



bmf

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

CLUB NEWSLETTER – SEPTEMBER 2010

I was sorry to learn that the Chip Shop Run had been cancelled. It was my birthday and I was looking forward to a jolly good feast, complete with mushy peas, tea and bread and butter! The stuff of dreams.

Committee Meeting. Wednesday 1st September 2010 at 8.30pm

Club Meeting. Wednesday 8th September 2010 at 8.30pm.

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

Sep 3 to 5	Camping rally at Roxby, nr Whitby.
Sep 11/12	Bol D'Or
Sep 12	British Superbikes, Croft
Sep 18	Triumph 20 Years Celebrations at Mallory Park. See article below
Sep 17 to 19	Goodwood Revival
Sep 18/19	BMF ShowTail End at the Lincoln County Showground
Sep 26	British Superbikes, Silverstone
Oct 10	Rideout to Elvington Raceway
Oct 16/17	Carole Nash Classic Motorcycle Mechanics Show, Stafford Show Ground
Nov 26 to Dec 5	NEC International Motorcycle and Scooter Show. Bus from Yarm on
DEC 27	Christmas Party at The Cleveland Bay

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

New Social Website for Bikers. A new website aimed at bikers has gone live. Visit www.fullchatter.com. The site permits blogging, networking and places to buy and sell etc, all for free. I've tried and there is plenty going on.

Donington is Back on Track. Following months of anguish and the loss of the MOTOGP the track at Donington has now been fixed. At an 'open day' early in August a classic bike run took place, including the latest Norton ridden by Chris Walker. By all accounts the track is in good shape and ready to take on the likes of Superbikes next year. As long as the rest of the amenities are up to scratch then it is likely to be a 'goer'. Fingers crossed, we will have another first class race venue in the country.

Ian Hutchinson – a '5-Star' Road Racer. After setting the record at the 2010 TT with 5 race wins in a week, Ian Hutchinson has taken 3 wins and 2 seconds at the Ulster GP. What a season he's been having. It was no push-over though, as fierce competition was provided by Keith Amor, Bruce Anstey, Guy Martin and the Dunlop brothers throughout the Ulster. Ian rode his Padgetts Honda to the limit and has been well rewarded for his brilliant talent. Well done.

**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**

Underpants May Yet Ruin the Planet. A couple of years ago I reported on the use of Silver in thread for such as undergarments in order to kill bacteria that causes odours and prevent those nauseating smells that make you want to change your underpants more often than just once a week! (kidding). The attraction was being able to cut down on spare clothing when travelling. (Experience on my part has shown that I am usually too pissed/hungover to care what my underpants are doing anyway!). Silver thread is also used in 'odour-free' socks and certain types of bandages and wound dressings. However, a recent report in New Scientist shows that studies are now underway to determine the effect these silver nanoparticles have on the atmosphere once they end up in waste water. Silver nanoparticles are designed to kill bacteria, and it has been found through limited experimentation that they also kill bacterial used to treat water, such as ammonia. (ooer!). Unfortunately the action of 'killing' ammonia results in the generation of nitrous oxide, which is a greenhouse gas. Oh dear, guess I'll just have to go back to ordinary cotton and wash them more often...but hang on a minute...if I wash the things more often I'll be using more electricity/hot water, thus increasing my carbon footprint. What about not wearing any underpants at all? I think I'll sleep on that one.

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

Suzuki with GS Beater? Suzuki is producing the V Strom 650 Xpedition based on the very popular and reliable V-twin that powers the SV650. It is designed to target the BMW F800GS. The V Strom is cheaper and comes with equipment such as a 22 litre fuel tank, ruggedized panniers, engine bash plate, hand-guards and crash-bars. A pretty awesome package and should do very well.

Club Rideouts – Identified Club Member Leads – VOLUNTEER NOW!!

The table below sets out a date for each month when a club member can plan and lead a rideout. Don't be misled by the fact there are 2 dates shown for each month – this is to allow for the option of a Saturday or a Sunday run, as agreed at the AGM (preferably alternate w/end days will be

chosen. The aim is for a member to volunteer to lead a run by at least the Wednesday club night meeting for the following weekend. Please don't be shy at coming forward!

Month	Sat	Sun	Leader	Destination
May	15	16		
June	12	13		
July	17	18		
August	14	15		
September		12	John Angus	tba
October	16	17		

FOR SALE : Kawasaki ZR-7 Rear Hugger £5. Ventura Tail Pack with Rack – just needs ‘mating’ rack for your own bike - £10. 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. £15. Contact Brian (Secretary) 07517 605614 or 01325 721669 **It's so cheap..just buy it anyway! This stuff will go to a charity shop/bin if no takers by end Sept.**

CLIVE'S STORY– FROM DREAM TO NIGHTMARE

Part 2: The Building

It all seemed to be coming together for Clive. Local bike builders Heath-Robinson Classics at West Bumpstead had expressed great interest in taking on his Arton project. Over a few beers, which Clive bought, they had enthusiastically asked him a lot of questions, one or two about the bike but most of them about invoicing and payment.

HRC was a new outfit formed from a partnership of Banger Heath and Bill Robinson. Banger was one of nature's salesmen whereas Bill was a shy, polite bachelor and ex sewing machine engineer with little knowledge of the ways of the world. In Banger's view they were the ideal team and going to make some 'serious money' at this classic bike-building thing. It gave Clive a warm feeling to think he was helping them to launch their business and achieve his dream. It was a feeling that didn't last long.

Banger had been struggling to come up with a costing system for HRC. His early attempts at time sheets had not been very successful, as Bill had used them to mop up an oil spill on the bench. His aim in starting the business was to help pay his mortgage, which was around 300 pounds, a month and seriously in arrears. Suddenly, he realized the way to do it. Whatever the client asked for you simply charged them 300 pounds. If challenged he could always drone on for hours about the cost of parts, labour and the TLC that Bill had invested in the job. 'It don't come cheap' was his favourite phrase and of course he was right.

The following week Clive delivered the still sad looking Arton to the HRC workshop. He had cleaned it up a bit and got rid of some of the rust, which had made him a bit unpopular with the 'patina' enthusiasts at his local Classic Bike Club. Banger was standing in the doorway of the workshop smoking a cigarette when he arrived. His eyes lit up with pound signs when he saw the Arton. "We like a challenge" he said "What you pay for this – around 350 quid?" Clive decided to sidestep this part of the conversation and get down to business.

It was agreed that HRC would strip the Arton down and then decide with Clive what could be re-used. “Bill will start it now” said Banger “Just as soon as we have your up front payment of 600 quid”. This shocked Clive who had expected to pay in stages after the work was done. He questioned the need to pay this much in advance, which launched Banger into a long monologue about the cost of cleaning rags, the overheads, council tax and anything else he could think of to justify his inflated request. In the end Clive agreed to pay 500 pounds up front which left Banger grumbling about narrow margins and wondering how to make up the difference for his second catch-up mortgage payment.

A week later Clive dropped by the HRC workshop (which was actually Banger’s garage with HRC painted on the door) to see how things were going. Fortunately Banger was out on a trip to his Building Society to plead for more time on his arrears so it was Bill who showed Clive how the dismantling process had gone. Bits of the Arton lay everywhere and the dirty, rusty featherbed frame stood like a lonely skeleton in the middle of the bench. ‘It’s good news and bad news’ said Bill in his gentle and concerned fashion. He led Clive to the engine, which had the cylinder head removed. “It is all a question of how far you want to go with it,” said Bill, “Banger recommends the full Monty”.

Bill did not want to burden Clive with the rather depressing details of the strip down. As Banger and Bill had been struggling with the cylinder head Bill had plucked up the courage to ask for a service manual. Banger had been less than impressed. “For God’s sake Bill” he said I’ve spent 20 quid on tools for you already” (15 quid of which had been a stool for Banger to sit at the desk where he wrote the invoices). Bill was taken aback. “Well Banger” he said, “luckily I’ve got some of my own tools but this is my first Square 4 engine”. “What’s that got to do with it,” said Banger, “an engine is an engine, no big deal”.

Clive meantime was happy that the Arton rebuild was in good hands. He trusted Bill and knew that in the old days he had been the only man at the factory who could strip a Singer OOER Deluxe (sewing machine) down in less than a day. However, Clive had failed to fully realize the influence of Banger over Bill’s legendary skills.

To Banger all that mattered was the money and he did not want his high profit margins squeezed by Bill’s normal, careful approach to the job. Bill was shocked on his arrival at work to find Banger had been ‘giving him a hand’ the night before. As the pile of broken studs and nuts with stripped threads grew on the bench Bill wondered if he had made the right decision teaming up with Banger. He began to wonder where Banger’s ‘lifetime in precision engineering’ had actually been spent.

When Clive visited the workshop one weekend to see what progress had been made he noted that a lot of nuts bolts and studs seemed to be missing. Banger was ready for him. “If you think” he said, “we was going to use all those crappy, knackered old parts then you ain’t understood the meaning of quality”, moving as he spoke to get between Clive and the waste bin. He had asked Bill to empty it the night before and had just noticed several new nuts and studs from the Arton lying shining but brutalized in the bin.

One evening Banger had asked his girlfriend to assist him but it was clear her heart had not been in it. The climax had come when she had spilled her nail varnish on the freshly repainted petrol tank. Clive had commented on the brilliant diagonal pink streak down the side of the tank. Banger explained they had been ‘experimenting’ with the tank colour scheme and if Clive didn’t like it that was fine although there would be a small extra cost for changing it.

Banger kept the cost of spares for the Arton simple. If they cost less than 5 pounds he tripled it but over that he just doubled it and rounded it up. Clive started to have doubts when he saw the cost of quite small jobs and especially about HRC’s ability to do the cylinder head work. He decided to have the work done by a ‘specialist’ and approached ex road racer Don Diggings whose advert he had seen in ‘Classic Wreck’ magazine. Don was world renowned, in his own adverts, for quality engineering work on classic specials. Clive felt confident that Don would like the idea of the Arton and have some useful suggestions. One Saturday he traveled up to Don’s workshop come factory on the edge of Birmingham excited at the prospect of meeting the great man himself.

“I get a lot of wankers like you coming in here asking for help,” said Don, what’s your budget? Somewhat shocked, Clive explained, perhaps unwisely, that he had around 1000 pounds put aside for the engine work. “I wouldn’t piss on it for that” said Don with a predatory smile as he locked the Arton cylinder head in one of his cupboards. “Now run along sonny I’m busy” and with that he walked back into his office.

“Excuse me Mr. Diggings,” said Clive “I haven’t told you what I want done”. “Oh! So you want to tell me my job now,” said Don with a snarl. “Do you know how long I have been building classic specials?”

Clive tried to rationalize it all as Don’s personal eccentricity but it wasn’t working. He gave a stuttering explanation of the work required during which Don loudly drummed his fingers on the desk, looked at his watch and took two long telephone calls (Hi, Tex, yeh, Daytona ’68 incredible! how’s Lulu?...). When he had finally finished Clive was ejected from Don’s office and told that he would be called when it was ready. Only on the way home did Clive realize that he had not given Don Diggings his telephone number.

Next month we learn how the cylinder head turned out, the size of Don’s ego and invoice and the small problem of the rebore that never was.

The R850R. After ‘writing off’ the Kawasaki ZR-750 last October I was in the market for another bike (the ZZR-600 will have to wait until I’ve decorated all through the house). I was torn between a Triumph Speed Triple at MotoA1 in York and the BMW R850R for sale by Johnny Angus. In the end my head won over my heart; I knew I would use the Speed Triple to where my driving licence would be ‘shredded’ in no time, so it was the R80R after a short test ride. It sat in my garage for a month as I waited for my back operation to heal and I rode it gingerly once I gave myself the ‘all clear’ (the surgeon still doesn’t I ride a motorbike) . The power delivery and handling seemed quirky in comparison to the Kawasaki and in any case it needed a new front tyre as a couple of front slides confirmed. The Bridgestone 021s are not confidence inspiring and I had a 020 fitted. (Many bikers have had bad experiences with the 021s; including me on the Kawasaki, and they tend to wear quicker than the rear!

The handling was much better now and once I got used to the Telever/Paralever suspension I was happily cranking it over to the edge of the rear tyre. The engine red-lines at 7500rpm, a lot less than I was used to, although there is plenty of torque to ride it through the 6-speed box in quick fashion. In fact the bike is deceptively quick although it gets a bit ‘vibey’ at the top end. The torque reaction from the shaft drive is not noticeable on the move, although it becomes obvious when revving the engine in neutral, pushing the bike to the right. A check on the fuel consumption shows that I am getting around 50mpg, which is probably the best I’ve had from any bike.

The bike came with heated grips, Baglux tank cover, side panniers, twin spotlights and an adjustable windscreen. A matching tankbag was £90, a bit steep but well worth it. I’ve fitted a set of crash bars; something I have always fitted; I am particularly concerned about the big sticky-out cylinder heads! The other points of note are the comprehensive toolkit, the underseat storage and the nice ‘clocks’. I find the tall windscreen created quite a bit of noise; I’ve tried all combinations of height and angle. The screen is now in the garage; the bike looks far more purposeful without it.

What is there not to like? The centrestand peg is difficult to access as it is located between the gear change and foot-peg; it’s easy to knock the bike in gear when pushing it down. Removing the toe sliders has helped! The distance between the low seat and foot-pegs results in my knees being sharply cranked, particularly as I ride with my toes on the pegs. However, I don’t suffer as such but I may need a gel-pack on the seat in due course!

In essence, after getting used to the Boxer Twin engine and the suspension it is a really nice bike to ride. It’s comfortable and torquey, the lights are good and, if you’ve ever wondered, the BMW indicators are a doddle to use after a couple of rides! Rock on.

ACERO ARTE. Rock Café, Custom Airbrush Art, Reiki Therapy, Body piercing studio and Alternative Art and Gifts. All available at Acero Arte at 72b Skinnergate, Darlington (Opposite the Oxfam shop). Telephone 01325 464 534.

THE END GAME. Viagra! Why do they give old men Viagra? So they don't roll out of bed.

Did you hear about the theft of a carton of Viagra? Police are looking for three hardened criminals. A police spokesman said that when they judge got his hands on them they would all receive stiff sentences.

Pants. Husband joked to wife "Maybe we should start washing your clothes in SlimFast, it might take a few inches of your bum." The next day hubby takes a pair of underpants out of his drawer and notices a dust of cloud when he shook them out. "What on earth is this?" he hollered. "Why did you put talcum powder in my underpants?" "She replied "It's not talcum powder, it's Miracle Grow."

Man can't believe his luck when a gorgeous blonde sits next to him on the plane to Chicago. Eager to start up a conversation he asks her if she is travelling on business or vacation. "Business" she replied. "What kind of business?" he asks. "I'm going to a Nymphomaniacs Convention" she says. "I'm going to use my experience to debunk some of the popular myths about sexuality". The guy is nearly wetting himself with anticipation! Really" he says, "What myths are those?"

"Well" she explained, "One popular myth is that African American men are the most well endowed when, in fact, it's the Native American Indians who possess that trait. Another popular myth is that French men are the best lovers when actually it is the men of Greek descent. We have also found that the best potential lovers in all categories are the Irish"

Suddenly the woman becomes embarrassed and blushes. "I'm sorry," she said, "I really shouldn't be discussing this with you, I don't even know your name".....

"Tonto" the man said..."Tonto Papadopoulos, by my friends call me Paddy."

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:

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