



# the **IMIP**

Summer Edition 23.02

Lindum Colonia UK Chapter  
7828



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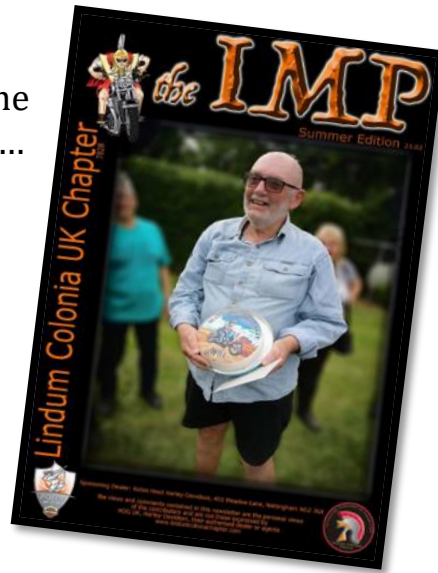




## Editorial...

...In this Summer edition of the IMP...

- Greetings & Salutations from Paul, our illustrious ~~Dietator~~ Director.
- Assistant Director's ramblings in '...And Another Thing...'
- Charlie Gordon's written something about a website...
- Meet our new Safety Officer
- A poem on the underground wall – not really, it's a ditty from Diana Taylor about the Cider Rally
- Bernice remembers the Tail of the Dragon ride
- Del's Cream Tea event
- Peat Gould's tool kit
- Will.I.Am remembers the night he nearly died
- We remember Ed
- Back, following a long break – Dr Bob
- Plus a few more little ditties scattered here and there.



**Lindum Colonia  
UK Chapter HOG  
Committee  
2023**

**Paul Redhead**  
Chapter Director

**Jason Clarke**  
Dealer Principal

**Dai Gunter**  
Assistant Director

**Bernice Gordon**  
Secretary

**Debra Seed**  
Treasurer

**Pete Abbott**  
Head Road Captain

**Charlie Gordon**  
Webmaster & Membership

**Tracy Abbott**  
Activities

**Vacant Position**  
Merchandise

**Deb Sowter**  
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**Gaz Sowter**  
Safety Officer

**Vacant Position**  
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Remember to see Charlie Gordon at the next club night or ride-out for your new Lindum Colonia UK Chapter pin.

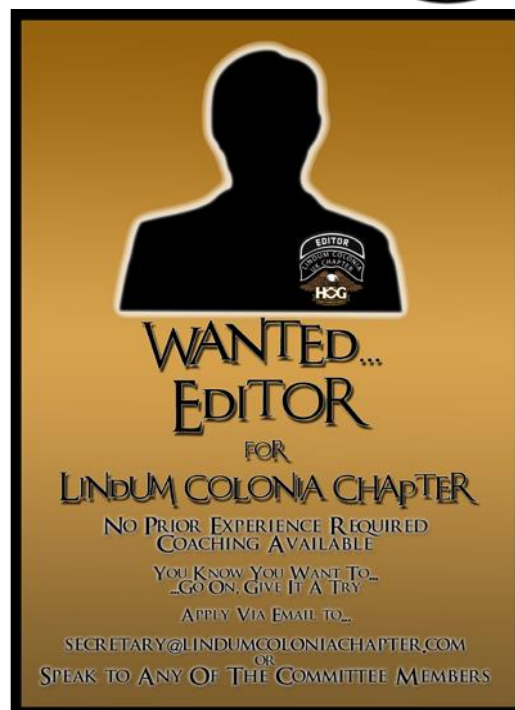


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## Greetings & Salutations

...from Paul Redhead, Chapter Director

Hello and welcome, once again, to another edition of your Chapter magazine, the Imp. The Imp is

one of three very important pieces of communication that helps us get the messages, news, and event details, as well as other interesting stories and views out to our Chapter members (the other two being the weekly eBrief and the Chapter Website). We do have a Chapter FaceBook page, but that's more for general stuff rather than the important stuff. So, remember, like Charlie says, if you want to know what's happening and when, you'll find it on the website or in the eBrief.



Now, talking about websites – there's some exciting news I really would like to share with you, but I'll let Charlie do that, I do believe he has a section later in the Imp, so I won't steel his thunder about the new website, and not only that, it's a bit technical and my steam-driven phone can barely keep up.

Right, how about new members? Yes, we have some, names escape me as usual, but I do know they are good people and they have joined Lindum Colonia so can't be that bad – welcome, and the next time I see you, tell me your names again so I can forget them... again. But seriously, welcome to one of the best HOG Chapters in the UK.

Hey, just so you know, I have actually been on a couple of Chapter weekenders. I joined the Chapter on our visit to Norfolk when we met up with the Icen Chapter in June, and then another weekender just a couple of weeks ago with Jono & Anni's Poker Weekender in the Peak District. Both fantastic weekends and now I'm looking forward to our own rally, the Lindum Concursum. Our rally will be with us very soon and if you haven't booked your place, you might struggle as rooms are in demand and there's not many left – so if you want to join us, or know more about the rally, get in touch with Tracy, our Activities Officer, as soon as possible to avoid disappointment.

Our weekend ride-outs have been well attended with an average of 29% of club members attending the rides – that is when the rides are not cancelled due to the weather. What a great effort by those organising the rides and then to have such fantastic support – almost brings a tear to my eye.

There's been a little more movement within the committee over recent weeks. In addition to our new Treasurer, Liz Cousins joining the committee after Deb Seed 'retired' from the position, we are now looking for a new Merchandiser after Jon Cozens stood down recently. We now have two open positions – Merchandise & Editor Officers. So please come forward and speak with me, give it a go. As Dai said last time, the more you put into the club, the more you get out of it.

And last, but not least, I cannot stress hard enough, my appreciation to all those who help put our fantastic events and ride program together and then to back it up with our brilliant members who attend them. Thank you all.

Keep safe, Paul



## ...And Another Thing...

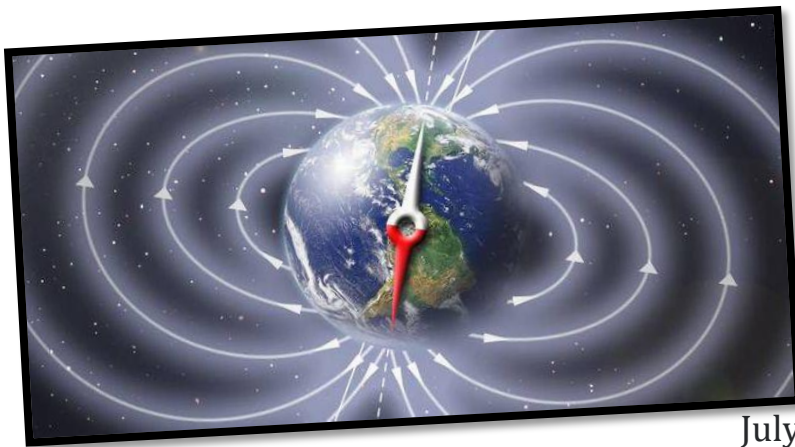
...by Dai Gunter, Assistant Director

Since the last edition of the Imp, it has been a bit of a rollercoaster. Highs and lows of extreme measures. We took the Chapter to Norfolk for a brilliant weekender with our Icenis brothers & sisters (blimey, that was a hot weekend), some of you even enjoyed the cooler, damper weather when you visited the Peak District for the Peaky Winders weekender last week, organised by Jon & Ann Cozens, and we also had the start of the 2023 rally season with a small number of Chapter members heading south for the Cider Rally and others braving the long ride to Budapest for the 120<sup>th</sup>

Harley-Davidson Anniversary at the European HOG Rally – I do hope one of you will put some words together to share the experience. And summer is still with us, so look out for more rallies to come, including our very own Lindum Concursum – it's going to be a cracker...!

Of course, we had a low too. We remembered Ed Richardson on the 29<sup>th</sup> June when members of Lindum Colonia escorted Ed from his home to the Lincoln Crematorium.

What a lousy July, the wet month has been more like a soggy April than a summery July – remember last year's heat wave with temperatures in the low 40's? Global warming, climate change – hmmm, more excuses for more taxation more like – but hey, what am I saying, this is a non-political club/organisation, so feel free to slap the back of my hand why don't you...! After all, climate change has been happening for millions of years – some of you older members will remember the River Thames freezing over every winter back in the middle ages, and many years before that, the North East was a desert – check out some of the quarries with their sand and gravel pits. Don't get me wound up about polar wobble neither! And hey, just



wait until the north & south magnetic poles decide to do a flip – that occurs every 30,000 years or so – or is that ice ages and polar flips happen about every 800million years?

There I go again, rambling on – I always knew my geo-physics & geo-chemistry degree would come in useful one day. Not sure when that day is, but I live in hope.

July's Club Night, the Horse Racing, was a brilliant evening. Tracy & Mark Evans hosted the event and raised some money for a good cause. I must admit, I don't like horse racing, never really interested me, but after winning 3 races that evening – I'm hooked... Winner, Winner, Chicken Dinner...!

But seriously, we also welcomed several new members and one or two prospective members too. It's great to see new faces join the club and let's hope the new members enjoy the camaraderie and riding as much as I do.





## The Web & The Membership

...from Charlie Gordon,  
Chapter Webmaster & Membership Secretary

As we have recently updated our Chapter badge, I thought, with the committee's approval, I would finally have a look at updating our web site.

I will not bore you with the details but my intention was with the help of Ian, a very good friend/family member, to use a new theme available through our existing platform - that's it jargon finished.

When I first spoke with Ian he nodded and said 'leave it with me', he came back a few days later and asked if I could provide him with a few pictures of a Harley. Well, I had one sat in the garage so I used that; he told me the angles he wanted and I took numerous shots and sent them to him. What he came back with was far beyond what I had envisaged. He has continued to improve the basic idea and is continuing to do so, while keeping it simple enough for me to use and any successor. I am sure when we release it, the members will be as pleased as I am with the new look of the website.



you to further details.

- There is a Chapter news menu which is now more prominent.
- The calendar (the old events in brief) will now take you to further details of any ride or event.
- Our meeting places page has a new feature, once you click on one of our meeting places it opens a map and gives you the directions to it from where you are.
- There may also be a shop from which to buy Chapter items.

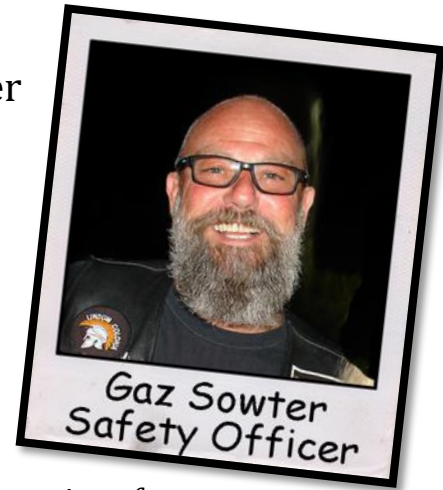
I could ramble on even longer about the virtues of the new website but I guess the best thing is to give you a preview of what it will look like. You can do that by copying the link:  
<https://lindumcoloniachapter.com/main/> into your browser and then wait a few seconds. Please feel free to have a poke about but remember it still has a way to go before it is finished.

I cannot finish this write up without expressing my thanks to my friend Ian who has done so much work and taken the project further than I ever envisaged.





## Safety Officer... the Story So Far ...from Gaz Sowter



Firstly, I'd like to thank you for electing me as the Chapter Safety Officer. As promised the role will be carried out with due diligence. Last month I attended my first Committee meeting, and it was only then I realised how hard people work behind the scenes. The time and effort people put in really surprised me if I'm honest. I listened to what people had to say and was not looking forward to my turn being new to the role and the committee.

My turn came and I was able to report I had managed to organise a first aid course for the road crew. I reported on what the course entailed, duration and the qualification being certificated etc. This seemed to be well received by the committee for which I was grateful. I have to say, I felt a bit of pressure! Overall, my first Committee meeting was an eye opener, and I was relieved I had something to add.

Looking further forward I have expressed an interest in participating in the Biker Down programme. This is a national training course designed to cut motorcycle fatalities on the roads. It is jointly run by Lincolnshire Fire and Rescue, LIVES, Notts & Lincs Air Ambulance and the Lincolnshire Road Safety Partnership. The course is free and takes around 3 hours. I will be asking for an idea of interested participants in the near future.

I have now joined the Lincolnshire branch of RoSPA with the intention of carrying out advanced motorcycle training and undergoing the advanced test. I have done this to add credence to the Safety Officer role and to further my own knowledge and upskill myself. I believe there is always something to be learned and when it comes staying safe on two wheels, I'm all for it. Should anyone else be interested in carrying out such training please feel free to email me ([safety@lindumcoloniachapter.com](mailto:safety@lindumcoloniachapter.com)) for the details. I will keep you updated, hopefully on my progress!

On the subject of RoSPA, I was asked by Charlie Gordon, himself a RoSPA advanced trained motorcyclist if he could ride pillion with me to Will's Birthday party at Shardlow Marina. This was one of the most nerve-wracking experiences I have had carrying a pillion! I expected all kinds of rebukes but as ever, Charlie was the perfect gent and never criticised me once. I would however had liked to be a fly on the wall when I dropped him off home to Bern 😊.



Since joining the chapter, I have to say how safe I've felt whilst riding in a group. I have been impressed with the general standard of riding and how the Chapter conducts itself both on and off the road. Something I'd like to mention is the subject of drop-offs. If for whatever reason you fail to spot tail-end Charlie creeping up on you, maybe you can't get a gear (this happened to me recently), please understand that the road crew may overtake you; this is simply so that they do not leave themselves in a vulnerable position. Don't panic or be upset, simply re-join the ride when safe to do so. The road crew will move to the side to allow you to fall back into position.

If anyone has anything to raise regarding safety, courses or anything they would like me look into, please email at [safety@lindumcoloniachapter.com](mailto:safety@lindumcoloniachapter.com)  
Next edition – More on the subject of drop offs, updates on RoSPA and Biker Down and anything else safety related I can get my teeth into.

Until then, safe riding.  
Gaz



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# The Bridgwater 2023 Cider Rally...

...by Diana Taylor

We arrived on the Friday to a friendly crowd,  
 Only the crazy HOG members were allowed!  
 Organised by the Bridgwater Harley Owners Group  
 To mark the 30th anniversary to all of the troupe!  
 Friday night was enjoyed with drinks and a band  
 The room was buzzing and absolutely crammed.  
 Saturday arrived and we ventured from our quarter  
 For the Annual grand charity parade from Pontins Sand Bay to  
 Bridgwater!

We rode along the coast road,  
 People on the sidewalks in cheering mode!  
 People waving and smiling at the hundreds of bikers going by,  
 We all waved back as way of thanks and reply!  
 After the parade our own little group we did forge  
 Set off on bikes towards Cheddar Gorge,  
 It was quite busy, too busy to stop  
 But we saw the sights right at the top.

Saturday night came and it was the Hillbilly Hoe Down gig  
 We dressed in dungarees, with cowboy hats and wig.  
 What an amazing night had by all  
 Then after we could look around at all the stalls.  
 Sewing on patches, bandanas, tattooist and much more,  
 Plenty to do when we weren't on the dance floor.  
 Sunday was damp so we got on a bus from Sand Bay,  
 To Weston-Super-Mare, had cocktails and drinks, was rainy  
 but a good day!

The Elvis tribute band was on the last day of the week  
 We had a blast even if the weather was bleak!  
 We set off home on the Monday morning,  
 Bikes together, never boring.  
 Cider Rally 2023 went so fast,  
 Thanks for having us, it's been a blast.





## The Tail of the Dragon... ...a ride to remember, by Bernice Gordon

Being asked to write something for The Imp when I haven't actually been on the bike at all this year was proving somewhat difficult. So, I thought I would share a write up I did 5 years ago when we joined a group of friends for a fantastic a trip we did to the USA that covered riding through the American Civil War states. The day I have chosen to share was definitely one of the highlights which I hope you all enjoy, as we did...



Today we have a new ride leader, Vince will lead us on a journey that will take us through part of the Appalachian Mountains, the Cherohala Skyway and the Tail of the Dragon. We are just a very short distance away from a Harley-Davidson dealership, and it is while we are there that Vince got chatting to four other American riders who were asking where we were headed to. When they knew about our route, they very kindly offered to ride with us and show us the way through great riding roads. We all kept up the pace as the roads has twists and turns with fabulous scenery. It was so kind of them and they rode with two of them leading at the front and the other two looking after us at the back, so now our group has increased to 11 bikes.

After about 40minutes we pull over for a quick break and through chatting to them they



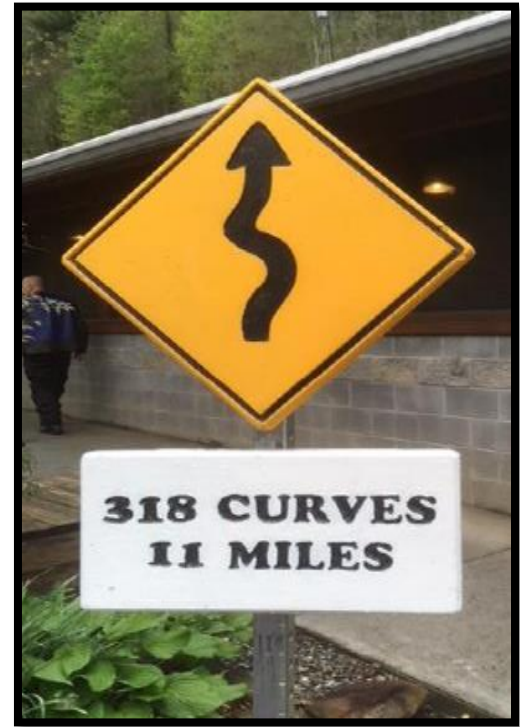
explain that they meet up every Wednesday in Chattanooga, go for a ride, and then have lunch. There are only about eight of them in the group which they have named ROMEO, Retired Old Men Eating Out. We're back on the bikes and they lead us through more scenic roads lined with tall fir trees, babbling streams and so many waterfalls and away in the distance we can see our first glimpse of the Smoky Mountains. Within the hour we stop at a place called Tellico where we can fuel up

before we start the epic ride that is famous as being America's two most popular rides. We all enjoy lunch in the Olde Worlde Tellicafe with our new friends who have been so friendly and an absolute pleasure to ride alongside. Before we say our goodbyes, the last place they take us to is to the amazing



Tellico Harley-Davidson dealership that is really just a log cabin. It is so unique and set in the most beautiful place with breathtaking views.

Vince now takes the lead as we start our journey along part of the Cherohala Skyway which is a scenic byway that connects Tellico Plains, Tennessee, Robinsville, and North Carolina. Its name is a derivative of Cherokee and Nantahala, and at its highest point reaches a height of 5,400ft. Planning for the Skyway began in 1958 and was completed on October 12<sup>th</sup> 1996. We will be riding for about a 43-mile stretch, and for a while we will just slip back into North East Carolina before returning back into Tennessee. The roads twist and turn and as we climb the weather deteriorates, and we encounter mist and drizzle and it becomes quite cold which makes it far more challenging for our riders. Sadly, the views are also obscured but it is still a fantastic experience, and everyone does really well keeping their distance but also staying together. Things improve as we descend and we are soon back in brighter skies and nearing the end of the Skyway. We continue now to head for a place called Deals Gap which is a famous bikers stopping point and where we find the 'Tree of Shame'. The 'Tree of Shame' was started by a group of Harley riders in the 80's as a makeshift shrine to those bitten by the 'Tail of the Dragon'.



The Tail of the Dragon is an exhilarating 11-mile ride stretch of road that has exactly 318 curves, hence the 'Tail of the Dragon'. There are cameras set in various places along the route that capture the riders on their amazing experience. The road is bordered by the Great Smoky Mountains and the Cherokee National Forest with no intersecting roads and very few straights. The bends are long and tight and come one after the other but it is fun and a great experience and it does not disappoint.

So now on to Pigeon Forge and Dolly Parton country. The area is surrounded by the imposing Smoky Mountains and again we see the less affluent side to this part of Tennessee. Pigeon Forge is like a mini-Vegas, with a main road (strip) full of tacky gift shops, and theme parks and very commercialised.



After a freshen up we catch the trolley bus (50 cents each) down into town and decide to have dinner at the

The Old Mill which looks very inviting. We are sat at a nice round table and start to peruse through the menu, and then Vince notices the choice of beverages! So, we just need to confirm with our server, Blake, and yep, the beer and wine we were so longing for was not available. One of the waitresses informs us that we can buy wine and beer from a shop across the road, and we are welcome to drink it with our meal. So, Beverly and I are on a mission while the others wait for their food. To our dismay the wine shop is closed, even though it says "Open" and the other shop does not sell beer. As we do every evening now, we have to laugh about it, but you thought we would have learnt by now. After a pretty mediocre meal we catch the trolley bus back and decide to stay on and have a tour round the town.



Another brilliant, fantastic ride today and great respect for all the riders. Another one of the world's greatest motorcycle rides ticked off the list. Dollywood, nah won't be coming back!





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## Del's Cream Tea Ride-out

It was two years ago when we had the last Cream Tea Ride-out. At that event, we had a great turn-out and raised a handsome £120 for the Chapter Charity pot. So when I was debating ride-out venues for the 2023 ride calendar, Del suggested we put on another Cream Tea for the Chapter; once again, taking advantage to raise funds for charity.

The next thing was 'when are we going to do it?' I had a couple of ride-outs arranged, weekend doo's and we had a couple of holidays booked in, so timing was important. We pencilled in the 4<sup>th</sup> June and with the date set, it was a simple matter of finding out how much food we had to get in for the hungry beasts who might attend. I asked for names and around 30 members confirmed their attendance.



my daughter and grandkids; shifting chairs, tables, and erecting the marquee – not a particular heavy job, just awkward without a third (or fourth) pair of hands.

With the garden all set, the weather looking good, and the food purchased with food-prep well underway, all was going to Del's plan.

The ride-out route was going to be a simple one, late departure (1:30pm) to arrive at our place by 2:50pm. The

We all know that life is like a toilet roll – the closer to the end, the faster it goes, and before we knew it, Del was making a shopping list as June 4<sup>th</sup> was just a week away.

With Del doing ~~most~~ all of the grafting in the kitchen (with additional help from Isabella & Brooke, our lovely granddaughters), I was in the garden arranging the small marquee and garden furniture. I did have some help from





route set and tail enders organised (thanks Alun Burnett & Gaz Sowter), all we needed for the ride was good traffic conditions and sunshine – both of which was received.

We arrived at the Cream Tea on time and Isabella & Brooke were greeting us on arrival and ready to serve up tea & coffee. Food was all laid out on tables and soon everyone was eating and drinking in the glorious sunshine. Charlie had brought the Jenga and amongst the chatter of conversation, one could hear the occasional rumble as blocks of Jenga tumbled onto decking - Kev Clifton (Lindum Chapter Jenga Champion) & Gaz were in their element.



Isabella & Brooke made sure donations were gratefully received as they coasted around the attendees with their clipboard and helmet for taking the crisp £5 & £10 notes. The girls counted up the donations and a whopping £250 had been raised. This was later added to by an old friend and his wife who paid us a visit and joined us for some tea & scones. By the end of the Cream Tea, £300 had been raised for Prostate Cancer UK. Brilliant. And then, Del was surprised by Bernice as Bern presented Del with flowers to say 'Thank You' on behalf of the Chapter.

Thanks to everyone who came along and for your generous donations – all for a brilliant cause.

Dai





## Tool Kits...

... something to think about, from Peat Gould

So where should this article start? What is most likely to break down? Let's face it, a lot of us are old gits acting more like our shoe size than our true age so number one item in the kit must be blood pressure pills, personally I prefer Amlodipine, spiced with a few Losartan. Then something to keep the old ticker going, maybe a couple of Aspirin. And just maybe a few beta blockers, and for that back ache, Naproxen. And we mustn't forget the young at heart who think that they can drink till dawn so some Ibuprofen with Coke to wash it down. And a few little blue pills, just in case! Also, I must keep in touch with the Ladies of Harley and include some HRT pills, Entonox in case anybody is in labour, and a stick of lippy! Some of us even have first aid kits just for the odd moment when the red stuff leaks out!



The next thing that might possibly, only slightly, break down is.... Again, us! I did a survey of the 100 most likely breakdowns and the top one was the good old HOG rider in tears 'cos it's raining outside when he wants to go out and play. In close second was, again, the good old HOG rider in tears, 'cos his better half won't let him go out. Sorry guys you need to sort this one yourself.



So, what can we fix? An easy one is just don't fix it, let somebody else do it. The easy one and a bit of a no-brainer is breakdown cover, albeit AA, RAC, or HOG Assist. It's only a small card in your wallet but don't forget that you will also need the accessory pack – nice comfortable chair, sleeping bag, thermos of coffee and a good book! You might just be waiting beside the road for bloody hours.



So, what happens when you do break down, preferably not in tears again? The geniuses' Messrs Harley & Davidson will give you a set of codes, on the bigger bikes, of just what exactly ails your bike. Do you know how to retrieve them? And where to search the internet for their meaning. Code 45897 means your bike is shagged and you might as well go down the pub or visit a HD dealer and buy a nice new orange one. On codes you might as well also look up your ignition security code for when you have lost your fob or hidden it in a jacket pocket that you only go into at Christmas. Another sound bit of advice is learning the difference between a diesel pump and a petrol pump, black and green respectively – I won't actually embarrass the culprits here but to my limited knowledge, there are 3 of them... and probably others who full of regret hid their mistakes from mocking club members.



How about a few spares? Many, many years ago, one of my roles was as a spares forecasting officer for the RAF. We would model our on-ground spares on cost and reliability, don't ground an aircraft for a 50p fuse, ground it for a wing or something expensive. The analytic model we used was developed



from the Space Shuttle spares model where size and mass were the most important factors as they had to carry everything onboard – no AA or garages in space, by all accounts. They didn't particularly care about cost because the money came from USA taxpayers and not their own pockets. I have 3 items that fall into this bracket, fob battery, fuses and Schrader valve. Yes, I had one fail just before a ride-out but the biggest issue wasn't the valve (my daughter's car was happy to donate one (just don't tell her)) but the little removal tool, so make sure you have one of those as well. Fuse, well you will need a few sizes and duplicates. A certain friend, let's call him J for argument's sake. Well, his bike stopped in the middle of a French motorway. A couple of us stopped with him and we eventually traced the issue to a fuse. Luckily there was an onboard spare in the box. "J, were you doing anything when the bike stopped?" "Yeah, playing with the cruise control". Off he went on his merry way with his fixed bike. A few miles on, he stopped again. "J were you playing with the cruise control again?". "I just wanted to be sure that was the cause". Doh! He was made to buy a whole box of fuses at the next garage. Check your fuse box has got spares and if not, get some. Fob battery, yep, I fell into that one on my first ride with a club. Don't expect the nice AA van man in the motorway services car park to actually carry spare batteries or Messrs H & D not to base the design and the total functionality of a £35,000 Electra Glide on a 50p battery! Easy fix is borrowing somebody else's fob battery, start your bike, then give them their battery back – simples, oh and buy them a doughnut for being such a good guy. A very good spare is actually a Biro pen, going back to our hero bike fixers, a few years back one repaired a mate's air suspension with a bit of biro tube, and I understand it's still doing the job. So maybe add a suspension Air Pump. You could probably add a few Harley spares here, but I fear that they will fall into the aircraft wing cost bracket. Somebody I know did actually purchase spare brake and clutch levers just in case he dropped his bike... and he did, but I think that is tempting fate a bit.

And so, to tools and consumables. What do you consider vital?

Oil, air (I like the 12-volt RAC pump – very small), puncture repair outfit, if desperate puncture repair goop – not that popular nowadays, said to knacker your wheels/tyres. Fuel if you are a Sportster - 😊 - fuel tank syphon so you can steal your mate's petrol or even remove the offending diesel. Brake fluid just in case you happen to boil yours coming down a mountain in Switzerland and a bleed tube.



On this occasion he only cooked his rear brake and after 30 mins of cooling it was useable again.



Set of AF spanners, Hex and Torx drive bits, Philips, and straight head screwdrivers, 5lb lump hammer for the more delicate fixes. Thread lock. A 25lb lump hammer for bigger adjustments. Always vital is a Mk IV bullshit detector to fend off all the valuable assistance that will be offered from the kerbside. Torch for when your phone battery runs out. Corkscrew absolutely invaluable for those French trips; a bottle opener will do whilst you are in UK.

Leatherman, pliers, side cutters, wire, bodge tape, electrical tape, zip fasteners. A bulb selection – thankfully a lot of bikes now have very reliable LED elements. Noco Jump Starter. A good pair of wet fingers or a Voltmeter. A 20lb lump hammer for the more stubborn little bits. I would also recommend a Bosch rechargeable electric drill with an 8.5mm drill bit – it will fix everything, eventually!



Thankfully somebody actually took me seriously on a Facecrap article – top man. Can you please always ride behind me? Just in case.

This is my current tool kit (His not mine), I combined what was carried in three kits. If you want to make up a kit, you won't go far wrong if you base the kit on the H-D Snap-On or Cruz Tools, ones for your model, the HD WWW site list the contents as do Cruz Tools. I substituted the standard adjustable wrench for the much smaller and superior Knipex adjustable wrench & have a Leatherman wave in the kit for pliers. E.G.> Cruz Tools H1. Combination Wrenches: 3/8, 7/16, 1/2, 9/16", & 10mm, Mini 1/4" drive ratchet with 2" extension. 1/4 Drive Sockets: 3/8, 7/16, 1/2", 10mm, Hex Keys: 1/8, 5/32, 3/16, 1/4, 5/16" Star Keys: T25, T27, T40, 6-in-1 Screwdriver. 5/8" spark plug socket, 8" Adjustable Wrench, Locking pliers, Spark plug gap gauge, Duct Tape. Cable Ties (5 pcs.), Mechanics Wire, Thread locker, Tire (just for American Tyres 😊) Pressure Gauge. HD 94684-00A, 1/4 Hex Key (short arm L-key), 8-in-1 Screwdriver.

15/16 x 3/4 x 1/4 x 5/16 Box Wrench; 3/8 Hex Key; 5/16 Hex Key; 7/32 Hex Key; 3/16 Hex Key.

1/8 Hex Key; Spark Plug Gap Tool; 9/16 x 5/8 Double Open-End Wrench. 7/16 x 1/2" Double Open-End Wrench; 3/8 Open End x 10mm Open End Wrench. Ratchet (3/8 Drive); 5/8 Spark Plug Socket; 1/4 Double Hex Socket (3/8 Drive).

15/16 double hex socket (3/8 Drive); 3/4 Double Hex Socket (3/8 Drive); 6 Slip Joint Pliers. Roll Up Bag.



Ladies of Harley suggestions: Nail file, tweezers, hair ties, floss, eye lash curler, razor, and a rabbit. A girl has to be prepared for anything 😊



And something to put it all in.  
Enjoy, Peat

*the* **Paint  
Shack**

**07960017822**

*Paint for Bikers  
by Bikers*

**TIM HOARE**



**Manor Farm**

**Wickenby**

**Lincoln. LN3 5AB**



## The Night I Nearly Died...

...by Will.I.Am Bailey

It all seems a long time ago now, but in reality, it has probably only been a few months. The days were still short and there was a nip of frost in the air. My friend Liz Cousins, who lives in Gainsborough, had decided to ride over to Shardlow where I live on a narrow boat. This was a particularly brave thing for Liz to do as the motion of the boat when it moves causes her much discomfort. We spent many happy hours chatting, drinking tea, eating cake – the hours went by so quickly that we lost track of time.

I rode with Liz to the Newark end of the A46 before I turned and headed for home, whilst Liz went on her merry way to Gainsborough.

My bike was a beautiful green UltraGlide I had purchased the year

previously when I'd caught a train up to Glasgow to buy it.

It was my first Harley and I was very proud of it. People would come and comment what a great looking bike it was which made me preen with delight inside, my mouth smiling contentedly.

By the time I'd arrived opposite the Nottingham Knight on the A52 dual carriageway that winds its way around the south side of Nottingham, it was pitch black and very cold. There was very little traffic but even so, I had cut my speed down to around 30mph as I slowed up for a lorry in front of me. I would soon be taking the slip road off to the left through Clifton and I didn't feel there was time to overtake the lorry. The lorry signalled it was going to move into the outside lane which told me he was going through Nottingham.

The road splits a bit further on into a single carriageway. All was well until all of a sudden, my bike slid sideways in the direction I was travelling. The Ultra is a big bike and normally would have slowed but not this time. The handlebars began to wobble as I tried to get some control, then suddenly the bike was in the air as if it had hit something. It continued going forward and was the last I saw of it as I was propelled upwards and backwards. I span round and I can remember the pattern on the tarmac as I hurled towards the black stuff. I hit the road with incredible energy, which forced me back in the air, spinning 360° in the process. I hit the road again some five or six times until I stopped. I remember thinking 'when I will this hell stop!'

Well, stop it did. As I tried to get up and get to my feet, nothing worked as I lay in the middle of the carriageway thinking 'I suppose I am about to get run over now and there is nothing I can do about it'. Warm shockwaves were gripping my whole body when this very gentle voice spoke in the darkness.

"Hello, my name is Sarah and I'm an off-duty doctor. I will look after you until the ambulance arrives."

I felt a surge of relief, I wasn't going to die just yet!

Sarah made me as comfortable as possible on the tarmac road making sure I knew my helmet would be staying on until the ambulance crew arrived to deal with me.

"You are only four minutes away from the Queen's Medical Centre" she said "and you will be going to the Major Trauma Unit where my husband is a surgeon!"

Things got a bit hazy then as we waited for the ambulance to arrive. I remember great surges of warmth as shockwaves invaded my body. I remember answering questions but can't remember what they were and the next thing I do remember is being on a trolley bed, on my own, in what I guess would be a recovery room with lots of lights cascading their glow down on me. I was quite alone in the quiet and I couldn't move my head which was chocked in place. It's quite funny what runs through your head as half-a-dozen surgeons made their entrance in time and surrounded my bed. It was like a scene from the old Carry-On film 'Carry On Matron'! They were as wonderful as Sarah had been. Very 'matter of fact'





with lots of humour. I remember a nurse saying "I was 20 minutes late tonight coming on duty because of an accident on my road" and one of the surgeons replying "Well now you can look after him" which she did very excellently, wheeling my bed to every different x-ray department. As I answered the questions put to me by the surgeon, so they departed in turn and I was left with my dislocated thumb which caused the most concern. My four broken ribs and cracked collar bone could be left to heal in due course, but not the thumb. Firstly, one of the surgeons washed it very thoroughly, then another took a look and hey presto, it was pressed back into line before another sewed it up with, I think, fourteen stitches. They were concerned that I should still continue to have movement in the thumb which they put in a splint for healing. And that was the end of the surgical side of the evening as I was wheeled up to a ward, before discharge from hospital the following day.

I remember thinking I would go back on my boat and my great friend, Gary Lambert, would pick me up, but on the phone Gary's wife, Rosemary, made it quite clear that I was to recuperate at their house, which I did for the next two weeks.

Several months later at my follow-up appointment, I discovered that I hadn't just broken my collar bone, I'd broken it in four different places!

During the recuperation period the engineer from the insurance company phoned. He is an Australian chap married to an English girl; his job was to see if I wanted my Green Goddess. His assessment had put the damage at a total of £10500 for the parts which would take several years to arrive from



scabs the size of plates and twice as thick. They (the knee pads) are in now!



America, and then there was the labour. In the end we decided the bike should be scrapped and I was paid £8000 minus the excess which I immediately put towards my latest steed – a 2001 Road King Classic which is also very beautiful. I have no doubt that I would not be riding my new bike had I not been wearing my helmet I would have been seriously injured to the head or even worse! I had my hip armour on which protected both of my metal hips. I did not have my knee armour on and as a result I had



**YOUR CHAPTER NEEDS YOUR...**

**WRITE-UPS  
PHOTOS  
NEWS & INFO**

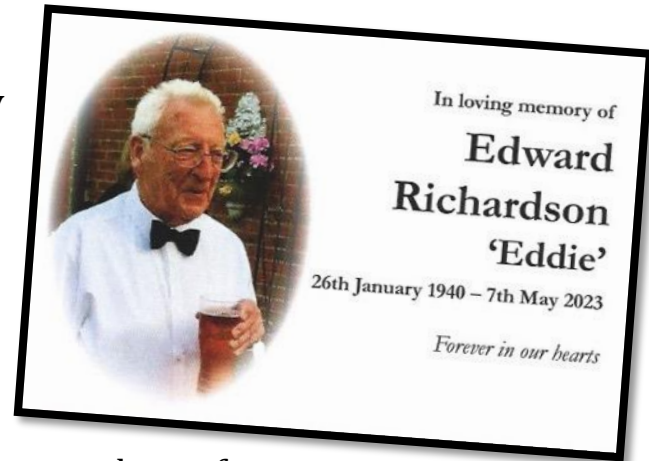
**SEND THEM TO:  
[editor@lindumcoloniachapter.com](mailto:editor@lindumcoloniachapter.com)**



## Ed Richardson...

...a thanks from the family

On 29<sup>th</sup> June we said our final farewell to our brother Ed Richardson when the Chapter formed a funeral cortege to escort Ed from his home to Lincoln Crematorium. Ed passed away following a long fight with his illness on 7<sup>th</sup> May this year and Molly asked if the Chapter would help with the funeral. Jeff Bayne and I had known Ed for almost 25 years having first met when we were members of Sherwood Chapter, so we were more than ready to help out. Having been in liaison with the Funeral Director, Ed's son Steve, and of course Molly, Jeff and I escorted Ed home from the Chapel of Rest where members of the Chapter, organised by Pete Abbott, formed the cortege, that escorted Ed's hearse to the Crematorium.

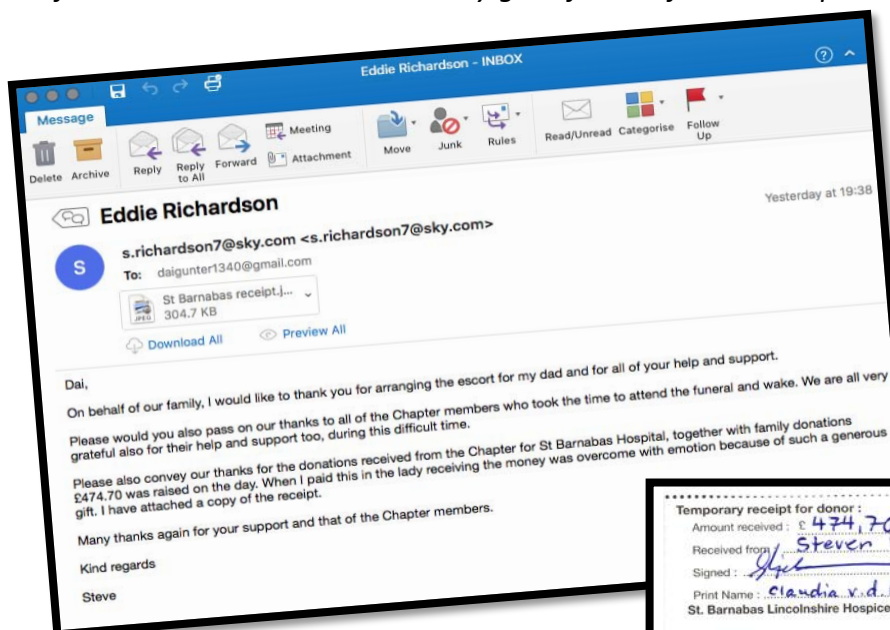


Ed & Molly were founding members of Lindum Colonia and they were regulars at ride-outs and many of the events and weekenders organised by the Chapter. Most of you will remember Ed on his bright green trike that they used in more recent times, but Jeff and I will remember Ed on his 1998 (or maybe 1999) Heritage - which is still sparkling in his garage.

Following the service at Lincoln Crematorium, mourners were invited to the IBCC to help Molly and her family celebrate Ed's life.

I received an email of thanks to the Chapter from Ed's son, Stephen (see below)...

*Dai,  
On behalf of our family, I would like to thank you for arranging the escort for my dad and for all of your help and support.  
Please would you also pass on our thanks to all of the Chapter members who took the time to attend the funeral and wake. We are all very grateful also for their help and support too, during this difficult time.*



*Please also convey our thanks for the donations received from the Chapter for St Barnabas Hospital, together with family donations £474.70 was raised on the day. When I paid this in the lady receiving the money was overcome with emotion because of such a generous gift. I have attached a copy of the receipt.*

*Many thanks again for your support and that of the Chapter members.*

Kind regards  
Steve





## Dear Doktor Bob...

Hello my friends and welcome to another Dear Doktor Bob; a page of excellent and wonderful advice about anything, everything and nothing in particular.

I've been away for some time and I must say, I have missed some of your ridiculous questions and nonsensical queries, but, I did say I'd read them all and answer those I can – so here's just three from the three I have received since that last time I was here...

### Dear Doktor Bob...

Why do people ride Harley-Davidson motorcycles?

### The Good Doktor Replies...

People ride Harley-Davidson motorcycles for a variety of reasons, which can vary from person to person. Here are some common reasons why individuals choose to ride Harley-Davidson motorcycles:

1. **Heritage and Tradition:** Harley-Davidson is one of the oldest and most iconic motorcycle manufacturers in the world. The brand has a rich history and a strong sense of tradition, which appeals to many riders. Owning and riding a Harley-Davidson motorcycle can be seen as a way to connect with that heritage and be part of a longstanding community.

2. **Style and Aesthetics:** Harley-Davidson motorcycles are known for their distinctive design and classic American cruiser style. Many riders are drawn to the unique look and feel of Harley-Davidson bikes. The powerful V-twin engines, chrome accents, and overall muscular appearance contribute to their appeal.

3. **Sound and Experience:** Harley-Davidson motorcycles are famous for their deep, rumbling exhaust note. The sound of a Harley engine is distinct and easily recognizable, and for many riders, it adds to the overall experience and enjoyment of riding a motorcycle.

4. **Sense of Freedom and Adventure:** Riding a motorcycle, in general, can provide a sense of freedom and escape from the daily routine. Harley-Davidson motorcycles are often associated with the open road and the spirit of adventure. Many riders enjoy the feeling of the wind in their face and the sense of independence that comes with riding a motorcycle.



5. **Camaraderie and Community:** Harley-Davidson has a strong and dedicated community of riders known as the 'Harley-Davidson Brotherhood', although I do believe you call yourselves 'Harley Owners' Group'. Owning a Harley can provide a sense of belonging and camaraderie with fellow riders. Many Harley-Davidson owners participate in organized rides, rallies, and events, fostering a sense of community and shared passion for motorcycles.

6. **Customization and Personalization:** Harley-Davidson motorcycles offer a wide range of customization options,





allowing riders to personalize their bikes to reflect their individual tastes and preferences. This aspect of ownership can be appealing to those who enjoy creating a unique and personalized riding experience. It's important to note that these reasons are not exhaustive, and different individuals may have their own unique motivations for choosing to ride a Harley-Davidson motorcycle.



### Dear Doktor Bob...

I am about to take a couple of weeks riding through France, can I pick your brains? Tell me about riding a motorcycle in France

### The Good Doktor Replies...

Riding a motorcycle in France can be a wonderful experience, as the country offers a variety of scenic routes, beautiful landscapes, and historic sites to explore. However, there are also some rules and regulations that you should be aware of before hitting the road. First and foremost, it is important to have a valid motorcycle license and to carry all necessary

documents, including your passport, insurance papers, and registration. You should also wear appropriate safety gear, including a helmet, gloves, and protective clothing. In terms of regulations, motorcycles in France are subject to the same road rules as other vehicles. This includes obeying traffic signals and signs, staying within speed limits, and using appropriate signals when turning or changing lanes.

One unique aspect of riding a motorcycle in France is the requirement to wear a reflective vest or jacket (I do believe you call them hi-viz vests) when stopped on the side of the road or in an emergency lane. This is strictly enforced and failure to comply can result in a fine. In terms of road conditions, French roads can vary widely in quality, from smooth, well-maintained highways to narrow, winding country lanes. It is important to take extra care when riding on rural roads, as they may be narrow and winding with limited visibility. Overall, riding a motorcycle in France can be a thrilling and rewarding experience,

but it is important to be aware of the rules and regulations, and to exercise caution on the roads.



### Dear Doktor Bob...

Why do I dream about Harley-Davidson motorcycles?

### The Good Doktor Replies...

Dreams are highly subjective and personal experiences, and their interpretations can vary depending on the individual. Dreaming about Harley-Davidson motorcycles could have





different meanings for different people, but here are a few possible explanations:

1. Personal Interest or Desire: If you have a strong interest in motorcycles, particularly Harley-Davidson, it's not uncommon to dream about them. Dreams often reflect our waking thoughts, desires, and experiences. If you're passionate

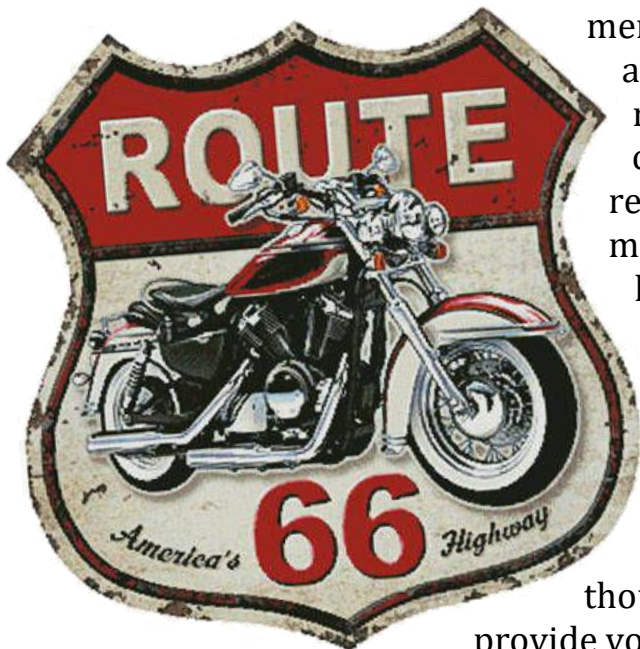
about Harley-Davidson motorcycles, your dreams may simply be a reflection of your enthusiasm and fascination with them.

2. Symbolic Meanings: Motorcycles, including Harley-Davidson, can have symbolic meanings in dreams. They are often associated with freedom, adventure, rebellion, and individualism. Dreaming about riding a Harley-Davidson motorcycle might symbolize a desire for independence, the need to break free from constraints, or a longing for excitement and exploration in your life.

3. Power and Control: Harley-Davidson motorcycles are known for their powerful engines and iconic design. Dreaming about riding or owning one could indicate a desire for power, control, or a need to assert yourself in certain areas of your life. It may suggest that you want to take charge and be more assertive in pursuing your goals or making decisions.



4. Nostalgia or Memories: Dreams are often influenced by our memories and past experiences. If you have fond memories associated with Harley-Davidson motorcycles, such as riding them in the past or having positive experiences connected to them, dreaming about them might be a reflection of those memories or a longing to relive those moments. It's important to remember that dreams are highly personal, and these interpretations are not definitive. To gain a better understanding of why you specifically dream about Harley-Davidson motorcycles, it may be helpful to reflect on your personal experiences, emotions, and associations with motorcycles in general and Harley-Davidson in particular. Keeping a dream journal and exploring your thoughts and feelings surrounding these dreams can provide you with additional insights.



So, there you have it. Three pointless enquiries that took up some of my tight schedule, but as I said, I will endeavour to answer your questions, thoughts and queries.

If you have more for me, you can send me it by email via you Editor: [editor@lindumcoloniachapter.com](mailto:editor@lindumcoloniachapter.com) – just title your email 'Dr Bob'.

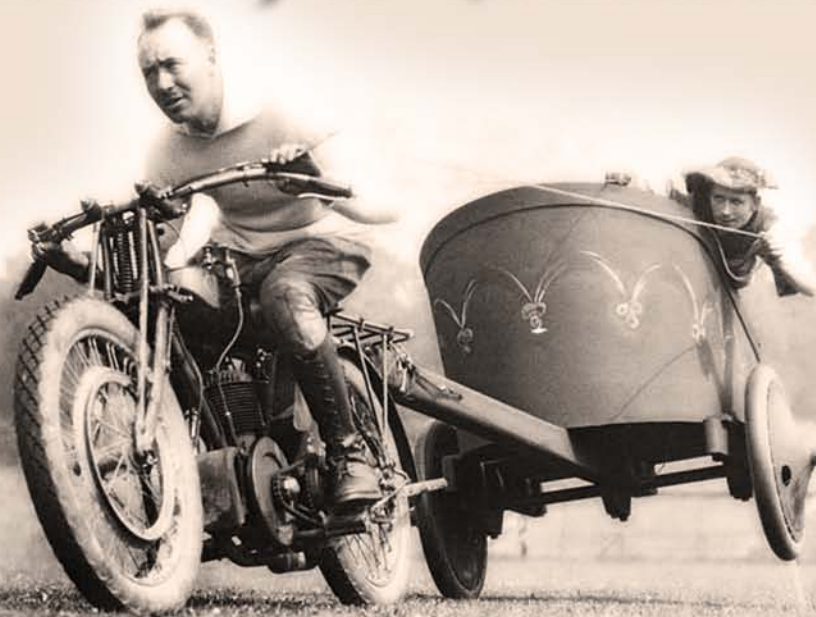
Ride safe everyone and may the sun shine in the summer...

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