

# D.A.M. RIDER NEWS

## Derby Advanced Motorcyclists

### D.A.M. Diary.

Forthcoming Meetings

11th June Group Meeting.

9th July Group Meeting.

### **In This Issue:-**

**Chairman's Chat.**

**Meet the Boys.**

**Skills Day.**

**Slow Riding in Redditch.**

**Bikers and Traffic.**

**Defensive Riding.**

**Smile.**



## Summer 2012

### Chairmans' Chat



It's that time of year again. The TT is upon us and so, as I write this months chat, I'm running through my check list ready to depart for the Island. This will be my 5th year, not many by some standards. I've come across those that have been going for 30 or more years! I'm just a late developer. I marshal when I'm there. Well, if you're going to stand by the track all day you may as well do something

useful. This year, the same as last year, I'm at the 32nd milestone or 'Dukes' as it has been named. I do the Deputy Sector Marshal's job. Apparently I'm one of the few off Island DSMs. Which tells you just what a desolate place the 32nd is. Stuck between Brandywell and Windy Corner, no one else wants the job!

For those who are not familiar with the TT, racing takes place on the Saturday, Monday, Wednesday and Friday. One reason for this is that if one day gets rained off the racing will be moved to the next day. On the non race days there are bike meets at Peel and Laxey, 1/8th mile sprints along Ramsey Peer, Sand Racing at Peel beach, lots of Vintage bike stuff going on and so on. Every evening is party time somewhere! And, of course, the 'TT Course' is just a road and you can ride around as many times as you like. National Speed Limit is 'No Limit' on the Island, great fun, especially over the Moun-

tain, which is one way traffic during the TT period.

Trouble is it just doesn't last long, and will be all over by the time we have our next meeting.

Which seamlessly moves me on to my next topic. The next meeting will be addressed by the Derbyshire Road Safety Partnership so should be worth the trip. One of my aims this year is to get more people to our meetings, especially Associates. If we don't nudge our associates to attend whilst they are training, then I believe that the chances of them continuing to be involved after they've qualified is pretty slim. Why not arrange a training ride to finish at the Wilmot ready for the meeting. If we don't get some of the new guys (especially the younger ones) involved in the club then, in the long term there will be no club!

*John.*

Hi D.A.M. Members, Associates and Friends,

Thank you to those who have sent in contributions for this new letter. I hope the others will find the articles interesting. However we need contributions every month. By the time you read this the 2012 days will soon be shortening, the summer will be almost half way behind us. We have however had some really good weather and most of you will hopefully have put a few miles on the bikes. If not why do you keep it. You have to tax it; insure it; even if you don't ride it it will need an occasional service AND a MOT every year. Add all these items up and divide by your annual mileage and what do you get? The lower your annual mileage the higher your "cost per mile"!!

My point is . . . . One member did an I.A.M. Skills day and wrote about it.

You must all have done some miles, been on a ride-out, gone to Matlock or similar or even been on a bike holiday!! How about a line or two and a photo.

Cheers, Mike F.



# TEST and GUIDANCE



**Mike Barker. Married to Karen. Our Birmingham Boy. Born, brought up and educated in Birmingham. After school Mike did his apprenticeship with Austin-Rover. Mike is now an engineer with Rofin-Baasel installing, and servicing laser cutting equipment.**

**Mike started biking when his wife Karen passed her test and bought a bike to get to work. Mike "borrowed" it at weekends.**

**First bike: When he was about 30 Mike saw a bike, fancied it, took and passed his test and bought it. It was a Honda VF500 which they shared.**

**Subsequent bikes; CX500, VFR750; CBR1000; CBR600.**

**Current bike Honda Blackbird.**

**When and why did he join I.A.M. / D.A.M. When he overcooked it on a bend, dumped Karen off the back, which didn't impress her, he decided he needed a bit of rider training.**

**Joined D.A.M in 1993, passed advanced test in '94.**

**Just then D.A.M. went through some turmoil; several left including observers etc which left Mike "in charge" of Training. He took his Senior Observers Test and took on the role of Chief Observer which he has successfully handled ever since.**



**Tony Grimshaw. Married to Dorothy. Born in Hull but grew up in Nottinghamshire. Widely known as Mr Grumpy he now lives in Gotham, Notts. After school he joined Clifton Colliery as a Mechanical Engineering apprentice .**

**Once completed he joined B.T. where he retrained as an Electrical Engineer and worked for them for 30 years until he retired. Since then he has been doing some self employed contract work for B.T. and other firms in the Nottingham district.**

**Started biking when he when he commuted to college.**

**First real bike was a Francis-Barnett 250 although he often rode his pal's Bonneville.**

**At this point he realised he really wanted a car.**

**When he was about 40 he decided to try a bike again. Bought a BMW R1100RS. This was followed by a series of Triumphs. 1200 Trophy; Red Daytona then a black Daytona Special Edition, which he rode for 10 yrs**

**Current bike Blue Triumph S.T.**

**In 1996 Tony joined I.A.M. / D.A.M. and passed his test that same year.**

**He is now a Senior Observer and assists Mike with all the raining in the group. Tony is very active with the Police Bike safe programme and was a founder member of the Derby Bloodbike Service.**

# Silverstone Skills Day.....

**WOW,** *When is the next one??*



## Five am? What the...?

Oh yeah. I remember – I'm off to Silverstone today. Two weeks before, I was surprised by my husband when he told me he had booked me onto the IAM skills day, taking place on the Stowe circuit at Silverstone. So, at this unearthly hour, I set off with full tank, tyre-pressures checked and plenty of packed lunch in my tail pack. It's a freezing cold morning but I'm sure it's going to be worth it. I started biking two years ago and shortly after passing the test, joined Derby Advanced Motorcyclists. Under the watchful (and very patient) eye of Tony Grimshaw, I was somehow given member status. I ride my 650 V-twin Suzuki Gladius (Gladys) most days, mainly for commuting, but always feel I could improve further, as though I've reached a plateau. I don't think I tip the bike over far enough in corners, braking could be more positive and generally, I don't think I fully explore what the bike can do. But that's a bit tricky when at the back of your mind, you think there could be a tractor around the next bend or someone driving on the wrong side of the road... That's why the skills day is great. A bunch of like-minded people, all on the track for the first time, improving their skills

and confidence on a track, without having to worry about myopic car drivers, piles of grit, potholes or anything else that gets in our way.

After the safely briefing, we divide into teams - those feeling the most confident, to those of us feeling a bit more timid.

There were only six in my team so there was plenty of opportunity to quiz the instructor and he had chance to watch our riding individually and offer feedback. The day was really well organised with each team rotating around a set timetable, allowing plenty of track time divided up with tutorials. There was no getting bored in the classroom or bozz-eyed from circling the track because each stint was timed brilliantly with chance to grab a brew in between.

Each tutorial had a theme – principles which we all know from our IAM training – positioning, gears, braking, acceleration sense, and safe overtaking. The speaker, Phil Gardener, was brilliant; full of knowledge and passion for his subject. He introduced each theme to make us think about what we were going to do on the track but also made it relevant for day-to-day road riding. The initial few laps were spent following the instructor, getting a feel for the track and how to position for the bends. Cones had been laid out in strategic spots to guide us when best to turn in. After a classroom session it was our turn to be followed by the instructor and the pace picked up a little. We put into practice each item we had been taught in the previous lesson and slowly but surely, I felt things were improving (except maybe the session before lunch because I'm not very

good when I'm hungry!)

By the end of the day, I was cornering more positively, braking a bit later but more confidently and accelerating out of the bends. I even managed a couple of overtakes! I felt better leaning the bike over more and got my knee out, (out – not down!) There were people of all ages and lots of ladies. Some people had very little experience, others had toured places like India and the States.



There were sports bikes, big touring bikes, little naked bikes like Gladys and even a cruiser blatting around the track. Everyone seemed to get a lot out of the day and it was smiling faces all round.

I would highly recommend the skills day: There are always ways we can improve and it's a great chance to share experience, concerns and iron out any niggles. I went to Silverstone feeling slightly apprehensive that I would be riding with a bunch of men on big fast bikes and generally getting in the way, but everyone got on well, those that wanted to ride fast got the opportunity and overtook safely and at no point did I feel pressurised or intimidated. The only thing that let the day down was the torrential downpour thirty minutes from home followed by snow. Right, so when's the next skills day?...

*Joanne Brooks*

## Slow Riding Day



The Redditch Advanced Motorcyclists Group, I can truthfully say, know a thing or two about organizing a good event. I was there for one. To be precise, this was the Slow Riding Course which they set up recently for the benefit of themselves and any Region 3 members who wished to join in. For giving up a £5 note, a day's practical training plus free entry to the Motor Heritage Museum in Gaydon? It sounded almost too good to be true. The weather was too good to be true as well. We assembled first for a briefing, and were split into two groups on the grounds of previous experience (some say bravery). One group went straight to the courses between bollards laid out by the marshals in the car park in front of the museum while the other group stayed for a talk on roadcraft in the wet. Half-way through the morning the groups swapped over. Your correspondent went with the first outside group. We watched first as the Redditch master rider described some improbable angles on a Pan European as he rode improbably slowly round some improbably tortuous bollarded arrangements. Then he explained to us how easy it was.

### The theory of slow riding

Bike engines have little torque at idling speed, so you have to bring up the revs and dip the clutch to the bite point. The throttle keeps the revs constant, the clutch feeds just that little bit to the transmission, and control of the forward motion is transferred to the back brake, which you push slightly to slow down even further and release slightly to speed up a bit. Easy really.

### The practice of slow riding

All you had to do, then, was to keep the revs up with the right hand, the back brake down with the right foot, the clutch dipped to the bite point with the right hand, and the handlebars pinned to the stops with any limbs you've got left over and away you go round any sort of corner. Well, sort of. Have you got a limb left to stop you falling over? The important bit, of course, is that the revs stay steady, that the clutch stays at the bite point (that's the bit I find the most difficult) and that the back brake then becomes the speed control (and that the bike stays off the ground, of course).

Another interesting demonstration followed. A Fireblade was wheeled round half a circle held fully upright. Then it was leaned over and wheeled round another half circle. A tape measure was produced to prove that leaning the bike reduced the turning circle considerably, by nearly 1 meter, in fact. Our instructor accordingly emphasized that leaning the bike did make it easier to get round a tight corner. The slight problem with this, of course, is that if you lean the bike at low speeds, you fall over, so the suggestion was that the rider sat up with the bike leaning beneath him. I fully agree with the theory, but I'm afraid that with my heavy bike that's a step too far. It might be what the stunt riders do, but I didn't see anyone else try that either.

Anyway, it was time for the practical. We had to wear helmets and gloves, but jackets were regarded as optional in the heat (did I mention it was an incredibly hot day?) The first task was a slalom between cones, the next a tight figure of eight, the third a more complex course. I was pleased to complete all those without putting a foot down or dropping the bike (yes, there was one unfortunate), but I was severely rebuked for not keeping the revs up consistently and for an uneven pressure on the brake.

By this time, it was getting distinctly warm, so we abandoned the field to the other group and went for the presentation on roadcraft in the wet. It was an OK runthrough of applying the System, but I thought it could have dealt with the topic of standing water rather more effectively.

Then it was lunch, and time to visit the museum. I found a Rover 75 to match my first car, which was a 1939 Rover 10, and also a match for the Triumph Vitesse which came later. I found only one motorcycle, which also claimed the name of Rover. Further research revealed that the Rover car company actually began by manufacturing motorcycles. You learn something new every day.

For the afternoon, we were offered the same targets as the morning, plus a new more complicated slalom sequence. Your correspondent has to admit that, although he managed all the morning exercises satisfactorily, one of the gates in the afternoon slalom was just that bit too much. It was getting extraordinarily hot by this time, so I went back to the easier exercises to cool down.

It was a wonderful day and I learned a lot. Further practice definitely necessary, but I hope to prevail on fellow club members to join me one day in tight turns round the traffic cones.

## Commuting by motorcycle: benefits for cars.

With acknowledgement to The Daily Telegraph and Kevin Ash.



A new study shows motorcyclists are doing drivers a favour in rush hour. Motorcycle riders don't just save themselves time and money, they do the same for car drivers, and they also help to reduce the emissions of cars.

That's the conclusion of a major new study by TML, a Belgian transport specialist. The research centred on a study of motorway traffic flow from Leuven, 10 miles to the west of Brussels, into the Belgian capital focusing on traffic build-up during rush-hour periods.

The study's aim was to look at the effect on traffic flow and congestion of some commuters changing from cars to motorcycles. Interestingly, some of the consequences were dramatic for all road users, not just the commuters who made the switch to two wheels. Existing traffic flow was analysed thoroughly beforehand, using data taken from seven sites on the route, each site being a junction with six sensors monitoring traffic in both directions on the main carriageway and at the exits. Information from the sites was gathered at five-minute intervals around the clock through May last year.

The typical traffic patterns won't surprise anyone: the intensity increased strongly between 5am and 7am, with queues starting to form at 6.45am and continuing until about 9am. In other words, the morning rush hour took place from 6.30am to 9.30am, much the same as in any European town or city. At the 7.50am peak, the journey on the 8.5-mile stretch of motorway takes

14 minutes longer than at 6.40am, a big and wearily familiar increase when you consider the same journey takes only eight minutes in free-flowing traffic. This real-world information was then used to calibrate a sophisticated traffic-modeling system called the Link Transmission Model. TML found that inputting the real data produced simulated traffic patterns very similar to the observed ones, including the same increase in travel times, confirming the accuracy of the model.

TML then quantified the congestion by converting it to "lost vehicle hours" (the time wasted per vehicle occupant because of congestion), in this case amounting to 1,925 hours in a single morning rush-hour period. This is where motorcycle behaviour comes into play: in free-flowing traffic a motorcycle uses the same space on the road as a car, just another slot in a line of traffic, but as the density increases, motorcycles start to use less and less space, eventually disappearing altogether between the traffic queues. The study expresses this as a Passenger Car Equivalent space, or PCE.

On an open road a motorcycle has the same value as a car, 1, but as the traffic comes to a standstill it drops to 0, where the bikes are filtering through stationary cars and in effect using no road space, or at least none that's contributing to congestion. It's a variable that has some major knock on effects.

Satisfied that the model reflected the real world accurately and the PCE value for motorcycles was accurate, TML next looked at the consequences on traffic flow of one in 10 car drivers switching to motorcycles: The results were astonishing. The travel time for the remaining 90 per cent of car drivers at the 7.50am peak increased by just six minutes instead of 14, while the queues started later and dissipated sooner.

With a tenth of car drivers now using motorcycles, the main queue is gone by 8.30am instead of 9.10am, while the number of "lost vehicle hours" decreases by 63 per cent to 706.

The individuals making the switch, of course, would enjoy even faster journey times once the queues start to form, but they would also be helping their fellow commuters.

The environment benefits too. The effect on emissions assumes that car drivers would change to 250cc commuter bikes, which produce 21 per cent less emissions than cars. But this alone resulted in a fall of only one per cent in emissions - a greater fall of five per cent came from the improved traffic flow.

In other words, car emissions fell because they were not stuck in traffic jams for so long.

The fuel economy of cars also improved, but the study concludes the biggest benefit to the remaining car users is one of time. Even with a 40 per cent reduction in lost traffic hours, across Belgium a saving of 15,000 lost vehicle hours per day would be made. Applying TML's figure of £19 per hour per vehicle time value, that comes to a total of £280,000 per day saving for car drivers.

In the UK that saving would be much greater. So those bike riders wriggling past you in the traffic are not only saving themselves time and money, they're also saving it for car drivers, as well as cutting emissions.

Move over and let them through, or better still, get on a bike yourself. You'll arrive at your destination sooner, and less stressed.

*Contributed by*

*John.*

## Tips for riding in traffic

Getting started riding a bike can be very nerve wracking, especially for young riders. Lots of young riders find themselves unsure when they first start out. Mastering the open road is pretty straightforward, but for many, riding through traffic in town can be pretty harrowing. Here are some basic tips for riding in traffic.

## Keep Your Brakes Covered

You never know when you will need to stop when you're riding through traffic and often, you will have very little warning! Keep one or two fingers on the brake lever, ready to go. Keep your toe near the brake pedal as well, on the alert for when you might need to stop. This is something you should do all the time while you're in traffic, not just when you're learning to ride. This is just good, **defensive riding**.

## Anticipate

Watch the cars around you, especially the one right in front of you. Watch the driver and see where he's looking. Check the mirrors of the car in front of you as well. The driver might not check his mirrors before he makes an unanticipated move, but if he does, you'll see him either check his mirrors or move his head.

## Be Big

You want to be noticed when you're on the road. This is especially important young riders, who typically ride smaller bikes. You don't want to slink off to the side and try to stay out of everyone's way. You want to be a presence on the road. Wear loud colours. Put your high beams on all the time. Go so far as to rev your engine every now and then - not to be obnoxious, but to let people who might not be paying too much attention know you're there.

(Some of this might not be I.A.M. approved)

## Scan

You want to scan your instruments, your mirrors, your blind spots, and the rest of the road on a regular basis. It is easy to get hypnotized by the road, or to get fixated on watching the guy ahead of you. Actively press yourself to scan the entire area, starting with your bike and working your way around the area. Take a look at your blind spots on a regular basis. Take note of the cars around you. Notice when they turn off and who comes in to take their place.

## Plan Your Escape

Always be aware of your cop-out when you're riding in traffic. Do not let yourself get in a situation where you don't have at least two ways out - and know what they are! It can be easy, when you're riding in traffic, to get caught in a situation before you know it's happening. Try to stay alert and to be aware. Actively talk through (in your head) two ways out of where ever you are.

## Watch the Road

As if you don't have enough to do already, you do need to pay careful attention to the road in front of you. Watch for anything that's slippery, such as oil or antifreeze. If you see any suspicious patch up ahead, do your best to avoid it. Be aware of the type of road you're riding on, concrete or asphalt. Look for cracks or potholes and avoid them as well.

Learning to be a defensive rider on a bike is one of the most important skills you can master. This is especially important when you're driving in heavy traffic.

**Be cautious, be safe, and stay alive.**

**Back Page.**



**Smile..**

When a man talks dirty to a woman its considered sexual harassment.

When a woman talks dirty to a man its £2.50/min (charges may vary).

**Just booked a table for Valentine's Day for me and the wife. Bound to end in tears though - she's useless at snooker.**

Carnation Milk is Best of All.

A little old lady from Wisconsin had worked in and around her family dairy farms since she was old enough to walk, with hours of hard work and little compensation.

When canned Carnation Milk became available in grocery stores in the 1940s, she read an advertisement offering \$5,000 for the best slogan.

The producers wanted a rhyme beginning With 'Carnation Milk is best of all.'

She thought to herself, I know everything there is to know about milk and dairy farms. I can do this! She sent in her entry, and several weeks later, a black car pulled up in front of her house.

A large man got out, knocked on her door and said, "Ma'am,.....The president of Carnation milk absolutely LOVED your entry.....So much, in fact, that we are here to award you \$1,000 even though we will not be able to use it for our advertisements!"

He did, however, have one printed up to hang on his office wall.

(Here it is:)

**Carnation Milk is best of all,  
No tits to pull, no hay to haul,  
No buckets to wash, no shit to haul,  
Just punch a hole in the Son-of-a-Bitch**



For Triumph lovers and any other bikers with an interest in fast motorcycles follow this link for more info on the Gyronaut X-1

<http://cr4.globalspec.com/blogentry/19932/Gyronaut-X-1-Goes-Under-Restoration?frmtrk=cr4digest>