

D.A.M. RIDER NEWS

Derby Advanced Motorcyclists

D.A.M. Meetings
Venue:
The Wilmot Arms,
49 Derby Road,
Borrowash,
Derby, DE72 3HA.
When
2nd Monday every month.
Time
8.00 p.m.
Visitors welcome!!



**August
2012**

Chairmans Chat

It's August already! Did you enjoy the few days of Summer? You never know, we may get some more so keep your bike topped up and ready to go.

Anyone worked out the picture yet? I was going to do another caption competition but no one entered the last one, so I'm not bothering. Well, follow this link for the full story just google 'Godiva Awakes'. In short, a 10 meter high Lady Godiva has made it's way from Coventry to London on a 'trolley' called the Cyclopedia. This was pushed by 24 tricycles hooked on the back by rigid bars and one guy on a trike at the front doing the steering. It took from Sunday to Friday to cover the course and every night there was a carnival style celebration in the town that it stopped at.

So where does the motor bike come in? Well, I'm a member of the National Escort Group (NEG). The primary reason for our existence is to be mobile marshals for Cycle Road Races. We ride ahead of the race trying to ensure that the other traffic is made aware of the race coming. We also do the same at Triathlon events (the swimming leg is the most challenging!) and at Sportives where we patrol the route looking after the cyclists. The organisers of the 'Godiva Awakes' event decided that we would be good addition to their convoy to ensure the safety of the riders. That meant that instead of the normal 20 – 40 mph of a cycle race, we were working at 3 – 7 mph.

I worked the first 2 days of the journey. Day one was a late Sunday afternoon trip from the centre of Coventry to Ryton. The rig did 3mph up hill, 5mph on the flat and 7 mph down hill. It took 1 hour 15 mins to do the journey of about 6 miles!

This is a really good test of slow riding skills! Overnight the rig was parked up at Prince Charles' favourite garden centre at Ryton. Monday saw the first leg proper from Ryton to Rugby. This time 3 hours



worth of slow riding practice. There were 5 NEG members guarding the convoy and it was great to be involved in part of such an epic journey. Back to normal next weekend with a Road Race near Nottingham to look after. The excuses I use to ride my bike!

So, August.... The meeting on the 13th has a guest speaker, Peter Gray, joined Charlie Borman and Ewan McGreggor on the final leg of 'The Long Way Down'. He's telling the story with the aid of a presentation and a video. Please come and give him your support.

For September I'm trying something different, and throwing out a challenge. September will be 'Associates Night'. If you're an

Observer with an Associate the challenge is for both of you to get along to the meeting on the 10th September. I am going to 'facilitate' a discussion on the system, starting with the 'Information' stage. The idea is for all those who have passed IAM to give some input to all those Associates who are working toward their test. The way to survive on a motorbike is to never stop learning and always to be open to a new approach. Please do your best to get your Associate and yourself along to make this a success.

Enjoy the rest of the summer,
Cheers

John

PS That's me on the front left bike in the picture>

D.A.M. Diary.

August

Mon. 13th August Monthly Meeting.

Guest Speaker;

A presentation by Peter Gray - Africa with Charlie Borman

September

Mon. 10th September Monthly Meeting

Associates Night - if you have an Associate make a special effort to get them to September Club Night

we'll be having an open discussion on 'the System - Information phase'

And so on

October Mon 8th

November Mon. 12th

December Mon. 10th



**Sign on Brenner Pass:
Give your guardian
angel a chance!!**

**D.A.M. Good advice:
It is unwise to ride
faster than your
guardian angel can fly!**





Great News !!!



Last week I received a phone call from Pauline, of Lichfield. Pauline told me that Paul had been admitted to Queens Medical Centre hospital and had had a successful kidney transplant . I spoke to her today and heard that Paul is well and truly on the mend, the kidney has taken, is functioning and he has not had need of dialysis since.

I know all will join me me wishing Paul the speediest recovery and look forward to seeing him “back in the saddle”!!

If his healing progress is as quick as his riding it won't be long before we see him out on his faithful steed and ready for a French Trip.

Mike Fourie
Editor

Tour de Northumberland, and how to park on soft ground

It was a spur-of-the-moment decision, but an inspired one: we took the bike for a few days to Northumberland. Mind you, we did have some second thoughts on the way up, as we were skirting all those poodles in the road (it was raining cats and dogs at the time). However, the sun was shining on our enterprise as we arrived, and we set about enjoying ourselves. Northumberland is fantastic riding country. If you like your roads with a bit of a twist in them, then be content: around Morpeth, Rothbury and Alwick there more corners than you can shake a stick at. There is scarcely a better place for polishing your vanishing points. It was a time for considerable judgement though: do you swan it swiftly through the lakes along the road or do you chicken it slowly around the edges? Me, I chickened, mostly. You don't want to hit the flock of sheep spread across the road, nor the shepherd looking after them on his bicycle. What did we go to see?



Cragside is now a National Trust property, but it was formerly the home of William Armstrong, a Victorian magnate who started off as a solicitor and then found that an interest in science was where the money lay. He harnessed hydraulic power to drive almost all the dockside cranes in Newcastle, and then went on to build heavy guns for battleships. He

also provided the lifting power for Tower Bridge. With the money coming in he built the most amazing house, set in the most amazing grounds. The house was lit, first by arc lights, then by his friend Swan's new-fangled electric light bulbs, all powered by the first hydroelectric power station in the world. The lift in the house, though, works not on electricity but by the same hydraulic engineering as the dock cranes.

The next day we went to **Alwick Castle.**



Now if you only visit one castle in your life, that castle has to be Alwick. It has a military history dating back to the Middle Ages .



On the other hand the glories of the interior furnishing outdo the finest of Chatsworth, Kedleston and all the stately homes of the Midlands combined. And, of course, it was where Harry Potter learned to fly a broomstick.

Rosalind and I performed our now routine striptease, with the protective gear going into the Pacsafe bag, to reveal the underlying casual clothes.



We spent a whole day in the castle and its grounds, and in the new Alwick Garden.

We stayed at Spylaw (<http://www.spylaw.org.uk/>),



which was not so much bed and breakfast as Seriously Good Bed and Breakfast. On arriving you are first introduced to the smallholding's sheep, turkeys, chickens, bees and vegetable patch. (The pigs are elsewhere.) At Breakfast, you savour the flavour of the locally smoked Craster kipper, every bit as good as its Manx cousin and twice the size (or else you opt for eggs Florentine or sausages from their own pigs). They do dinners, too, at which point you realize that the vegetables and fruit in the evening have the taste of having been the ones that were in the garden until that morning.

...and on to "How to park on soft ground!"

From the biker's point of view, they are very welcoming, and even have a drying room to deal with the wet gear. The only snag is the parking, which is on deep gravel. As I ride a heavy tourer, this is becoming a regular problem for me. OK, you can always put a stiff pad under the side-stand, but how do you position the pad under the stand before you get off the bike, and, when you ride away, how do you pick the pad up again?

These pictures show my solution:-



The problem to which I have given considerable thought.

1. You start with a pad, to which is fixed a clip made of piano wire bent into a particular shape to accommodate the button of an extending radio aerial.



On my K1300GT the pad and the collapsed aerial reside in the locker in the fairing.



Before I let the bike lean over I assemble the pad to the extended rod, drop it to the ground and manoeuvre it into place under the side stand.

When it is time to leave.. I reverse the process.. Extend the aerial, hook the pad; replace it in the fairing locker.

Job done !!!

Check mirrors and ride away.

Article and photos contributed by;

Peter Harris.

News from Motorcycle Action Group.

These guys toil tirelessly for the rest of us motorcyclists.

They are at the forefront of any and all the action to slow the inevitable blocks governments seem to be putting in the path of motorcycling.

Subject: [mag-uk-activists-list] Postponing changes in France.

The French Group can relax for a couple of months!! Or go before November!!

It would appear, as we said earlier, that much of the French Road safety plan as proposed by the previous French Government is now under review. The latest news is that the compulsory carrying of breathalyzers which should have been introduced on July 1st and resulted in an 11 euro fine, has been postponed until November due to lack of availability of the product.

I have not confirmed this with FFMC in France (MAG's sister organisation) but hope to soon.

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Paddy Tyson Campaigns Coordinator Motorcycle Action Group www.mag-uk.org 01926 844064

Hein Gericke (UK) go bust.

We've just heard that another titan of the British motorcycle industry has gone bust. Hein Gericke (UK), whose head office is in Harrogate, saw Moorfields Corporate Recovery move in as administrators yesterday. Moorfields are hoping to sell the company, which is separate from the German parent, but which last year lost £1.3 million. At this stage it's not certain what will happen to the 49 stores that exist in the UK and of course the staff employed who make their living from motorcycling.

The wider economic conditions aside, one must ask how the fall in those accessing motorcycling through our new convoluted testing and training regime may have contributed to this. It was at the start of the summer that the George White chain of shops closed and the end of last year when that other famous brand, Frank Thomas, folded.--

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EU Super-MoT plans unveiled

For more than a year, MAG has been warning that the EU wanted to replace our current MoT test with something that could be more complex, more expensive and which may further restrict the rider's ability to modify their bike or trike. We've also been asking whether these ideas will make a significant difference, and whether they can be justified ('thanks' to everyone who supported Jon Strong's complaint to the European Ombudsman).

Now that the proposed EU Regulation on 'Road Worthiness Testing' (RWT) has been published, we can start to see what we are really faced with and big changes are on the way:

- • noise levels tested with a meter (done by ear in the bike MoT)
- • pollution tested with a gas analyser or data from On-Board Diagnostic devices (not in the bike MoT)
- • compliance with EU Type-Approval to be checked, ie; 'Illegal power-train modification', (the MoT looks at UK construction and use regulations)
- • brake fluid water content / boiling point analysed (not in the bike MoT)
- • anti-theft devices tested (not in the bike MoT)
- • re-test when the registered keeper changes, or after modification to safety / environmental systems and components, or after serious damage (these will be decisions for the UK authorities)
- • dangerous faults will result in the vehicle's registration being revoked until it passes the test (currently, such vehicles just can't be driven on the road)
- • information about each vehicle to be gathered by EU linking the databases held by national governments and manufacturers (depending on the results of a feasibility study)
- expect the new test around 2016 (we'll keep you posted)

RWT certificates would contain new information, such as;

- • boil temperature / water-content of the brake fluid
- • brake forces and efficiency for each wheel
- exhaust emissions

Countries with more stringent road worthiness requirements than the Commission proposes, may keep them. For example, it seems likely that the UK would keep to annual testing (which is more frequent than the EU proposes).

The Regulation says "The goal of road worthiness testing is to check the functionality of safety components, the environmental performance and the compliance of a vehicle with its approval" - which ties-in neatly to anti-tampering/modification, which is the other Regulation (COM(2010)542) we are working on at the moment.

In essence, the RWT covers the similar items to our MoT: Identification of the vehicle; Braking equipment; Steering; Visibility; Lighting, horn, etc.; Axles, wheels, tyres, suspension; Chassis and attachments; Nuisance (noise and pollution)

However, RWT will treat pass/fail differently;

If '**Minor**' deficiencies (ie; no significant effect on the safety of the vehicle, etc.) are all that's found, the registered keeper of the vehicle will have to rectify the problem(s) 'without delay', but the vehicle may not need a re-test (this would be a decision for the UK authorities).

'**Major**' deficiencies (ie; may prejudice the safety of the vehicle or put other road users at risk, etc.) could still see vehicles continue to be used for up to 6 weeks before undergoing another test.

'**Dangerous**' deficiencies (ie; posing direct and immediate risk to road safety such that the vehicle may not be used on the road under any circumstances), would mean the vehicle registration is withdrawn until a road worthiness certificate is issued.

Some EU countries have never tested bike road worthiness; conversely the German 'TuV' test is linked to the vehicle's registration papers, listing any modifications and after-market components on the vehicle, type-approved of course, to be checked at the test.

The Commission estimates that RWT in all member states will reduce casualties by 8%, but this figure seems very high compared to findings from various EU countries.

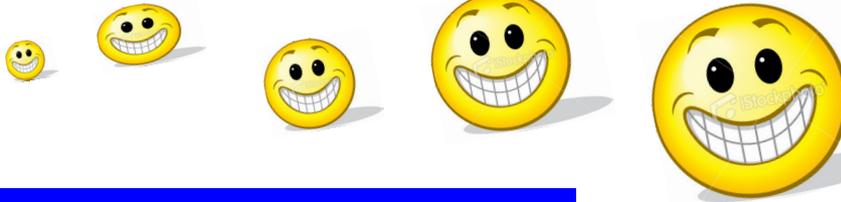
FEMA and many of its member organisations question whether RWT will make much difference to safety and a day of action is being planned for September.

Our National Committee is giving careful consideration to MAG's policy on RWT, which will form the basis for our campaigning with riders, media, politicians and officials.

MAG predicted that, although the Commission might concentrate on making sure all EU member states have at least a basic road worthiness test, they like to aim high and we might get something more like the German TuV test, rather than the UK's MoT. We also predicted it would be linked to the new EU Type-Approval Regulation to control any changes to the power-train, etc.

Some scoffed, accusing MAG of deliberately scaremongering – judge for yourself, the official documents can be found on the EU website:

http://ec.europa.eu/transport/road_safety/events-archive/2012_07_13_press_release_en.htm



Police Dog On Disco Duty

