

# *Burgess Hill & District Motorcycle Club Newsletter*



**Club Members at the Christmas Party**

**January/February 2012**

**Web Site [www.burgesshillmc.com](http://www.burgesshillmc.com)**

**Email [bhdmcc@talk21.com](mailto:bhdmcc@talk21.com)**

**Club Secretary Paul Stevens Tel. 01444233838**

## Chairman's Chat

So far we have been extremely lucky with the weather – it seems quite incredible when I remember back to last years snow.

Over the Christmas period I got my bike serviced at Dobles – I was surprised they were open over the three days between Christmas and the New Year – as I was working I thought I would see if they were open – the bike was booked in and I arrived as agreed juts before 8.30 – now sooner was it booked in than it was taken into the workshop and I was made a nice mug of coffee. Usually I borrow bike for the 4 miles into the office from Coulsdon but decided on this occasion to use the facilities at Dobles and did a few bits of work while I waited - the bike was ready at about 10.30 and I was soon on my way several pound lighter in the wallet but at least the bike wont need servicing for another 6 months and at least it didn't cost as much as it would have done without the club discount - 10% does make a difference!

The committee has been busy over the last few weeks trying to ensure we have a full programme of Monday ride outs as well as weekend runs – please keep an eye out on the internet site for the calendar – this will give you a flavour of what we have planned.

It is really good to see that people are letting others know if they are going out for a ride over a weekend – if you are getting out then please do let others know as it is always good to ride with others in the club.

Lets hope the weather continues till Spring!!

Mick

Hi All

I am putting together a trip to the Pyrenees next year going from Portsmouth - Bilbao Friday 24/08/2012 return Bilbao - Portsmouth Saturday 1/9/12 docking Portsmouth Sunday 02/09/2012.

This is a 24hr (approx) crossing both ways, the return ferry cost will be £329 - £350 depending how many sharing a cabin.

Saturday 25th night at a basic hotel in Bilbao the rest of the time split between two hotels in Ainsa and Berger.

We will be staying mostly on the Spanish side. Two members of BH&DMCC have confirmed, there will be myself, my son Shaun and several members of Invicta bike club.

Please note that this trip will involve maintaining a swift pace on very demanding roads, and is not really suitable for pillions. However this is the best biking area and roads I have yet found if interested speak to me at club night or contact me through club site

Steve Goldsmith  
Committee member

## Travelling to France

### French Safety Cameras: New Legislation for 2012

Travelling in France? IMPORTANT: Please be aware of a change in French law effective from 3 January 2012 regarding the use of speed and safety camera locations.

On 3 January 2012 the French government issued a new law that effectively bans all systems that are able to provide warnings of safety cameras (aka speed cameras). This law includes all sat nav based systems. With immediate effect it has become illegal for anyone travelling in France to have any speed camera warnings on any device across the entire territory of France.



French authorities have also warned UK drivers planning to travel to France that they face an on-the-spot fine of €17 – around £14 – if they fail to carry a breathalyser in their vehicle.

A breathalyser is the latest in a long list of items British motorists must take with them to avoid being fined by the French authorities. The list is a long one: a spare pair of glasses, spare headlight bulbs, a warning triangle, a first aid kit, a fire extinguisher, headlamp adaptors, a GB sticker and a fluorescent (high-vis) safety vest. [In 2008, head designer at Chanel, Karl Lagerfeld fronted a campaign urging British drivers to make sure they carry a high-vis safety vest, with the slogan: “It’s yellow, it’s ugly, it doesn’t go with anything, but it could save your life.” Those caught without one in their car face a £100 fine.]

The requirement for drivers to carry a breathalyser has been introduced as part of a continued programme to reduce the number of road deaths in France.

Andrew Kelly, marketing and PR manager at DFDS Seaways which operates services between the UK and France, said: “Although the new law is not due to be implemented until the spring, and final details are still to be announced, we want to ensure our passengers are fully aware of the obligation to carry a breathalyser in their vehicles when driving on French roads and will be fully prepared. We provide our passengers with the opportunity to purchase compulsory driving equipment on board, so that drivers can ensure they are compliant with all French driving laws.”

## **Government proposes 80MPH motorway speed limit**

Transport Secretary Philip Hammond has announced his intention to consult on raising the national speed limit on motorways from 70 to 80 miles per hour. The Government plans to launch a full public consultation on the issue later this year with a view to implementing any change in early 2013.

Vehicles have changed dramatically since the current national speed limit was set in 1965. Technological advances mean that cars are significantly safer than they were – contributing to a fall of more than 75% in the number of people killed on British roads since 1965. That is why the Government feels it is now time to look again at whether the speed limit set in 1965 is still appropriate.

Road safety is a top priority for the Government and action is being taken to tackle uninsured driving and help police enforce against drink and drug driving. However, the Government believes safety cannot be the only consideration when setting speed limits. Previous analysis shows that raising the motorway speed limit would generate significant economic benefits, worth hundreds of millions of pounds per year from savings of travel time.

Initial work by the Department suggests that setting the motorway speed limit at 80 mph is likely to represent the best balance of costs and benefits and it is similar to the motorway speed limit in other EU countries.

As many as 49% of drivers currently break the 70mph limit. Ministers believe that raising the limit to 80mph would mean that millions of otherwise law-abiding motorists would be brought back inside the boundary, restoring the moral legitimacy of the system.

Philip Hammond said:

“I want to make sure that our motorway speed limit reflects the reality of modern vehicles and driving conditions, not those of 50 years ago.

“While we must ensure that our roads remain among the safest in the world, we must also consider the huge economic benefits that can be created by shortening journey times.

“Increasing the speed limit on motorways from 70 to 80 miles per hour for cars, light vans and motorcycles could provide hundreds of millions of pounds of benefits for the economy and I will put forward formal proposals for making these changes later this year.”

### **Notes to Editors**

1. An increase to the national motorway speed limit would apply to England and Wales. Responsibilities are devolved in Northern Ireland and are planned to be devolved in Scotland.
2. Increased motorway speed limits would apply to cars and motorcycles. Lorries on motorways are subject to lower speed limits and we have no proposals to increase them. The consultation is however likely to seek views about the position related to vans/light goods vehicles on motorways.
3. A thorough impact assessment which takes account of the full environmental, social and economic costs and benefits is being progressed.

4. Some stretches of motorway would be likely to retain a 70 mph limit because of their engineering and environment.

5. We are also considering the case related to increasing the speed limit on other high standard, near-motorway dual carriageways. Changes would be implemented case by case and we are not proposing to consult about raising the default national speed limit of 70 mph for all purpose dual carriageways.

## **Wales urged to snub 80mph motorway limit plans**

Wales should go its own way on motorway speed limits – and not take part in proposals to bring in an 80mph limit, a coalition of Welsh organizations has said.

The UK Government is set to launch a public consultation on raising the motorway speed limit from 70mph to 80mph by 2013. But a group of 25 Welsh organizations has called on the Welsh Government to use its power to set its own speed limit should the government in England decide to raise the maximum speed for cars.

The Sustainable Transport Cymru alliance argued that increased speeds will lead to more accidents, higher casualty rates and increased carbon emissions.

Lee Waters, chairman of Sustainable Transport Cymru, said: “The Welsh Government has a strong record on road safety, but to sustain this we must continue to make bold decisions that are in the interests of all Welsh people, not the speed of a few.

“Ignoring the argument that this decision has the potential to raise our oil consumption and carbon emissions at a time when we need to cut both, this decision also has the potential to devastate family lives.”

The coalition, which includes bus operators, public transport user groups and campaigners, pointed to a recent editorial in the British Medical Journal which opposed the speed increase.

The BMJ said: “It is intuitive that higher speeds will result in more collisions and that collisions at such speeds are likely to result in more serious injuries and deaths, a perception supported by the evidence. However, the health consequences extend beyond road safety. They include greater emissions and consequent air pollution, and, potentially, rising levels of obesity as a result of increased car use among those taking advantage of shorter journey times.”

Analysis of Department of Transport (DfT) figures suggests an increase in average traffic speeds of just 3mph – a typical change for a 10mph rise – would be expected to cause more than 25 extra deaths a year on motorways and more than 100 serious injuries.

## CRASH CARDS

You may well have seen these advertised in the press and at shows— they are a great idea—you put a sticker on the right side of your crash helmet and fill in the small card with details about you—in the event that you need help from a paramedic but are unable to communicate with them—they will know that inside your crash helmet they will find the card with useful information on. This may be particularly relevant if you have any allergies.

We have a plentiful supply of these cards so if you want one—or more—please ask any committee member

Hi, fellow bikers,

You did not want to go to North-West 200, 2012. However I am planning my 2013 trip, this time it will be the Isle of Mann T T. Since it was put to me on 2<sup>nd</sup> January I have five signed up already. Should any of the members wish to join us it's May/June 2013 for a 7 day motorcycle break to the best road race course in the world! We could go to the T T in the last week of May to 1<sup>st</sup> week of June or the Manx GP or, a slightly lesser event – The Isle of Man Southern 100 Road Races (this event is often referred to as the best kept secret of road races).

Sponsored by the Steam Packet, the Southern 100 is held on the Billown Course – 4.25 miles of fast furious twists and bends. The event is 3 days but if you like we could make it a bit longer and see a bit of the Isle with not as many around as the other two major events.

If you're interested then please contact me:

Trevor Moore

7 Heron Tye

Parklands Road

Hassocks

BN6 8JU

Mobile 07592609093 – Best to text

## Thousands unwittingly uninsured

Thousands of motorcyclists could be unwittingly riding without insurance because of confusion over what constitutes a full licence.

Many riders tell their insurance company they have had a full licence since the date they passed their standard motorcycle test.

But the insurance ombudsman has concluded they are wrong, and a full licence is only obtained when the 33bhp power restriction elapses, usually two years after passing the standard test.

It means motorcyclists are unwittingly misinforming their insurers about how long they have held a full licence and being undercharged as a result. It renders policies invalid and could be grounds for claims to be rejected.

Alasdair Osborn had his policy cancelled on his Honda CD200 Benley by eBike after telling the broker he'd held a full licence since passing his standard bike test.

The broker argued he had not acquired a full licence until two years later, when the 33bhp restriction was removed. The firm demanded an extra £35 extra which Osborn refused to pay.

The Financial Ombudsman rejected Osborn's complaint, telling him: 'You discussed the problem with the DVLA and various emails confirm you passed your test on 29 April 2000 but – significantly – were restricted from riding larger bikes until 29 April 2002, because you were under 21 when you passed the test. As a result, you did not have a full licence until 29 April 2002.'

According to some insurers including Carole Nash and MCE, riders who say they have held a full licence since they passed the standard test are correct. But others agree with the ombudsman.

eBike said: 'As the DVLA-issued photocard licence for Mr Osborn indicated he had a full motorcycle licence which had commenced in 2002, this conflicted with the information he had supplied.'

Osborn, 30, a lab assistant from Peterborough, said: "It's a complete farce. I was always under the impression that if you passed a test, the day you passed was the day you qualified."

The confusion appears to have arisen from the codes used by DVLA to refer to the various kinds of motorcycle licences.

The agency refers to a full unrestricted motorcycle licence as 'category A'.

On passing the standard test, riders immediately have this code added to their photocard licence in the list of vehicles they have full entitlement to use. A clarification that they are restricted to 33bhp appears in a separate column on the licence.

But later, DVLA changes the photocard licence to say the rider has only had category 'A' entitlement since the 33bhp restriction expired, up to two years after the category was originally added. The period in which the rider was restricted to 33bhp is now referred to only on the paper counterpart. But here the type of vehicle they were entitled to ride during that period has been changed to category 'A2'.

A DVLA spokeswoman said: "DVLA issues licences in as clear a format as possible. "There are no imminent plans to change the entitlement history section on the counter-part at this stage."

## **Petition to scrap new bike licence rules**

A petition is calling on the Government to scrap planned changes to the motorcycle licence regime.

All under-19s are to be limited to 125s and the minimum age for Direct Access raised to 24 under new rules from Brussels.

Riders aged 17-19 will only be able to gain a licence for a machine of up to 125cc and 15bhp.

At 19 they can qualify for a bike of up to 47bhp by doing another test or additional training. They then face a further two-year wait – and yet another test or further training - before they can qualify for a bike of any power.

Alternatively, over-24s can take a single Direct Access test to immediately qualify for any bike.

The petition demands: 'Stop the 2013 changes to the motorbike test.'

Find it here: [epetitions.direct.gov.uk/petitions/27455](http://epetitions.direct.gov.uk/petitions/27455)

## **Every driving test should include a bike question**

An insurance firm is petitioning the Government to make a motorcycle-related question part of every driving test.

Bennetts Insurance thinks it could help reduce casualties.

At the moment a bike-related question may or may not come up in the driving theory test. The petition says the matter should not be left to chance.

It says: 'With questions currently selected at random, there is no guarantee that a question relating to the awareness of motorcyclists will arise in the current test format and this petition is set to challenge that.'

Hannah Squirrell, Bennetts' Director of Marketing, said: "The petition has been approved by the government and we need to get at least 100,000 signatures in order to have this raised in the House of Commons."

Find the petition here [epetitions.direct.gov.uk/petitions/26272](http://epetitions.direct.gov.uk/petitions/26272)

# NOTICE BOARD

Please let me know what you want to put on the Notice board or an article for the newsletter by the last Monday of the month. If you can email the club at [bhdmcc@talk21.com](mailto:bhdmcc@talk21.com) and in the subject box put either notice board or newsletter (use Word if you can) so it can go in the next newsletter. On a similar theme, when the club programme announces a run to somewhere like the BMF shows, members make ad hoc arrangements to go together. If anybody plans to go to these types of events, let me know where and when you plan to meet and I can then act as a central point to let others know what's happening.

## Winter Programme see web site for full calendar

### February

Monday 20

Crash Helmet Maintenance Evening with Vicky Green

Sunday 26

Pet Food Run, Meet at the club at 10.00

### March

Saturday 17

Beer & Skittles Evening, The Bull Inn, Henfield

**NB—the details of events are as at time of printing and are subject to change without notice—please watch for emails for latest updates**



**british motorcyclists federation**


**[www.bmf.co.uk](http://www.bmf.co.uk)**


**BMF Discount code to go on your BMF affiliation cards ( BHD12R357 )**


## BH&DMCC – Clothing 2011

T Shirts											
Wearmaster (100% Cotton)										(CC011)	
	Size	White or Black	Navy or Sky Blue	Royal Blue	Red or Maroon	Heather	Yellow	Bottle Green	Logo Colour (Black/White/Gold)	Price	
	S (33-37)										9.50
	M (38-40)									9.50	
	L (41-43)									9.50	
	XL (44-46)									9.50	
Polo Shirts											
Wearmaster Premium (50% polyester/50% cotton)										(CC030)	
	Size	White or Black	Navy or Royal Blue	Ocean or Sky Blue	Red or Maroon	Khaki	Bottle Green	Yellow or Heather	Logo Colour (Black/White/Gold)	Price	
	S (35-37)									15.00	
	M (38-40)									15.00	
	L (41-43)									15.00	
	XL (44-46)									15.00	
Micro Fleece											
Wearmaster Classic Medium Weight (Two zipped pockets)										(CC045)	
	Size	Black	Navy	Royal Blue	Red	Maroon	Bottle Green		Logo Colour (Black/White/Gold)	Price	
	S (38)									18.00	
	M (40)									18.00	
	L (42)									18.00	
	XL (44)									18.00	
Fleece											
Regatta Medium Weight - Full Zip (Two Front Zip Pockets)										(CC043)	
	Size	Black	Navy	Royal Blue	Red	Maroon	Bottle Green	Charcoal	Logo Colour (Black/White/Gold)	Price	
	S (38)									26.50	
	M (40)									26.50	
	L (42)									26.50	
	XL (44)									26.50	


Fleece		Wearmaster Premium Heavyweight (Two zip pockets, Adjustable elasticated hem)										
		Size	Black	Navy or Royal Blue	Red or Maroon	Bottle Green or Olive	Orange	Yellow	Grey	Logo Colour (Black/White/Gold)	Price	
		S (35-37)										25.00
		M (38-40)										25.00
		L (41-43)										25.00
		XL (44-46)										25.00

Wearmaster Premium ¼ Zip Fleece Jacket		Zip Neck Lightweight (Two zip pockets, Open hem with draw cord)										
		Size	Black	Navy or Royal Blue	Red or Maroon	Bottle Green or Olive	Orange	Yellow	Grey	Logo Colour (Black/White/Gold)	Price	
		S (35-37)										25.00
		M (38-40)										25.00
		L (41-43)										25.00
		XL (44-46)										25.00

Ladies Fleece		Wearmaster Ladies Classic Fleece Jacket (10% polyester)							(CC047)
	Size	Black	Navy	Sky Blue	Red			Logo Colour (Black/White/Gold)	Price
	S (35-37)								21.50
	M (38-40)								21.50
	L (41-43)								21.50
	XL (44-46)								21.50

Ladies V Neck T shirt		Wearmaster Premium Ladies Fit V Neck (100% cotton)							(CC017)	
	Size	White or Black	Navy or Sky Blue	Red	Fuchsia or Pink	Heather	Yellow	Lime	Logo Colour (Black/White/Gold)	Price
	S (35-37)									8.75
	M (38-40)									8.75
	L (41-43)									8.75
	XL (44-46)									8.75

Ladies V Neck Long Sleeve Top		Wearmaster Premium Lady Fit V Neck (100% Cotton) ( without logo £11.25)								
As above with long sleeves	Size	White or Black	Navy or Sky Blue	Red	Fuchsia or Pink	Heather	Yellow	Lime	Logo Colour (Black/White/Gold)	Price
	S (35-37)									15.20
	M (38-40)									15.20
	L (41-43)									15.20
	XL (44-46)									15.20

High Visibility Jacket		Zipped High Visibility Waistcoat (without logo £6)							(HV130)
	Size	Hi Vis Yellow	Hi Vis Orange					Logo Colour (Black/White/Gold)	Price
	S (35-37)								9.75
	M (38-40)								9.75
	L (41-43)								9.75
	XL (44-46)								9.75

\*Other Colours & Sizes may be available on request

Total

*Please print order form*

Contact details:

Name: ..... address.....

We can supply a range of quality T Shirts, Polo Shirts & Fleecees all embroidered with our Club logo on the breast.

For enquiries contact: Alan Johnson directly on 01444 459118.

Cash or Cheque with order please. (Cheques payable to BH&DMCC)