

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



OCTOBER 2018



CHAIRMAN'S FOREWORD

The early autumn weather has generated some very challenging riding conditions: from a Sunday ride to Crossgates in heavy rain and floods, to low blinding sunshine and then very high winds (Storm Callum). I'm not sure which is worse!

Last month I mentioned the invitation from SAM to talk about our approach to Group Riding. I can report the talk was well attended and the audience also included a few members from C-CAM. I was ably supported by Eric.

The outcomes have been really interesting. For me it confirmed how robust our group riding has become. The subsequent debate on SAM's Facebook page has ranged from enthusiastic support for changing to riding in smaller groups with no "drop off" to "why change?". In preparing for the talk I naturally reviewed the IAMRoadsmart Group Riding Policy (which are only guidelines) and found a couple of useful quotes from Bike Safe....I concluded WHAM does it best!

If you come on our Sunday rides you might meet riders from SAM who will be invited to ride with us - I know you will make them very welcome.

Our next natter night is going to be good! See the website for details....

The next few weeks are all about fallen leaves, frosts and fog!

Ride safe!

Ant Clerici



TEST PASSES!

Observers are reminded to forward the Ed a picture of their good selves along with their associate to be used to celebrate test passes as and when they occur please...

On The 25th of this month Derek guided Rob Barnwell to a very credible pass with Martyn Hillier as examiner. This pass is particularly pleasing as Rob had a less than smooth mentoring period to test with Derek very ably stepping in very late in the day and providing that extra little something to enable Rob to reach his full potential. Well done both!

On the 8th October Michael Chandler, with Andy Lamb as examiner, and Del is Mentor obtained a “good, safe, pass”, in Andy’s post test commentary. Well done Michael.

On the 5th October Paul Jury, again with Andy Lamb as examiner, and Alex as mentor obtained a pass with Alex’s post test commentary as: “ Looks like Paul missed a First by one point, which is a shame. However, Andy Lamb was very complementary about Paul’s ride, and the overall standard of Associates that WHAM put forward for tests. Which is nice.” I’m sure a few Sunday rides out with the club will see Paul lift his riding yet further.

Speaking of Sunday rides; for all of you who might not have been out with the club for a while, or those noted above that have just passed their test, below is a picture of the Hereford start point on one of this years runs. You can almost feel the anticipation of yet another lovely run out in the wonderful countryside we have easy access to. Why not make a date to join us soon?... *(Ed—picture courtesy of Del)*



MEMBER DISCOUNT

Derek contacted the Ed last week and, in his own word, has secured the following for us all:

“I’ve arranged a discount scheme for WHAM members at Chris Mullins Tyres in Gloucester. The discount is 5%, not massive, but based on market competitive prices. There is no compulsion to use the deal; it may not make sense for those remote from Gloucester but any one visiting the area will find it competitive!

Anyone seeking the deal should declare themselves to be a WHAM member rather than hold that information as a last card trump for a second bite at the discount.

Perhaps more of interest is that Chris has the best Motorcycle tyre-fitter I’ve ever come across, their technical advice is spot-on and their turnaround is always prompt. Ride-in/ride out, or loose wheels as the owner wishes.”

Thanks from us all Derek.

If any other member can secure similar ‘offers’ from anybody else please do let me know and I’ll spread the word here.

Finally, Matt (‘Lairy’ Dent), I’ve concluded your offer to source a discount from a certain ‘nightclub’ (ahem) in Lowesmoor Worcester isn’t going to have quite the same broad appeal....

Thanks anyway.

R



12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

Introduction

Isn't it good when a plan comes together? After my last stateside trip in 2015 (8130 miles in 24 days) I was looking for the next one, totally enthused by being on the open road, seeing the sights, smelling the country side, learning how other people live and work, all from the most exciting seat we are all so lucky to experience.....a motorbike. Heaven on earth, right?

Very quickly I came to the conclusion I had to see New Zealand via a brief week in Sydney to say hello to an old buddy I'd not seen in 20 years. I also decided and was given permission to do the first 12 days on my own by bike, before hiring a car and being joined by my understanding and very tolerant wife Caroline for the rest of our trip to South Island.

Planning & Essentials before the off

NZ Motorcycles seem to fit the bill at a reasonable price (180NZD\$ per day) so after securing flights and an initial arrival hotel, a water cooled GS with metal luggage was ticked off the list. We all have our methods of planning and for me a list is vital.

The broad plan was to travel light, with two bags. One small rucksack for things that needed to be handy and then for walking when my wife joined me, and a large soft but tough bag for everything else. A 70 litre Osprey Rucksack was sourced and as it came with a neat small sack on the front it which was perfect for the job. The idea was to either strap the large sack to the pillion seat or leave it securely with the hire company, which is what happened. My first top-tip is always use a range of inner dry bags for different items of clothing. Why? Well it makes it so quick and easy to drop them into panniers and lift them to your accommodation at the end of the day.

Following the theme of travelling light, I was after gear that had a dual role. So a Knox jacket purchased with no armour that could either be worn for walking/Skiing etc, but used on the bike when worn with a separate Knox protective under jacket. I was also lucky that my Gortex Scarpa walking boots felt good on the bike offering comfort and reasonable protection for my dual role objective. Regarding a helmet, I decided to hire one. As it turned out there wasn't one in the shop to fit my big head (no hurtful comments please), so they bought me a very comfortable new JHC full-face job, sorted and ready to go.

Hire Bike Hiccup!

The GS1200 (with Satnav) turned briefly into a GS800 then back into a GS1200! The short version of this story goes as follows; Having initially booked the 1200 I was asked if I wouldn't mind using an 800 at a reduced rate as they only had one GS and had received a special request. I initially had no problem with



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this until I saw and rode the 800. Having done my MPOWDERS check I immediately noticed a misaligned brake caliper to disk! This was actually a factory machining fault and goodness know why no one had picked it up before! The caliper was actually touching the disk! Additionally, the gearbox was rubbish in that it was impossible to select neutral when the engine was running, the clutch had a two-stage action and frankly I wasted no time in telling them it was dangerous and definitely not fit for use.

Luckily the 1200 came back in early and I left rather later than planned at 3pm on the first day, instead of 10am, but hey-ho it was Monday 19th Feb, late summer in North Island and my adventure had started.



12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

Day 1 Auckland to Algies Bay (70 Kms)



Only 70Km on the first day, but a lovely ride in 24C temperatures with already some beautiful coastal scenery on State Highway 1. It was my first ride on a GS of any kind and I was liking the experience already.

Using booking.com on my mobile I found a B&B in Algies Bay and my first over night was booked. As luck would have it the landlady had run a travel company before retiring, selling the business and setting up her B&B. So when she asked me where I planned to visit in my two weeks. I could only say my aim was to travel clockwise round the island! Suitably unimpressed by my lack of research and ambition I was then completely overwhelmed with a range of tourist destinations and maps to supplement my 7th Edition He-ma Road maps, obtained from the Upton Map Shop.

12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

Day 2 Algies Bay to Opononi (212 Kms)

This trip was never about how many miles I could do in a day (I've tried that one in 2015), it was about getting a balance of riding and experiences and continuing my education via the University of Life!

Day 2 was a visit to the Waipoua Forest and the fascinating Kauri Tree & Logging Museum. This journey was basically travelling West then North up the west coast road (State Highway 12) through beautiful tree lined coastal roads. I was however tempted by an approximate 25km forest detour! I was on a GS so how difficult could it be? Well it seemed a very long 25km on a GS heavy with luggage as it started to rain. The road became slippery twisting uphill down dale track and the forest closed in to make it a very dark and lonely place with no one else in sight, until I burst out on the main road again to much relief. I clearly need to man up, and get out more.

Anyway, the history and stories of the early pioneering tree and logging industry were fascinating and given the volume of trucks you



still see on the road (and the wonderful smell of timber as you ride along) it is still a major industry.

After 212km my overnight was at the Opononi Lighthouse Motel. The GS can just be seen at the base of the lighthouse and at the end of the drive, see next page.



12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER



Day 3 Opononi to Mangonui (via Cape Reinga) (333Kms)

Day 3 was going to be a long one. It started with a great ride NE to Rawene where I had to catch a small ferry across the Hokianga Harbour. I couldn't help parking the GS next to an old tractor and posting the picture on the WHAM web site with a "Spot the difference" competition comment (see next page). I really do respect this bike, honestly. The next part of the journey was directly north as my destination was the northern most limit of North Island, Cape Reinga.

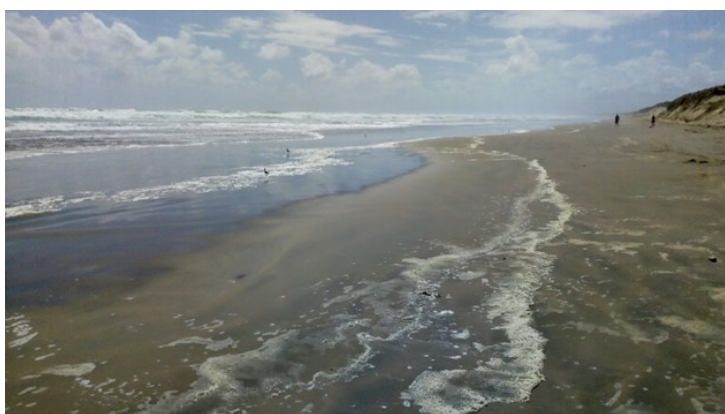
I had to stop off to on route to see some of the "90 mile Beach" which was spectacularly deserted. Then it was back on the road which was now filling up with the tourist traffic going to the Cape.



12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER



90 Mile Beach Cape Reinga destination on the beach, The San Marino Motor Lodge, at Mangonui was fabulous. Check this out! There was even time for a much need swim after 333km. More to follow next month...



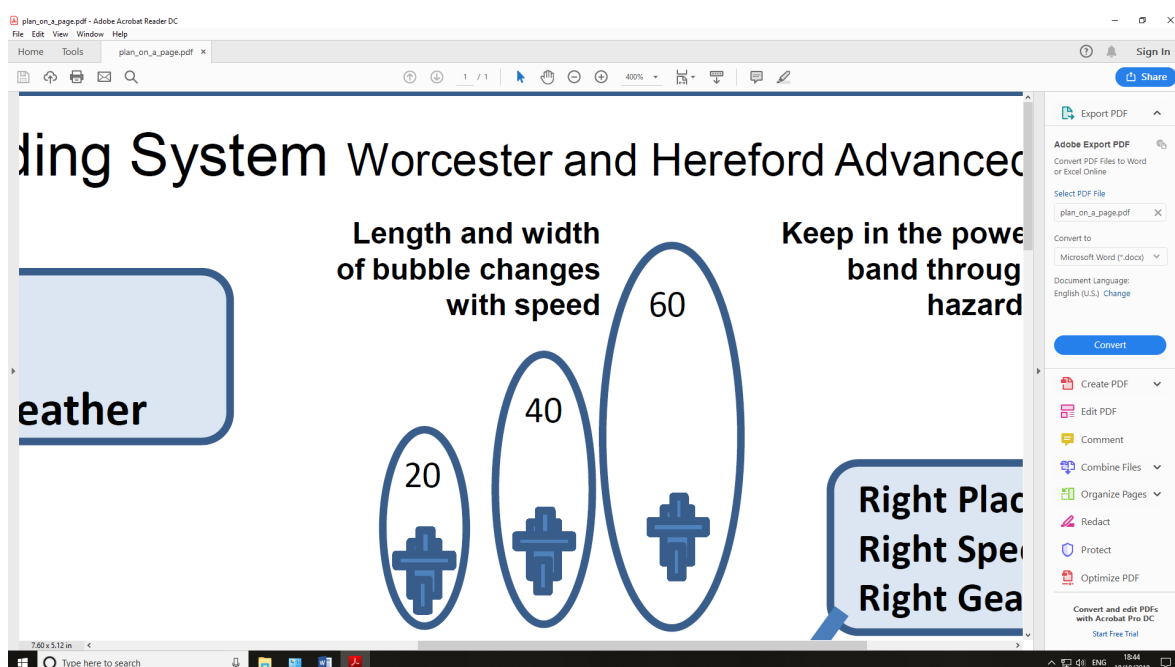
CHIEF OBSERVER'S OBSERVATIONS—ALEX HOYLE

This month's subject is about test preparation.

In Hereford we've had three people take their test in the last two weeks, the good news is all three passed, albeit with the same Examiner.

What's come out of it after having had a chat with all three people who passed, is that from an examiner's point of view, it seems that your safety, in particular the safety bubble, is absolutely paramount. If you ride in any way to endanger your safety by even the slightest amount you're going to be marked down.

Below you will see the example of the safety bubble diagram which all the WHAM Observers teach.



If you relate this to your riding then, as your speed increases, you need to be aware that your own safety bubble needs to get bigger. Therefore, it is imperative that you give more room all round, but in particular to oncoming traffic.

Another factor of the test particularly if it takes place on main roads, as one of the Hereford routes does, is that it may be increasingly more difficult to get in a satisfactory overtake, because we would all be going down the road at around 55 to 60 miles an hour, and at that sort of speed you can't get an overtake in without having to break the law, and that's not possible in today's test situation.

CHIEF OBSERVER'S OBSERVATIONS—ALEX HOYLE

However, it doesn't mean that you can't think about it, and that you can show the examiner that you're prepared to have a go even if you don't actually carry the action through. He wants to see that you're thinking all the time, and that you're assessing the situations and scenarios that are happening in front of you, there and then, and adjusting to them in real time.

If he can see that you have good forward observation and you are planning and adjusting for what's coming towards you, then at least he knows that you are thinking about what's going on around you.

Another element which cropped up was courtesy and restraint. One of our Associates was marked down because they did not let a waiting car out of a side junction on the run in to Hereford city centre when traffic was heavy.

Also, if someone lets you out, then always try and give them a thank you, either by nodding your head or by putting up your left hand. It takes no time at all, and just helps the public realise that not all bikers are total prats.

All examiners realise that for the first 10 minutes of the test everybody has test nerves. It doesn't matter who you are, what your name is, or how good you are, we all have test nerves. But they allow for this, so whatever happens if it doesn't go quite according to plan in the first few minutes of your test you must ignore it, be positive, and move on, otherwise it will get to you, and affect your overall performance which is not what you want.

I've also included a link below to an excellent document on the WHAM website about test preparation, it's well worth a read.

So, if you're an Associate and you're about to go for your test or you are very nearly test ready, then don't worry we're here to help you. In particular your own Observer will be able to give you plenty of helpful advice on what you need to do in order to take your test and pass it.

But remember your safety is paramount, and the Examiner will be looking for that, so don't do anything dangerous or rash on the day, and you'll be fine, and you'll hopefully walk away from it with a good pass mark.

Just one word of warning though, if you go through a red light, cross a solid white line, or fail to stop at a mandatory STOP sign, then the examiner who will be either a serving or retired police officer, will have no option but to fail you, as you've just broken the law. So please take care.

<http://www.wham-motorcycling.org/library/>

Miscellaneous

Pre-test Checklist (for associates) in a PDF file.



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BIKER DOWN 2018—Martin 'Rocketman' Ward

I finally mustered up the energy to go on the "Biker Down" course, after a couple of half-hearted attempts at booking it - I enrolled on the course at Bromsgrove Fire Station on 07Sep18.

I was a bit apprehensive about this 3 hour course, and particularly didn't want to end up as the crash test dummy. I figured that if I hid at the back, everything would be OK. I've never been one for audience participation, trouble was - everyone else had the same idea!

We had the usual lectures about road safety, and in particular the focus was on motorcycles of course. The purpose of the course was what do in the event that you are the first on the scene in the event of an accident where there is a motorcyclist on the floor. I have to say I was quite surprised by the priority in which the initial assessment of what to do needs to be done.

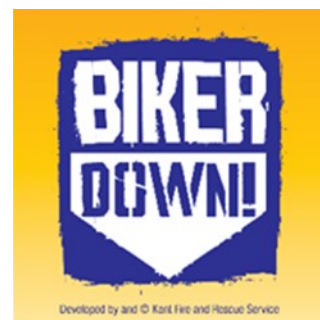
1 Make the scene safe;

- Ensure there's no fuel spills/possibility of fire.
- Stop Traffic/passing vehicles making things worse.

2 Check the motorcyclist is breathing & heart is beating.

3 Initiate resuscitation if necessary.

4 Call emergency services.



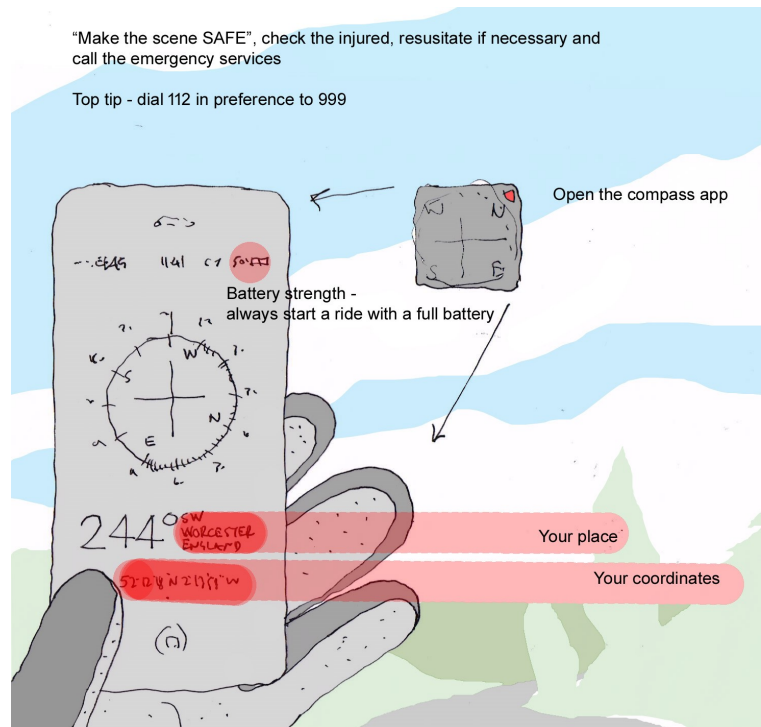
There was a horror story by a Police officer about a car crash where the couple first on the scene were so concerned that the driver was bleeding from a head wound, they didn't notice that the back of the car was on fire. They had to retreat, the driver was trapped by his seat belt, and they all had to stand by and watch as the driver burned to death - screaming! If they had focused on getting him out of the car first - there would have been a different outcome. Everyone attending the course was given a first aid kit with a robust set of scissors - strong enough to cut a helmet chin strap or car seat belt. I keep mine under the seat of my bike at all times now, as well as the first aid kit.

BIKER DOWN 2018—Martin 'Rocketman' Ward

I always give people at work co-ordinates now, instead of addresses - and so I asked about this.

The Police didn't seem bothered, but the emergency services call handlers (who were also on the course) were most interested in this and said PLEASE give the co-ordinates of the incident, as this can get an ambulance right to the correct spot and having it get there without getting lost can make time savings that could save a life.

Some Satnav's can show you your position with co-ordinates, and if yours does - I'd suggest you familiarise your self with how to do that.

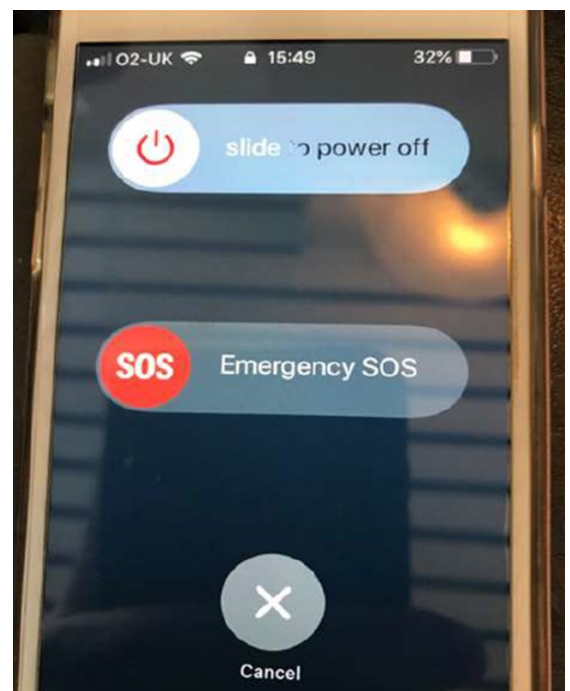


Most of us have a smart phones these days, and mine is an iPhone - so I know how that works. Every iPhone has the "Compass" App. Open that, and at the bottom it gives you the co-ordinates of where you are. I'm sure Android and Windows phones have similar functions.

There were some interesting tips & tricks about phone usage as well. One important recommendation for mobile phones is not to dial 999 - but 112.

This immediately initiates the triangulation and tracking of the phone, and tells them where you are. This does take a few minutes though, and so giving them your co-ordinates is still faster. After all, when you're in the middle of nowhere - you don't always know what road you're on, or even where you are!

Another interesting function of the iPhone, is the emergency call function. Press the power button five times rapidly, and you get this screen:



BIKER DOWN 2018—Martin 'Rocketman' Ward

Slide the bar across to make an emergency call, even when there's no phone signal, it goes straight up to a satellite and piggy-backs the Police system, or something like that. If you dial this by accident, apparently you have three seconds to cancel it.

Another function is the panic attack alarm, press the power button six times, and a loud alarm goes off, the flash/torch flashes, and it dials the Police ! - useful for women alone at night in a deserted car park for example. I could use that myself - after all, I wouldn't want to be interfered with late at night, now would I ?

The first aid stuff was all very interesting, but I'm not qualified to comment on that - you need to go on the course yourself. It's well worth it. No matter how much you think you know, there's always something new to learn !

THE TAIL ENDS— BY MR ALAN RIDER



“The other man’s bike is always cleaner....”

Cue Pet Clark...

Not so very long ago when bikes were bikes and men wore shin guards, I was visiting the TT and I got depressed. Not clinically you understand, even that condition wasn’t so well understood back then, but well...miserable. Why? Because I had polished my spokes till they sparkled like the centre stand on a certain member’s middle-aged GS you’re probably familiar with. And despite hours of finger-shredding polishing, pallets of Autosol Solvol and disgusting Swarfega-stained hand towels all testifying to my superhuman effort and knee numbing crouching, my bike looked old, tired and distinctly sub-prime against the shimmering, RayBan-challenging aurora of glittering machines on Douglas Promenade.



My mate, less seduced by bling than me, had little sympathy. His Tribsa was eternally scruffy but irritatingly nippy and annoyingly cool with a fibreglass tank which was legal in those days, low and angled downwards clip-ons, neat single bump seat and rear set pegs that you had to lift to kick start the brute. All very trendy back then. *“There’s always someone with a shinier bike”* says northern, Tribsa-toting Mate, as he sinks back into his Black Velvet pint, breaks nauseating wind but subtly, and opens another bag of Walkers salt ‘n vinegar. Black Velvet my dear reader is a vomit inducing concoction that I believe to be a quintessentially northern habit of combining draught Guinness with bottled cider. A gaseous combo conceived in hell and swallowed in dark recesses north of Bootle.

THE TAIL ENDS— BY MR ALAN RIDER

How true his insight still is. Unless of course you my reader are more obsessed than I am. I kept it up for many a long year with other so-called mates chastising me and telling me “All it needs is a wipe-down with an oily rag!” And “I don’t want to clean it with a toothbrush” - an item I personally found invaluable to scrub up those spoke nipples. Along with “A film of oil keeps it from rusting.” How true. In reality, keeping oil on the inside of your bike back then was about as futile as keeping toothpaste from gracing the sink on your morning ritual.

So what are we to do about all this bike cleaning? You already know I’m on the tighter side of careful ‘cos I wouldn’t spend out on summer gear. Well I’ll let you into a secret. I spend more sovs on bike and car cleaning gubbins than billionaires do on being first to die on Mars. Bit OTT but that’s how it feels! Doesn’t matter if your bike is new because you have to keep it that way. Doesn’t matter if it isn’t. Because you pitch up at McDonald’s, Natter Nights and worst of all Slow Riding Days and if it ain’t shiny, utterly spotless and without even a whistleblower’s hint of scabby, ally corrosion, you feel BAD! Shameful! Yes, it’s a matter of pride. *(Ed—I’m obviously low on ‘pride’ then as mines always seemingly caked in crud...)*

So let me leave you to hum to Pet Clark, but with my lyrics and sincere apologies to Jackie Trent and Tony Hatch

The other man’s bike is always cleaner
The rag shines brighter on the other side
The other man’s bike is always cleaner
Some get lucky, some do not
Just be happy with what you’ve got

Bikes are never what we want
Showroom new is there to taunt
And purchase that shiny machine to like
But finance starts to fret the mind
It’s hard to dump it all behind
And make believe it’s just another bike

Someone else has what you dream
You wish you made enough to buy it too
You’d eat your neck warmer so’s not to scream
But would you really if you thought it through?

So, don’t go and moan, ditch ideas of a loan
It’s much better by far to keep what you own

The other man’s bike is always cleaner
The rag shines brighter on the other side
The other man’s bike is always cleaner
Some have money, some do not
I’m just saddened I can write this rot

