

Riders' Chronicles



This Issue

Ramblings

**Slower
Progress**

**Last Rideout
2007**

Rider's Tips

**Harley
Experience**

Accessories

Events 2008

Get a Grip

Much More

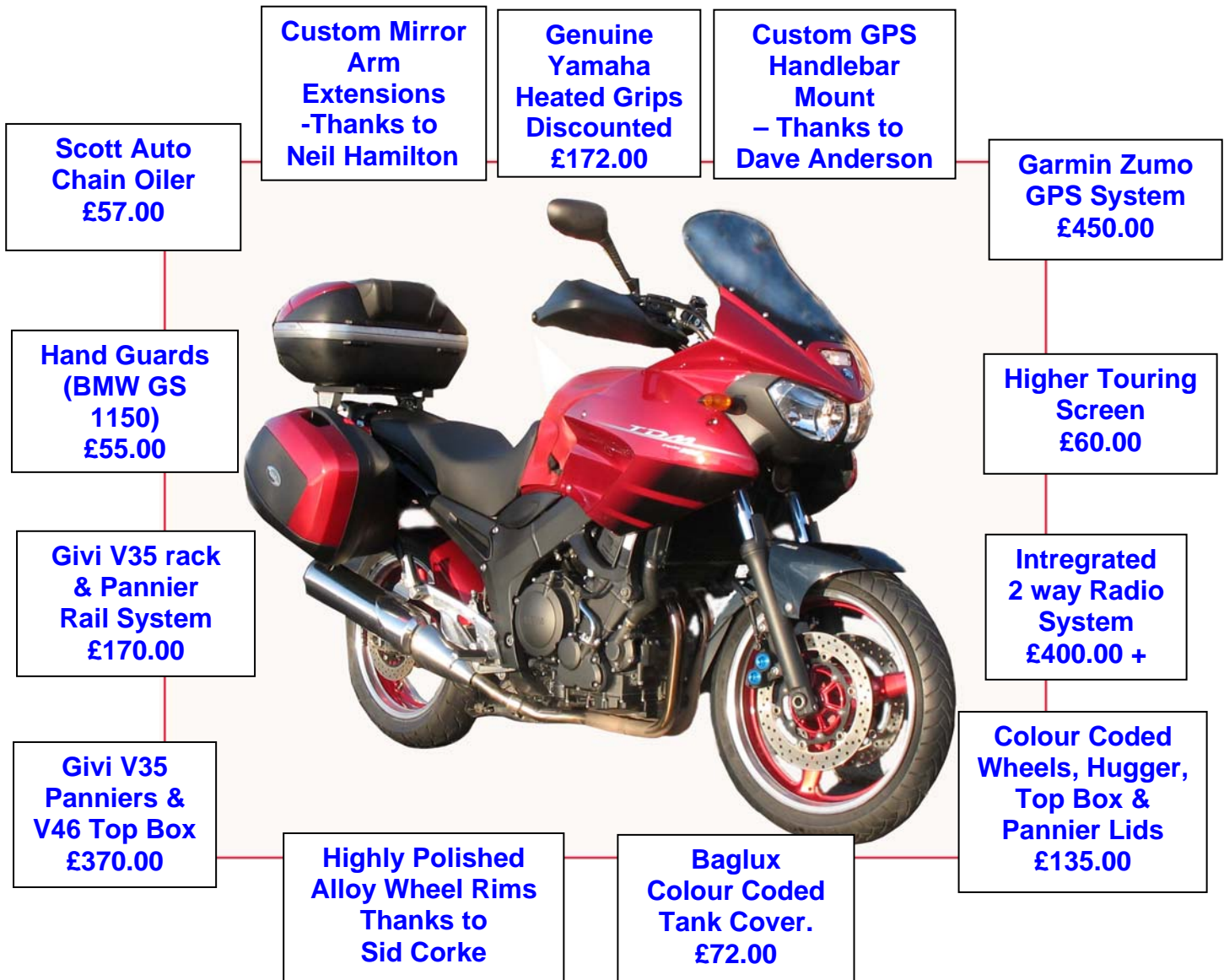


March - April 2008

**The Newsletter of Northumbria
Advanced Motorcyclists**

Modifications to the TDM and what it costs!

(Showing actual prices - see article on Page18)



Summary of Costs

Total modifications and accessories to date come to £1941.00.

Arguably the luggage, Scott Oiler, Radio system, GPS, Custom GPS Mount and Custom Mirror Arm Extensions and Heated Grips, could all be transferred onto a replacement bike, which spreads the cost considerably

Chairman's Ramblings



Britain's roads are as dangerous for motorcyclists as they were 10 years ago despite a sharp fall in overall road accident figures, statistics suggest.

This is the latest message released by the Government and is a stark reminder of the risks involving *motorcycles*.

In 2006, 6,484 motorcyclists were killed or seriously injured (KSI) compared with 6,208 in 1996.

Meanwhile, the total number of KSIs involving all motorists fell to 31,845 in 2006 from 48,097 in 1996.

Government figures show the number of accidents of all kinds for all motorists fell from 320,578 to 258,404.

In comparison, the number of accidents of all kinds suffered by motorcyclists rose from 23,133 to 23,326 in the same period.

The increasing number of people switching to motorcycling to beat congestion accounts, in part, for the increase in motorcycle accidents.

These statistics bring home even more the need to ensure that we all ride to the highest standards to avoid becoming another statistic ourselves.

It emphasises even more the need to maintain our skills as Advanced Riders and highlights even more the need for continuous and ongoing efforts to maintain these skills and add to them on the basis of a continuous programme of training.

Even before these statistics had been made public, NAM had already identified the need to maintain and improve standards and had introduced several initiatives to ensure this would happen.

New Observers and Senior Observers are now subjected to a much more intensive preparatory programme to meet the standards now required by IAM Staff Examiners, who now test potential Senior Observers.

Slow Riding refresher sessions are now available for all Members and will be announced very soon.

The option is now available for existing full Members to be re-tested by Senior Observers to ensure they are maintaining the same high standards shown during their tests.

Although already initiated by NAM internally, your Training Team are participating in a National Drive supported by the IAM to ensure all guidance offered by Observers and Senior Observers is standardised throughout the country.

You can all do your bit by participating in these various programmes and also spreading the word about NAM and what we do.

If every Member recruited one new Associate every year NAM would certainly achieve its objectives to improve standards and contribute greatly towards reducing accidents that motorcycles are vulnerable to.

WELCOME TO NEW MEMBERS

John Dean	Ian Tennick	Jerry Baker
-----------	-------------	-------------

CONGRATULATIONS ON PASSING THE IAM TEST – Well Done

Jack Dees	Observed by	Dave Crampton
Paul Holmes	“	Dave Crampton
Jack Turnbull	“	Alan Richardson
Paul Howey	“	Ron Patrick
Stephen Osselton	“	Mick Taylor

NAM MERCHANDISE

**Contact : Louise Bennett for all items of merchandise
(On sale at all monthly meetings)**

Equipment Badges	Self adhesive - attach to fairing	£1.00
Woolly Hats	With NAM Emblem	£10.00
Caps	With NAM Emblem	£10.00
T Shirts	With NAM Emblem	£10.00
Polo Shirt (Black or White)	With NAM Emblem	£10.00
Sweatshirt	With NAM Emblem	£20.00
Fleeces	With NAM Emblem	£25.00
Tank Pads	With NAM Emblem	£10.00
Key Fobs	With NAM Emblem	£1.00
Sew-on cloth badge	With NAM Emblem	£3.00
Lanyard	With NAM Emblem	£3.00

- oOo -

Christmas Raffle 2007

First prize of £100 Ticket Number 2040: Winner: Sid Wright

Second Prize of £50 Ticket Number 2440: Winner: Simon Lupton

Third Prize of £25 Ticket Number 2173: Winner David Henderson

Sid Wright immediately donated his £100 plus another £10 to the Great North Air Ambulance.

Committee

Honorary Group President: **Jack Lormor**

Chairman: **Ray Charlton**

Vice Chairman: **Clive Taylor** *Secretary:* **Michael Sutherland**

Treasurer: **Louise Bennett**

Training Group: **Clive Taylor, Alan Richardson, Geoff Spencer**

Membership Secretary: **Carole Kibble**

Promotions & Events: **David Walton**

Website Co-ordinator: **Glenn Knowles**

Ride out Co-ordinator: **Ron Patrick**

Merchandising: **Louise Bennett**

Newsletter Editor: **Ray Charlton**

Team Leaders

Northumberland: **Nick Maddison**

Tyne & Wear **Alan Richardson**

Website

www.nam-online.org

Telephone: 07956 618965

Durham Advanced Motorcyclists

Durham Advanced Motorcyclists meetings are on the last Tuesday of the month at the Bowburn Hall

The NAM Email group can be found at:

<http://www.groups.google.com/group/nam-bikes>

Join it there!

By joining the NAM email group, you'll receive club news as it happens.

You can also send emails to the group, which are automatically forwarded to all the members of the email group - handy for getting technical help in a hurry!

If you have any problems, send an email to:

Hadden101@btinternet.com

or

raycharlton@sky.com

- o0o -

Funny

A man is walking around a supermarket when a lady with three children greets him.

Not immediately recognising her he asks, "Do I know you?"

To which she replies, "You should, you are the Father of one of my children."

Completely taken aback by this he is racking his brains before eventually asking her, "Were you the stripper at the Rugby do in 1999 where we ended up having a romp on the snooker table?"

No she replies, "I am the teacher of one of your sons."

Ride-Outs 2008

When	Who	What & Where
16 March	Ron Patrick	Rideout to Yorkshire
20 April	Dave Thornton	Rideout to Yorkshire
May	Mike Sutherland	Annual Scottish weekend at the Pitlochry Hydro Hotel .
18 May	Dave Glennie	Rideout to Borders
15 June	Simon Hadden	Ice-cream gorge
20 July	Kenny McDonald	Rideout to Lothian borders
17 August	Allan Ramsay	Rideout to Lakes
21 September	Allan Thompson	Rideout to Lakes
19 October	TBA	TBA

All Ride-Outs meet 10.00am prompt at the Travel Lodge Car Park, Seaton Burn. Other dates will be published as they come in, but don't forget, most Sundays many Members meet at 10.00am at Seaton Burn for their own impromptu runs.

Message to all observers

Northumbria Police are planning to run eight Cornering Clinics during the course of the year and as usual, NAM is committed to support these events as we have done in previous years.

Your services are needed to cover these clinics and the Training Officers will be contacting you in due course for your support.

During 2007, the same Observers repeatedly attended events which put considerable demands on their time.

We need at least six Observers at each event and if all Observers gave us their support, would only require one or two half days of their time, spreading the workload equally over more volunteers.

It should be noted that these events are a very fruitful recruiting ground for New Members for NAM.

THE DROP-OFF SYSTEM:

- **YOUR** riding is **YOUR** responsibility.
- The purpose of the ride is an enjoyable and safe ride out, **not a race**.

At the front of every NAM Ride-out there is a **Leader** who will be identified at the pre-ride briefing. He is permanently at the front of group and is identified by either a hi-viz H belt or hi-viz jacket.

At the rear of every ride-out there is a **Back Marker** who will also be identified at the pre-ride brief and will also wear either a hi-viz H belt or jacket and will remain at rear of group at all times.

At no time will any rider overtake the Leader or drop behind the Back Marker.

Each time the ride reaches a junction or round-a-bout, the rider at No 2 position, behind the **Leader**, will stop and mark the junction for the rest of the group.

When the **Back Marker** arrives, that rider will then re-join the group ahead of the **Back Marker**.

At the next junction or round-a-bout, the next rider in No. 2 position behind the **Leader** will drop off and mark that junction, rejoining the group in front of the **Back Marker**.

This procedure will be repeated at each new junction.

OVERTAKING is permitted between the **Back Marker and Leader**, but **ONLY IF IT IS SAFE TO DO SO**. When overtaking other vehicles, take care not to merely follow bike in front.

If traffic conditions slow progress, do not worry as the drop-off system works and ensures that no-one is left behind.

Riding in a group presents additional hazards, so ride to the system, and remember, **Safety first**.

Riders who are not part of the group are a significant hazard. Stay safe.

- o0o -

Change of E-mail address

Would contributors please note that the E-mail address of the Newsletter Editor is now:

raycharlton@sky.com

Please use this address for newsletter contributions or for contacting the Chairman.

Making Slower Progress

by Simon Hadden

A thoughtful motorcyclist will sometimes avoid a fast route or even a direct route and, instead, choose to meander along a byway.

Riding slowly, the rider can become part of the scene rather than just pass through it. After a while, it becomes natural to stop whenever something interesting appears.

Up in the hills of Banffshire, a quiet road strikes south from the whisky town of Dufftown and runs south-east. In a little, heather-clad glen, battered by years of upland storms, there's a monument beside the road, carrying the following inscription:

ERECTED
*FROM SURPLUS FUNDS OF A BAZAAR
HELD TO PAY OFF THE DEBT ON SIX
BRIDGES BUILT
ON THE ROAD BETWEEN DUFFTOWN AND
CABRACH*



I guess that similar decorations are not built nowadays but such historical details are all around us, if you care to look.

Take the Alemouth Turnpike or "Corn Road", now forming the B6341 and B6342. Constructed in the 1750s, it runs for 44 miles from Hexham to Alnmouth and cost just over £4,700. The section from Chollerford to Rothbury always makes for a good ride and the toll bars are long gone.

Nestling in the verge on the north side of the road, however, are the turnpike's original milestones.

Some are easy to spot, others are hidden in the undergrowth. Once you've spotted one, it's easy to find the next - just ride for one mile and you'll soon find its neighbour.

The photo shows one of these 250-year old milestones at Ewesley, next to the entrance of the tiny, former railway station, itself built in the centre of a circular, prehistoric earthwork.



Between Dartmoor and Exmoor, the villages and hamlets are connected by a dense network of lanes and tracks.

Trundling along these, without sticking too closely to a planned route, can lead to all sorts of unexpected finds. Of course there are some splendid churches and pretty thatched cottages but some of the signs are pretty ancient too – can you guess where this one is?



Even the fact that you're riding a motorcycle can be a passport into a different world, hidden beside us.

The A39 is a great ride from Barnstaple to Minehead and beyond. Turning off at Williton towards the Quantocks, there's a fine network of sleepy lanes to explore, with bends that need full lock, even on a motorcycle.

Pottering along, one day, I stopped at a remote cottage to ask if I could leave the bike there, while I went to take a photograph.

The lane was so narrow that there was nowhere to park. It turned out that the retired chap who lived there was a former motorcyclist. Not only was I asked in for tea and cake but I was surprised to find that the building had no mains electricity.

Providing the power for the lights in the cottage was a trusty, old Lister Start-O-Matic generator set, built in Gloucestershire in the fifties.

These solid machines sit quietly until the householder switches on a light or small appliance. The old circuitry senses the demand and the diesel engine starts up automatically – brilliant!

Nowadays these veterans are normally to be found in museums but this veteran, hidden away in a shed, smeared in oil and grime, was still in front-line service.

So while my host poked around my TDM, I was left to sniff about the old Lister in the depths of its shed.

This sort of thing only happens to me when I'm on the bike!



Last ride of 2007!

By Louise Bennett



Lying in bed at about 9.30am on Sunday 30th December half hoping that the weather is fine and someone might call to ask if I would fancy a ride out, the other half of me hoping not to be disturbed whilst enjoying a lie-in until much later...

The phone rang – obviously Ray had decided that today was dry enough to take out the well polished and pampered TDM. **(Now then! Ed)**

On answering the call I hear Sid Corke's voice "Are you going out, then?".

Trying to sound like I had been awake for hours and waiting for his call I said that I was actually very enthusiastic about this idea.

The weather was okay but the roads were still damp and a bit greasy.

On with the cold weather gear and off to resurrect the Kawasaki after a couple of months lay-off.

Tried to force a pair of winter gloves into the tiny space under the rear seat but failed. Oh, well, thin gloves will do the job!

Another call from Sid: "The bike won't start."

Oh dear, I know that he had just fitted an alarm that I had got for him. The guilt started instantly.

I decided to meet him at his house knowing that if anyone could fix a problem like this it was Sid.

By the time I reached Ryton he had dismantled the bike found a fuse had blown and put it all back together. It had been to do with the alarm, but only because he had touched two opposing wires together whilst fitting it.

Guilty feelings subside... mostly.

Off we went around umpteen back roads that I had never seen before. We took it steady because the conditions were still not ideal.

Up to Alston and across to Hartside, turn around in thick fog and head back to Alston where it was actually quite bright.

Time for a cup of tea and a bacon buttie.

Why is it that wherever we stop there is always a steep hill or camber that makes me nervous about dropping the bike?

Still, at least the sports bike is light enough to get it off the stand. (There has been the occasional time on the Bandit when I have had to get a shove from a helpful hand to help get the stand up.)

It is more the indignity of having to beg for help than anything.

Standing halfway over the bike with my right leg sticking out parallel with the handlebars. (I must ask Jack Lormer where he gets his high heeled boots from!)

Away again and across Weardale. We both notice an amazing view behind us, so stop and take a couple of photos. The clouds were sitting in the valley below us and the sun was shining on the road.



I have to admit that my fingers were a bit cold but the whole day was worth getting up for.

It always is, but my brain cannot get to grips with this concept until I am actually out of bed.



Back to the warehouse to deposit the bike and I decide that I have time to change the fork seals on the SV650.

Ever the optimist, I am still there two hours later, by which time there has practically been a search party sent to look for me.

They all ought to know me better than this by now!

I had a call from Sid later that evening to say what a great day and that he had got back and cleaned and polished his bike.

Mine still sits filthy but the SV has its new fork seals.

So, here's hoping the next ride is not too far off...

Tips for new riders

By Ray Charlton

As the new biking season looms up once again we face the need to carry out some very important safety checks on our bikes as we bring them out of winter hibernation.

Many of you will have heard me talk about this before, but I'm sure a reminder will not come in wrong and no doubt there will be some of you who are unaware of what should be done at the start of the season.



It is inevitable that unless you carried out a pre-winter service before parking it up, then some items need checking and possibly will require attention prior to venturing out on the road.

Never make the mistake of wheeling the bike out for its first outing of the season and simply jumping on it without carrying out these checks as it is a recipe for disaster.

To start with, examine your tyres carefully to ensure they are still legal and exceed the minimum legal tread dept of 1 mm and that there is no damage to tread or walls by way of cracks, cuts, foreign bodies, such as nails or screws and ensure they are inflated to the right pressure.

If you have a centre stand or paddock stand, rotate the wheels and make sure they run freely with no tight spots.

This action will also reveal whether the brake callipers are sticking on and require attention.

Should the callipers be sticking, it is a relatively easy task to remove the pads, free off and lubricate the pistons with calliper grease to ensure they are operating efficiently. It is also a good opportunity at the same time to remove any build up of crud around the callipers and their mounts.

This is also a good opportunity to check the fluid levels of the brake and clutch master cylinders and consider carrying out a fluid change if it has been in use for some time.

With the front wheel elevated, grasp the bottom of the forks and check for movement on the steering head which will determine whether the head bearings are serviceable or need attention.

Run your hands up the forks above the fork seal area, if you find its oily then there is a fair chance the fork seals are damaged and need replacing.

Check the rear suspension unit for oil leaks also. This is not a serviceable item, so if you find oil leaks then the unit will need replacing.

It is probably a good time to carry out oil and filter changes to give the bike a good start to the season.

Check the coolant level in the radiator and check for leaks or damaged or perished hoses that should be replaced to avoid possible major engine damage at a later date.

Check all of the control levers and cables and lubricate where possible to ensure they are operating freely and have no stiffness or tightness on them.

Next check all lights, and electrical components. If you do not use an Optimate battery charger permanently connected, an independent charge will probably do it the world of good in preparation for the season.

Finally, carry out a general check around the bike to make sure no bolts are missing or anything is damaged, loose or hanging off, then give the bike a good wash and polish to make it presentable.

If you carry out these relatively basic and simple checks you will be less likely to encounter problems once out on the road.

Having dealt with the bike, you next need to be looking at your riding kit, which equally will require some attention and TLC in readiness for the new season.

Starting with your helmet, first of all make a judgement as to whether it is still serviceable and consider the life expectancy of a helmet. The cheaper polycarbonates have a recommended life of 3 years and the more expensive composite helmets 5 years.

This is because over time they become looser on your head and therefore not as effective, the stitching and straps become worn and overall may be less effective in the event of a spill.

If you feel it is still serviceable, then wipe over the shell with warm soapy water to remove any bugs etc; and do the same to the visor, ensuring it is scratch free and not cracked.

If it is then consider replacing it. Spray the inside with a deodorising spray to freshen it all up and your helmet is now ready for use.

Check out your leather and / or Cordura jackets and trousers for any damage to zips, or signs of stitching breaking open, sponge off any dead bugs with a sponge and warm soapy water, dry off and apply either a leather balm or consider some waterproofing spray for the cordura kit.

Remember though that Cordura itself is not waterproof, it is the underlying membrane that keeps the wet out and the Cordura material is designed to offer you protection from abrasive type injuries.

Clean your boots thoroughly and treat them with proprietary protective wax to help keep the wet out and your feet dry.

Give your gloves a wipe over with warm soapy water, dry off and rub in a light coating of wax to help repel the rain.

It is also a good opportunity to give any neck tubes or balaclavas a wash which will not only make them smell sweeter, but will retain their softness for comfort around your neck and head.

Carrying out all of the above points will give you a good start to the season as well as avoiding problems that could arise during the season.

Happy riding.

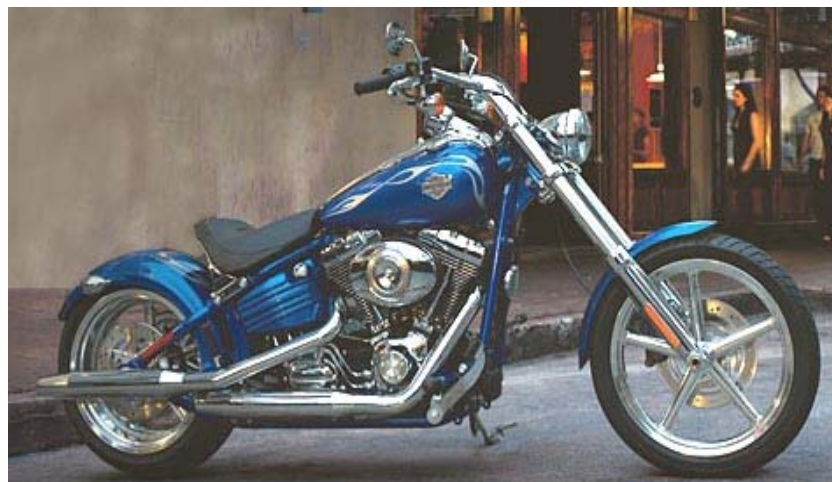
A Harley Experience

By Louise Bennett

(Apologies to John Johnson for not getting round to writing this months ago.)

One of the items in our auction, May 2007 was kindly donated by John Johnston, Hadrian Harley Tours and Rentals. It was a full day's rental of any one of the bikes he has.

Unfortunately it was a late entry and had not been published in the catalogue; as such there was a little less exposure for it.



On the day I put in a couple of bids and won it! It has been something that I have wanted to do for some time now, to find out what all the fuss is over these Harley-Davidsons!

Everyone who has one would not trade it for anything else. There must be something in it.

I did once sit on a Fat Boy (ooh, err missus!), and I can safely say that it

is the only bike on which I could comfortably get both feet flat on the floor.

I booked the day for one Sunday in July, hoping that the weather would be kind. The deal included insurance, which at £20 per day is a lot of money!

As it happens, John had got out a Fat Boy for me to try. I hadn't appreciated just how far away the foot controls were. I found it a bit of a stretch.

The weather was good, and I was sent off with a wave from Dot, John's wife. I thought they were very trusting letting me out on a brand new machine when

I had never ridden anything like it before.

My first thoughts were just how immense this machine was. Must remember to try to park it where I don't have to paddle it backwards!

I guess that the exhausts were stock, but within a couple of miles I needed the same piece of road as a horse and rider – the horse obliged by galloping off across the verge. Exhausts = LOUD!

On the road to Alston I thought I had broken it! What actually happened is that I hit the rev-limiter. I did this several times before I got the hang of it. They really do rev very low. The other noticeable thing was that however much throttle I used the bike rolled on rather than snapping on.

It grounds out very quickly on the bendy bits which was disconcerting the first time it happened, but something I got used to (actually it became a challenge to make it happen – sorry John). It is a bike that allows you time and space to enjoy the view and to take in much more of what is going on around you.

I imagine that touring across America would be rather comfortable on one of these, surprise, surprise, since that is what they were made for!

If I had been carrying a pillion I would have not been able to frighten them, and the pillion seat looked more that adequate for lengthy stints in the saddle.

I did need help to get the bike turned around in a tight space but John's wife said that she often has to help him, so that made me feel okay.

A great feature of any new Harley is the ignition system. It uses a keyless system with a fob that activates the bike as soon as you are within a few feet of it. All the rider has to do is press the button. I wonder why all bike manufacturers aren't using the same system.

I returned the bike after filling her up with fuel. It was not exactly as clean as it had been when I took it away.



One thing that Harley owners are welcome to is the constant polishing and attention to all of that chrome.

I thoroughly enjoyed my day out and would recommend it to everyone. I might not be putting my name on the waiting list for a new Harley but could consider saving up for a vintage machine.

Many thanks to John and Dot at Hadrian Harley Tours and Rentals. Take a look at the website at: www.hadrianhdtours.co.uk

Give a family member a pillion ride for their birthday!

- o0o -

Funnies

A little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool. After catching his breath, he ordered a banana split. The waitress asked kindly, "Crushed nuts?" "No," he replied, "Arthritis

- o0o -

An elderly gentleman had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of hearing aids that allowed the gentleman to hear 100%

The elderly gentleman went back in a month to the doctor and the doctor said, "Your hearing is perfect. Your family must be really pleased that you can hear again."

The gentleman replied, "Oh, I haven't told my family yet.

I just sit around and listen to the conversations. I've changed my will three times!"

Bikes and Aftermarket Accessories

By Ray Charlton

It has always been a matter of pride that drives bikers towards making their bikes look different.

Inevitably, like everything else, there are extremes in every case. Some owners are quite happy to buy a motorcycle and never put any additional extras on it during its entire life. The same rule applies to cleanliness as some keep their pride and joy in pristine condition, whilst others are quite happy to 'throw a bucket of water over it once in a while.'



Indeed there is one particular marque (Harley-Davidson) that actually encourages 'customising' their bikes by offering a vast range of chromed exotica to individualise their machines by adding and changing virtually every component fitted as standard.

This option has made the Harley-Davidson unique to virtually any other machine on the market and quite often increases the value of the bikes greatly over its original cost. If nothing else, it certainly

contributes towards a Harley depreciating far less, which is the norm on anything else you may consider buying in the bike world.

If you look around the bikes of NAM members on any ride-out you will see confirmation of everything mentioned above, although in the main, care about the appearance of their bikes.

I must confess that I am personally addicted towards making my bikes slightly different, but tend to look on it with more practical eyes. I don't mind spending hard earned cash on accessories if I can get an extended life out of them by being able to transfer them onto subsequent bikes.

For example, when choosing a luggage system I would tend choose a manufacturer such as Givi who offer the flexibility of being able to transfer the kit onto your next bike at minimum cost with the purchase of the appropriate fitting kit.

I also tend to purchase the more expensive manufacturers heated grips rather than the cheaper options as for one thing they have thin strips of metal that conduct the heat more efficiently rather than fine wires in the cheap versions that tend to break.

As they are built more robustly, it gives me the option to remove them, (with care) and re-use them on my next bike. I can recall one set of Honda heated grips, (that were very expensive) being used on three bikes and were still working fine when I sold the last bike.

Even items such as Scott-Oilers can be transferred over providing they are still serviceable as can GPS and radio systems if you have them fitted.

Whilst on the subject, I have found it is not always a good idea to leave accessories on your bike when selling or trading in against a new one as it rarely makes any difference to the trade in price and it has been known for dealers to remove accessories and place them on E-bay.

Whilst on the subject of E-bay, it appears you can find a buyer for almost anything and I have personal experience of selling used accessories and obtaining prices that exceeded what the

buyer would have paid if he was buying new from a dealer. With the addition of postage costs it is amazing what people are prepared to pay if they really want something. Anyway, who am I to complain?

Moving onto my present bike, the Yamaha TDM 900, I decided to purchase in September as a replacement for the three and a half year old FJR 1300.

I wanted something different and could not really justify another £11,000 for a replacement big tourer.

I expected the change to be quite a culture shock and was pleasantly surprised to find that it was a joy to ride, even though there were some aspects that were quite a change from the FJR.

The first shock was riding with the blast of the wind on your chest took a bit of getting used to again, having been pampered with full fairings and 'barn door' screens as protection from the elements on the FJR and the Pan Europeans previously.

With this in mind, I decided to make some changes both practical and cosmetic, to make it into an aesthetically acceptable bike as well as a practically tourer.

(See Page 2 for description of the changes ultimately made)



The first addition was a higher touring screen, which had the immediate effect of pushing the wind off my chest and up over my helmet, improving the comfort zone tremendously.

Next task was the fitting of the original Yamaha heated grips, retained from the FJR, which again improved matters considerably, to be quickly followed by the fitting of a pair of BMW hand guards after slight modifications to the bar ends courtesy of the engineering skills of Neil Hamilton.

I already had a Givi V46 top box from the FJR and had sold the FJR top box fittings on E-bay which very nicely funded the new ones required for the TDM.

With the new rack fitted I now had useful storage space in the top box for waterproofs and other knick-knacks that you tend to carry.

Next on the list was a set of the latest Givi V35 pannier rails, which were duly acquired and fitted, quickly followed by a Baglux colour coded tank cover, again partially funded by the sale of the tank cover from the FJR.

I then realised that the mirror arms were not long enough and due to my bulk, my rear vision was obscured by my arms, resulting in the need for mirror arm extensions, made once again by the very helpful Neil Hamilton.

It was now early December and I was facing the annual request from my Wife as to what she could get me for Christmas, when she made the brilliant suggestion of getting me the Givi V35 panniers to match up to the recently acquired pannier rails.

By now it was becoming increasingly obvious that there was far too much black on the bike and I felt it needed brightening up to compensate for this shortcoming.

As it happened, Sid Corke, who also has a TDM had carried out some changes to his bike which included polishing the alloy rims of his wheels and having the rest of the wheels painted blue to compliment his fairing and again, break the black up. He had made a cracking job of his wheels and it had transformed the bike. I should say at this point that Sid is an absolute fanatic on keeping his bike clean and his bikes are always an example that stands out against any other bike near it.



Sid is a man of many talents and has created a home grown version of an automatic chain oiler, affectionately known as his 'Sid-Oiler' as well as a beautifully hand crafted belly pan in 2mm alloy. **(See Picture on left)**

Looking in envy at his wheels, he made the kind offer to polish up my rims, which duly took place over several hours.

By now I had decided that I was going to colour code the wheels, hugger, top box lid and pannier panels to match the Metallic Lava Red of the fairing and tank.

The final touches were the fitting of my two way radio system, keeping the installation as neat as possible and fitting my Garmin Zumo GPS system following the creation of a very neat handlebar mount, courtesy of the skills of Dave Anderson.

The end results can be seen on **Page 2** in full colour and whilst the indicated costs are what the changes would have cost me, bear in mind that because of the way I select accessories, I was able to transfer quite a lot from the FJR, keeping the cost down considerably.

I have also been extremely fortunate in having chums who are highly skilled and gave me their services so I must place on record my appreciation to Neil Hamilton, Dave Anderson and Sid Corke.

Finally, remember that I now have a very well equipped lightweight 'tourer' with the capability of either transferring most of the additions onto my next bike, or selling them on through E-bay to fund or part fund accessories for my next bike.

Club Events 2008

February		
12 th	Club Night	Wheatsheaf, 7.30 pm
14 th	Observers Assessment with Senior Observers	Highlander, 7.30 pm
March		
9 nd	New Observer Training	Etal Lane, 10-10.30 am
11 th	Club Night	Wheatsheaf, 7.30 pm
15 th	(or 16 th) Observers get together	TBC, 10-10.30 am
16 th	Group Ride Out	Seaton Burn, 10.00 am
25 th	Northumbria Police Training Day	Etal Lane, TBC
29 th	IAM Training Day	Leeming Bar Services, 10.00
April		
8 th	Club Night	Wheatsheaf, 7.30 pm
20 th	Slow Riding Day	Alnwick Fire Station-TBC, 10-
20 th	Group Ride Out	Seaton Burn, 10.00 am
May		
3 rd	Scottish Event	Pitlochry,
15 th	Club Night	Wheatsheaf, 7.30 pm
18 th	Group Ride Out	Seaton Burn, 10.00 am
June		
10 th	Club Night	Wheatsheaf, 7.30 pm
15 th	Group Ride Out	Seaton Burn, 10.00 am
19 th	Slow Riding Skills – All Comers Welcome	Heighly Gate, 6 - 6.30 pm
July		
8 th	Club Night	Wheatsheaf, 7.30 pm
20 th	Group Ride Out	Seaton Burn, 10.00 am
August		
12 th	Club Night	Wheatsheaf, 7.30 pm
17 th	Group Ride Out	Seaton Burn, 10.00 am
September		
9 th	Club Night	Wheatsheaf, 7.30 pm
21 st	Group Ride Out	Seaton Burn, 10.00 am
October		
14 th	Club Night	Wheatsheaf, 7.30 pm
19 th	Group Ride Out	Seaton Burn, 10.00 am
November		

Get a Grip

by Ray Charlton

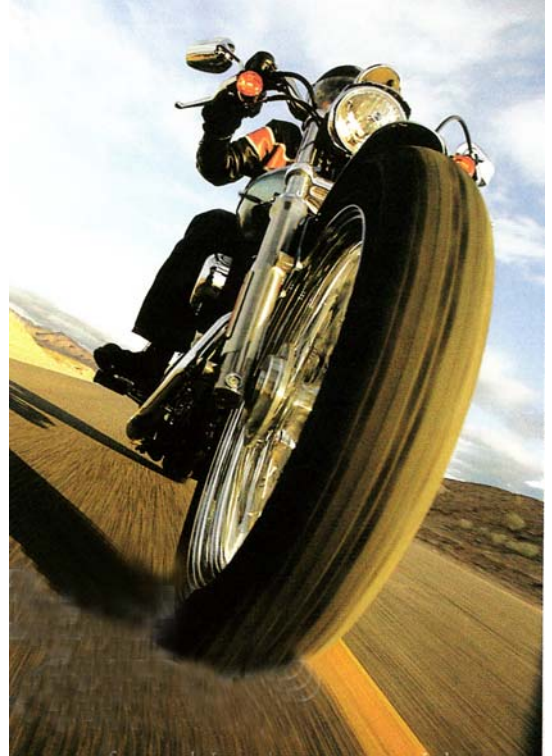
The chances of a car losing grip and sliding are considerably less than a motorcycle for several reasons. First of all you have four wheels to rely on rather than two and the footprint, or actual area of rubber in contact with the road is far less on a bike. Because of this, if grip is lost, a car has a far greater chance of recovery and accident avoidance than a motorcycle.

I won't go into any depth on the theory or technicalities of grip, or traction, as it is a complex subject, best known by the tyre manufacturers, who need to understand the complex differences between 'static' and 'kinetic' friction and its relativity to resistance and sliding on varying surfaces.

As a simple example of this theory imagine that you and a couple of friends are trying to push a very heavy desk across a wooden floor. It takes much more effort to get the desk moving than it does to keep it moving. This is the difference between static and kinetic friction.

Relating this theory to your motorcycle, as you are riding along, the contact patch of the tyre is normally in a state of static friction, but the moment a tyre loses grip and starts to slip or slide, kinetic friction kicks in and it starts to slide more easily.

It is not rocket science to conclude that the foremost object should be to keep your tyres in a constant state of static friction with the road at all times. This is quite simply achieved by ensuring your tyres are in good condition, with adequate tread and inflated to the correct pressures at all times and to be constantly reading the road for changes that can be a danger to you.



Normally on most dry roads static grip is in abundance, but it only takes a few additions to totally change this situation into a potential disaster. A little gravel, oil/diesel spillage coupled with a shower of rain can change the situation and quickly transform static friction into kinetic friction and in a matter of a split second the kinetic energy builds up and you are no longer in control, with disastrous results.

Add to this list road paint, cat's eyes, cattle grids and even shiny metal expansion joints on bridges and flyovers and you soon realise what a minefield you are in.

This very nicely moves us onto the subject of tyres and contrary to common beliefs, it is not the amount of tread that provides traction, it is the compound of rubber that does the trick.

Racing motorcyclists need the maximum amount of grip on a track, which is usually provided in a tyre that has a very soft compound, which are 'slicks' being void of any tread and very much dependant on the soft compound to provide the maximum static friction.

Whilst maximum grip is achieved there is a penalty of high tyre wear due to the softer compound of the tyre and the higher temperatures it is intended to operate at. These are totally unsuitable for road use as there is a requirement to have a given amount of tread on tyres for road use, (Minimum of 1mm) and the need for longer life on economic grounds.

It is for this reason that road tyres are available in varying compounds ranging from a soft compound for fast sports bikes to intermediate and slightly harder compounds for Touring Bikes that tend to cover high mileages.

Hybrid compounds are also available with a soft compound on the edges and a harder compound in the centre of the tread to provide the best of both worlds, grip and extended life.

The main function of tread on a tyre is to disperse water to allow the tyre compound to do its job in providing grip where the water has been dispersed.

Ironically, when it comes to racing motorcycles, the trend is to have a rider as light as possible to achieve the best performance during racing, but a strange fact is a heavier rider will obtain more grip in the wet than his lighter counterpart.

This is due to something called 'tyre loading' and works on the basis of the more force pushing a tyre against the road or track surface, the more traction or grip it will provide.

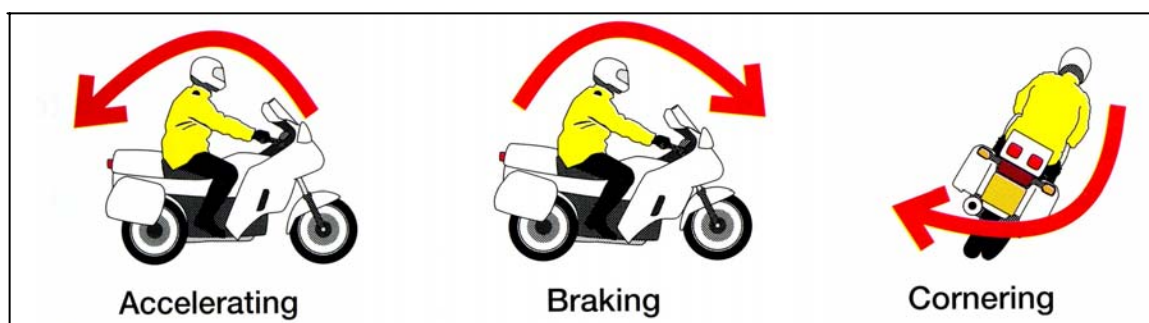
The other factor that you need to have an understanding of is what happens to your bike under acceleration, braking and cornering.

It should be known that under harsh acceleration, weight is transferred to the back tyre, greatly reducing the load on the front tyre and placing the bike in what could be an unstable situation. If this takes place whilst cornering, there is the risk of the front tyre losing grip and moving very rapidly into a kinetic friction situation with disastrous results. It can equally induce loss of grip on the rear wheel under certain circumstances, once again placing you in danger.

Similarly, when braking fiercely, weight is transferred to the front wheel, greatly reducing the loading on the rear wheel and once again could move you into a state of kinetic friction if over done.

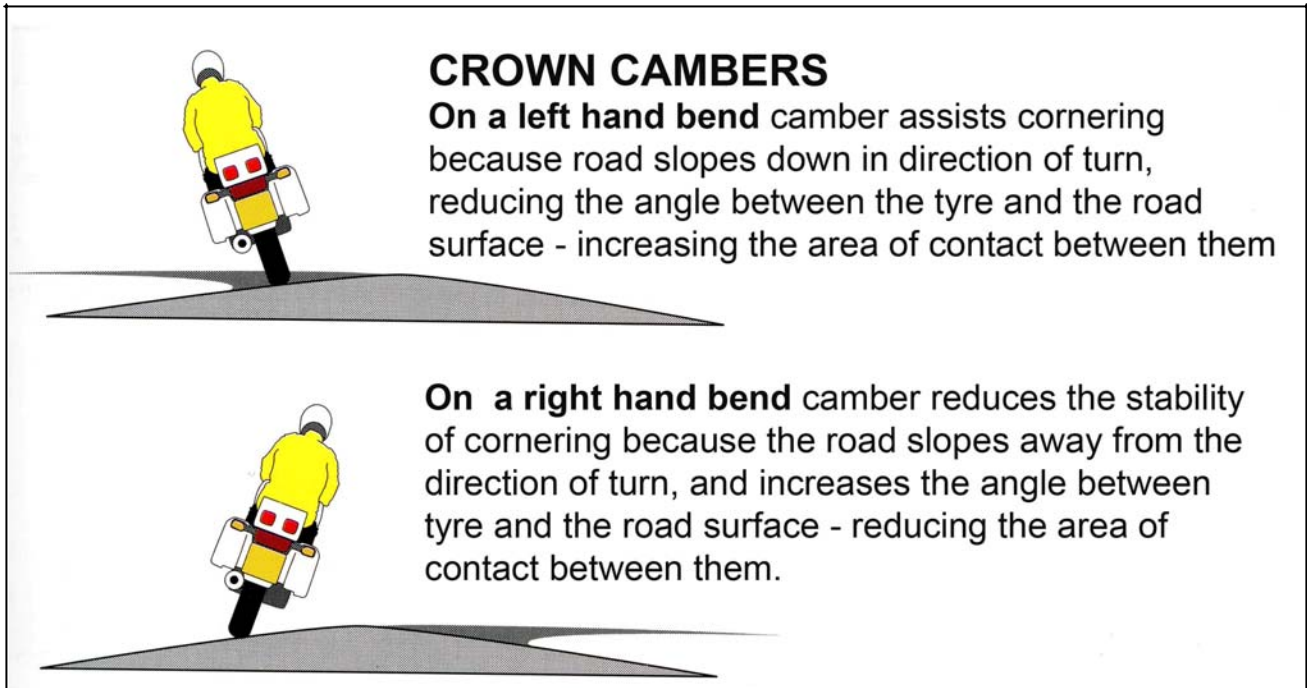
The third way of losing grip is cornering, whereby for many reasons, static friction is lost and kinetic friction takes over with loss of control.

So in simplistic terms kinetic friction (or skidding) can be induced through harsh acceleration, fierce or unnecessarily heavy braking, or through poor judgement or adverse road conditions during cornering as illustrated here. **(With acknowledgement to Roadcraft for illustrations)**

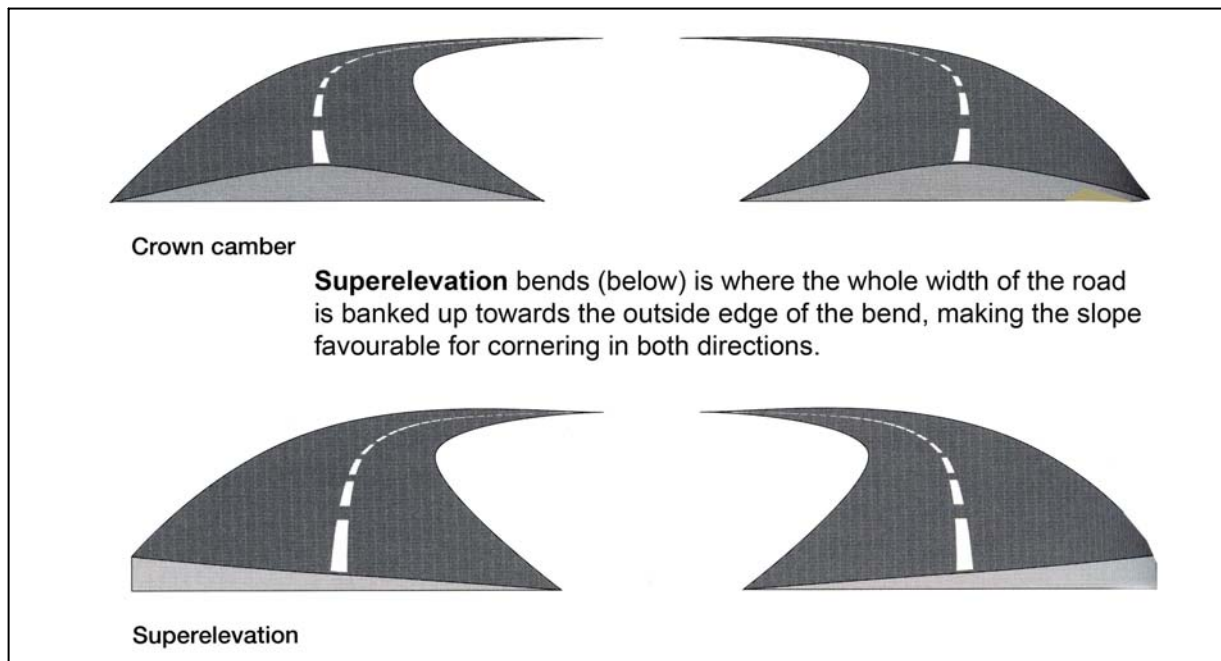


Another factor that can have an effect on available grip or static friction is the way bends are constructed and in particular the camber on the bend.

Crown cambers, (the most common) on roads are effectively there to help water disperse from the centre of the roads towards the gutters and on bends are only of benefit to assist riders on



left hand bends, having the opposite effect on right hand bends and working against the stability of a bike as the road is dropping away from the bike and offering less grip.



The exception to this rule is where Superelevation bends are in place which offers the same benefits in both directions due to their construction.(See illustration above)

Applying this knowledge to the System as used by Advanced Motorcyclists will contribute greatly towards keeping you safe on the road and reducing the risk of accidents considerably.

So no matter what circumstances you find yourself riding in, you will be able to better understand the different forces working for and against you as you roll blissfully along enjoying the pleasures our machines bring to us.

The Cosmic Motorcycle Exchange

by Simon Hadden

Have you heard of the Cosmic Motorcycle Exchange? No? Maybe you've experienced it. When everything's looking ropey, it can save the day.



The last time it happened, I had the sense to take a snapshot – to prove the Cosmic Motorcycle Exchange exists.

Picture the scene. I'd been bouncing through Glendale on the old BSA and the petrol tank was nearly empty.

Wheezing into Wooler, I aimed for the nearest petrol pump and stopped the bike. At this point, I noticed that the twistgrip hadn't sprung closed – it was still half-open – damn.

Anyway I filled up the tank and pushed the machine round the side of the garage. The cause of the problem was

clear.

To sort it out, I needed to dismantle the carburettor and free the slide. I'd done this before, back home in the kitchen (not recommended if you expect kitchens to smell of good things to eat). However, I'd never done the job at the roadside.

Fortunately, on every trip with this bike, a full set of tools comes too, just for the ride. They love it.

Staff at the Cosmic Motorcycle Exchange have, no doubt, been monitoring this BSA for over half a century. They know when something is afoot, well before the hapless rider.

Accordingly, they sent an original (85-year old) bike mechanic to fill up his Ford Fiesta at the same time as I pushed the sulky Beesa off the forecourt.

Hardly had I heaved the recalcitrant bike on to its centrestand, when there was a tap on my arm, accompanied by "What's wrong with yer bike, son?". (Eternal youth is bestowed on anyone riding a motorbike.)

Now the last thing I needed was an audience. I muttered something darkly about a sticking slide in the carb and, blow me, eternal youth was bestowed upon this old chap too.

Moving surprisingly quickly around the bike, he started shaking his head, "You'll need some old tools for this".

At this point I revealed why my bum bag weighed half a ton and clanked worryingly as I staggered about.

Not only did it contain a full set of Whitworth spanners, but also pliers and screwdrivers of several types together with a bottle of engine oil.

The stranger grew quite animated. "I haven't worked on one of these for forty years", he whispered, jabbing a spanner towards the mounting studs.



Without his reading glasses, my new chum couldn't see anything in close-up. So he barked out the what to do, and I acted as his hands.

I learned that the carb. can be taken off the engine without removing the tank, which is handy to know. We soon had the pesky slide freed off.

After 20 minutes or so, the bike was ticking over again. After cooing over the softly-chuffing engine, he suddenly realised that he was seriously late for his dinner.

Before I thought to get his name, he and his Fiesta had disappeared towards some houses up the road.

As I left the forecourt, storm clouds were gathering over the town. I hoped these weren't something to do with an old chap being late for his dinner...

Christmas Dinner 2007



Contributions Required

This is your newsletter, articles, observations, letters and pictures are always needed. Maybe you have a question on Roadcraft or a tale to tell

Please send any contributions to:

raycharlton@sky.com

**Deadline for contributions to next newsletter
Friday, 28th March 2008**

MONTHLY MEETINGS

NAM meets on the second Tuesday of every month at the Wheatsheaf Hotel on the B6918 at Woolsington, near Newcastle Airport, at 7.00pm for 7.30pm.



nam-online.org

Tel: 07951 035038



Supported by Northumbria Police



The views expressed in this newsletter are not necessarily those of Northumbria Advanced Motorcyclists or the Institute of Advanced Motorcyclists and should not be interpreted as such.