



bmf

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

CLUB NEWSLETTER - MARCH 2010

It sure was a pity to lose the Club's bus trip to the Scottish Motorcycle Show due to lack of support. Many thanks to Tony for mentioning the Christian Motorcycle Association trip and for Norman who contacted the organiser and went to all the trouble of collating the responses and sending off the cheques. Well done Norman. It's often a thankless task but at the last count I hear that 19 club members have opted in.

The weather has certainly done nothing to promote biking and other matters are conspiring against biking as an environmentally-friendly form of inclusive transport. The Westminster decision to charge for bike parking may be ratified fully if the challenge is not successful. This could spread nationwide as other councils around the country are bound to be watching how things go. The chancellor is proposing to raise road tax for motorcycles – as if things aren't bad enough with the credit crunch still lingering, Japanese bike prices going through the roof and fuel escalators. York city has introduced parking charges for vehicles between 6pm and 11pm in a number of car parks....so make sure you check if you go there (I understand bikes are exempt but check anyway).

Good news for us is that the Flag Café proposal was agreed by the Northallerton councillors. Well done to Laurence and Carol and anyone else who put in the good words to support this most welcoming of venues. I hope to bring news of opening dates/times in the near future.

Good news for me too! I have just heard that I will be going for back surgery on 9th March. I don't expect to be in for more than a couple of days, but I will miss the Club meeting on the 10th. I think Bob Arnett has agreed to give a talk on Bike Servicing that evening all being well, so something for you to look forward to. Finally, there is a message from the BMF at the end of this newsletter regarding 'Riders are Voters' and tells you where you can get info on your MP and what is going on regarding current issues. Personally I'd rather just shoot the lot of useless, interfering, lying tossers. Viva la Revolution!

Enjoy.

Committee Meeting. Wednesday 3rd March 2010 at 8.30pm

Club Meeting. Wednesday 10th March 2010 at 8.30pm.

Forthcoming Events in 2010 (latest additions in Bold). **Let me know of any event you would like publicising.**

Mar 20/21	Scottish Motorcycle Show. Pick-up at 6:15am at Yarm Town Hall.
Apr 24/25	Carole Nash Classic Show, Stafford County Show Ground
May 8/9	Thundersprint at Northwich, Cheshire
May 13-16	Northwest 200

May 15/16	BMF Show, Peterborough
May 29 for 2 weeks	IOM TT
Jun 12/13	BMF Show - Garden of England Motorcycle Show, Kent
July 9 – 11	VMCC Festival of 1000 Bikes, Mallory Park.
Jul 10/11	BMF Show - Kelso
July 2 to 4	Goodwood Festival of Speed
JUL 25	ACE Café Streetfighter Show (This is not listed on Ace Café Website yet!!)
Aug 12-15	Bulldog Bash
Aug 21 to Sep 3	Manx GP
Sept 17 to 19	Goodwood Revival
Sep 18/19	BMF ShowTail End at the Lincolnshire Showground
Sep 11/12	Bol D'Or
Oct 16/17	Carole Nash Classic Motorcycle Mechanics Show, Stafford Show Ground

The Club Website. Visit the Club Website at 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. 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

FOR SALE BY NORMAN SIMPSON. Tel # 01642 651303

Baglux Tank Harness to fit CBR600F 1998 onwards. In Red as new	£40
Half Fairing Blue Mettalic,(slight scratching)to fit Fazer FZ1 03	£60
Double Bubble Screen to fit above	£10
End Can (slight damage)	to fit Fazer FZ1 03
Crash Bunges to fit Fazer 600 04 onwards (F & G) still wrapped	£40
GIVI Mono Rack + Back Plate to fit CBR600F 98 onwards	£60 (will not separate)
Operators Handbook Petter PJ3-4M Diesel	£4
Operators Handbook Petter AA1-AB1 Diesel	£4
Ruston 3YDA Parts list and Instruction Manual (as new)	£15
Holman Rotair 13 Parts list (as new)	£8
Ruston-Bucyrus 10RB Excavator Instruction Manual (as new)	£25
Frank Thomas Aqua Bike jacket Medium Gents in Blue	£25.
Gazebo. 3 x 3 metres. Brand new (unopened)	£30

95 Alive First Aid Course. There are a series of First Aid Courses being run by the North Yorkshire County Council Road Safety Committee under the title of '95 Alive', which is dedicated particularly to motorcyclists. The course lasts for 3 hours and costs only £10 (normal price £65). Courses are available over several dates and locations. See attached form at end of newsletter for details.

Boundary 500 Press Launch. The press launch of the Boundary 500 Motorcycle Groups events for 2010 will take place at Lord Stones cafe, 11am Saturday 10th April. It would appear that the new Teesside helicopter which is due to come into service will be there. This helicopter carries the dedication plaque to John Toner as did the previous helicopter but because of your commitment to supporting the Great North Air Ambulance, the Teesside helicopter will now also carry the Boundary 500 Logo. So bring your family and friends and your cameras. As many bikes as possible because this is the picture that will be fronting our efforts to raise money.

For Sale GIVI Top Box and 2 Side Panniers, with mountings to fit VFR 800. As new. £300. Tel: 07931816812 or contact Steve Griffiths 01642 350640.

Travel Insurance Need for TT. Many of you will have seen the article regarding the IOM pulling out of the reciprocal health care agreement with Britain as of April 1st. UK visitors to the Island will be liable to pay for any healthcare they receive outside of A&E departments. This means any rider unlucky enough to be in an accident requiring overnight hospitalisation or longer could be in line for a big bill unless they have travel insurance to cover it. The Government is penny-pinching again which is why this is happening. You can to go an online petition to protest against this step. Go to <http://petitions.number10.gov.uk/HealthcareIOMUK/> to sign up...but hurry...the deadline is 11 March 2010.

If you need insurance try Bikers Travel Insurance at www.bikerstravelinsurance.co.uk or the Post Office.

For Sale: Yamaha FZ1 Fazer. 2006 model. Blue. 6200 miles. Fitted with Crash Bungs, Heated Grips, Belly pan and Fender Extender. Full Service History. 5 months MOT. Contact Dave on 01388 720601(H) or 07983525502 (M). Also contact Club Secretary – Brian.

Need Help with Your Computer. Quick, efficient service at very competitive prices assured. Contact Steve on 07765881062 or 01642 651086. Alternatively you can email Steve at swatts@ntlworld.com

GEOFF SADLER – CALIFORNIA TO PERU (not by frog)

Monday 14th Sept. (Black Monday) Honduras - 370 miles.

Made an early start but hit heavy traffic. At one point had a bus come steaming by at about 70 mph, it all made for some hairy riding. Then it happened, Andy leading with me tucked in behind and Max following when the driver in front of the line of traffic in which we were entrained decided to brake. The knock-back effect was not good, Andy managed to brake in time but the car following him didn't and ran into the back of

him knocking the bike into my path and Andy into the ditch. The only option I had was to steer into the car in front of me which had ploughed into the car in front of it. Fortunately Max was able to pick a way through the carnage before coming to a halt. My bike was now on its side in the middle of the road, with me still sitting on it, unscathed but vulnerable to traffic from both directions and these people do not take prisoners! I was shouting for help to lift my bike which is not far short of half a ton fully loaded. Fortunately Andy had soon sorted himself out and was able to assist along with the driver who had caused the carnage. The damage to both bikes was mainly superficial but more importantly both bikes were rideable. Andy's bike suffered brake servo problems for the rest of the trip and he had to replace the rear light cover. The engine protection bars on my bike had absorbed most of the impact but the front sub-frame had been knocked out of alignment which meant the instrument cluster and lights were a little bit askew! But we were riding again within an hour much to the relief of the police. We crossed into El Salvador, a country perhaps even poorer than Guatemala although not as crowded. It is very much dependant on agriculture and the occasional revolution! Andy had a chilling conversation with a local waiting at a bus stop who wanted to know if we had been shot at yet and he was not joking! On reflection, we did get the occasional knowing glance when we had mentioned our route to folk in Mexico. There looked to be some very nice places



along the coast so obviously there is some money in the system, not that the locals will ever see it. It was getting late but we had decided to push on to Honduras and we had arranged with our fixer on entering the country for his ' friend' to help us with the exit. Our fixer had even faxed our details plus the thought of spending a night here and trying to find a hotel was not appealing. It was dark as we approached the border, we were met by our pre-arranged fixer and some of his friends including a more than useful heavy. We handed over our entry papers and copies of documents etc. and waited alongside our bikes in some kind of nether world. Nearest comparison would be like a place out of Mad Max.

Accepting the facts that these places are inhabited by people determined to scam money by whatever means possible and we were targets, it was turning decidedly uncomfortable. A drunk tried to manhandle the bikes and then a drunken prostitute confronted us looking for business - this was scary! Our heavy saw the problem and dealt with the situation. She lashed out and hit the peak of my crash helmet and then came out with a torrent of abuse directed at the heavy and the gringos! Fortunately we didn't have to wait too long for our signed papers and after being duly ripped off by the scam of the day by our fixer, we were on our way. After 30 minutes riding, we came across a modern, USA standard hotel. We felt a whole lot better after a couple beers and a good meal. It had been an interesting day.

Tuesday 15th Sept. Costa Rica - 351 Miles.



Made an early start and we were soon making yet another border crossing, this time into Nicaragua. I'm sure it's the same set of fixers and cambios (money changers) with their calculators and wads of money. In the spirit of free enterprise perhaps they shouldn't be criticised too much but unless they are closely scrutinised they will scam or steal from anybody, they just cannot be trusted. Nicaragua is a very poor country, the locals depending on handouts and what they can grow. We came across some street urchins on one fuel stop. Angels with dirty faces and one had no shoes. They looked healthy but what future do they have? Maybe as a fixer or cambio? The Pacific rim never fails to disappoint and this time it was a magnificent volcano just

off the coast. We went down a track from the main road for a photograph and came upon a father and his young son. They went about their business ignoring us but we could see they were desperate to come over and find out what we were about. They didn't. Can't help thinking that years of war and strife had even driven out basic curiosity. A sad price to pay, their leaders have much to answer come the day of reckoning! Crossed into Costa Rica. The quality of the roads improved along with the standard of living. This was obviously a country more focused on its people than politics and war. One of the downsides of the increased GDP was the number of cars on the road, but at least the general standard of driving was reasonably good.

Best wishes. Geoff

FOR SALE Suzuki SV650S. '04 Registration. Blue. Only 2,800 miles. MOT and TAX. Comes with Optimate Charger and Paddock Stands. Yours for £2300. Please call Peter on 01642 730671 and negotiate!

Say NO to Road Tax Price Hike. Despite the current economic climate, the Government plans to raise the cost of motorcycle road tax this year. The BMF's Chris Hodder say: "This is all wrong. Although the increases (£2 to £4) are quite small, it's about the principle of increasing taxation at a time of economic hardship."

If you don't want to pay even more for your road tax, sign the petition at <http://petitions.number10.gov.uk/motorcycleved/>

MOTORCYCLING IN THE PHILIPPINES **Part 6 The Jeepny**

We were getting fed up with travelling everywhere by tricycle taxi and local bus. The tricycles are few and usually busy in the middle of the day so long waits are inevitable. Often we were hunting for a tricycle in the dark to take us the last 5 km to Manzante.

Last year I sold my VW Transporter in UK. We finished the garage so at least we had somewhere to lock up a vehicle at night. Local Jeepnees for sale were neglected and had 'twice round the clock' mileage. As soon as my pale face came into view I saw hands being rubbed together and price inflation setting in very quickly. Things didn't look too promising until one night we responded to a party invitation from a friend.

At the party we met Derek, a Brit, who was married a local Bantay girl called Flory and worked as a Project Manager in Saudi Arabia. He owned a beautiful Jeepnee built in stainless steel which he had purchased four years before. No two Jeepnees are exactly alike and this one was quite radical in its design and had only covered about ten thousand kilometres. After a few beers Derek explained that he wanted to sell the Jeepnee and buy a van. To cut a long story short a deal was struck. Compared to UK prices the 970 pounds he asked seemed very good value. A 1.6 litre Mitsubishi engine using a conventional distributor and carburettor to permit home maintenance powered the Jeepnee. The rest of it was distinctly unconventional. We picked up the Jeepnee in May. What followed could only happen in the Philippines.

The fuel gauge said empty so I headed for a local garage to get some petrol. Whilst there I had the tyres checked and found they had 7 psi in them, explaining the rather strange handling. Zenia called Derek to confirm we had handed over the money for the vehicle so I grabbed the phone and asked him the tyre pressures. "Don't know" he said, "never had to blow them up". So, I guessed something in the mid twenties

and settled for that. “What about the oil” I asked, “Don’t know” said Derek, “never checked it”. “And the windscreen wipers” I added as it was raining, “how do you switch them on”? “Don’t know” said Derek “never found out”. I also found the oil was off the bottom of the dipstick and rapidly topped the engine up with some good quality 20/50 grade. It took three litres to reach the full mark!

I put about twenty-five litres of petrol in the tank and off we set for Manzante. A few kilometres further down the road it became clear the petrol tank was leaking and very few of the instruments worked including the speedo. Derek had told me he had never got the radio to work and the reason why became clear when I finally got the cover off the radio compartment and found it contained no radio. “Don’t worry” I said brightly, “we’ll take it back to New Pacific, the builders in Vigan, and they will be able to fix all this in no time at all.

New Pacific assembly line resembled a scrap yard with small clearings where Jeepnees were being assembled. Piles of chassis rested in one corner and both stainless steel and galvanised bodywork littered the site. Over to one side the yard was stacked with automotive assemblies from broken cars, many with the mud still on them. The stores seemed to be filled with highly unnecessary but rather attractive look-faster goodies.

I had prepared a list of problems that needed fixing and Bunjing got stuck into the electrical and instrument faults. For the petrol and oil leaks the job was delegated to a rather timid young mechanic whose engineering standards owed a lot to the Philippine philosophy of ‘if it’s broke fit it anyway’. The original fuel tank had one leak but the new one that he fitted had two leaks which got progressively worse. He could not see the point in changing a split hose that was leaking oil over the side of the engine and felt the leaking petrol pump was well within acceptable limits. He didn’t like Jubilee clips very much so most pressure hoses were pushed on by hand. We nicknamed him ‘Little Jimmy Bodger’ and in the end I had to leave my two step-sons looking over his shoulder to see the job was done properly. It took four visits to get everything sorted out and we ended up with the original petrol tank reinstalled after a repair. An electrical fault flashed every light on the nearside of the Jeepnee when the indicator was operated but Bunjing traced that to two wires incorrectly twisted together. He twisted the correct wires together and added some insulating tape for a ‘professional’ job. It seemed every time they ‘fixed’ something there was something else that didn’t work.

Bearing in mind it had front and rear leaf spring suspension the Jeepnee handled quite well although the bump steer was noticeable by a change in compass heading at every road irregularity, which was faithfully transmitted to driver and passengers. On the upside it never failed to start and proved very popular with the extended family who always seemed to have urgent business in Vigan whenever we planned a trip there. I felt I was running more of a bus service than a private car. At least we had the power to overtake the rather slow tricycle taxis.

Safety had not been a priority in construction and the front seat belts were attached to the stem of the headrest support on the seat. The result in a crash would be a quick exit through the windscreen but still comfortably sitting in your seat. There were no rear seat belts but my step sons were impressed with the large speakers built into the back seat. In the end I purchased quite a nice car radio for 11 pounds (see previous articles about moving here). Bunjing and Jimmy Bodger actually got it to work and we were mobile with in-car entertainment.

Too soon the time to return to Dubai came round and we had to park the Jeepnee in the garage. A little paranoia is a good thing in the Philippines so I locked the garage door with a large padlock and took the keys with me. In addition, as well as taking the battery out of the Jeepnee I removed the rotor arm from the distributor. It will be a resourceful thief that steals it.

Anyway, we are mobile and I even managed to tax it for 2004 after giving the Manager of the Land Transport Tax office a bottle of whisky. I won’t go into the list of affidavits and bills of sale he initially required to prove the Jeepnee was mine. Suffice it to say I didn’t have them. Tearing off the bottom of the Registration Form in UK and sending it to Swansea seemed a doddle compared to this.

Next time we are in Manzante I want to get some decent seat belt anchor points fitted but it may need a long search to find anywhere suitable. I’ll let you know how we get on.

Chris Hamlin

Books Available from the Secretary. I have a copy of MCN's 'Motorcyclists Welcome' which lists accommodation and pubs where motorcyclists are made welcome. The book also contains official on and off-road dealers listings, off-road information and product tips and articles. A must when planning your UK trip. I also have 2 copies of the Police Rider's Handbook, which contains advice from the experts on becoming a better rider. With motorcyclists on average 35 times more at risk than car drivers, it makes sense to improve all aspects of your riding. See me at any club meeting. As an aside, I also always carry a copy of the latest highway code publication.

THE END GAME. Times are hard so here are a few from the guys at work.....don't shoot the messenger!

Why do Jewish fathers get their sons circumcised? Because they know Jewish women can't resist anything with 10% off.

"Mummy, where do babies come from?" "Well, daddies make a liquid called sperm and put it inside mummies" "Do mummies eat it?" "Only when they want new shoes!"

What's worse than a dog eating your shoe? A killer whale eating your trainer! (Very topical)

And one from Dot and John.....

Last week, we took some friends to a new restaurant and noticed that all the waiters carried spoons in their shirt pockets. When the waiter came back to serve our soup I inquired, 'Why the spoon?'

'Well, he explained, 'the restaurant's owner hired consultants to revamp all of our processes. After several months of analysis, they concluded that the spoon was the most frequently dropped utensil. It represents a drop frequency of approximately 3 spoons per table per hour.

If our personnel are better prepared, we can reduce the number of trips back to the kitchen and save 15 man-hours per shift.' As luck would have it, I dropped my spoon and he replaced it with his spare. 'I'll get another spoon next time I go to the kitchen instead of making an extra trip to get it right now..' I was impressed.

I also noticed that there was a string hanging out of the waiter's fly. Looking around, I saw that all of the waiters had the same string hanging from their flies. So, before he walked off, I asked the waiter, 'Excuse me, but can you tell me why you have that string right there?' 'Oh certainly!' Then he lowered his voice. 'Not everyone is so observant. That consulting firm I mentioned also learned that we can save time in the restroom. By tying this string to the tip of our you-know-what, we can pull it out without touching it and eliminate the need to wash our hands, shortening the time spent in the restroom by 76.39%.' I asked quietly, 'After you get it out, how do you put it back?' 'Well,' he whispered, 'I don't know about the others, but I use the spoon.'

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.

There follows a short intermission while I get the additional material together!!

Racing Calendar 2010

MOTOGP		World Superbikes		British Superbikes	
Date	Location	Date	Location	Date	Location
		Feb 28	Phillip Island		
		Mar 28	Portimao		
				Apr 3-5	Brands Hatch
Apr 11	Qatar	Apr 11	Valencia		
				Apr 16-18	Thruxton
Apr 25	Motegi	Apr 25	Assen		
May 2	Jerez			May 1-3	Oulton Park
		May 9	Monza		
May 16	Le Mans	May 16	Kyalami		
				May 21-23	CADWELL
May 30	Mugello	May 31	Salt Lake City		
Jun 6	Silverstone				
Jun 26	Assen	Jun 27	Misano, San Marino	Jun 25-27	Mallory Park
Jul 4	Catalunya			Jul 3-4	KNOCKHILL
		Jul 11	Brno	Jul 16-18	SNETTERTON
Jul 18	Sachsenring				
Jul 25	Laguna Seca				
		Aug 1	SILVERSTONE		
				Aug 6-8	Brands Hatch
Aug 15	Brno				
Aug 29	Indianapolis			Aug 28-30	Cadwell Park
		Sep 5	Nurburgring		
Sep 12	San Marino			Sep 10-12	CROFT
Sep 19	Balatonring, Hungary				
		Sep 26	Imola	Sep 24-26	Silverstone
		Oct 3	Magny-Cours		
Oct 10	Sepang			Oct 8-10	Oulton Park
Oct 17	Phillip Island				
Oct 31	Estoril				
Nov 7	Valencia				



95 ALIVE
THE YORK AND NORTH YORKSHIRE ROAD SAFETY PARTNERSHIP
EMERGENCY FIRST AID FOR MOTORCYCLISTS BOOKING FORM

Name:

Address:

Email:

Telephone:

Preferred contact method. Please delete as appropriate

Email	Phone	Mailed letter
-------	-------	---------------

Preferred Course. Please tick

Saturday	13th March	Northallerton	<input type="checkbox"/>
Wednesday	24th March	Squires Café	<input type="checkbox"/>
Saturday	10th April	Squires Cafe	<input type="checkbox"/>
Wednesday	28th April	Squires Cafe	<input type="checkbox"/>

Number of places booked

Amount enclosed

Please make cheques payable to **North Yorkshire County Council** and write **95Alive First Aid** on the back.

Return to

Marie Brown
95 Alive Road Safety Project Officer
North Yorkshire County Council
County Hall
Northallerton
DL7 8AH
Tel: (01609) 79812
Marie.6.brown@northyorks.gov.uk

www.northyorks.gov.uk

We will contact you shortly to confirm your booking. Thank you



Dear Rider,

Riders are Voters

Unless you have been living in another country for the last few months, you cannot have failed to notice that we are now in the run up to a General Election to be held in the next few months. The bmf together with other organisations representing motorcyclists and the motorcycling industry are running a campaign to encourage all riders to vote in the forthcoming election, but prior to using their vote, to raise questions and issues of concern to motorcyclists with the potential MPs.

This can be achieved in a variety of ways such as arranging a meeting with candidates to discuss issues one to one or in a small group. Alternatively you could write to, e-mail, or telephone the candidates to raise motorcycling issues with them to ask what they will personally do about those issues if and when they are elected. Questions can also be raised in person at hustings and other meetings where the candidates are present or by writing to the local paper as they frequently publish articles about the various candidates in the run up to the election and invite questions from their readership.

There are many millions of motorcycle licence holders in the UK and indeed in many constituencies the motorcycling vote could affect the end result.

Details of the individual candidates and how to contact them can be found on the main party websites. If you are not sure who your sitting MP is or what constituency you live in you can find it by going to www.theyworkforyou.com and entering your postcode in their search engine. Make sure you are registered to vote, raise motorcycling related issues with the candidates and make sure you use your vote.

For further information look at www.ridersarevoter.org where much more detail about the campaign and information about local candidates is to be found and there is a link to you local election office to make sure you are registered to vote.

Please raise motorcycling issues with the candidates then use your vote.

Ride Safe

John Gardner
Secretary to National and One Make Clubs BMF.