emissions Type
V.1	CO (g/km or g/kWh)	1.0 g/km	V.1	CO (g/km or g/kWh)	0.50 g/km
V.2	HC (g/km or g/kWh)	0.10 g/km	V.2	HC (g/km or g/kWh)	
V.3	NOx (g/km or g/kWh)	0.08	V.3	NOx (g/km or g/kWh)	0.25 g/km
V.4	HC+NOx (g/km)		V.4	HC+NOx (g/km)	0.30 g/km
V.5	Particulates (g/km or g/kWh)	No Limit	V.5	Particulates (g/km or g/kWh)	0.025 g/km

Euro 5 Emissions Limits (Petrol)			Euro 5 Emissions Limits (Diesel)		
V5 Reference - Exhaust Emissions		Maximum by Emissions Type	V5 Reference - Exhaust Emissions		Maximum by Emissions Type
V.1	CO (g/km or g/kWh)	1.0 g/km	V.1	CO (g/km or g/kWh)	0.50 g/km
V.2	HC (g/km or g/kWh)	0.10 g/km	V.2	HC (g/km or g/kWh)	
V.3	NOx (g/km or g/kWh)	0.06 g/km	V.3	NOx (g/km or g/kWh)	0.18 g/km
V.4	HC+NOx (g/km)		V.4	HC+NOx (g/km)	0.23 g/km
V.5	Particulates (g/km or g/kWh)	0.005 g/km (Direct Injection Only)	V.5	Particulates (g/km or g/kWh)	0.005 g/km and 6.0x10 <sup>-11</sup> /km

Euro 6 Emissions Limits (Petrol)			Euro 6 Emissions Limits (Diesel)		
V5 Reference - Exhaust Emissions		Maximum by Emissions Type	V5 Reference - Exhaust Emissions		Maximum by Emissions Type
V.1	CO (g/km or g/kWh)	1.0 g/km	V.1	CO (g/km or g/kWh)	0.50 g/km
V.2	HC (g/km or g/kWh)	0.10 g/km	V.2	HC (g/km or g/kWh)	
V.3	NOx (g/km or g/kWh)	0.06 g/km	V.3	NOx (g/km or g/kWh)	0.08 g/km
V.4	HC+NOx (g/km)		V.4	HC+NOx (g/km)	0.17 g/km
V.5	Particulates (g/km or g/kWh)	0.005 g/km (Direct Injection Only) and 6.0x10 <sup>-11</sup> /km (Direct Injection Only)	V.5	Particulates (g/km or g/kWh)	0.005 g/km (Direct Injection Only) and 6.0x10 <sup>-11</sup> /km (Direct Injection Only)



So, I take the numbers from my Logbook: V.1 - 0.659, V.2 - 0.065, V.3 - 0.036. and conclude that I'm a Euro 6 standard. I select motorcycle in the French application E form (more on that later) and select Euro 6.....and the computer say no! – it was probably at this stage I threw my nice comfortable PC chair across the room; Ingrid pacifies me with a cup of coffee ☺

Some more internet research and I have found that motorbikes are currently only certified up to Euro 5 standard. Select Euro 5 and the E form works.

- The Form / Application must be completed on the internet and the sticker is delivered to your vehicle's registered address before you go. Some sites say, "allow up to 30 days for delivery". Lots of hits on the wonderful world wide web for this form and loads of easy links. I searched 'qualité de l'air Rouen application form' and came up with "vignette Crit'Air", I selected English on the form and off I went on my next journey into bureaucracy. In the section Acquisition of a Crit'Air Sticker there is a link 'The Crit'Air sticker can be ordered online on the website [www.certificat-air.gouv.fr](http://www.certificat-air.gouv.fr) for the princely sum of €3.72 per vehicle (€3.11 + €0.61 postage)'. Also, a nice warning about only using French Government websites as others have been known to overcharge! I have seen stickers for up to €30 – Ouch. You should get an email a week after your application to say you have applied for a sticker. Save this in case your sticker doesn't turn up.
- Apart from the pitfalls above, completing the form was all going rather well until it asked me to upload proof of my compliance e.g. Logbook.....chair went flying again.
- And for the form whilst in France you need to know that your bike no longer runs on petrol its fuel is now 'Essance!'
- Do I actually need a sticker? I hit a few forums on this until I eventually found a very helpful man who said go into Google Maps, put your route in and it will tell you if you are going through an LEZ – it didn't – well I couldn't find it. But if you put in a destination e.g. "Rouen Low Emission Zone" marks the applicable zone on the map. It was at this stage I found out that my selected hotel wasn't in the LEZ ☺. Back to stage one, re plan the route to avoid central Rouen and forget that I have ever heard of qualité de l'air and their pesky little stickers.
- A bit more research, and not a lot of people know this, most sites say put the sticker on the windscreen, but I eventually found one that advised motorbikes can stick it on the side of the front mudguard.... or up a suitable orifice! You can also get bags etc. for the sticker so you don't bugger up your lovely new £2K paint job. Ask eBay or Amazon!
- The sticker lasts for the life of the vehicle. So, when you've got your little sticker, bugger up your bike's tuning and spit pollution all over the place – it matters not ☺





I also had another meander into the pitfalls of Google search machines to see what else I needed for the land of cheese.

- A valid full driving licence.
- A vehicle registration document (V5c /Log Book) - the original not a copy
- A motor insurance certificate. No green card
- Passport
- Reflective stickers on your helmet – although the general advice is that the Gendarmery don't worry about these.
- Gloves must be CE approved – again they don't worry about this as long as they look like bike gloves. So, you can't use the lovely woolen mittens Granny made, even if you cut off the string that went up the sleeves of your coat.
- Breathalyser. The Law to carry one is currently suspended. Apparently, the French wine guzzlers used up all the stocks of Breathalysers.
- A high visibility vest needs to be carried and worn if walking up and down a motorway.
- Spare Bulbs need to be carried. This is despite most lights being LEDs nowadays and on my Road Glide, for example, the rear indicators need you to change the complete indicator assembly if one fails. I just carry a random set of bulbs from a Ford Cortina 😊



I just can't see French Monsieur Plod taking out the 15 screws that hold the headlight in to see if I have the correct bulb in my little box. "Sacré bleu, it is the wrong bulb, take him to Madame la Guillotine".

- Filtering. Appears to be permitted in **some** areas (I refuse to go into that at this point!)
- Road Toll Booths – A couple of people reported that they had stopped just after the Toll Booth and the remote key fob wouldn't re-arm the ignition. Apparently, some form of Radio Frequency interference from the toll booth – don't turn your ignition off
- If you are riding an Electra Mega Glide Hugest Ultra, or similar, the toll booth might think that you are a car / lorry and try to charge you a fortune – press button B and shout into the speaker box "je suis une moto". They will either change the rate or enter a prolonged conversation to test out your best schoolboy (or girl) French language skills!

Please note that this is only the law according to Peat, others may see it differently. The RAC website is normally up to date and a good place to start. Also, after writing this lot I now find Gary France's 'Tour One' site is very good - If in doubt check.

I'm now off to see what stickers I need for my trip to the Harley rally in Senigallia, Italy and home via Spain – Simples - Ha!



## A tale from Memory Lane (or The Ramblings of an Old Fart) – Chris Bourne

Ok so it's just got to 'clocks forward' and it's supposed to be Spring however, after the wettest 18 months since records began in the middle of the 19<sup>th</sup> century, there hasn't been a great deal of riding apart from the absolute diehards amongst us and as a result, material for the mag is a little thin.

I'd therefore like to share some memories from the past – (a tenuous link to the Historian role here..) and an experience I shall never again repeat.

Back in the middle '70s, I bought myself a Honda CB500 Four - at the time a lovely bike and something within my teenage budget limitations although I always yearned for the superbikes of the time – the Honda CB750 and the Kawasaki Z1 but monies didn't stretch that far as there was beer and other stimulants to buy as befitting a child of the 50s lifestyle.

I still have the 500 but that's another story..

All this talk of Japanese brands in a Harley Chapter magazine??? What is going on I hear you cry???

Now before you all begin howling for me to be burnt as a heretic, I'm sure that the majority of us didn't start their biking career with a Harley so please bear with me..

In 2009 I found myself living alone in a nice flat that came with a garage just short of a full double (which was the reason I took the flat!). Now this became my serious Man-cave and within it lived the CB500, plus a CB550 and Yamaha FZR600 both of which had been bought as basket cases and restored. Even with all my tools and residual clutter, there was plenty of space left. This obviously needed to be filled with a new project as how else was a lad on his own meant to spend his time..?

I always enjoyed my rebuilds and trying to bring things back to life again. Remembering my bike yearnings of the past meant that my constant searches on eBay for all things 2-wheels and spares extended to Honda CB750 and Z1 projects. Even then, the prices of big Zeds were on the up as indeed were the CB750s but unbelievably, I was the only bidder on one sale and nailed a shed of a 1972 USA import CB for the princely sum of £220 and it was only an hour's drive away!



That barely buys a wheel nowadays...



The bike was collected one afternoon and by the end of the following day, had been dismantled to major component level with piles of stuff to re-chrome/re-plate, powder coat, restore, sell or bin. Not wishing to bore you all to tears, I'll cut a 10-month story short and just say that untold numbers of hours were spent in the garage and/or buying stuff from the USA which was so cheap and available at the time. Oh, when I were a lad... Apart from the obvious – paint, powder coat, chroming and such, I did all the work myself including zinc plating – that was fun - imagine a kid with his first chemistry set here..

I was always a Classic Bike mag regular and whilst work on the bike was ongoing during the summer of 2010, they advertised for completed restoration project details to be submitted and be considered for their Classic Bike of the Year 2011 competition. This at the time was an annual competition held as part of the February Carole Nash/MCN bike show at the Excel Centre in London Docklands with 1000 guineas prize money.

(Younger Chapter members Google 'guinea' here..!) The applicants would be whittled down by the magazine judges to 10 finalists. These would then be invited to a photo shoot and personal profile event before being published in the mag for the readers to vote on their favourite with the winner announced at the Excel event.



To my amazement, I made the final 10 and was invited to the photo shoot at the Peterborough showground in November of 2010 – hardly around the corner but there you go. And so it was that I hired a van and with my then-partner (now Mrs!) Cathy, carefully loaded my sparkly pride and joy into a Transit and set off down the A1 in plenty of time to meet at the appointed time. Now sometimes, you just can't make stuff up and as we approached Grantham, traffic ground to a standstill... A major accident had blocked the complete southbound carriageway and all traffic had to be redirected through Grantham town. Gridlock. Clock ticking. Rising anxiety.

After what seemed like an eternity driving at snail's pace, we managed to clear the town but the only route south was on er, less friendly roads and gritting my teeth like some enraged bulldog, tackled the windy roads at some sort of speed that might just get us there on time but without throwing the bike around as if in a tumble drier. At every bend I was sure it was going to break loose. The relief on rejoining the A1 near Stamford was palpable.



Anyway, despite being an hour or so late, the photos were taken, an interview recorded and after a 'cheers and thank you' from the magazine staff, we set off on an uneventful journey home. (Check that good-looking young lad!)



The photos, profiles and details of the 10 builds appeared in the January 2011 edition of Classic Bike and it was now down to Joe Public to make their choice by phone or in person at the show.

February 2011 duly arrived, and the show was to take place Friday to Sunday. All the bikes were to be delivered on the Wednesday before so that they could be placed into the CB show stand and set up.

So, another van was hired, and the bike was delivered to a chaotic Excel as all sorts of traders and manufacturers' display stands were being built and set up by a small army of personnel. I returned home the same day by train as it was cheaper to leave the van on site and there was nothing further I could do. On the Friday, Cathy and I returned to The Smoke on train and had booked into a hotel a short walk from the Excel.

Van. Van. Train. Another train for 2. Hotel. Costs were ramping up...





Having had a great day around the show on Saturday, we busied ourselves around London on the Sunday but returned to the Excel later that day for the result of the readers' vote at the show's close.



All 10 entrants were invited up on stage for the announcement. It was the usual – ‘and in 3<sup>rd</sup> place’ – a very nice Triumph T160 Trident. (Thinks - ‘My bike’s better than that one..’) - ‘In second place’ (Thinks – ‘Not me, please not me - I got this!’) - the Honda 750! (Thinks – ‘Well bugger me, that’s not too shabby!’ but a tiny bit of disappointment not to have won.) ‘And the winner of CBOTY 2011 and 1000 guineas is..’ (big pause) – ‘the Harley Davidson!!!’ (resounding applause)



Ah, the Harley. The effin Harley. The Harley that won 1000 guineas. 2<sup>nd</sup> got a handshake. I could’ve done with all that brass.. Bugger.



However, I'm not a sore loser and the Harley was a worthy winner. It was, and hopefully still is, a 1927 Harley Davidson JD combo 1213cc or about 74 cu in. with an amazingly rare left hand side car and had taken 2 years to complete. It showed - the detailing was beautiful and included a new replica wicker basket - the 'Day Bag' of its time I suppose.

After this, chaos returned as at the end of the show, the army from Wednesday returned and dismantling of all the stands and displays was taking place at warp speed. We wheeled the bike through the melee and loaded it into the waiting van once more, drove back to the hotel to get hammered and the following day had a very steady drive back north.

All in all, it was an amazing experience I shall remember always but cost me an absolute fortune when you factor in all the expenses that go with a few days in London as well as the vans, trains, hotel, etc.

Whilst I wasn't swayed to go Harley for another few years (I couldn't afford it!), that bike certainly figured large amongst my life's experiences and I sometimes wonder with a wry smile what might have been had it not been there the same year as me..

You see we got to the Harley stuff in the end. Thanks for your patience!





## “Live to Ride, Ride to Live”

...what is it, and where did it come from...?  
A little bit of nonsense by Dai Gunter



When I first had a Harley-Davidson (a brand-spanking-new 1997 Softail Heritage from Windy Corner, Barwell) like so many other newbies to the Harley lifestyle, I spent a small fortune on shiny trinkets to dress up the bike. Derby cover, timing chain cover, mirrors, fuel caps, grips, foot boards, horn cover, handlebar clamp, you name it, I had it, and all featured the logo “*Live to Ride, Ride to Live*” along with the American Eagle with its beak firmly gripping the ribbon holding the said logo. It was a ‘must’ back then, to have your Harley ‘dressed’ with extra shiny bits, and some even had lights (12v coloured tungsten bulbs) to show off their chrome & steel at night. All nice and dandy if you liked that sort of thing and waking up to a flat battery. Today, the lights have been replaced by LEDs and Harley-Davidson are not selling so many batteries...! It looks pretty, but, hmm, all down to personal preferences, and that’s not mine.



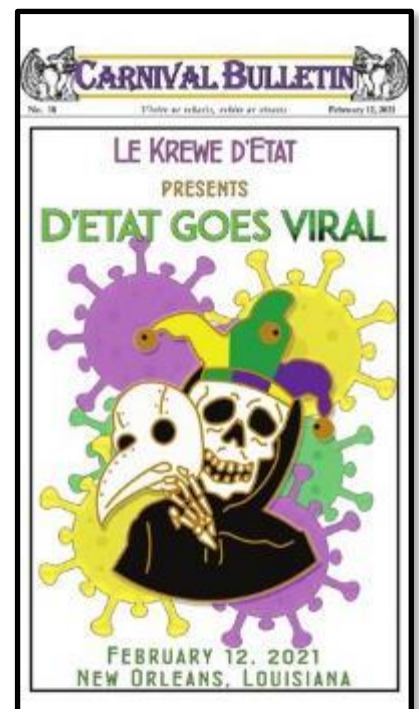
Anyway, “*Live to Ride, Ride to Live*”, is a popular phrase among bikers (Harley-Davidson and other motorcycle enthusiasts alike), who share a passion for riding and freedom. The motto has been associated with bikers and motorcycle culture for decades. It expresses the passion and lifestyle of those who love riding on two wheels.



It will come as no surprise that the most famous brands that use this motto is indeed, Harley-Davidson. Harley-Davidson has used this slogan in its advertising campaigns and products, such as the ‘Live to

Ride collection’ (and at one time, I think I had almost every ‘Live to Ride’ trinket obtainable for the Heritage). It is said that the slogan reflects Harley-Davidson’s core values of freedom, rebellion, and adventure. Perhaps you might agree with that claim, or maybe not; that’s your prerogative.

Another origin of this motto is the Krewe d’Etat, a Mardi Gras parade organization in New Orleans, Louisiana (that’s in the USA – just in case you failed your Geography O-level at school). The Krewe d’Etat was founded in 1996 and is known for its satirical and political themes. The Krewe d’Etat’s motto is “*Vivite ut*





Vehatis. Vehite ut Vevatis," which roughly translates to "Live to Ride, Ride to Live" in Latin. The motto symbolizes the Krewe d'Etat's spirit of fun and irreverence.

The motto "Live to Ride, Ride to Live" has also inspired many other slogans and phrases related to motorcycle culture, such as "Born to Ride, Forced to Work" or "Two Wheels, One Passion". These slogans capture the essence of what it means to be a biker and a lover of the open road.

And now for a little bit of culture...

I live to ride, I ride to live  
The road is my home, the bike is my friend  
I feel the wind in my hair, the sun on my face  
I see the beauty of the world, the freedom of the space

I live to ride, I ride to live  
The thrill is my drug, the speed is my high  
I hear the roar of the engine, the sound of the gears  
I taste the adrenaline, the excitement, the fears

I live to ride, I ride to live  
The passion is my fire, the adventure is my quest  
I smell the leather, the gasoline, the dust  
I touch the handlebars, the brakes, the clutch

I live to ride, I ride to live  
The motto is my creed, the lifestyle is my choice  
I love the feeling, the spirit, the voice  
I live to ride, I ride to live

*Anon*





## Bowled Over... Cathy Bourne

The 11<sup>th</sup> February was the date for what has become a traditional meet up for Sunday lunch and game of skittles. We met at the Robin Hood Harley dealership for a coffee, catch up and a spot of shopping. It was a cold and miserable day so unsurprisingly, the car park was full of cars, not a bike to be seen.. Towards lunchtime, we headed off to the Royal Oak pub at East Bridgford. Road closures nearly scuppered us but thankfully we were following Jeff and Kath. Not sure we would have made it otherwise!



By the time we got there, everyone was seated. About 50 chapter members (new and old) were there and we all tucked in to a delicious Sunday dinner with the most amazing Yorkshire puds.

Once we had finished, we headed off to the skittles room behind the pub where the big question was – could Mike Richardson regain the title that he lost last year?? Reigning champion Richard Jebbett was not in attendance so the title was up for grabs.





3 rounds were played with various levels of success but much mirth and cheering ensued.

After the 3 rounds, Charlie and Jono were level so we were in a tie break situation and after a very tense (ish) couple of minutes, Charlie emerged victorious, beating Jono by 1 skittle.





## Easter Egg Ride 2024 Deb Sowter

Meeting at the Windmill on a rather cool March morning we kicked off the 2024 ride calendar on Sunday 24<sup>th</sup> March with an Easter Egg ride to see our friends at Blair House. 7 brave souls turned out on their bikes laden with Easter Eggs. I unfortunately (not) had to go in my car to make sure all the eggs which were transferred to my boot arrived safely. Tracey, looking slightly frozen, as she and Pete had already traveled about an hour, jumped in with me, to keep me company apparently 😊.



Gaz led the short ride to Billingham, where we were welcomed with lots of happy residents all smiling and excited to see the bikes again despite the cold. We entered the warmth of the building with arms full of eggs and placed approx. 60 eggs on their dining room table, and as usual we were supplied with refreshments, which was greatly appreciated.

After about an hour of chatting and catching up, it was sadly time to leave, with the words “see you at Christmas” ringing in our ears. The sun had made an appearance and the temperature had risen, so we all decided not to finish the ride there, but go onto the IBCC.

After yet more refreshments we called it a day and bid farewell and went our separate ways.

Blair house is the shortest “ride out” that we do, but for me, and I know others, it is the most rewarding. To see the joy on their faces that our visit brings is so humbling. And the generosity shown by our chapter, both at Christmas and Easter is both overwhelming and very much appreciated.





SUNDAY 9TH JUNE 2024

# DEL'S CREAM TEA RIDE-OUT



MINIMUM £5 DONATION PER PERSON  
EVERY PENNY RAISED GOES TO PROSTATE CANCER UK  
PLEASE, GIVE WHAT YOU CAN.

THIS YEAR WE HAVE A SPECIAL GUEST  
APPEARANCE OF THE  
NOTTINGHAM GOSPEL CHOIR  
'SING IT LOUD'



WATCH OUT FOR MEETING ARRANGEMENTS,  
TIMINGS AND OTHER DETAILS VIA THE WEEKLY  
E-BRIEF AND CHAPTER WEBSITE.



## Standing with Giants...

## ...The People's Tribute - Normandy 80

It all started with Alan Holland (Safety Officer & Road Captain for Black Mountains Chapter) and his

idea of a fitting tribute to those we lost during the D-Day landings back in 1944. Alan knows the chap who designed the 'Giants' that have stood at the IBCC and approached him with the idea of the tribute.

Roll on a couple of years and the statues are ready to be transported to Normandy, France with the help from Flegg Projects Transport.

To further assist, it was suggested a fitting tribute, for Harley-Davidsons to escort the statues from Blenheim Palace (273 Harleys turned up & John Tonks), onto Fort Nelson then across the Channel (overnight ferry from Portsmouth - 64 bikes) to Caen and then onto Normandy Beach, escorted for the French leg by the Dukes of Normandy (the local French HOG Chapter). En route, we met with the BBC Royal



Correspondent, Nicholas Witchell, who is one of the Trustees for the Normandy Memorial Trust, as well as Romain Bail (Mayor) and dignitaries at Ouistreham along with the French press.



The lorries then continued onto the memorial site at Normandy Beach whilst we (Black Mountains





Chapter plus a number of other Chapters' members) took in some local sites with a ride-out through the Normandy countryside before stopping at our overnight hotel

accommodation.

The next day we took in the 'D-Day experience' with a ride around the area (again, escorted by the Dukes of Normandy Chapter) to experience the sights of the Normandy landings.



The following day we took a trip to see the

Pegasus Bridge and returned to the Normandy Memorial to start erecting the statues. Included in the statue line-up are two female nurses and a number of French Resistance Fighters.

The whole trip was really emotional, especially when we got to the Omaha Beach 'Les

Braves' memorial and seeing the Mulberries at Gold Beach; and then when we all banded together to help with the statues – it was all very moving.

It was a brilliant experience and I'm so glad I was part of



it, and proud of what we've done.

Take care,

Andrew 'Chalkie' White



## Windy but wonderful Deb Sowter

We all wake up on Sunday 7<sup>th</sup> April morning to lovely sunshine, but howling winds. Undeterred, 15 bikes make their way to Caenby Corner for Nicky's ride to Hornsea.

Director Paul is also there in his van, but having had a recent shoulder op, unfortunately cannot join us. With the briefing done we head out to the bikes, and with the wind blowing and the dark clouds looming, we set off to the seaside.

Few miles in and with the skies looking more favourable, Gaz indicates to turn off to the left and leaves the ride. As I pass, I look over and see that he has pulled up. For a brief second I think to myself "What's up with him?" but then think "Nowt I can do, Pete's the sweeper, he'll sort it" and continue on my merry way. We are now 14 bikes....



Onwards to the Humber Bridge, where Chris joins us and we are now back up to 15 bikes. We continue on some lovely roads, narrowly missing the dog that some stupid woman decided to let out the back of her car with no lead on. Yes, these people walk amongst us!!!



Our destination reached; we pull up in the pub car park right on the sea front.

This is when Pete informs me that some warning lights on Garys bike had come on, so he had decided to turn back and try and figure out what the problem was.

I thanked Pete for the update and walked into the pub (I did ring Gaz to make sure he was ok...).



Whilst we all have lunch the heavens open, great timing. By the time we are ready to head off, the sun is back out. Never one to miss a photo op, I gather the troops and we have a group photo as a reminder of our day out.



So, we head back over the Humber Bridge and with the winds still blowing we make our final destination, the LIDL car park at Barton.

It must be national "Stupid Sunday" as a woman wanders into the front of our ride, because she clearly can't hear a bunch of Harley Davidsons right behind her pulling into the car park! However, Nicky very kindly revved her bike to make her aware that we were there, and she jumped several feet into the air whilst her fella was clearly very amused. Nice one Nicky!!!

From here, we say our goodbyes and everyone goes home. Despite the weather, we managed to stay dry and have a great ride. Thanks to Nicky and the road crew.





## InSpire24 – Sunday 19<sup>th</sup> May 2024...

...The Great Escape at 80!

This year's InSpire Ride – InSpire24 the Great

Escape at 80! - is going to be the best so far. The organisers of the InSpire Ride event have arranged with Triumph Motorcycles to display the Triumph TR6 (disguised as a BMW R75 used in the 1962 movie 'The Great Escape' for 'that jump') at this year's event. There's massive interest from film buffs as well as the classic biking fraternity so the event organisers are expecting a large crowd this year.



Once again, Lindum Chapter has been asked to assist with the ride-ins. As we can only manage safely, one of the two ride-ins, I have asked Sherwood Chapter if they can assist with the southern leg of the ride-in. It's a fantastic opportunity for the Chapter to help with such a local and worthy event that is growing in popularity year on year.

As last year's northern leg ride-in, the Chapter will marshal riders who gather at the Humber Bridge/Barton services and escort them through the beautiful Lincolnshire Wolds, arriving around 11:30am at the International Bomber Command Centre.

As this is a charitable event, attendees are asked to make a donation to the charity via the IBCC's website. You can find the event details and donation options by searching for IBCC in your web browser and then selecting events, and clicking on the InSpire image. This will take you to the event detail page where you can click on the 'click here' button to make your donation. Don't forget to select the north ride-in button so we can record numbers at each of the ride-in meeting places. A suggested £10/bike donation (unless you choose a VIP option) allows you entry to the event and funds worthy charitable causes. Also, if you're a UK tax payer, don't forget to tick the gift aid box as this allows the organisers to claim a further 20% from the government as gift aid, and doesn't cost you a penny.

<https://internationalbcc.co.uk/about-ibcc/news/events/inspireride2024-the-great-escape-at-80/>

**Lindum Colonia Chapter Ride-out InSpire Ride 2024**

**Sunday 19th May 2024**

**Meet at: Caenby Corner Services 8:30am**

Today's event is the 2024 InSpire Ride. An early start as the Chapter is marshalling the ride from the Barton Services on the A15 (first roundabout south of Humber Bridge (A1077)). Dal is co-ordinating the ride-in and will require as many Lindum Chapter members as possible to help with the marshalling of the ride-in. We'll meet early at the Caenby Corner Services, leaving for the Barton Services no later than 08:45am.

Make sure you have a full tank of petrol (and an empty bladder). Further details available via Chapter Website & weekly eBrief.

If you're parking in the Starbucks carpark, remember to log your bike registration else you might get a parking ticket.



# CAPTION COMPETITION

For each new edition of the IMP, I will scour through the fabulous SmugMug photos and pick one for you to send your captions through. No prizes (unless I can sweet talk Paul into some funds for something...) so just for laughs, please send your captions for the photo below to me at [editor@lindumcoloniachapter.com](mailto:editor@lindumcoloniachapter.com) and providing they are clean (!) I will print them.



## COCK-UP CORNER!

We want your gaffs or any tales of woe that we can all laugh about learn from. They don't have to be recent ones, older stories will also be great. Any photos you have of your gaffs would also be most welcome.

Please send stories/photos through on the usual email address – [editor@lindumcoloniachapter.com](mailto:editor@lindumcoloniachapter.com)

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That's all for this edition folks, I hope you have enjoyed it. Please keep sending content through to me.

See you next time  
Cathy 😊