

Worcester & Hereford Advanced Motorcyclists



January
2017



The Chairman's Notes

January 2017

A Happy New Year to all our members and prospective members reading our newsletter for the first time. Thinking of Advanced Riding – then get in touch.



It has been a cold start to 2017 so go careful out on those frosty roads at the moment. As well as giving your bike a spring clean, get ride fit yourselves after all those choccies and mince pies and get ready for the start of the new biking season. Keep an eye on our programme on the website for Sunday rides, adapted routes more suited for the winter.

We have the WHAM Celebration Dinner on Friday 27th January, which replaces the natter night. It is taking place at the Feathers Hotel in Ledbury. The evening starts at 7.30pm arrival to be seated by 8pm.

Still want to book? Please email wham.worcester@gmail.com to see if there are any places left, before booking.

We had a very good season last year in WHAM with lots of new members, ride outs, promoting what we do at events like Slow Riding and of course the trips away. The taster rides proved very successful. This year will be just as busy and we try and cater for everyone's needs, but we can only do it with your help. If you have ideas for events we can attend, such as bike shows, recommendations for speakers at social evenings or fancy leading a ride whether half day, full day or an evening social ride then please get in touch with any of the committee.

The WHAM AGM will take place on the last Wednesday of February at the Falcon. I hope you can attend. There will be a change of Chair and other posts. Please also remember that club subs are also due. These can be paid via the the shop on the Wham website or by the link below.

I look forward to seeing you out on Sunday rides in 2017

Paul Whitcombe
WHAM Chairman

WHAM Membership Subs



Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260

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iAM
RoadSmart

Official Provider

WHAM Celebration Menu

Below is a sample menu, including vegetarian option (to be confirmed):

Crispy Goats Cheese Parcel
Tuscan Vegetable Compote, Black Olive Dressing

Duck Leg & Liver Terrine, Orange
Honey & Five Spice, Croute

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Chargrilled Chicken Breast
Fondant Potato, Field & Forest Mushroom, Madeira & Thyme

Filo Parcel of Melting Brie & Caramelised Red Onion
Grilled Butter Fig

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Sharp Lemon Tart, Clotted Cream



Phoenix (part 1)

By Rog Brooks

I've owned the Honda CB1000 Big One for a number of years, using the bike year round. So with nearly 80000 miles on the clock the decision was made to sell it, I advertised the CB in the MCN for a few weeks with limited success and getting some really silly offers, it was taken of the MCN website and parked/dumped at the back of the garage.

And there it stood for nearly a year, before I had an idea! CHOP it! The look of Café Racers has always appealed to me, and turning such a big bike into a Café racer was a challenge I was up for.



My idea for a Café Racer had a number of pre-requisites, upside down forks and twin exhaust pipes were my main 'want'. But I had no idea on how to start as there is little to no information that I could find on what forks to use or even how to get modern upside down forks to marry up to a 22 year old frame. But before I could dwell on the issue of what forks to use, that decision was made for me in a round about sort of way. I was chatting to a bloke I know telling him about my plans for the CB and that I was looking for a set of upside down forks, that's when he tells me 'I've got a set of Suzuki TL1000s forks and yolks in my garage'. So after a bit of haggling I was the proud owner of a set of TL1000 forks. The build had begun!

The method I used to get the TL front end to fit onto the CB's frame, was to machine out the main shaft from the TL yolks. Next was to measure up and machine an exact replica of the original Honda's main shaft but with the

exception of that it had to suit the new hole that was now machined into the TL yolks.

Luckily enough I

have access to calibrated ovens, so was able to heat up the yolk to then shrink it onto the new shaft, a snap ring was also fitted to further secure the new shaft into the yolk.

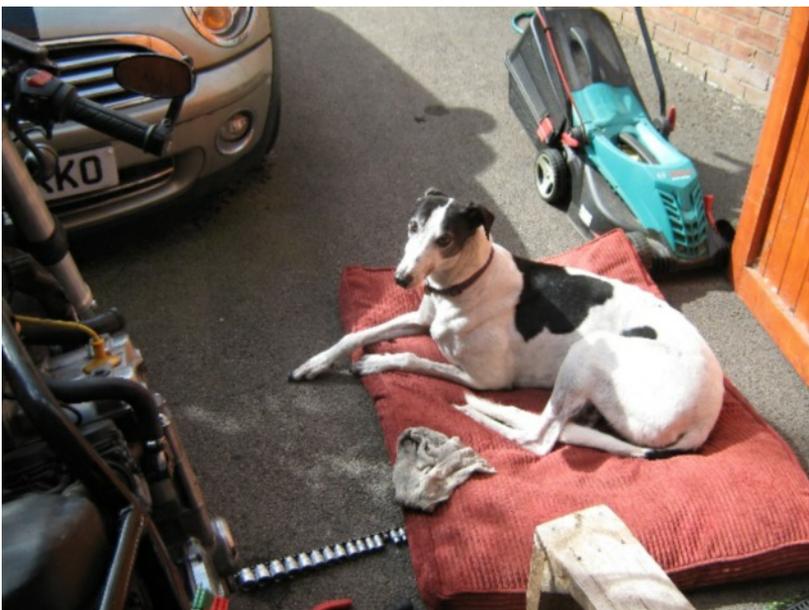
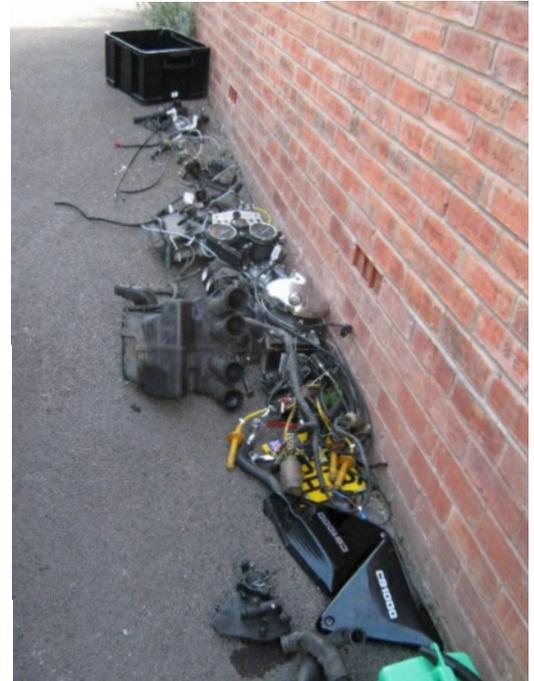
With the upside down forks mounted onto the bike, the next big job was to shorten the frame as I had ordered a really tasty café racer tail piece from Vonzeti custom. So after some careful-ish measuring, more than a foot was removed from the rear of the frame. Once this was done a frame 'loop' was mig welded into place.





I wanted to get the frame powdercoated once all the cutting was done, all the wiring was duly marked up. If you ever plan to strip a bike down I can't stress the importance of carefully marking each connector before carefully stripping out the loom, it makes re-fitting a doddle. I also took lots of photo's to help with the correct cable routing when it came to putting it all back together, don't try and remember as in the next picture is an idea of how many components make up an average bike. Taking photo's also helps when re-assembling and you come across an odd shaped bracket in your box of bits.

It also helps if you have some good company to bounce ideas off, George , my Greyhound, was always free with his ideas. Next month I'll carry on with the rest of the build



NOTICE OF ANNUAL GENERAL MEETING WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

Wednesday 22nd February 2017

The Group AGM will be held at the Falcon Hotel, Bromyard Starting at 7.30PM

The main purpose of the AGM is to review the events and finances of the past year and to elect the committee for the coming year. All full members and associates are invited to attend but only paid-up full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

Committee Changes

The current officers – Chairman, Secretary, & Treasurer must stand down but can offer themselves for re-election. The current known intentions of the Committee are given below.

Officers

Chairman: **Paul Whitcombe**

Standing down three year term over.

Secretary: **Alex Hoyle**

Stuart Poole seeking election.

Treasurer: **Eric Reynolds**

Standing down/seeking re-election

Standing down/seeking re-election

Committee Members

Vice Chairman: **Roger Brooks**

Seeking re-election

Newsletter Editor: **Stuart Poole**

Standing down/ Position Vacant

Newsletter Editorial Assistant: **Ali Lewis**

Seeking re-election

Membership Secretary: **Roger Brooks**

Seeking re-election

Webmaster: **Tony Davis**

Seeking re-election

Routemaster: **Tony Davis**

Seeking re-election

Region Rep: **Ant Clerici**

Seeking re-election

Associate Coordinator, Hereford: **Stuart Morehead**

Seeking re-election

Associate Coordinator, Worcester: **Paul Gill**

Seeking re-election

Chief Observer Hereford: **Delmore Britton**

Committee Appointment

Chief Observer Worcester: **Paul Whitcombe**

Committee Appointment

Any fully paid up members of the IAM and of WHAM are free to apply for any of the above posts.

COMMITTEE NOMINATIONS

Any WHAM full member wishing to put themselves forward for any of the officer posts or the vacant committee posts should complete the attached nomination form.

Voting will take place to fill the three officer posts and vacant Committee positions at the AGM. In the event of 2 or more nominations for a post, there will be a vote by show of hands on the evening.

Nomination forms are attached to this notice. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated.

Please return nomination forms to any of the Officers/Committee Members as soon as possible or hand them into the Secretary at the start of the Annual General Meeting.

All members are invited and indeed, encouraged to attend the A.G.M., not only to participate in voting in your committee, but also to volunteer your ideas, express your views and discuss where/how you would like the Group to progress.

ITEMS FOR AGM AGENDA

Any member can submit items for inclusion in the AGM Agenda. Items need to be submitted to the Secretary Alex Hoyle on 01885 400772 or E-mail whamgroupsecretary@gmail.com at least five days before the AGM.



Nomination Form

For the election of
Worcester & Hereford Advanced Motorcyclists Committee 2017

TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &
HEREFORD ADVANCED MOTORCYCLISTS PRIOR TO THE AGM OR TO THE
SECRETARY ON THE EVENING OF THE AGM ON:
WEDNESDAY 22nd FEBRUARY 2017

I

(Name in block capitals) wish to stand for election to the position of:

.....

Signature..... Date.....

Proposed by: (Name in Capitals)

Signature..... Date.....

Seconded by: (Name in Capitals)

Signature..... Date.....

Nomination Accepted by.....

In the event of 2 or more nominations for the same post, I agree to a vote by ballot on the night & will abide by the majority decision.

Please note: You may not stand for the committee if the law debar you from being a charity trustee.

If you wish to volunteer for the committee but do not know someone who can nominate you or second your nomination, please contact the Secretary, Alex Hoyle on 01885 400772 or E-mail whamgroupsecretary@gmail.com



Observing

(I can't stop and it's becoming a real problem)

by Ant Clerici

I don't mean "observing" with an associate or even another observer on our 'Observer Training Days'; my problem is every day; day in, day out. When riding, driving or just walking into town....
I need help!

Many of us can usually predict when a rider/driver in front is not concentrating on driving....when they are about to turn, if they've suddenly been distracted.....

Obsessed

And that's my problem, it's not relaxing and it's becoming a bit of an obsession.

It's easy to spot other bikers who haven't gained the skills that we take for granted. I usually reckon 10 seconds is long enough to see if they are 'one of us' or not.

For some, there is an over confidence in themselves and a blind faith in other road users that would make a religious fanatic jealous.

There's the obvious lack of the right clothing, especially in summer, when gloveless, wearing trainers and even shorts shows a lack of respect of the unforeseen. Then there's the riding....too close, too fast, thoughtlessly following a mate on an overtake, the wrong line, crossing solid whites because they interrupt the "racing line" but also at the other end of the confidence scale, not 'using' the bike! Bikers stuck in the traffic, usually in the centre of lane 2 when the motorway is stationary when I'm happily filtering, keeping the wheels turning, or seeing them sat at the back of a long queue waiting for the distant lights to change.

Why?!

I could go on.....oh I will.....

Everyone's to blame

Unfortunately my problem has extended to include other road users.

All of them!

Texting pedestrians, even parents pushing buggies whilst "on the phone", cyclists who seem to always ride on the pavement – not looking ahead and relying on others to move away as they approach, head down, intent on punching out that last 'LOL x'

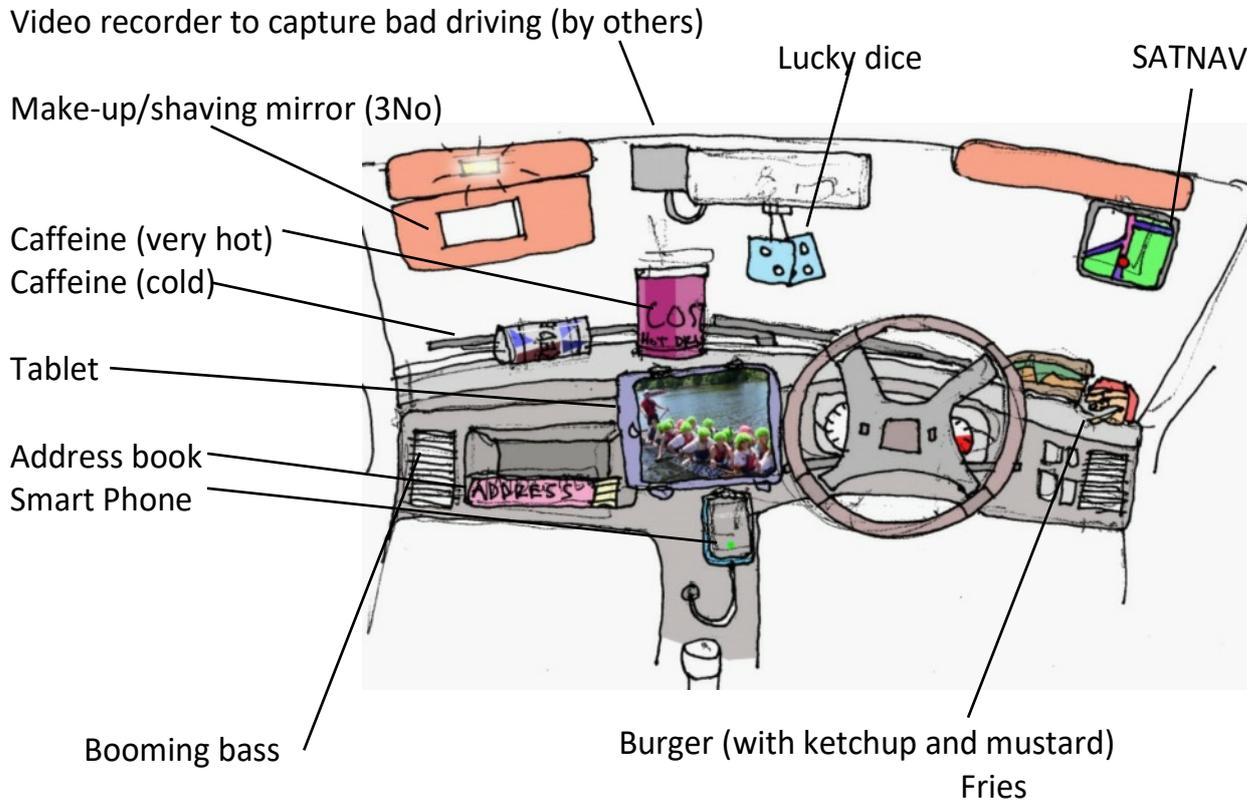
But it's those with the reassurance of 4 wheels who take the biscuit.

Well, eating the biscuit, sandwiches, yogurts (now that takes planning), baguettes and MacDonald's. Drinking from bottles, Costa coffee cups or cans. The phone conversations that go on for mile after mile, those who hold the phone away from their ears because that doesn't look like they are on the phone (doh!), the texts that are surreptitiously made in slow moving traffic or on the motorway – you can spot them looking down whilst not holding the steering wheel.....after all you need both thumbs to text properly.

When riding my bike the slightly elevated position allows fantastic views of drivers reading maps, holding address books on the steering wheel whilst dialling the number, looking at their passengers when talking....looking at the kids in the back....



I could go on.....oh I will...the panic lane change as the satnav tells them to bear right, the endemic lack of signals, those who don't understand the word "average" when used with "speed cameras".....I could go on.....but I won't.



It's time to think about what can be done. It's time to consider how the IAM might change its poor perception of late middle aged conservative drivers tut-tutting at cars booming out the base (surely that's not music?) or double parking....**the IAM must become relevant**

What is the driving test about?

What are insurance companies doing to encourage better standards?

The driving test

Perhaps learning by tick boxes isn't learning how to drive: just how to pass the test?

Do instructors teach new car drivers about those of us on 2 wheels? That all two wheelers benefit all car drivers. We reduce their journey times and shorten rush hours: true!

If we were to revert to cars there would be grid lock. The following provides some interesting evidence.

Cyclists need to be given space and not thought of as an imposition.

(Let alone proper investment in separation of cycle lanes.....a different soap box)

Motor bikes are not understood by most car drivers because they've never experienced bikes or never been taught things like...

- We are allowed to filter
- Can accelerate quickly (Lamborghini/Ferrari territory)
- Will not delay a car
- Don't have reverse gear

eg I recently met an oncoming car on a single track road. The driver was slightly annoyed at having to back up – he didn't know bikes don't have reverse gear.

Overtaking by car drivers is a lost art that's been replaced by tailgating.

Insurance

And insurers haven't really entered the skills debate, rather looking to technology to solve the lack of skill with GPS tagging (just like criminals on probation) and stats that support rising premiums. And don't forget there are those who want to dispense with human drivers entirely!

Maybe we should get better at adopting best practice seen elsewhere in the world; for example to focus on reducing the risks for the inexperienced by imposing restrictions whilst valuable experience is gained. This will take generations to come through when we need a change in attitude...NOW!

Our biking is more risky because of bad standards of driving, lack of concentration and poor awareness.

SMIDSY we know.....perhaps SYIMPC (sorry you interrupted my phone call) or SMIWE (sorry mate I was eating) or SMIWT (sorry mate I was texting) it all adds up to Clarkson's YSBIAC.....(you should be in a car)

The answer?

Keep riding but keep learning.

Be self-critical, ride with good riders and continue to have the most fun on 2 wheels

A revolution is required.

Let's have a more assertive IAM.... Let's get "attitude" and really challenge bad driving & bad riding.

My list of campaigns?

1. Driving instructors to ensure car drivers understand about cyclists
2. Driving instructors to ensure car drivers understand about motor bikes
3. Actively protect younger/newly licenced drivers by imposing constraints
4. Create real reward for advanced driving (Could the IAM establish its own insurance cover?)
5. Insurers should encourage overseas qualified drivers take a UK driving awareness course
6. Research into motivation for improving your driving.

Ant Clerici





M-POWDDERSS

Let's not forget bike checks
this season:

Mirrors – Are they in the correct position, get someone to walk around the bike whilst you are sat in your riding position to confirm where your 'blind spots' are; check for:

- Are they clean
- Check for any damage or marks on the mirrors

Petrol – Ensure that you have sufficient fuel for your journey

- Visual check
- Fuel gauge (if fitted)
- Re-set trip meter

Oil – Oil levels/type – follow manufacturers recommendations

Engine oil

- Dipstick/sight glass – secured/clean
- Secure oil filler cap – top up if required

Brake/clutch fluid

- Levels and colour correct
- No water intrusion/bubbles - 2yr fluid change to prevent water ingress causing 'boiling' fluid
- Visual check for leaks on reservoir, hoses and connectors

Water – Radiator water level including coolant/antifreeze mixture
Visual check for damage to radiator fins/top and bottom hoses

Damage/Drive – Visual examination of machine

- Insecure panels and/or damage
- Panniers/luggage – secure and balanced

Visual examination of drive mechanism

- Chain – oiled and correct tension
- Sprockets – no hooked or missed teeth





Electrics – Verify operation of electrical systems

- Lights – mandatory running lights (main and dipped beam)
- Brake lights
- Indicators and hazard warning lights
- High intensity lights front/rear (if fitted)
- Horn

- Number plate light
- Warning lights
- Ancillary systems (heated grips/windscreen position)

Rubber – Wheels – free rotation

- Tyres – tread depth (min 1mm legal limit, recommend change before then)/free from cuts, bulges, tears. Correct pressures, compatible tyres
- Valves – caps in place and free from damage
- Handlebar grips – secure
- Throttle (twist and release)
- Footrest rubbers – rider/pillion

Steering/Suspension

- Forks and rear shock(s) – clean and no leaks
- Trapped cable (engine tone increase)
- Suspension set for weight – damping/rebound
- Pillion/luggage adjustments
- Fork seals – clean and no leaks

Del B
CO
WHAM

Meanwhile my new associate didn't really understand the concept of the slow riding part of the test But I couldn't really question their bike handling skills.

