

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



MARCH 2019



CHAIR'S FOREWORD

G'day. When you read this I should be about as far from the UK and BREXIT as it's possible to get!

So don't take it personally that I've abandoned WHAM for a trip to my brother's in Melbourne; I will be missing springtime biking and our first couple of day rides – already posted on our events page (thank you Tony).

I'd like to thank Paul Whitcomb for his work as WHAM's secretary; whilst Paul has stood down from the role we all look forward to seeing him out enjoying his GS. There's an advert for the post of WHAM Secretary; please consider applying or at least speaking with anyone on the committee about it. Richard Hewitt has stepped in to the role until we can elect a new secretary (Thanks Richard).

You will also see a Facebook advert for "free taster rides" but don't forget we can all encourage friends and acquaintances to take up advanced biking. You never know where that conversation at the motor bike dealer will lead!

Speaking of bike shops Ducati will open a new showroom in Castle Street, Worcester at the end of April (1126m from my house!) Will this generate an increase in Multistrada's over GS's? (*I bloody hope so— Ed...*)

Finally, we have updated our Group Riding policy and advice for those about to take their advanced test - so please check out WHAM's Library.

Ride safe

Ant Clerici



REVIEW— BMW R1200RS—STEWART MOREHEAD

I've ridden 3700 miles on my R 1200RS. Quite a few of these miles were covered whilst on the WHAM Normandy trip last September.

The shaft driven, boxer-engined BMW is a great sports tourer, with surprisingly fruity acceleration, excellent brakes and decent handling.

It's smooth, comfortable and roomy. You can happily ride it across Europe with no aches or pains, but it's not a physically big bike, so it might be a squeeze two-up on a long trip. I have had two 1200GSs but found that I had problems getting both feet down. With the RS I can get both feet down firmly with confidence.

If you're after the ultimate in touring comfort, head for the flawless, but pricier R1200RT, but the R1200RS is a decent balance between fun, practicality and comfort. I did fit handle bar risers which is an improvement. BMW has changed the Telelever front end for conventional S1000RR-type forks so there's lots more feel at the front, especially in the wet.

The optional extra equipment on the SE model gives me the equivalent of the fully equipped 1200GS i.e. ride modes, fitted sat nav with wonder wheel, cruise control, heated grips, shift assist, abs, electronic suspension and panniers. The trip computer can also be displayed on the sat nav.



The R1200RS really is an excellent machine and gives you a little bit of everything: speed, fun, practicality and comfort. For the price the BMW is a great all-rounder.

REVIEW— BMW R1200RS—STEWART MOREHEAD

Panniers

Not as big as the GS panniers. However they easily accommodate your gear for an extended weekend in addition to a puncture kit and pump. I have the inner bags for ease.



Tank

The 18 litres is adequate for 180 miles. This is a fast bike capable of decent mileage in relative comfort and returns around 50mpg.

Comfort

The RS is more premium economy than business class. As previously mentioned the handlebar risers provide extra comfort. I have also fitted a mud slinger to keep the back of my legs clean in the wet.

Clocks

They are pretty easy to understand and there are three modes to choose from. Of the modes, I prefer the one with the most info on, but it could be bigger.

Screen

I like it and it's handy to have two positions – high and low. However I have changed the screen for a larger one which is excellent.



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BIKE4LIFE—JEREMY DAVIES

For those of you who either don't know about the Bike4Life Ride Out & Festival or have never attended it, these are some of my thoughts on it. Usually it takes place in late April, in 2019 it will be on Sunday 28th. The format is as follows; Firstly you are supposed to pre-book your place, some 'smart Alecs' cum, cheap-skates don't, and just 'wing it', thus depriving the Midlands Air Ambulance of vital funds and defeating the whole object of this really worthwhile event. So, you've gathered it is run to raise funds to operate The Midlands Air Ambulance (MAA) Helicopters, which are run entirely from Donations, unlike Germany where the State funds them!

So, every penny and pound count, and I struggle to think of a better cause, shaving vital minutes off response times and transfer times to Acute A&E departments, we've all heard of 'The Golden Hour', where-



by a casualty's chances of survival are much greater if they are given the life saving care within one hour of the event, so Helicopter's are the best way to achieve this, as a former RAF Aircraft (Helicopter) Technician, I might be a little biased, but then again, it just makes sense. As Bikers, we are statistically more likely to need an Air Ambulance than most, sadly, but our Skills for Life Training help to minimise the likelihood hopefully. It is worth noting that around 20% of call outs are in response to sporting incidents and up to 3 per week are in connection with Horse Riding incidents. Medical emergencies also are a significant portion of the work of the MAA.

In the Registration process (www.bike4lifefest.com) you are asked to book a place on the Ride Out itself, which is £10 for a single Rider plus an additional £5 for a pillion. If you only want to attend The Bike4Life Festival, at RAF Cosford it will cost £5 pp. There is always the option to make a further discretionary donation before you check out of your booking.



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BIKE4LIFE—JEREMY DAVIES

Just to give you a little background information about the MAA, they operate from 3 sites across the West Midlands. They own 2 Helicopters, a H145 which only entered service last year, which is based at RAF Cosford, this is the most capable of the helicopters as it is cleared for Night-Ops. At Strensham, on the Northbound M5 Services MAA operate their own Eurocopter EC 135 and a further EC135 is based at Tatenhill Airfield nr Burton on Trent, this aircraft is leased from Babcock Mission Critical Services. MAA covers Herefordshire, Worcestershire, Shropshire, Staffordshire, Gloucestershire & The West Midlands Conurbation, although this is shared with the Coventry Airport based Warwickshire Air Ambulance charity.

Now for the Biker Bit!, the event began in 2013 and proved so popular and successful that it has become an annual fixture for many Bikers including myself. We assemble at the Meole Brace Park & Ride Car Park at the top of the A49 on the South side of Shrewsbury, if you ever wondered what around 3,500 motorcycles in one not very large car park look like, you need to book yourself on Bike4Life! Bikers come from near and far and there is good discipline getting the Bikes into



the site and allowing normal traffic to function without too much disruption. We are asked to register, once parked up, the parking is very well marshalled by local Biker Groups, and once parked up you can take your Booking Form to various check-in desks to get your wristband which gets you into the Festival at RAF Cosford. There are Loos and light refreshments available and the site is near a Retail Park also. There is a stage set up at Meole Brace and usually a celebrity Rider or two to talk about their love of Biking and why the MAA is such a good cause to support. People I have seen include Steve Parrish, Carl Fogarty, who have been regulars, this year Neil Hodgson is joining too and Richard Hammond was there a couple of years back. The celebs get to lead the procession out of the site, which is around 11am. I have never managed to get anywhere near the front of the procession, but if you're willing to get there early, there is no reason you can't rub shoulders with the celebs, but I wouldn't recommend trying to carve up 'Foggy'!

BIKE4LIFE—JEREMY DAVIES

The route is 23 miles and goes down the M54 to RAF Cosford, with the Police closing access from other routes. We are asked to ride legally, (of course), and safely. One of the amazing aspects of the gathering is the massive diversity of the type of Bikers and Bikes present; it is probably worth going to check that out anyway. Setting off from the Car Park requires patience, as threading 3500 bikes through the Exit is tricky, but is a good test of Bike control and slow riding.

One of the best parts of Bike4Life is, the what have become the huge crowds of Spectators who line the route and pack every bridge as the cavalcade of Bikes go past, waving back is of course compulsory. Most Bikers do exercise good care in the journey, but it is wise to use your full observation skills, particularly your use of mirrors as it can get pretty busy at points along the way. On arrival at Cosford, again the parking is well organised, but make sure you have a load spreader for your prop stand as most parking is on grass at the Airfield. Once Parked up, you have the opportunity of entering The Festival, which has a number of attractions, ranging from Celeb Interview Stage, Motorcycle Arena, which has had Moto Gymkhana, Stunts, Trials skills in previous events. There are usually a couple of Dealers in evidence, usually Triumph & BMW, a few clothing outlets, Food stalls, Blood Bikers, IAM Group stands among others. Usually there is a Rock Band who might play Jasper Carrot's 'Funky Moped' or Steppenwolf's 'Born to be Wild' if you are brave enough to ask. You may also wish to go into the RAF Museum which is free to enter and has a reasonable cafe, importantly WITH SEATS! The Cold War Section of the Museum is particularly impressive with an English Electric Lightning Interceptor Jet is suspended from its nose from the ceiling, simulating its legendary rate of climb to intercept a target aircraft.

All in all, I have enjoyed all of the Bike4Lifes' I have attended, and it does still make the hairs on the back of my neck stand up on the Ride Out and it's a great cause, nuff said.



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BIKER DOWN—NEW COURSES

A number of Biker Down courses have been arranged for Herefordshire and Worcestershire throughout 2019. Dates, locations and timings are as follows:

- **MALVERN** – Friday 12th April. 10am-1:30pm
- **EVESHAM** – Saturday 18th May. 10am-1:30pm
- **BROMSGROVE** – Friday 21st June. 10am-1:30pm
- **LEOMINSTER** – Thursday 18th July. 6pm-9:30pm
- **PETERCHURCH** – Friday 16th August. 10am-1:30pm
- **WORCESTER** – Friday 22nd November. 10am-1:30pm



Each course is limited to 15-20 attendees. Places will be allocated on a first-come-first-served basis. All courses will take place at local fire stations and are being run by Hereford & Worcester Fire and Rescue Service. Places **must** be booked in advance.

If you would like to attend one of these courses, please email us at RoadSafety1@westmercia.pnn.police.uk with your details (name, email address, contact telephone number, preferred course date/time) as soon as possible.

Biker Down is free to attend. Once a booking is agreed, we would ask that it is honoured as spaces on the course are much sought after and non-attendance means someone else will have missed out.

More information about Biker Down:

Biker Down is a free 3.5 hour course, offering potentially life-saving skills to bikers across Herefordshire, Worcestershire and Shropshire.

The course is being delivered in partnership by a number of organisations who all have a vested interest in reducing motorcycle-related collisions and reducing the severity of injuries sustained, including: Hereford & Worcester Fire and Rescue Service, the Safer Roads Partnership in Warwickshire and West Mercia, West Mercia Police, IAM RoadSmart and Midlands Air Ambulance.

Designed for motorcyclists of all ages and abilities, Biker Down offers bikers the chance to learn practical skills to help avoid being involved in a collision, as well as essential first-aid training and advice on what to do should they find themselves first at the scene of a collision where a motorcyclist is injured. The course is made up of three modules: Collision scene management, Basic first aid and casualty care (including CPR and helmet removal) and 'The science of being seen' - advice on visibility and positioning.



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AUTONOMOUS CARS—LAUNCHING 1ST APRIL..—ANT CLERICI

AUTONOMOUS CARS - THE CASE FOR RESTRICTIONS FOR PEDESTRIANS, CYCLISTS & MOTORCYCLISTS

IAMRoadsmart has been asked to comment on a Government Green Paper on Autonomous vehicles that aims at restricting the use of cycles and motorbikes on some public highways and seeks to make jaywalking a criminal offence with draconian fines.

Many will have read that autonomous vehicles are programmed to stop when encountering hazards such as pedestrians or other road users. The manufacturers of autonomous cars admit they haven't been able to reliably programme for the "random movement of cyclists and motorcyclists". They say that even 5G might not offer enough bandwidth to cope with cycles and filtering motorbikes.

Traffic experts predict the flow of urban traffic will be severely hampered by people stepping out to cross the road in the knowledge that autonomous car will automatically stop and not run them over. The Government has recently published research on two options; the first is for extensive use of 1200mm high anti pedestrian barriers and the other is to force pedestrians to cross the road at designated points eg pelican crossings. Planners and urban designers have argued against barriers as that will have a detrimental effect on the urban landscape particularly in historic city centres. A Government spokesman said "we need a strong stick to prevent unauthorized road crossing by pedestrians". The Green Paper outlines a new criminal offence for jaywalking with fines of £500 if these proposals are adopted.

Furthermore, the Government intends to launch three pilot studies in August 2020.

The first will be to ban motorbikes from motorways. The motorway network will be the first road system that will be able to manage autonomous vehicles on a significant scale. This idea has already gained support from both RoSPA and the IAMRoadsmart.

The second area is covered by London's congestion charge zone. Cyclists will have to restrict their pedalling to designated cycle routes whilst motorbikes will see a complete ban. The London Mayor has instigated feasibility studies for the creation of motorbike parking around the perimeter of the congestion zone in the following locations: Regent's Park, Paddington, Pimlico, Kennington, Elephant and Castle, Bermondsey, Whitechapel, Old Street, The Angel, and St Pancras.

The third and most controversial pilot will be in Milton Keynes. Designed in the 1970's with a non-hierarchical road grid with segregation of cars and push bikes, the city is an ideal test bed for the introduction of autonomous vehicles. As a concession motorbikes will be allowed to use the cycle routes. This follows a precedent from the Netherlands where low powered motorbikes called 'bromfietsenas' can use cycle lanes. A 20mph speed limit will be enforced.

IAMRoadsmart applauds this initiative; a spokesman said "It will definitely save lives."



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NEW HAZARDS—GARY BARNES

New Hazards

The description Advanced motorcyclist has a definition which we all understand as members of WHAM. As motorcyclist we have the skills through the training we receive to stay SAFE.

Trouble is while the visible Hazards we come across on a daily basis fit into Fixed, Moving and Weather/ Road surface and all managed with good Observation. Anticipation and Planning there are current technological advances that we cant see that need our consideration.

Where's all this coming from you ask, well allow me to explain.

I recently had the fortunate pleasure of buying a new car, well actually a three year old car. It has taken me a good week to understand the switches and buttons for all the ' driver aids"inc lane assist,traction control, max speed alert, cruise control,voice activation, built in sat nav that come with the car.For me 90% got turned off because of the constant beeping and pinging.All of them called driving aids when all they seem to do is take your eye of the road.

The cigarette lighter and ashtray and good old cigs have been replaced with the vapping device. The hand held gadget that requires the use of one hand to operate leaving one hand to operate the car???

So next time you are following a nice new motor with huge clouds of vape bellowing out the window and being aided along by multiple driver gadgets theres a good chance they have not seen you or anyone for that matter.

The new hazard is "the zoned out, vaped up, one handed gadget assisted Dylan of the road".

Stay safe people and be prepared for Dylan.



PLASTIC RACER TO 1960'S CAFÉ RACER

From full-on plastic racer to 1960s Replica Café Racer - Part 1

Eddy Lambah-Stoate 2018

Having tried my hand at racing the Clockwork Orange, a pre-injection Yamaha R6, in 2017 and finding myself some 30 to 40 years older than the rest of field and wanting in courage and talent, I thought I would try to re-re- live where I would like to have been in the early '60s. Instead of that 197cc Villiers 2 stroke powered James Captain, the 125cc BSA Bantam and the 250cc BSA C10 and 11 what about recreating a modern version of the Silver and Black Norton International café racer?



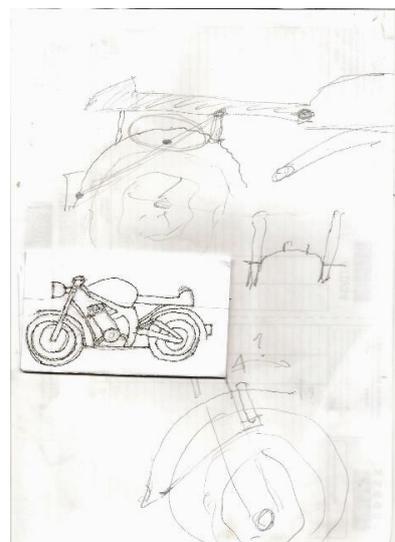
My character was largely formed on my parent's farm in the 1950's. We had less than no money, everything was too expensive so it was make do and mend – and we did.

So this is not a story of into a shop, buy the bits and assemble, but rather conjure the idea and keep your eyes peeled in the hedgerows and the like to see what might be re-cyclable.



The essence of modern 2-wheeled machinery design seems to be sharp and angular whereas what I was seeking was the flowing horizontal. See 1959 Norton pic.

Leonardo started with sketches and so did I.



In terms of bits, what I needed was mudguards fore and aft. a nice round headlight and most importantly a 'humpty' seat. For the humpty seat to work however I first needed to get that 'harsh' diagonal lined sub-frame down to something like horizontal. The R6 unlike its cousin the R1, thankfully has a bolted-on sub frame. Following my rear ending at Donnington I had a mangled one in the shed plus the replacement one on the bike so off to Denis Evans at DH Welding in the Broadmead Lane industrial estate Keynsham, the man with the TIG welder and skill to chop and weld aluminium. A man who wears shorts in mid-winter and beats skins – ie a drummer.



Basically the sub frame is attached by 3 fixings on each side making a potential total of six fixing points to re-engineer. Well the design idea was mine the implementation was down to Dennis. When I collected the machine, I had the lovely horizontal line I was seeking. The downside was I could no longer fit the Electrics and battery tray let alone the rectifier underneath it – and that was before the rear shock was loaded. So next job was – yes – on to eBay to buy a third sub frame (£30) and re-

PLASTIC RACER TO 1960'S CAFÉ RACER



think the engineering. Cunningly, by keeping the lower fixings as the pivot point and rotating the frame downwards to the point where the tray etc could still be accommodated, gave me the precise dimensions for the extensions to the bolt lugs to the chassis for Denis to weld. For the upper lugs at the rear of the tank I fashioned two 1.5 inch fishplates out of stainless plate – more of which in a later article. The result, no surprise here, was a compromise. Not quite horizontal but close enough to employ a trick of the eye when trimming the seat.

As night follows day, when one alters one dimension on a bike there is the inevitable knock on that something else becomes out of kilter. Rotating the subframe compressed the dimension between the seat and foot pegs, I am a long legged beast and knees round my ears didn't appeal. As it happened the bike had already been fitted with non-standard rear sets. These gave some flexibility but not enough, so it was off to Avery Knight Bowlers in James Street West Bath to see what was in the scrap bin. £2 later I had 300mm of aluminium flat bar that with some chopping, drilling and polishing gave me a billet that allowed me to rotate the pegs backwards. The gear side was made easy by Messrs Yamaha as the splined shifter connecting rod could be taken off and rotated. The exhaust side came back to bite me when Terry Doman at D&H Motorcycles Green Park Bath failed its MoT first time round as the brake pedal ended up touching the exhaust pipe.



hedgerows and harbours.

So the image was in my head and beginning to take shape I dropped into the Llandow Industrial Estate Nr Bridgend to see Jordon, at Vale Motorcycle breakers and repairers, the guys who produced a 1998 right side middle fairing in blue for my R1 a few years back. Luck was on my side, a genuine Yamaha Virago headlight complete with chrome fixings was mine for £40. The job now was to fabricate cheeks



PLASTIC RACER TO 1960'S CAFÉ RACER



that not only would do the job of holding the light but also the indicators. One cornflake packet later and I had a template. Another trip to Avery Knight and Bowlers' scrap bin and I had a 300mm by 150mm sheet of lightweight aluminium, this I was able to cut with scissors and then form to give me a rigidish profile of the final job. Next my lovely sheet of stainless steel. The same sheet that I had used to make the fishplates for



the sub-frame, the same sheet that I pulled from a hedge on the A46 on the way up to Dyrham Park. I won't pretend that cutting it was easy work, it wasn't but gently, gently with the jig saw and I had my plates. These I polished using odd bits of wet and dry and paraffin starting at around 300 grit and finishing with 1200 grit and metal paste.

Now here's where you need brothers with kit. Brother Roland at Yattendon Classics and Garage, Nr Pangbourne lent me his sheet metal folder to get some neatness and precision into the profiles and low and behold 2 stainless cheeks as ordered for £nil.



Hedges and harbours seem to be the custodian of enough material to build a space rocket or certainly enough to do what I wanted. Out of Dartmouth Harbour came a nice piece of marine ply that I could use to form the basis of my humpty seat, out of the same stretch of road that yielded the stainless steel came what started out as front section of a Renault Clio. This with some chopping and prudent use of a blowlamp was re-formed into the front tunnel of the seat that has to clear



those fishplates between the tank and the sub frame. If all this looks crude, so it may be but going back to the first article, my early upbringing was all about making do and mend and anyway isn't there some old sentence on the lines of silk on top and dirty underwear beneath! So with more chopping shaping and use of a standard Halfords fibreglass repair kit with aluminium gauze and a tube of body filler the

humpty seat was formed.



WHAM MEMBERSHIP SECRETARY - ANT CLERICI

YOUR GROUP NEEDS YOU!

Following Paul Whitcombe's resignation we need a group secretary.

The duties as an officer of WHAM are:

- to support the chair in running our committee meetings and the AGM
 - o circulate the agenda
 - o take and publish minutes
 - o give notice of the AGM
 - o manage nominations for committee members
 - o similarly for any SGM
- to support the treasurer and our committee on membership issues
- monitor IAMRoadsmart DTE information (the database)



As a committee member you will be involved with all key issues of the group.

(See also below the IAMRoadsmart extract from 'Group Guidelines and Handbook')

Secretary – Mandatory

Job Summary

The Secretary is part of the local Group Committee and is a Trustee

To provide the link between the Group, IAM RoadSmart and the general public

Key Responsibilities

To respond to queries from potential Members concerning IAM RoadSmart, its aims and objectives and to encourage

enrolment

To respond to queries from IAM RoadSmart and to liaise with the Group Committee as appropriate

To record Minutes of Committee Meetings and General Meetings

Key Tasks

Provide support for the regular Committee Meetings and General Meetings such as the preparation of agenda and taking of minutes

Respond to request for information from the general public concerning group activities

Attend, as appropriate national IAM RoadSmart events and liaise with Group Committee on outcomes

Maintain Group's library of documents

Key Skills

Good interpersonal skills

Knowledge and use of the internet

Email skills

DTE skills

NEWS—RICHARD HEWITT

Please see below a nice cheery picture of Mark Saxton receiving his test pass certificate from his observer Tony Reusser. Mark now joins us out on as many Sunday rides as possible this coming summer hopefully...



Normandy - September 2019:

We've 19 people going so far (that's riders and pillions) . I've still a few spaces left and so if you're interested please see me or indeed look at the event page on the WHAM website.

For those that have paid their deposits I thank you for your room requests and can confirm I am working with the venue to confirm these back to you just as soon as possible.

THE TAIL ENDS— BY MR ALAN RIDER



Are you sitting comfortably?

Then I'll begin.

I am mightily impressed with the Newsletter article from one of our veteran members - which means 'distinguished' don't you know - riding dawn till dusk or at least till prostate gains control, devouring whole countries in a single gearchange or at least till we're banned in Europe, agreeing wholeheartedly to outrageous unspecified requests without so much as a nod to his inner coward. Wonderful stuff. It's like that ad on telly that informs us in caps that "*it's not because you get old that you stop, it's because you stop you get old*" or words to that effect. Perfectly sums up our veteran's admirable and indeed enviable approach to enjoying his more mature years. Must be the zeitgeist of this GS and Africa Twin grey pound era.

The painful problem for those with more sensitive hind quarters is that motorcycles are sold to us with the promise, indeed *temptation*, of vacant roads and snaking asphalt ribboning amongst shortly to be deforested hillsides, quaint southern EU alleyways with bread-toting Grandma cycling on perilous but oh-so-atmospheric cobbles, or tightly clad, cream leather onesie'd actress on Ducati, whose awesome heart-shaped hind quarters are not actually *ON* the saddle. All very alluring. That's not to say the car ads are any better, they're not. But that's not the point I'm making.

You see, the reality is that motorcycling is *uncomfortable*. And, if you don't believe me, just take your mount and google 'custom seat' for it. At the very least you'll be offered some sort of non-slip material to re-upholster your perch with the promise that you'll stay put during that harsh braking when you try a little bit harder, and at best a Corbin or failing that an Airhawk. I'll wager there's not a popular bike made that the manufacturer doesn't offer a 'comfort' seat for. Come to think of it, that's probably why they don't pad their moulded seat bases with a Botoxed filling in the first place.

And when you've spent your money, you are condemned to sitting in traffic or travelling at an average of 30mph or below because all those numpties in four-wheeled carriages are *comfortable!* They have absolutely no need to 'make progress'. Costa in the cup holder, Greggs on the lap, George Michael crooning softly, partner blissfully asleep, climate control adding to green house gases, diesel purring softly to ensure asthma products sell. You get the picture.

THE TAIL ENDS— BY MR ALAN RIDER

Yes, of course we're lucky, here in the South West Midlands. We have a Welsh playpen to scamper around. But take note next time out. You'll be ARAFing for sheep, cattle grids, cattle poo, sheep poo, horse poo, farmer poo..mud, villages, cross roads, road works, did I mention tractor poo, and so much more that by the time you've sat through that little lot your bum is so sore that the mist of pain will banish all thoughts of stopping in the distance you can see to be clear, and never mind on your own side of the road. You'll nail it! And what makes it worse is that all the bikes we now choose to ride are sit-up-and-beg variety. So we sit on our bum bones, though my Pilates she-instructor assures me they're harder to locate for you girlies than mine which practically stick out of my ludicrous exercise lycra.

So I'm advocating a return to clip-ons and rear-sets. Because those nice, chubby little thighs of yours, dear reader, will provide a much longer spell in the saddle without aching annoyance from votre derrière. To prove my point, sports bikes flaunt saddles as skimpily padded as the rowing machine in the Hall of Pain. But you *ain't* going to be resting your bum bones on the waffer-thin foam. Of course your wrists will soon buckle, a shoulder check becomes just a fanciful idea, your knees will be entered for the NHS replacement lottery and your hips will remind you that your days of crouching were banished several thousand years ago when you started to walk upright.

The end game being that sports-bike-mounted, you'll feel even younger than our illustrious contributor of earlier. You'll feel you've Mastered the Mountain, Surmounted the Southern, Beaten the Bol and *all this* before reaching the end of your road. Loadsa fun, less fuel, less expense, less risk, no poo, less pain and far less wear and tear on yer bum. What's not to like?



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