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# 'TBC' CHAPTER

## Chapter Officers

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## - Chapter Name Change -

Unfortunately, it has been brought to our attention that another motorcycle club uses the name 'Lancashire Chapter' and has done for some considerable time.

This was not known to our committee and was not identified despite considerable research by the Dealership and H-D UK. So, we have no alternative but to change our name.

The new name has to be approved by H.O.G. and, once done, we will get a new set of patches made up. No member will be out of pocket as a result of the change.

With the selection of a new name we may take the opportunity to change the logo. More on this later.

It is obviously disappointing to have to go through this process again but such are the trials and tribulations of setting

up a new club/organisation.

Please bear with us as we go through the process of establishing all the building blocks for a successful Chapter. The new committee is putting in a lot of hard work behind the scenes, learning the ropes and H.O.G. rules to ensure we are ready to kick off 2008 at full throttle.

If any member has any ideas for the chapter or improvements that can be made please do not hesitate to contact one of the Chapter Officers - your ideas WILL be discussed and considered.

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# EDITOR

Well it's only my opinion but I thought the first rideout to Morecambe went really well. Considering that we had not all ridden together before and our Road Marshalls were conducting their first marshalled rideout, it couldn't have gone better. Yes, there were one or two points that we Road Marshalls could

learn from but, all-in-all, the 30 or so bikes made it safe and sound.

I hope you all enjoyed the first magazine. Please send me your comments for improvement, stories, pictures or ideas. JB, Editor

In my younger days, when I felt immortal and unbreakable, I had a couple of seasons of Grasstrack racing. For those who don't have a clue what that is, basically it is speedway on grass.

It was fantastic fun; well, it was until the plonker in front of me (see below)

decided to come off his bike and leave it right in my line. It doesn't look like I am travelling very fast but in fact, I was doing around 55mph. The photographer got the pic just as I am about to fly through the air. Ended up with a fractured wrist - I still have the scars to show.



Anyway, Grasstrack was a great day out and all the family helped out with getting me and my bike ready for each race.

The picture on the right is me, my wife Sue and, in between us, our daughter Michelle riding my JAP500 in the pits.



When you get a chance, ask Sue to tell you the story of the hot exhaust pipe!

Anyway, you bikers out there must have your stories - send them in. Ride safe.

JB, Editor

## Advance Riding Skills - Counter Steering - Try It

As a motorcycle rider who passed his test in the 1960s, I never did any rider training. In those days, you just hopped on a bike (up to 250cc) and when you thought you were ready took your test. This amounted to riding around the block a couple of times while an examiner looked on from the pavement. So, I was interested to read in Motor Cycle News a couple of years ago about a technique called 'counter-steering', something I have adhered to ever since.

Riding a motorcycle round corners is more or less instinctive involving the

shifting of weight – or so I thought. When riding at more than walking pace you are subconsciously using counter-steering. Understanding what is going on when you counter-steer can help you make more effective use of the technique.

Counter-steering is so-called because you are actually turning the handlebars in the opposite direction to that in which you want to go. Not easy to do the first time you try it, but once mastered it makes cornering so much easier.

Here's the scientific bit! Imagine you are going round a right hander; you push the handlebars to the left and, in doing so, centrifugal force makes the bike lean the correct way, then gyroscopic forces

centre the front wheel giving a very responsive cornering technique. Of course, all this happens in the blink of an eye.

You will find that you can turn the bike quicker than you might expect, but be prepared to over steer at first. As you get used to it, you'll find you can turn deeper in the bend and get round the corner faster. I now use this technique all the time - makes me think I ought to consider an advanced riding course to update the rest of my old-fashioned riding skills.

JB Editor



# Director's Report



Greg Lockhart

October already, where did summer go? We have not had the best of weather for riding this year, let's hope we can get on a few more rides before the end of the year. The rides we have done have

been fantastic; to see so many bikes lined up at Knott End was brilliant. And so many happy faces clearly enjoying themselves. The amount of interest we gathered driving up the front at Morecambe was amazing too.

I unfortunately missed the Blackpool Illuminations ride as I was away on holiday. Hearing the glowing reports it went down well, if a little cold!

We have the ride to Big D's at Todmorden (where I have heard the food is fantastic by the way) coming up and the social evening at the New Ship Inn where we can again get an opportunity to catch up and also to discuss future events.

Greg, Director

At the Dealership, we are awaiting the Fatbob and the Rocker as well as the Buell 1125R; the Fatbob looks like a Streetbob that has watched one too many Rocky movies! The double headlight, fat wheels and tyres make the bike look so aggressive it will be a fantastic-looking bike on the road; we should have one in the showroom shortly. The Rocker and Rocker C (Chrome) is going to be a breathtaking bike. I was lucky enough to see them at the Dealer show in Tennessee earlier in the year and they look so much better in the flesh; we are hoping to receive the first ones next month.



As the winter approaches, we are having a few events at the dealership other than the new model launches. We will be having another open day with a focus on customisation and tuning, where we hope to have some exciting offers on parts and accessories. We are currently running a Winter Campaign where we are offering a Winter Service & Spring Check-up for £199 and up to 15 per cent off fitted accessories, with special deals on engine upgrades and Chrome wheel upgrades. Participants will be entered in a draw for the following prizes:

#### Prizes

1. 2 x tickets to 2008 Euro HOG Rally.
2. 4 x tickets to 105th Anniversary Party at Minehead, Somerset.
3. Harley-Davidson Torque Jacket
4. Harley-Davidson Nylon Race Jacket
5. 10 x 105th Anniversary T-Shirts

Further details can be obtained in the dealership.

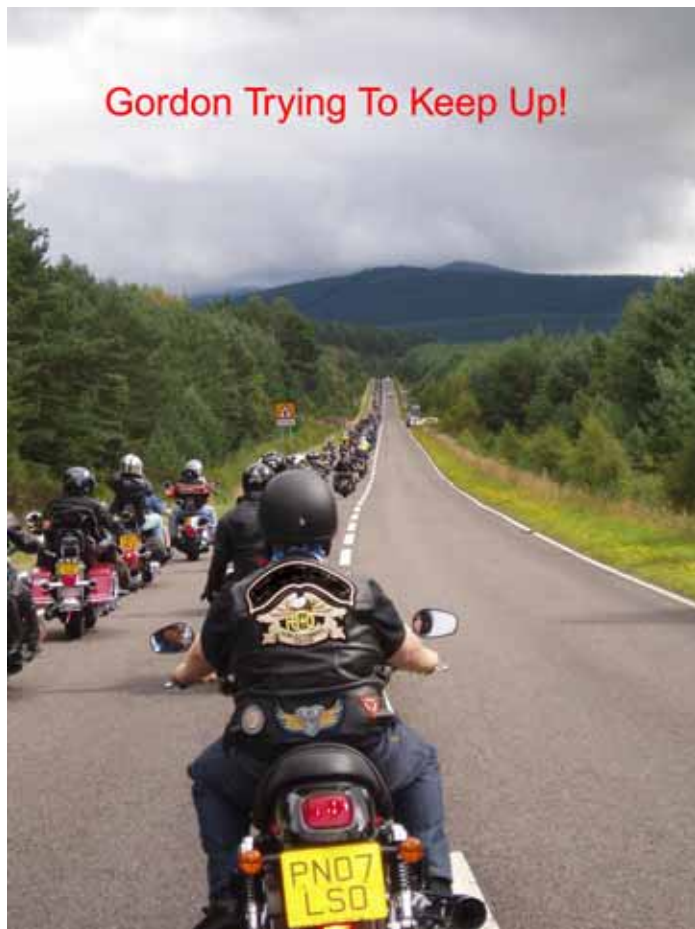
Other dealer news: work has started on the café, which should be open in the next few weeks.

Regards, Greg



# Thunder In The Glens - 2007

I think before I can talk about this year, I have to explain what this rally means to me. Over ten years ago, I was holidaying in Aviemore where we stumbled upon a "few" Harleys. We tracked them down; I've watched the nature programmes, plus we can make a lot of noise! In the centre of Aviemore we found a marquee, a bar, some trade stands, and a lot of friendly faces. Since then I might have missed one year! Dreaming,



of the day I could arrive on my Harley. For me that was 2006, what a year!

So there we have it, love was forged, Harleys, Me, and Rallies!

Back to this year. An early start for the weekend with an overnight stop with friends in Fife on Thursday.

Friday

We leave Fife basking in sunshine, thinking this can't last! First stop Perth to meet Mark and Sara, old friends, Mark rides a Dragstar and dreams daily of making the exchange. The A9 heading north was quiet and we cruised up in a small group. Arriving in Aviemore we were welcomed by Dunedin Chapter members at the registration tent. A smile accompanied us being issued with our packs, pin, t-shirt, and shortbread. What more do you need!

Friday Night

Both tired and excited, we joined the party in the MacDonald Hotel. Live bands, local beer, and another warm welcome! The first outing of our patches and what a greeting; first the Hatters Chapter, then Deva Legion, then Clyde Valley, the list went on and on. All full of questions and best wishes.

A trip to the toilet and on my return I spotted another Lancashire Chapter Patch! - I stopped to introduce myself. As we were talking Paul "Sandy" Sanderson and I were joined by our partners, Lynn and Nic. It was the first time to Aviemore for Sandy & Lynn, loads of questions and a lot of answers, we agreed to meet after the rideout the following day.

Saturday

The big one for Thunder in the Glens and Aviemore. Over 1300 Harleys lined up for the rideout! Wow! The pavements were full of spectators and rallygoers as we made our way along the main drag. Out of Aviemore with a police escort for the whole ride, we found our way through Grantown on Spey.

As we left, the heavens opened (the first and only time for the weekend)! We battled on and out came the sun again. We made our way north over the moors and round the lochs. By the time we returned to Grantown, we were dry. Great planning?

Let the games begin! Unfortunately, we were short of members this year, but we'll be back?

Saturday Night

Welcome to the party night! The main night! The highlight of this year was the **Clann An Drumma** (a Celtic Tribal Drumming 'to stir your blood'). In the building, you could feel the drums and the vibration through your body; plenty of opportunity to dance and blow the cobwebs off. The







We did manage to fly the flag for our chapter, literally (L, R, Nic, Gordon, Lynn, Sandy)

finale of their set was a lone piper leading us all outside to a full firework display! We left the official rally for the night to see what else was on offer around Aviemore. The Cairngorm Hotel car park was full, band in full flight and an encore of fireworks. The fun continued with an unofficial and impromptu arrival of two "strippers"?

The rest of the weekend

We spent Sunday and Monday touring some of the Highlands. Monday was a long day and Nic was heard to say at Fort William "If you hadn't stopped here, I was stopping on my own!" Trike-sore had kicked in. Well, in fairness, it was the first full weekend riding her trike and we were heading for a 6 hour day! Having all made it home safe and sound there is under 12 months to wait to do it again!!!!

Bring on 2008!!

Gordon



Guess Who?!?!?

# Activities

Firstly, thank you to all of you who joined us on our first rideout to Morecambe. It was a great turnout and I hope it was an enjoyable experience for all concerned.

For those who have not had chance, take a look on the website and see if you can spot yourself. No prizes this time, but there's enough pictures to choose from!

Now, I must turn your attention to our Social Evening planned for Wednesday 24<sup>th</sup> October at The New Ship Inn, Watery Lane, Preston - 7.30pm-8pm start. We'd love to see you all there as the main topic for discussion is next year's calendar. All the Officers will be there giving you a chance to have a chat with us, find out who's who within the Committee and to show you that we're not as scary as our web pictures! Although a rough draft of the calendar will be available, the idea is for further suggestions to be made and all comments are welcome. If you have a favourite rideout or a favourite haunt, come along and let us know. For the more popular main events next year, there will be lists available for you to sign up. This ensures we are kept busy over the winter, making all the necessary arrangements.

Calling all **Ladies of Harley** – Girls we've not forgotten you! We're hoping to have the first event very soon. Come along and we'll tell you more!

Can't make it? No problem. E-Mail me or contact the dealership with your ideas.

Looking forward to seeing you there. Kirsty



Kirsty Wolstenholme

## CHAPTER NOTICE BOARD

The Chapter notice board in the Dealership requires members' photos. If any member has any bike-related photographs to pin on the board, hand them to Greg or just pin them up yourself.

*Preston Harley-Davidson is holding an open day on Saturday 24 November. As part of the day's events there will be an air brush demo - come along it should be interesting!*

The Preston Harley-Davidson cafe is nearly ready. Keep an eye on the Dealership or Chapter website for up to the minute news.

Don't forget the Chapter social evening Wednesday 24 October at New Ship Inn, Watery Lane, Preston.

Once again keep an eye on the website for more up to date information

**Just a reminder about the Saturday 'ride in company'. These are informal rides held every Saturday where you can just turn up at PH-D, meet other Chapter members and decide where to go for a ride.**

**It is always planned to leave around 12 noon so get there around 11.30- see who else has turned up, stick a pin in the map and ride.**

**Enjoy**

# Cold Iron or Cold Irony

by Trevor Jones

Just thought I would pass on a little story I read recently. In the economic slump of the 20s and 30s, Arthur Davidson pursued new outlets for the Milwaukee twin. His vigorous attitude led to the opening of the Harley-Davidson sales company of Japan with a comprehensive network of dealer's agencies and spares distributors. In fact, their stocks were so vast that Harleys became Japan's official police bike. In 1924, Murata Iron Works actually began building copies of the 1922 model "j", the quality of which was appalling. Later on, this very same company would build the Meguro, a distant precursor of what we now know as Kawasaki. When Wall Street crashed in 1929 causing such misery and instigating thousands to up

sticks to look for ways of scratching a living, Harley's exports had all but ceased and the story could have ended there. Step forward Alfred Childs, head of Harley's Japanese operation, who asked why not build Harleys there. Juneau Avenue was not impressed, to say the least, but Childs' persistence was overwhelming and soon Harley's first overseas factory began production at Shinagawa, near Tokyo. Blueprints, tooling and expertise were all from Milwaukee and the factory was the most modern in the world. By 1935, Shinagawa was manufacturing 74-inch flathead twins; five years earlier these had become the official motorcycle of the Japanese army. Even more unbelievable was that they were offered the

chance to convert production to the ohv knucklehead and declined, preferring the durability of the "74" flathead. Well, as time went on, Japan began to flex its military muscles and invaded China in 1937. Rikuo sub-licensed the product to Nihon Jidosha (Japanese combustion equipment company), and the "74" became the Rikuo model 97 and variants of 97s, entitled Kuro Hagane (black iron). So why didn't they carry on production? Well, here's the twist, ominously the factory only had a few more years to run as it was located in a what was to become an increasingly dangerous area, it was in Hiroshima.

## FORTHCOMING CHAPTER EVENTS

**Sunday October 14th – Wrap up for the Last Rideout of the Season**

**Big D's, Todmorden**

Meet at Preston Dealership 11am

Full tank and ready to go

Final stop at Big D's for refreshments

## FIRST CHAPTER SOCIAL NIGHT!!!

**Wednesday October 24<sup>th</sup> – Social Evening for Chapter Members**

**The New Ship Inn, Watery Lane, Preston, PR2 1AU - 7.30-8PM**

Come along and find out more about your local HOG Chapter.

Meet the Committee Members for a drink and a chat

See the Events Calendar for 2008

Want to join Ladies of Harley? Join us and we'll tell you more



# AND FINALLY.....

A highly timid little man, ventured into a biker bar in Preston and clearing his throat asked, "Um, err, which of you gentlemen owns the Doberman tied outside to the parking meter?"

A giant of a man, wearing biker leathers, his body hair growing out through the seams, turned slowly on his stool, looked down at the quivering little man and said, "It's my dog. Why?"

"Well," squeaked the little man, obviously very nervous, "I believe my dog just killed it, sir."

"What?" roared the big man in disbelief. "What in the hell kind of dog do you have?"

"Sir," answered the little man, "It's a four week old puppy."

"Bull!" roared the biker, "How could your puppy kill my Doberman?"

"It appears that he choked on it, sir."

This big ugly biker walks into the bar with a parrot on his shoulder, orders a beer and a shot.

The bartender sets him up and says, "That's really cool, where did you get him?"

"Thunder in the Glens" Replied the parrot, "They're all over the freekin place!"

When I was young I used to pray for a Harley.  
Then I realised that God doesn't work that way.  
So I stole a Harley and prayed for forgiveness.

## Your Committee Recognition Quiz



Greg Lockhart



Gordon Dick



Amy Uphill



Ian Fitzpatrick



Jeremy Addy



Kieron Lunn



Joan Dagg



Kirsty Wolstenholme



Keith Wolstenholme

**Ladies of  
Harley**  
  
Situation  
  
Vacant



John Benn



Dave Evans