

2015 round-up

In 2015 we had a total of 24 rides arranged. Of these 22 went ahead with 2 cancelled or postponed due to inclement weather. Added to that were 2 rally raids, 2 charity runs, Wales weekend, our rally ride and 13 socials. Phew!

30 July

Presentation of Rutland Chapter mainsails to Rutland Sailability.

Chapter socials

The Collyweston Slater continues to be a good location for our chapter meetings and they are very accommodating. Check the event calendar on the website for dates but it's generally the third Wednesday of every month starting at 7.30pm. Should you wish to eat at the pub you are more than welcome to arrive earlier.

Xmas Toy Run

Sunday 11 December. An open ride when we invite riders of all bike brands. Always a good turn out.



Director's dialogue

David Hetherington – Rutland Chapter Director

Over the nine years that I have been a chapter member I have seen the club gradually evolve. In the early days the rides were generally supported by single riders with very few pillion. Today that has changed and there are many more partners riding pillion, more lady Harley Davidson™ owners and, at last, we have a young contingent which is great to see.

In view of this some rides remain on the event calendar each year as chapter members like them but we also mix up the selection of rides so that there are new experiences both for the older chapter members and new ones alike. So far you've had 23 opportunities to get together with other Rutland Chapter members with a further 21 arranged until the end of 2016.

We have a date for the presentation of the two mainsails (with the Rutland Chapter logo) to Rutland Sailability on 30 July. I hope you can all come along and support such a great cause.

Following the cancellation, sadly due to lack of support, of this year's chapter rally, the committee has agreed to attend a different chapter's rally next year (a 'Rally Raid'). Once we have the dates we'll publish the details so that you can vote on the one you'd like us to support.

Since January 2016 I have had the pleasure of welcoming 17 new Rutland Chapter members (including partners). I'm sure you will make them most welcome. Find out who they are on Page 3.

Ride safe

David

this issue

New Chapter Members.....	P3
By the sea.....	P4
21 Days and Counting....	P6
Harley of Arabia	P8
Yorkshire overnighiter....	P9
TITG & Beyond...	P12
Street 750 experience....	P18
King of Custom..	P20
Shop Torque...	P21
Heart & Soul...	P23
Chapter Committee...	P23
Event Calendar...	back page

Editorial...

Dawn Hetherington

What a bumper issue this is. Thank you for all of your articles which make great reading.

Starting with the first ride of the season, sand racing, on page 4 you can then read about what it's like to ride in Arabia, our Yorkshire overnighiter, Snowy's attempts at ride planning, Thunder in the Glens (and beyond), Heart & Soul rally, King of Custom, Shop Talk, a 21 day road trip, MCN's Alison Silcox writes about her experience so far on the Street 750 and there are lots of other articles.

Many of you are, or have been, on other rallies or road trips yourselves this year and it would be great to let other members read all about your experiences.

Enjoy reading and, of course, please submit any articles via email to editor@rutlandchapter.co.uk

Viva Espagna

Good luck to Paul and Karen who went touring Spain for three weeks on their Heritage. The only thing they've booked is their return ferry! We look forward to reading all about it....

Hints and tips

If you're going abroad do remember to look at opening times of shops, bars etc. when you're planning your ride. The French are sticklers for their 'closed' days and the Spanish love their siestas.

Forget something?

Clothes were finally packed after being culled several times in order to fit in the pannier and were suitable for the two-part trip—one lot for the cool mountains and the other on the sunny beaches of southern France.

Cool, and very wet first half complete and now seriously overheating at our next destination. Nothing for it but to change into those specially packed clothes. Oh dear, that's what comes of being brave and properly unpacking, I'd left my summer stuff behind. Oh well, nothing for it but to cool off in the pool.

10th Anniversary Horseshoe Rally 2015

Gary & Mary Goldsmith

No longer rally virgins, we eagerly awaited this year's rally accompanied by our daughters and their chaps, we looked forward to a great weekend. Friday dawned bright and sunny and our afternoon slot on the gate saw us welcoming local Rutland Chapter members, Grumpies and travel weary folks from Plymouth Chapter and Newcastle, everyone united in their need for a long cool drink to start the weekend.



Friday was spent settling in, fighting with tent poles, blowing up air beds, catching up with old friends and making new ones. While enjoying the music and good beer the following day's ride out and activities were discussed – hot topics were the ride out (if all the bikes would make it through the railway crossing together), investigating Oakham, what type of shops. Challenges were issued for the games and tattoos discussed at length.

Saturday came around, too quick for some! And those not nursing sore heads lined up for the ride out. We headed off into Oakham and, with perfect timing, all cleared the level crossing – planning perfection! We rode through the town to waving spectators, smiles and some bemusement. From Oakham we proceeded through the beautiful Rutland countryside, showing off our patch to those visiting. A brief stop at the dealership and off again, arriving back for lunch and an afternoon of games for some, and catching up on lost sleep for others.

The games challenged some to show off their riding skills, others their shooting skills and the very best to demonstrate their ability to take the top off a bottle of beer or in Dave's case how to completely smash the bottle – he didn't like the brand!

Games finished and dinner over we settled in to enjoy the music and good company, reliving the ride out and the afternoon's fun. All too soon the music draws to an end and beds beckon. Some unwilling to let the enjoyment end decided to sit around their tents sharing beer and riding stories, laughter echoing across the rugby pitch – definitely a great way to celebrate 10 years.



New chapter members

Andy 'two-tone' Gurr

"Rutland Chapter has signed up 17 new members (including some partners) since the beginning of the year. If they live in your postcode area why not get in touch and arrange to travel to ride-outs together or, if they have the same model of bike you have something in common to chat about. They are:

Vitor Fernandes-Neto and Sandra (NN14, Kettering)
Steve Clark (PE4, Peterborough)
Craig Naylor (NN9, Wellingborough)
Sam Hubbard and Kelly (CV23, Rugby)
Michael Lovitt (NN14, Rushton)
David Manning and Pauline (NN15, Kettering)
Matthew Dean (NN8, Wellingborough)
Mike Glenister (SG5, Hitchen)
Jonathan Weir (PE23, Lincolnshire)
Graham Barnes and Janet (PE1, Peterborough)
Richard Norwell (tbc) (PE1, Peterborough)
Martin West and Lorraine (welcome back!) (NN18, Corby)
Przemyslaw Wojciechowski (LE6, Leicester)



Christmas toy run



For many years now Rutland Chapter has held two 'open rides' in support of the local hospital. Last year was no exception, ably supported by the police and good co-ordination by Pete Ward, thank you.

It can be quite an emotional day for some, particularly when you see the number of presents given by the generous support from chapter members. For others it is a good excuse to get the bike out and, as it is an open ride, the chance for those with 'other makes' to admire our bikes(!) Seriously though, the camaraderie of the event is amazing and, if you haven't taken part before, why not put **Sunday 11 December** in your calendar and join us this year as you secretly have always wanted to be Father Christmas...



Oh I do like to be beside the seaside!

Ian Gornall aka ICE



And so it began, the first ride of the year, me as a fledgling 'Road Captain', lots of great advice from fellow Chapter Road Captains following our planning meetings. Now it's down to me, and all I've got to do is get it organised! This is going to be fun. And it was, in the true sense of the word.

So what to do?

First thought was I should at least research the event we would be attending on arrival to check out start times, parking and availability of sustenance eg donuts!.

Then a good idea would be to plan the route. Make it interesting, scenic and fun, with appropriate places for pick ups, rest breaks and fuel. First stop Google maps...

With a route in mind, in to the car I jumped on a cold but sunny Saturday a few weeks beforehand, along with Mrs ICE (Sandra) as co-driver, maps and pen in hand to mark off the distances, times and likely stopping points. Of course I would have done this on the bike, but she was still in bits on the garage floor.

So, I had my starting point with bacon rolls, route, stops and timings all planned, which I was happy with. Now let's get it on Facebook so all in the Chapter can see the details. And I thought a prize for the best turned out bike on the day would be good. Oh and a sunny day needed to be booked as well.

I have to say I had an eye on the weather for a few days leading up to the ride given it was March and Snow and Ice is always possible on the day. In fact it was, he ('Snowy') was an excellent 'wingman' on the day, and of course 'ICE' was leading!

Looking out the window at 6.30 am on the day of the ride into thick fog was not quite what I expected and first thoughts were I'd be at the start on my lonesome! In fact nine of us set off from the Iron Horse that morning at 9.15am after a coffee, bacon roll and obligatory briefing from me. And, as if by magic, (oh but I booked it), the sun appeared and it very soon cleared to a crisp, but warm blue sky and sunshine, all day. A first ride out for Pat Parnell as a new Chapter member, and well done Mark for getting across from

Harborough, even though that bit was a tad eventful for you in the early morning fog!

We arrived safe and sound at Mablethorpe at about 11.20am after an

interesting and safe ride on some great roads through the Lincolnshire Wolds, with a couple of 'bum wiggle' stops on the way. My timings had worked out thankfully.

First thing to do on arrival, agree departure time with the gang, and get an independent judge to judge the best turned out bike for me, and award the prize (kindly donated by Sycamore HD) of a cool Harley Davidson rucksack and some special Harley polishing sets to the winner. Well done 'Stokesey' to rapturous applause.



24 July

A full day's ride out to Greenwich, London

21 August

Hunstanton ride. Always a favourite in the calendar

28 August

The Ace Café is the destination for this, fairly fast, straight run.

Time for a coffee and not long after that, fish and chips, 'Snowy' getting his usual OAP discount (but no pudding this time). Actually he did have pudding, donuts!

The racing was fast and furious.. we did watch some of it between the chips and donuts !..with a good stroll along the front.. it was warm and loads of people were there.

Finally it came time to leave and back we headed, via the coast road and Skegness, with a slight detour ride along the Skegness Sea Front to wave at the crowds (getting to be a bit of a must-do trend on a seaside ride-out, and there were lots of people on this sunny day).

After a fuel stop in Skeggy for those that needed a 'splash and dash' we headed home on the pre-planned route to Peterborough with me at the helm, and my dutiful and reliable 'wingman' Snowy bringing up the rear.

Arriving back for a cuppa at my place with, Tall Dave, Stokesey and Snowy, after the usual 'peeling off' to individual abodes on the return route. A reflection and verdict on the day was, the weather was kind to us and a great day had by all.

I thoroughly enjoyed my first taste of Road Captain duties and my thanks go to all those that supported and enjoyed the ride on the day; I look forward to the next one.



Pillion Talk

Lyn Smith

It was the first ride out this year, early morning start 9am (in the fog). We met at the Iron Horse where the girls opened for us to have a cup of tea and bacon butty. There were 10 bikes but only two ladies. When we set off it was cold but the further we got the warmer it got as we could see the sun coming up, It was a very good day, enjoyed by everybody that came. A very good ride through the country. Big thanks to Ian (Ice).



4 September

A brand new ride to Newark Aircraft Museum

9 September

Another new location to Ypres in Belgium for a few days.

1 October

Ride to the Wall (RTTW)

An excellent experience joining literally thousands of bikes to pay tribute to those who have given their lives for us from the WWII right up to this current year. It is a very moving tribute.

6 October

Duxford Memorial Service is another ride that is put on by popular request.

3 December

Joining Lakeside Chapter for overnight jaunt and taking in the London Lights. This is the second year on the calendar.

Road trip—21 days and counting

Dawn Hetherington

Day 1 - Tuesday 9 June

Home to Portsmouth Miles: 161
Unexpectedly for the time of year it was cold. Thermals, winter gloves, and extra layers donned for the journey to Portsmouth.



Day 2 - Wednesday 10 June

Santander to Potes in the Picos
Km: 121

It was time to dock so we headed to the 'car' deck. Wow! Apart from one coach the rest of the deck was rammed full of bikes. There was a mix of those going to the MOTO GP in Catalonia and others heading to the European rally in Herez, Spain. When the bikes started up I thought I was going to die from carbon monoxide poisoning!

Within half an hour we were already heading into the mountains. The N621 was absolutely spectacular with sheer face mountains on either side, so close they were almost cuddling you (I later found out that we were riding through a gorge). The route followed the river for several miles before opening up.



Our hotel was near Potes. The satnav did say the road to it was unpaved... Well, imagine the road we mistakenly took to the cider rally in 2014 and multiply that by 100% difficulty. Half a mile of sheer climbs, single track, different surfaces, streams plus the fear that David might drop the bike. After

what seemed like an eternity we arrived safely at Posander Del Bosque. The views were amazing and it was a great place. You may be better with a trail bike for this hotel.

Day 3 - Thursday 11 June

Potes

This was our exploration day. As the 'road' to the hotel was so challenging we decided we'd walk into Potes and catch a bus to the Fuente De cable car. Scrub that, there was no transport to this famous tourist spot so we did a 10k walk in the beautiful hills.

Day 4 - Friday 12 June

From: Potes to Pamplona Km: 393

David was worrying so much about the Dougie Lamplugh type exit from our hotel that he couldn't eat breakfast. I walked part of the way down the off-road track and we were both relieved to get down safely.



We followed the N621 again and it is definitely a road to add to your bucket list. You feel insignificant riding within the towering, majestic mountains which are so close they are almost hugging you. la Hermina is a must-go to place as well as Potes.

I hadn't appreciated that we were following the motorway back towards Santander then Bilbao before turning off to Pamplona. The surrounding scenery was silhouetted in spectacular fashion and the sonorous sound of the pipes resonated loudly as we snaked through several tunnels.

Services off the motorways seem to have less to offer than those in England but the one thing they have in common is they also hike their prices!

Abba Reino de Navarra, Pamplona, faces onto a lovely park and has secure underground parking even if the surfaces are a tad slippery. It's about a 15 minute walk into the old city. Spain is soooo cheap!

Day 5 - Saturday 13 June

From: Pamplona to Casteljón De Sos
Miles: 143

Our journey started on the A21 which finished abruptly, almost as if the province had run out of money. We then took the N240 alongside a beautifully coloured lake, Embalse De Yesa, full of mountain minerals like you find in Switzerland which gives it the opaque aqua marine colour.

The roads were deserted and it felt almost like we were in a Steven King novel where we are the only ones left. A bit spooky or could it be that the Spanish don't rise early on a weekend?

Somewhere on the left we passed a deserted hill top monastery de Leyxe.

The road surface could have been slightly better maintained but it was still rideable with many twisty turns and stunning scenery.

We stopped at Sabinanigo for a coffee and have lunch at Campo although it was only a few miles from our final destination.

Casteljón de Sos is a really big cycling area. The Hotel Plaza is amazing, a large B&B type hotel, beautifully furnished, secure parking under the hotel and so cheap!



Day 6 - Sunday 14 June

From Casteljón De Sos to Soldeu (Andorra) Miles: 119

What an fabulous day. We followed a new route recommended to us by a local. We started on the N260 then the N230 with sweeping bends on a modern road and through a 5km tunnel (one of the longest in Europe) before dropping down in Vielha. It's more of a town, very scenic and a great place to stop. We were off again now on the C28 then the C13. Unbelievable, twisties went on and on, up and down, round and round. We even went through the ski resort of Baqueira Beret which is about 2000m high and had to stop on one hairpin bend for wild ponies and their foals. These were glorious roads with hours of fun riding.



We finally found our apartment which was booked through Pierre & Vacances. It was in a really remote place but overlooked the mountains and chairlifts, had underground parking and was a lovely apartment. We would have liked to have some non-bike time but we couldn't as the season hadn't started and there was no regular bus service.



There was nothing for it, we had to get some provisions. Taking the road out we went onto the Cg2 and ended up going on a very wiggly windy road over the mountain to Pas De La Casa via a ski resort at

2400m which had 1700 parking places! This town is next to the French border and is very busy as the French shop here as it's much cheaper. There are plenty of motorbike shops.

Day 7 - Monday 15 June

Soldeu

Our destination today was a walk at Borda de Sorteny, an area of outstanding natural beauty then onto the ski resort Arcalis.

We headed east on the CG-2 through various places taking the Tunel Dos Valires and then on up the CG-3 to Ordino. We miscalculated slightly and ended up on a secondary road CS-340 accidentally. Part of the road had cracked and we had a barrier moment. It was clear they needed to do some urgent repairs so we turned round, re-programmed the sat nav to El Serret and set off again turning onto the CS-345. The north valley is much nicer than the south valley we were staying in. Ordino (a bigger town) and Llorts look like good places to stay should we return to Andorra.

After our walk we headed onto the CS-380 towards the ski resort. There were lots of 'open' tunnels like those in Lake Garda with plenty of twisties. Arcalis, the ski resort, was closed so we headed back.

Day 8 - Tuesday 16 June

Soldeu to Carcassonne Miles: 100

We stayed in clouds with little visibility and even on the N22 we didn't see much but as we got lower on the N20 near Merens Les Val, the valley opened up and the banks were full of wild flowers of all colours and shapes including lupins!



At Ax Les Thermes (the most major town for miles so stop here if you need anything) we headed out on the D613, Route de l'Aude. This road had everything starting with hairpins bends into the mountains on narrowish roads. We recommend you stop near the refuge Chioula to take in the views. There is plenty of parking but it was deserted as we were well aware we were touring between seasons. There were some straight roads where you could see for miles. After La Peyre the road changed to some fast, flat twisties. It wasn't long before we were on the D59, a much wider road (with road markings) and we were haring down some wide sweeping bends into Quillon.



The road to Carcassonne is fast with wall to wall vineyards but, after the roads we've been on for the last few days they paled into insignificance.

When you see in the distance the medieval city of Carcassonne it takes your breath away. It's both magnificent and majestic. This was the only Best Western, Hotel le Donjons, we stayed in as it was within the city walls and had secure parking. I would say though that out of everywhere we stayed it was the least satisfactory in terms of staff attitude and helpfulness. We ate in the restaurant Adelaide as it was recommended.

Day 9 - Wednesday 17 June

Carcassonne

A day of culture, reliving some of the history through a guided walk and a castle tour. Go down to the old bridge when it's dark and look back up at the city. It is truly magical.

Day 10 - Thursday 18 June

From: Carcassonne to Frejus

Miles: 255

This journey was mostly motorway and we were prepared for the tolls this time! There was a veritable variety of vineyards for first half the journey which then gave way to a beautiful bevy of blooming blossoms the moment we hit Provence (and the temperature had risen to 82 degrees). Altogether the atmosphere and perfumes from the surrounding countryside heightened the road trip experience.



We stayed at the Eurocamp site outside of Frejus as it had a free taxi boat service to the beach. What we didn't know was that you had to walk through the nudist beach first but that's another story! We quickly unpacked as we were meeting Graham and Carol Lockwood in St Rafael.

To be continued...

Harley of Arabia & Iron Man

Andy 'the frame' Gurr

The opportunity to ride on 4 lane highways in glorious weather through the romantic desert sounds like the perfect opportunity for any Harley rider. Living in the UAE for 3 years allowed me to experience this at first hand. The Abu Dhabi HOG were a great bunch of people and despite me being the only Englishman I was made to feel very welcome. The ride outs consisted of miles through the desert but always ended in a restaurant where we immersed ourselves fully in Arabic hospitality.



The weather is great, however you learn to not ride in the 55C heat of the Summer, especially when you have to stop at traffic lights.

The lack of rain does mean that the rest of the year contains many riding days to experience the challenges of the Emirate drivers and the fact the wind is able to push sand into areas on your bike and body you had previously considered airtight. When riding on the highway it is easy to recognise when approaching a junction as each lane contains a large white, non grip, arrow; in fact there are so many it looks like Custer's last stand.

During my time there I had some very enjoyable experiences and a few OMG moments (riding in the rain and fog!!). A great experience but it is nice to be back in this green and pleasant land which I will enjoy more when I get used to narrow lanes, with tight corners, and the freezing conditions (below 20C).



Two months after returning from the Middle East, sitting in front of a fire reading about Mick Robinson being the first person to complete the Iron Hog solo I decided it would be a nice way to see the British countryside. I told my girlfriend, Lou, I intended to complete the Iron Hog and she replied "that's nice dear".

I planned the route using the HOG route planner and decided I would need 15 minutes at each dealership and an hour for lunch. This meant I would get 8 hours in hotels and have a spare hour - easy!!

The day before I loaded up with 9 Snickers bars, 12 cans of Red Bull, 10 breakfast bars and some Ibuprofen. This is when my much beloved realised what I was doing and went into meltdown for an hour. After promising not to ride if tired, post on Facebook at each stop and be very careful I was 'allowed' to proceed

I started at Sycamore's at 07:30. Fuelled at the Jet station and bought a newspaper to confirm my start date and time. At my third stop (Oxford) I realised that 15 minutes was not enough, an hour for lunch was never going to happen and the 8 hours in a hotel was a dream. On through London and the South coast meant I completed day one at Southampton at 0100 having completed 560 miles and 12 dealerships.



Day 2 started with a glorious ride along the coast to Plymouth where I was met by my parents and friends who were complaining about it being 0800 on a bank holiday. The day continued through the SouthWest and eventually to Wolverhampton. I set off for Chester but butter fingers pressed Chesterfield on the satnav. Not a happy bear when I arrived at Chesterfield I gave myself a bollocking and then enjoyed the ride across the moors to Chester.

After 3 hours sleep in a Preston hotel I started day 3 with the satnav announcing turn left in 165 miles. Scotland was fantastic and wet. By 1200 I was over 2 hours late. With luck and short stops I arrived back at Sycamore's having completed all 27 dealerships with a hour to spare and Lou was there to meet me.

A brilliant adventure that was a massive challenge and I still smile when I think about it now well over a year later.

What a shocker, but in a great way. Narrow roads, twisty roads, 1 in 3 bendy roads, magnificent views, pretty villages, moors and oh, did I forget to mention the fords?

Everyone was absolutely buzzing when we got back. I'm not sure if it was because of the adrenalin rush but a few needed a stiff drink!

Rosie was quizmaster for the evening, ably (not), assisted by David and fun was had by all.



Decision time again at breakfast regarding routes. Consensus reach to re-visit yesterday's road again but with loaded bikes! Gluttons for punishment comes to mind. There was

some concern that Trudi might need a bouyancy aid for the fords but Little Dave was on hand should anything happen but that bit went smoothly.

The accidental gated road caused some amusement shortly followed by a sign 'Ford—generally impassable'. All bikes stopped while

David went to explore and nearly didn't come back! At about 20' wide and 18" deep a different route was needed.

We visited Grosmount, with its steam railway and Goathland where parts of Hearbeat were filmed. It was yet another day of glorious roads and scenery albeit a technical challenge which everyone rose to.

Yorkshire overnighter

Friday 21 May and 27 people set off from Peterborough Services to Yorkshire. It was main roads all the way, the only exciting part seemed to be miles of filtering on the A1 but this set the precedent for, what was to become, a rather technical riding trip!



We arrived at the New Inn (a microbrewery & B&B) at Cropton just before the heavens opened, followed by a deluge of bouncy rain for a couple of hours. Much discussion was had over a cuppa and lunch. The outcome was that the planned afternoon ride wasn't feasible but we'd go into Whitby on the main roads anyway.

The weather improved and, as we arrived in Whitby the sun came out so there were smiles all round. Result!

Various groups set off, some to the abbey on the hill and others to the nearest watering hole. Fish and chips at the world-renowned Magpie then another discussion about the route back. Agreement was reached and everyone was up for a 'scenic route'.



Well, that didn't go as planned!

Ian Snowden (Snowy)

Having volunteered, to use the word loosely, to become one of the team of Road Captains I picked up the ride to the Humber Bridge. With Tall Dave's help I planned a route which started at the Iron Horse, included a pickup at the OK Diner and took a North Easterly route to Lincoln and on to the Humber Bridge. Using the Internet I had a look at what there was in the vicinity of the bridge. I came across a reference to a café, Mrs B's, which was located in the Country Park car park on the other side of the bridge. That looked convenient. My plan was to ride to the bridge and park up in the car park. Stop at Mrs B's for coffee and something to eat, then ride home.

Bear in mind that they do say "don't believe everything that you read on the Internet".

Graham Lockwood volunteered to accompany me on a recce ride to the Humber Bridge and Mrs B's. The route was as I had planned, going anti-clockwise round Lincoln. We arrived at the car park in the Country Park and one thing grabbed our attention. The building that looked like it may have hosted a café at some time in its life was in darkness. But there was a burger van. A cup of coffee, a burger and a chat with the van owner revealed that Mrs B's had been closed for at least two years and the building was due for demolition.

Well, that didn't go as planned.

When I got home I chatted around and decided that the destination of the ride would now be Beverley. It is a short distance further on from the bridge. One day mid-week I decided to take Val out for a drive. I thought we could go to Beverley and she could make any notes as necessary. I know how to treat a lady.

I decided to try a route that went clockwise round Lincoln this time to see if it was any better or worse. Whilst taking this route I realised that it was taking us



past Lincoln H-D. As it was in its last few weeks of trading we decided to drop in. Shortly after departing from the dealership I spotted a sign referring to a cycle race in Lincoln on the same

weekend as our ride. OK, that needs checking when we get home.

The next obstacle was that the A15 was shut to traffic that wasn't going to the Lincoln Show. That involved a rather large detour and missed out where a stop was planned for the ride-out. Oh well. We carried on to the Humber Bridge and on to Beverley. I couldn't park where I planned to park on the Sunday ride-out as it is in use by the market during the week. So we had a brief drive round and then headed back to the bridge. I thought we would pop in where Mrs B's used to be and have a burger at the van. As we drove in to the car park there was a large illuminated sign stating that the car park would be closed on the day of our ride as it was required for the Humber Bridge Half Marathon. Uh oh.

When we got home I checked out the two events. If we went anti-clockwise round Lincoln then the road closures for the cycle race would not affect us but you know that the roads are going to be extra busy. With regard to the Humber Bridge then it would not be closed when the half marathon was taking place as the runners would be using the outer lanes and the traffic the central ones.

We decided that it was too risky with just one of those events, let alone two, so the ride was postponed. With the help of Richard Kitchen another destination was sorted. Several were considered but eventually we decided on the Yorkshire Bridge Inn at the Ladybower Reservoir as our destination. It was to be an anti-clockwise route going up the A1 and across, returning South and Eastwards.





However, shortly after the route was announced we got a call from Mike Grant informing us that there were road closures on the A1 at Newark.

Well, that wouldn't have gone as planned. The Gods were against me.

Richard got to work and produced a route to a destination that we had looked at earlier, namely the Blueberry Tea Rooms at Brailsford. No calls about road closures so the ride would go ahead, all being well.

When I got up at 07:00 it started raining. The forecast showed a band of rain sweeping through and a warm dry day to follow. At the Iron Horse, Richard and I had our morning coffee while we waited to see who would turn up. It was looking like there would only be the two of us when, just as we drained our mugs, we realised that there was a Harley outside waiting to go. Richard Swinscoe was joining us. The three of us set off for the pickup point at the OK Diner. We hadn't done a mile when Richard Kitchen went past indicating to pull over. He had spotted a problem with the exhaust on Richard Swinscoe's bike, a weld had broken on a bracket so he had to return to base.

The two of us continued in the ever increasing rain to the OK Diner where we found Richard and Sharon Maddy. A brief discussion ensued which was basically "Shall we go in for a coffee and get out of this rain?" By the time we had, much against our better judgement, drunk our coffee and consumed pancakes for breakfast, although the rain had abated it was now too late to set off for a ride to Brailsford.

Well, that hadn't gone as planned.

I think we were now up to Plan D which was a ride to Sycamore's, finally a short ride that we managed to execute.

As a postscript to this convoluted story, as it had now stopped raining I rode with Scratchy and Mike

to Jack Hill's Café at Towcester. Now that gave me an opportunity to visit one of my Geordie relatives who now lives in Towcester and who I had never ever met before. I think that turned the day into a success, for me anyway.



The planned ride may not have gone ahead but my thanks still go to Tall Dave and Richard for helping with the route planning; Graham Lockwood for accompanying me on the first route check; Mike Grant for spotting the A1 closures and my wife Val for helping me with the drive out to check the route and for putting up with me during the WTF moments.



Thunder in the Glens—and beyond

Wullie Ritchie

We thought we'd head north when the Scottish Route 66 was announced (www.northcoast500.com) and why not take in the Edinburgh Tattoo, the Fringe and of course Thunder in the Glens. So planning started with David and Dawn. Tickets, accommodation and ferries booked the plan was to leave early on 23 August.

Sunday 23 August – Honiton to Stoke on Trent

With horrendous weather forecast for a good chunk of the day and Lorrie stuck in bed with a migraine I guessed that the rain would clear by late afternoons. So off we set in light rain at 4pm, which cleared after 15 minutes and we had a steady, and dry run up the M5, with a short stop at Strensham, arriving at the Holiday Inn Express, Stoke on Trent at 8.30pm... and yes we were dry... Result! Well it was with the exception of my waterproof trousers which had somehow managed to melt on the pipes and burn a couple of holes. A quick repair with some gaffer tape and they would be good as new!

Monday 24 August – Stoke on Trent to Castleton

As per yesterday our plans for today changed. We woke to bright sunshine, which according to the weather man was the only sunshine in the UK today! I was quite hot and sweaty loading the bike up after a very average breakfast.



Off we went towards Bakewell, in search of a "tart"! Some really great roads and scenery, but the amount of speed cameras was extreme... I've never seen so many. We arrived

in Bakewell at about 11.15am to find that it was market day and the bike parking we'd planned wasn't available. A 20 minute (very hot and sweaty) search for parking ensued, but we got sorted in the end....then the search for the "tart" began. After exploring Bakewell we headed off to Bagswell Basin, evidently it was once the largest inland port, where canal barges carried lime, limestone and other stone into Manchester, an interesting place to visit with a nice flat walk along the canal and pub next to the car park.

From here we rode to Castleton. The road into Castleton via Hope Valley was really spectacular and through a deep gorge, really great except for the Mondeo doing 5 mph in front of me! A very short riding day of 80 miles but we remained dry again. Castleton is a nice little market town, very pretty, plenty of pubs and a castle.

Tuesday 25 August - Castleton to Bainbridge

Woke to blue skies and sunshine and a forecast for dry weather. We set off for Ladybower reservoir (where the bouncing bomb was tested) and then onto Snake



Pass, lovely winding roads up onto the high moor and through Glossop. We skirted Manchester and Oldham and back out towards the moor again and some lovely views and traffic free if a bit bumpy roads. Pressing on northwards towards Rochdale before heading towards Skipton, where we managed to find the main canal basin which was still active and working fully, a very interesting stop, with a statue of Freddy Trueman on the canal side. The A65 out of Skipton was a nice rolling road, pretty busy but none the less pleasant to ride. Surprising how narrow coast to coast the UK is this far north as we were only 35 miles from Kendal before we turned off to Hawes along a pleasant roller coaster of a B road and into Hawes...on market day (again). The sat nav caught us out and



50m from the B&B turned us off the road and a bit of an adventure ensued, but we got there eventually. A lovely little place and a four poster bed to boot!

Nice dinner in the local pub in Bainbridge. Fantastic little B&B, which is next door to the butcher's so we had a great cooked breakfast. Highly recommended.

Wednesday 26 August - Bainbridge to Edinburgh

Woke to rain and grey skies we delayed delayed our departure until 10.30am....



result, blue(ish) skies and some sunshine. Off we headed back to Hawes in search of Buttertubs pass and into the middle of nowhere. Harley in the

wild! We missed the turning but found another superb B road. Some great scenery and great rolling, twisty and narrow B roads as we wound our way east and then north towards Carlisle. On probably the most exposed road (B6277) a 30-40 mph side wind made things a tad challenging, which was a shame as the road was superb. Lovely surface and sweeping bends on the high moor. We finally dropped down into a small town called Alston and an "o shit" moment. Very steep hill, bend, traffic and some very uneven cobbles, just as well it wasn't wet. Unfortunately we had to stop on this and even with the stockier front shocks on the Rushmore Lorrie nearly ended up on my lap.

Note to self, if you are using a guide book that says (Alston – Steep Cobbled High Street) don't ignore it and then be surprised! After a coffee we headed to Longtown and the A7 and eventually I was back home in Bonnie Scotland. We had a good look around for Hadrian's wall but no building



work has commenced to keep the southerners out...yet! Now the A7 is a lovely twisty valley road with a fair bit of traffic but with some tight and some wide sweeping bends which leads through some lovely border towns, Hawick, Selkirk and Galashiels—all worth a look around. Our next stop was at Roslyn Chapel just outside Edinburgh, just in time to miss a very heavy rain shower and catch the last tour at 5 o'clock. It's well worth a visit and featured in the book/film by Dan Brown, the De Vinci Code. The B&B in Edinburgh, about 5 miles away and we had a lovely, nice big room and a superb bathroom (Lorrie's description). We headed into Edinburgh by bus. There was lots going on around the fringe and we managed to catch the fireworks and final parade for the Tattoo.

Thursday 27 August – Edinburgh

Walked to Edinburgh Harley dealership, had a quick look around the dealership and coffee and a chat with a couple of people. And spent the afternoon sight seeing. What a fantastic display the Royal Edinburgh Military Tattoo was, highly recommended.

Friday 28 August – Edinburgh - Aviemore

The trip up to Aviemore heading to the ring road and then north over the Forth Road Bridge towards Blairgowrie. Having arrived in Blairgowrie, still dry but a little later than planned, we met David and Dawn for a coffee stop and all headed north on the A93 to Braemar. We finally got caught in the rain as we headed over the Spittal of Glenshee, still not too bad, just slowed us down a little with plenty of time to look at the now grey and misty scenery. A quick stop at Glenshee ski area for Dave to reminisce on his ski days there (in the 1970s) and down the hill again and into Braemar, where it rained properly! We met Gary and Nicky for a nice lunch and the six of us rode over the top on the A939, which is the road you

always hear about on the radio to be closed first (Cockbridge - Tomintoul). Along Royal Deeside and past Balmoral (the Queen was not at home) and onto Ballatar before turning onto the A939. The A939 is a cracking road, not the best road surface in places, but great to ride and some fantastic scenery and a hump back bridge so steep that it's no more than 1st gear. Fantastic

scenery and some "wow" views of the mountains and heather as we climbed higher and higher. Past the Lecht ski centre and on into Tomintoul and then to Granton on Spey where we picked up the A85 and headed south to Aviemore and to our accommodation at Silverglades (a 2 bedroom bungalow). Rally packs collected albeit a bit of confusion over wrist bands! It took about 10 mins to walk into town which was buzzing with bands playing in various venues and people just milling about. We had a drink then headed up to the resort to see the bands that were on. Ballroom Gitz were preparing to play as we got there, so a couple of hours of beer, dancing and singing was had. Back to the bungalow and nightcap before bed.....a great day and although we got a little bit damp, it certainly didn't dampen our spirits.

More thunder...

Wullie Ritchie

Sat 29th August - Aviemore

The ride out wasn't till 12. As we set off to join the ride out the rain started and chucked it down for the best part of 45 mins, most of which we were sat still in the line up for the ride, but it cleared as we headed through Aviemore. The parade ride out had been recommended by many and it didn't fail to please. Hundreds of people lining the route through Aviemore and the many small villages and junctions that we passed, all waving and happy to see us. A superb route into the wilds of Cairngorm around 40 miles ending in Granton on Spey where we parked all along the high street and any side road we could find. There was a small food festival running with food, drink and various local produce with everyone very welcoming of the "Thunder in the Glens" coming to town. A lovely run

back to Aviemore finished the day's riding and the party started. A few more beers, live bands and then up to the resort for more Motown and a Bruce Springsteen tribute band.

Sun 30 Aug - Aviemore

We got ready to do a ride to Culloden battlefield, which is somewhere I had always wanted to visit. We were going to do it ourselves, but a guided route and cheap entry seemed too good to miss. Another cracking route via various back roads to Culloden got us there in about an hour and a half, and Lorrie saw her first "Heeland Coo" (Highland Cow)....well pleased. The visitors centre was really good and an audio tour of the battlefield was available as well. We headed back into Aviemore.

Dawn and Dave headed up Cairngorm mountain for the day to satisfy Dave's lust for looking at ski areas and provide a short and a relaxed riding day for the birthday girl! Last night of TITG partying and the town was much quieter than previous nights, but we still found a really good young country band at the Winking Owl and then we headed back to the resort for the RPJ band (Rick Parfitt Junior) son of Status Quo member and his band were there to entertain us and boy did they do a good job! Probably the best band of the weekend and 3 encores. A great end to a fantastic rally experience.



Monday 31 August – Aviemore to Pittentrail (Rogart)

TITG is sadly over so we headed off south to Spean Bridge and the Commando Memorial through a very



quiet Aviemore. Comments such as ..."is that last winter's snow" on the mountain from Lorrie brightened the morning as we rode through some fantastic scenery and lovely sweeping roads. As a retired Royal Marine, the Commando Memorial was a must for me

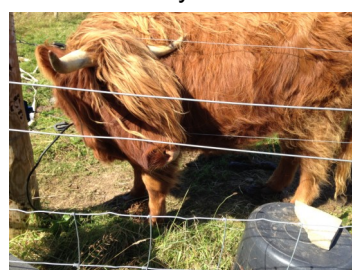
and very moving. Looking west into the mist you could see the Ben and Anoch Mor. Nostalgia and remembrance over we headed north again towards Fort Augustus. It was very busy but we managed to catch up with some Belgians from Weestport 66. We were fortunate to see a Yacht enter the Lock and

head up Neptune's steps. We had decided to head up the west side of Loch Ness (B road) which allowed us access to the Loch at various points and we found a lovely spot for lunch with access to the Loch shore. The roads were great if a little narrow! Tracking on North through Inverness we headed towards Shin Falls on the B864.

This is a lovely tourist spot. We were not disappointed by the salmon jumping up the falls....fantastic. A nice easy run for the last 15 miles through lovely sweeping roads, to



our railway carriage at Pittentrail (Rogart) where we spent the night in a railway carriage (First Class). The railway carriages are really nice, relatively cheap and quite comfortable. A superb day of riding and sceneryoh and only a couple of showers on



the way, our luck is holding! The local pub was good, landlord a real comedian and decent food.

Tuesday 1 September – Pittentrail to Ullapool via John O'Groats

We woke to dark grey skies and a deluge of rain around 6am so decided to leave later. Sadly it started to



chuck it down as we left and continued off and on for a good chunk of the journey to John O'Groats. The A9 is a cracking road, not much traffic and lovely views out to sea. It's amazing how many oil and gas rigs you can see offshore. We arrived at John O'Groats in sunshine and had a lovely lunch and just before we left it chucked it down again, so we waited and went for the silly photo and then headed off towards Tongue and what must be the narrowest A road in the UK (A836). We were actually on the newly designated NC 500, (UK Route 66) and what a superb road with minimal traffic. We headed off south on mainly single track (with passing places) sweeping roads, even in the rain which kept coming but the ride was simply superb, I think the best riding so far for both Dave and I. A quick leg



stretch in Lairg set us up for the last 40 miles or so into Ullapool over more cracking roads and to our B&B. Dinner and beer in a local pub. What a lovely end to a longish, but superb day of riding despite the rain, around 220 miles in total.

Wednesday 2 September – Ullapool to Isle of Skye

After a longish discussion we decided to do a bit more of the NC 500 and head out along the coast to Gairloch. The weather forecast was mixed with heavy showers and bright warm sunshine. For the first time the midges were really active and tried to give me and Dave a good seeing to as we loaded the bikes. I sprayed myself liberally with "smidge" and stuck on a woolly hat, both seemed to help. The roads were quite frankly superb, yes I know I have said it before in this write up but....it's all true, (lovely scenery as well). For the most part great road surface as well, interspersed with single track (with passing places) and lots of pot holes, but well worth the effort. Fortunately the sunshine came out as we stopped for coffee at Gairloch and then lunch at Kyle of Lochalsh, where we found a lovely little sandwich bar right on the slipway.

Onwards over the Skye bridge and onto the island heading to the NW side and into quite a strong wind and driving rain on a couple of occasions with mist hanging over the mountains. There are not many petrol stations on Skye! Fortunately there was fuel at Uig where we were staying. Phew, I would have been in deep doo doo if we had run out or not had enough to get back south in the morning. Tricky parking up a

narrow track onto a sloping gravel parking area finished things off for the day! Uig Hotel was very nice with great views over the bay, some good local beer, whisky (Talisker) and the food was good as well.



Thursday 3 September – Uig to Glencoe

The weather forecast was patchy rain for the day but better inland which was the way we were heading. Lovely breakfast and then a steady run down to the ferry at Armadale and onto Mallaig via the ferry (30 minutes). Dave was in sailing heaven! Everyone seemed to enjoy Skye apart from me but I think that was because of the weather.

The ladies were now going to go on the Steam train (Harry Potter Train) to Fort William and Dave and I were taking the long way round to Fort William via the A861. As we set off the sun came out and we ventured onto dry tarmac for the first time in a couple of days. Really nice roads (again) and no traffic. A few miles outside Mallaig we came across an absolutely outstanding little bay with turquoise water and silver sand. We could honestly have been in the Caribbean, except for the temperature! More really cracking roads, some single track with passing places but still good road surfaces where progress could be made and the scenery with the sun now out again was stunning.



Thunder and beyond...

Wullie Ritchie

We meandered our way to Fort William where we met up with Lorrie and Dawn. They'd had a lovely day as had Dave and I as we rode around some fantastic roads and with the bikes a little lighter we had a great afternoon. A short hop from Fort William to Glencoe saw us at our B&B for the night. Lovely scenery. A leg stretch to the Glencoe Inn (1 mile) for dinner and a couple of beers finished a



lovely day. What really dawned on us today was that as we head back south traffic will once again become an issue which was not something we have had to deal with for the last few days .

Fri 4 September – Glencoe to Gretna Green

Getting ready to head back south. Grey skies and a cool morning along with a couple of million midges greeted us! Loading the bikes was uncomfortable to say the least, so on with the woolly hat and a spray with the smidge before I started. There were so many of the little buggers.

Midges out of helmet we headed out onto the A82 and headed south, although I did have an itch on my ear for the next hour or so! Fantastic scenery once again greeted us as we rode out of the Glen, with rain showers chasing us along. Lovely open roads and not much traffic until we reached Loch Lomond where it started to build up. We pulled into the Duck Bay Marina just before the Erskine Bridge. It was the poshest coffee (and cake) stop of the trip but really reasonable prices and a lovely view over the Loch. Onwards and over the Erskine bridge skirting Glasgow to the west and down to Ayr where some friends provided us with lunch (the first Scottish pie I have had on the trip). As we left Ayr the heavens opened and chased us much of the way to Gretna Green, over the A713 and A712. No traffic and some really lovely riding roads. Our B&B for the night was the Prince Charlie Cottage at Gretna Green, a lovely place and Gretna Green was much nicer than expected.



Sat 5 September – Gretna Green to Lancaster via Lake Windermere

Blue skies and sunshine in Gretna Green this morning...yipee! A short riding day today through the lake district and onto Lancaster. First stop Keswick, a bustling market town with a lovely street market, busy, and full of grockles. It was lovely sitting outside in warm sunshine, having a coffee after the last couple of days of coolish temperatures and rain. We even bumped some Geordie Chapter members who were out for the day. Lovely area but we were back with other road users and people so a bit slow and congested in places. Through Windermere and after a couple of miles we found a lovely picnic spot overlooking the lake. After a very leisurely lunch before we headed off to The Old Station House B&B in Lancaster, which funnily enough was right next to the station.!



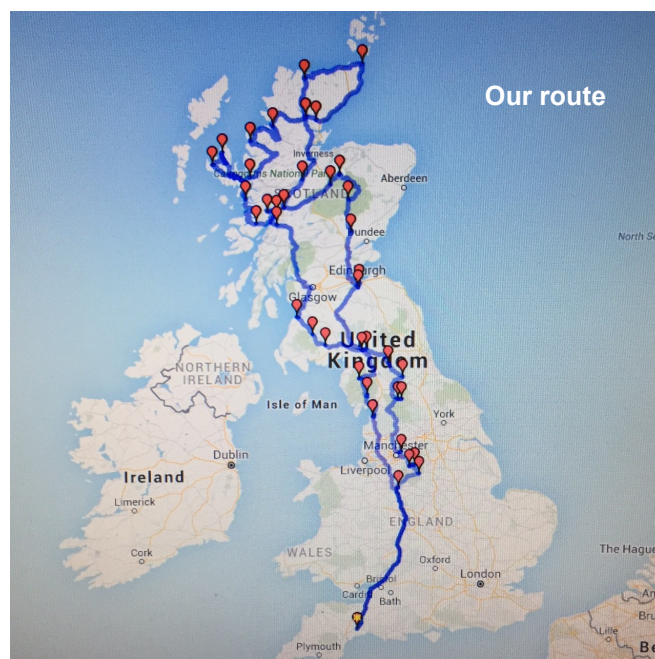
Lorrie decided we needed some culture so proceeded to take us on a "self guided" walking tour of Lancaster. Fortunately after about 40 mins we ended up next to the river, where we found a very nice maritime watering hole and settled down to a nice meal and couple of beers.

Sun 6 Sep – Lancaster to Honiton

Lovely morning in Lancaster to start the last leg of the journey (280 miles) all motorway unfortunately. Dave and Dawn were up and off ahead of us as they had to be back in Peterborough for 1pm. We had a slightly more leisurely breakfast and start but still managed to get on the road for 09.15am, threading our way through the Lancaster one way system and out to the motorway in beautiful sunshine and blue skies. Both the M6 and M5 were relatively quiet and we had a nice steady run back arriving home at about 4pm after finding the A373 from Cullompton closed and having to go to Exeter and come back up the A30.



2340 miles in total, a bit of an adventure through the "middle of nowhere" on a number of occasions, several "O shit" moments, but some great riding, great company, some fantastic scenery and an absolutely fantastic rally in Aviemore. The atmosphere in the town for the weekend was what can only be described as superb. On the whole the weather was pretty kind to us. We never had to dry gear out overnight and nothing that a decent set of waterproofs couldn't deal with. The parts of the NC 500 that we rode were outstanding and I would recommend both TITG and the NC 500 to anyone who has not been up there. One thing I would say is that if you do venture way up north make sure you check where the petrol stations are as part of your route planning.



Winter Party 2016



Saturday 20 February and it's the night of the winter party. Rather than relying on lots of committee members to decorate halls, make food etc. change was in the air. A two course meal, and extremely reasonable at £5 per head, was booked and tickets sold out very quickly. With a band, the Fedz, paid for by the chapter to entertain everyone and a purpose built venue who put on the food there was excitement all around. Arriving at the Iron Horse Ranch it was great to see so many people had dressed in the Blues Brothers theme for the evening. Many people were staying in Market Deeping so the vast array of drinks on offer were readily tried.

It was buzzing, people smiling, dancing, chatting. Truly enjoyable.

Christmas drinks (and nibbles)

This was the first time we'd been asked to provide the 'nibbles' for the Christmas drinks at Sycamore's. Trying not to panic, a factfinding mission was in order to get the best spread and variety of food based on a guestimate number of people attending. List complete, costed up, everything was duly bought and transported over. Thanks to some lady chapter members and Sue for help getting the spread out and looking so good.

The evening was a success and it is so nice to see people who you don't see so often getting on so well.



Wales weekend 2015



As always the raffle prizes were excellent and I was lucky enough to win one myself!

This year's Christmas drinks is on **Friday 9 December at Sycamore's** and we hope to see lots of you there. We may need some help this year so, if you can help out please do let me know.

Alison's Street Experience so far...



I'm Alison Silcox and I work as the Office Manager for Motor Cycle News (www.motorcyclenews.com). My day job

is to ensure the smooth running of our busy and mad office, with a team of twenty five staff to support my job varies from booking international travel, organising logistics for our road tests, balancing the books



I've ridden in excess of 5,000 miles, they've taken me onto the continent, cruising to bike meets locally and I've even donned an Evel Knievel suit to ride around Wales for charity.



each week and making the tea! Evenings and weekends, when I'm not baking cakes or running marathons, you'll find me out on my long term test bike, which I have the privilege of taking ownership of for around nine months each year.

With twelve years riding experience plus being a fan of middleweight bikes, when I saw there was the opportunity to ride the newest addition to the Harley-Davidson range I jumped at the chance.

Regularly I get drawn into chats with non-bikers: the badge seems to be known by so many.

The bike's proving to be fun and easy to ride. However, longer trips can be uncomfortable, so I am constantly investigating seating options!

If there's anyone in the Chapter who owns the same model I'd love to hear from you and share your experiences. (alison.silcox@motorcyclenews.com)



I've been riding the Street 750 since March and I've found that owning a Harley is more than just about the riding, it's a lifestyle too. Even this rather plain, unassuming little bike is a conversation starter.



Rutland Chapter merchandise

We have a wide variety of Rutland Chapter and HOG items for sale at the shop. You can see them in the glass cabinet by the Rutland Chapter noticeboard.

If you wish to purchase any of the items below ask any of the team at



Large Diamante Hog Patch £22



Large HOG Patch New Style £15
Small HOG Patch New Style £8



Large Rocker Heritage Style £15
Small Rocker Heritage Style £8
Large Rocker New Style £15



HOG
Rutland Chapter Mug £8



HOG
Rutland Chapter Cap £15



HOG Cap £15



Large Hog Patch Heritage Style £15
Small Hog Patch Heritage Style £8



HOG Rutland Chapter
Friendship Pin £7



King of Custom — Luke (Sycamore's)

We have worked as a team here at Sycamore Harley-Davidson to deliver a top-notch entry for Battle of the Kings 2016.

Based on the versatile Sportster Iron 883, the build for this bike was tricky to get off the ground at first because we wanted to get as many people with ideas from the dealership involved. We're all enthusiastic about custom builds and this meant there were too many different ideas on the table...

Eventually we settled on a design to give us an aggressive, fast-looking bike by utilising the café racer style from yesteryear but with a modern twist, but we also wanted something that looked fast when at a standstill. We are pleased with the finished bike and we are sure you will be, too. A combination of rear sets on the back, a set of rsd clip-on bars, some burly slammer shocks and many more goodies gave us the start of the shape we wanted, moulded together with all the other features such as the custom chopped 48 rear fender that Chris Maddock shaped and the exhaust system Keith Brittan managed to make from scratch for us we had a mean looking beast!!

Working with our usual painter Andy Marshall he went crazy with a paint idea Matt came up with to create what I hope you all have seen by now.

To find out how we did in Battle of the Kings Iron 883 visit www.h-d.com/battleofthekings.



Shop Torque

Andrew Winham

Here at Sycamore's we have had a few changes over the last few months, Matthew, Todd and Nadine have decided to depart the dealership for pastures new. Personally, I would like to thank them for their hard work over the years and wish them every success in their new ventures.



That leads me nicely to welcome a new member of staff, Myles Conning to the team. Some of you may have already met Myles during his previous role at Black Bear. He brings a wealth of knowledge and experience of the HD brand and will be heading up the parts, service and clothing departments as

Aftersales Manager.

We also have a new Service/Parts Advisor called Chris joining us to work alongside Myles and Luke and they will always be on hand to advise, assist and sell!

As far as bikes sales go, this year we have had a great 6 months with the addition of 5 models, which have already completely sold out! For those of you looking to purchase a new Touring model we currently have some great Touring finance offers available so please be sure to speak to Stuart or Steve for further information.

Many thanks to those of you who voted for our Battle of the Kings bike. Unfortunately we didn't make it into the top 3 this year, but I am confident we will build something bigger and better for next year's competition.

Now the weather has finally improved I hope you can all get out on your bikes and enjoy lots more riding, I look forward to seeing you all at the dealership in the sunshine!

Ride safe, Andrew

Andrew Winham





Heart and Soul Rally 2015

'Ian Snowden (Snowy)

I attended the Geordie Chapter's Heart & Soul Rally at Newcastle Race Course in 2011 which turned out to be their last one for a few years. Fearing that it was my presence that had put the death knell on this rally, I was pleased that it was resurrected for 2015 by the re-formed Geordie Chapter.

Friday 31st July saw three Harleys from Rutland Chapter with Richard & Kath Kitchen, Mick & Dianne Boag plus Val and myself head North. Richard had sorted the route out so he took the lead. Percy Park at North Shields here we come. We made good progress, even overtaking another Harley Chapter on the A1 who were heading to a rally elsewhere. Hang on, we were all towing trailers. Gosh, they must have been going slow. Ahem.



After a few hours ride and a couple of stops we arrived at Percy Park.



Percy Park is an interesting venue as it houses a cricket club as well as a rugby club. Camping was on the secondary rugby pitches with the main rugby pitch and cricket pitch being out of bounds. Both pavilions were used for food and entertainment. The rugby pavilion being the larger of the two meant that it hosted the bigger, louder entertainment and it was where other chapters got themselves together. Showers and toilets were provided by the pavilions rather than mobile units. I've slept since I was there so I can't remember what bands played but they were good.

Saturday saw us go for a ride-out of our own rather than join in the Rally ride which went to Durham, stopping at the Cathedral and the Angel of the North on the return. Whilst my parents were from the North East, my Dad being a Newcastle man and me Mam from South Shields, my knowledge of the area is abysmal and so we relied on Kath. Just don't ask me where we went. It was a good day in good company, we stopped for coffee and we stopped for lunch. Life is good.

The following day was pack up and go time. Still, we had time for breakfast at the cricket club pavilion. My philosophy is always to make time for breakfast. The journey back was less eventful than the Friday one, I'm pleased to say. The traffic came to a standstill at one point but the other vehicles just parted like the Red Sea and let us ride through. I just love riding motorbikes.



Thank you Richard, Kath, Mick, Di and my Val for your company. Thank you Richard for getting us there and back. I'm looking forward to going again this year. This time I MUST visit some relatives.

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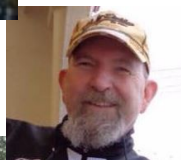


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SYCAMORE HARLEY-DAVIDSON



Date	Day	Chapter Event	Duration
13/03/2016	Sunday	Mablethorpe Sand racing	Full day
16/03/2016	Wednesday	Chapter Social	Evening
20/03/2016	Sunday	Easter Egg Run	Part day
26/03/2016	Saturday	Bourne Rugby Club 'Cancer reseach uk"	Part day
03/04/2016	Sunday	Foxton Locks	Part day
10/04/2016	Sunday	Nene Villages	Full day
16/04/2016	Saturday	Birmingham National Bike Museum	Full day
20/04/2016	Wednesday	Chapter Social	Evening
24/04/2016	Sunday	Lutterworth Army Surplus	Part day
29/04/2016	Friday	Cider Rally (Bridgewater)	Weekend
30/04/2016	Saturday	Cider Rally (Bridgewater)	Weekend
01/05/2016	Sunday	Cider Rally (Bridgewater)	Weekend
02/05/2016	Monday	Cider Rally (Bridgewater)	Weekend
14/05/2016	Saturday	New Owners Ride	Part day
15/05/2016	Sunday	Wickstead Park BBQ	Part day
18/05/2016	Wednesday	Chapter Social	Evening
19/05/2016	Thursday	Greetham	Evening
21/05/2016	Saturday	Yorkshire Overnight	Weekend
22/05/2016	Sunday	Yorkshire Overnight	Weekend
05/06/2016	Sunday	Great Yarmouth	Full day
12/06/2016	Sunday	London - West End	Full day
15/06/2016	Wednesday	East Kirby	Evening
19/06/2016	Sunday	Bradgate Park	Full day
26/06/2016	Sunday	Humber Bridge	Full day
29/06/2016	Wednesday	Chapter Social	Evening
30/06/2016	Thursday	Ace Café	Evening
03/07/2016	Sunday	Baston Car and bike show	Part Day
07/07/2016	Thursday	Boston Bike Night	Evening
16/07/2016	Saturday	Rockingham Raceway	Part/full day
17/07/2016	Sunday	Skegness	Full day
20/07/2016	Wednesday	Chapter Social	Evening
23/07/2016	Saturday	Iron Horse event	Part day
24/07/2016	Sunday	Greenwich	Full day
29/07/2016	Friday	Heart & Soul (Geordie)	Weekend
30/07/2016	Saturday	Rutland Sailability Charity Presentation	Part day
30/07/2016	Saturday	Heart & Soul (Geordie)	Weekend
31/07/2016	Sunday	Heart & Soul (Geordie)	Weekend
06/08/2016	Saturday	Stilton TBC	Full day
17/08/2016	Wednesday	Chapter Social	Evening
21/08/2016	Sunday	Hunstanton	Full day
28/08/2016	Sunday	Ace Café	Full Day
04/09/2016	Sunday	Newark Aircraft Museum	Full day
09/09/2016	Friday	Ypres Belgium	Weekend
10/09/2016	Saturday	Ypres Belgium	Weekend
11/09/2016	Sunday	Ypres Belgium	Weekend
12/09/2016	Monday	Ypres Belgium	Weekend
21/09/2016	Wednesday	Chapter Social	Evening
01/10/2016	Saturday	RTTW	Full Day
09/10/2016	Sunday	Feel the Force	Full day
19/10/2016	Wednesday	Chapter Social	Evening
06/11/2016	Sunday	Duxford Memorial Service	Full Day
16/11/2016	Wednesday	Chapter Social	Evening
03/12/2016	Saturday	London by Lights	Full Day
09/12/2016	Friday	Rutland Chapter Christmas Drinks (& raffle)	Evening
11/12/2016	Sunday	Xmas Toy Run	Part Day

Rutland Chapter