

Central North Island Newsletter – Nov 2017 (Issue 8)

This newsletter has come out a little earlier than normal to remind members about the IAM Conference which will be held at Taupo in February 2018. It will be a fun-filled weekend and we're looking for as many people as possible to attend and support the hard work put in by the organising team. Get your bookings in as early as you can! Details can be found at the end of the newsletter.

Mentoring progress

Warmest congratulations to Rex Stentiford from Tauhei near Morrinsville on his Advanced Test pass and we look forward to Rex continuing on to Observer training. Rex's Observer mentor was Rob Van Proemerren. Congrats and thanks to Rob for all the time you put into IAM.



Rex Stentiford

New Associates

A very warm welcome to Phil McKinnon from Hamilton and you'll find an intro to Phil further on in this newsletter. Phil's Observer mentor is Lloyd Hollis.

Mentoring existing Associates has continued through winter although the shocking weather has definitely had an adverse impact. Hopefully, the frequency will now pick up as the warmer conditions arrive.

In early October I was invited to talk about Roadcraft and IAM to the Waikato Ulysses branch in Hamilton. As a result of that, preliminary applications have been received by one Waikato Ulysses member and two from the Tauranga branch who came along to the meeting. All of them should have assessment rides in the next few weeks. More information on the individuals once they join IAM.

Observer Training Courses

The CNI and Auckland ran a joint Observer training course over 2 days at Labour Weekend at the Franklin A&P show HQ, Pukekohe. Tons of parking, great facilities and a superb range of riding conditions right on the doorstep.



Bikes, bikes and more bikes

A total of 6 Trainee Observers attended, 3 from each region. CNI representatives were Chris Smith, Lawrence (Goose) Gosnell and Tony Knight. Auckland representatives were Mike Davies, Rick Paterson and Rob Defire. They will be allocated to an Observer for practical mentoring over the coming months and work with our regional Associates. Course presenters were from both CNI and Auckland observing teams.

As always, it was highly amusing to the Observing team watching the T/O's on the observed rides calling directions, watching their positioning and looking for (and remembering!) both good and improvement aspects of their "Associate"; gleefully role-played by an Observer. The phrase "My brain is fried" and similar less printable utterances were heard on multiple occasions!



Hard at work on the theory but plenty of laughter

Many of the participants seemed genuinely surprised at just how much emphasis was placed on interpersonal skills as well as technical aspects. The technical stuff is fairly

straightforward but it's the people-related aspects which are most likely to cause problems if not handled correctly.

Despite the hard work and intensive nature of the course, there was plenty of opportunity for fun and laughter as part of the learning process and everyone came away having enjoyed themselves.

It's great to mix the members from different regions and we'll be running more courses at Pukekohe for those who wish to continue on to become Observers.

CNI strategy for 2017/18

As previously reported, the main focus is to ensure that we can deliver high quality regular mentoring at all levels to achieve a *sustainable* growth in the CNI.

A draft CNI strategic plan and team allocation for the remainder of 2017 and the first 6 months of 2018 has been developed with input from the existing CNI Observers. It has now been distributed to the Trainee Observers for comment. It will be discussed and hopefully confirmed during the CNI Observer/Trainee Observer meeting and social ride scheduled for November 11th.

Although each Associate has an allocated Observer with overall responsibility for mentoring, the observing team has a broader responsibility for ensuring that all Associates receive mentoring on a regular basis. If the designated Observer is unavailable for whatever reason, then another Observer may assist on a temporary basis. The same principle applies in the case of Trainee Observers with their designated Observer.

All parties should feel perfectly comfortable to request this type of assistance if there is likely to be any known delay in getting out regularly on mentored rides.

CNI observing team and membership info summary

Active Observers: 4 (3 Waikato, 1 BOP)
Rob Van Proemerem (Pokeno), Lloyd Hollis (Hamilton), Geoff James (Coromandel), Glenn Berridge (Tauranga)

Trainee Observers: 5
Chris Smith (Bombay country area), Mark Revill-Johnson (Cambridge), Chris McKinnon (Hamilton), Lawrence Gosnell (Cambridge), Tony Knight (Netherton)

Active Full Members: 1 (awaiting Obs course)

Active Associates: 7

Currently inactive Associates: 4

Initial assessments required: 3

Meet the Team

We continue the profiling of active motorcycle members within the Central North Island, especially as it's such a geographically large area. This time, it's the turn of new Associate Phil McKinnon from Hamilton.



Introducing Phil

Giddy Folks

I'm a Hamiltonian that has recently joined IAM as an Associate member. I had my first introductory outing with Lloyd Hollis about a month or so ago. What got me interested in IAM was the fact a couple of mates Goose & Topher (Lawrence Gosnell and Chris McKinnon) have done the course, they spoke highly of the benefits of completing the IAM rider training. For a long time I have admired the road craft displayed by Topher when I have followed him on many rides. He has always appeared very competent and in total control of his bike.

As for me I have done a couple of Ride Forever courses and learnt plenty from them, but I acknowledge that I'm probably only an average rider at best and would benefit from more upskilling. As we all know, we are at greater risk on two wheels on our roads and we don't have the protection offered by those in cars, trucks etc. I often hear motorcyclists talk about the idiots in cars etc and how they endanger those of us on two wheels. But I have to say I've witnessed a lot of stupid riding on bikes and have always held the opinion that a lot of motorcyclists put themselves at risk but blaming other road users is a convenient excuse for their own bad riding habits.

Having said this I also accept that a lot of other road users don't see folk on two wheels and can definitely put us at risk. Hence why I'm looking to IAM to help me improve my road craft skills and to help me notice any impending trouble before it's too late.

So I'm one of these old guys that returned to bikes (about 9 years ago) after riding bikes as a teenager. They were mainly trial bikes and only 125cc to 350cc bikes way back then. I spent many hours on the hills on the family farm doing jumps, crashing; bending handlebars etc which was great fun. 35 years later when I returned to bikes the only things that were jumping was my blood pressure & cholesterol levels. The confidence and the carefree attitude had gone along with any of the limited skills I ever possessed on two wheels. The modern bikes were big, powerful and every venture out in that first 12 months (before I did some training) were full of what I call "oh Shit" moments. You know - where you go into a corner on your side of the road but come out of the corner on the wrong side of the road (thankfully never a car coming the other way), or trying to keep up with your new found biking mates and just scaring the hell out of yourself or anyone who happened to be following you.

Ride Forever training helped me enormously to improve my riding skills, vanishing points, positioning on corners, braking. Man what a difference, these days the "Oh Shit" moments are very rare and I get very disappointed with myself if I have one. But I also have to say there was a stage where I also became over confident was at times riding like a bat out of hell and ultimately paid the price with an off on a corner one Sunday afternoon. Only one person to blame that day and that was me. Not riding sensibly or observantly, I never saw the road sign that said the road was changing from seal to gravel. Unlike when I was young it really hurts when you get up close and personal with the gravel. While the major damage to me was my pride I did learn a fairly reasonable lesson that day. My actual capabilities rather than my perceived ones were some distance apart. That was about three and a half years ago now and I would like to think I'm a little more observant these days. Hence IAM, I'm really looking forward to improving my road craft and to meeting other IAM riders.

So what bikes – well since returning to two wheels I have owned, Honda VTX 1300, Honda CB1300, Aprilia Shiver 750 (the one I came off) and currently an Aprilia Caponord 1200. I have had the Caponord for about 3.5 years and I love it, the V-twin sound on this bike is just lovely, it's a great touring bike and most recently I did the NI800 on her. But as I write this I'm about to trade it in on a BMW F800GS. I'm really wanting to get into some adventure riding (at least gravel roads) and this is

what I've ended up choosing to start down this route. So tomorrow afternoon I'm off for my first official observed ride with Lloyd, thankfully Lloyd seems to be a very patient & understanding sort of a guy.

Well I hope to meet many of you sometime soon
Regards
Phil McKinnon



Phil's brand new F800 GS

Equipment Corner

Sena 10U user review – Rob Van Proemeren

The Shoei GT-Air that replaced my previous lid can take a Sena 10U, so needless to say I went this way before long. Nothing wrong with a comms unit hanging off the side of your helmet, yet the advantage of the Sena 10U is that it tucks neatly out of the way. The flow on effect of this is no wind noise from an external comms unit, not that this was a major issue with my previous Sena 20S, but it's nevertheless a noticeable difference. Having had some water intrusion issues with a 20S, there seems to be less of a problem of water getting into the workings of the 10U, so this seems like another bonus of a concealed unit. But in all fairness it's a bit early to be talking durability/reliability ratings.

For Observing duties we obviously don't use all the functions the 10U offers, so I'm not in a position to turn this into a full blown review. But hey, pair up a three way link without issue, chuck

a GPS into the mix and it works fine. The volume from the speakers is plenty loud for highway running on a windy day. Whether the sound quality is up to par for an audiophile is debatable, for other than giving it a try with my iPod for trial purposes, I just use it for comms.

The handlebar clip-on remote is not a feature I'm overly thrilled about, but then in fairness the major functions I use can be worked from the control units' two buttons. The remote hasn't made it out of the office and onto the road with me other than for testing purposes, so maybe I'm one of those basic users who can do without? The room taken up by the remote on the handlebar isn't huge, but it's mildly annoying at first, so I'd love to know how many users end up taking my approach and either leave remote at home or chuck it in the luggage?



Handlebar clip-on remote



Battery at rear of helmet, side view showing slim profile



Battery at rear of helmet

The cell phone linkup works fine and the audio quality for this is impressive. Now I'm not a fan of talking on the phone whilst in motion, but I was curious how well this worked on this 10U in a Shoei GT-Air. It works surprisingly well actually, but I'm not going to be using this feature on a regular basis, since cell phone use whilst in motion goes against my principles. Using comms with a fellow rider is a different game altogether, thought process is much simpler.



Control unit, only accessible with visor up admittedly, but then also out of the wind/weather when visor is down.



Control unit and microphone in chinbar, this is one piece and requires little if any fiddling to fit in correct place.

So is the Sena 10U the ideal comms unit? Is there such a thing even? For me the 10U suits what I

use it for, the functions that I use are easy enough to use, so for now I'm quite happy that this is the right comms unit for me. Now for the long term durability/reliability test...

Tirox synthetic chain wax review – Geoff James

I've been a fan of Maxima chain lube for a few years but when it was out of stock, I decided to try the Tirox product as it sounded very similar to the excellent DuPont Multi-Use lubricant which was discontinued some years ago.



The chain wax is PTFE (Teflon) infused and comes with a nitrile glove in the cap to keep your hands clean. It's easy to apply and I just use a bit of card behind the chain to catch the overspray. It dries to a translucent white colour and is non-sticky. If you wait just a handful of minutes after application, it won't fling either. Being non-sticky, it doesn't attract dirt which has got to be good for extending chain and sprocket life, not to mention keeping the bike clean. It doesn't appear to wash off easily in wet conditions.

It's manufactured in France and imported by Dold Industries in Hamilton, the makers of Ventura racks and bags. Price is around the \$30 mark for a 420g can.

Is it any good? I apply it around every 500 km when possible and I've been doing that for over 20,000 km since changing from Maxima. The

chain is in excellent condition and so are the sprockets so I'd say that it's a winner!

Odds and ends

The NZ Distance Riders

(<http://www.distanceriders.org.nz/>) are running their annual 1000 km 1 day cruise rides on Nov 4th, starting in Wellington and Hamilton respectively. Rob Van Proemerren, Rex Stentiford, Tony Knight and Lawrence (Goose) Gosnell are taking part in the Hamilton event and Chris McKinnon is part of the organising team.

Tony and Rex recently went out for a "wee practice pootle" covering some 900+ km of continuous Roadcraft round East Cape. Tony was on his Yamaha Tracer and Rex was on HMS Victory (Tony's words, not mine, haha!)



Rex and HMS Victory at Tokomaru Bay

Tony reports that they were out for around 15 hours with about 12 hours of riding, allowing plenty of time for cups of tea. Conditions were variable with challenging heavy rain and crosswinds on the way home after dark.

Tony "planned" the ride and this was his favourite exchange with Rex over the Sena comms somewhere near Hicks Bay:

Rex: "I'm going to break comms for a little while"

A couple of minutes later.....

Rex: "I'm back, I just rang Alison, I told her I'd be back quite late and it's all going to plan".

Tony: "mmmmmm, it's just a pity it's such a shit plan".

Laughter all round.....

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Tony and his Tracer

Levity aside, Tony reports that the ride went really well in often testing conditions and was a massive endorsement of Roadcraft and all that IAM stands for. All the very best for the big day everyone!

IAM Subscriptions

A couple of months ago, Secretary Tessa Christmas emailed members regarding subscription options. A cursory look at the membership database seems to indicate that some membership subscriptions are overdue. Payment would be appreciated asap. If you have any concerns or queries about not having paid, please let me know. The preferred option is paying through to December 2018.

IAM Conference and AGM, Taupo

The theme of the next IAM NZ conference is *The Journey of Change*. In short, the driving forces of technology have changed the way we ride and drive. Electric cars, automated braking systems, reversing cameras are just a few things that are influencing road safety and skills. One might question the relevance of enhanced skills from following the disciplines of Roadcraft. Whether behind a steering wheel or handlebars, your attitude to others on the road will be your strength. Come join us for a fun weekend of discussion and debate around these themes, and be part of influencing IAM NZ's future.

The conference is from 8 am on Saturday 24 February 2018 to 12 noon Sunday 25 February 2018. It will be based in the Lakeview Room, Lakeland Resort, [282 Lake Terrace, Taupo](#). Some aspects of the conference programme, speakers and prize draw are to be finalised but more details will be forthcoming when the conference registration forms are distributed after 1 November 2017.

Early registrations will benefit from an early bird discount of \$10 so the cost will be \$125 if you register and pay before 31 December 2017. Thereafter the cost will be \$135. Registrations close 5pm Friday 26 January 2018 to enable

catering arrangements to be finalised. After this date, no refunds of the Conference Registration will be given. However, you can transfer your reservation to another IAM NZ fully paid up member.

The Registration cost includes:

- attendance at all sessions on Saturday & Sunday morning, including the first aid training;
- three rides on the Skyline Luge, Rotorua on Saturday; and
- Lunch and a buffet dinner on Saturday.

To allow flexibility to manage your own budget and requirements, arrangements for accommodation, all breakfasts, insurance and transport costs are your own responsibility and cost. Any alcohol purchases are at your own cost.

The IAM NZ Annual General Meeting is scheduled on Sunday 25 February 2018 at 10am, prior to the prize draw winners announcements.

In addition, IAM NZ has teamed up with MotoTT to provide members with access to Taupo's Bruce McLaren Motorsport Park, on Friday 23 February 2018, the day before the conference. This Motorsport Park is New Zealand's Premier motorsport and driver training facility and there will be laps for cars and motorbikes. The cost of the track day is \$150 and will be payable directly to MotoTT, once your IAM NZ subscription is confirmed as paid. MotoTT trackdays are designed to be a fun, non-competitive environment for you to enjoy riding your bike or driving your car in a safe environment and to practice your riding/driving skills. Go as fast or as slow as you like.

Central North Island contact email

As CNI Co-ordinator, the official IAM email address is: cni.iamnz@gmail.com .

As always, we're looking for suggestions, reviews, questions, or contributions to the newsletter so we'd love to hear from you

Best regards,

Geoff James
Senior Observer, CNI
cni.iamnz@gmail.com