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RED ROSE CHAPTER

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Our New Logo



Stop Press

Our new Red Rose Chapter patches have arrived. So have the Charter patches for the qualifying members.

Well done Keith for helping to design the new logo and to Amy for 'making it happen'. They both helped to

come up with a great looking Chapter logo - it looks the 'dogs *****', as they say.

By the time you all read this we should have our new Red Rose Chapter patches. And, how about the fantastic 'cafe' in the dealership. PH-D and the Chapter are moving along nicely and 2008 promises to be a great year for both. Together we can go from strength to strength.



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A cold and wet couple of

EDITOR

months has prevented me getting out on the Nightster as much as I would have liked, but I have managed it once or twice. Still, not long before the season gets in to full swing.

Thanks once again to all those who have contributed to the eMag. I couldn't do it without you.

Also a warm welcome to our new Ladies of Harley Officer, Jane Peters and new Assistant Treasurer, Mike Peters.

Hope you all like the eMag - if you don't, tell me. In fact, if you do, tell me! Your feedback is very welcome.

JB, Editor

Rules For Writers...

1. Verbs HAS to agree with their subjects.
2. Prepositions are not words to end sentences with.
3. And don't start a sentence with a conjunction.
4. It is wrong to ever split an infinitive.
5. Avoid clichés like the plague. (They're old hat.)
6. Be more or less specific.
7. Parenthetical remarks (however relevant) are (usually) unnecessary.
8. Also too, never, ever use repetitive redundancies.
9. No sentence fragments.
10. Don't use no double negatives.

Rider Training

Hi Guys

I think that it is important to make available to Chapter Members opportunities for training in a variety of areas. I would like to start the ball rolling by offering the following safety training.

I am sorry for the late notice, however, I have been waiting for final confirmation of the actual date of the first session.

The details are:

Dedicated HOG Training Day, comprising full day training, including theory and practical sessions. The instruction will be provided by SLAM (South Lancashire Advanced Motorists, Motorcycle section) at a total cost of £20 (Twenty Pounds) per person. Costs to be met by Chapter members.

Having completed the one day training, the option is open for a further six sessions to full IAM status for an additional fee of £60 (Sixty Pounds).

'First Bike on Scene' - Emergency first aid training for this qualification can be provided for a fee of £50 per person.

It was agreed at the last Chapter committee meeting that the minimum qualification for road officers be as listed below:

Road Captain - Satisfactory completion of Harley-Davidson, Riders Edge, Road Captains Course or Completion of IAM (Bike Training) full status training.

Road Marshall - Satisfactory assessment by independent accredited instructor/examiner or completion of SLAM one day riding qualification.

Therefore members wishing to aspire to these positions would have the necessary opportunities to receive training. The courses are obviously open to all members regardless of their aspirations.

I have pencilled in the 1 March 2008 as the first one day session, however, I am still awaiting final confirmation of that date.

Members wishing to sign up or receive further information please contact me direct.

Ride safe. Dave.



Director's Report

Happy New Year everyone. I for one am very excited about the first full year of the Red Rose Chapter ahead! Christmas is over; the pub "quiz" crawl was declared a draw. The first event of the year was a great night at Ming Dynasty, next to the dealership. Over 40 attendees, not all members, but all with the common interest in Harleys, enjoyed a banquet of eastern promise!

Looking ahead 2008 looks promising, Harley-Davidson is 105, H.O.G.® celebrates its 25th birthday and we embark on the first full season as members of Red Rose Chapter. The committee have worked hard over the holidays to ensure we can look forward to a full calendar of both social and riding events. Highlights to come include the 105th Anniversary Party at Minehead, with our tickets disappearing fast. Thunder in the Glens in Aviemore, with 2007 the biggest so far, it looks only to be getting bigger and better!



For those of us who want to stay closer to home we have a full line-up of monthly rideouts already planned and are seriously considering doubling the rideouts during the summer months!

Lets all look forward to a long season of safe, fun and adventurous miles on our bikes.

Hope to see you all soon.

Gordon

Assistant Director

Happy New Year everyone! I asked Gordon to stand in as John's deadline for going to print would be looming close. I have just got back from the 2008 winter Dealer Meeting in San Antonio, Texas. Which is the reason for my absence from the great meal you had at the Ming Dynasty.

Let us look forward to some good weather this year (fingers crossed) and let us get some miles done. We have, as Gordon says, ambitious plans this year to expand the membership and increase the rideouts.

We will be bringing the Preston Harley-Davidson van to Minehead so if you are

going and want to put your luggage in the van we can do that (possibly a small contribution to the chapter funds?); details nearer the time.

For a rideout this year how about this for a crazy idea? Blackpool Tower to the Eiffel Tower anyone? Just a thought spinning around in my head at the moment but it could be good.

Well, my New Year resolution is to ride more this year, what's yours?

Ride safe and have fun

Greg

Director of the fastest growing chapter in the UK (let's make that happen!)



Greg Lockhart

Daytona Bike Week in March is one of the biggest bike events in the world and acts as the season opener for many US bikers. It is popular amongst us Brits as, of course, it is easy and cheap to fly to Florida. What's more there

breakfast). You still get good weather, though it can be a bit wet, and of course, bikes bikes bikes!

These days the Daytona action is not confined to Main Street and the Speedway. Over the years, the vendors and

enjoy just the things you do.

This year Barbara and I landed in Florida on the Wednesday (mid-week flights are cheaper) and after getting the kinks out, picked up our hire car, and drove the 70 miles or so in the dark to the Acapulco hotel in Daytona Beach South, which we'd booked over the web. Waking up to a sunlit beach view does wonders for the autumn blues, but we were keen to get out and see the sites, never mind the jetlag! After paying a quick visit to Barbara's brother Dave who lived at the time at Eustis, about 40 miles away, we returned to the first bike show, at Willie's Tropical Tattoo. Fortunately, we'd taken the TomTom GPS and this got us there easily. The parking lot out of the front of Willie's was crammed



is plenty else to do in the Sunshine State so you can make a trip to bike week into a family holiday too. But what about Biketoberfest? Is it worth the trip?

If Bike Week is the USA version of TT Week, then is Biketoberfest the Manx Grand Prix? - a little lower key event, perhaps? A bit out of season, a bit cheaper? In fact you get most of the things you'd expect at the March event, but over just four days, and yes, outside of Daytona, it is out of season at all the usual holiday venues so there are some real bargains (we stayed at a Quality Inn at Kissimmee for less than £25 a night, AND that included a free

entertainments have spread into Beach Street, out to the Saloon area in Ormond Beach, and latterly to Destination Daytona, the vast area owned by Bruce Rossmeyer and the site of his flagship Harley dealership. Because Biketoberfest is spread over just four days, you tend to find yourself dashing around trying to fit everything in. There are three major bike shows and two big swapmeets to visit, plus a zillion vendors to browse at three locations, not to mention the racing going on at the Speedway, demo bikes to ride - in the end you just have to accept you can't do everything and try to

with custom bikes of all kinds - some obviously high rollers, but many owner-built. It was nice to see British bikes making a comeback in the custom world, there were a few Beezas and Triumphs on show. Willie's, being a tattoo shop, naturally attracts some pretty colourful characters, and there was as much fun to be had looking at the people wandering about as there was looking at the bike. There was a noticeable lack of vendors at this site, though Sucker punch Sally choppers had some of their bikes on display. You could get a drink if you went round the back, and Willie had some scantily clad girls selling T-shirts. After an

hour or so of that we succumbed to the 90 degree heat and headed off to Destination Daytona.

A couple of years ago, Bruce Rossmeyer opened his new Harley Dealership out at the junction of Highway 1 and US 90, but went farther than that and included a couple of bars and a hotel! What's more, there are a load of other dealers on site, including Arlen Ness, a Hot Rod parts supplier, and a vast J&P Cycles store. These are just the permanent ones! All across the main car parking areas during bike events are dozens of other vendors, mostly the larger ones such as Kuryakyn and Boss Hoss. Boss Hoss had some pretty extreme machines on display including a bike with 732 bhp on tap: you should have heard it when they fired it up! You could spend a couple of days just looking round here. We were looking at one stand when someone tapped us on the back - it was Derek and Linda, ex- Rainy City HDC members, who were on holiday in Tampa and drove out for the day! Shortly after, someone else tapped me on the shoulder - a member of Clyde Valley HOG who had on the same Thunder in the Glens T-Shirt that I was wearing! It's a small world, to be sure.

Next day we ventured out to Beach Street to see what was going on there. Not everyone had moved out to Destination Daytona, there were still a lot of displays and vendors in the



vicinity of Daytona H-D's older shop, including more Boss Hoss bikes and another V-8 bike we'd not seen before. Even better were the bikes with a "flathead" Ford engine in the frame which looked so good they could have been a production bike. Boss Hoss had a bizarre little machine on display called a Hoss Fly. It was basically a V8 engine with small wheels, a barstool seat on top of the air filter and a vertical steering wheel. I don't know what you would have used it for, but I want one! We spent an hour or so there before heading off to Volusia County Fairground for one of the two swapmeets on during Biketoberfest. This turned out to be a pretty small affair, but with some good stuff on offer including some old H-D Servicars and

parts. We found a seat for Barbara's Sportster, a bargain at \$50 as it was brand new. One stall had a real "old school" Panhead chopper, practically the same as you would see in the '70's. Unfortunately, I couldn't find the owner to get the price, but what a great project that would be for someone. After chatting to one of the stallholders for a while, we decided to look for the other swapmeet at the Daytona Fleamarket. This was a bigger event, more commercialised, but there were some interesting stalls selling used and new bike stuff.

When the heat got too much for us, we got back in the car and drove the few blocks to the International Speedway to look at the Harley stand which was fairly low-key affair (for

Harley) and centred around the demo bikes, but they did have a Rocker and Rocker C for us to look at. I was quite impressed by the bike in the flesh; the riding position is very chopper-like due to the low seat and kicked out front end. With the afternoon rainstorm looming, we wandered amongst the other manufacturers' stands, sheltering under the awnings when the downpour arrived. Consequently, we didn't get to see all we wanted, especially as there was so much to look at, spread over a huge acreage. We did get to see the Von Dutch customs bikes and the Evel Knievel stand (with a model of his skeleton with all the broken bones, screws and plates highlighted) before we cried enough and headed to the Cracker Barrel for dinner.

The next day was, according to my notes, a busy day! We headed off to Destination Daytona where



we planned to meet Barbara's brother Dave, but by the time he got there the car park was full, so we rescheduled for the Rat's Hole Show in Daytona. While outside the J&P shop I got a text from someone back home asking me to look out for some light bulbs from J&P. How did he know we were there? Across the road from Destination Daytona were more stands, though it was clear the owners must have

had a rough time last night as there wasn't much activity, even at 11 am. Over at the Rat's Hole, this year in the water park, the crowds were remarkably thin, so we were able to have a good look at the bikes, and we soon met up with Dave and his family. There were some pretty nice customs on display, with one of my favourites being the FXRT. You might remember these sports-tourers based on the FXR frame back in the 1980's. This version was super clean with an Exile-style matt aluminium finish. What struck me was how modern it looked.

After a pleasant afternoon looking around the bikes, and stopping Dave's two year-old daughter jumping into the water, it was time to head off so we finished by taking a walk down main street, which was just a couple of blocks over, and watching the crowds. We ended the day by driving down to Crabby Jack's Crab



Shack for Snow Crab Legs and a beer. Sadly, this was to be our last night at Daytona and next day we moved off to explore a bit more of Florida.

Biketoberfest is a little strange, really. It's not a lot less crowded than Bike Week, though some of the big names have a lower profile. You don't get the big H-D display at the Ocean Centre for instance, but there is still lot to see. With the attractions getting more spread out you have to spend quite a lot of time driving (or riding) about between the swapmeets, the International Raceway, Beach Street, Main Street, The Broken Spoke Saloon and Destination Daytona. However, it is well off-season in Florida, and that means you don't get the influx of Spring Breakers at the end of the week, and the hotel rooms are



cheaper, the attractions quieter (apart from Halloween Horror Nights at Universal Studios which are sold out every year - but that's another story!).

Better than Bike Week, maybe not, just different. Worth doing? Absolutely.

You could do both, of course...

Cheers,

Nitro (Martin Wyatt)

Motorcycle Wisdom Of The Road

- Midnight bugs taste best.
- Saddlebags can never hold everything you want, but they CAN hold everything you need.
- Home is where your bike sits still long enough to leave a few drops of oil on the ground.
- The only good view of a thunderstorm is in your rearview mirror.
- Bikes don't leak oil, they mark their territory.
- Never mistake horsepower for staying power.
- If you don't ride in the rain - you don't ride.
- A bike on the road is worth two in the shed.
- Young riders pick a destination and go. . . Old riders pick a direction and go.
- A good mechanic will let you watch without charging you for it.
- There are drunk riders. There are old riders. There are NO old, drunk riders.
- No matter what marque you ride, it's all the same wind.
- Only a Biker knows why a dog sticks his head out of a car window.

Secretary's Secrets – February 2008

Hi,

Someone (the editor!) has suggested that I provide a *brief* summary from the chapter committee meetings for a regular column in this newsletter. Anyone who knows me well will appreciate that writing anything in *brief* presents a huge challenge for me. Anyway, here goes...

The Role

To start, I'd better explain my role. The Secretary is one of the 4 primary chapter officers along with the Director, Assistant Director and Treasurer. For some bizarre reason though, this role has (according to the HOG UK Handbook) the longest job description of all. Amongst other things, I'm meant to look after the administrative needs of the chapter, keep minutes of business meetings and oversee whatever Amy (the Membership Officer) is up to.

Committee Meetings

Chapter business meetings are usually held on the first Wednesday of each month at Preston Harley-Davidson. They start at around 18:30 and take hours to complete because Kirsty talks endlessly, ha ha. Anyway, as a chapter member, you are entitled to attend these meetings and, should you have the stamina, you can address the committee on a topic of personal interest/concern.

Meeting Highlights

Now this is the challenge. How do I summarise hours of meetings and forests of minutes into a *brief* update? These are highlights from the last 2-3 months:-

- The **Chapter Name/Logo Change** has taken up much committee and administrative time over the last 3-4 months but is now finally resolved.
- We have a new **Chapter Notice-board** on the ground floor at Preston H-D
- All **Officer Positions** are now filled thanks to Mike and Jane Peters (Treasurer and Ladies of Harley Officer)
- At this time we have a **Chapter Membership** of 90 - not bad for our first year
- All bike purchasers at Preston H-D are now given HOG/Chapter **Welcome Packs** to encourage them to join our chapter
- Gordon has taken responsibility for **Inter-chapter Events**. We have Tenpin bowling and camping lined up with other chapters.
- Northwest Air Ambulance is our **Nominated Charity**. We will be arranging fund-raising events in due course.
- Our road captains have access to three **Radios** to help coordinate rideouts

- Dave has negotiated a fantastic deal to provide chapter members with training in *IAM Qualifications* and First Aid
- All members should now have received their 2007-2008 *Membership Cards*
- Several chapter officers are off to Germany in March to attend *HEAT* training
- All *Annual Forms* have been returned to HOG to ensure our charter in 2008
- The *Chapter AGM* will be held in October/November each year
- Preston H-D are sending a support/luggage vehicle to *Minehead*
- We're setting up a *Telephone Message Line* to provide last-minute updates
- The chapter now welcomes both Harley and *Buell* owners

New Year's Day Rideout by Ian Fitzpatrick

Setting off to the dealership early, as, having forgotten Chapter Rules of having a full tank, I thought I'd be running on fumes on New Years Day - note to self... Luckily a petrol station on the way was open, so filled up and arrived at Preston for 11.40 expecting to be first there, or the only one for the day! The weather was grey and drizzly, not as good as the forecast but bearable and at least the rain had washed away the salt. Amazingly there were two early birds there already (Paul Jackson and Sandy, and more Red Rose Chapter stalwarts arrived up to the 12 noon unofficial meet time. One was on a Yamaha who came direct to the dealer from a NY Eve party - there's dedication. We ended up with nine bikes and nine folks, above and beyond expectation and surely proof that we have an active club despite our tender age and relatively low membership.

Mostly folks seemed fairly bright for New Years Day, but there were a couple of bleary eyes about us, so there was a bit of procrastination before heading off. The thought of Bacon Butties and a brew being a great incentive, we finally agreed on Rivington Barn. Sandy took the lead, and found a good scenic route avoiding motorways for us to get there.

Slight panic upon arrival as the 'Top Barn' was closed, but we tried the Bottom Barn and this was open, so join the queue for the first bacon butty of 2008 and welcome it was. Not too many bikes there, but HEAVING with New Years Day walkers, meanderers, and people whose children obviously needed energy burning off. As always the bikes became a tourist attraction.

After catching up with what we'd all done, eaten and drunk over Xmas and what resolutions we could break (surely keep!?!), we were ready for home, setting off in a couple of different groups.

My bike was a disgrace when I arrived home, but after it cooled down, a good rinse and wash with P100 (I think that's what it's called) Bike Cleaner and a good leather off, it was back to pristine. I was going to say there's no reason not to get your Harley out but as I'm typing it's snowing and the gritters are out, so maybe I have changed my mind already!!

Great to get out on the first day of the year, and look forward to putting plenty of miles on in 2008, but I can't help hoping for warm sunny ones!

Activities Corner



Kirsty Wolstenholme

DATE	EVENT	LOCATION	CLASS
FEBRUARY			
9 February	Ten Pin Bowling Night	Morecambe - 7pm	Closed
27 February	Chapter Meeting	New Ship Inn, Preston	Closed
28 February	Ladies Night	Preston Harley-Davidson	Open
TBC	Unofficial rideout	TBC	Closed
MARCH			
9 March	1st Rideout of the season	Devil's Bridge/Settle	Closed
13-15 March	Harley Enthusiast Adventure Training (HEAT)	Fulda, Germany	Member
19 March	Wednesday rideout	Hen & Chickens, Southport	Closed
24 March	Easter Monday Charity Rideout	TBC	Closed
26 March	Chapter Meeting	New Ship Inn, Preston	Closed
APRIL			
13 April	New Members Rideout	Skipton	Closed
16 April	Wednesday rideout	Knott End	Closed
23 April	Chapter Meeting	TBC	Closed
26-27 April	Classic Bike Show	Stafford County Showground	Open
MAY			
11 May	Sunday rideout	South Lakes - Full Day	Closed
21 May	Wednesday rideout	TBC	Closed
28 May	Chapter Meeting	TBC	Closed
RALLIES			
2-4 May	Cider Rally	Weston Supermare	Member
4-6 July	HOG 105th Anniversary	Minehead, Butlins	Open
22-25 August	Thunder in the Glens	Aviemore	Member
25-27 September	HOG European Rally	Italy	Open

NOTES

Second Sunday and third Wednesday of the month = rideouts

Last Wednesday of the month = Chapter Meeting

Where the event location on the event grid states TBC - please check notice-board

We're trying to organise a days training run by South Lancashire Advanced Motorcyclists.

It is potentially going to be on 1 March but this isn't definite yet.

Contact me, Kirsty Wolstenhome, for more information and to sign up for rallies.

Well - a belated happy New Year everyone! Here's to a new riding season - hopefully with better weather!

2008 is set to be another exciting year for Harley-Davidson and Buell. The XR1200, 1125R Buell, FatBob and Rocker will be arriving in the coming weeks so speak to



our Sales Executives, Kevin and Tony, to book your test ride or even place your order!

The Winter MotorClothes and merchandise sale has been immensely popular and I hope you all bagged your bargains in the Red Rose Chapter member preview. Our Spring/Summer ranges will be arriving soon so there's still time to grab a Winter bargain whilst you can! And don't forget Valentine's Day is round the corner. We have some great gift ideas for him and her!

We'll be holding dealership events to get you all ready to hit the road in Spring, including another Customising Weekend, following on from the success of the last event in October. More information on this will follow.

Don't forget to check when your motorcycle's MOT expires as the tests can be booked with us now for February. Don't leave it too late to get your pride and joy ready for the new season!

There's still time to take advantage of the 15 per cent off offer on fitted Screamin' Eagle Big Bore engine tuning. Our 103ci Stage 2 Fatboy demonstrator is producing nearly 100bhp and a staggering 110lbft of torque - it'll pull tree stumps out!

Finally, if you haven't already visited our new coffee shop, I strongly recommend it as a pit stop on your next rideout!

Ride Safe, Amy - Preston Harley-Davidson

More Motorcycle Wisdom Of The Road

- Sometimes the fastest way to get there is to stop for the night.
- Winter is Nature's way of telling you to polish your bike.
- Well-trained reflexes are quicker than luck.
- The best alarm clock is sunshine on chrome.
- A friend is someone who'll get out of bed at 2 am to drive his pickup to the middle of nowhere.
- There's something ugly about a NEW bike on a trailer.
- Practice wrenching on your own bike.
- Never be ashamed to unlearn an old habit
- Maintenance is as much art as it is science.
- If you ride like there's no tomorrow - there won't be.
- Grey-haired riders don't get that way from pure luck

My first Harley-Davidson was a 2001, 883 Sportster and was a bit of a shock, after trading in a Suzuki TL1000S, a bike I could only ride to ¼ of it's potential (and still get overtaken by lunatics on blind bends). The Sporty was comfortable, fast enough that I could still lose my licence on anything but motorways, and great fun to thrash round the quiet country lanes outside Preston. It also introduced me to the delights, and



tribulations, of Ebay as I scoured the internet looking for shiny chrome goodies to spruce up the engine and rolling chassis to my satisfaction.

I even got one or two compliments as I sat at traffic lights, with “nice HOG mate!” ringing in my ears and a wide grin as I gunned it away from the lights; I was a happy man.

Fitting a comfort touring seat and sissy bar, even tempted my better half on the back letting us explore some of the local biker haunts in the North West and beyond. Only a desire to go further a field, two-up, made me change to a Road King Classic.

Now the bug has bitten Kirsty and with six months on a 125, CBT and a Direct Access course under her belt, it was natural to look at a Sporty for her first Harley-Davidson.

After a bit of negotiation at Preston Harley-Davidson we managed to find a nice pre-owned 883 Low in Black (the best colour in my opinion) and with the 125 and a big wad of cash we are now a two-Harley family.

Harley-Davidson have redesigned the Sportster rolling chassis for the 2007 model, and this was immediately obvious as I first sat on the bike

thinking how small everything was compared with my Road king. I even think the 2007 model is slimmer than my old Sportster. Your knees are bent at slightly more than 90° with the bars falling to hand, giving you a modicum of lean over the sit-up-and-beg position I am used to.

Handling is precise and to the point, with left hand bends a breeze, all the way until the foot peg touches down. Right handers are a bit more of a problem with the staggered dual shorty exhaust touching well before you run out of lean angle. The road surface is transmitted to your backside telling you exactly what's going on under your wheels and giving you the confidence to push the bike harder.

This also has a drawback as you can also feel the potholes and speed bumps more than you would like in normal riding mode. I only hope the rear shock absorbers will loosen up over time to give a more comfortable ride.

From the first Sportster in 1967 to the new models and beyond, the Harley-Davidson Sportster has continued to evolve and for 2007, all Sportster models feature standard electronic fuel injection. This means in reality that having no carburettor means no choke to play with and the bike is ready for



the off as soon as the starter button is pressed.

Once on the move, the fuel injection came into its own with gobs of torque available from tickover making the throttle response instantaneous and useable all the way through the rev range.

I was very impressed with the power delivery as you could forget what gear you were in and just twist your wrist to whatever speed you desired.



I agree that the 883 will never be a match for a Ninja or Fireblade away from the lights, but it will quite happily leave most cars for dead and give you a grin all the way down the road thanks to its light weight and the low-down torque.

In heavy traffic this was wonderful as you could leave the clutch out and filter, exploiting gaps as they appeared only needing to change up as the cars picked up speed.

New gauges on the 2007 Sportster models provide a clock function on the odometer, low fuel warning light and two trip set odometers. In reality you still only have the speedometer as a gauge, so I would set the trip at every fill and be looking for a petrol station after a 100 miles to avoid being stranded.

Other write-ups have stated that the Sportster ride is also enhanced through an eight per cent reduction in clutch lever effort and an 11 to 14 per cent reduction in front brake lever effort, but how can you tell? All I can say is the clutch is light and easy to use and the brakes are progressive and well up to the job in stopping you in an emergency.

As far as I am aware, the Sportsters are the last in the range still to be powered by the XL Evolution V-Twin engine. Rubber-mounted in the frame to reduce vibration, you still get the Harley 'bounce' at tick-

over, but vibration was never intrusive and it gave you clear feedback in what was happening with that big lump of steel between your legs. The gearbox was light and easy to use with the satisfying clunk as each gear is selected - you should never miss a gear on a Harley.

The 2007 model comes with H-D's new security system as standard. The new Harley-Davidson Smart Security System offers hands-free operation courtesy of a proximity sensor that detects the presence of the security fob. A fabulous improvement over my Road King's alarm system which constantly keeps resetting itself until the ignition is switched on.

Any negatives or changes I would make? A few.

For me the first thing to go would be the wooden plank that HD are trying to call a seat. After 50 miles I had numb bum syndrome and needed a stop and a coffee. My old sportster was fitted with a Bad Lander seat which I found really comfortable but the seat on this model was anything but.

The footpegs are in the wrong position for me, I like the feet forward position and if this was my bike I would need to fit some (or I would have bought a custom version.) Still it suits Kirsty and as my ride is my Road King it's down to individual taste.

Overall the bike is great! Fast enough to have fun on without getting banned. Affordable enough to own the best motorcycle brand in the world without upsetting the Bank Manager and, with a custom catalogue stretching over 750 pages, enough bits to make your bike as unique as an OCC chopper.

Keith Wolstenholme



AND FINALLY.....

● A ten-year-old boy was walking down the street when a big man on a black motorcycle pulls up behind him and asks, “Hey kid, wanna go for a ride?”

“No!”, said the boy, and he kept on walking.

The motorcyclist pulls up to him again and says,

“Hey kid, I’ll give you £10 if you hop on the back.”

“NO!” said the boy and proceeded down the street a little quicker.

The motorcyclist pulls up to the boy again and says, “OK kid, I’ll give you £20 and a BIG bag of sweets if you hop on the back for a ride.”

At this point the boy turns around to him and screams angrily,

“Look Dad, YOU bought the Honda, so you ride it!”



RED ROSE CHAPTER OFFICERS



Jeremy Addy



Greg Lockhart



Gordon Dick



Joan Dagg



Amy Uphill



Kieron Lunn



Ian Fitzpatrick



Mike Peters



Kirsty Wolstenholme



John Benn



Jane Peters



Keith Wolstenholme



Dave Evans