

# 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!!



**Autumn  
2012**



*Who Needs a Car ??*



## **Chairman's Chat**

### **Where Are We Going?**

Prompted by recent events I ask the question in both the short term physical sense and the long term philosophical sense.

Before we can do this there is something else that I need to ask. That is, what is a Chairman and what is the Chairman expected to do? It seems to me that some of you seem to think that the role of the chairman is to do everything. You couldn't be more wrong! The role of the chairman is to ensure that all the others do what they are supposed to do, to facilitate discussion, to ensure fairness, to make proposals but to be impartial. In short it is my job to try to ensure that your wishes are fairly debated by the committee and that the decisions that *they* make represent what you want.

So, now we've introduced the Committee. Let's get it clear what they are there for. The role of the committee is to represent the members. Their job is to do all the things that make the club run. By having a committee that is representative of the membership most of you can just sit back, pay your subs and just turn up, nice work if you can get it. The problem is that if everyone just sits back, pays up and turns up then you don't have a club, you have a group of blokes that meet up regularly! If you want a *Club* then someone has to collect

the subs, someone has to arrange for speakers, someone has to sort the rideouts, someone has to organise the observers etc.

Our committee has 10 members, each of those should be responsible for one aspect of running the club. Our club has over 60 full members and over 60 associates, do the math.

At present we have no one directly responsible for ride-outs or speakers.

Mick Ford who is currently our Secretary is standing down..

Mike Fourie, who does the news letter asks the question:

Does D.A.M want a Newsletter?

Now, back to the heading, 'Where Are We Going', let's deal with the short term. A number of you have expressed the opinion that we need to move from the Wilmot Arms. A number of alternatives have been put forward, including moving back to either the Meadows, Derby, or the Royal Oak, Ockbrook (which would also mean a change of night to Wednesday). The only other place put forward was the Joiners Arms, Quarndon, but this has a gravel carpark, not ideal. I have personally visited some venues but on inspection decided not to put them forward. So, 'Where Are We Going'? It is not my place to make the decision (see above). I've asked the committee (via email) but still have no decision, so, it is going to be back to you, the membership.

So, what sort of club do you want?

Whilst looking for venues a number of people said to me 'this bike club meets here' or 'that bike club meets there'. It turned out that the clubs mentioned only met up for a drink and a chat, so didn't need a dedicated room or facilities. Is this the sort of club that you want? If so, I need to know.

If you want rideouts and speakers, as well as a drink and a chat, we need a venue that will cater for this as well as the people that are prepared to put in the time to organise them.

'Where Are We Going' in the long term? Firstly let me make it quite clear that I am not making any comments that are directed at any person that is now, or has been in the past, an officer of the club.

What I am saying is that the club will not function unless we have a shake up of how the club is run in order to cope with the future. We need to have a committee that takes responsibility. Each member of the committee will need to have a specific task and be prepared to put in the time to ensure that the task is carried out.

We are different to other clubs in that we promote the IAM by preparing riders for their IAM test. However, most of this is done by email, text and 'phone. It's nice to get 'face to face' but not essential.

So, 'Where Are We Going'? It's a question that only you, the membership, can answer.

I am your Chairman until the AGM in March. Between now and then I will be canvassing your opinions, by chatting at meetings, by email by any means that you like. In March we will need enough people to come forward, not just to 'sit on the committee' but to be prepared to take responsibility for some aspect of running the club. Over the next months I will make everyone aware of the roles that will need to be filled. By the time that the AGM comes around there will be a number of motions ready for your decision. So, start now, make your views known.

*John Fizzard*

Chairman

## **A Message from the Secretary.**

I took over the role of Secretary as a temporary measure as no one else

volunteered at the time.

I have now been in the role as Group Secretary for some years and will

relinquish the role next March at the AGM.

The Group needs a Secretary to function effectively so we need a volunteer.

I am willing to outline the duties next Group night, 12<sup>th</sup> November, to any possible nominees, or they can phone me for details.

I am also willing to work alongside the next Secretary until they are up-to-speed.

Mick Ford

DAM Group Secretary

## **A message from the News Letter Editor.**

Does D.A.M want a News Letter?

Requests for articles and or photos have produced virtually no responses from the membership. The News Letter cannot survive on one persons efforts.

I live a hundred miles away. I need the info from you at the work-face.

We have over a hundred members .

If half the members rode their bikes every other weekend, that is over a thousand rides per year??? We haven't heard about any.

If 10 members had one day out on the bike in the year that would be 10 articles; and some photos!!

If another 10 had a weekend away once in the year.....

.....and so on and so on. And that is without tours, trips and holidays .....we would have had more ride reports, stories and photos than we could handle.

Did no-one have a problem with his / her bike to share with others.

Did no-one go to a BSB, a WSB or MotoGP meeting. Some pics of you and your group at the track would make a good front page or page 3!!

Back to the question....Does D.A.M want a news letter?

Would anyone notice if it didn't happen?

Would anyone care?

I hope the members will consider whether they want a News Letter at all.

If so you need to vote with your pens....figuratively.

Mike F.

# **D.A.M NOTICE BOARD**

**D. A. M. TOY RUN SAT 15 DECEMBER 2012**  
**Meet at MACDONALDS**  
**MARKEATON ISLAND, A52 ASHBOURNE ROAD**

**LEAVE 10.00**  
**RIDE TO CHILDREN'S HOSPITAL**

**Club Night - Monday 12th November**  
**- Wilmot Arms, Borrowash.**  
**Will include a presentation from Shane Kennedy**  
**'Hazards' followed by a general discussion.**

**Ride Out - Saturday 17th November**  
**Meet at:**  
**Saltbox Cafe, Hatton, South Derby, DE65 5PT.**  
**At 08.30 for breakfast (optional).**  
**Ride depart 09.30**  
**Destination: Market Drayton [www.classicbikes.co.uk](http://www.classicbikes.co.uk).**  
**They are opening for us to look around.**  
**Duration: 100-120 miles**

**Post Christmas Meal; Sat the 2nd Feb 2013.**  
**The Black Horse Inn at Hulland Ward,**  
**Starting a 7 p.m. for a sit down 7-30 meal**  
**Approximate cost £16 per head**  
**Full details will be made available soon**

## Another track day

Third time lucky, you might say. Having been on two previous track-training days with quite decent weather, I found the clouds were queueing up to p\*\* on me on the way up to this one. Oh well, I thought, I've paid for it; I might as well turn up.

The scene of the crime was Blyton Park, an ex-airfield site in the wilds of North Lincolnshire. The track is more reminiscent of Darley Moor than of Silverstone, but apparently it is a site favoured by Bike magazine for testing. The reason I went for it was that the email from the British Superbike School (motto "Bike control training away from road hazards") arrived via the DAM Secretary just after I had come back from Germany with bike withdrawal symptoms. Also it was cheap rate for IAM members.

As I said, it was chucking it down on the way up, so it was not a bad idea to start the day indoors with a safety and technical briefing. Mike Abbott, the organizer, divided us up into the Pink, Blue, Red and White groups, with each group going through several sequences consisting of track time with an instructor, debriefing by the instructor, and classroom before the next track session. It was interesting the way the classroom topics were structured. Mike had his reasons for the somewhat strange order, which began with "Corner exit – 4<sup>th</sup> Gear no brakes", and continued with "Rear Brake / Braking practice", "Front brake / Corner entry" and "Putting it all together smooth/controlled not fast", and what he said made sense.

Outside, we met our instructors. I was assigned to the Red group, consisting only of Pedro, who rode a Ducati, and myself. Our instructor, obviously, was called Pete, and is, I gathered, a regular contributor to Bike magazine. In discussions as to how to prepare for the track, we were advised to let the tyre pressures down.

I ignored that, as I like to treat the bike as if it's on the road all the time, and it was entirely OK. The K1300 looks a bit of a beast, but it seems entirely happy to play at high speed on tracks all day, even if there is standing water on the corners. The Ducati apparently had a moment or two in the puddles and came nowhere near my circulating times. I have to admit, though, to being overtaken once, and that by a girl!!

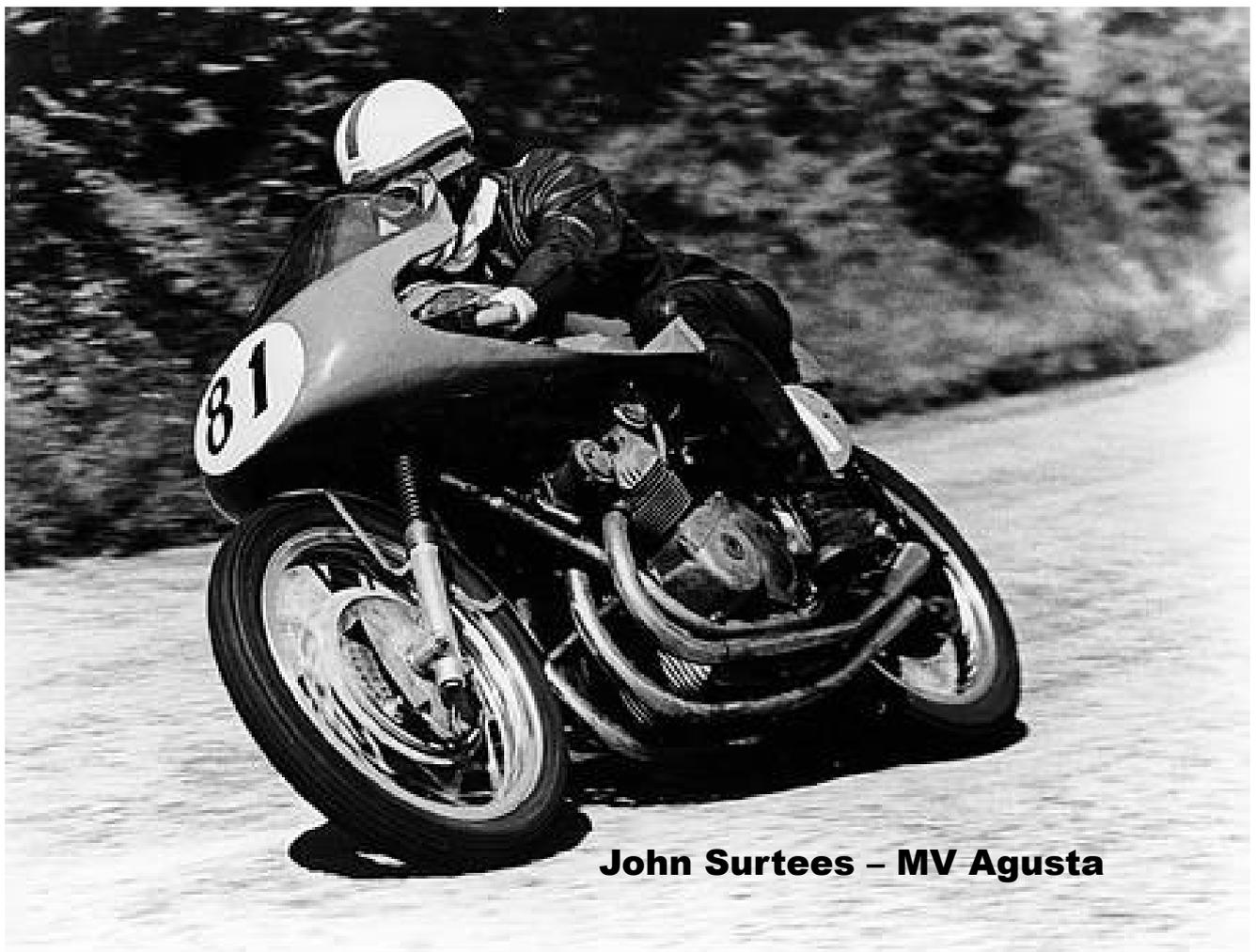


**Peter Harris—BMW K1300 GT**

What did I get out of it, apart from learning to circulate in the wet? For me, the most interesting session was learning to use the rear brake in the early part of a corner. I still remember an episode from my previous day with the IAM at Mallory Park, where I approached a bend too fast and thought to go round on the front brake. Bad idea. However, at Blyton Park I found that my attempts to start a corner by trailing the back brake regularly resulted in the ABS cutting in without any serious reduction in speed, so for me the front brake on the straight remains the way to organize my track ride, and, of course, that's what one does on the road anyway.

As the track dried, we were encouraged to push on a bit. Pete tried hard to persuade us that shifting weight from side to side was a help to going round corners. He did demonstrate a certain elegance doing so, but I remained with the John Surtees and Mike Hailwood school and just sat centrally on the bike. I can see that it helps with a lightweight racing bike, but for the combination of a heavy bike and a lightweight rider the mathematics of leaping sideways just do not make sense. As I was already going around at angles sufficient to scrape toes on the ground, that was enough for me. You wouldn't be doing that on the road anyway.

*Peter Harris*



**John Surtees – MV Agusta**

# White van man, and a question of distance

This afternoon I was tootling along the road into Derby. As I rounded the corner, there at the Kedleston village junction to the right was a white van. I said to myself "Oh look, there's a white van. I hope it stays put". Of course, it didn't – as I approached it pulled out in front of me and I had to start for the brakes.

Lesson points? Well, it was a white van, from which one expects nothing else. That could be a bit unfair though; what about the weather? It was a lovely day, but getting on towards evening and the sun was behind me. I had an excellent view of everything, but poor White Van Driver probably was dazzled by the sun and couldn't see me properly. Perhaps I'm being charitable, but looking up-sun can sometimes be as bad as riding in the dark.

The second part of this story, though, is the speed at which I was coming round the corner, which was slightly slower than usual. This was because I have been planning for some time to write a note on judging distances on the road, and this event came at just the right time. Here is the note...

It is an uncomfortable fact that people are not very good at judging distance. I can remember from my days in the Army Cadet Force at school that my fellow cadets were pretty hopeless at distance ranging, and there is no reason to suppose that they got any better just by becoming motorists. I claim no personal superiority either, for on several occasions I have been tested by my observers and found to be just a bit inaccurate (Spare my blushes, Roy and others).

Fortunately most people have some caution, and hopefully no advanced rider arrives routinely at a hazard with the need for Highway Code braking.

To make it easier to calibrate your judgement here is a simple tip. I offer you the number 73, which, when you look up the stopping distances in the Highway Code, proves to be the corresponding distance in metres from 60 mph. This is far and away the most useful number, being related to the limit on most of the open roads in the country. The next stage is to make use of the built-in ruler on the road.

You don't know about the built-in ruler on the road? There it is in the middle, in the form of the broken lines indicating an approaching hazard. These lines have a defined length from the start of one line to the start of the next, which is 9 metres on all roads with a speed limit of more than 40 mph. So if you can continue to see 8 lines before the vanishing point, it's safe to continue at 60 mph. Otherwise slow down. Can't count 8 blobs while travelling at 60? Consider slowing down anyway.

I have tested this on my former commuting route, and have had to modify my velocity on some of the corners as a result. Enough said.

Reference:

<http://assets.dft.gov.uk/publications/traffic-signs-manual/traffic-signs-manual-chapter-05.pdf>

Diagram 1004.1 (Fig 4.3)

PS. The Highway Code figures, of course, refer only to stopping in a straight line. Stopping distances round a bend (which I hope no advanced rider has to invoke) can be considerably longer.

PPS. Stopping distances downhill can be considerably longer, too, even in a straight line.

# "HOW fast are you going at this point?"

To accompany the article on the previous page here are some photos.  
Using the information in the article have a go at estimating what your speed should be



## **Special Assessment –**

**Friday 28<sup>th</sup> September 2012**

Mr. Grimshaw has applied to take the IAM Special Assessment, and I duly arranged to meet him at the Poplar 2000 services, Warrington, at 11.30hrs on Friday 28<sup>th</sup> September 2012. He was riding a Triumph Sprint motor cycle, registered number GN06 GXF. Paperwork was completed, and I gave a full briefing, clearing up any ambiguities successfully. The weather was fine, clear and dry although the region had suffered torrential rain and floods over recent days.

Prior to leaving the car park he performed a vehicle check and explained that a moving brake test would not be necessary due to him just riding to the location and went onto explain how one would be conducted, and what was to be looked for in doing so.

His seating position was good, his arms slightly bent and the balls of his feet placed firmly on the footrests. He looked comfortable and relaxed overall.

On exiting the services we turned right onto the A50 in the general direction of Knutsford. This road is a single carriageway, national speed limit and he showed excellent composure and confidence by getting up to speed swiftly and showed a good systematic approach through the various bends and hazards.

The right turn into Swineyard lane was good, his position, speed and vehicle control on the tight turn was good and once again he accelerated positively. He showed intelligent trimming of the road when safe to do so, although by doing so cause him to go slightly over the speed limit. When pointed out he immediately rectified the situation. Whilst on Swinyard Lane, although he had positioned himself towards the apex of the bend in order to negotiate a left hand bend, he failed to look further into the bend because if he had done so he would have seen the flashing amber beacon of an approaching tractor. Due to the narrowing of the road on the bend he was forced to move deftly to the nearside due to the size of the tractor and trailer.

There was also an instance when negotiating a right hand bend, with prior warning of a staggered junction first junction to the right), and the exit of the bend narrowing with high hedges reducing, visibility, oncoming traffic but more importantly any traffic exiting the junction to the left. It might have been more beneficial to anticipate that junction and consider a slight reduction in speed and brake cover due to possible conflict caused by taking a nearside approach.

The join onto the M56 motorway was positive and quickly got up to speed and demonstrated good progress. He was too quick to get into lane 1 prior to exiting, done prior to the half mile marker and had to reduce his speed due to laden car transporter hindering our way ahead. Although we were travelling slightly uphill and the transporter was slowing slightly due to the gradient, he failed to assess and use the signage more effectively. Good exit off the motorway and used the deceleration lane well.

We then turned right into Pillmoss lane where the rider is presented with a road barely wide enough for one vehicle on a right hand bend, hedge to the nearside and brick wall of a house jutting out to the offside. He reduced his speed but local knowledge dictates a much slower speed due to no prior notice of oncoming traffic and no brake cover observed once again. Although local knowledge is a wonderful thing, if you cannot see

and the road is barely wide enough for one vehicle, systematically we should have approached it more conservatively. Pillmoss Lane is a single carriageway road, National Speed limit, but is narrow in places and with junctions to both sides which are mainly hidden, although there is adequate advanced signage. Anthony was confident enough to make progress when safe to do so but must consider brake cover when approaching these junctions. Better observation links, anticipation and overall awareness of who might be using these types of road must be demonstrated

Once again, his overall position, acceleration sense and progress were excellent and intelligent trimming of the bends was observed. My only concern was that due to the recent heavy rain, it was apparent that some localised flooding had occurred in certain areas and he must demonstrate a better awareness of his surroundings. At times he entered some bends and hazards too fast and had to sit the bike up and brake due to the surface water and loose debris. This also caused him to deviate mid-bend / hazard. It detracted from and spoiled what was a good ride.

We turned right onto A559 and he was confident to make suitable, safe progress and demonstrated a good understanding of limit points and the principles of corners and bends. Looked smooth and confident throughout and demonstrated some well planned overtakes.

On turning left into Dark Lane and travelling in the direction of High Legh, he showed excellent systematic progress, which was spoilt once again by his lack of awareness of his surroundings due to the surface water and debris on some bends.

When negotiating Knutsford, he demonstrated excellent road positioning and planning although due to the close proximity of pedestrians and parked vehicles, consideration of brake cover to reduce his reaction time discussed.

After leaving Knutsford, he showed excellent, safe progress and once again planned his way through various bends and hazards and used speed wisely when safe.

Overall, Anthony showed a mature and confident approach to his riding and demonstrated advanced skills to a high standard. He was confident to make progress when necessary but must not sacrifice safety for speed. There was also the issue of his positioning on the approach to bends, in particular right hand bends. There was no issue with left hand bends because of his earlier positioning, but when negotiating right hand bends he would remain in the middle of the lane and would only move over to the left just before the apex. He would then correctly negotiate the bend but with reduced forward visibility and planning. He also had a tendency to not get his speed right when entering a lower speed limit. Because we are always advocating that we ride to the system and that by doing so it will give us time to react, he must also consider the use of brake cover to reduce his reaction time and to anticipate better.

Anthony was debriefed in full and agreed with the comments made and the results of the written test highlighted that a better understanding and working knowledge of Roadcraft is needed.

Christian A Givvons

IAM Staff Examiner Region 5

28<sup>th</sup> September 2012

## **Tony's Challenge.**

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