

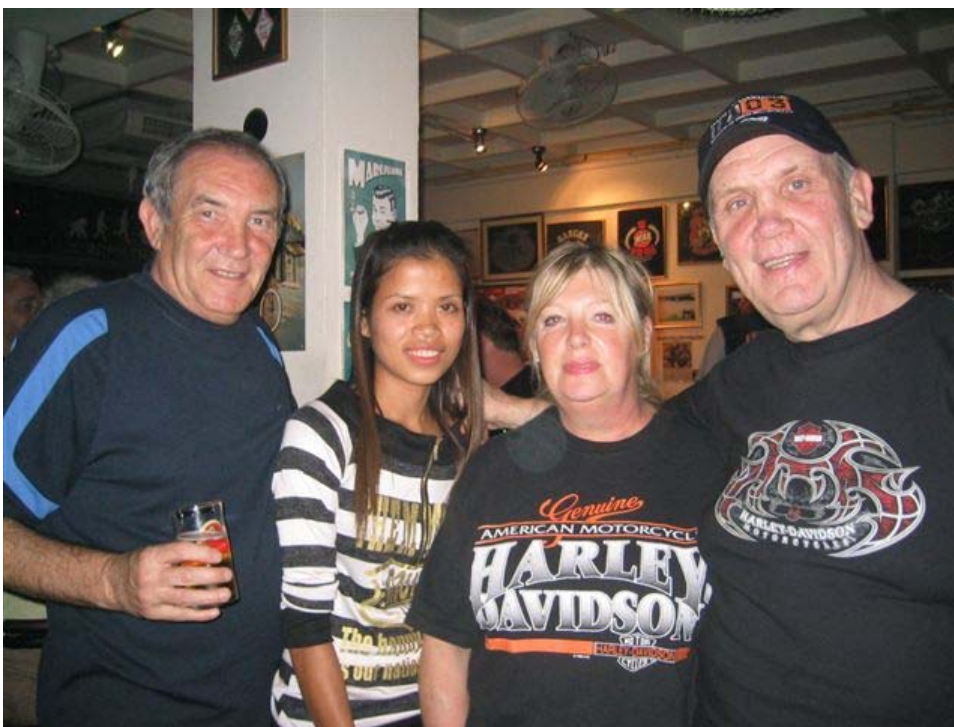


THE MAGAZINE OF AIRE VALLEY UK HOG

FEBRUARY 2007 ISSUE

AIRE VALLEY TIMES

FRANKIE GOES TO THAILAND



Remember Frank Quinlan from the last issue of AVT? He was the guy who entertained a visitor from Thailand who was a fellow pigeon fancier.

Well normally when a chap comes to visit he might often say "pop in when you're passing", so not to be deterred Frank did exactly that.

Frank's brother Joe has a Thai girlfriend - that's him on the left in the picture - and while in Thailand they found themselves at a local Chapter party.

Frank reports:-

They call the local Chapter "Mad Dogs" and by the look of the guys waist coats

from Hong Kong they must have the same name over there?

The bar where the chapter had the party was in Jomtien which is a suburb of Pattaya, Thailand. The Chapter was sponsored by Sally, the bar owner. What a darling!

Her boyfriend, a muscled guy named Tim, had everything under control. If you're in the area and want to visit, then the Bar's full address is: SOI 5. Sally's bar. Jomtien. Thailand.

They can sort out where you can hire Harley's from and also accommodation if

(Continued on page 13)

AIRE VALLEY
HOTLINE NUMBER IS
0113-245-2550
UPDATED
REGULARLY

INSIDE THIS ISSUE:

EDITORIAL	2
SHOP TALK	3
DIRECTOR'S CUT	4
FUN TIMES	5
EVENTS CALENDAR	6/7
ANNOUNCEMENTS	8
SMALL ADS	8
GROUP RIDING	9
ROAD CAPTAIN	10
MY MOTORCYCLE	11
DR JOHN ON CALL	12
FQ IN THAILAND	13
MAIL BAG	14
GALLERY	15
OFFICERS	16

EDITORIAL

First Club Meeting 2007

The first club meeting of the season was held at the new venue, Yarnbury Rugby Club, on the 7th February. I had picked my newly-serviced bike up from Eddy's the previous day - which was a beautifully sunny but cold afternoon - and I was tempted to turn up on the bike, thinking that other members would consider me a wimp if I took the car.

However, Wednesday 7th dawned as an overcast cold day. Half the country was in the grip of a snowstorm, and the forecasters were saying that it was moving North, and woe betide anyone who was foolish enough to venture out at all, let alone on two wheels.

I called my buddy Paul Jordan who cheerfully announced that he would be leaving the NEC in plenty of time to come to the meeting, but in the event ended up in an 11 mile jam on the M1 in the bad weather.

So I put my pride aside, got in the car and prepared to take a verbal beating.

When I arrived I found a massive 102 members had turned out for the meeting, and only 1, a new member at that, had come on a bike! Good for you - and congratulations on receiving the first R&F pin of 2007 from Jonnie.

The assembled throng were full of anticipation for the new season and after Mick Pierce gave us an insight into some of the events and Ride-outs that have been planned, you could sense that Spring could not come early enough for most members.

I for one can't wait to get out on the road again, and I plan to tag along to the new members ride-out on 25th March.

To CB or not CB?

I love group riding! I know it's not everyone's idea of fun to follow along in the blast of a set of full-straight-through Fat Boy pipes, but I like it. I have been trying to persuade my good lady to join in this group activity, but so far to no avail. Still... I live in hope.

However, one of the things that adds to my enjoyment is chatting to other members of the group. Those of you who ride Glides fitted with CB radio are able to help the similarly-equipped Road Captains (including Head Honcho Mick Pierce) by telling them of any problems that might be developing, particularly in a large group.

So come on you Gliders, tune in to Channel 17 next time you're on a ride, plug in your headsets and let's hear from you.

Battery Charging

I know it's not really my place to tell all you experience riders how to suck eggs.... But a flat battery happens to the best of us over the winter months. In fact, when I picked up my bike from its service, and because I had left it at the workshop for over a week while I was on holiday, and further because I had neglected to take my own advice and keep the battery on trickle charge ... you guessed it - a flat battery and the ignominy of having to get the booster box out to coax my trustee steed back into life.

So I thoroughly recommend procuring a suitable battery charger, and making sure that your bike is fit and ready for the new season by keeping that battery topped up with charge during the long winter months.



Ian McNeill, Co-Editor

AVT Articles

I know... same old same old plea. But seriously folks, it will not have escaped your attention that this edition of Aire Valley Times is a bit thinner than you have become used to. That's because the stream of articles was very thin this quarter - not entirely surprising as there has been very little riding over the winter months.

But, that excuse won't wash next time so please send in your missives, long or short, and I'll do my best to include them. Don't worry about format, spelling or grammar - that's what the editor is for.

New Season

Not long now before we all hit the road again, and I look forward to another great season with the AV HOG.

All the best....

.....and Ride Safe.

Ian McNeill

SHOP TALK, BY EDDY WRIGHT

Welcome to 2007. Let's hope we have another warm and sunny year.

Our Dealership continues to grow from strength to strength and we are rapidly reaching the stage when we will have to relocate to bigger premises. Harley-Davidson loves the location of our Kirkstall Dealership, but there is no room to expand. The Shell Station don't want to move either (it's one of their busiest sites). Such is life! We can have a top location that is on one of the busiest roads into the city or look for one of these modern glass places stuck in the back of beyond.

Originally we intended to use the old Triumph site as the workshop and re-fit our showroom, but things move on and I have found the answer, and if all goes to plan Yorkshire will be getting one of the biggest state of the art Harley-Davidson Dealerships in Europe. More on this later, but watch this space.

My son Douglas, who many of you know runs our Triumph Dealership, is racing our team Shelbourne 600RR sidecar in the T.T. at the "Isle of Man" and also competing at the "British Championships" this year.



The Isle of Man T.T. Races will be 100 years old in 2007, and a visit to the island for those of you who are interested in Road racing is a must this year, as the atmosphere and partying will be of the very best you'll ever experience not to mention the racing!

Yours truly has been tempted out of retirement for this event with an offer too good to refuse, so wish an old man

luck! It's 8 years since I hung up my leathers and the lap speeds have gone up from 105MPH to 116MPH, and remember that's an average, just hope my reactions have gone up too. But hey! It's the taking part that counts. If any of you want to link my comeback at the T.T. with sponsorship to a charity I'm open to suggestions but someone from the chapter will have to organise it. I'm open to ideas on this one. So if any of you want to get involved let me know.

The racing, both my come back and supporting my son, as you can imagine is taking up most of my spare time, so forgive me if I don't show at some of the Aire Valley events this year. Big Pav will be there representing the Dealership I asked him if he fancied doing a race on the side of my outfit, Can't print his reply.

Bike sales have been very strong since the launch of the new models, with December and January being exceptionally busy our blow out sale in November reduced the older inventory by a massive 70%. Those of you who came got a bargain. But we still have



Doug Wright and Dipash Chauhan

(Continued on page 4)

SHOP TALK (CONTINUED)

(Continued from page 3)

30% left and it's at give away prices so give Gary a call.

Tom Kidds Missus Debbie who has worked both on the parts counter with Gary and in the clothing with Hayley, left us this month to work with animals (as if we don't have enough in the Dealership). Debbie is a fully trained Shepherdess and we all wish her well in her new occupation. I personally would like to thank her for the calm aura she created around the Dealership when things became hectic. I will miss Debbie and I'm sure that her love for Harley-Davidson and her Sportster will keep her connected to us all.

Another departure from the dealership is Paul Lamont our Service manager. Paul recently got married to a lovely lady called Jayne who is the mother of 2 young children. He needs more time with his new family and finds our Saturday working incompatible with family life. Saturday is the busiest day in the dealership so I have offered Paul the chance to transfer back to his old role in the Service department at the time of writing he still has to decide, but I hope he stays because he's a very good Harley technician and well liked by our chapter.

Finally our dealership is 10 years old this year and Aire Valley is too being only a month younger so we will be celebrating these milestones as we move into the riding season. It's hard to believe it 10 years since I opened the doors and our 1st customer was Bill Clubb who bought a Heritage Softail Classic. Billy is still a member of Aire Valley as are quite a few others and it makes me really proud that 10 years after I formed the Aire Valley chapter we still have these people with us. A big thank you guys I think we should get some decade patches made.

The Christmas dinner at the Parkway was again a big success I was sorry to miss this but I was working for the Manx Government in connection with the T.T. races and had to be on the Island that weekend, and yes Pav, I really did have to go the my son's parents evening on the night of the AGM Paul stood in for me so a big thanks to Paul.

The AGM was in any case a foregone conclusion as Jonny No Bike is doing a good job and there were no contenders for his position. So it appears everyone is happy with things the way they are. I will need some help though from Aire Valley members, digging out the foundations for our new dealership. I've purchased a bulk buy of shovels on Ebay so we'll soon have it done. Watch out for your call up papers arriving any day soon.

Good riding

Eddy

DIRECTOR'S CUT

Hello and welcome to all Aire Valley UK members new and old. Enclosed within this edition is the first sight of the 2007 events list. As it always seems to be now each year there is a packed list of activities for you and your bike to choose from. Remember nobody can, does or is expected to do everything, its all about riding and having fun.



Since I last wrote in the Aire Valley times Norman Davidson has come forward and agreed to take on the role of Event coordinator, therefore Norman's two main tasks this year will be to hold Aire Valley's 10th birthday party and to pull together a new club rally. Norman already has a site in mind and is busy scoping the possibilities of making it a reality. More news as soon as we get it.

The first meeting at Yarnbury took place in February and was a massive success with a turn out of over 105 people and no parking issues, I am looking forward to this continuing and especially seeing all the bikes lined up outside the club house once the sun arrives!

The next event will be the start of season party which is on March the third, this will be at Yarnbury, we have a band and disco arranged, see you there 8pm onwards (PS, it's a free event!) There is a map on the website and one was also included in the last edition of AVT (also downloadable from the web site) for those who have not been yet.

Finally I note that it will be 10 years this summer since I bought my first Harley. I dare not sit down and think about how much it has changed my life, people it has introduced me to and places it has taken me! It would take me another 10 years to remember it all!

Ride safe, live life with a smile

Jonnie No-Bike

AIRE VALLEY FUN TIMES

CONGRATULATIONS TO ALL THE KIDS WHO WERE BORN IN THE 1940's, 50's, 60's and 70's !!

First, we survived being born to mothers who smoked and/or drank while they carried us.

They took aspirin, ate blue cheese dressing, tuna from a tin, and didn't get tested for diabetes.

Then after that trauma, our baby cots were covered with bright coloured lead-based paints.

We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets, not to mention, the risks we took hitchhiking .

As children, we would ride in cars with no seat belts or air bags. Riding in the back of a van - loose - was always great fun.

We drank water from the garden hosepipe and NOT from a bottle.

We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.

We ate cakes, white bread and real butter and drank pop with sugar in it, but we weren't overweight because.....

WE WERE ALWAYS OUTSIDE PLAYING!!

We would leave home in the morning and play all day, as long as we were back when the streetlights came on. No one was able to reach us all day. And we were O.K.

We would spend hours building our go-carts out of scraps and then ride down the hill, only to find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem .

We did not have Playstations, Nintendo's, X-boxes, no video games at all, no 99 channels on cable, no video tape movies, no surround sound, no cell phones, no text messaging, no personal computers, no Internet or Internet chat rooms..... **WE HAD FRIENDS** and we went outside and found them!

We fell out of trees, got cut, broke bones and teeth and there were no lawsuits from these accidents .

We played with worms and mud pies made from dirt, and

the worms did not live in us forever.

Made up games with sticks and tennis balls and although we were told it would happen, we did not poke out any eyes.



We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just yelled for them!

Local teams had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!!

The idea of a parent bailing us out if we broke the law was unheard of. They actually sided with the law!

This generation has produced some of the best risk-takers, problem solvers and inventors ever!

The past 50 years have been an explosion of innovation and new ideas.

We had freedom, failure, success and responsibility, and we learned **HOW TO DEAL WITH IT ALL!**

And **YOU** are one of them!

CONGRATULATIONS!

Shaggy Dog Story?

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

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

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

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

"Sir," answered the little man, "It's a four week old puppy." "Bull!" roared the biker, "How could your puppy kill my Doberman?"

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



EVENTS CALENDAR FEBRUARY - JULY

Date (s)	Day(s)	Event & Time	Location
** See notes at bottom of next page			
Feb 7th	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
March 7th	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
March 25th	Sunday	New Members' Ride-Out 10:00am To Yorkshire Dales, Mick Pierce	Eddy's Kirkstall Road
April 1st	Sunday	Annual Rain or Shine Rideout 10:00am Blackpool, Mick Pierce, Brian Roche	Eddy's Kirkstall Road
April 4th	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
April 29th	Sunday	Rideout 10:00am Lincolnshire, Tony Burns	Eddy's Kirkstall Road
May 2nd	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
May 20th	Sunday	Rideout 10:00am, Derbyshire Peak District, Dave Farrand	Eddy's Kirkstall Road
June 2nd - 3rd	Saturday/Sun	Hog on the Humber	Brantington Park near Brough
June 6th	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
June 17 th	Sunday	Father's Day - No organised Ride-out but informal meeting for those not in Spain	Eddy's Kirkstall Road
June 22nd - 24th	Fri – Sun	HOG European Rally	Fuengirola, Spain
July 1st	Sunday	Rideout 10.00am Shid, Dave Holden	Eddy's Kirkstall Road
July 4th	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
July 22nd	Sunday	Rideout 10.00 am Lincolnshire, Keith Wainwright, Richard Wilton	Eddy's Kirkstall Road

EVENTS CALENDAR AUGUST-DECEMBER

Date (s)	Day(s)	Event & Time	Location
August 1st	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
August 19th	Sunday	Rideout 10:00am Nottingham Area, Gazza, Bob Elliot	Eddy's Kirkstall Road
Aug 24 th – 26 th	Fri - Sun	Thunder In The Glens	Aviemore, Scotland
Sept 2nd	Sunday	Rideout 10.00am Trough of Bowland, Ross Calverley, Graham Norris	Eddy's Kirkstall Road
Sept 5th	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
Sept 5 th – 9th	Wed – Sun	Faaker See European Bike Week	Austria
Sept 21st—23rd	Fri -Sun	Heart and Soul Rally	Newcastle
October 3rd	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club
October 7th	Sunday	Rideout 10:00am Les Tyas, Graham Partridge	Eddy's Kirkstall Road
Nov 7th	Wednesday	AGM Club Meeting From 7:30	Yarnbury Rugby Club
Dec 5th	Wednesday	Club Meeting – From 7:30	Yarnbury Rugby Club

Provisional events programme subject to change as riding season progresses. Always check before setting off. Updates will be given at monthly club meetings.

AIRE VALLEY HOTLINE UPDATED REGULARLY – TEL: 0113 245 2550

Aire Valley UK is not responsible for riders' safety. All riders attend events at their own risk and should have completed a disclaimer when joining/renewing membership.

ANNOUNCEMENTS AND SMALL ADS

Hog on the Humber

The dates for HOH 2007 is the Weekend 2/3 June 2007 at a brand new Location at Brantington Park near Brough, and new timings.

We believe that this will give more choice and better facilities for those bikers who like to camp. Watch out for more info via the web site and for the flyers due out soon.

Biker-Friendly B&B, France

My wife and I run a small Biker Bed and Breakfast in S.W. France. I was hoping you could have a look at our website and possible add it to your list of links. Our website is.

www.swfrancebnb.com

We are members of Surrey Hog.

Many thanks for your help.

Gary Eveleigh



Be sure to check the Aire Valley Hot Line for last minute details of up-coming events.

0113-245-2550

For Sale

1996 Harley-Davidson FLSTN Heritage Softail Special (Limited Edition Model)

- 2-tone mystique green/platinum silver.
- White Wall tyres
- Stage One Tuned
- Detachable Screen
- Sissy Bar and Rack
- Plus other extras
- Summer miles only
- Illness forces sale

£10,000

Contact Ian Towler on 01274 602266

Trailer Wanted - suitable for transporting a Harley 100's of miles!

Is there any of our members who has a trailer that they would be willing to lend or loan (will pay)! for a week in September this year (from the 7th)? Must be strong enough to transport a softail a few hundred miles. Now you're asking "why aren't they riding it!" The answer is Gill gets lonely in the car on her own!! (no not really, we just want to find out if buying one of our own eventually may be a good idea...)

Many Thanks

Neil and Gill Marquis



ROAD CAPTAINS AND GROUP RIDING

The object of this article is so that new members can role up at their first ride out and not feel like new members. All the points below are there to make the rides go as smoothly and safely as possible, we don't lay down rules and regulations but we do follow pointers that help us ride together and we know what to expect others to do.

So, if you are thinking about rolling up at Eddys for the first time on a Sunday morning and wonder if you will be met by a group of hairy arsed bikers, what you are you going to do?

- Before you leave home, please take time to think about your clothing – do not forget your kit for riding in wet weather and please do not wear a high viz vest, because others on the ride will think you are a Road Captain!.
- First stop, petrol pumps, please set off with a full tank. The Shell Station outside Eddys will be ready for you.
- The ride will leave at 10.0 a.m. prompt
- As a new member you may feel that you want to stay at the back of the group as it will be easier there. This is not a good idea if you fancy a steadier ride. The line of bikes acts like a telescope and if the lead Road Captain is doing 40m.p.h. at the front, I will guarantee that you will be doing nearly 60 at the back (and sometimes more) to catch up. It is smoother at the front and I would therefore recommend that if you are new or have not ridden with us before then ride up there.
- When the bikes are assembling at Eddys, the Road Captains will park up over the road so that they can get out easily. You will know who we are because of the high viz vests marked "Road Captain". If you want to get to the front I suggest that you park up at the back of us and join the

ride from there. Please feel free to park with the Road Captains and make yourself known.

- All ride outs will be started with a short brief-ing to let you know what is happening, what stops there are (including toilet breaks) and where we are going. The details regarding mileage will be given. It is not essential that you complete the whole of the ride, you can decide when it would be a good point to return if you do not want to do the whole ride but it is a good idea to let a Road Captain know if you do not intend to do the whole ride.
- The ride will always be led by a Road Captain and there will be another as the last bike who will act as a Road Marshall and wear an orange jacket for ease of identification.
- When we leave, all but the last R.C. and traffic blockers will be at the front and they will mark junctions and turns so that in the event that you have been delayed, you will know where to turn. That marker will stay there until the tail end R.C. gets close to the turn.
- After marking a junction he will then try to get to the front of the ride to repeat the exercise all over again. This will involve him passing you, so please use those mirrors and look out for bikes coming through. Normally we will only overtake on dual carriage ways or where there is ample space, however some times we would like to pass where it is a bit tighter. We will not pass until we see some form of recognition from you that you have seen us and will pull over. Use either hand signals or indicators to give that recognition otherwise we will be stuck behind you.
- Where possible we try to ride in a staggered formation, done properly this should put you two seconds



behind the bike in front of you in your file. You will also have a bike slightly ahead of you either to the right or left. The purpose of this is so that we ride as a tight group and do not string out for miles down the road.

- As the R.C. joins the front of the group, he will pick up the stagger from the front non Road Captain so that you are not changing position all the time.
- The Road Captains will indicate if they feel that you are dropping back too far as we do not want gaps appearing. They are not on a power trip; they are trying to keep the ride safer. You leave a gap and before you know it a car will have got into it. They don't like it, we don't want it and it does cause problems.
- When we stop at junctions and traffic lights etc it is very nice to coast up and not put your boots down and do things nice and smoothly. This creates gaps and the bikes at the back may miss the lights. Where possible try and bunch up at these hazards so that there is less chance of the group being split up.
- If you do find that all of a sudden there are no bikes in front of you keep going straight ahead. Eventually you will come across a rider marking a junction or turn and he will be waiting for you.
- Some of the bikes are in radio contact with each other so if you think

RIDE OUTS

(Continued from page 9)

we are riding too slowly or oddly it may be that we are acting on information which has been passed along from the back, or it may be that we are having a funny turn!

- If you are unfortunate to suffer a breakdown then stay with the bike and a Road Captain will pull up. He will try to help you, but in the event that he cannot then you will be expected to make your own arrangements with the recovery service that you a member of.
- If you wish to leave the ride early then please make it clear to other riders what you are doing, if we believe that someone is missing then we may waste time waiting for you or even turn back.

Finally, the whole point of this is that we get out and enjoy riding our Harleys. We want to make the rides as safe as we can and the paragraphs above are there to let you know what to expect on a ride with us. The only requirement is that you enjoy it!

ROAD CAPTAIN'S REPORT

Staring at the first snow for a long while doesn't exactly inspire me to think about biking but fortunately it will not be too long before the club starts its annual ride out programme.

As mentioned at the last meeting, and listed in the A.V.T. you will see that the rides have been planned to try and avoid various dates and events. e.g. Easter, Mother's Day and so on. The first one is a fairly short ride, about 90 minutes, around the Dales and ending up at a pub near Harrogate for lunch, cost approximately £8.00. The purpose of this run is for new members but also folk who are running in new

bikes and want a bit of company whilst they are doing it. So I would ask other members to wait until the following weekend before they join us please. If you have not ridden with us before or are new to riding in general then I would recommend that you give this a try. It is a good chance for new members to meet other new folk. It also gives the Road Captains a chance to blow the cobwebs off and start working together again.

The first ride proper of the year will be Sunday, 1st April. We are booked in at a hotel at the north end of Blackpool for a light lunch which will cost approximately £7.00. However, that is not compulsory of course and if you would prefer to have lunch elsewhere then no problem. From the show of hands at the last meet it should be well attended. Brian Roche and I will dummy run this ride nearer the time and work out the various coffee / tea stops so that there isn't too much discomfort.

Dave FAZZ Farrand (Assistant Head Road Captain, can I get him a badge big enough for this title) is working on a weekend run up to the Scottish borders, the intention is to set of Saturday morning, stay overnight in a reasonable hotel and then ride back via a decent route on the Sunday.

Each year we write an article about how our ride outs are run and to cut down the amount in this article, I have put it under a separate title mainly aimed at new members. However, there are one or two minor changes so it may be worth seasoned members running an eye over it anyway.

There are plenty of courses operated by various schools in U.K. including



Riders Edge which offer various levels of instruction. I use a local school and there is a course running on 12th August which we have 10 places on, four are taken already so if you interested let me know. Price approximately £50.00, use your own bike on an airfield and learn some pretty good stuff about what your bike can do, will do and what you can make it do. This particular outfit provide a variety of courses and even train Police riders, instructors and examiners. They also go up to R.O.S.P.A. Gold and are a mine of information.

Finally if you are reading this as a new member then welcome to Aire Valley and H.O.G. and I hope that you get as much pleasure from your bike and your club as Sue and I do. We still consider that coming back to biking and particularly with a Harley to be the one of the best things we have ever done. If there is anything that you wish to get in touch with me about then please do. My e mail has been acting up lately and I know that I lost at least one message from a new member in south lakes area so if that was you then please try again through the web site or michael.jpierce@btinternet.com or on my mobile 07734301268. Alternatively I look forward to seeing you on rides outs or meetings.

Ride safe

Mick Pierce

MY MOTORCYCLE (CONTRIBUTED BY ANDY MALHAM)

Here is a short poem for you, inspired by the fine words of Major General W H Rupertus United States Marine Corps.

My Motorcycle (The Creed of the United Kingdom Biker)

This is my Motorcycle

There are many like it, but this one is mine.

My Motorcycle is my best friend. It is my life.

I must master it as I must master my life.

My Motorcycle without me is useless. Without my Motorcycle, I am useless.

I must ride my Motorcycle true.

I must ride straighter than the tin box driver who is trying to kill me.

My Motorcycle is human, even as I, because it is my life.

Thus, I will learn it as a brother.

I will learn its weaknesses, its strengths, its parts, its accessories, its engine and its chassis.

I will ever guard it against the ravages of weather and damage.

I will keep my Motorcycle clean and ready, even as I am clean and ready.

We will become part of each other.

Before God I swear this creed.

My Motorcycle and myself are the defenders of freedom and liberty.

We are the masters of our enemies.

We are the saviours of my life.

So be it, until there is no diesel spill or gravel rash, but PEACE.

Here is my Motorcycle, a 2007 Night Train. I bought it in November last year, just in time for it to miss the last ride out of the season. I previously owned a gorgeous 2006 Street Bob, which I loved with all my heart, and was gutted when circumstances forced me to sell it. I have been a huge fan of the Night Train ever since the first Evo-engined Night Trains found their way to these shores in 1998. Notwithstanding this, the Street Bob would be a tough act to follow.



I had promised the bike to American V magazine to do a road test on, but I still managed to do a few hundred miles on it in stock trim before it had to go over to Nantwich. It was immediately apparent that the 2007 upgrades had produced a very smooth, refined and quiet Harley that handled well and easily coped with 90 mph cruising. There was noticeably more bottom end grunt than the previous Twin Cam, but at the expense of power at the top end. Like on the Street Bob, I found the sixth gear to be as much use as men's nipples and I restricted its use to motorways only. All in all, this bike was born to be mild, rather than born to be wild.

Those of you that know me will understand that having to keep the bike in stock trim was extremely frustrating, but I had promised American V a stock bike. I would have to keep my toolbox locked up until the bike returned, an

excruciating three weeks later.

First thing that had to go were the god-awful quiet mufflers. A set of off-the-shelf slip-ons for a Dyna fitted very nicely. Second thing was a free flowing air box and to get the Air Fuel ratio up to a more respectable figure, a Digital Fuel Optimiser. A Dyno run at Jordan Bikes confirmed the impression I gained from the road test. The bike was delivering a stonking 27% increase in torque and horsepower over the previous days run. On the road this manifested itself as huge gob-fuls of torque that allowed me to use sixth as top gear instead of just an over-drive.

For practical purposes I had to change the bars. The short T Bars may give the bike "an aggressive stance" to quote from the brochure, but they played havoc with my back. Also, for the first time, I was able to see something other than my shoulders in the mirrors. A side effect of the taller, wider, swept

back bars was an improvement in the handling as I felt that I had more control at low speeds. Obviously the numb looking standard grips and footpegs had to go, as did the bulky gas cap and fuel gauge. To further improve the looks and increase the overall blackness of the bike, I fitted smoked turn signal and taillight lenses and added black rear axle covers. Last but not least the Air Brake or "Standard License Plate", had to go.

Plans for the future are to fit a ceramic coated 2 into 1 exhaust system to further improve performance and add to the overall blackness, and possibly performance cams and a big bore kit. But just for now its fast enough!

DR JOHN - ON CALL!

Yep, me again! Just thought I would touch base on a few website issues and outline what's in development.

The most ambitious endeavour, for which I have recruited some final year degree students (ah, unpaid labour!) to adopt as their chosen project, is the development of a Harley-Davidson expert system for FAQ's and maintenance troubleshooting. It is hoped that this on-line facility will be a useful addition to any manual or personal knowledge acquired, as it will be designed to ask questions of the user, in the attempt to diagnose the problem and offer advice, rather than thumbing through hundreds of pages. So, in a sense, it will be like going to your GP and describing your symptoms in an attempt to obtain a diagnosis. Not that many GPs are good at this (it's a virus mate!), so hopefully this program will do better. However, the advice may be to call your local dealer, if the problem requires expert attention.

Hey, Eddie, it would be a real bonus if your mechanics could assist here, rather than the occasional empty promises induced by alcohol, and provide some basic "what's wrong with my bike" type troubleshooting diagnosis to keep it on the road, if possible. This could then be included in what is intended to be an online expert system for members to use and may be accessible over some mobile devices. I've told the students their best bet is to buy a Haynes manual but it would be nice to include some local expertise. If this lives up to its potential, it could be a real first for H-D and a great advert for us as a group and possibly even our sponsoring dealer ;-)

On to other matters.... Since the last AVT, a couple of calls and one new pilot scheme have gone out, via the Noticeboard. Now, unless I am mistaken, the response has been less than encouraging, so I am placing a re-



www.avhog.co.uk

minder here, just in-case you can either help or were not aware of the facility: e.g., do not have an Internet connection. The calls for information are as follows:

HOG have asked if Chapters can provide expert knowledge of their local area, so visitors can benefit and make their visit all the more enjoyable. It is also very useful for our own members, as each of us will have very localised and specific knowledge that we can all benefit from. So, as this is God's own county, according to anecdotal evidence, isn't it about time we "spread the word"?

The main points being:

1. bring people to experience what you know, do and have
2. provide a resource for all members to give them more reasons to ride

So, the question is, if I was coming to your area for a long weekend:

- Where should I stay?
- Where should I eat?
- Which roads are the must ride roads?
- Any special things that I should do (eg. eat a Pacittos "Lemon top" ice cream in Scarborough's South Bay) or watch out for?

The idea is that every member will

glean that "local insight" that only you, who live locally and know the places to eat/stay etc., have knowledge about. If you can let me have your info, (email me) we will compile a local FAQ and knowledge base; HOG will also look at including your wisdom in the national mailing.

A Clarion Call from our Historians: When we all go ga-ga & need our Alzheimer's therapy, having access to Aire Valley's history will be very useful. But it will only be useful if we actually get it down on paper (electronic paper in our case). So far, for a group who can usually talk the hind leg off the proverbial donkey, you haven't been much use. Just imagine how deprived our future members will be if they can't look back & see what fun we all had back in the 20th century. We need your memories, anecdotes & photographs. We can scan photos & digitise any video you may have. Get your memories to us and gain your true place in history -just contact us through the site or on 01924 408759. We have interviewed Aire Valley's No 1 member & now we need to contact Billy Club, Dove Collins & Peter Grimshaw but we don't have addresses or phone numbers for these people. Can You Help?

Message Board Trial: This is a pilot version for posting your messages and contact details (if appropriate) to see if other members can help, advise or solve your problem. E-mail me your message and I will post it onto the website. Before you ask...due to obvious reasons of potential misuse, an automatic version is not in the offing. Yep, the Dr will be doctoring :-). This facility should be very useful, if enough people use it. One immediate use may be for members to arrange their travel etc., for the European rally.

By the way, the "HOME" page initiative does NOT assume or imply that members should receive any discount

(Continued on page 13)

DR JOHN (CONTINUED)

(Continued from page 12)

in prices, so, potential advertisers, do not fret about your pennies. It is designed as a directory for members to acquire expert help with some degree of confidence, rather than the Yellow Pages gamble. A sort of "no cowboy" zone! So, once again, I am asking that all you self-employed experts and tradesmen, from Architects and Accountants to Plumbers and Mechanics (no implied hierarchy), send me your details, so we can expand our Harley Owners Market Economy.

Also, just as a note, it is obvious that a number of chapters have employed outside help to build and, in some cases, maintaining their website, for many pennies. I believe the going rate for a basic site, with definitely no guarantee of good design etc, is approximately £500; so all this development, design,



maintenance etc would go into thousands. Does this prove my predisposition to insanity or altruism, I ask myself?

Now, finally, some important stuff J As most of you now know, Debbie passed her PhD recently (phew!), so on Friday

July 13th (provisional date, with hopefully no implications), she will be graduating, in all her finery, at Leeds University. During a chat with her Head of School, it transpires that he is very much up for us to provide Debbie with an escort and will try to get the media involved: he's a H-D fan. So, this is a call to all interested parties to contact me (or Debbie), so we can give Melvin (Bragg) something to remember: he is the Chancellor and will be doing the hand shaking bit at the ceremony. Debbie will provide more info at one of our meetings as soon as more precise details are available.

Well, that's all folks!

Ride safe,

Dr John (Webmaster)

FRANKIE GOES TO THAILAND (CONTINUED)

(Continued from page 1)

you want it.

The guy who came to my home in Leeds (Dao) knew everyone and we had a ball with the French, Germans, Belgium's, Thai's and the Brits all joining in.

They made me, Christine, my brother Joe and his 28 year old Thai girlfriend very welcome.

I will be organising a trip on the 2nd of December as we will be attending the "FCI Thailand World Championship 2007" pigeon race, (which takes place on the 8th of December) were we will be entering 20 pigeons.

Whilst I am aware that not everyone or anyone would be interested in pigeons, the hotel chain have hotels in Downtown Bangkok, Pap Pong (Bangkok) and Pattaya Beach.

Any one interested can have a look at



the www.montien.com to see the quality of the hotels which will have a special rate if booked with the pigeon event.

The King of Thailand will be 80 years old when we are there and the street

parties will be something else I'm sure, as the Thai people love their King.

Anyone wanting to know what the pigeon event is about can have a look at the web site at

www.asiapacificracingpigeon2006.com

MAILBAG

One Year on for Dave and Gaynor Green

Having been members of the Aire Valley club for approximately sixteen months, we have completed our first riding season, and are now ready for the next.

Dave (Green) has enjoyed what he calls the sunny Sunday Rideouts. Usually 6 or 7 bikers turn up for the unofficial rides. They go wherever anyone suggests on the day. For any new members they meet at Eddy's at Kirkstall on a sunny or dry Sunday, at 10.00 a.m.

When Dave bought a Harley Davidson, I was adamant I would NOT be going on the bike or to any meetings. I wished to be chauffeured in style, preferably in a limousine. I went to an A.G.M. for the first time a few weeks after joining the club and found everyone very friendly and likeable. After our first official rideout I was more enthusiastic than Dave to go on the bike! Roll on the new season.

Dave, Wayne and Lynne, Tony and Maria and Steve (Mr Oil Rig) continued riding on the Sundays up to the beginning of December. Dave and I went to Tenerife for Christmas and New Year. In Los Cristianos Dave met a Spanish motorbike mechanic out on his Harley. He spoke very little English and we speak even less Spanish. We managed to understand that he had invited us to a new Harley Davidson bike shop. This was in a little village called La Camella, which is halfway up Mount Teide.

Having found our way there the next day, we were

surprised as they had a private members club and bar. As we had been invited we were allowed in and given free drinks. We then had a look round the bike workshop and then had a look at what would be the clothing shop. As they had only been open for a few weeks they did not have much in. The week after we were coming home they were taking deliveries of lots more stock. I had to spend some of Dave's money though and bought a waistcoat. We shall be visiting again next year.

If anyone goes to Tenerife, try to visit as the village itself is very nice. Dave had to try a few bars as he wasn't driving. We caught a bus from Los Cristianos and had a nice scenic ride. We hope to see you all in the riding season and don't forget the sunny Sundays.

Gaynor and Dave
(pictured below in the repair shop at Base 1)



Hog on the Humber Digs

Wanna Join Us?

A group of members will be staying at a nearby pub on the Saturday night prior to the event (June 3rd); if any others would care to join us the address is as follows.

The Green Dragon
Cowgate
Welton
Nr Brough
HU15 1NB

Tel 01482 666700

The contact there is George Robertson, and the hotel has a web site: _

www.greendragonhotel.co.uk

This is within 2 miles of the Saturday night party venue with a covered parking area for the bikes, good food and clean rooms. Any members are welcome to join us.

Regards Bob Elliott

Send your Letters or Announcement to editor@avhog.co.uk for inclusion on this page

PICTURE GALLERY



New Road Captains Appointed



A small selection of Christmas Party photos



See www.avhog.co.uk for more pictures



Aire Valley Officers

Position	Name	Contact details (where appropriate)	
Director	Jonnie No-Bike	director@avhog.co.uk	
Assistant Director	Pavlo Andrusiak (Big Pav)	assistant-director@avhog.co.uk	07773-373335
Treasurer	Mike Gaunt	treasurer@avhog.co.uk	
Membership Secretary	Sandra Gaunt	secretary@avhog.co.uk	
Head Road Captain	Mick Pierce	hrc@avhog.co.uk	
Activities Officer	Rob Mitchelmore	activities-officer@avhog.co.uk	
AVT Editor	Kevin Sharman (Kev)	avteditor@avhog.co.uk	07888-729574
AVT Co-Editor	Ian McNeill (Mac)	co-editor@avhog.co.uk	07836-752226
Photographer	Eddie Clark (Bad Ed)	photographer@avhog.co.uk	
New Members Rep	Shaz Ryder	new-mem-sec@avhog.co.uk	
Safety Officer	Mick Pierce	safety@avhog.co.uk	
Webmaster	John Elliott	webmaster@avhog.co.uk	
Sponsoring Dealer	Eddy Wright	eddy@eddywrightmotorcycles.com	0113-234-0717

WELCOME TO 21 NEW MEMBERS

**Aire Valley HOG welcomes the following
New Members since the last edition of the
AVT**

Jamie Turnbull & Emma Casey from Birstall
John & Lauren Chalker from Rochdale
Malcolm & Fiona Fewtrell from Watford
Phil & Andie Hannam from Yeadon
Geoff & Jonathan Ward from Farnley
Ian & Catherine Wailes from Leeds
Jonathan Clay from Chapel Allerton
John Davison from Wakefield
Mike Stephenson from Thirsk
Dave McConnell from Dublin
Kevin & Debbie Western from Dewsbury
Paul Kennally from Rothwell
Richard Manton from Pudsey
Barry Wood from Horsforth

Total Membership now:-

238 Riders,

121 Pillions

359 Total

