

CLUB TORQUE



THE NEWSLETTER OF THE RMDC

In this issue:

THE ROYAL SMALL ARMS
FACTORY MUSEUM

GET THE MESSAGE

CLUB SERV TALK

HE'S AT IT AGAIN

GRAND DAY OUT

LETTERS TO THE EDITOR

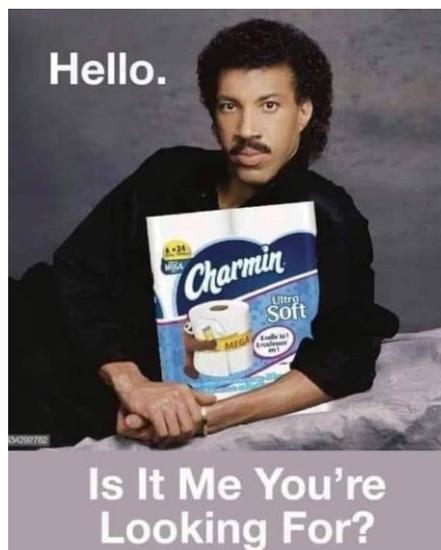
Quarter 1 2020

WELCOME FROM THE EDITOR

As we all hunker in our bunker in these unprecedented times the saying of the day is stay safe. No doubt you have binged on all those Netflix, BBC, Stan, ITV box sets, read through your collection of Beano and Dandy comics and now crave for a breath of fresh air that is your favorite Club Magazine. No doom and gloom in here my friends, just a bundle of laughs and informative articles from around the motorcycle world. Oh happy days.

BREAKING NEWS

Boris Johnson has just tested positive for corona virus.
He's been placed on the new Dyson ventilator and we are pleased to say he's picking up nicely.



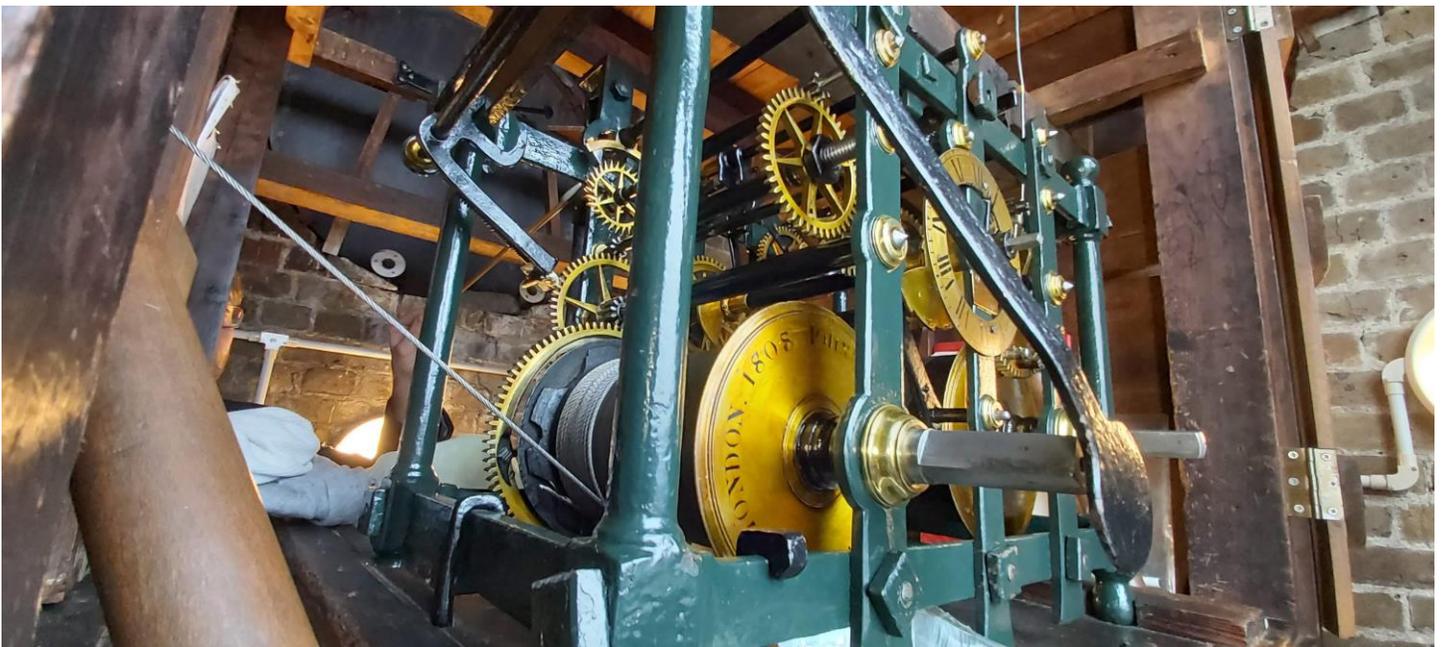
*So I said to Arnie, "Where did you get those toilet rolls?"
He said, "Aisle B, back."*

THE ROYAL SMALL ARMS FACTORY MUSEUM

Simon Whybrow

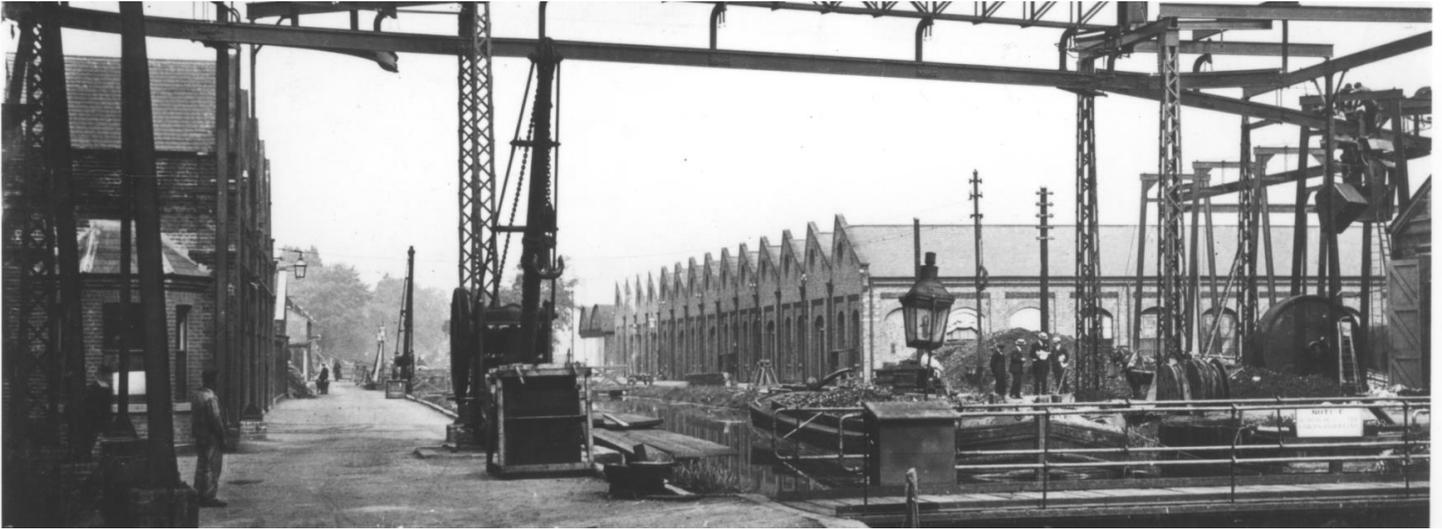


10 Club Members plus guests enjoyed a start of the year ride out to The Royal Small Arms Factory museum in Enfield with a talk from one of the curators. (Club members plus guests Guy Moody and Doug Andrews)



The museum is based at the bottom of the original factory clock, this along with some of the buildings are all that remain of the government-owned rifle factory in the London Borough of Enfield that once spread over 12 hectares. The site was famous for creating some of the world's most iconic weapons and it is thought to be the birth place of mass production through accuracy in engineering allowing parts to be made and assembled with repeatability.

From 1816 the factory was built to produce muskets and swords and in its height of employment during the First World War the factory produced British military rifles. Then during the Second World War the factory produced the famous Bren Gun and Sten Gun and other types of machine gun.



The factory closed in 1988 and much of the area was redeveloped into housing and offices.



On our visit we had the pleasure of my father-in-law Doug who came along to remember back to when he worked at the factory and his father before him had also worked there before it closed.

GET THE MESSAGE

I don't know about you but I often get the impression that road users who are not motorcyclists don't see a person riding along they just see a machine.

No doubt like me you have seen motorists too close to the rear of motorcyclists etc. without taking into consideration that there is actually a person on it who could end up seriously hurt or worse because they have not allowed enough room should the unexpected happen. It was refreshing therefore to see a campaign run this year by Australia Post reminding us to watch out for the "Postie Bike".

A couple of members guys at the my Motorcycle Club here in Sydney have taken up being Posties to earn a little extra pocket money post retirement especially as the position comes with a Honda motorcycle and a smart bright uniform



The Honda in question is a **CT110**. This bike has been made in Japan since 1980 and is sold in various parts of the world. The CT110 like its predecessor the CT90 is extensively used throughout Australia and New Zealand to deliver the mail to homes and offices. These machines often clock up 100000km before being sold on into the secondhand bike market where they prove to be a cheap and reliable light bike more than ready for a new lease of life. One was even purchased by an English guy to ride "The long way back up" from Sydney to London. In case you're wondering it successfully did the journey albeit with a little help along the way. So to sum it all up

Stay alert!
There's a life
riding on it.



EVERYONE MATTERS

SERV SUFFOLK & CAMBRIDGESHIRE BLOOD RUNNERS

Jasper

For about the last 7 years or so, RDMCC has supported two SERV Blood Runner volunteer groups: Herts & Beds and Suffolk & Cambs by donating monies raised from our annual Bike Show.

In 2019, in recognition of the excellent work SERV do for the community, the Suffolk & Cambs unit were awarded the Queen's Award for Voluntary Service. It seemed fitting therefore to invite John Gibson to address Members at Whaddon Village Hall just before Christmas both to congratulate SERV and have a look at the new bike.

John is a familiar face to the Club as we see him at the Bike Shows and cheque presentation evenings and he is pictured below with Club members alongside the Yamaha FJR1300 that RDMCC donations helped to purchase.



Some headline notes from the evening:

- SERV Suffolk & Cambs section began operating 2010 and for the past two years they have been working in conjunction with East Anglian Air Ambulance.
- Approximately 120 biker and car driver volunteers each do around 2 nights duty per month, some do more. 12 controllers coordinate collections and deliveries around the county and with other SERV groups in East Anglia.
- No funding from NHS or Government - volunteers pay for their own vehicles and fuel.

- Fresh blood supplies taken every night to RAF Whyton and Cambridge airport. Unused blood from there taken back to the Blood Bank to use for another day or so.
- In 2018, for example, 1400 deliveries; 55200 miles covered; 128 days on the road; £82K savings to NHS.
- SERV provide 24-hour cover at weekends and Bank Holidays.
- Suffolk & Cambs have x4 motorcycles, 1 car, 2 vans and 1 exhibition vehicle as they have found they need to have a physical presence to promote the work of SERV and be seen by the general public.
- To date RDMCC has donated over £13K to Suffolk & Cambs SERV.



It is rumored that one member nodded off whilst standing up. If anyone knows who this might be, please advise the Secretary. Thank you.

Photo's courtesy of Doug Thompson

HE'S AT IT AGAIN

The RMDC Chairman has received a complaint from a Mrs Whitehouse who claims that there is considerable grunting and groaning emanating from Doug's shed. She goes on to say that the banging is keeping her awake at night and she can only visualise what's going on in there as the windows have been covered up.

Needless to say I offered my services to investigate forthwith as this kind of journalism is right up my street (Well Doug's actually).

It transpires Doug is working on a new project. You may recall dear readers that we previously published an article regarding his efforts to break into the Moto GP scene with his rebuilt Triumph Tiger. Sadly that fell by the trackside however undeterred and looking to fill the niche following the sad demise of Norton he tells me he is busy beavering away building what he describes as the "Tesla" of the motorcycle world.

So in early April in search of the truth and ignoring the social lock down malarkey I visited his shed to see the birth of his creation. I can tell you it really is something to behold.

For starters Doug was insistent right from the outset that it should be completely environmentally friendly to the point that all parts have been saved from going into land fill, so a big tick in the box there.

It is of course an electric 2 wheeled Motorcycle in its purest form. The frame has been lovingly manufactured from old electrical conduit and sprayed a gleaming industrial silver courtesy of a couple of half used Halfords Ford Cortina MK3 touch up sprays he had laying in the corner of the shed.

"This is the beauty of using left over paint. Customers have an open and infinite colour palate available to them. I really think Norton missed the opportunity with this." Doug enthusiastically commented.

It's hard not to be taken aback by the stripped-down, future-cool audacity of the "Douglas". This motorcycle seems about as simple and clean as a bike can get, all metallic finish and straight lines (With the exception of the two solid-disc wheels lovingly made from old metal dustbin lids). It's a look only made possible by the boxy 4.4-kWh battery that makes up the bike's power pack

"I offered the power pack to Tesla as I believe it is the way forward." Doug said. He was reluctant to tell me more about this however a couple of Johnny Walkers later and I could not stop him enthusing about it. The man is a genius. Similar to Tesla, Doug packs multiple cells into the battery box, in this case recycled rechargeable AA batteries. This he claims results in an overall lighter battery than Tesla and is significantly cheaper.

"The cost of the AA's is next to nothing, cheap as chips. I have a contact in Wuhan and he can get millions of them no trouble. We were in daily contact setting things up but I think his internet is down at the moment as he still needs to get back to me with firm pricing etc."

The battery supplies power to an electric motor that Doug claims whips up 17.5 horsepower and 29 pound-feet of torque before rolling through gears and a chain drive to the back wheel.

“I really hit the jackpot with the electric motor. Hotpoint have a warehouse full of them as good as new. They had a lost order from a bloke called Sinclair and were desperate to get rid”

I was not sure of the potential performance but Doug assured me the “Douglas” has a diminutive weight of just 175 pounds which means it can still hold steady at highway cruising speeds. He also claims a maximum range of 180 miles on a charge, but given the battery’s small size and the fact that a rider will double the total weight that’s probably a wildly hopeful prediction, especially with Doug on a “Douglas”.

And so you ask: the price of a Douglas? With a smile Doug says he is planning to offer the “Founders Edition” of the “Douglas” on eBay at the very reasonable price of £11,995 including VAT.

Not bad for a state of the art environmentally friendly electric motorcycle!



Ok I confess the article is an April Fool based on a real article for the “Falcon” which is made by Cleveland Cyclewerks in the US, priced at \$14,995.

