



**bmf**

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

## **CLUB NEWSLETTER DECEMBER 2010**

The weather has certainly made its mark the past few days. All kinds of plans have been thrown into disarray and sorting out the collateral damage is a pain. Next weekend is the Santa Run and after last year's cancellation it would be a shame to have a repeat performance – fingers crossed.

This month we have a contribution from former Chairman Geoff Sadler on his ride from Lima to Buenos Aires as well as Chris Hamlin's regular story of Clive and his Arton classic bike.

The NEC trip is coming up fast and the show promises to be a much bigger event than last year. All the major manufacturers will be there with their new bikes, plus lots of traders for those extra bits. There will be plenty to keep you occupied and out of the bar! (I promise to be a good boy this time!). Check out the new Triumph 800 Tiger and XC, Honda's 800s and CBR600. Kawasaki has a new Z1000SX and ZX10 and Aprilia have a 1200 Dorsuduro V-twin. There's lots of others to check out so no reason to be bored!

**Club Meeting.** Wednesday 8<sup>th</sup> December 2010 at 8.30pm. Talk by yours truly on Helmets.

**Committee Meeting.** Wednesday 5<sup>th</sup> January 2011 at 8.30pm

**AGM** Wednesday 12 January 2011 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**  
**Feb 19/20** **The 31<sup>st</sup> Carole Nash Classic Motorcycle Show, Bristol**  
**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)**

|                     |  |
|---------------------|--|
| <b>Jun 25/26</b>    | <b>National Rally</b>  |
| <b>Aug 11 to 14</b> | <b>Bulldog Bash, Shakespeare County Raceway, Long Marston Airfield</b> |
| <b>Jul 9/10</b>     | <b>bmf KELSO Bikefest</b>  |
| <b>Sep 10/11</b>    | <b>Tail End Rally, Newark Showground</b>                               |

**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)



**FOR SALE:** Kawasaki VN 900 Classic. Bike is 8 months old with only 435 mileage. Fitted with sissy bar. Bike has been garaged since new. Please Contact Sara at: [sara\\_vodka@yahoo.com](mailto:sara_vodka@yahoo.com)

### The Lima to Tierra del Fuego Ride Part 1 – Lima to Buenos Aries

**Riders:** **Andrew Mitchell**, age 53 – chief export and beer negotiator, crash test dummy.  
**Max Hale**, age 55 – head of Garmin Zumo operations and fuel consumption estimations.  
**Geoff Sadler**, age 57ish - South American amoebic diseases expert and Part 1 scribe.

#### **Thursday 30<sup>th</sup> September – Qatar to Argentina - Want a good time?**

The squad was finally together shortly after 14.00 in the Hotel Grand Betsy in downtown Lima. Andy had flown in from Cairo four days previously to sort out the bikes in general and to change his bike's ABS unit damaged in last year's Guatemalan cake and arse party. Max and Jacqui had arrived from The Hague a couple of days before with Jacqui celebrating her big 5 oh! Jacqui would be sight-seeing with us for part of the Peru leg of the trip.

The 18 hour Doha to Buenos Aries was a little tiresome but livened up by a Brazilian lady in the next seat who was convinced that I could speak fluent Spanish. Fortunately she moved to another seat after an hour or two, which allowed me to get back to my Spanish phrase book and in-flight entertainment.

The Buenos Aries overnight stopover was an interesting snapshot of big city life, After midnight but still lots of people about in the pavement cafes and bars, I found a kiosk and bought water and a couple of snack bars for breakfast. Continued around the block and was offered 'free' entry into a strip joint and a

shortly after the services of a 'lady' for the evening by a jolly black chap from central Arica. Had an interesting interchange when he found out I was from the UK. He spoke excellent English and was obviously quite well educated. Nonetheless his offer was hastily declined!

### **Friday 1<sup>st</sup> October – Argentina to Peru – What do you mean 'no beer'?**

An excellent Buenos Aires to Lima flight over the Andes, they are as spectacular from the air as they are from the road – truly an awesome piece of nature's handiwork. Quickly passed through Lima airport formalities and into the clutches of a taxi driver who wanted to charge me 100 dollars for a down town taxi ride! Renegotiated to 30 dollars and then had a good laugh trying to hold a conversation in Spanglish. He was avidly biting his finger nails and just about drove off the road when asked him if it was enjoying his 'desayuno' (breakfast).

Checked into the Hotel Grand Betsy and found the bikes parked at the side of the hotel, bright and shiny in the early afternoon sunlight. After riding my DRZ 400 back in Qatar, the sheer physical mass of the Beemer came as a bit of a surprise. They really are big bits of metal! Andy had made a good job of removing the pigeon droppings deposited in Gerardo's warehouse where they had been stored since last year's ride.

Checked and prepped my bike, tried to change the foot-pegs from BMW's totally no good off-road offerings to something more substantial but gave up when somebody mentioned drinking beer. The pegs could wait! A cruel twist of fate meant that my arrival coincided with the Peruvian elections and the country would be dry for three days... Bugger.

Fortunately we managed to find an Arkwright's corner shop in which an enterprising young lady realised the folly of her governments alcohol ban and sold us a couple of packs of beer. We ate at Norky's, an excellent pollo (chicken) restaurant and were soon back in the hotel drinking our ill-gotten gains.

After 22 hours of flying, 8 hours time difference, a belly full of chicken and pork chops and couple of beers I quickly fell into a deep zzzzzzzzzzz!

### **Saturday 2<sup>nd</sup> October. Lima – Ayacucho, 363 miles and 15,662 ft. - Full on acne!**

Our 06.00 start meant leaving Lima proved to be relatively painless and we were soon on the coastal highway heading south. It was dull and overcast and quite chilly after Qatar's 40+ degrees.



The highway is littered with chicken farms and small towns bedecked in dodgy looking election posters, this against a desert backdrop and the ever present Andes on our left shoulders. After a couple of hours we said goodbye to the Pacific, turned inland and started to climb. The higher we got the more interesting the road. From the tarmac ribbon of the coastal highway we started to encounter occasional pocks and scabbing which soon turned into full on acne. Added to this was the frequent plukes (rocks) which littered the road, great fun particularly if encountered mid-corner. The 15,662 feet registered on Andy's Garmin was the highest we had climbed on the whole trip – over half the way up Everest.

After one photo stop to take a picture of a particularly attractive llama, complete with pink ribbon, Andy's bike rolled off its side stand. The two-man effort required to pick it up was colossal and left Max and Andy on their knees gasping for air. Other physical features of the high altitude are constant headaches; mine kicked in at about 12-13,000 feet, occasional breathless episodes and fighting for breath at any physical exertion. The high altitude training programme completed by Max in Holland and me in Qatar was proving its worth! We arrived in Ayacucho mid-afternoon and after a few enquiries and many quizzical looks from the locals found ourselves in a splendid courtyard hotel. Andy and myself shared a room, the two flights of stairs carrying my kit bag and riding gear not appreciated but recovery was aided by a quick shower and couple of beers, the last of our Lima stock. Had a natter to two young Belgian girls who were working for a charitable foundation aimed at improving the lot of the local farm workers. Tried to take the moral high ground about

inflicting western ways on indigenous populations but was blown completely out of the water when Andy announced the three of us worked for oil majors!

Again, we were able to buy beer from 'underneath' the counter. Surprisingly Andy was first asleep and proceeded to rattle the windows and courtyard with his snoring – another symptom of high altitude? Err, no.... don't think so.

Next month: Ayacucho to Cuzco.

Regards, Geoff Sadler

**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**

**Need Help with Your Computer.** Quick, efficient service at very competitive prices assured.  
Contact Steve on 07765881062. Alternatively you can email Steve at [swatts@ntlworld.com](mailto:swatts@ntlworld.com)

**National Rally 2011** The bmf, in association with the ACU and MENCAP have planned for the National Rally to take place over the weekend of 25/26 June 2011. A new feature of the even will be the multiple finishing points, allowing riders to complete the run east, west, south or north of the central area, as well as at the main control point. More details will be available on the National Road Rally website just prior to Christmas.

**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 5 - On the Road – Well Almost**

Bill had been right as usual and a second throttle slide return spring had cured the tendency of the Arton's throttle to stick open. Clive was pleased but Banger did not share his enthusiasm mainly due to the fact his favourite drinking suit had come back from the cleaners with a note saying it was not possible to clean it. The note implied that the suit had not been designed for use on the production line of a talcum powder factory.

Clive had made some short test runs on the Arton and in general was quite pleased with the results. The extra throttle spring had made his wrist ache a bit but he didn't mention that around the club. There were one or two earthy wits that would be sure to take the advantage of a comment like that, especially as Clive didn't have a current girlfriend. He couldn't afford one after building the Arton.

At last the morning of the Rockers Reunion arrived and as usual the weather was superb. Clive donned his leathers, which would have impressed the old guard at the Ace Café. He hadn't actually been a Rocker (his parents had put a stop to that) but felt he was one in spirit. He went out to his garage in Stove to view the gleaming Arton which he had spent the previous day polishing. He swung his leg over it and turned

the ignition key. A little choke, a quick prod of the kick-start, the Arton roared into life and Clive headed for the open road to Brighton.

As he joined the A23 he accelerated in second gear changed to third and then – the gear lever fell off. Bill had mentioned the damaged splines to Banger some months previously but to little effect. One night, after a row with his girlfriend, Banger had tried to slide the gear lever on the badly worn splines. It had refused to co-operate and jammed halfway. In a fit of rage he had hammered the gear lever on, splintering the splines in the process. At the time it had seemed firm enough but continued use had caused the lever to work loose.

After a long search of the undergrowth along the A23 Clive finally located the gear lever. Attempts to replace it were to no avail as there were no splines left to engage. Resigned to the situation he put it in his pocket and limped the rest of the way to the Reunion in third gear. It was something of an embarrassing ride as hard core Triton riders kept sweeping past him shouting friendly greetings like “you should have gone for a Bonnie engine mate that one sounds shagged”. Clive rationalised it all as teething problems and finally made his way to the Mid Bumpstead Classic Bike Club stand on Madeira Drive where Sandy Kitchen had saved him a parking space.

He was quite pleased to arrive as the Arton’s oil pressure had fallen steadily as the ride progressed. Worried that he was running a big end Clive took it steady, which in third gear felt like a snail’s pace. It was a great day at the Rockers Reunion in Brighton however. Thousands of bikes turned up as usual and many of the riders stopped to admire the Arton on the MBCBC stand. Clive stayed late so not too many people would see him nursing it away down Madeira Drive in third gear. He was relieved to get home as the smell of hot oil and burning clutch plates had become a bit overpowering near the end of the run.

A week later with a new splined shaft in the gearbox and a rear set gear change assembly from Matrix Patent Parts fitted; Clive was rearing to go. His mother had grudgingly agreed to bring his Birthday present forward 8 months so he could pay for it. He had asked Bill to fit an oil cooler as well to help the overheating of the oil, which Bill had done and made a good job of it. There was no sign of Banger who had gone to see his solicitor about the note from the cleaners.

It was the day of the ‘Big Boys’ run and Clive was ready to give the Arton its head in the run to Fox Hill. As they left West Bumpstead and headed for the A24 Clive felt exhilarated. Easing to the head of the pack where everyone could hear his four (baffle free) silencers he accelerated away in second gear. He eased it into third at 40 mph, opened up to 50 mph and then – there was a loud bang as the Arton’s engine drive sprocket launched itself into low earth orbit.

As Bill explained later there was a modification to stop this happening but the purchase had clashed with Banger’s Beer Fest holiday and there had only been enough money to pay for one of the options. Clive looked with horror at the jagged hole in the alloy chaincase cover and began to wonder what would fail next. There was a small upside however; as they found the bottle of black nail varnish that Banger’s girlfriend has lost a couple of months before when Banger had stolen it to do some touching up. How it had survived in there Clive had no idea.

A week later Clive was back on the road. Clive’s Barclaycard credit limit was getting dangerously close as he rushed a fresh drive sprocket and securing kit from Maywerk Maynott the classic spares specialists. Bill had fitted it at home free of charge. Before that Clive had had the jagged hole machined out and repaired. His boss at work had made a cheap crack about him moving into the motorcycle business when Clive asked for yet another day off.

Banger in the meantime had problems of his own. It had all started with Banger’s live-in girlfriend complaining that she could not hold down a job and do the housework as well. Their place did look a bit of a tip and Banger had given up looking for a clean shirt quite a few weeks ago. This impasse had lasted for sometime until Banger had agreed that they could hire a maid. They visited a local agency that specialised in maids from the Philippines and picked a girl from their files.

Banger’s girlfriend had written a list of things she wanted the maid to do and asked Banger to package it all up and send it to the agency. Somehow, in the rush to catch the post a couple of pages from the ‘Better Sex’ section of one of Banger’s adult magazines had become stapled to the back of the maid’s job

description. At the agency they simply clipped the job document to the back of their invoice and sent it to the Philippines.

Young Maria was determined to make a success of her new job in England. Friends had warned her of big cultural differences between the Philippines and the UK and the difficulty she might face in adjusting. Maria, however, was a brave girl and well up to the challenge. To be honest she had been a bit surprised at the last two pages of the job description but she was determined to give the job her best shot.

Things had started quite well and Banger was rather pleased to wear a clean shirt again and see the place looking clean and tidy, but Maria felt she was not really doing the job as well as she could. Sitting up from rinsing his hair in the bath Banger was startled to see Maria standing over him naked with a dish mop clasped in a rubber gloved hand. Smiling sweetly she purred "Meester Bangair you justa try ta relaxa.

Banger admitted freely afterwards that he had panicked and dived into the toilet for cover but young Maria was not easily deterred. Banger's girlfriend had come home to find Banger locked, shivering, in the toilet pleading with Maria who was camped outside, still holding the dish mop, to put her clothes back on. Banger's later explanations that it was all a misunderstanding fell on deaf ears and to avoid Maria being fired on the spot he agreed she could help him in the HRC workshop until his girlfriend cooled off.

The next day Clive set off for HRC determined to have a strong word with Banger about the quality of some of his work.

*In the next episode does Clive find true love for the first time?*

Chris Hamlin

**THE END GAME.** Is it me or is it getting increasingly difficult to find jokes that are not too politically incorrect? I don't mind 'bad taste' jokes but some are outrageously racist. Sexist jokes are ok as long as I can balance them out i.e. being disparaging to both males and females in equal fashion. So anyway, after that load of bollocks from me...here goes:

My wife's friend hired an eastern European cleaner. It took her over 5 days to vacuum the house. Turned out she was a Slovak!

I'm absolutely shattered after spending 5 hours last night painting the rocks white in my back yard. The next time the neighbours' kids want a snowball fight I am going to win!

I was really embarrassed the other day. When asked if he preferred breast or legs my friend replied "Actually I prefer pussy". There is no way I am going to that KFC again!

You won't be hearing from me for a while. I'm being investigated regarding thefts from swimming pools. I've gotta lilo.

Husband emerges naked from the bathroom and climbs into bed. His wife made her regular excuse "I've got a headache". "Perfect" said the husband. "I've just been powdering my willy with aspirin. You can take it orally or as a suppository" (oops!)

A teacher asks the class to name something ending in 'tor' that eats things. Jimmy shouted out "Alligator, miss". "Well done Jimmy. That's a good one". "Predator" shouted Maria. "Excellent choice" said the teacher. Marvin then wakes up and shouts "Vibrator, miss". After nearly falling off her chair the teacher said "That's a big word, but it doesn't eat anything". "Well", replied Marvin. "My sister has one and she says it eats batteries like there is no tomorrow!"

**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       |                |              |