



www.yarmmotorcycleclub.co.uk

Tel: 07517 605614 (Secretary)

CLUB NEWSLETTER FEBRUARY 2014

I'm still feeling the effects of Christmas and its aftermath! Chaos has reigned in our house from about the week before up until 19 January when some of our friends moved back down south and our daughter moved some of her stuff out of the place to join the RAF (after some 14 years in the TA!). Good luck to her. Anyhow, all this chaos has made it almost impossible to concentrate on answering emails and attending to everyday matters.

The highlight was the Club's Christmas/New Year Party at the Eaglescliffe Golf Club. It was just excellent all round, and a big thanks must go to John and Dot Angus for sorting out the menus and collecting the money, to Allan Coverdale and Norman Simpson for organising the vast range of raffle prizes, to Gloria Coverdale for organising ticket sales and the draw, and of course, to the spontaneous entertainment known as Tony! Goodness knows what your mum would have thought! Photos are available on request (plain brown envelope provided!).

So, here we are, 2014 and the AGM is done and dusted. What we haven't got sorted yet are Speakers for February to March. If any of you have a subject you are just bursting to tell everyone about then please let the Committee know asap.

Talking of the Committee, a big welcome to Bill Robinson who joined the team at the AGM. It's 10 pints to join, Bill!

Bob Arnett has kindly submitted an article on his BMW Superbike. It's a report of a standard good enough for any bike magazine. Read all about it in this Newsletter.

I did a trawl around the DVLA website and found a few items of interest. These are summarised below. Finally, the table for the Leader Rideout is in this newsletter, and we need you, the members, to volunteer to take a lead one Sunday. It seems a long way ahead now, but the better weather will soon be along (please!)

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

Club Meeting: Weds 12 Feb 14
Committee Meeting: Weds 5 Mar 14
Club Meeting: Weds 12 Mar

2014

8 Feb Wetherby Autojumble & Classic Bike Meet, Wetherby Racecourse
14-16 Feb London Motorcycle Show. Excel Arena.
2 Mar Mablethorpe Sand Racing.
2 Mar Newark Car and Bike Jumble

8/9 Mar Scottish Bike Show, Edinburgh
 22/23 Mar Manchester Bike Show, EventCity, Phoenix Way, Manchester.
 28-31 Mar MCN Biker Party at Skegness. Check out www.mcnlive.co.uk
 3-6 Apr Dent Long Weekend at High Laning, Dent, Cumbria.
 6 Apr Newark Car and Bike Jumble.
 27/27 Apr Carole Nash International Classic Show, Stafford County Showground.
 17/18 May BMF Show, Peterborough Showground.
 8 Jun Newark Car and Bike Jumble
 24 May- 7 Jun IOM TT Fortnight.
 27-29 Jun Triumph Cruisers Annual Meet at Dent, Yorkshire.
 5/6 Jul BMF Kelso Bikefest.
 7 – 10 Jul Southern 100 Road Races, IOM
 27 Jul Ace Cafe Stunt Festival and Streetfighter Show at Wembley Arena, London
 16 – 29 Aug Manx Grand Prix, VMCC Rally & Classic TT Races.
 13/14 Sep BMF Show Tailend Rally, Peterborough Showground.

The Club Website. www.yarmmotorcycleclub.co.uk. The Club's website has been created by Allan Wren. Yours inputs would be most welcome. Send in your pictures, articles of interest, forthcoming events, items for sale and wanted. Allan is the site moderator; he has the final responsibility for what appears on the site.

BMF INDIVIDUAL MEMBERSHIP DEAL CONTINUED FOR 2014

The BMF. Why not join the BMF as an individual member and save yourself and the Club money? In order to strengthen the membership base of the BMF and thus give it more clout in working for riders' rights, the Club Member Conversion Scheme has been introduced. As an Affiliate Member of the BMF through the club, you can convert to Full Membership at a £5 reduction in the normal fee AND make a further £5 for the Club. The joining fee will be £21, reduced from £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.

Camping Gear for Sale

Offers are invited for the following: Two x 2-man tents (1 Dome, 1 Tunnel type).
 2 x Sleeping Mats. 1 x Sleeping Bag. Gas Stove. Kettle with heavy alloy bottom!

Contact Harry Beadle on 01642 781202

FOR SALE

**Honda CBF1000. '06 model. One owner. 29850 miles. FSH - Dealer maintained.
 New chain and sprockets at last service. 6mths Tax. 12mths MOT. £3000.00**

**Luggage:- 2 x 36 Litres Givi panniers. £75
 1 x 36Litre Top Box £100**

Contact Bert Reid. Tel 01642 617068

Club Logo Shirts. The following shirts with the Club Logo are available from Elizabeth Embroidery, Stockton: Polo shirt: - £10.65 +VAT. Sweat Shirt:- £12.80 + VAT. Tee Shirt:- £9.10 + VAT. 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.**

Crofton Court Motorcycles Ltd

See Steve and crew.

Telephone: 01642 601795 / 07881276919

4 Crofton Court
Portrack Lane

for Servicing, Repairs, MOT, Tyres and fitting

Stockton on Tees TS18 2QR

www.croftoncourtmotorcyclesltd.co.uk

(Turn Right at the traffic lights at ARCO. Immediate Left after Burden's)

Now has executive rights on Maxxis Tyres in the area

Zontes Motorcycles Dealer

Yarm MC Members especially Welcome

Super Deals on Oxford Clothing. You can get a 5% discount on Oxford clothing if you order on-line. Now you can do even better! Crofton Court Motorcycles are offering 8% discount on all new Oxford clothing products. Call the number in their advert, or better still, visit the shop and have a look at the stock. All the usual Oxford Products are on display plus good deals on HJC helmets.

Camping Gear for You. Allan Wren (Biker of the Year 2011) is a well-travelled biker and uses The Tent Guys for top quality gear. You too can take of a great offer extended to club members. Go to website: <http://www.thetentguys.eu/> and get some great bargains. Quote discount code **YMC-10-7S367** after making your selection. Club members get a 10% discount.



BMW K1300S Sport Road Test



Specifications

175bhp	@ 9250rpm	140nm Torque	@ 8250rpm
255kg	Wet weight	1585mm	Wheelbase

K 1300S Sport Standard Extras:

ESA	Electronic Suspension Adjustment.	ABS	Anti-Lock Braking System
ASC	Automatic Stability Control.		Heated Grips
GSA	Gear Shift Assist.		Tyre Pressure Monitoring

After 8 yrs of owning a Honda CBR1100xx3 Super Blackbird, it was time for the old girl to fly the nest and a new model beckoned. After a few test rides the bike I chose was a BMW K1300S. As a self-confessed Honda man, I felt it was time to try other wares and as I have owned the K1300 for 18 months, I thought I'd give you an insight to my time with her.

This is by far the most comfortable motorcycle I have owned. The seating position feels fairly normal to me for a sports tourer. The arms, feet, backside triangle fits my frame perfectly, but it's the backside on the seat comfort that I find so good. This is due to both the ESA and the seat being manufactured from some very malleable foam.

I can be sceptical of rider aides that manufactures spend loads of revenue developing, but the most useable systems that I personally like are ABS and the Electronic Suspension Adjustment. The ESA is adjustable for both Preload and Damping. The preload is only adjusted at a standstill. Press the button to have either; single rider, single rider and luggage or rider and pillion. Then once you are on the move a dab on the same button gives you three options of damping. These are 1. Comfort (soft) 2. Normal (medium) 3. Sport (hard). Maybe it's my bones getting older as a few years back I never really gave much thought to the comfort side of riding a motorcycle but now there's instant respite from a rough section of road. Ride through a village or town with a myriad of past road excavations, inspection covers etc, and then choose the Comfort setting. Head back onto the open road and select the Normal position and if you want a sportier ride there's the harder Sport mode which stiffens the ride up to track round the curves nice and firm. The change from each setting is instantly noticeable. Although the K1300S weighs in at a rather hefty 255kgs, she carries the weight well. The bike sits low and long and has been well designed to keep the C of G low. For a bike that is around 50kgs heavier than a Honda Fireblade she tips into corners with ease but I imagine if attacking the alpine roads on the continent, then it could get a little tiring.

Synonymous with the BMW marque is the Paralever (rear)/Duolever (front) suspension which this model wears. It is the first bike I have ridden with this system and I must say it's taken a bit of adjusting to. The fact that she squats rather than dropping the front end whilst braking hasn't really bothered me. This feels more stable than the conventional telescopic fork design. However the front end of the bike has a 'vague' feel to it whilst cornering. There just isn't the same feel as the conventional telescopic fork set up. The jury is still out with me on this one.

I have become a fan of shaft drive as my hands are a lot cleaner now when washing or working on the bike. Aesthetically this looks very nice and adds to the clean flowing lines of the design. Also there is no routine chain adjusting or lubricating. I think the main downside of a shaft drive is the weight and power losses in the drive train due to frictional losses. These are unnoticeable to a road rider and I think it is a positive addition to the bike.

The OE tyres supplied were Metzeler ME3 - more of a sports tyre. For my style of riding these were excellent but the rear only lasted 3000 miles and the front 3800 miles. I don't do track days, only commuting, leisure and few miles two up. This is an expensive choice for a family man, so I have replaced them with a pair of Bridgestone BT023. I used these on the Blackbird and was getting a return of around 6000 miles, so I'm hoping for more longevity from the Japanese tyres.

As you would expect from a 1300cc power plant with 175bhp on tap, things are quite lively when you want some fun. There is no discernable power band just smooth progressive linear acceleration. Tell her how much you want and she gives it to you!

The K1300S Sport model is supplied with GSA – Gear Shift Assist, or otherwise known as a 'quick shift'. Whilst changing up through the gear box, without using the clutch, putting pressure on the gear lever cuts the revs for a few milliseconds and snicks it into the next gear giving a very smooth transition into the next gear. The GSA works at its best and smoothest under load, but if you are just feathering the throttle it can feel notchy and this is when using the clutch is preferable. It is the first time I have had this feature on any of my bikes and it's certainly a nice to have accessory.

ASC – Automatic Stability Control is another rider aide provided on the Sport. The front and rear wheel speeds are compared and the engine torque is adjusted to suit the conditions. What this means is the engine revs are cut to stop the rear wheel spinning or preventing a wheelie. The default setting for this is "on" but it can be switched "off" whilst on the move. It can be a useful feature on a machine with this sort of power when riding in wet, salty and muddy conditions but I have found that when going over a small roundabout with a pronounced camber on the road, the front end can momentarily lift, causing the engine to cut out for a split second causing the tank to hit the nether regions. Likewise accelerating over a small crest in the road produces the same effect. For this reason I occasionally turn it "off".

Not everything is hunky dory however, and I suppose we can always find a few gripes with our pride and joy.

The fuel tank has a total volume of 23 litres. This will give a tank range of around 200 miles on a steady run whilst getting a return of 54 mpg – ish. Brisk riding can drop this to around 47 mpg. These returns are quite good considering the performance on tap. My issue is with filling the tank. The fuel flies in until there is about a gallon to go. There is a long filling neck and when the fuel reaches this, the petrol starts to foam causing the filling nozzle to cut out, so the last gallon can only be trickled in which takes ages.

I have also had an issue with low battery voltage. Twice I have gone to start the bike after filling her up with fuel, only for the starter to click. I had to be bumped off on one occasion. I had given it a bit of charge myself, and was thinking there may be a dead cell on the battery. However the main dealer told me this wasn't the case and I needed an Optimiser/Charger due to the battery loads on modern bikes with all the electronic accessories. I had a look in the riders' manual and it specifically says that a flat

battery will not be covered under warranty if it hasn't been conditioned with a float charger. For something as important as this and supposedly required on many modern bikes, I believe this should have been pointed out to me when I bought the bike.

So overall this a superbike with a quirky edge due to the suspension, stonking power which is as good at walking pace as it is when given a bit of head on the open road. Touring, bring it on that's the main course, roast beef and Yorkshire pudding – with plenty of gravy. Hit the switchbacks in the mountains and the dessert could be like a treacle sponge and custard. Very tasty, but a bit heavy after a while.... I like it.

Bob Arnett Jan 2014

Car Care UK. Have Moved!! Now in Stockton, opposite QuickFit

Tel: 01642 927 696

Call Adam at Car Care if you are after parts for your vehicle. A discount will be offered to club members equivalent to 'Cost Price plus 10%'. You must show a

FOR SALE

Aprilia 125cc. 2009 fully restricted 34bhp. 3 owners. 4000 miles. £2150.00.
Contact Club Member Tony Petrie on 07983556772

UPDATE ON DVLA STUFF.

Drink Drivers Undergo Medical Before Being Allowed to Drive. From 1st June 2013 convicted high-risk drink-driving offenders have to undergo a medical to confirm they are no longer alcohol dependent **and** be issued with a driving licence **before** they may drive. Previously, high-risk drink-drive offenders could begin driving as soon as they applied for a licence while delaying the medical examination. Who is a high-risk offender? High risk offenders are drivers who are convicted:
a). with 2 drink-driving offences within 10 years; b). of driving when they were 2.5 times or more above the legal alcohol limit, and c). for refusing to give the police a sample of breath, blood or urine to test for alcohol.

Drivers with Diabetes. Motorists who control their diabetes by diet or tablets do not normally need to tell DVLA, but they do if they are on insulin. Motorists do not need to notify DVLA if they are on any non-insulin medication unless they have suffered from 2 episodes of severe hypoglycaemia within the last 12 months, developed impaired awareness of hypoglycaemia or suffer visual problems.

SORN. There is no longer a requirement to renew a Statutory Off Road Notification (SORN) on an annual basis. From 16 December 2013 DVLA removed the requirement to renew a SORN on an annual basis. A SORN will remain in force until a vehicle is either taxed, sold or scrapped. Once a

vehicle keeper has notified DVLA that their vehicle is SORN'd, they will no longer have the burden of annual SORN renewals.

Evidence of Insurance When Taxing a Vehicle. From 16 December 2013 motor insurance policies will no longer be checked at the point when a vehicle is taxed. This change simplifies the taxing process for millions of motorists. Motorists will not need to provide motor insurance policy evidence when they: (a). tax online or by phone; (b). register and tax through a motor dealer; (c). tax at a Post Office® branch; (d). register and tax through the post to DVLA.

Motorists will still need to ensure they have a valid insurance policy, but this will not be checked when a vehicle is taxed. This change will not apply to motorists in Northern Ireland. They will still need to produce evidence of a valid insurance policy when a vehicle is taxed.

Insurance Industry Access to Drivers Data (IIAD). Insurance companies will soon be allowed access to DVLA's drivers' records allowing them to deal with the growing problem of false declarations. Not declaring this information, whether deliberately or not, has a significant effect on the insurance companies risk assessment, the cost of the policy to the motorist and can result in the insurance being invalidated. Driving without the necessary insurance cover also impacts on road safety and results in the policies of honest motorists having to be loaded with additional costs to meet the undeclared risks of less scrupulous motorists. DVLA will provide:

- a) a real-time enquiry service allowing insurance companies access to driver information for input into new business quotations;
- b) a self service enquiry facility, to enable drivers to check their own records online more easily (without need to register on Government Gateway)

Scrap Your Vehicle Safely and Legally. Motorists must dispose of a car responsibly. This can only be done through an Authorised Treatment Facility (ATF). Motorists are warned to watch out for scrap metal dealers who falsely claim to be licensed by the Environment Agency (EA). **Scrap yards must be licensed** and be registered with the EA to become an ATF. This allows them to register with DVLA in order to issue manual or electronic Certificate of Destruction (CoD). An increasing number falsely claim to have a licence and their adverts often incorrectly claim an association with EA and DVLA. They are acting illegally. Many illegal scrap metal dealers only display a mobile number, making it almost impossible for authorities to take action against them. Illegal operators will not be able to issue a CoD for a vehicle. Without a CoD there's no guarantee the vehicle has been de-polluted, scrapped and removed from DVLA's database. This means the vehicle may reappear on the road, subjecting the registered keeper to possible enforcement action.

Council Imposed Parking Fines. The Government is currently looking into parking fines imposed by councils. It is believed that motorists are being used as 'cash cows' (motorists have thought that for years!). The Government are also considering ordering local authorities to allow a 5-minute 'grace period' before issuing tickets when cars remain in bays for too long.

Lead Rideouts (nominally 1st Sunday after Club Meeting. Other dates optional for Leader)

Please inform a Committee Member if you wish to lead a run.

Date	Lead Rider	Notes
Mar 30		British Summer Time Starts
April 13		1 st Leader-nominated Rideout
Apr 18		Good Friday
Apr 20		Easter Sunday
Apr 21		Easter Monday
May 5		Bank Holiday Monday
May 18		2 nd Leader-nominated Rideout
May 26		Spring Bank Holiday Monday
Jun 15		3 rd Leader-nominated Rideout
Jul 13		4 th Leader-nominated Rideout
Aug 17		5 th Leader-nominated Rideout
Aug 25		Bank Holiday Monday
Sep 14		6 th Leader-nominated Rideout
Oct 12		7 th Leader-nominated Rideout
Oct 26		BST Ends

Heine Gericke. The company is currently going into administration and its website has been suspended. A Spanish company has acquired the operating of Hein Gericke and its foreign subsidiaries, with the exception of the UK. (Guess who was given vouchers for H.G. for Christmas??).

Changes to Motorcycle Test. The Driving Standards Agency (DSA)* confirms that later this year (2014) the minimum engine power requirement for the medium (Category A2) practical test will be reduced from 25kW (33.5bhp) to 20kW (26.8bhp). It is planned in 2019 to raise the minimum engine power requirement for large motorcycles (category A) from 40kW (53.6bhp) to 50kW (67.1bhp). There will also be a minimum mass weight requirement for these large motorcycles of 180kg.

***New Driver and Vehicle Standards Agency (DVSA).** The DVSA replaces the DSA and VOSA in April 2014.

ICE Patch. The ‘In Case of Emergency’ patch, based on the QR Code system, can be stuck to the side of your crash helmet and provide the emergency services with vital data.



Any smart phone with the QR App will be able to read the 166 characters you choose to be included in your personal information. You can go to www.icepatch.eu, pay £12.61 and get one made. **OR**, you can do what I did; go to www.qrstuff.com/ and make up your own for free. There are plenty of websites offering free QR Code generators. Check it out with the QR code I made earlier

**AUTOPLUS (UK) LTD 316-318 Norton Road. Norton
01642 556000**

**A shop for all seasons and for all reasons. Camping and Caravanning goods and Accessories. Car Accessories and Bicycles.
Reliable and friendly service and always guaranteed a good deal.**

THE END GAME. It's late fall and the Indians on the Northern Cheyenne Indian Reservation in Montana asked their new chief if the coming winter was going to be cold or mild. Since he was a chief in a modern society, he had never been taught the old ways. When he looked at the sky, he couldn't tell what the winter was going to be like. Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the tribe should collect firewood to be prepared. But, being a practical leader, after several days, he got an idea. He got on the phone and called the National Weather Service and asked, 'Is the coming winter going to be cold?' 'It looks like this winter is going to be quite cold,' the meteorologist at the weather service responded. So the chief went back to his people and told them to collect even more firewood in order to be prepared.

A week later, he called the National Weather Service again. 'Does it still look like it is going to be a very cold winter?' 'Yes,' the man at National Weather Service again replied, 'it's going to be a very cold winter.' The chief again went back to his people and ordered them to collect every scrap of firewood they could find. Two weeks later, the chief called the National Weather Service again. 'Are you absolutely sure that the winter is going to be very cold?' 'Absolutely,' the man replied. 'It's looking more and more like it is going to be one of the coldest winters we've ever seen.' 'How can you be so sure?' the chief asked.

The weatherman replied, 'Because the Indians are collecting a shit-load of firewood.'

When you are over 60, who gives a stuff?

This asshole looked at my beer belly last night and sarcastically said, "Is that Corona or Bud?" I said, "There's a tap underneath; taste it and find out."

I was talking to a girl in the bar last night. She said, "If you lost a few pounds, had a shave and got your hair cut, you'd look all right." I said, "If I did that, I'd be talking to your friends over there instead of you."

I was telling a girl in the pub about my ability to guess what day a woman was born just by feeling her boobs. "Really" she said, "Go on then...try." After about thirty seconds of fondling she began to lose patience and said. "Come on, what day was I born"? I said, "Yesterday."

I got caught taking a pee in the local swimming pool today. The lifeguard shouted at me so loud, I nearly fell in.

I went to the pub last night and saw a fat chick dancing on a table. I said, "Nice legs." The girl giggled and said with a smile, "Do you really think so." I said "Definitely! Most tables would have collapsed by now."

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 may be on). Mobile 07517 605614.

Racing Calendar 2014

MOTOGP		WSB		BSB	
		29 Feb	Phillip Island		
23 Mar	Qatar (evening)				
13 Apr	Texas	13 Apr	Aragon		
				21 Apr	Brands Hatch
27 Apr	Argentina	27 Apr	Assen		
04 May	Jerez				
				5 May	Oulton Park
		11 May	Imola		
18 May	Le Mans				
		25 May	Donington		
1 Jun	Mugello				
		8 Jun	Sepang		
15 Jun	Catalunya			15 Jun	Snetterton
		22 Jun	Misano		
28 Jun	Assen				
				29 Jun	Knockhill
		6 Jul	Algarve		
13 Jul	Sachsenring	13 Jul	Laguna Seca		
				20 Jul	Brands Hatch
				3 Aug	Thruxton
10 Aug	Indianapolis			10 Aug	Oulton Park
17 Aug	Brno				
				25 Aug	Cadwell Park
31 Aug	Silverstone				
		7 Sep	Jerez	7 Sep	Donington
14 Sep	Misano				
21 Sep	Aragón	21 Sep	Moscow	21 Sep	Assen
28 Sep	Brazil				
		5 Oct	Magny Cours	5 Oct	Silverstone
12 Oct	Sepang				
19 Oct	Motegi	19 Oct	Phakisa, Sth Africa	19 Oct	Brands Hatch
		2 Nov	TBC		
09 Nov	Valencia				