

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
the editor, D.A.M. or I.A.M.

Think Bike!

VOL 1/ISS 4

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The AGM ... your club needs you!

On our next club night (March 10th) we will hold our Annual General Meeting (AGM) - as part of the IAM we have an official obligation to hold these meetings and its your chance to take part in the future of the club for the next 12 months. At the simplest level your vote counts so come along and support the various candidates who will be running for various Committee positions. Then again, if you would like to stand for one of the roles on the Committee, let Mike Sheehan have your proposal form as soon as possible and you can hopefully become a key part of the club. If you've never thought about joining the Committee then maybe now is the time. Committee meetings happen every 2-3 months usually round one of the members' houses (with copious amounts of tea, coffee and sometimes home-baking!) and it can be a very rewarding role, knowing that you are helping to shape the club's future for the next 12 months. There are a number of roles that need filling (for example: Gen Sec, Newsletter Editor) but you can stand for any position as everyone stands down and then stands for re-election.

So, at the very least, come along to the next club night and join in the voting (there will be a buffet as well), but who knows, you could go home a Committee member!

Join in the Toy Run ... again!

Building on the success of the Christmas toy run, Derbyshire Advanced Motorcyclists are organising an **Easter Toy Run** which will take place on Sunday March 16th. We'll be meeting at the Little Chef (Little Eaton roundabout) at 10:15am (get there early for a teacake and coffee!). The format is the same as for Christmas—bring yourself, your partner, your bike and a small gift suitable for a child (clearly marked 'gift for a boy/girl' and an approximate age) and join us as we ride through Derby to the Children's Ward. We did think of taking Easter Eggs but all that chocolate and E numbers and any problems with diabetic children could make it difficult to share out.

Regular features

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

Inside this issue:

35 BHP limit! 3

AGM details 5-8

Never too old 10

Enduro Africa 15

Tax Evasion 16

Motorbike simulator 20

View from the Chair

"I feel that Winter is retreating and Spring is just around the corner!"

"Observing is very rewarding and gives you an opportunity to put something back into the club"

Sitting here writing with the sun shining through the window I feel that perhaps winter is retreating and spring is just around the corner, however the weather people have told us to expect snow tonight, one of us is not correct— hopefully them. The onset of better weather means that we can think about getting our associate programme up to full speed. Last year was a little disappointing with the number of passes below that which we had hoped for. I think and hope that 2008 is going to be a much more successful year, the influx of new associates wanting to pass the test is already encouraging and after the record number who signed up at the bike show I believe we are going to have a



very busy year, this I hope will be further added to by the fact that the rise in "skill for life" membership from £85 to £109 pounds has been postponed from Feb 1st to April 1st. This gives me the opportunity to say that any existing member or newly passed member who wants to carry out observer training will be very warmly welcomed into the programme so give me a shout. Observing in itself is very rewarding it gives the observer the opportunity to put a little back into the club, pass on the skills they have learnt and the satisfaction gained from getting a new associate through the test is very

gratifying and leads to new friendships. On the social side we are hoping for a busy and exciting year and again if anyone has a special route for a ride out or an interesting venue to visits please let a member of the committee or I know, it's very difficult to come up with fresh ideas so any input is very much appreciated. The club night meeting on March 10th will be the AGM and you will see that the notices and nomination forms are contained in this newsletter, fresh blood and new ideas are always welcome so if you are keen to see YOUR club progress come and join us. Best Wishes for a safe and exciting 2008.

(Graeme Willett)

35 BHP limit on all UK bikes from 2009!

I bet that got your attention! The BMW riders amongst us will be saying, 'I don't care what these damned Eurocrats say, I'm not uprating my bike to 35 BHP!' The superbike owners will be considering emigration. Worry not; the headline is to grab your attention in relation to the important issue of succession planning for our club.

You will be aware that I wish to stand down as Hon. Sec. from the club committee, although I still intend to take an active part in club activities whenever I can. However, nobody has yet put themselves forward for this role so far and the AGM is imminent.

If you are a sociable club member with ideas about where your club should go in the future, why not put yourself up for election to the committee and in particular for the role of honorary secretary? Along with other members of the committee you will lead a club that is in its best position ever as far as club feeling, club activity, finances and membership figures are concerned. This success story is a testament to members' energy and commitment and a terrific spirit of co-operation. You too can participate in this by standing for the committee at the next AGM.

If the idea of joining the committee appeals to you, then speak to any committee member who will be happy to tell you what is involved. The committee members are a most supportive bunch of people. Nobody gets 'lumbered' with anything. Being on the committee just adds an extra dimension to membership of the club and you are being invited enjoy that experience.

To stand for election to the executive and committee you must be a full member of the IAM who has paid all dues to both the IAM and the local group by the AGM. So, don't be shy, go for it! The worst thing that can happen is that you might enjoy your biking even more. Yours in biking,
(Mike Sheehan, Hon Sec. until March the 10th)

The Editor's last bit!

The eagle eyed amongst you will spot the extra word in this month's editor's bit. I'm afraid that after a year of putting the newsletter together, I am standing down as newsletter editor as my day job is changing and will now encroach on the time I will have to keep the newsletter going. Peter Harris has valiantly stepped up to take over the role unless anyone else wants to challenge him at the AGM elections.

I have really enjoyed being able to help the club in this way for the last year and ironically, I may now have more free time at weekends to become an observer so I can continue putting something back into the club.

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

(Alex Stedmon)

"I am standing down but Peter Harris has valiantly stepped up to take over the role"

Who's who on the committee

"meet the committee"



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.

Join Us!
If you would like to join the Committee, please copy the form on the next page, complete it and send it to Mike Sheehan asap

Subs are due!
If you haven't paid already, this is a friendly reminder to pay up as soon as possible!



Membership Secretary:
Richard Ballard

DERBY ADVANCED MOTORCYCLISTS

Affiliated to the IAM:- Club Number 3146

NOMINATION FORM FOR CLUB COMMITTEE

.....Is hereby nominated for the position of
(Must be a paid up Full Member of the DAM and the IAM)

..... of Derby Advanced Motorcyclist
(State position applied for-Hon. Sec. etc. or just state 'committee member')

Nominator's name (print).....
(Must be a paid up Full Member of the DAM and the IAM)

Nominator's signature.....Date:

Secunder's name (print).....
(Must be a paid up Full Member of the DAM and the IAM)

Secunder's signature.....Date:

I hereby accept this nomination and confirm that I wish to stand for election to the committee at the AGM.

Nominee's name (print).....

Nominee's signature.....Date.....

NB *The Hon. Sec must receive this completed form seven clear days before the AGM, which will be at The Meadows Inn, Chequer's Road, Derby, on Monday 10th March 2008.*

Send to: Michael Sheehan, Hon. Sec. DAM, 3, Courtney Way, Belper, Derbyshire, DE56 0EB.

Minutes of the last AGM

Committee Members present:

Graeme Willett-Chairman, Mike Sheehan-Hon Sec
Mick Ford-Treasurer, Peter Harris, Geoff Salt, Del Sutcliffe-Contact
and Membership, Tony Grimshaw

Apologies: M Barker-T&G, A Sheehan, M Fourie, D Lockley,
P Attenborough, R Ballard.

From Region, John Lickley had been invited to attend but could not attend on the night.

Minutes from 2006 AGM-read by MS No matters arising.
Proposed as true record P. Clarke, seconded John Lloyd Unanimous

Chairman's report-by GW - Reviewed events of 2006 with special mention for the runs organised by John Lloyd such as the very successful Xmas Toy Run to the Derby Children's Hospital. Also mentioned the proposed events for 2007 such as the Shut in a Hut visit to the Lake District later in the year. GW commended the success of the move of venue from the Royal Oak to the Meadows Inn and this was met with approval from those present.

Secretary's Report- by MS - Reported that all correspondence had been dealt with. The Group questionnaire had been dispatched to IAM House on time but was then mislaid-twice! Not all meetings at Region had been attended but in each case there was good reason. Where possible it was intended that the group would take a full part in the national and regional scene but personal commitments of committee members did not always allow for this to occur. The newly formed IAM Motoring Trust was outlined to the meeting.

Treasurer's Report - MF Nothing arising. Proposed as accepted Geoff Salt, seconded Mike Sheehan Unanimous. Dave Whitlock agreed to continue as the auditor for the next year and was thanked by the club.

Test and Guidance report None delivered in the absence of MB

Election of committee. All members resigned. MS took over election process. 42 full members present with voting rights. 20 plus club members without voting rights.

MS confirmed that all members standing for committee had met the nomination requirements. The original nomination forms were available for inspection at the AGM.

Election of executive committee members taken individually: Chairman- Graeme Willett, Hon Sec - Mike Sheehan, Treasurer - Mick Ford. All of the above stood unopposed and were elected unani- mously.

The remainder of the committee were elected en-bloc unanimously. Alex Stedmon - Newsletter editor (new), Mike Barker—T&G, Tony Grimshaw, Peter Macrorie, Peter Harris, Del Sutcliffe – Membership and contact, Richard Ballard (new and elected in absence. Nomina- tion papers were in order.)

GW adopted running of the AGM.

AOB Nothing arising.

2045 hours the AGM closed. Next AGM Mon. 10TH March 2008 at 2000 hours, same venue

Signed.....
Michael Anthony Sheehan Hon Sec. DAM

AGM Agenda

DERBY ADVANCED MOTORCYCLISTS 3146

To be held at 2000 hours The Meadows Inn, Chequers Road, Derby, 10th March 2008

Meeting opened by Chairman Graeme Willett

Apologies

Minutes from 2007 AGM plus proposal for acceptance: Hon Sec. Mike Sheehan

Chairman's report: Graeme Willett

Secretary's report: Mike Sheehan

Treasurer's report: Mike Ford plus proposal for acceptance and appointment of auditor for 2007/2008

Test and Guidance report: Mike Barker and/or Tony Grimshaw

Election of executive and committee. The entire committee will resign, as is our custom. The three executive members will be elected individually and the remainder of the committee will be elected en-block if that is the wish of the floor. All nomination forms will be available for inspection if required. At this time it is known that Mike Sheehan intends to resign, as Hon. Sec., Alex Stedmon intends to resign as Newsletter Editor and John Lloyd, who has been co-opted to the committee during 2007, will be standing for election as 'Club Runs Representative'.

Any other business: deal with issues arising from the floor.

Set date for next AGM which will be the 9th March 2009

NB Even though voting rights will be restricted to full members of both the IAM and the DAM, the matters arising affect all members equally and non-voting members may still participate in debates and ask questions. 70 members attended last year's AGM, so come along this year as well, whether member or associate. It's your club!

FOOD! A substantial warm buffet will follow as part of the normal committee night, with input from an experienced paramedic specialist on the first aid treatment of motorcycle injuries to follow. You never know when you might need this knowledge. So come and have a sociable and informative evening.

It is anticipated that the AGM will take its usual 30 minutes or so and all members are encouraged to attend to see if we can beat previous records for brevity of proceedings!

I learnt about motorcycling from THAT!

When you are getting on in years like I am, do some squats, knee bends and leg stretches before getting on your motorbike. Warm your muscles up a little bit and then, hopefully, you will not need to stretch your legs soon after setting off on the bike. This exact problem happened to me yesterday. I was setting off for Yorkshire. It was very cold and I had not done any exercises. Having started off on the ride I had to take my legs off the pegs and stretch out. Not a good idea to: a) look like a rock spider and b) not to be in complete control of your motorbike! (John May)

"I'm pretty sure I nudged the cyclist's back wheel"

Where did that bicycle come from? I was on my way to work the other day turning right on a roundabout. As I passed the first exit cars from the two lanes of traffic began to enter the roundabout in the usual morning push and shove. I was turning right and indicating right in lane two. As I passed the second junction I began to indicate left and did my left side check to find a sneaky car was in lane one turning all the way round the roundabout. I had enough time to clock him a good look which made him slow down as I needed to ride out on my exit which he had nearly cut me up on. Momentarily p*ssed off, I then squirted my throttle to get off the roundabout and out of harm's way only to find a cyclist (who had been obscured by the traffic) was now bang in front of me. Anchors on and with two potential threats (hitting the cyclist or now being stuck in the lane of the car that had had already nearly had me) I managed to bring everything to a halt safely. I say safely, because I'm pretty sure I nudged the cyclist's back wheel! They didn't come off and I assume there was no damage as they continued almost oblivious to the potential accident that they'd just missed. I then put my foot down, caught some grease (or diesel?) on the road and dropped my bike. The car was stuck behind me (I was blocking the lane) but a minute later I was up, the bike was up and everyone was on their way. This is the closest shave I've ever had and I can't imagine what would have happened if I'd been going faster and not able to avoid the cyclist.

A few lessons to be learnt from this I think ... (1) don't forget your lifesavers! I could easily have been knocked off by the car if I'd not checked my way wasn't clear (2) the primary threat may not always remain the primary threat. Threats change depending on the context which can change from second to second. The car had been the threat, then the cyclist was a threat, and even after both of these, the road surface was a threat. I'd fixated on the car (the immediate threat) and not been able to register the cyclist or the road surface where I stopped (3) brake hard, brake straight - don't be scared to brake hard. If I had not reacted sooner there would have been no way of not hitting the cyclist but I kept my bike straight and the brakes on hard. I stopped much quicker and more safely than doing it any other way (4) don't rely on anyone to help you. Having dropped my bike, the cyclist and car driver just carried on. No one else stopped to help either! (Alex Stedmon)

You're never too old to start!

*"where the hell
did that Golf
Cabriolet with the
blonde come
from?"*



My wife bought me a trial lesson at Easy Rider Derby for my 51st birthday. I think that she had just bumped up my life insurance! The experience was so enjoyable that I signed up immediately for the course. It was good fun and all of my training was conducted by Rob Wilson the owner of Easy Rider. He was good and very relaxed. We got on very well. I don't know why? I don't get on well with many people. The training was on 100cc Chinese bikes. I think they were called something like HangTen or WongWun or Tri-ang? About three years later Rob thought that I was ready for the test. Luckily the one-off up-front payment for the course included as many lessons as one needed plus the test fee. I turned up at the Derby test centre and some grumpy bloke met me. It must be my face that brings out the worst in people. He made me squint at a number plate and then we were off. It was all going so well until we got to the 180° turn bit. He pulled over to the side and explained the manoeuvre that I must execute. No problem I thought. A piece of cake. A walk in the park. Engage first gear, indicate right, a quick look over the right shoulder, let out the clutch with slightly more than normal throttle against some foot brake. Eeeeeek! Emergency stop! Where the hell did that Golf Cabriolet with that blonde come from? She must have been coming from behind me at a heck of a lick, because I had not seen her! Oh well, start again. This time loooong look over right shoulder etc. Perfect U-turn. Continue with test ride. Back at the test centre. "Well Mr May, you passed everything except observation. Failed." I thought that I had observed that Golf darn well, AND made an excellent emergency stop. You just can't please some people, especially grumpy ones.

This meant that my shiny brand new first motorcycle had to remain in my garage. I could not get another test at Derby for months. I was so frustrated. I phoned around the country and got a cancelled booking at Sutton-in-Ashfield a week or so later. Rob kindly took me and a bike over there in his Transit van. This time success. What a very nice man the examiner was. "Congratulations Mr May, you passed. Possibly you could have afforded to ride a little faster on the A38 by-pass, but otherwise well done." Hooray.

My first bike was a brand new (I had no intention of getting oily) Yamaha Diversion 900 which I bought from Barrie Rogers who used to operate from London Road. Lovely man. I had done a lot of research about which was the right bike for me. The Diversion was perfect. I did 10,000 miles on that bike and then I was made an offer that I could not refuse. It went to a London courier rider. The next bike was a Kawasaki VN1500 Vulcan. This was a beautiful shiny green and chrome machine which fired every lamp-post and had running boards. I must have clocked up about 1,000 miles on this Harley impostor, including passing my I.A.M. test. It only had 4 gears but it turned a lot of heads. It was a great bike. Again I was made an offer which I couldn't refuse, and anyway I had been saving up for a new BMW 1150GS. The GS was a fantastic bike and I ran it in on a very wet trip to Belgium with some of the Derby D.A.M. lads. It was mandarin yellow and black and could have been a bumble bee. It did France at least twice and around Scotland and Wales. 2 years later I took it in for an annual service at 12,000 miles and couldn't resist putting down a deposit on a brand new BMW1150 Adventure having agreed a very good trade-in price. I still have the ADV and I love it. I have so far clocked up 13,400 miles on it including trips to I.O.M, France, Luxembourg, Wales. So my total biking experience is 36,400 miles plus a bit on the HangTen, say 600. 37,000 miles after a trial lesson on my 51st birthday I am still enjoying motorbiking. Hooray for motorbikes. You are never too old to start. (John May)

Congratulations! You passed*

James Taylor

(Observer Chris Tyler)

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

Fancy a holiday?

If you feel like a holiday in the Vendee in quiet rural France have a look at www.labernerie.co.uk for full details or talk to his Dad at club night (providing he is not in France!)

(Peter Attenborough)

Mick Ford's 16 Q's

What was your first bike?

- Triumph Tiger Cub

How long have you been riding?

- 4 years ... bit of a gap ... 15 years

Ever fallen off?

- Several times!

Describe your riding style

- In need of improvement

What bike(s) do you own now?

- 1150GS and speed triple

What's your dream bike?

- Vincent

If you had one last ride where would you go?

- Round the world (?)

Do you nod at other bikes?

- Yes

Do you nod at scooters?

- Yes

Do you nod at the police?

- Yes

Ever done a track day?

- No

Do you use protection?

- No ... I've had the operation

Favourite biker's café

- Anywhere that does good breakfasts

Ever taken your bike abroad?

- Yes

Does your partner/family join you on rides?

- Yes

Does your partner/family worry about you biking?

- No (?)

(Mick Ford)

Webwatch

Seen anything good on the web that's bike related? It doesn't have to be funny, it could be serious stuff as well.

Try out this one:

http://www.ananova.com/news/story/sm_2625336.html?menu

How old?!!

Have you ever been guilty of looking at others your own age and thinking, 'surely I can't look that old?'

My name is Alice Smith and I was sitting in the waiting room for my first appointment with a new dentist his DDS Diploma which bore his full name. Suddenly, I remembered a tall, handsome, dark haired boy with the same name had been in my high school class some 40 years ago. Could he be the same guy that I had a secret crush on way back then?

Upon seeing him, however, I quickly discarded any such thought. This balding, grey haired man with the deeply lined face was way too old to have been my classmate.

After he'd examined my teeth, I asked him if he'd attended my old school.

'Yes, yes I did. I'm a Mustang' he gleamed with pride.

'When did you graduate?' I asked.

He answered, 'in 1965, why do you ask?'

'You were in my class!' I exclaimed

He looked at me closely. Then that ugly, old, balding, wrinkled, fat ass, grey-haired, decrepit, son-of-a-bitch asked ...

'What did you teach?'

(Barry Gill)

How I learned to ride a bike

I was very lucky. About a mile from where I lived was a large expanse of privately owned land which included a long, long gravel track, a grass track, a little hump back bridge and woods.

The land owner had no objection to a small group of young lads riding bikes on the land. So at the age of fourteen we would take any sort of bikes somehow put together (one, I recall, a Villiers engine "tied in" to a Bantam frame with electrical cable).

The variety of surfaces and obstacles provided a massive learning experience. We would "race" along and around pre-set routes trying to improve our times which, naturally, improved our handling skills. This was a great pre-cursor to taking a bike on the road since by the time I was legally able to have a bike on the road I was conversant and quite experienced in controlling a bike and therefore only required to gain experience in road craft.

It was fantastic fun and I learned a hell of a lot about controlling a bike, particularly on rough terrain. Except once. A pal had a "souped up" Bantam (if that's possible) with "drop" handlebars. I had my leg in plaster but "had a go". Somehow (the leg I think) I lost balance and fell off. Luckily no serious damage to bike or I. My, so far, only unplanned contact with the ground.

Much against my Dad's wishes I managed to acquire a 125cc BSA Bantam and had it parked outside the house ready to go on the morning of my sixteenth birthday.

The little bike served me well during my period of getting to grips with road craft.

My dream make of bike was Triumph and my dream model a Tiger Cub. But well out of my financial reach.

I found out my sister's husband's dad had such a machine in his shed unused for many years. After much effort I managed to persuade him to sell it to me for the princely sum of £10. Having no garage I somehow got it to a friend's garage where, over many weeks, I stripped it down, re-painted it in the current colour scheme (scarlet and grey) re-built the engine, (added a monobloc carb) and, hey presto, I had my dream machine.

This bike saw me through my test and provided many, many joyous hours of riding. I was so very proud!

A year or so later a friend was selling his BSA Gold Flash and I decided to buy it. A big heavy beast for a 9 stone slip of a lad.

I re-painted that and fitted "semi ape hangers" and it looked pretty good and performed reasonably well. I thoroughly enjoyed the improved performance over the cub so much so that I got carried away and managed to amass a few speeding tickets leading to a six months ban!

That became the end of my early biking days and I subsequently became a car driver.

Over the next (100) years I rode a pals Yamaha Virago, hired a Harley in Hawaii but not much else. Until some seven? years ago I thought, sod it, I think I'll get a bike.

I got a Yamaha Diversion (900cc) and found out how very much quicker bikes had become and how much better the brakes were. Overall completely different machines to my early days. A very steep learning curve!

After flirting with a Honda CBR 600 I found myself living next door to our illustrious Chairman (whom I already knew) and was considering changing the bike for something more fitting my age and posture.

With a little help from my friend Graham I got, a year ago, a BMW 1150 RT and must say it's a good choice.

With Graham's help as my observer I continued my bike riding learning experience and passed the "Advanced" and now feel a fully fledged club member and look forward to many biking experiences (and more learning) in the future.

(Barrie Gill)

Enduro Africa on YouTube

Hi Guys

Don't know if you managed to view the film when originally sent as something went awry.

It has been put up again on YouTube and now seems to be ok.

Part 1:

http://www.youtube.com/watch?v=msPI_BGYHJA

Part 2:

http://www.youtube.com/watch?v=3p_3W7-QpHY

(Graeme Willett)

Motorcycle Tax Evasion

Issued 23rd January 2008

The Motorcycle Action Group (MAG UK) remain sceptical of the claim in a recent report that 40% of bikers evade paying VED. Anecdotal visual studies carried out by the group at motorcycle events do not reflect anything remotely like this level of non compliance.

Unfortunately the media has jumped on this unreliable and suspect headline figure to brand motorcyclists as law breakers.

The report, from the House of Commons, Committee of Public Accounts, itself acknowledges that the methodology used to capture the data is suspect.

A recent series of expensive TV adverts advised us that the DVLA do not have to look on the road or in garages but simply at computer screens in order to identify tax evaders.

If this is the case then let them get on with it and fine all these defaulters. If it is not the case and the DVLA were completely wrong then it begs the question – are they wrong about the level of evasion?

MAG makes no apologies for those who fail to tax vehicles and will happily work with the DVLA to enable them to make an accurate assessment of evasion rates.

MAG recognises however that for all road users road tax has lost its credibility. When it was used to improve roads motorists could see the benefit. However, when it just disappears into the black hole of the treasury, people become sceptical and the whole system loses credibility.

The whole system needs reviewing.

Notes for Editors

1. Download the committee report <http://www.network.mag-uk.org/documents/080122%20Vehicle%20Excise.pdf>

2. For further information contact:

Trevor Baird
General Secretary (MAG UK)

Tel: +44 (0)1788 570065
Fax: +44 (0)1788 570052

Keep 'em coming

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.

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'

Fruit polos

A college professor was doing a study testing the senses of first year schoolchildren, using a bowl of fruit Polos. He gave all the children the same kind of Polo, one at a time, and asked them to identify them by colour and flavour. The children began to say:

'Red.....cherry,'
'Yellow.....lemon,'
'Green.....lime,'
'Orange.....orange.'

Finally the professor gave them all honey Polos.

After eating them for a few moments none of the children could identify the taste. 'Well,' he said 'I'll give you all a clue.

It's what your mother may sometimes call your father.'

One little girl looked up in horror, spat hers out and yelled:

'Oh My God!!!! They're arse-holes !!!!

(Debs Roberts)

For Sale/Wanted

Want something? Got something to sell or giveaway? Then let us know and we'll put it in here for free!

FREE to a good home—household radiators—various sizes, mainly single panel, but some double panel ones. Contact Alex (0773 4651247) for details

Rangemaster gas cooker—traditional style upright cooker with high level grill—good condition, blue with brass coloured fittings—offers. Contact Alex (0773 4651247) 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!



BB
B. B. TYRES
Motorcycle Tyre Specialist

Unit 1, 33 Kirkby Road,
Sutton-in-Ashfield, Notts. NG17 1GG
Tel/Fax: 01623 511205

Club Diary 2007/2008

March

10 Club night—AGM, buffet and Mary's paramedic friend to give one of his fantastic talks.

16 Easter Toy Run—meet at the Little Chef by 10:15am (see front page for details).

April

14 Club night

May

12 Club night

June

9 Club night

July

14 Club night

"We'll be adding more fixtures over the next couple of months so join us for a ride out at some stage this summer"

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 had all sorts of guesses for the first bike pictures ranging from various members of the club but no one got them right! The best wrong guess was Jeremy Clarkson!

Maybe in the next newsletter we'll put the photos back in with the right names for you, but if anyone has got an old photo you don't mind us showing, send it into us.

Motorcycle simulator—wanna ride?

A quick preview—I am building one of the UK's first motorcycle simulators over at the University of Nottingham. In fact, it's the first in the world to use the specialised simulation software we've got which will mean we can build replica scenarios of real roads, race tracks or special hazards that can affect all bikers.

I'm building the simulator to do research into motorcycle ergonomics and rider behaviour. The simulator will be a full-size bike (Triumph Daytona 675) on a moving rig that allows riders to lean into bends like riding a real bike! The software will even mean riders can counter-steer and using a combination of front and rear projection screens will mean riders can use the bike's mirrors and conduct shoulder checks.

The simulator will let us run identical riding trials for different riders in the safety of the lab. No two road trials are ever the same but with the simulator we will be able to compare riders exactly.

Want to find out more about what we've got planned? Want to come and see it for yourself and maybe even try it out? Then give Alex a shout at the next club night.