



Affiliated to the



www.yarmmotorcycleclub.co.uk

Tel: Secretary 07817074440

Club Meets: Second Wednesday of the Month at the Cleveland Bay, Eaglescliffe
Rideouts: April to October. Meet for 10am start at Yarm Town Hall every Sunday (1)

CLUB NEWSLETTER December 2020

Ramblings: Now we have a vaccine, just have to wait our turn to get the jab./ Hopefully this will mean a return to freedom on the roads next year sometime. At present the BMF say if in tier 2 we can ride in groups of six in our area, if in tier 3 we can ride with one other person in our area. For both social distancing has to be kept when parked up. Time for winter maintenance or mods, I am lowering my ride height on my Africa Twin. Got the rear shock linkage for a 50mm drop from Krooz Tune in Australia, ver reasonably oriced & came in about six days. Lovely piece of kit, billet machined and anodised c/w new needle bearings. It fit perfectly, now to get the forks altered.

Our AGM will be deferred until March as we thought we may be free of Covid restrictions then. If there is any major change we can soon alter the date.

I am still happy to receive submissions of proposals from those who would like to be our next Chairman. Come on guys don` t be shy, it`s not that difficult to do & a handover will be arranged over a few beers (covid permitting). We can` t have a Chairless club. There must be one of you who could take it on.

Pie & Peas evening. Next one deferred due to CV 19

Barbeque . Hopefully we will be able to organise one in 2021

NEC Coach Trip. Cancelled

Xmas Party: I don't think there will be a Christmas party this year

Forthcoming Events Hopefully can post those for 2021 when I get the info

The Club Website. www.yarmmotorcycleclub.co.uk. **Webmaster Stephen** Our webmaster Stephen has been re-organising our web site and has now launched it. So give him your support log in and join you may need your club number and send in lots of info for him to include. Send in your pictures, articles of interest, forthcoming events, and items for sale and wanted. STEPHEN is the site moderator; he has the final responsibility for what appears on the site.

BMF INDIVIDUAL MEMBERSHIP DEAL CONTINUED FOR 2020

The BMF. Why not join the BMF as an individual member and save yourself and the Club money? Strengthen the membership base of the BMF and give it more clout in working for riders' rights. Convert to Full Membership at a £5 reduction in the normal fee AND make £5 for the Club. The joining fee will be £26, and the club will receive a payback of £5 for every member recruited. The payback to the club will be in the form of a credit note to be cashed in exchange for part of their affiliation fee for the forthcoming year. Speak to the Club Secretary for details and Application forms.

Club Logo Shirts. Shirts with the Club Logo are available from Elizabeth Embroidery, Stockton. All shirts are of excellent quality and in a range of colours. The Tee Shirt is available in a micro-fibre type material. For further details and ordering see Allan Coverdale. **You can also take your own garments to have the club logo embroidered by Elizabeth's Embroidery, Stockton on Tees. Tel: 01642 674 973.**

Club Badges. Allan Coverdale has Club Badges available at £8 each. These are quality items and will improve the appearance of your jacket/t-shirt/underpants/whatever!

Ride-Out Programme. There are Ride-Outs every Sunday and on public holidays. We are now meeting at Yarm Station and riding in groups of six. The rideouts have finished for the year with the clocks going back.

The Biker Guide. Want to know more about biker-friendly accommodation, cafes, camping, events and squillions of other things related to biking? Check out www.thebikerguide.co.uk

Bike Meets: Don't worry I will put them all back when we can go out again

BE ADVISED:

- Avoid crowded spaces= Ride Motorcycles
- Do not use public transportation =Ride Motorcycles
- Well ventilated spaces are virus free = Ride Motorcycles
- Protect your nose and mouth = Ride Motorcycles
- Recommended use of Gloves = Ride Motorcycles
- Try not to touch contaminated surfaces = Don't let anyone touch your Motorcycle
- Avoid shaking hands = Do not remove your gloves when getting off the Motorcycle
- Keep a Safe distance from people who sneeze or cough = Ride Motorcycles
- Maintain a positive and prudent attitude = Only way to ride a Motorcycle

*Feel Free to Share this Important Information

Stay safe guys and consider motorists and people who live where you go. We need some good press. So follow the BMF guidelines (also the Governments) when we can get out again.

Toilets are considered a high risk area (small space bad air & highly contaminated even without covid)

They are probably not open anyway. So pee in a bottle or fertilise a hedgerow discreetly.

Angus McPhail RIP

The world of motorcycles lost one of its most eccentric geniuses when coronavirus claimed Angus 'Ag' McPhail in April. He was best known in drag racing and sprinting circles, particularly for Jade Warrior, that had him stretched out on his stomach ahead of a supercharged two-litre four cylinder engine that used

a Cosworth cylinder head on a home-brewed barrel and upper crankcase, cast as one. It drove a big car slick through a torque converter and, in the 1980s, he was the first Englishman to get into the seven-second bracket for the standing start quarter mile without using nitro-methane for fuel. Google 'Jade Warrior' to see him in action and prepare to be amazed.

He was born in Pinner and made his mark early on with a 1930s 250cc BSA that went better than it should, but him serving an apprenticeship at the De Havilland aircraft factory in Hatfield meant access to advanced knowledge and materials. He built a Formula Junior single-seater racing car there and was renowned for getting special parts made; a set of close-ratio gears for the Volkswagen gearbox would have cost close on £200 in the 1960s, but not with his connections! Plans for the car didn't advance far when he got involved in bike sprinting and he sold the Macon design to Tony Houghton, who went on to build a series of them.



He had a lesser-known second hobby with the manufacture of small bombs, using a blend of fertiliser and sugar sealed in steel tube with an Airfix model jet engine fuse. If he wanted a long delay, he'd light a fag and wrap the fuse around it, which could give up to 10 minutes' delay while we all got out of the area. He made a special underwater

version with the fuse fed through a long plastic tube and the bomb suspended on bent welding rod, then hung over the sluice gate on the ornamental pond in posh suburban Pinner. The idea was to blow the gate out and drain the pond,

but although it went off with a huge tower of water – think of a small anti-submarine mine – and all the ducks were up and away in panic, the gate held. He gave up being an urban terrorist before he was discovered, and concentrated on bikes.

His first sprinter was the knee-high Ariel Arrow-powered Ag's Barrow, breathing methanol through a big carb and later tried on a model aircraft fuel containing nitro-methane, but that wasn't any faster. The bike had a tubular space frame, with alloy panelling bonded by aircraft adhesive and rivets – like Formula One racing cars had been using. It was quick and got a front cover picture in *The Motor Cycle* with an enthusiastic write-up by technical editor Vic Willoughby. He also gave time to help me and John Cruttenden build a 500 Triumph sidcar outfit that won the sidecar



The unique, and very successful, Jade Warrior.

class at the 1964 Ramsey Sprint at the TT, then decided to get serious with the Macon three-wheeler.

Lambretta front wheel, driver and crewman lying side by side with fuel tank, supercharger, 500 Triumph engine and Norton gearbox in line down the centre spine, with two Mini wheels on the rear axle.

It took world and national records, standing quarter-mile times in the low 13 seconds before it was sold to Dave Green, who put a 650 motor in and took 750 world and national records.

He never stopped thinking of ways to build something better and faster and his next three-wheeler had room only for driver and ballast, with the first version of his four-cylinder engine driving twin rear wheels via a torque converter. I drove that for an MCN feature and it was a very stable and fast ride.

Lessons learned with that led to the

ultimate head-first projectile, Jade Warrior.

By that time he was working closely with Mick Hand and then Keith Parnell, whose 750 Triumph was modified to give ground effects with a skirt like Formula One cars of the time used, in this case the exhaust gases sucking the bike down and giving much better

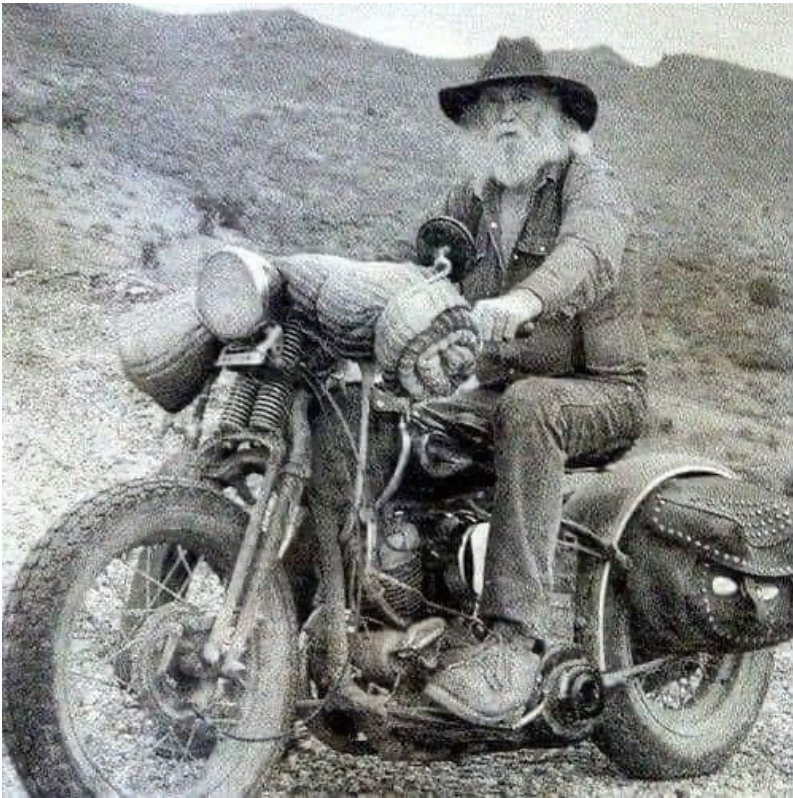
traction. That careful development work gave Keith the bike to make him the first English rider to get below nine seconds for the quarter mile. When the same technology was applied to Jade Warrior, Angus reckoned it gave something like 1000lb of downward thrust, a nominal bike in some people's eyes, but all it had was two wheels and a huge amount of engineering knowledge; he was a big draw at bike events in Europe, with crowds looking on in wonder.

He left De Havilland and worked

Uncle Jim Reynolds

virus long before his time.

Never thought of driving an outfit like this. Had an Imp engine though



This guy was only 16 when he set off, Hds must take ages to go anywhere



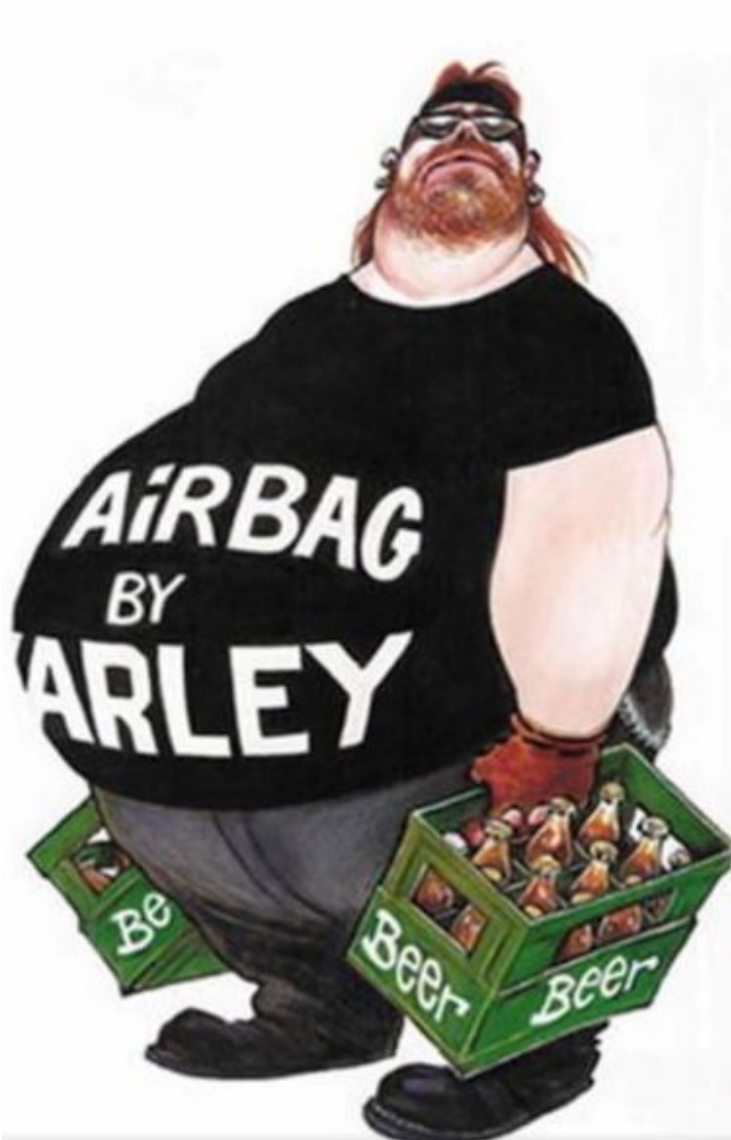
Must be a shortage of tyres or cash where this owner lives. Ingenious bodge though



Heading for the North Pole a proper winter rider



Staying covid free biuker



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Don't end up like him after Christmas

Merry Christmas and a Happy, Healthy New Year to all my avid readers

The End Game.

Don't waste the Covid restrictions get out your pics & write some articles articles, send your stuff in as it may be a long winter so I will need loads of tales to publish.

Send your photos of trips, days out & rideouts to Stephen Pratt for the club website & photo archive. Stephen will also put ads on the website so send them via me you can get my contact details from the web site

Stay safe out there
'Cheerio' from the two Bs

Please message me or email if you would like something putting in the newsletter.
There is no deadline...you either make the next issue or you don't!

My contact details:

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