

Derbyshire Advanced Motorcycle (D.A.M.) Club

Www.iam.org.uk/mcgroups/derby

Reg charity No. 1049060

Established to promote and improve riding standards
throughout Derbyshire

The views expressed in the newsletter are not necessarily those of
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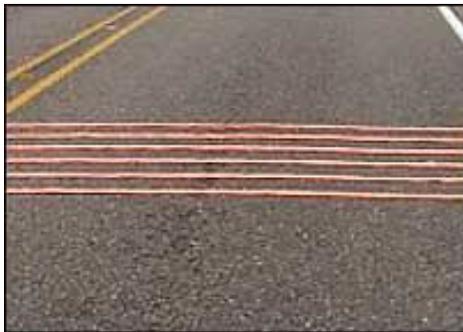
Think Bike!

VOL 1/ISS 2

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Let's get ready to rumble!

MCN recently reported on a 'road safety' initiative which could prove DEADLY. Believe it or not Derbyshire County Council (DCC) are installing rumble strips on the apex of fast or unexpected bends to slow riders down and they're doing this without an warning signs!



Riders could suffer from the bends!

As MCN reported, a spokesperson for DCC said the strips are designed to encourage riders to go slow rather than make it safe for them to go fast. This initiative would seem to be deliberately making roads more dangerous in a bid to make riders change their behaviour.

Are you ready to grumble?

This email we received sums it up ... "Bloody Hell Fire! That's the most ridiculous ill conceived piece of idiotic bureaucracy I've seen for a long time. These idiots need a wake up call, they even admit it's been badly constructed. I dread to think what would happen if you hit it cranked over in the wet in the dark" ... thanks to Mike Barker for that (fame at last!) but what do you think? Let us know. See the back cover on how you can report dangerous roads to the area representative for the BMF. In the meantime, take extra care on those bends!

Regular features

- View from the chair
- Who's who on the committee?
- Club diary
- I learnt about motorcycling from THAT!
- Special events!

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View from the Chair

"I take my hat of to Mark Boag the eventual winner of the slow riding competition"

Boy oh boy! What a summer we are having rain, rain and even more rain. It was my birthday at the end of June normally what few gifts I get are not always practical but this year what an exception I got a new wet suit it's the most useful thing I've had in years. The slow riding comp held at the last meeting night was most enjoyable and thanks to Phil Pace for organising it. I take my hat off to Mark Boag the eventual winner to be able to make a motorcycle as powerful as his complete the course as slowly as he did and with such control is truly what advanced riding is all about, also congrats to Dave Whitlock who was a very close second and thanks to all those members who had a go and made the evening a success.



I will leave you to ponder on that one any suggestions might provoke some interesting discussion at the next club night.

"I'm concerned how one explains the presence of a suspender belt and fishnet stockings!"

I have read in Motorcycle News today that the latest concern from IAM for bikers is the worry that long periods on the bike i.e approx 2 hours without rest could bring on DVT (deep vein thrombosis). I thought this applied to long travel in airliners but apparently not, the possible remedy for this is for riders to wear support hose or even stockings or tights. Whilst I have no real worry over this I am concerned at after the possibility of an off or accident how one explains to the ambulance staff after having the leathers or suit removed the presence of a suspender belt and fishnet stockings!

As we move towards the darker evenings, not for a while though, I would be very grateful for ideas for winter club nights and for the names of any interesting speakers that members are aware of who may like to come and address us over the winter period, please give me a ring or drop an email I will be delighted to hear from you, after all it is your club.

Best wishes to all for the balance of the summer, for those going on holiday have good one and in particular best wishes to Alex on his very worthy charity ride "Long Way Up" in August I am sure we will give him all the support we can. (Graeme Willett).

SLOW!

Last club night saw a great opportunity to hone our slow riding skills (although most commuter traffic gives us plenty of practise when its not safe to filter!) One thing about our new venue is the brilliant space we have to set up this kind of event and once some of us had got over the initial nerves of 'what if I muck up in front of my mates' it seemed straightforward—through the narrow section, do a figure of 8 and then slow slalom. Seeing the Goldwings do it with ease made us all feel a lot more confident and whilst no one dropped their bike, the odd foot on the ground showed that there's a real skill to riding slowly.

“with his cheery smile ... he said he'd not seen them until it was too late”

Graeme has already commended Paul Boag's brilliant ride, but how many of us noticed Danny as he arrived and without batting an eye-lid rode a perfect slalom through the cones! He came over with his cheery smile and said that he'd not seen them until it was too late (I think he was joking!)

The Editor's bit!

If you're a pop group they say your 2nd album is always the hardest. If the 1st is any good then the 2nd can sometimes be a let down. If the 1st was no good then no one will buy the 2nd ... so with the emails of support after the first newsletter I knew we had our work cut out! I hope you like this issue. We've got some great stuff for you this time ranging from a test ride on the new Daytone, to de-biking US style and a novel way of keeping your bike safe! We've also got some great additions to 'I learnt about motorcycling

from ...THAT' These are great examples of people emailing in with their stories etc. If you've got something to send we'd love to hear from you, even if its just an idea or it needs a bit of tidying up/help. Its your newsletter, we've all got stuff to talk about and without people sending anything in, we'll soon have a very empty newsletter!

Finally, as always, I must thank the team behind the newsletter, Danny & Peter, without their help it wouldn't get done!

“with the emails of support after the first newsletter I knew we had our work cut out!”

The IAM Conference

I had a very enjoyable Saturday attending the meeting on your behalf – please let me go again! It was not just the venue (Alton Towers); my experience of IAM meetings is that they are thoroughly professional in their organisation. I have come back with full electronic copies of the presentations, though not, unfortunately, of the Senior Observer test scheme. However, I have taken full notes for discussion (Peter Harris)

Who's who on the committee

"meet the committee (and what protection they use!)"



Chairman:
Graeme Willett



Senior Observer (Test & Guidance):
Mike Barker



Webmaster:
Dr Peter Harris



Secretary:
Mike Sheehan



Senior observer:
Tony Grimshaw



Newsletter Editor:
Alex Stedmon



Treasurer:
Mick Ford



Committee member:
Pete Macrorie

Examiners
Roy Stevenson & Ian Salsbury conduct tests on motorcycles in the Derbyshire area.

Membership subs
Derek reliably informs us that we're 98% paid up with subs! If you're on of the 98% then pat yourself on the back, if you're one of the remaining 2% then pat your wallet and cough up soon!

Membership Secretary:
Derek Sutcliffe

Committee member:
Richard Ballard

Pearls of wisdom!

- Midnight bugs taste best
- Panniers can never hold everything you want, but they CAN hold everything you need
- Home is where your bike sits still long enough to leave a few drops of oil on the ground
- The only good view of a thunderstorm is in your rearview mirror
- Bikes don't leak oil, they mark their territory
- Never mistake horsepower for staying power
- If you don't ride in the rain - you don't ride
- A bike on the road is worth two in the shed
- Young riders pick a destination and go ... old riders pick a direction and go
- A good mechanic will let you watch without charging you for it
- Sometimes the fastest way to get there is to stop for the night
- Winter is Nature's way of telling you to polish your bike
- Well-trained reflexes are quicker than luck
- The best alarm clock is sunshine on chrome
- A friend is someone who'll get out of bed at 2 am to drive his pickup to the middle of nowhere
- There's something ugly about a NEW bike on a trailer
- Practice wrenching on your own bike
- Never be ashamed to unlearn an old habit
- Maintenance is as much art as it is science
- If you ride like there's no tomorrow - there won't be
- Grey-haired riders don't get that way from pure luck
- There are drunk riders. There are old riders. There are NO old, drunk riders
- No matter what bike you ride, it's all the same wind
- Only a Biker knows why a dog sticks his head out of a car window

***"never be
ashamed to
unlearn an old
habit"***

'Bike' boys get it wrong!

The Tiger that Triumph have kindly loaned Alex to do his sponsored ride on is featured in the August issue of 'Bike'. They road tested it and found the front end to be a bit vague ... Alex found the same thing until he took it into Pidcocks and they traced the 'problem' to non-recommended tyres on the bike and no idea who had fitted them ... then on p.192 it all became clear ... 'Bike' had! Doh!

"Doh!"

Join in with the newsletter!

Got something to say? Then we want to hear it! Heard a good joke? Then share it with us! Had a close shave? Then we'll put it into 'I learnt about motorcycling from THAT' (we don't have to put your name to it!). Would you like to put an article together? Then let us know about it! Its easy to get started and I'm happy to help out.

*"heard a good
joke? Then share
it with us!"*

The easiest way to contribute is to email something in. You don't have to send a full article in, just a quick email or a even a good joke is fine! Send material to: alex.stedmon@nottingham.ac.uk (please check the spelling) and mark the subject 'Newsletter'

Been on a test ride? Don't keep it to yourself ... we'd love to hear how you get on! Email in and share the experience with us!

The woman and the drunk ...

A woman was shopping at her local supermarket where she selected:

- 2 Pts of semi skimmed milk
- half a dozen eggs
- a carton of orange juice
- a lettuce
- a small jar of coffee
- and a pack of bacon

As she was unloading her items onto the conveyor belt to check out, a drunk standing behind her watched as she placed the items in front of the cashier.

While the cashier was ringing up her purchases, the drunk calmly stated, "You must be single."

The woman was a bit startled by this proclamation, but she was intrigued by the derelict's intuition, since she was indeed single.

She looked at her six items on the belt and saw nothing particularly unusual about her selections that could have tipped off the drunk to her marital status.

Curiosity getting the better of her, she said "Well, you know what you're absolutely correct. But how on earth did you know that?"

The drunk replied, "'Cause you're ugly"

Debs does the new Daytona!

Just had to tell you about my demo ride on Saturday ... OH MY GOD ... what a bike ... SO COOL!

The sales guy showed me to this beautiful red Daytona 675, it looked amazing but I was a little concerned as to the handle bar position, much lower than my Honda Hornet, and the fact that there were 4 guys sitting outside the showroom, so I was praying that I didn't do something stupid. The riding position was also a little higher than my bike so my advanced riding of right foot down when I stopped/pulling off went out the window and both my feet were firmly fixed to the ground!

I pulled away and ... WOO-HOO ... what power!

Tony led the way and the ride through and out of Long Eaton town centre did seem a little uncomfortable. I was thinking 'I'm not going to like this'. My forearms

and wrists were taking all my weight and my bum felt like it was right up in the air which I am sure was not a pretty site for all the other motorists but hey ho I couldn't see it so what the hell :o)

Then we got on the open road and WOW this was where this bike really excelled! The balance, handling and speed of this bike was amazing. It was so easy to ride! I just could not stop laughing/smiling. All the weight shifted and it was so easy to manoeuvre. The bike just went exactly where I wanted it to go. My cornering felt so much smoother and my confidence grew more and more. I just loved the power of this bike and I had to keep reminding myself that I was still on my advanced training and it is illegal to travel faster than the speed limits!!!! Easier said than done I can tell you!!!! I wanted to just take it home

and not bother picking my bike up from the shop.

The time went so quickly, I didn't want to stop riding, I had SOOOOO much fun.

After I took the bike back to the shop and got back on my faithful Hornet I felt like I was sitting bolt upright and the power seemed quite sedate!!

The bike of my dreams has always been a Harley but after this ride my dream had disappeared, how frivolous am I?! (probably no more than the rest of us! – Ed). This bike is the complete opposite of the Harley. I told Steve all about my adventure but as he is not into sports bikes at all he did not 'get it', he couldn't see my point :-)

So if I want to stay married I will have to stick to my original plan of the Harley Street Bob and not the red speed machine Daytona 675.

(Debs Roberts)

"I pulled away and WOO-HOO ... what power!"

I learnt about motorcycling from THAT!

*“too close behind
me was an
impatient
motorist making
it obvious he
wanted to get a
move on”*

I learned (a bit more) about motorcycling from this.

However, I acted on good advice.

One nice day my wife and I decided we'll go for a little trot on our bikes. The route took us out of Loughborough to Skegness skirting around the biggest roadblock in Leicestershire, Melton Mowbray, to return via Lincoln and Newark. The return journey as with the outward journey was full of motorists travelling at excessive speeds and performing acrobatic overtaking manoeuvres, where there was a lack of cameras. Passing Lincoln were a few roundabouts requiring thoughtful negotiation, because of the suicidal motorists and motorcyclists on the road that day. During the slow approach to one of these many roundabouts, I distinctly heard a prolonged car horn amongst the hideous collection of badly positioned motorists some way ahead of us, but I didn't take too much notice of it.

A couple of roundabouts further on we approached another roundabout and we remained in the right-hand lane for a right turn, the fourth exit of a five-exit roundabout. Ahead was a 4x4 pulling a trailer with a banged up race car on it. He'd just started to negotiate the roundabout from the left hand lane without indicating. It had a good turn of speed considering the

burden it was pulling. The car in front of me was a Jaguar 'S' type that got away quite smartly from the junction leaving me to slow for the one vehicle I had to give way for.

I was just moving off, and again, the long and painful howl of a car horn blasted out causing me to move most of my concentration to it's source. The 4x4 had cut up the Jaguar by continuing past the second turn off on the outside lane of the roundabout, without indicating. The 4x4 was travelling a little slower now, after the altercation, and I had caught him up and stayed back. After the third turn off the 4x4 continued towards the last, and my intended turn off, but I remained beside the space between him and the car that was following him.

Too close behind me was an impatient motorist making it obvious he wanted to get a move on. My left-hand indicators were working, signalling my intent for the next exit, but I remained in the same position behind the 4x4. As this last exit was a dual carriageway and was my intended direction, I still maintained a relative position to the 4x4, until I was certain of the 4x4's intention. The motorist behind me, a Lotus Elise, started to squeeze by my right hand side just as I was considering rolling on the power. However, the 4x4 for some reason decided not to take that junction either, and with a jerk swerved out of his well committed path back onto the roundabout. Although I was still surprised by his very late, un-indicated,

I learnt about motorcycling from THAT!

decision, I only had to decelerate to avoid the back of his trailer. However, the sports car driver screeched to a stop and let rip of a series of blasts from his horn as the 4x4 driver aimlessly carried on around the roundabout. I made best progress to get into the left hand lane because I knew what was coming next. Sure enough, the Lotus went passed at a speed that I can only describe as suicidal, and at a point in the road that had narrowed down to a single carriageway full of other traffic. Much to the annoyance of other approaching motorists he continued as if he'd stolen it and I didn't see him again.

What did I learn?

- 1.If a motorist makes a bad decision, he/she may become stressed, especially after others have audibly remonstrated.
- 2.Small errors lead to bigger errors.
- 3.Don't let others cause you to make a rash decision.
- 4.Always look for a space for the ace.
- 5.Where there is other traffic, make sure you negotiate roundabouts, by making sure the only thing beside you is a gap.
- 6.Always expect the unexpected.
7. My instructor was right.

(Paul Hopewell)

Life seemed good. We had just had a good lunch of fish 'n chips overlooking the sea and had set off up the east coast toward Filey. In flat country-side I approached a section of road with a sharp bend to the right followed after about 50m by a similar bend to the left. I decided the roads were damp so after bend No.1 I slowed down considerably for bend No.2. Half way round the front tyre "let go" There was the sickening crunch as the bike hit the ground leaving me to watch it perform a perfect horizontal pirouette. Careful examination of the road surface revealed an area at the apex was slippery as ice ... Yes! You guessed it in one ...DIESEL!! Fortunately little damage to bike and self and I was able to ride home with only my pride hurt.

So what did I learn?

Not much! I was doing about 20 mph. I didn't touch the brakes. What did I do wrong?

I am appealing those who have been there for some advice. What can I / we do to avoid the same thing next time?

(Mike Fourie)

Dropped my bike at a petrol station! Pulling into a space, I tweaked the brakes. Normally this would be fine, but the front wheel locked, skidded and down the bike went. Luckily no damage. What did I learn? Garage forecourts can have diesel on the ground—seems obvious but its easy to forget!

(Anonymous)

***"So what did I learn? Not much!
What can I/we do to avoid the same thing again?"***

Who's in the lid? It could be you!

Last newsletter I got the ball rolling with 'who's in the lid' but this time round we've had no one send in their photo or answer the questions! So, here's your chance to be in the next issue! Send me a photo of you wearing your helmet and one without (so we can tell who you are!) - have a go at answering the following questions (or think of some of your own!) and we'll pop you into the next available issue. It would be great if one day we manage to get the whole club through this page (not quite sure long that would take!) - it's a good way to learn a bit more about each other or just have a laugh at your answers! So, get emailing and send your information to alex.stedmon@nottingham.ac.uk (check the spelling!) Thanks!

*"it's a good way
to learn a bit
more about each
other or just have
a laugh at your
answers!"*

Possible questions:

What was your first bike?

How long have you been riding?

Ever fallen off?

Describe your riding style

What bike(s) do you own now?

What's your dream bike?

If you had one last ride where would you go?

Do you nod at other bikes?

Ever done a track day?

Do you use protection?

Favourite biker's café

Ever taken your bike abroad?

Does your partner/family join you on rides?

Does your partner/family worry about you biking?

You passed your test ... now what?!

OK, so you've passed your test and you proudly show off the certificate mounted above the mantelpiece next to photos of the family (or is that just me?!) but are you still as good as when you first heard Roy (or Ian) say "well done, you've passed!" always followed up with the caveat of "but not without fault". Did you refine your riding to iron out those minor faults, have some old or new bad habits crept back into your riding repertoire? Did you know that after your test you can pay to be re-assessed at any time? We've heard of two schemes run through the IAM:

(1) assessment and verbal feedback (£25)

(2) assessment and written feedback report (£60)

Alternatively, Tony has said that for the price of the fuel and a coffee at the end of a ride, he's happy to take people back out on an assessed run! (see Tony for details of any of these).

De-biking US style!

My first de-biking occurred when I was working in the USA. I had bought my first proper bike, a Honda CM40E for the American market, with Harley style handle bars and panniers. I remember the first time I rode it, I nearly fell off the back when I opened up the throttle! Does anyone remember that feeling?

Back to the point: I was on a 200 mile ride from Alabama to North Carolina in the southern States. Great weather BUT as dusk fell, the number of bugs committing suicide on my visor increased. I had to stop every 15-20 minutes to clean them off.

After total darkness had fallen, I was cruising along an "Interstate" (motor way) in the middle of nowhere and was thinking of stopping at a "Choke and Puke" (service station) to clean the visor again.

On a dark stretch of two laned road, on a reasonable left hand bend, a car came the other way on the other carriageway, with headlights & frog lights full on.

Now in North Carolina, "on" and "off ramps" did not have white lines of any kind to divide them from the main carriageway.

I had developed a system when cars coming the other way blinded me, of driving to the right hand white line, usually still visible through the bugs.

This time, no line!

A life time later, a curb appeared dead ahead, at an impossible angle. I was going to be de-biked one way or the other, so I decided to turn and jump backwards, so that I would decide where the bike (and I) would land. This is something I had heard tell of.

A split second later, there I was. A little winded, but otherwise OK from

55 mph with my bike on its side exactly where planned.

Some five or six people gathered round, as it seems there was a country "gas" station just off the main road.

In what seems like seconds, a local policeman arrived, but at first he would not let me pick up the bike as it was 'evidence' and we should do nothing until the state troopers arrived.

I pointed out that with fuel switched on and a broken side light/indicator light, this was a fire hazard. He said, "well, OK but I'm watching you son!" Five minutes later, the state troopers arrived and started making notes. I was breathalysed and tested for "drug impairment".

An ambulance arrived, and I was told I was going to hospital. I said I did not want to, as I was first aid trained, and knew I was not injured. Their reply was "What do you mean?"

"he would not let me pick up the bike as it was 'evidence' and we should do nothing until the state troopers arrived"

"Before I realised what was happening they had cut one leg of my leathers up to the crotch"



A cool picture!

David and his CM400E in front of Buckingham Palace

Everyone goes to hospital for a check-up." I said absolutely not. They replied "OK but you must sign a disclaimer then we are allowed to give you a 10 minute roadside check up without charge."

I reluctantly agreed, as they would not have taken "No." for an answer.

Before I realised what was happening they had cut one leg of my leathers up to the crotch with a special tool and were about to do the same to the other. I did not

react well to this but at least they got to check one leg for broken skin.

From then on, I looked somewhat odd, wandering around with one split leg to my trousers!!

A farmer was present from a farm a couple of miles away. He had been phoned by a friend to come and watch the excitement. He offered his barn overnight for the bike. I drove the bike the distance to his farm where he chained his Doberman guard dog to it for safety (my kind of

security! - Ed).

He and his wife gave me a bed for the night, and woke me at 5:30am with breakfast. With the new daylight I checked the bike over. Finding precious little damage, I stitched up the trouser leg with cotton kindly offered and completed the last 40 miles of the journey.

Oddly the bike's front wheel stank of dog urine for a while afterwards.

(David Hanchett)

The 'Long Way Up!'

By the time you read this (postal strikes permitting!) in a few days I will be heading off on my charity motorbike ride - the **'Long Way Up!'** Setting off from Matlock Bath on Friday 17 Aug, I'll return 10 days later on Sunday 26 Aug. I'll be riding right round the UK taking the furthest points North, East South and West, as well as riding from Lands End to John O'Groats ... and if that wasn't enough I'll be climbing the three highest mountains in England, Scotland and Wales along the way! I'm doing the challenge with my brother riding pillion all the way (he hasn't got a licence!) and in total we will ride over 2,500 miles in 10days stopping off along the way to raise money for Cancer Research UK and the Acorns Children's Hospice Trust (a local charity that helps life-limited children). You can find out more about the challenge and sponsor us online through our website www.longwayup.org

"join us for the ride back into Matlock Bath and a celebration at 'The Fishpond'"

Join us!

On the website I have posted meeting up points where people can join us if they'd like. I'm trying to organise a ride out to Aberystwyth on Sunday 19 Aug—to meet up with us there as we stop off at the seafront, but the biggest meet up will be at the Cat & Fiddle on Sunday 26 Aug to join us for the ride back into Matlock Bath where the challenge will finish! **Mick Extance** will be riding with us and we even hope to have a police escort as we ride back in—come along and join us—there will even be a bit of a celebration at 'The Fishpond' when we return! More details on the website or from me at the next clubnight.

If you can't join us we'll be posting up photos and reporting our progress on our website—so you can follow us from the comfort of your own chair whilst we're battling against the elements!

Please sponsor us!

We desperately want to raise as much as we can—we set ourselves the target of £5,000 and are nearly at £2,000 so anything you can spare will be a great help.

Doing anything?

Next newsletter we'll hear all about Graeme's preparations for EnduroAfrica, but have you got anything you're doing—it doesn't have to be a charity ride, it might just be a big trip in the UK or abroad for your holiday—want to tell us about it? Then just email in! (details on the page 6)

Oh Bollards!



This picture has been doing the rounds ... can you spot the problem?

Congratulations! You passed*

Roger Beaven (observer: Paul Dabell)
Michael Tubbs (observer Michael Sheehan)
John Cowley (observer: Tony Grimshaw)
Les James (observer: Chris Tyler)
Debra Roberts (observer: Tony Grimshaw)

** "but not without fault" as Roy usually says!*

Welcome to our new members

Please join us in welcoming our new members!

Simon Barns
Simon Borg
Darren Bosley
Paul Crowder
Ian Davison
Barrie Gill
Peter Grimwood

Martin Hands
David Hyde
Andrea Jones
Paul Pearson
Debra Roberts
James Taylor

Call yourself an advanced rider?



Check out these 'advanced' riders!

Worried about running out of water if he gets stuck in the desert again, Mick Extance stocks up in the next Dakar!



Sneak photo of Graeme, our club chairman, taking his work home with him!



Never put all your eggs in one basket case of a bike!

New safety initiative



Having introduced rumble strips on fast bends, Derbyshire County Council's next safety initiative is to provide riders with rear-view mirrors!

Caption competition



Rather than read my poor attempts at captions—here's your chance! Email them in and we'll put them into the next newsletter!

Next time in the newsletter ...

Next time in the newsletter we'll be featuring Graeme's charity ride:

EnduroAfrica— he's been down the gym, getting off-roading tips from Mick Exance down at 'The Desert' and in a few months he'll be off doing it for real! We'll catch up with him and find out all about the trip of a life-time he'll be doing and the work he's putting into raising money for charity.

Your contributions! Join in with the newsletter! We want to hear from you There's no deadline for submissions—just send something in and we'll put it in the next available issue!

Potted history (Michael Sheehan)

1st bike owned: 1968, an Ariel Leader, 250 cc, 2-stroke, with a motor derived from the German, 'Adler' 2-stroke racing engine. Some occasionally scoff at an engine produced by an office equipment company (Adler typewriters!) but actually it was the other way around. In the first half of the 20th Century Adler produced sophisticated alloy engines for cars and motorcycles and enjoyed racing success. Additionally, their 250cc engine had a major impact on the design of Japanese motorcycle engines in the 1960s and 1970s, notably the two-stroke Yamahas. Somebody had worked on the engine on my machine and it had been 'ported' and con-rods had been shaped, but the effect was mainly lost on the fact that the bike, in attempt to appeal to the commuter market, carried a large screen and was completely faired-in. The fuel oil mix was about 22:1 which is really oily by modern standards and you could tell! I could have laid a smoke screen that would have hidden a destroyer when I opened the throttle. It taught me about rebuilding engines and replacing piston rings as well!

Early bikes: In the mid 1960's I rode a Mobylette moped, Bianchi 75 cc (beautiful and sporty) and a 500cc Norton ES2 and Featherbed.

Worst bike owned: Must be the Honda CJ 250, an awful 'bitsa' with dreadful brakes and handling.

Best bike Owned: My CBR 600 would take some beating but I'm also really enjoying my current bike.

Current bike: BMW R1200 GS

Tell us your biking potted history! Send an email with the main headings above completed.

For Sale/Wanted

Honda CBR 600FX (T reg 1999) black/silver, immaculate original condition, 8500 miles, full history, brand new tyres (**£2,995 ovno**). Contact Alex 0773 4651247

Anything to sell, need anything, want to swap anything? Let us know!

October tale top sale

October club night will be a table top sale bring and buy night—but its not just table tops we'll be selling! Anything goes, bring along anything you want to sell and if its biking related all the better. Maybe its time to dust down that old jacket you know you're never going to wear again and turn it into pounds sterling!

Curry Night & Posh Fish 'n' Chips

August club night will be a curry social night so make sure you bring a decent appetite and some money to chip into the pot—I think Graeme was talking of roughly £5 per head.

Sunday 19 Aug—Peter Harris is organising a run to Norfolk to the poshest fish and chip shop in the country—spaces are strictly limited to 12 maximum but if you want to join in see him at the Aug club night for details.

At your service!

If you know of any local bike shops or garages where club members can get a discount or where you've had particularly good service, then let us know!

Club Diary 2007

August

- 13 Club night
- 19 Weekend ride out (Aberystwyth)
- 19 Posh fish 'n' chip run (Norfolk) limited to 12 maximum
- 17-26 the 'Long Way Up!' (www.longwayup.org)
- 26 Cat & Fiddle to Matlock Bath (be there ready for 2pm departure)

September

- 10 Club night
- 16 Weekend ride out (to be confirmed)

October

- 8 Club night—table top sale
- 14 Weekend ride out (to be confirmed)

November

- 12 Club night—Alex will do a talk on the 'Long Way Up!'
- 18 Weekend ride out? (to be confirmed or will it be too cold?)

December

- 10 Club night—Graeme will do a talk on EnduroAfrica
 - 16 Weekend ride out? (to be confirmed or will it be too cold?)
- Christmas toy Run** (to be confirmed)

*"rain, rain and
more rain ... but
in the glimmer of
sunshine, get out
and enjoy your
bike and hook up
for a ride with the
club!"*

Club nights take place on the second Monday of each month at The Meadows Inn, Chequer's Road, Cattle Market, Derby DE21 6EP

Ride outs usually meet up at 09:00 hrs at the Little Chef (Little Eaton Roundabout) For general information please contact Graeme Willett (graeme.willett@talk21.com)

'Chip shop run' these are sometimes organised on a week night. We ride out for a couple of hours and take in a chip shop or pub somewhere! If you've got a favourite biker's pub or chip shop and would like to sort one of these rides out please let us know!

Tell us your favourite ride!

We're always on the look out for potential ride out destinations or routes. Do you know a good pub (that's biker friendly!) or some cool roads. It doesn't have to be a mega all day ride, even if its just good for an hour or two then that's still great for an evening rides out. Even if you don't want to organise one but know of a good route, then let us know! Of course, if you do want to organise a ride out then that's great too! Let us know and we'll get it into the newsletter and sorted at the next club night!

Join our club!

If you're not a member of our club why not pop along to one of our club nights? (full details are on page 19)

We're a friendly bunch and whether you're looking for some mates to talk bikes, ride out with, or fancy having a go at your advanced test, we'll be happy to see you!

First bike ...

We all have to start somewhere! This is one of the club on his first bike, can you tell who it is?

Last month we featured Tony Grimshaw! We didn't get any guesses so I think we need a prize to get people emailing in ... first person to guess right gets a free packet of crisps!

Email your guesses for this happy biker and we'll put a list up along with the right answer in the next issue!

Send emails to
alex.stedmon@nottingham.ac.uk



Got an old picture of yourself? You don't have to be on a bike but if you are so much the better! Send it in!

Report the rumble strips!

Some of you may have seen a recent article in MCN regarding 'road strips' being put on bends in Derbyshire.

I've asked Derbyshire County Council for their side of the story but in the meantime it would be useful to know if any of you have come across any of these, where they were so that I can get a look and what you thought of them
cheers

Rod Nuth
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