

D.A.M. Biker News



November / December 2011

For members and friends of Derbyshire Advanced Motorcyclists.

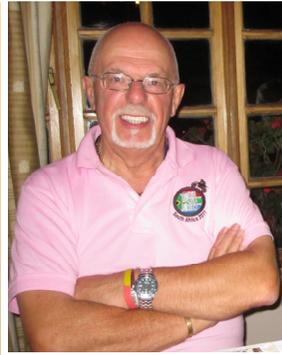
I.A.M. Group no.3146

Registered Charity no. 1049060

Monthly Meetings 7.30 p.m. on the second Monday of every month at:-

The Wilmot Arms ,49 Derby Road, Borrowash, Derby, DE72 3HA

Chair Chat October 2011.



My first duty in this edition of the newsletter is to pass on to Paul Simpson the condolences of the club for the sad and tragic loss of his wife Caroline. Paul is a stalwart member of our club and Caroline was a passionate supporter always at Paul's side on meeting nights, she will be sadly missed and I am sure that we will all as members of Derby club be there to give Paul any support we can in his loss. My thanks go to all those members who attended Caroline's funeral I am sure your presence was very much appreciated by Paul. Paul is not only an observer with us but an active member of the committee forming the Derby Blood bike service, it was his wish that any donations go helping the formation of the group and I again am sure that if any member wishes to make a donation in Caroline's memory it will be very gratefully received. After much debate amongst members of the committee and club it has been decided to change the venue of our meetings,

**From January 9th 2012 new venue:
The Wilmot Arms,
49 Derby Road, Borrowash,
Derby, DE72 3HA.**

The meeting night will remain the same as before being the second Monday of every month commencing at 8pm.

The success rate for 2011 has continued from last year and to date we have had 18 passes in the year with quite a few more associates approaching test standard so I very much hope that we can break 20 again this year.

The October meeting was well supported when John Knox gave an extremely interesting talk about his trip to Morocco this was backed up by Peter Harris updating all on the slow riding competition held in the West Midlands. Again I would appeal for any member with a friend or contact that has an interesting journey or subject to talk about to contact me and we will be only too pleased to fit them into our programme.

As winter now approaches with its icy and wet roads and dark mornings and evenings it is the time for additional care, so for those who can remember the words of the sergeant in Hill Street Blues "Lets be careful out there".

Ride Safe,

Graeme.

P.S.

A cold hamburger can be reheated quite nicely by strapping it to an exhaust pipe and riding forty miles.

Never do less than forty miles before that warmed up breakfast.

Talking about breakfast. Bacon and eggs in Namibiawonderful.



***Graeme; Tony; Mike; John K.; John M; Andy.
In Namibia.***

Editor's Note.

Graeme Willett, Tony Ellis, Mike Fourie, John Knox. John May. and Andy Marshall recently did a dream tour of South Africa and Namibia.

Get the story by visiting the blog.

<http://motofile.blogspot.com/>

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.

D.A.M. Calendar

November 14th

November Club Night. Meadows Inn, Derby.

December 12th

December Club Night. Meadows Inn, Derby.

December. 10th

D.A.M. Christmas Toy Run. (John Lloyd.)

We will have our 2011 D.A.M. Toy Run on Saturday

Usual meeting place: 9.45 a.m. at Little Chef, Little Eaton.

Fancy dress and decorated bikes add to the festive fun.

Come laden with gifts. The best are soft toys; books and crayons and games.

Christmas wrapped, labelled indicating if for a boy or girl and approximate age please.

January 9th.

Please note new venue:-

Same time DIFFERENT place!!

The Wilmot Arms ,49 Derby Road, Borrowash, Derby, DE72 3HA.

D.A.M. Bulletin Board

1. As of January 9th 2012 DAM will move to the Wilmot Arms at Borrowash ... same time 20:00 hrs ... same day and frequency ... map and website attached ...
2. John Lloyd has requested that he will need input for group runs and chip shop runs by next April or he will be finishing organising same.
3. Attendees of group runs for Derbyshire Advanced Motorcyclists must be members of the IAM and DAM.
This is to comply with the insurance organised by the IAM.
Pillion passengers can attend but please register them as FRIENDS with the Membership Secretary for their first outing.
email : DAMMembershipSecretary@derbyam.org.uk or tel : 07757 082037.
4. From Alby White ... please find enclosed the Link to the photo's from the Air Ambulance Charity Run 2011

<http://photobucket.com/skeggy2011>

5. Dear FairFuelUK Supporter,

We need to get 100,000 signatures on the Govt Petition site to force MPs and Ministers to face up to the on going crisis of petrol and diesel prices. Getting the 100,000 really matters. Under new Government rules, getting this number of signatures means that the issue will be have to be debated in Parliament.

We currently have just over 67,000 signatures. If you have already signed this vital Government ePetition, please accept our thanks. If you haven't signed, please do so now. To have the most impact, we need to have the 100,000 before the politicians go the various Party conferences at the end of September.

Please note, this ePetition is on the Government's official site. It is different from the FairFuelUK.com ePetition that you may have signed some time ago. **The easiest way to sign is to follow this link <http://www.bit.ly/FFUK-Gov>**

Whether you have signed in the past, or are just about to sign now, please forward this email to at least a handful of your family, friends or contacts. By that means, our message will reach more people. FairFuelUK is backed by the RAC, and the two bodies that represent Britain's hard pressed road freight companies, the Freight Transport Association and the Road Haulage Association. Most importantly, it is backed by over 180,000 members of the public.

We have been working hard over the summer. We will have much to tell you about in the coming weeks. However, for now, the priority is to reach the 100,000 on <http://www.bit.ly/FFUK-Gov>

Together, we can do this....

Kind regards,

The FairFuelUK Team

Ride Safe,

Mick Ford

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.



Merry Christmas and a Happy New Year.

Chairman Graeme and your committee wish all the members and families a very Merry Christmas and a Happy and Safe year ahead.

Mike F.,

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.

Where we've been
Black Mountain, South Wales

Let's get it straight from the start, this is a fantastic road, but not in the sense of elbow-down 90-mph sweeping curves. It is one for the leisurely pillion-and-pannier-laden ride out to some fabulous scenery, and one for testing your skills in other ways – see later. You do, of course, have to wait for one of those days when the sky is as green as the grass is blue (or possibly the other way round) and the white fluffy clouds above match the hite fluffy sheep below.

The road starts at the Skirrid Inn, Wales' oldest inn, boasting probably Wales' dirtiest inn sign.



Just north of Abergavenny on the A465, look out for the sign for Llanvihangel Crucorney (yes, really) and pause in front of the inn for a moment of refreshment.

Next, turn left out of the inn, and take the first left turn, where the fun begins.

One gathers early on that this is going to be a single-track road with passing places, but who cares?

This is the valley between the Brecon Beacons on the left and Black Mountain on the right, and every turn is so pretty I want to get off and take pictures.



Mind you, the realisation dawns that there are farms along here, and there are going to be tractors coming at you regularly. Being prepared to put a foot down is one thing, but it's a very heavy bike I'm riding (no mention of the weight of the wife, but this was after a long weekend party), and two feet down are safer.



This demands a certain finesse with the slow-riding technique.

After a while we leave the valley and start winding up through the woods.

The road becomes even narrower and more twisty, the sign being an accurate indication of the twistiness.



At this point you also become aware that this is also a National Cycle Route, and pushbikes will be whizzing down at you.

For the next couple of miles, the ride is only to be described as technical, very slow, uphill, visibility limited, and prepare to stop at any moment.

Near the top the view opens up spectacularly, and from the summit you can look over several counties. On the other side is an easy ride down into Hay on Wye, that haven for book-lovers and another good spot for refreshment. Do dally and explore – it's a good end to a great ride.

Peter Harris

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.

Observer Training Day
Sutton Coldfield Fire Station
B74 2NT
27 Aug 2011

Dear all,
here I am again at a Region 3 observers' training session, largely organised by the Birmingham crew. This is the second one I have attended, and very good they are too. The format is becoming familiar, with a viewing of a now well-established set of videos outlining the requirements for an observed ride. There is always refreshment available, but on this occasion it was preceded by some quite substantial breakfast. After the theory, the pairing and setting off for observed rides, each of us acting alternately as observer and stooge associate, with a senior observer from another club to see fair play. This meant that each of us got a chance to air our pet theories, so I listened to an explanation from my partner of where I should position myself for a hump-backed bridge and in turn I expounded on how to ride puddles (the senior observer kept tactfully quiet). One of the items in the ensuing round-table discussions was interesting: it was proposed that you could tell a Derby rider from a Birmingham rider because Derby people always put the right foot down and Birmingham riders the left foot. To this I have to say, having practised both and having seen someone fall off because of an unexpected camber at a junction, that both skills are worth acquiring and passing on to associates. To finish off, we went outside to watch John Lickley demonstrate a way to teach slow riding. Last year all that was available was a set of cones in a tight circle, but this year he was demonstrating the weave. None of us was invited to join in, but slow controlled riding is definitely on the agenda, given the insurance reports of an increasing number of bikes dropped from slow speeds.

Regards,
Peter Harris



Congratulations TO Our Recent Test Pass's

Martin Turner.
Mariano Kaminsky.
Lewis Wright.
Tony Barton.
Joanne Lamb.
Richard Liversedge.
Matthew Niven.
Adrian Tranter.
Robin Hatcher.
Linda Bradley.
Bill Bradley.

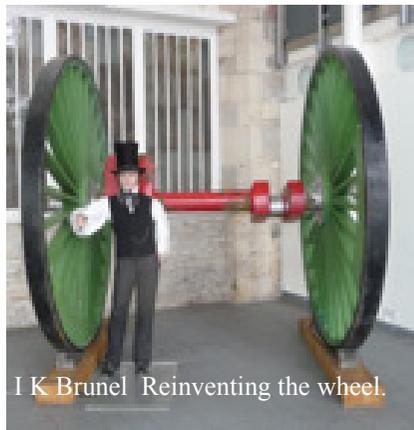
Observer: Graeme Willett.
Observer: Chris Tyler.
Observer: Richard Ballard.
Observer: Gordon Constable.
Observer: Tony Grimshaw.
Observer: Thomas Thorpe.
Observer: Gordon Constable
Observer: Gordon Constable
Observer: Thomas Thorpe.
Observer: Pete Macrorie.
Observer: Pete Macrorie.

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The September Club Run

For the past few years I have been aiming to stretch the distance of the last club run of the year. Last year we did the Anderton boat lift in Cheshire; this year the target was the Great Western Railway Museum in Swindon.

The quickest route there, and the most



I K Brunel Reinventing the wheel.

boring, is by motorway, but we chose a route taking in the A444, the centre of Nuneaton, the Coventry bypass and a back road into Banbury. My original plan was to lunch there and then progress to Swindon, but we got there so early we stopped only for a coffee, with the intention of lunching in the National Trust cafe, conveniently opposite the museum. Banbury was quite crowded with Saturday traffic, but once on our way again we avoided the motorway between Banbury and Oxford by going on a previously researched parallel side-road

through quite pretty Oxfordshire country. Swindon itself was exciting, as navigating the famous Magic Roundabout from satnav instructions is not that simple. Finding directions from the signs is not at all easy anyway, so I was relying on the sweet tones of Lady TomTom. All went well until the last half-mile, when it became apparent that I had put in the postcode of the secretary of the railway museum, rather than that of the car park. If the gadget's a pratnav, then who is the prat? Anyway, we got to our lunch, and then the museum, which is as much a fabulous record of the factory and building conditions as of the finished machines. You will admire the craftsmanship of the joiners who built the wooden carriages as



much as the metal bashers who built the mighty engines, and even the labourers who dug tunnels. As a bonus, John, who used to fire the boilers, gave us a running commentary on the conditions he experi-

enced on the locomotive footplate. A good time was had by all, including the pillion riders, who escaped the museum in favour of the designer outlet next door.

Unfortunately there was no option but



the boring way home, though we did have the bonus of a beautiful sunset on the evening.

Advance Notice: next year I am pondering the Morgan Car factory in Malvern.

Peter Harris

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.

The Region 3 Ashes competition

The inaugural event of this competition took place on 1st October at the National Heritage Motor Centre at Gaydon, Warwickshire, as an effort to bring IAM Region 3 groups together for some friendly serious rivalry, and very good it was, too.

The organisation, largely down to the Birmingham group, involved setting up 4 disciplines for testing, with the participants being involved both individually and as a team. The disciplines were:



Some Team Building.

ef-

go (on a very heavy bike). He didn't put a foot down, but awarded himself 4 other faults. He could not entirely agree that any part of the course was actually kind to heavy bikes.

We can be duly grateful to the organisers, who laid on a splendid competition, and indeed some splendid weather. Thanks also to the Heritage Centre, who loaned the car park area to the IAM for free. I hope this will be the first of many such events. For the next time, as well as wishing ourselves the same splendid weather, perhaps we could wish ourselves a few more spectators, or even a second team?

More pictures of the slow riding course.

I'm thinking of putting the videos up on YouTube.
Peter Harris.



Observed Ride.

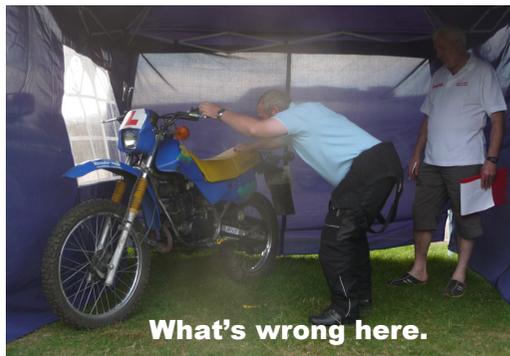
An observed ride,
A multi-choice test, with questions from the Highway Code and Roadcraft,
Checking a bike for faults, and
A slow-riding course

The Derby team comprised Simon Bolton, Matt Lamb, Paul Hopewell, and John Tizzard. Paul was riding his second-choice Deauville, because the Gold Wing had suffered a puncture at the last minute. The team started in finding the machine faults, taking the £50 prize, and did respectably in the other disciplines, coming 4th overall with 1418.5 points, behind

Worcester & Hereford (1463), Birmingham (1463), and Coventry & Warwick (1440).

For your reporter, the most interesting feature was the slow riding course, set round a tight slalom of cones and poles which everyone felt impelled to walk round a few times beforehand. As well as navigating the curves, the test involved riding along a very narrow straight with maximum slowness and also coming to an accurate brief halt without putting a foot down. One or-

claimed that parts of the circuit kinder to heavy bikes and parts kinder to light bikes. Each competitor was allowed a practice followed by 2 marked runs, the counting. Only 4 competitors 28 achieved maximum points. got round with 1 fault, the others with 2 faults each. After the titon, your reporter had one



What's wrong here.

organiser were were com-run best out of Paul ers compe-practice



Walking the course



Off we go.



Half way round.



The end is in sight.

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.

Motorcycle protective clothing – recent research

I have been reading a paper in the journal "Accident Analysis and Prevention" concerning the value of protective clothing. The paper, from Australia, reviewed 212 cases of motorcyclists falling off and related the clothing they were wearing to the severity of their injuries and the likelihood of being admitted to hospital. The use of helmets was noted (yes, there were 3 riders without), but the main interest was in the rest of the protection.

The first clear finding was that there was no protection against fractures, not surprising really, but there was a definite protection against open wounds, and the likelihood of being admitted to hospital went down. Proper motorcycle boots do not matter too much: any boot is better than any trainer or shoe. Body armour in the jacket and trousers gives significant extra protection. This paper claims to be the first to prove this point. However the results did not convince me that wearing a back protector, of whatever kind, provided a useful extra protection, so I shall continue not to bother with one on the road. Although the results are interesting, to the critical eye the numbers are small. However the significance of the results is probably undermined by the shoddy quality of some of the clothing worn.

As an aside, I continue to have an interest in spinal injuries sustained by motorcyclists. Surprisingly, the statistics are rather hard to find, but my impression is that they are actually quite rare. In particular, neck injuries are not common, so the fuss the paramedics make about stabilising necks when removing helmets is probably unjustified. If you find yourself as first on the scene of an accident, and the victim is not breathing, get the helmet off straightaway. He will die sooner from lack of oxygen than from his neck.

Peter Harris

This Month's Joke

A tough looking group of bikers were riding along when they saw a pretty girl about to jump off a bridge so they stopped.

The leader, a big burly man, gets off his bike and says, "What are you doing?"

"I'm going to end it all," she says. While he did not want to appear insensitive, he didn't want to miss an opportunity and he asked, "Well, before you jump, why don't you give me a kiss?"

So she wraps her arms around the big bloke's neck and gives him a long, deep, lingering kiss.

After she's finished, the biker says, "Wow! That was the best kiss I have ever had. That's a real talent you are wasting. You could make someone very happy. Why are you committing suicide?"

"My parents don't like me dressing up like a girl."

Thanks to Carron Holland for this information.

This item reached me too late for anyone to attend the rally on 25th September but I think every biker should read this and be aware of the huge anti-bike politics raging out of our direct line of sight.

A raft of issues emanating from Europe will have a profound effect on riders and the motorcycle industry generally. We must stand up and be heard. Some of these are driven by the EU Commission, like the new Type Approval and Market Surveillance Regulation that will see the introduction of compulsory ABS, the sealing of powertrains from the airbox, through the engine to the final drive (including the diameter and aspect ratio of the rear tyre), restrictions on the after-market industry, possible roadside checks by police or other government agencies to inspect emissions, detect owner 'tuning' and more.

There's EU-funded development of electronics to control and govern speeds through warning systems or, ultimately, actual throttle control.

Ireland plans compulsory, full sleeve day-glo jackets for riders and pillion, France is debating compulsory reflective/day-glo clothing. Will UK insurance companies start saying that because we weren't dressed in day-glo it's our own fault that an inattentive driver drove into us? MAG says the onus should not be on the victim.

France also wants to ban bikes over 7 years old from urban areas for environmental reasons! Their congestion is already terrible and putting more riders into cars that pollute terribly when they are stationary, is bonkers.

Bikes are part of the urban transport solution, not problem.

Enough! There will be a vote by the MEP committee discussing the above Regulation in the autumn. We need them to listen. They're meant to represent us. MAG and many others in the motorcycle community are negotiating hard with our own Government and our European representatives, but in the meantime;

Join us to keep EU Hands Off Biking, it's time for Action now!

On the 25th September you can make your voice heard. Starting from service areas across the country, we all ride at 1pm, 45mph, using the inside lanes and disperse 20 minutes later. Negotiations are ongoing and as citizens we must be considered. This is the first time. Let's show what we could be capable of.

The list of start points is changing all the time, but as of today we can confirm the following,

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.

[British and Irish riders protest as authorities confirm determination to mandate hi-viz clothing for bikers.](#)

The Road Safety Authority in Ireland has confirmed that it intends to make hi-viz clothing compulsory for all motorcyclists from 2014.

The Motorcycle Action Group (UK) requested confirmation yesterday after the RSA told a reporter on Belfast newspaper 'News Letter'; "...at present the RSA's preference is for the voluntary wearing of high visibility jackets rather than compulsion."

This contradicted the RSA's position in the National Motorcycle Safety Action Plan 2010-14 which proposes the introduction of regulations for the mandatory wearing of high visibility upper body clothing with full sleeves for ride and pillion passenger.

Brian Farrell, Communications Manager at the Road Safety Authority, emailed MAG(UK) in response to a request for clarification, saying:

"I can confirm that the RSA has not dropped the position outlined in the Motorcycle Action plan. We do intend to seek to introduce the measure in 2014, subject to consultation with motorcyclists and industry on the most appropriate type of hi-viz material and possible solutions."

MAG(UK)'s General Secretary Nich Brown said:

"Too many riders have been unwilling to believe they will be forced to wear day-glo clothing in the near future. Until now the RSA has soft-pedalled its determination to legislate, but now there is no doubt that the authorities are serious.

Recent research shows drivers who also ride motorcycles watch-out for bikes and are far less likely to collide with them. Commenting, Nich Brown said:

"There are too many collisions between road users of all kinds, the key is to get everyone to look out for each other and to think about who they share the road with. Forced day-glo will simply marginalise riders and let unobservant drivers off the hook. Such a lazy approach to road safety does not deserve to succeed."

MAG(UK) and MAG(Ireland) have organised a co-ordinated protest against proposals for compulsory hi-viz, restrictions on the ability to modify motorcycles to suit their riders, bans on older bikes in cities, and a raft of other measures that will affect biking throughout Europe.

Riders will be gathering at 1pm on Sunday 25th September, starting from more than 100 locations on trunk roads throughout the British Isles they will be riding in convoys to raise awareness of their presence on the road and to demonstrate their opposition to further restrictions on biking.

Map of start points: <http://tinyurl.com/Action-Now-EU-Hands-Off-Biking>

FURTHER INFORMATION:

MAG(UK) tel. +44(0)1926 844064 www.mag-uk.org

MAG(Ireland) tel. +353(0)16020695 www.magireland.org

N.B. !! New meeting venue: The Wilmot Arms, 49 Derby Road, Borrowash, Derby, DE72 3HA.

Euro-Watchdog backs MAG members complaints over EU interference in biking

MAG member Jon Strong has had yet more success in his highly detailed challenge to some of the EU Commission's most lazy assertions about what's good for you and me as riders.

The European Ombudsman (responsible for checking whether the EU is playing the game fairly) recently found that the European Commission unjustifiably refused to answer Jon's queries or to supply official documents relating to a range of issues that will have a big impact on biking, eg; the changes to EU Type Approval, the potential for a Europe-wide Super-MoT test, EU spending on aspects of road safety and development of safety technologies that could threaten biking as we know it.

Now you can do something very simple that will help Jon press his case and shine a spotlight on attempts to steam-roller further restrictions on bike design, modification and use.

ACTION: All that is needed to show the authorities that there is genuine public concern about this, is for enough people reading this article to contact the Ombudsman asking for copies of Jon's original complaint and the supporting documents. That will make sure the complaint won't get buried.

Please quote '**Ref 0875/2011/jf**' in your request just asking for it will have sent the message. Use the contact form on the Ombudsman's website www.ombudsman.europa.eu/shortcuts/contacts.faces Alternatively, send a letter or fax...

Médiateur européen 1 avenue du Président Robert Schuman

CS 30403

F-67001 Strasbourg Cedex

France

Fax: +33 3 88 17 90 62

Why are we asking you to do this..?

There are signs that the Ombudsman isn't yet fully convinced or supportive of Jon's efforts in trying to hold the Commission to account. The Ombudsman did not agree that Jon had tried hard enough to get the Commission to rethink the proposal that motorcycles should be subject to roadside emission spot-checks in future – this seems odd given that it was the Commission who wouldn't respond to Jon's questions.

Since raising these various examples of the Commission not doing its homework before proposing further restrictions on biking, Jon has also asked to be shown the evidence in favour of EU proposals for random/regular roadside inspections of motorcycles and for the Commission to show whether it has properly considered the liberty issues.

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Drafting Guys Over 60

New Direction for any war: Send Service Vets over 60!

This is obviously written by a Former Soldier...

I am over 60 and the Armed Forces thinks I'm too old to track down terrorists.

You can't be older than 42 to join the military. They've got the whole thing ass-backwards.

Instead of sending 18-year olds off to fight, they ought to take us old guys.

You shouldn't be able to join a military unit until you're at least 35.

For starters, researchers say 18-year-olds think about sex every 10 seconds. Old guys only think about sex a couple of times a day, leaving us more than 28,000

additional seconds per day to concentrate on the enemy.

Young guys haven't lived long enough to be cranky, and a cranky soldier is a dangerous soldier. 'My back hurts! I can't sleep, I'm tired and hungry.' We are impatient and maybe letting us kill some asshole that desperately deserves it will make us feel better and shut us up for awhile..

An 18-year-old doesn't even liketo get up before 10am . Old guys always get up early to pee, so what the hell. Besides, like I said, I'm tired and can't sleep and since I'm already up, I may as well be up killing some fanatical son-of-a-bitch.

If captured we couldn't spill the beans because we'd forget where we put them.

In fact, name, rank, and serial number would be a real brainteaser.

Boot camp would be easier for old guys.. We're used to getting screamed and yelled at and we're used to soft food. We've also developed an appreciation for guns. We've been using them for years as an excuse to get out of the house, away from the screaming and yelling.

They could lighten up on the obstacle course however... I've been in combat and never saw a single 20-foot wall with rope hanging over the side, nor did I ever do any pushups after completing basic training. Actually, the running part is kind of a waste of energy, too... I've never seen anyone outrun a bullet.

An 18-year-old has the whole world ahead of him. He's still learning to shave, to start a conversation with a pretty girl.

He still hasn't figured out that a baseball cap has a brim to shade his eyes, not the back of his head.

These are all great reasons to keep our kids at home to learn a little more about life before sending them off into harm's way.

Let us old guys track down those dirty rotten coward terrorists. The last thing an enemy would want to see is a couple million pissed off old farts with attitudes and automatic weapons, who know that their best years are already behind them.

HEY!! How about recruiting Women over 50...in menopause!!! You think MEN have attitudes?? Ohhhhhhhhhhhh my God!!!

If nothing else, put them on border patrol. They'll have it secured the first night!

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