

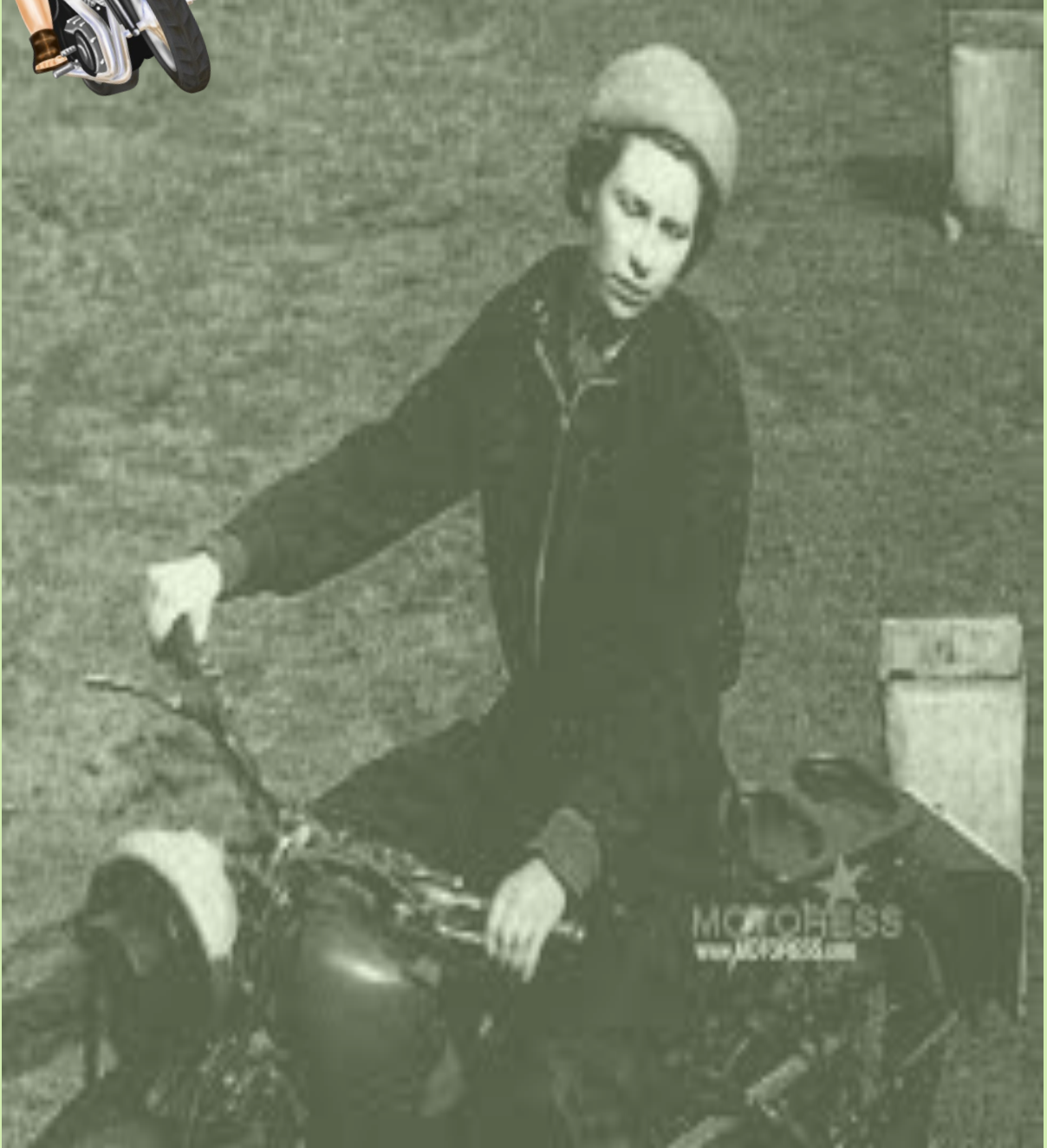
HOG



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Autumn Edition 10.22

Lindum Colonia UK Chapter
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Concursum...RTTW...Cirencester

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Seasons End?

...Paul Redhead
Chapter Director



This year the chapter has grown massively, not in numbers but in the way it functions, in participation and in energy. You can see the club is turning in to a family and it's great to be a part of that.

I have a lot of people to thank so get comfy...

Firstly, I want to thank the members for such a good year, for wading in and making all ride outs and events so enjoyable.

Then, I want to thank everyone who contributed towards the rally, for making it such a success and making all our guests from other chapters feel so welcome. It was fantastic that we got new members off the back of it and that's entirely down to the warm welcome you all gave them.

I also need to thank the road crew without whom we wouldn't be able to put on the fantastic rides we do.

And finally, I want to thank the committee who have worked really hard to shape and lead the chapter to be more than it has been before.

It really warms your heart when member come up to you at club night and say things like "this is the best thing I've joined in my life" and it's all of you that make the experience as good as it is.... Riding season may nearly be over but I know we still have lots of socials to come and our Activities Officer is working hard behind the scenes on winter gatherings so watch out for up and coming events.

Keep safe, Paul

Lindum Colonia UK Chapter HOG

Committee 2021/22

Paul Redhead
Chapter Director

Ian Jennings
Dealer Principal

Dai Gunter
Assistant Director
& Editor

Pete Abbott
Head Road Captain

Bernice Gordon
Secretary

Debra Seed
Treasurer

Charlie Gordon
Webmaster & Membership

Ann Cozens
Ladies of Harley

Tracy Abbott
Activities

Mike Richardson
Historian

Ian Burton
Safety Officer

Tracy Evans
Merchandising

Mark Evans
Photographer

Contact Details:
editor@lindumcoloniachapter.com





...The shape of things to come

...by Dai Gunter



It has been a busy late spring and summer and with some fantastic weather, I do hope most, if not all, of you have taken full advantage and ridden your Harleys as much as possible. I certainly have put a few miles under the saddle this year; a couple of HOG rallies, our very own (and first) Lindum Concursum rally, ride-outs and of course, our trip to the US and Canada for a 15-day ride from Seattle to Salt Lake City via Canada's Rockies and Wyoming's Yellowstone Park. I'm in the process of doing a write-up on the US/Canada trip and it'll be a 'War & Peace' marathon read, so I'm hoping you don't get bored and fall asleep reading it – best keep the article for the winter edition of the Imp. In the meantime, I've penned a few words to report back on the slack handful of rallies I've attended in the UK this year and you'll get to read those later in this edition of the Imp.

By now, the annual AGM will have come and gone and any further changes to how the Chapter looks will be second-hand news now. Suffice to say, since last year's AGM, the past twelve months have been significant for the Chapter. Several new(ish) faces on Committee, the Concursum rally, a change in direction on how club nights are run, all add up to a fresher feel to the monthly meetings, ride-outs and events. I'm hoping that you are liking how the Chapter is evolving, but remember, it is your Chapter, our Chapter, we all have a say in how it is run, so if you have a proposal, an idea, anything that can help to make things even better, then please do come forward and share with us. If it's a good thing, then we'll make it happen.

Two other key events occurred this season: the first was our assistance with this year's InSpire Ride 2022, and the second was a little ditty – the passing visit from a small group of Chapter members from Hanover Chapter. For the latter, members travelling to 'Thunder in the Glens' from Germany made their first night stop-over at Nottingham, where a group of Lindum members met up and shared a curry and conversation at the Ghurkha Kitchen. A nice evening and I'm sure our Germanic friends were very pleased when I presented them with small tokens of Lindum memorabilia to take home with them. The former, InSpire Ride 2022, saw Lindum Colonia escort the northern leg ride-in from Humberside to the International Bomber Command Centre. The organisers were more than pleased with our assistance and we have already been involved with the planning for next year's ride-in to the IBCC – make a note in your 2023 calendar – 14th May, InSpire Ride 2023.

Safe riding

Dai



...and this too shall pass!

...Tracy Evans, Editor

It's been a tricky 3 months for us Evans's with the sudden and unexpected hospitalisation of Marks mum amid the enjoyment of the Windmill rideout. I'm pleased to say that against all the odds she pulled through what was quite a considerable trauma and has been home for 6 weeks now convalescing.



It seems like this year has been a real struggle, we have missed quite a few organised rides due to house moves and operations and even had to pull out of the Convergence rally with Marks mum still being in ICU, and then having to leave our own rally early due to catching some errant bug being liberally shared throughout my teamies at work (thankfully not Covid again)...my mantra this year has definitely become 'and this too shall pass'.

I'm sure that's a sentiment the royal family have shared this year too, with the sad loss of HRH Queen Elizabeth II, a loss shared by not only the nation but the world. It's hoped that the royal family are now taking some time to mourn properly, re-group and emerge to continue the work of the monarchy in the same steadfast manner previously displayed by the queen.

We are of course now approaching the more barren months with winter drawing in and organised rides ceasing. The job of the Editor is always a difficult one, it's rare that submissions come in without frequent and sustained badgering and making a silk purse from a sow's ear is a major challenge with every edition. But with so many new and engaging members I'd like to think that we are now a large enough chapter to overcome that problem and really produce a good read every 2 to 3 months.

I will be pulling together a Christmas edition of the imp to go out just prior to our Christmas club night and it would be great to have some pics of our members with their bikes looking festive. Also if you joined the club fairly recently and have not yet done a brief bio then please send me one over. I don't mind it being sent on FB messenger or email to editor@lindumcoloniachapter.co.uk, just bang something over with a pic of you and your bike. Annie has already submitted a great puzzle and there may even be a suitably themed prize.

In the immortal words of Bugs Bunny... that's all folks!

See you at the next chapter night.

Taz xx

P.s. I still have two very small hoodies left, would possibly fit 10 to 14 year old child or a dog (with modification to sleeve length)... if someone doesn't buy them I'm raffling them off lol!



Desperately seeking entries

...from Mark Evans, Photographer

It's been nearly three months since we launched the photograph competition and I have to say the response has been a bit dire! We know there have been some fantastic pictures taken this season and we have showcased a few below to get things off to a start, I just need to know who took them? Please message me through FB or drop me a quick email to claim your snapping and I can make sure it gets accredited!



Any additional submissions need to be in by **30th November**
Winners will be announced at the Christmas club night
Please send entries to headphotographer@lindumcoloniachapter.com



Camping's Not Just For Fun...

...by Dai Gunter



I try to attend several rallies during the riding season, and this year I've managed four: Sherwood Chapter rally, Hogsback's Convergence rally, Deva Legion's Circus Maximus, and of course, our very own Lindum Concursum.

It was back in May when the Sherwood Rally was held at Woodland

Waters in Ancaster. The rally is always a good one to attend - it's early in the season so it's good to blow the cobwebs off the tent pegs - it's pretty local, just 30 minutes down the road from me - and they tend to have decent bands. So, the Sherwood Rally is a good season opener and well worth attending.



July was pretty much written off as a small group of us headed across the pond for a 15-day ride through the northwest United States and Canada, this meant I had to miss my annual pilgrimage to the Fenlanders' Rally - I'll not miss next year's though. Fenlanders' Rally was my first ever rally back in 1998 and I hold great memories of the rallies I've attended over the years - I'll be going next year, so if you want to join me, just let me know.



August is the big Convergence Rally hosted by Hogsback Chapter (with a little help from Rolling Hills Chapter). Held at the Royal Agricultural University in Cirencester, the event is very popular and always a brilliant weekend. But alas, no sleeping under canvas as our hosts provide student accommodation in the ticket price. Around 25 Lindum Members made the pilgrimage to the Cotswolds this year, and a brilliant time it was too.



The first weekend of September was marked by the Deva Legion's Circus Maximus rally. A four-day marathon held in Llangollen at the Royal International Eisteddfod Pavilion. A brilliant venue, and for £37.50 you could pitch your tent Thursday to Sunday - which is what some of us did (others might have taken the glam-ping option for an extra £100 - no names Mr & Mrs Anderson...) - Circus Maximus is a large rally that has grown in stature over the ten years or so it's existed. For me, the only downside was the shortage of good quality live music. The Saturday night band was excellent (Blues Brothers), but the rest left a lot to be desired from such an established and well attended event. On the brighter side, the ride-outs organised were good - Friday's ride to the dealership at Chester was spirited with some extreme road marshalling (for an hour or two I thought we were riding in Italy), whilst on the Saturday, the rideout managed to dodge the rain as it navigated the beautiful Snowdonia National Park. I may visit again next year.



And finally, there was our very own Lindum Concursum; my last rally of this season. What a brilliant rally, and our very first. No camping as the ticket price included 7 meals, a cosy room, hot showers, clean toilets, great music, good beer & spirits and of course, fantastic company. The feedback from non-Lindum Chapter guests was brilliant with all confirming interest in returning next year for Lindum Concursum mmxxiii. If you didn't join us, then you missed a treat.



New Person Perspective

By Ingrid Gould



The Whirling Windmills ride-out was our first with Lindum Colonia and whilst we've explored around Lincolnshire a bit since we've been living here, it was good to discover quite how "not flat" the county is! We rode through many ups and downs and some lovely little villages – very interesting names as well, like 'Bitchfield' – I wondered how that one got its name (as a pillion passenger, there's plenty of time to ponder such things).



The ride included plenty of '2nd man dropping offing' which is a favourite of mine, although the practice should probably be 'PCd' now and re-named "2nd Person Drop-off" (there's one to get you all scoffing!).

Sports bikes overtaking is also always very entertaining – I felt we were doing a decent speed at the time as well! We did our share of skillful overtaking at the beginning of the ride though. Anyway, Harleys look so much cooler and I love the admiring waves we get from people – I doubt anyone ever waved and smiled at a sports bike going past (there isn't usually sufficient time to do so!)

The trip included a fair selection of roadkill to avoid, plus a horse and rider on a section of quite fast road, I thought. At least we weren't right at the back of the pack where horses have usually heard enough of Harley Davidson engines and start to get a bit twitchy.



I enjoyed my day enormously and I know Pete (aka 'Peat') did too. The food and drink stops were perfect and we even had the compulsory ice-cream (a Lindum Colonia tradition, so I'm reliably told). Everything was so well organised and planned and chapter members were very welcoming to us newcomers. The only thing I would change is that I'll bring along my GoPro next time.

See you all again, soon, I hope.

Ingrid





Weinfest der Mittelmosel

...by Bernice Gordon, Secretary



Lively hospitality, and a great atmosphere await...

The "Wine Festival of the Middle Moselle" in Bernkastel-Kues has always been lively, with the coronation of the new Mosella - the Wine Queen of Bernkastel-Kues in the historic market square and a spectacular fireworks display, launched from the banks of the Moselle and Landshut Castle. The Weinfest also boasts a splendid parade with floats from the numerous Moselle communities.

Day 1 - Thursday September 1st Miles and Smiles

After a 3 year break the popular and prestigious ride to Weinfest der Mittelmosell was back on. Previously the trip had been owned and organised by Robin Seymour and now Vince from HogBack had taken up that mantle, becoming our new lead rider.

We had all travelled to Eureka Park near Folkstone the day before staying at the Premier Inn ready for stands up at 05:30 to catch the 07:20 Eurotunnel to Calais. After a pretty smooth check in we were informed by one of the Eurotunnel employees that the 07:20 train was full and we would be loading on to the 07:35 train instead, not so bad as it was just an additional 15 minutes. It was then announced that there were further delays, not the best start but again, the delay was limited to 15 minutes putting us just half an hour behind schedule. The day was going to be long with 300 miles ahead. We had aimed to arrive by 5pm, which was looking unlikely. There were 17 people and 10 bikes travelling from the UK, with 2 others joining us in Germany. Vince, upholding Robin's tradition, presented us all with a "Weinfest" pin which was a lovely surprise and will be added to the many I already have from previous years.

We arrive in Calais to sunshine and warm temperatures and it's not long before we are on the motorway heading towards our 1st stop which will be the Mons dealership. As always, we arrived to a warm welcome and are pleased we have the opportunity for a comfort and coffee break. As you would expect, some indulged in a bit of retail therapy, even though we don't have quite as much time here as originally planned. Our route was set to take us down through France, into Belgium and then onto Germany with most of it being on the motorways. The group rode very well, keeping it tight thus avoiding too many drop offs, and we made good time. We stopped for lunch at one of the many clean and well-appointed motorway services, offering a wide choice of food and drinks. There were no hold-ups and we rode in to Bernkastel just a little behind schedule, riding along the beautiful winding banks of the Mosel River edged with grape vines as far as the eye can see. The hotel was situated right in the center of town and offered underground parking for the bikes, making it an ideal place to stay. The family run Hotel Moselauen is just beautiful, exceptionally clean, modern and very tastefully furnished and the family who run the hotel were very pleased to see us return.



We were all pleased to see Mike and Sally who joined us at the hotel and, after a nice warm shower we were all ready for a

cold Bitburger beer or glass of Riesling on the roof terrace. There were beautiful views over the town, the river and the very pretty countryside. The hotel had very kindly reserved a table for us at a local restaurant and even arranged taxis to take us there. The Zylinderhaus restaurant where we dined also happens to be a museum and we had been allocated a long table outside which was just perfect in the warm early evening sunshine. Along one wall of the patio is a miniature train track that connects to the outside bar, and very soon we see our drinks arriving in the carriages of the miniature train. It was brilliant, highly amusing, and very entertaining.



The food when it came was absolutely delicious, with most of us opting for the Schnitzel and Bratkartoffeln. The museum forms part of the restaurant with all kinds of memorabilia and quirky artefacts, from novelty bar stools to unusual lights, and even an old-fashioned polaroid camera that acts a toilet roll holder in the ladies loo. Our waiter was also very good and quite entertaining, sharing witty banter with us and sorting our bill. It was still a lovely evening so we decide to walk the mile or so back to the hotel and our beds.

Day 2 – Friday September 2nd - Where the Mosel meets the Rhine

The breakfast at the hotel is never disappointing, there is such a wonderful choice of both hot and cold food, breads and pastries, teas and coffees.

Today we are heading out along the vine lined roads and banks of the Mosel to the very pretty town of Cochem. The roads are amazing, winding hairpin bends and spectacular scenery, not to mention all the castles round every bend. Cochem is a medieval city that dates back to 1332, with its cobbled streets, half-timbered buildings and beautiful castle.



It has a somewhat romantic feel with its tree lined streets, riverside promenade and plenty of quaint cafes. We all managed to find parking spaces and walked across the road to one of the many coffee shops for coffee and cake. The choice of cakes was just amazing, and even though it hadn't been that long since having breakfast, there is always room for cake! There is a beautiful church in Cochem and whilst we were there, Roger thought it would be very fitting and a nice gesture to go and light a candle for Robin.

Next we were heading to the town of Koblenz which is where the rivers Mosel and Rhine meet. The journey takes you through more beautiful scenic towns, villages and roads that hug the banks of the river. It had really warmed up and our next stop was a welcome break at the Koblenz dealership. Again we were greeted with enthusiasm and the offer of cold drinks and a bit more retail therapy before riding on. We took a route through the busy city streets of Koblenz and onto Rudesheim along the banks of the Rhine. It was so incredibly pretty with the calm winding waters of the river and the backdrop of acres of vineyards. Rudesheim is regarded as one of the most beautiful wine regions in Germany producing not only Riesling but also Pinot Noir. There is a lovely long approach into the town that reminds me of a typical seaside town, very quaint with open fronted cafes and bistros. There is a designated parking lane for motorbikes right on the front and we were glad to stop, peel off a few layers and cool down.

We had a lovely stroll along the promenade and found a nice café with its open frontage where we had a late lunch before heading back to the hotel. We were soon back on the bikes and riding the short distance to the ferry that crosses the river to Bingen. The crossing is a short and we are soon back on the bikes heading across country and making good time even with a few road closures and diversions to navigate.

That evening there were more drinks on the roof top terrace and a delicious Italian meal followed by a wander down to the town to sample the wine and the fantastic Weinfest atmosphere. It was hard not to get bowled along by all the people who had gathered, stopping off to listen and dance to some of the many bands. We had a few more drinks and some snacks as we wandered through the streets and back to the hotel before bed, all grateful of another beautiful day.





Day 3, Saturday September 3rd Castles and Cake

There are fewer of us going on the shorter ride out today. The weather forecast suggests there may be rain, but the plan is to be back early before the rain comes and before the main road into town is shut. As we leave the hotel, we head towards Piersport and the wonderful winding, climbing road that takes you up to the spectacular viewpoint over the Mosel that we visited every year with Robin. It is hard not to feel emotional as we climb the now familiar road and remember with such affection the photos we always took of such an iconic view. Charlie the clown, did his usual stunt, pretending that he slipped off the top, wouldn't have been the same if he hadn't.



Back on the bikes we head down the road to Konz and Tough Stuff dealership for yet more retail therapy.

Keeping an eye on the weather and the time we head off to our lunch stop, a brewery at Mettlach. Robin took us there a few years ago and its a very traditional German restaurant with wooden tables and benches where you can sit outside under cover.

The food is very rustic with huge portions, and with the added bonus of their own brewery. By the time we finished it has started to rain, and we headed back to the hotel in the hope we wouldn't get too wet, and we wouldn't have if one of the roads had not been closed, which meant we had a long diversion around. But as we got closer to Bernkastel the rain stopped and by the time we arrived back we had dried off a little. We did however get back before the main road was shut and we did have a bit of down time before our now usual routine of drinks on the terrace.

In previous years, Saturday night has always been when the town holds the firework display, but this year the organisers had moved it to Sunday. Our evening is spent down in the town soaking up the bustling atmosphere sampling the wines, some good, some not so good, so we stick to beer. Bratwurst, Currywurst and fries for dinner tonight followed by bags of churros as we wander round listening to the bands and chatting. It seems to be less busy than the previous night so it's easier to walk around. We have a gentle stroll back over the bridge to the hotel, as we mull over what has been another great day.





Day 4 – Sunday September 4th – Cruise, booze and a bit of a bang!

It has become a tradition over the years to take a short river cruise on our last day in on our last day in Bernkastel-Kues. It was just a short walk to where the boat was moored and it was a gloriously sunny day, just perfect for a riverboat cruise. We boarded the boat and made our way to the upper deck where we could sit outside and take in the wonderful views. As luck would have it, the boat was licensed, so a cold beer hit the spot nicely as we set off downstream.



The cruise lasted an hour and after docking we made our way back to the town to have a walk round and find somewhere for lunch. But before we do the boys manage to persuade us to go on the big wheel that has been at the center piece of the town since we arrived. The girls got in one gondola and the boys in another, it was quite tricky getting in but we managed and the wheel started to move. One minute the boy's gondola is in front of us, and the next minute it's behind us. Pete then decided to stand up to take a photo of the magnificent view rocking the gondola and making Charlie and Vince scream like a couple of schoolgirls; so glad we didn't ride with them!!





Before Covid the finale of the Weinfest was the parade, with floats from the vineyards of the Mosel area through the town. It was always such an amazing spectacle with locals in their traditional costumes, carnival floats, music, bands and of course, wine. Sadly, this year the organisers had decided to cancel it,

but we hope it will return next year. We had a nice stroll around, taking in all the wonderful scenery, before enjoying some Flammkuchen for lunch and making our way back to the hotel to pack.



Vince had re-booked the Zylinderhaus restaurant for an early dinner as we had to be back at the hotel for 9pm to watch the firework display. The firework display is the Weinfest finale and is usually set off from the castle on the hill, but because of the very dry summer it was considered to be a fire risk. So, this year the fireworks were set off from both the bridge and a boat on the river. The town was plunged into darkness with all the lights turned off and the display started with an enormous bang. It was absolutely fantastic and just enthralled us all. It certainly was a truly amazing finish to the Weinfest that was so good to return to.

Day 5 - Monday September 5th - Back to Blighty

It was time to go home, and the general consensus was to crunch through the miles back to Calais on the motorways rather than taking the scenic route. The roads were good and we arrived at the Eurotunnel in plenty of time to catch our designated train. The only hiccup was that somehow Vince and Debbie, Kevin and Julie were called for the earlier train so we didn't get to say our goodbyes altogether.

This trip was always going to be tinged with some sadness and emotion, and we all wanted to say a special thanks to Vince for leading this weekend away. He had big shoes to fill, and he did so magnificently. The trip is definitely in safe hands for future years.

Until next time peeps
Bern x



The Bourne Supremacy

By Chris & Cathey



Hi Everyone

We are Chris and Cathy Bourne – it's great to be part of the Chapter!

Chris has been riding bikes since the age of 12 (about 20 years ago....) and still has the 1975 Honda CB500 Four he bought when he was 19, along with several other '70s Honda fours collected over the years that were bought as basket-case projects. The trouble was (and is!) he's always been reluctant to sell on once completed (I get too attached!) He currently has four in various stages of restoration in the garage/loft/shed/under the bed....

After a few pillion rides on the back of the Hondas around 13 years ago, Cathy asked if it was possible to put a back-rest on one. This was apparently complete sacrilege on an old classic (!!!), so the 'back-rest' took the shape of an old GL1200 Goldwing purchased in the interest of comfort and touring options. We had a lot of fun on the old 'caravan' for a few years, but it was eventually upgraded to an '04 Heritage Softail and then in May this year, an Electra Glide Ultra Ltd joined the Softail and took up even more space in the garage!

Chris has belonged to bike clubs way back, but for the past 20 years or so, our riding has been done with a few Harley mates over in West Yorks but not as frequently as we would now like, which is why we were interested in joining the Chapter and all the stuff that goes with it. We both worked with Pete Abbott for some years and early this year he suggested coming along to the Hogsback Cirencester & Concursum rallies as guests (grooming?? Ha ha!). We had a great time at both rallies with a really great bunch of like-minded people who made a couple of complete strangers feel very welcome, so it became a bit of a no-brainer for us to join the Chapter.

We have already got to know quite a few of you and looking forward to meeting other members soon and seeing you on the road.

Ride safe everyone





Lindum Colonia UK Chapter support for Ukraine

Like so many of us, Christine Robinson and Emma Smith at the Sentry Post Café at the Waddington Aircraft Viewing Enclosure (WAVE) needed to do something to help those caught up in the conflict in Ukraine. Like so many of us, the urge to do something was more than an itch that needed to be scratched. But Christine and Emma took it a little further than most of us. Christine tried to contact an official at the Polish Embassy, but with the huge refugee crisis, she wasn't successful as they were busy dealing with the humanitarian crisis. Then she tried to find someone local who might be able to help, but stopping short of stalking a person from the local Polish community, she found making contact with the right person difficult. And then, Emma found someone who could help. She was given the name of a gentleman, Derran Brown, who is co-ordinating donations in Lincoln in readiness for shipping the goods direct to Ukraine. After checking everything was legitimate and all above board, Christine and Emma put out the request via Facebook and by word and mouth. Soon, they found themselves inundated with items that would be destined for those in need in Ukraine.



The response to the call has been brilliant, and both Christine and Emma have been overwhelmed by peoples' generosity. Non-perishable food, clothing, blankets, medical supplies, soft toys, and even laptops, tablets and mobile phones have been donated. The items are regularly taken from the Sentry Post to the old Sofology premises in Lincoln, that is now being utilised as a local collection centre, overseen by Derran. And it's not just the Sentry Post feeding the Sogology premises with donations; donations from all around the area are getting to the centre and being processed.

The goods are checked, cleaned, segregated by type (and listed for customs checks) and then prepared for loading onto a lorry (container) for shipping direct to a Ukraine charity centre inside Ukraine (rather than the distribution centre in Poland near the Ukraine border). So, the items donated here in Lincoln are getting right to the point of need.

Once the items have been received and given to those who need them most, the Ukrainian charity is feeding back information on how well the operation is going and who (in general terms) is receiving the donated items. This is then fed back to Christine via Derran, so this keeps Christine and Emma apprised of how well the operation is running as well as assurance that the generosity of those who donated is no being abused.





Not every item is sent to Ukraine though. We are now seeing Ukrainian refugees arrive in our area, with all of their possessions either lost or packed into one or two bags. These refugees are invited to the collection centre and offered clothing etc, to make them feel comfortable and to receive much needed items to help them settle in their new homes.

So, let's continue helping in any way we can. As you know, we at Lindum Colonia UK Chapter HOG donate non-perishable items whenever we meet at the WAVE, and we will continue to do so when we meet for ride-outs at Waddington.



Then, when Christine found that she had a contact to purchase much needed medicines and other medical supplies and a significantly reduced cost, we turned our focus to raising cash funds to aid the Ukrainian cause. We asked you to put your hands in your pockets and donate money to the Lindum Colonia Ukraine Appeal, and to thank you for your kind donations, those who donated £10 or more received a 'Support for Ukraine' sew-on patch as a thank-you.

At the AGM in the 13th October, we announced that the appeal had raised £515 with a couple of further donations handed to our Treasurer at the meeting. What a brilliant response.

But there's a twist in the tale. Christine has been taken into hospital for some serious surgery and will be off her feet for some time to come, so we (the committee) decided we'd rather not hold onto the fund money as it is much needed now. So, we contacted the Salvation Army and we are in the process of transferring the funds raised to the Salvation Army for use directly within Ukraine.

In the meantime, we would like to wish Christine a speedy recovery and to get back to good health soon. I'm sure you all would like to thank both Christine and Emma for their drive in getting the donations (of non-perishable goods) and for allowing us to kick off the Appeal to raise the much-needed funds for the people of Ukraine.

Thank you on behalf of
Lindum Colonia Chapter Committee &
Christine and Emma at the Sentry Post Café.



Winter riding - get the skillz, not the chillz

By Tracy Evans

Back in Feb MCN did a great article on riding through the winter and I thought some of it was cracking advice and not necessarily things you would consciously think about or even know. Here are some snippets to help keep you safe if like me you occasionally like to venture out on a nice winter's day...

Beware of vision creep

Winter road surfaces can be wet, cold, and covered in slimy leaves, salt, or gravel that's washed in from the verge. This barrage of hazards can make us nervous and it's easy for our vision to come closer and closer to the bike with every potential problem we spot until we're almost looking straight down rather than taking in all the information available. The trick is to do exactly what you would be doing in summer – use 'rolling road vision'.



By continuously scanning ahead and updating your observation rather than fixating on any particular hazard you'll have more time to process the implications and develop a plan of action.

No matter what time of year it is, the single most transformational thing you can do for your riding is to improve your ability to see and interpret detail at speed – and if you can do it in winter, summer riding will be a breeze.

Hunting for grip

A novice rider will position themselves down the middle of the lane no matter what. A partially trained rider will robotically ride for position – for example, always hanging left on right handers to maximise vision through the corner.

But in winter, an expert rider will compromise the view to find the best traction available and adjust their speed accordingly. On a wet, slippery winter road you're looking for the bits of tarmac with the most texture – ie not worn smooth by cars – or any dry bits, and you're keeping out of the shadows where there might be ice lingering, even in daytime.

You're continuously balancing being in the best position for view with where the grip is and adjusting your speed accordingly. It's complicated, but when this technique becomes intuitive you can ride surprisingly quickly on cold, wet roads.

Watch car exhausts

Cars with frosted windscreens and wing mirrors are a nightmare – not just because the drivers can't see much, but because they're distracted by trying to sort out the situation.

If you see a car billowing exhaust fumes, the chances are it's just been started and should be treated with maximum caution.





Understand the cold

Getting chilled is a very bad idea on a motorcycle for several reasons. For a start, there are dozens of studies showing how your brain's processing speed slows down when your body's core temperature drops even slightly.

That's when you start making bad decisions. Not only that but your body becomes tense, which makes it difficult to control the bike, and if your hands get cold your ability to brake and control the throttle are seriously compromised.

Every rider's sensitivity to cold is different, but the symptoms to look out for are the same:

- Cold hands and feet: This usually means your body is moving blood to your major organs. **Stop as soon as possible to warm up.**
- Shivering: This is your body's attempt to warm up and means you're becoming properly cold. **Stop as soon as possible.**
- Shallow or slow breathing: You're well on the way to hypothermia. **Stop immediately**
- Loss of coordination, poor throttle control, confusion? Seriously risky. **Stop immediately.**



Do a pre-ride draft check

Yes, you need layers and waterproofing, but many riders forget about sealing around neck, cuffs and waist closures more effectively. Freezing drafts don't just undo most of your insulation efforts, they're dangerously distracting so it's important to sort them before you set off on your ride.

Check tyre pressures

It may seem obvious but not everyone know the science behind it and how temperature can affect tyre pressure. If it's below 10°C, your tyre pressures will drop by 2-3psi, which doesn't sound much but if your tyres were on the low side to start with this could be enough to make the steering heavy and give an unstable feeling on the brakes. Check them on cold mornings and make sure they are at the top end of recommended levels.

Beware low sun

We all know how low sun can impair our vision when we are riding into it but have you ever considered the dangers when it's behind?

If the sun is low and behind you – particularly if the road is wet and reflective – oncoming traffic will struggle to see you. Look in your mirrors and if all you see is blinding glare, that's what the oncoming traffic are having to cope with. Adjust your plan on the basis that they haven't seen you.

Check for shadows

If it was frosty first thing, look for shadows. Even if it's warmed up by the time you're out riding, ice can linger all day out of the sun.



It's all about your front brake

The old-school advice was to brake using 50:50 front and rear in the cold and wet but with modern bikes and tyres that's nonsense.

The front brake is the main brake in winter, just like it is in summer. You should always be smooth on the brakes, but it's more important when it's slippery – load up the front progressively, but not slowly, and get as much weight as possible over the front for maximum braking.

Be ready to move

Most of the time in winter you won't need to move your body because you won't be carrying enough lean angle to make it worth bothering and shifting about might unsettle the bike.

But you need to be ready to move and be prepared to take your weight on your feet so you can shift about if necessary. In winter, it's usually tight corners and roundabouts where you need to think about your body position.

Here, nervous riders often lean their body away from the bend, pushing the bike down beneath them. This is an error, because it means the bike is carrying more lean, and is at more risk of sliding. In those situations, it pays to smoothly drop your upper body towards the inside of the corner so the bike doesn't have to lean as far.

Pick the right line

Minimising lean angle is crucial in winter, yet many riders don't straighten out bends and roundabouts where they could do safely. Straight-lining roundabouts has the added advantage that it keeps you away from the edges where diesel is most likely to have slobbered out from cars and trucks.



Also, consider squaring off tighter corners by taking a straighter line in, slowing down more than usual, turning the bike, and then lifting it up to drive out. This reduces the time you spend leaned over, yet in our tests proved quicker than taking the traditional long sweeping line.

Know your friction coefficients

Most riders are over-cautious in the wet. On a good dry road the coefficient of friction (COF) will be around 0.7 – this is a ratio of how much sideways force is required to move a block compared to its weight.

If the road is wet, the COF would be about 0.5. If it was icy you'd get about 0.1. The drop-off from 0.7 to 0.5 is just under 30 percent, but most riders' speed reduction is much greater than that – you don't have to slow down as much as you think – unless it's icy, in which case you need to slow down a huge amount. Don't forget that black ice is harder to spot than white ice, too.



Ride, ride, ride!

Skill-fade will be significant if you don't ride in winter. Use the dodgy conditions as a chance to hone skills that will make you faster and safer once the roads dry out and the sun reappears. You'll especially feel the benefit when negotiating summer showers with a much-improved skill set and the confidence to back it up.



Get some training

If you live in the UK and you're not confident in poor conditions, you're missing out on a huge amount of riding.



Decent training could transform your winter, spring, summer and autumn enjoyment on two wheels. It's not as expensive as you might think (certainly cheaper than that shiny end-can you keep looking at online), and it'll transform every single mile you ride, all year, forever.

And finally...

Don't ignore the obvious

Good kit:

Multiple thin layers are better than a few thick ones, non-motorcycle specific thermals work fine, and heated kit is an absolute godsend. Getting wet sucks out heat, so keep your outer layer coated with a fabric waterproofer. If you're going a long way and it's going to be wet, carry spare gloves and socks.

Good vision:

Make sure your visor is clean and scratch free, and always carry a visor cleaner in winter. Products such as Nikwax Visor Proof help rain and dirt roll off your visor. Pinlock visor inserts are a must.

Be smooth:

In winter you don't have to ride gently, but you must be smooth. Throttle, brakes, and steering all must be controlled with a velvety touch.

Look at the forecast:

Especially important if you're heading anywhere hilly – higher ground is usually colder, so 5° in the valley can mean -1° and black ice up on the passes. It's also worth having a Plan B in case the weather turns nasty.



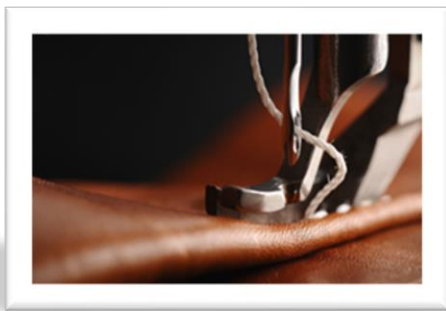


All sewn up!

...by Tracy Evans



Quite a few members have been asking if I'm still providing a patch sewing service – to which the answer is yes.



I currently have our head RCs cut and enquiries from Annie, Simon and Charlie... I do charge for my services, cash or favour in kind (...is that a snigger or two I hear?)

- If it's a cash transaction I charge £3 for a small patch and £5 for a large one so it's not a "dear do" and ...

if you do want a lot sewing on or repositioning I'm happy to give a discount (usually knock £5 off).



Favours include, but are not limited to dog sitting and donations of tech 😊