



Affiliated to the



www.yarmmotorcycleclub.co.uk

Tel: 07481 120673 (Secretary)

Club Meets: Second Wednesday of the Month at the Cleveland Bay, Eaglescliffe

Rideouts: April to October. Meet for 10am start at Yarm Town Hall every Sunday

CLUB NEWSLETTER AUGUST 2017

Secretary's Ramblings. Slow Riding Techniques. See the article further down this Newsletter from the guys at Ridewell Tees Valley. Learn how to carry out slow riding properly, with great hints on machine control.

Young Carers. See article further down this Newsletter and the letter from the Rotary Club of Cleveland regarding giving Young Carers a break from their daily routine.

Autonomous Vehicles – RoboCop Cocks-Up/Falls Down! I have railed on about autonomous vehicles a few times in past newsletters as I believe they will prove to be a threat to us, and motorcyclists in particular, for some time to come. An autonomous robot in a Washington D.C. shopping complex committed 'suicide' by driving itself into a fountain! Robots are increasingly being used in place of security guards. The results of the 'post mortem' have not yet been disclosed.



The K5 robot, which measures about five-feet tall, is billed as an 'autonomous presence' that is rented out to malls, office buildings, and parking lots to enforce order. This is not the first accident involving a Knightscope Robot. Last year a 16-month old toddler was run over by one of the robots in a Silicon Valley shopping mall.

A recent article in a BBC Science magazine concerning self-drive cars suggested that one way of controlling an autonomous vehicle when it appears to have lost its awareness of the surroundings is to use technology for driving the Mars Landers. That is, have some person in a control room, having the 'whole picture', take control for the short time to get the vehicle back into fully autonomous mode!

What! They can't be serious. As I am writing this I am watching a programme on BBC4: Dawn of the Driverless Car. The conclusion was pretty much as I feel about the situation; there is a long to go before society can live with driverless vehicles as an everyday occurrence.

Club Barbeque. August 20 will be the Club BBQ, which is to be held at the Yarm Cricket/Social Club at 3pm. Please give your names to our Chairman, Ken Vidgen, as soon as possible. Menu will cover: Burgers, sausage, chicken, corn, potatoes and salad etc. If you require Gluten Free or Vegetarian food these requirements can be arranged provided you pre-order. Cost is £8 per person.

Young Carers. A collection for Young Carers in the Cleveland area was made by Bill Robinson at the June meeting. You will be delighted to know that a total of £223 was donated by you. This is a brilliant amount of money for the cause. A copy of a letter from the Secretary of Rotary Club of Cleveland – the organisation sponsoring various projects for young carers – and addressed to our Chairman, is attached to the end of this newsletter. Well done everyone.

Forthcoming Events (latest additions in Bold).

Club Mtg: Weds 9 August @ 8pm
Committee Mtg: Weds 6 September @8pm

Meet every Sunday 10:00 at Costa in Yarm during non-Rideout period – October to March. (wearing Ruffy-Tufty biking gear optional if you come by car, cycle or walk but want to look 'ard)

4-6 Aug	Withernsea Festival. East Riding.
5/6 Aug	Croft Nostalgia Festival
5/6 Aug	Cadwell Park 'Count of Cadwell'
11-13 Aug	BMF Dambuster Rally. Thorpe Camp Visitor Centre. Lincs, LN4 4PL
20 Aug	Oliver's Mount National Hill Climb
20 Aug	Club BBQ at Yarm Cricket. Names to the Chairman ASAP!
28 Aug	<i>Summer Bank Holiday Monday Club Rideout</i>
28 Aug	The Moorland Classic – Bikes and Cars. Middlesbrough & District Motor Club.
2/3 Sep	Cadwell Park Reunion Meeting
2/3 Sep	Fryup 2 Day Motorcycle Trial, Woodhead Farm, Great Fryupdale. Info Paul 07776485409
10 Sep	Saltburn Hill Climb
10 Sep	Lakeland Motor Museum Classic Drive and Ride In.
17 Sep	The Beamish Trophy Trial
24 Sep	Teesside Classic Bike Show. Middlesbrough & District Motor Club, Coulby Manor.
22-24 Sep	BMF Scotland Rally. Stair Arms Hotel, Pathead, Midlothian, EH37 5TX
23/24 Sep	Oliver's Mount Steve Hanshaw '67 International Gold Cup Road Race
24 Sep	North Manchester Custom & Classic Show. Ramsbottom Cricket Club BLO OBS
1/2 Oct	East Yorkshire 2 Day Motorcycle Trial, Flask Inn (A171) between Whitby and Scarborough
8 Oct	Oliver's Mount Bike Hill Climb
8 Oct	Manor House Farm Motorcycle Trial, Manor House Farm, Ruswarp
14 Oct	BMF AGM @ The Buccleugh Arms, Moffat, Dumfries and Galloway. DG10 9ET
15 Oct	Catterick Classic Motorcycle Hill Climb
28/29 Oct	Cadwell Park Sidecar Bash
29 Oct	BST Ends
18-26 Nov	NEC Motorcycle Live.
23 Nov	Coach to NEC. Depart 06:00! Breakfast at Morrisons S'Mkt enroute.
16 Dec	Christmas Party at the Eaglescliffe Golf Club

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, and 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 2017

The BMF. Why not join the BMF as an individual member and save yourself and the Club money? Strengthen the membership base of the BMF and give it more clout in working for riders' rights. Convert to Full Membership at a £5 reduction in the normal fee AND make £5 for the Club. The joining fee will be £23, 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.

Club Logo Shirts. Shirts with the Club Logo are available from Elizabeth Embroidery, Stockton. 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.**

Club Badges. Allan Coverdale has Club Badges available at £8 each. These are quality items and will improve the appearance of your jacket/whatever!

NEC Coach Trip 23 November. Please pay your £5 deposit to Norman Simpson or Allan Coverdale for the coach trip to the NEC in November.

Crofton Court Motorcycles Ltd

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Bellingham Rally. The rally took place over the weekend 14/15/16 July and was attended by 14 members of the club. The main group departed Yarm at noon, stopping at the A68 Cafe for a quick break before pressing on to Bellingham. Accommodation was at the Demesne Farm Campsite in the village. The site had wifi but getting a phone signal was impossible for me (3 Mobile). Unfortunately I did not have WhatsApp or Messenger so couldn't call anyone – (I've got the Apps now). I had planned to travel on the GPZ 500S as it is really comfortable for long runs. Unfortunately it developed an oil leak the day before departure so I took the Suzuki SV650. I managed to sort out the throwover panniers but

the 'racing stance' for a long run proved to be not good for my wrists, shoulders and back. In fact a week later I am still aching after Saturday's rideout! Eight members took to the bunkhouse while the remainder showed how 'ard they were by camping in the adjacent field. Bellingham is well served with shops, cafes and pubs', so getting sustenance was no problem. It was about 70 miles from Yarm.



'Ard Bikers from Yarm enjoying a beer at the Cheviot Inn, Bellingham. Shortly after the picture was taken everyone rushed inside as it was bloody freezing!

Saturday was the 'big rideout day' and John Peacock had a plan, which took us through Keilder Forest, round to Langholm and across the border to St. Mary's Loch. The weather was pretty much as forecast – wet and 'orrible! Twelve members went on the rideout while the remaining 2 explored the local countryside, enjoying a very picturesque (and very hilly) walk through the countryside. The rideout covered a lot of interesting scenery, although at the tops of the hills the visibility was as low as 50 to 40 metres! We had the bonus of seeing extra countryside after taking an unplanned detour via Selkirk. On returning to base camp we were met by 'Polish' Bob Slosarczyk and Bob Gray; they had prepared a hot meal and a pudding! This meant we had more time for beer; thankfully base camp was in the middle of Bellingham with a couple of pubs close by. Total miles for the day were around 175.

Sunday was a ride home through Kielder and around to Alston station for a tea break and Middleton in Teesdale for ice-cream. The weather was fine and traffic was fairly light so progress was pretty good. Thanks to Brian Taylor and Ken Vidgen for the organisation.



Bob Arnett and his tent have shrunk in the rain!



John Peacock has found something useful to do with his Bonneville

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Suzuki SV650S Torture Machine. As I mentioned in the 'Ramblings' earlier, I took the SV650S to Bellingham. I have only ever done short runs on it – an hour or so – and never really suffered much from the 'racing position'. However, several hours over the rally weekend left everything aching. Also the seat is like a plank and makes my bum ache after an hour or so. I have adjusted the preloads front and rear to reduce the amount I have to tilt my head up to see where I am going. The next thing is to cut away some of the seat foam and put in something pliable. Has anyone tried Memory Foam? Is it any good?

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Slow Riding – The Forgotten Art. When was the last time you practised slow riding? Now think how often you actually do it in normal traffic conditions... It should be fairly regularly...

Slow riding and 'U' turns are one of the hardest riding disciplines to learn, but once mastered is not over difficult, so long as you continue to practice it. We hear people saying, don't look where you're going, look where you want to be and that's normally where you'll end up. More often than not we relate that advice to cornering, but it is very pertinent to slow riding as well. So, besides practising it in a training environment, let's just think quickly of three examples of when we use it out on the road:

- 1 Approaches to junctions and roundabouts
- 2 Filtering
- 3 'U' turns when there is a road closure and we can't look for a huge space to turn in.

Let's look at approaches to roundabouts and junctions first of all...

Always aim to approach this kind of hazard by creating space and time and preparing to stop; but be able to continue if the circumstances allow. We use our slow riding skills to create that space and time for ourselves on the approach to the hazard, planning to get our timing right where we can just flow through the hazard rather than having to stop. The degree of control applied on the approach will help facilitate this flow.

Next, we look at filtering...

Filtering brings your slow riding skills into play and allows you to ride pretty much at walking pace so that you can stop fairly instantly if the circumstances dictate. That said, "If we plan for everything, we should react to it much less..." That phrase should be familiar to members of the group who have enjoyed the Ridewell Tees Valley experience.

The final example that I considered is 'U' turns. Particularly when a temporary road closure has been put in place by the police or other relevant authority...

Many riders who find themselves on the wrong road, having never practiced 'U' turns since they took their bike test will generally go and find themselves a nice wide junction to turn around in. So, under the road closure circumstances, where there is no wide junction to turn in, those riders would then have to pedal their bike around to get it facing in the opposite direction. Good slow riding skills will help them complete this manoeuvre in a smooth professional manner without the need to put any feet down.

There may be any number of other circumstances where slow riding skills come into play on a ride-out, but for this article I've tried to limit it to the three that I've highlighted.

Slow riding in a straight line. This is the one that will be most used when on a ride-out, or for those who use their bikes for the daily commute. We're aiming to do this without dabbing our feet down.

Many people try and ride slowly in a straight line with the engine at low revs, close to tick over. They may then also feed the clutch in or out as necessary. All of the books and training videos tell us that our bike is most stable when it is upright, in a straight line, and on a positive throttle. Well that is true for slow speed work as well, and it takes a bit of mastering. When this was first explained to me I was told to use the rear brake effectively as a throttle, and I struggled to get my head around it, let alone transcribe it to paper...

So, what we need to consider is how we manage our control in terms of what we input to the machine, and what we do with our body. Let's start off with the clutch; a fully engaged clutch will reduce our slow speed throttle control as the fully engaged clutch will cause throttle adjustments to become jerky, so we need to find the biting point on the clutch and 'slip' it. Next off we need to have what I can best describe as a throttle on the 'lively' side of tickover. Those two together give us drive and stability because we are now upright, in a straight line using a positive throttle, which should be constant and on the lively side of tickover, however, we need to control our speed which is where the rear brake comes into play. What you will effectively be doing is driving the bike away but holding it back on the rear brake. I suppose you could really say that you're 'dragging' the bike along behind you. This will assist stability.

At the same time in this equation, you need to focus your vision where you want to be whilst still maintaining your immediate situational awareness. Tucking your knees into the tank will assist you to keep the bike planted and on course.

You are then able to adjust and vary the speed of the machine from application of the rear brake only, keeping the clutch constantly biting without it being fully engaged and keeping the throttle constant and lively. Now bring all of those disciplines together and keep practising.

That would pretty much cover the first two scenarios of approaches to junctions and hazards, along with filtering.

'U' Turns. 'U' turns are required to be carried out under complete control without the trainee's feet dabbing down. I actually used to instruct this manoeuvre at three different levels: CBT, Direct Access, and also give an input on our Post Test Experience.

CBT was normally carried out on a Honda CBF125 bikes, and with an excellent turning circle they go round so very easily. Trainees don't actually realise that they are doing 'U' turns as it is phased in as part of element 'C' of their Compulsory Basic Training. After they have turned the bike a few times to change direction, we used to get them to come to a stop, complete their rear observations, and then move off in 1st gear keeping the clutch on the biting point which is so important to master at the learning stage as most other exercises involve its use. As they moved off and stabilised the bike we encouraged them to go straight into the 'U' turn, keeping the throttle constant and on the lively side of tickover, keeping the clutch on the biting point and most importantly turning their head to look at where they want to be. Whilst all of this is being completed, the bike is generally upright and the manoeuvre is generally carried out without too much difficulty.

Now, let's move onto a different machine... Our Direct Access bikes used to be Kawasaki ER6N machines, and whilst they have a good turning circle it's not as good as the smaller 125 and we have to look at different techniques to get the bike round in a tight spot. We also have to take the additional weight of the bike into consideration.

If we try and use the same technique as we do on the 125, keeping the bike upright, a greater space will be required to turn the bike around, so, we have to think about additional inputs from the rider to complete the manoeuvre.

By this time, there's a bit more pressure on the Trainee as they are required to complete this manoeuvre within a set width for their DSA Module 1 practical bike test. The width they have to complete this exercise is set at 7.5 metres... so there's your target!

The exercise starts off the same: 1st gear, rear observations completed, and then set away and stabilise the bike. If the trainee travels too far before they start their manoeuvre they will be expected to input an additional lifesaver in the direction they intend to turn, so, if we can get them to stabilise straight away and go straight into the exercise then that expectation for the additional lifesaver is taken away, therefore, less for them to do.

They are slipping the clutch, keeping the throttle constant and on the lively side of tickover so that they have 'drive', but now comes the difference between the 125 and the larger bike. In order to get the bike to turn within the required width, they have to lean the bike into the turn. And that bike is heavier than the 125 they completed their CBT on.

After this statement you'll all now be expecting the bike to fall into the turn and end up on the floor due to lack of forward momentum. Forward momentum is one of the things that prevent the bike from falling over in a turn but there is an additional element that stops the bike from falling over and that is balance. At this stage we start to instruct on 'counter-balance' where we tip the bike in to the turn that we want to make and move our upper body across to the outside of the bike to counter out the weight that is pulling the bike down towards the floor, at the same time pushing down on the outside footrest to stop the bike from falling over.

They say a picture paints a thousand words...



On this photo I'm probably doing about 2mph. Look at the red line that runs through the centre of the bike and see where that leaves my upper body and you'll see that my own body weight is towards the 'outside' of the bike to counter out the weight of the bike pulling to the inside of the turn, whilst my head continues to search for where I want to be, not particularly where I'm going.

The next photo shows how counter-balance can be introduced a little more dramatically. I apologise on behalf of the photographer who took the photo. I'm told that he's since attended night school classes to be able to actually capture the subject before it's

passed him! You'll also see that whilst riding my trials bike I'm not exactly an icon to fashion!! However, back on topic; I'm in a position on the course where I'm having to make a really tight left turn to ensure that I'm within the flag that's on my right. In order to do that at low speed, again, I have to lean the bike into the turn. Due to not having the luxury of a seat on my trials bike, I'm standing up on the foot rests and you can see how exaggerated my body position is to counter that weight out with all of my weight on the outside footrest.



So, we've covered the biting point on the clutch, throttle – constant and on the lively side of tickover, and we've also covered balancing the bike out with our body weight which we refer to as 'counter balance' Next up we need to consider where we're looking...

So, onto your vision... Many people fall into the mistake of looking at the opposite curb edge and unfortunately, that saying of, "you'll go where your eyes are looking" will come into play and you'll end up getting sucked towards the curb and not make the turn.

You will likely have heard the term 'target fixation' and this is so under this set of circumstances. We need to get our head turned to look at where we want to end up, not where we're actually going.

When in the safe environment of a training pad I would actually put a cone in the middle of the 'U' turn so that riders can then use that cone to focus on, instead of the one that marks out the 7.5 metres. That way, I use 'target fixation' to cure 'target fixation'. When we do our 'U' turn out on the road we don't have the luxury of being able to jump off our bike, pop a cone or a disc out that we can use to 'fix' on, so we need to improvise a little.

Next time you're out and about find a safe place and pull into the nearside, or if you're so inclined, put your newsletter down and have a walk outside to the edge of the road. Imagine that you're looking to complete a 'U' turn on the piece of road that you're looking at. Now look towards the centre of that piece of road. Chances are, there's a white line on the centre, or there'll be a piece of chewing gum, or a piece of grit, a stone, or some other little identifying feature that you can use to 'fix' on. That way, you're never going to look at the far curb edge and get sucked towards it.

The final thing is to consider using that rear brake to control the speed of the bike and go back to dragging the bike round so that you have drive from your constant throttle, you have your clutch controlled and on the biting point, you've implemented your counter balance and you have your head looking at where you want to be and around you go, not forgetting your rear observations before you actually commence the manoeuvre.

Finally, put it all together and keep practising until it all becomes a 'fine motor skill' which is when you can complete it without actually thinking about it.

Try this before or after a ride out. Find a quiet car park, and a good guide is to aim to complete your turn on the unmarked section of tarmac that separates two parking lanes. (as on the 1st photograph.) If you run wide, don't worry, just let the bike run wide rather than drop it as there shouldn't be any kerbs in the car park. Don't get frustrated with it if it doesn't happen for you straight away; go and have a ride and come back and have another go later.

Nick Walker



Following For Sale:

*RENTEC SPORTS RACK. In good condition. Will suit VFR 1200 or VFR 800 (2014 onwards). £40 or near offer.
Contact Tony Simpson 07732231371*

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Akito Cobra Cordura Jacket. Brand New. Not worn. Black. Size Medium. Also Nitro Cordura Trousers. Black. Size Small. Jacket and Trousers = £100.

Motorcycle Helmet by MDS. Worn twice. (Boxed). Size Large. £25.

Boots by Frank Thomas. Black. Size 9. £15

Gloves by Frank Thomas. Black. Size Large. £5

Contact Tony on 07903 693199. Text or Call and negotiate at deal.

Try the items before you buy. Tony lives in Darlington

Car Care UK 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 valid (current) club membership card to get the discount.

The Biker Guide. Want to know more about biker-friendly accommodation, cafes, camping, events and squillions of other things related to biking? Check out www.thebikerguide.co.uk

Local Bike Meets:

- Tuesday Route 59 Café at Hambleton, Bolton Abbey, BD23 6AF.
 The Pit Stop, Stockton, 1825 Bowesfield Way.
- Wednesday: The Manor Café, Bellerby near Leyburn. DL8
 Squire's Café, near Sherburn in Elmet. LS25 3LX
- Thursday: Whistle Stop Café, Whitby.YO21 1YN
 Stephen Billau & Sons Bike Night. Every Thursday 6pm to 9pm at the Destination Café in the Darlington Shop. Normal shopping facilities also open.
- Saturday: Squire's Café, nr Sherburn in Elmet.
- Sunday: Hartside Cafe, Alston, Cumbria. CA9 3BW

Other places:

- Filling Station Café, 150 yards from A66 Roundabout at Keswick. CA12 5PR
- Hot Tram Roll, Keswick central, CA12 5DF
- Cocketts Hotel, Market Place, Hawes
- Seaways Café, Fridaythorpe. YO25 9RX
- The Rose and Crown Hotel, Bainbridge, Leyburn. DL8 3EE
- The Buck Inn, Chop Gate, Bilsdale. TS9 7JL
- The Penny Garth Café, Hawes. Open 7 days a week 'til 4pm – 'til 9pm weekends
- Tomlinsons Café and Bunkhouse, Bridge Street, Rothbury, NE65 7SF
- Wilf 's Café, Staveley, Kendal. LA5 9LR
- Orton Scar Café, Orton, Penrith. CA10 3RQ. 5 mins from J38 on Tebay–Appleby Rd
- Café 1618, Middleton in Teesdale, DL12 0QG
- Blenkinsop Castle on A69, Brampton, CA8 7JS
- Biker Café at GMEC Garage, Merry Lees Spital Road nr Staxton, YO12 4NN
- Elaine's Tea Room, Austwick, nr Settle. LA2 8DF

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THE END GAME.

Lady went into a bar in Waco and saw a cowboy with his feet propped up on a table. He had the biggest feet she'd ever seen. The woman asked the cowboy if it's true what they say about men with big feet being well endowed. The cowboy grinned and said 'Shore is, little lady. Why don't you come on out to the bunkhouse and let me prove it to you?' The woman wanted to find out for herself, so she spent the night with him. The next morning she handed him a \$100 bill. Blushing, he said, 'Well, thankya, ma'am. Ah'm real flattered. Ain't nobody ever paid me fer mah services before.' 'Don't be flattered.. Take the money and buy yourself some boots that fit.'

Retirement: Gone are the days when girls used to cook like their mothers. Now they drink like their fathers.

I didn't make it to the gym today. That makes five years in a row. I decided to stop calling the bathroom the "John" and renamed it the "Jim". I feel so much better saying I went to the Jim this morning.

Last year I joined a support group for procrastinators. We haven't met yet.

Why do I have to press one for 'English' when you're just going to be transferred to someone I can't understand anyway? Of course I talk to myself; sometimes I need expert advice. At my age "Getting lucky" means walking into a room and remembering what I came in there for.

A young man is shopping in a supermarket and noticed a little old lady following him around. If he stopped, she stopped. Furthermore, she kept staring at him. She finally overtook him at the checkout and turned to him and said, 'I hope I haven't made you feel ill at ease – it's just that you look so much like my late son.' He answered, 'That 's okay.' The old lady said 'I know it's silly, but if you'd call out "Goodbye Mum" as I leave the supermarket, it would make me feel so happy.' She then went through the checkout, and as she was on her way out of the supermarket, the man called out, 'Goodbye Mum.' The little old lady waved and smiled back at him. Pleased that he had brought a little sunshine to someone's day, he went to pay for his shopping. 'That comes to £121.85,' said the checkout assistant. 'That can't be right. I only bought five items.' The checkout assistant replied, 'Yes, but your mum said you'd be paying for her things too.'

A man approached a very beautiful woman in the supermarket and said, 'I have lost my wife here in the supermarket. Can you talk to me for a couple of minutes please?' 'Why?' asked the woman. 'Every time I talk to a beautiful woman my wife appears out of nowhere!'

Harry and his wife were clearing out the loft one day and came across a receipt from the local repair shop for a pair of shoes. The date of the receipt was over 11 years old! They both laughed and tried to remember which one of them might have forgotten to pick up a pair of shoes over a decade ago. 'Do you think the shoes will still be in the shop?' asked Harry. 'Not very likely' his wife said. 'It's worth a try' said Harry and he hopped in the car and drove to the shop. With a straight face he handed the receipt over to the shopkeeper. With a face as straight as Harry's the man said, 'Wait a minute. I'll have a look for these.' The man disappeared into the back of the shop and two minutes later called out, 'Here they are.' 'That's terrific,' said Harry. 'Who would have thought they would still be here after all this time.' The man came back to the counter empty-handed. 'They'll be ready on Thursday,' he said calmly.

A man is stopped by the police at around 2am and is asked where he is going at this time of night. The man replies, 'I am on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out too late.' The police officer then asks, 'Really? Who is giving that lecture at this time of night?' The man replies, 'That would be my wife.'

A golfer was involved in a terrible car crash and was rushed to the hospital. Just before he was put under, the surgeon popped in to see him. "I have some good news and some bad news," says the surgeon. "The bad news is that I have to remove your right arm!" "Oh God no!" cries the man "My golfing is over! Please Doc, what's the good news?" "The good news is, I have another one to replace it with, but it's a woman's arm and I'll need your permission before I go ahead with the transplant." "Go for it doc," says the man, "as long as I can play golf again." The operation went well and a year later the man was out on the golf course when he bumped into the surgeon. "Hi, how's the new arm?" asks the surgeon. "Just great," says the businessman. "I'm playing the best golf of my life. My new arm has a much finer touch and my putting has really improved." "That's great," said the surgeon. "Not only that," continued the golfer, "my handwriting has improved, I've learned how to sew my own clothes and I've even taken up painting landscapes in watercolours." "That's unbelievable!" said the surgeon, "I'm so glad to hear the transplant was such a great success. Are you having any side effects?" "Well, just two, said the golfer, "I have trouble parallel parking and every time I get an erection, I get a headache."

See letter below from the Rotary Club of Cleveland

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 contact details:

brian.burke2@btopenworld.com / 01325 722660 (Answer phone may be on). Mobile 07481 120673.



ROTARY CLUB OF CLEVELAND

District 1030; CLUB NO. 1064

“SERVICE ABOVE SELF”

Reply to: Alan Hall, Secretary

Ken Vidgen

Chairman of Yarm Motorcycling Club

Dear Ken,

Our member Bill Robinson has just handed over £223 from your club in support of our project for young carers in this area. As Bill has told you our President, Robin Smith, is doing the Coast to Coast Walk at the end of July to raise money for the project. The generous donation from your members is very much appreciated.

Later this year a group of young carers will have the opportunity to spend some time at Peat Rigg Outdoor Centre in North Yorkshire. Whilst staying at the centre they will have opportunities to take part in outdoor activities and also have help in learning about food and cooking. We hope that this will be the start of an ongoing programme supporting the young carers of our area.

Please pass on our heartfelt thanks to all your members for their kind gift. I am sure that Bill will keep you up to date with all that happens.

Thank you again.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Alan".

Alan Hall, Secretary of Rotary Club of Cleveland

Weekly luncheon: ACKLAM RUGBY CLUB, Talbot Park,
Saltersgill Avenue – off Ladgate Lane, Middlesbrough TS4 3PR
TUESDAYS 12.30pm for 12.45pm
President: Robin Smith
Secretary: Alan Hall email: alan.a.hall@ntlworld.com tel: 01429 221749