



**bmf**

Cleveland Bay, Yarm  
Every second Wednesday of the month  
<http://www.freewebs.com/yarmmcc>  
Tel: 07517 605614

### **CLUB NEWSLETTER NOVEMBER 2010**

The racing season is over, and while there were some good bits, there were also some boring races, particularly in the MOTOGP world. Never mind, next year should be quite different thanks to several riders swapping teams and thus upping the ante. Let's hope that the grid numbers are not depleted. I have compiled the racing calendar for 2011. Cut it out and nail it to a wall/fridge/mirror or just keep it in your filofax (yes...some of still use filofaxes)

This month we have an article by Norman Simpson, who had the privilege of meeting Chris Walker at the Norton factory and taking a new Commando for a test ride. Jammy devil!

We also have the fourth instalment of Clive's story in the quest to have working classic bike (something many of us crave for!).

**Committee Meeting.** Wednesday 3<sup>rd</sup> November 2010 at 8.30pm

**Club Meeting.** Wednesday 10 November 2010 at 8.30pm.

**Forthcoming Events** (latest additions in Bold). Let me know of any event you would like to be publicised.

**Nov 12 to 14** **Footman James Classic Motorbike Show, NEC**  
Nov 26 to Dec 5 NEC International Motorcycle and Scooter Show. Bus from Yarm on 2<sup>nd</sup> December, leaving the Town Hall at 6am. Speak to Norman if you want a seat.  
Dec 27 Christmas Party at the Cleveland Bay. **Names to John Angus please.**

#### **2011**

**Feb 3 to 6** **Carole Nash MCN Motorcycle Show, Excel Centre, London. Featuring GP Legends Kevin Schwantz and Freddie Spencer plus top Stunt Riders**  
**Apr 3, 2011** **Help for Heroes Rideout (part of a bmf promotion)**  
**May 14/15** **bmf East of England Show, Peterborough Showground**  
**Jun 11/12** **bmf GEMS (location to be decided)**  
**Jul 9/10** **bmf KELSO Bikefest**  
**Sep 10/11** **Tail End Rally, Newark Showground**

**The Club Website.** Visit the Club Website at [www.freewebs.com/yarmmcc/](http://www.freewebs.com/yarmmcc/). If you have stuff for sale or an event to promote then this is the place to put it for wide coverage. Send your material to Steve Watts on [swatts@ntlworld.com](mailto:swatts@ntlworld.com). Check out via the Guestbook when you have finished your comments.

**The BMF.** The Yarm Motorcycling Club is affiliated to the BMF. For details of the BMF go to [www.bmf.co.uk](http://www.bmf.co.uk)

### **NORTON COMMANDO - TEST RIDE BY NORMAN SIMPSON**

Recently I had the privilege of visiting the Norton factory at Donington to ride the Norton Commando. I met up with Chris Walker who is the Sales Manager. On arriving, he wheeled out a Commando and started it up whilst I donned my riding kit. The bike looks tall, probably due to a short wheelbase, but when sat on it feels quite low down and it's easy to reach the ground. There are dimples in the tank for the knees and the footrests are set back which feels strange at first, but it is a single seat machine. The seat was hard but, strangely, was comfortable when on the move. The riding position felt like a 1960's scrambler to the extent that when I reached the main road I was giving hand signals until I sorted my head out. The bars are wide which goes a long way to explain why it is so light and easy to steer and one can tell exactly what the front is doing. I rode the bike mostly on winding roads around Melbourne and Wilson villages for about 25 miles. The road conditions were good and the bike stuck to the road just like a Norton of old, in fact better than most bikes I have ridden. It was very light on the turn-in and it was a case of point and go really. The exhaust was noisy (this was Chris Walkers bike after all) and it sounded more like a single than a twin somehow. Brakes were first class and the gearbox a delight, but only if the clutch was used on upward changes. Otherwise upward changes without the clutch were snatchy. Power delivery was linear, with no waiting for the revs to build up. However, wind resistance was such that over 70ish it was necessary to hang on and that was with a light wind. All the bikes are handmade and almost all bits sourced from the U K. For example the wheels are produced in Birmingham. Assembly will all be based in Donington shortly. When the bike is looked at closely it is obvious that all the parts are quality components which explain to a degree the cost, and the finish is quality also. For performance, a superbike will beat the Norton, but I don't think I've enjoyed a ride as much as this before. Other details are: World Record speed of 129 mph for pushrod operated engines was achieved by Stuart Garner (Norton Managing Director and factory owner) recently; top RPM around 6500 but Torque is high; Seventy machines on the road so far but many are awaiting delivery around the world.; Weight of bike is 188 kg.; Engine size 961cc. There just happens to be a space at the end of my garage, one never knows!

Norman Simpson

**FOR SALE Triumph Trophy 1200 – 93 L Reg. Metallic Red, 44,600 miles  
T&T to May. Many touring accessories  
Present owner for 11yrs, very well maintained, Excellent original condition  
£1800ono. Call Ian on 07713490317**

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**bmf AGM News** The bmf AGM was held in Burton on Trent on Oct 9. Some 60 members attended, which was pretty average. Currently the bmf has some 8000 members and 346 affiliated clubs. Finance has been a big issue for some time now and it was reported that savings of £50k have been identified. The Government Relations officer, Chris Hodder, is also a member of FEMA, which means he has a voice in Brussels. Possible future output from the EU could be: common MOT's throughout Europe; compulsory ABS on the larger bikes; automatic headlights on for all vehicles (bad news for us), and anti-tampering components on our bikes. Other news is that manufacturers production standards are going to go under scrutiny, reduced pollutants in motorcycle engines will be required, and new machines will be accompanied with fuel consumption figures.

MCE are the bmf preferred insurers and guarantee to give you the lowest quote. Try their website <http://questionpro.com/t/Ac9TZIO9E> and quote '2013' when prompted. You can also call them on 0844 338 6868. (I'm not too sure about that web address).

**FOR SALE : Kawasaki ZR-7 Rear Hugger £5. Magellan GPS for aviation use (Visual Flight Rules model) – about the size of a large paperback. Grey-scale display. Runs off 12v. works fine. Has most roads/rivers etc on it. £10. Contact Brian (Secretary) 07517 605614 or 01325 721669**

## **CLIVE'S STORY– FROM DREAM TO NIGHTMARE**

### **Part 4 - On the Road**

Against all odds it seemed to Clive that the Arton was coming together. Most of the mechanical problems had been overcome, up to a point and it was starting to look like a classic special at last.

There had been a bit of a run in with Banger when Clive noticed some of the contents of the HRC waste bin appearing on the Arton thickly coated in paint. Despite Banger's claims that he was Rolls Royce trained to apply cellulose lacquer Clive insisted they were removed and in a rare moment of sarcasm had asked if the runs in the paint were to Rolls Royce specification as well.

Banger made a mental note to supervise his girlfriend more closely next time he gave her a painting job. Clive, on the other hand, had begun to feel that much of the money he was spending was simply not finding its way onto the Arton and Banger was scratching around for any old rubbish to finish the job. It seemed inconsistent to Clive that Banger's grim stories of repossession had now been replaced with enthusiastic talk of a new extension to his house.

In all of this Bill Robinson's loyalties had been severely tested. He was unhappy with Banger's make-do cowboy approach and felt embarrassed to show some of the work to Clive. He had even brought some of his own spares into the HRC workshop in an effort to improve the quality of the job. It was not surprising that history would show the HRC partnership was coming to an end.

Fortunately, Clive was on good terms with Sandy Kitchen who ran a local classic spares business in Swivelditch close to West Bumpstead. Provided you knew what you wanted Sandy could usually locate it in his warehouse and there was always a cup of coffee for regular customers. The rules were simple requiring a handshake to close a deal and Clive always felt he knew where he was when talking to Sandy and it made a refreshing change from Banger's bullshit.

Despite the many setbacks Clive was becoming quite excited at the thought of the Arton actually running and that day was surely drawing closer. Even Bill became cautiously optimistic as the final

assembly of the ignition system had proved easier than expected. Banger, on the other hand, had become depressed as with the Arton nearly finished the new extension to his house was reverting to a distant dream. He was relieved however, that now everything was back together Clive would be unlikely to find those things he had prevented Bill from doing.

He told himself repeatedly that the Arton had not needed a rebore and the new pattern rings on the pistons would take up any clearances caused by the clearly oval bores. He'd had the bores given a quick ream out in case Clive saw them before engine assembly. Then there had been the lack of shims for the front crankshaft, the leaking gearbox main shaft seal, the reluctance to select third gear, the knackered clutch plates and so the list went on. Sadly Clive knew nothing of this.

Clive had wanted to take the Arton to the Rockers Reunion in Brighton so a few days before the weekend of the bash Clive met Bill at the HRC garage. They both had to admit that the Arton looked quite good as Bill had spent several hours of his own time polishing it and removing the scratches which had resulted from Banger's girlfriend sitting on it in her sequined mini skirt.

Clive helped Bill fill the oil tank and pump the oil around the engine. Then in went the petrol and Bill connected the battery leads, operated the choke and ignition key and then gave the kick-start a firm prod. Nothing happened and several more tries were unsuccessful.

At this moment Banger returned from the Pub. "Give it a birra of throttle Bill" he slurred. Bill tried this but without success. "Lemme do it" said Banger and as Bill took another kick he wound the throttle wide open.

The Arton started with a deafening roar which shook the whole workshop. Bill jumped back startled by the noise which continued unabated. "Shut the throttle Banger" shouted Bill who was now choking on the dense clouds of white smoke issuing from the Arton's silencers (Banger had found them going cheap at an Auto jumble with a note which said 'porous chrome, baffles not included'). "I can't" shouted Banger "the bloody throttle's stuck".

The Arton continued to run at several thousand rpm and smoke started to issue from every crack in Banger's garage and drift down the road. A pane of glass fell out of one of the windows bathing the house next door in white smoke. "Open the doors" gasped Banger but Bill was having trouble seeing in the smoke and couldn't find the latch. The ignition key seemed welded in the switch.

In the distance the sound of a fire engine grew louder and louder and just as Clive, in frustration at the circus he was witnessing, leaped forward to disconnect a battery lead a fireman burst through the doors and aimed a powder extinguisher in the direction of the Arton. Unfortunately, at that moment Banger was hanging over it trying to shut the throttle slide with his finger. The contents of the extinguisher ended up all over Banger's best drinking suit.

"You pillock" shouted Banger, partly blinded by the discharge. The fireman seemed unimpressed and turning on his heel shouted "situation secure" to his colleagues, climbed on the fire engine and it drove away. Having sucked in a carburettor full of extinguishent the Arton coughed and stalled.

Slowly the smoke and powder cleared. "What are we going to do now" wailed Banger, who looked like the victim of an accident in a talcum powder packing plant. "There's only one thing we can do" said Bill 'and that's fit a stronger throttle return spring.

In the next episode Clive takes the Arton to the Rockers Reunion and the search for oil pressure begins.

Chris Hamlin

**More Bus Lanes Opened.** Bedford has opened its bus lanes to motorcyclists for an 18 month trial. Bedford is a particularly difficult place to traverse due to the many river and rail crossings. So, if you ever go there give it a go!

**Ducati Deals.** Ducati has launched 6-month deferred payment scheme to beat the 2.5% VAT rise in January 2011. After the initial six-month non-payment period the rider will then pay the mount owing over 3 or 4 years. The minimum deposit is 30%. So, now is the time to get that 1198 '-thingy'!

**NEC Shaping Up.** The Carole Nash Motorcycle Show (club bus run on 2 Dec) will give us the chance to see all of the new bikes for 2011. There will be 30 manufacturers showcasing their latest models and top quality kit. Lots of free events going on for kids and there will be live action from The Ramp'd Up Freestyle Motocross team. Hope to see you there.

**New V5C to be Issued.** The DVLA are issuing new RED coloured V5C documents to replace the old Blue ones. All new registrations will get the RED document straightaway while machines already registered will be issued with the new document when changes or registration is due. All this because someone stole a few boxes of the Blue forms a few years ago. By the way, if you want to scrap your bike you will have to take it to an approved Authorised Treatment Facility to ensure that environmental conditions are met. The new forms do not have a section where you can notify the DVLA that you are scrapping the bike.

**THE END GAME.** Two lions are walking through the jungle and the male kept licking the female's bottom. "I wish you'd stop that." She complained. "Sorry," he replied, "I've just eaten an estate agent and I'm trying to get the taste out of my mouth."

A man goes into a chemist shop and asks the pharmacist if he can give him something for the hiccups. The pharmacist promptly reaches out and slaps the man hard across the face. "What did you do that for?" asks the man angrily. "Well, you don't have the hiccups anymore, do you?" "No, but my wife out in the car still does!"

Poor Doreen. She's had no luck. A few months ago a man asked if he could change her name to his. Of course she was delighted and said yes. Now he calls her Jimmy!

The funeral procession made its way down the road. Six close members of the family carried the coffin between them. On top of the coffin was a fishing line, a net and some bait. A passer-by remarked, "He must have been a keen fisherman." "Oh, he still is," came the reply. "He's off to the river as soon as they've buried his wife."

"Martin, why do you always close your eyes when you drink your beer?" "Doctor's orders," he replied. "He told me never to look at a pint again."

A man walks into a bar and asks for a pint of Less. The barman is perplexed by this request and says "I'm sorry sir, but I've not come across that one before. Is it a spirit?" "I've no idea" replied the man. "The thing is, I went to see my doctor yesterday and he told me that I should drink less."

A police patrol picks out a man staggering down the street at 2.30 in the morning. "And just where do you think you are going at this time of night?" asked one of the officers. "To a lecture." replied the man. "What! at this time of night? Who's giving it?" "My wife" he replied.

A man is driving down a deserted stretch of highway when he notices a sign. It reads:

SISTERS OF ST. FRANCIS HOUSE OF PROSTITUTION 10 MILES

He thinks this is a figment of his imagination and drives on without second thought...

Soon he sees another sign which reads: SISTERS OF ST. FRANCIS HOUSE OF PROSTITUTION 5 MILES

Suddenly he begins to realize that these signs are for real and drives past a third sign saying:

SISTERS OF ST. FRANCIS HOUSE OF PROSTITUTION NEXT RIGHT

His curiosity gets the best of him and he pulls into the drive. On the far side of the parking lot is a stone building with a small sign next to the door reading: SISTERS OF ST. FRANCIS

He climbs the steps and rings the bell. The door is answered by a nun in a long black habit who asks, 'What may we do for you my son?' He answers, 'I saw your signs along the highway and was interested in possibly doing business.....'

'Very well my son. Please follow me.' He is led through many winding passages and is soon quite disoriented. The nun stops at a closed door and tells the man, 'Please knock on this door.'

He does so and another nun in a long habit, holding a tin cup answers the door... This nun instructs, 'Please place \$100 in the cup then go through the large wooden door at the end of the hallway.'

He puts \$100 in the cup, eagerly trots down the hall and slips through the door pulling it shut behind him. The door locks, and he finds himself back in the parking lot facing another sign:

GO IN PEACE. YOU HAVE JUST BEEN SCREWED BY THE SISTERS OF ST. FRANCIS.

**Wot! Not Got a Computer?** This newsletter contains quite a few references to web sites and email addresses. Where there are alternatives such as phone numbers or mailing addresses I will publish them. Get advice from Committee member Steve Watts if you are planning to go 'digital'.

**And it's 'Goodnight' from him.** Please call me if you would like something putting in the newsletter. There is no deadline...you either make the next issue or you don't! My email address: **brian.burke2@btopenworld.com** or phone me – 01325 721669 (Answerphone on). Mobile 07517 605614.

RACING CALENDAR 2011

<b>Date</b>	<b>MOTOGP</b>	<b>WSB</b>	<b>BSB</b>
Feb 27		Phillip Island	
Mar 20	Losail		
Mar 27		TBD	
Apr 17		Assen	
Apr 24	Motegi		
Apr 25			Brands Hatch
May 1	Jerez		
May 2			Oulton Park
May 8		Monza	
May 15	Estoril		Croft
May 22	Les Mans		
May 30		Miller, USA	Thruxton
Jun 5	Mugello		
Jun 12		Misano	
Jun 19	Silverstone	Aragon	Knockhill
Jun 25	Assen		
Jul 3	Catalunya		Snetterton
Jul 10		Brno	
Jul 17	Sachsenring		Oulton
Jul 24	Laguna Seca		
Jul 31		Silverstone	
Aug 7			Brands Hatch
Aug 14	Brno		
Aug 28	Indianapolis		
Aug 29			Cadwell Park
Sep 4	Misano	Nurburgring	
Sep 11			Donington
Sep 18	Aragon		
Sep 25		Italy TBD	Silverstone
Oct 2		Magny Cours	
Oct 9	Sepang		Brands Hatch
Oct 16	Phillip Island	Portimao	
Nov 6	Valencia		