

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



SEPTEMBER 2018



CHAIRMAN'S FOREWORD

It's time to get out the heated jacket.

It's time to watch out for agricultural stuff on the roads.

It's time to spray your bike with ACF50 (other products available).



It's also time for our winter season of natter nights which is being planned by Ali Whitcombe. Keep an eye on the website for details.

The end of the summer saw WHAM attending the BMW Club National Rally where we joined other groups in providing observed rides and slow riding. Led by Derek and supported by Alex Hoyle, Tony Reusser, Will Morgan, Paul Gill, Mike Richardson, Graham Foxall, Andrew Culley and Roger.

The August Bank Holiday rain didn't help but it was another chance to fly the IAMRoadsmart flag. Recently some of us managed to grab a long weekend in Normandy where we combined sightseeing, riding and a Parking a la Normandy rare (for me at least) wet afternoon in the pub watching a very exciting MotoGP. The French TV commentary didn't reduce our appreciation of the riding.

Coming up this month we have WHAM training team and committee meetings, a joint observer training day and our Group Riding impressed SAM so much we are presenting our WHAM Group Riding to our sister group. And finally, when the clocks go back at the end of the month our ride out start times move back too. Again routes and times are on the website.

Safe riding

Ant Clerici



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TEST PASSES!

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

Andrew Culley had the pleasure of guiding Mick Thompson to a pass and below they can be seen celebrating with the official IAM Roadsmart certificate firmly within Micks grasp.



Another test pass this month was Gary Hardy; who was mentored to a solid pass by Graham Foxall.

Well done both and welcome to the Cub as full members. We hope to see you out on a Sunday rides soon.

TOURING THE CANADIAN LAKES BY BARGE—GRAHAM ASHCROFT

The opportunity to cruise around some of the Canadian lakes (Ontario, Huron and Georgian Bay) on a Harley Davidson Ultra Glide (HD) does not come up too often; even if it took a bit of engineering. So, in early June, after ensconcing my 88 year old mother in law with her 92 year old sister in Mississauga, Toronto, my wife (A) and I headed off to Oshawa to pick up the HD we'd hired for 8 days.



On arrival we were greeted by a really friendly agent who talked us around the machine: 1744cc, 409kg wet, 45mpg giving approx. 200-mile range depending on the throttle openings, with that much chrome it could have started a number of forest fires. Looking around while we loaded her up, we felt slightly incongruous in our textile suits, full face helmets with not a hint of leather tassels, half helmets, and chaps; for those more mature WHAM'ers you will probably remember a member of the Village People dressed the same! On the basis that you can't truly appreciate a style of machine without riding it, we were enthusiastic to find out what excitement one of Milwaukee's best could offer. Realising that with 2up the bike would weigh north of half a ton, I thought I'd better take it for a solo spin around the block to ensure that I didn't harm A, and perhaps more importantly for me, embarrass myself in front of a gathering bunch of seasoned HD riders. Spin completed, A jumped on board and sunk into the luxurious armchair. We hadn't worked out how to put the radio on and signal to anyone within 500m that we were coming, so we left silently – well as silently as you can on a HD – and gingerly joined the 8-lane highway on our way south to Niagara Falls to meet up with an old American friend who I met in the Middle East. This excursion had a modest measure for success: drink beers and put the world to rights; easy eh!

My initial thoughts on the HD was that she handles like a barge and weighed a ton – well half of one anyway – and was extremely noisy. The turning circle took some practise to improve on the initial super tanker space and distance required. And any overtakes had to be planned well in advance due to getting used to - when compared to other bikes - a slow engine speed with low down torque. But I warmed to her slowly as the miles briskly disappeared under her tyres.

TOURING THE CANADIAN LAKES BY BARGE—GRAHAM ASHCROFT

Great night in Niagara and the scenery never fails to amaze. So, with heavy heads we headed north, with a touch of east, up the Bruce Peninsular to Tobermory. The distance was around 250 miles of mainly dead-straight roads with a strict speed limit, with thinning traffic the further we went north. Halfway there things got quite rural and gas stations less regular which nearly caught us out a couple of times during the whole trip. Tobermory was a lovely little fishing/ferry port with a harbour surrounded by a number of good bars and restaurants. Our first use of an Airbnb was a success with excellent hosts who ensured that we were well looked after and briefed on the town and surrounding area.



After 2 days relaxing we caught the ferry to Manitoulin Island. We were not the only bikers on the ferry and so swapped stories as we queued. With no plan once on the island, we did a bit of cruising and ended up staying in a lovely place named Little Current that had plenty of good walking - following paint markers (thankfully) - in forests that dwarf our woods in UK and resting by the clearest fresh water that we've seen. The people were extremely friendly and the bike seemed to be very helpful in starting conversations. One afternoon we had stopped in what appeared to be the middle of nowhere looking for a recommended hiking route and an instantly likable chap appeared from his garden and asked whether he could assist. We got chatting and he asked if we'd like a drink and then invited us to dinner; unbeknownst to his wife! To cut a long story short, we had a brilliant impromptu evening with much discussion on world events (which as we all know, are viewed from different perspectives depending on where you come from and your politics) and plenty of the proverbial banter; great night with a couple of really nice and good people.

TOURING THE CANADIAN LAKES BY BARGE—GRAHAM ASHCROFT

Unfortunately, I couldn't partake of too much of the superb wine on hand, but that didn't stop A as she knew she was being taken back to the hotel wrapped in her armchair. At around midnight we made our way back along some gravel roads in almost pitch blackness and on dipped as I couldn't find the main beam until half way back! We arrived, after a couple of not-sure-where-we-are detours, cold but pleased to be back; knobbles would have given me a bit more confidence.

Rested, we headed for Parry Sound along straight roads and were on fumes when we arrived at a deserted and dusty clearing where the non-too-ergonomic GPS had indicated that there was supposed to be a gas station. This caused a little bit of disharmony between the pillion (who as a matter of routine fills up when she gets below half a tank, as you can imagine, this was even more reinforced in remote areas like this) and rider (who for some reason is a bit more relaxed about fuelling up.) Against this backdrop, the sweating rider and not just because of the heat that had been building throughout the day - heaved a sigh of relief when we travelled a bit further down the remote road and found the misplaced fuel stop. A hard lesson to be learnt, that has unfortunately been re-forgotten throughout my biking life! We then joined the Trans Canadian Highway for a while, which had plenty of roadworks on it and the proverbial dust to make overtaking more difficult. It'll be great once it's finished!



Parry Sound was lively and had a holiday atmosphere about it, and as ever during this trip we were never far from water. We booked an Airbnb for two days on arrival, which our enthusiastic future host said, was only 20 minutes, but for us, even travelling briskly due to my increased confidence with this behemoth it took 40 minutes. It's a big, big country and you are reminded of that by each revolution of the tyre. Good walking, an air show by the Canadian Red Arrow equivalent and good food, and of course beer, was how we spent our time.

TOURING THE CANADIAN LAKES BY BARGE—GRAHAM ASHCROFT

The trip had come to an end and we headed south for Oshawa to hand the bike in. Initial thoughts:

All the people we met were friendly, inquisitive, and helpful

It's a big country and even cruising at a fair rate of knots, getting between major settlements takes time

On the bike:

Took some getting used to. She's big and heavy, but after you get to grips with the bulk she becomes more agile – depending on what the comparison is of course!

Relaxed touring, sitting behind that huge screen keeps you out of the airflow

The limited tank range could catch the unwary out

Very comfortable riding and pillion position

A touring bike with plenty of spacious luggage panniers

If you like a more agile bike this is not the one for you

However, if you like talking to bikers clad in leather chaps then perhaps this is the one for you

We never did learn how to put the radio on!

CHIEF OBSERVER'S OBSERVATIONS—GARY BARNES

WEATHER

We have had an amazing summer with endless dry roads and light nights. Sadly this is coming to an end; as the seasons move on we have already had two named storms. To add to the shock this morning (Sept 25th) I found ice on the windscreen of my van.

The time has come to adjust both clothing and riding style to suit the change that seems to come with a sudden hit then retreat back to Indian summer mode.

So, lets look at what we are wearing for our journey. Firstly, put away the mesh jacket and think suitable layers. A good thermal base layer is a great start, then build each layer based on the temperatures for the day. I think you will all agree too many layers you feeling to be compacted and not overly able to move. Conversely, thermal leggings help with comfort on cold days.

Feeling cold whilst mid-way through a journey will effect your concentration and cause you to lose focus on the matter in hand, STAYING SAFE.

Riding adjustment should be common sense but lets cover some basics:

WET -

On wet roads keep things nice and smooth, allow greater stopping distances from the vehicle in front and smoother braking.

Avoid painted markings and manhole covers.

In town watch out for fuel/oil spills especially at the centre of your lane (the sump line) as its often called.

After a very hot summer some roads have melted causing slick areas of tar. Not a problem in the dry but deadly in the wet. Look for the grainy section for better grip. If this compromises positioning so be it. Remember never compromise safety for positioning. SAFETY FIRST EVERY TIME.

WINTER/ICE -

Finally Sunday comes along and we are all keen to get out there. The weather report states a low temperature in your area. Whilst that's in the urban areas out in the sticks that temperature can be much lower.

Common sense must be put first. As I have said before "you can't force rubber to grip ice." If in doubt do nowt.

All the above I am sure you know but its worth getting your head around the seasonal changes ahead and not get caught out.

Safe biking to you all.

G.B

RIDING FOR REAL! - Part 4

Now that I've been able to research this item properly, full credit for it's original (yes original) production, goes to the veritable John Nixon. To spare his blushes I won't reveal the year, yet John ran a successful marketing business (before selling it all off and retiring to his country-pile) back in the day and one of it's UK clients was no less than Gulf Oil.

The impetus behind getting together this publication to provide some accessible 'advanced' riding tips and commentary was unfortunately, as most things can be, born out of tragedy in that someone close to the commissioning party lost someone in a motorcycle incident.

Additional local interest abounds in that Martyn Hillier and colleagues provided input, scenarios and locations to bring the 'story' to life.

In a nutshell that's the history however I'm sure whilst John is a shy retiring type he will be able to speak further on the matter should you ask at a Natter nite near you soon...



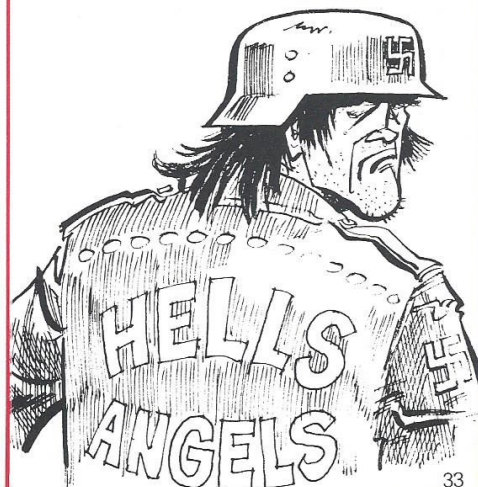
Titfers

There's no doubt about it, the most important piece of clothing you wear on a motorcycle is your helmet. And to misquote somebody or other, 'If you've got a thirty bob head, buy a thirty bob hat.' Helmets vary in price considerably but it's not true to say that the more you spend the more protection you buy. Things like the material the helmet is made of and import costs both swell the price of a helmet without improving the specification. The one thing I will say is never put up with a hand-me-down helmet. Buy one for yourself. One that fits and one that you know has never been dropped or misused. How often do you see people in helmets that look like the cat's been sleeping in it for ten years? The strap is tatty, the neckband is rotten — maybe even cut — and the shell as clean as the floor of a parrot cage. Believe me, that helmet is worse than useless.

The fit of a helmet is critical. It should be snug. Not tight, just snug. And never in the slightest bit loose. It should be a full-face integral or jet style. Pudding basins are for museums and those things that look like flat caps aren't really good enough to go walking in! Protection of the forehead, temples and back of the skull are equally important. Glass fibre or polycarbonate? That's an argument that will go on for years — but if it meets the latest and most stringent British Standard, it's good enough to go motorcycling in. The only thing to be careful of with a polycarbonate lid is never paint it or put

stickers on it — even reflective tape — because certain materials break down the impact strength of the shell. Petrol and oil will damage polycarbonate. Wash them only with soap and water, not detergents. Read the helmet manufacturers instructions and be sure!

Do any of your mates ride with their helmets fastened with a chincup? Do them a favour, take it off the strap and throw it away. I know it looks smooth, all Highway Patrol etc., but they might as well be riding without a helmet. The chinstrap should be fastened under the throat, no other way. Tell them from me that if they use a chincup, their helmet will be ripped off their head the first time they fall off. And if they don't believe me, just hook a finger under the chincup and tug. You'll prove the point. It depends how much you use a helmet as to how long it will last. If you drop it off the seat of your bike, it's up to you. Personally I would replace it then and there because many helmets are constructed with a built-in pressurization. They are designed to absorb any impact by spreading that force across the whole shell. You can't see it, but by just dropping the helmet that initial absorption has been used up. Next time it happens and your head is inside, the whole impact will be taken by your skull. Think on that while you can....



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RIDING FOR REAL! - Part 4

Warm and willing

Discomfort is a drain on concentration — and total concentration is required when riding. The slightest discomfort will leak your concentration away just the same as a nagging toothache does. To be at your peak you must be warm and therefore properly dressed for motorcycling.

When you are walking or running you generate your own supply of energy to compensate for the natural loss of body heat the air around you is pulling away. Not so when you're just sitting on a bike and travelling through a sixty or seventy mile an hour breeze. So, even on a warm day, dress the part and make sure your pillion passenger does so too. Legislation makes it obligatory to wear a helmet but apart from the laws of decency, little else is compulsory! On a bike one needs protection. Not just a T-shirt and jeans, but *real* protection. Always wear eye protection. Being blinded by a stone or an insect is just as final as being blinded any other way. Gloves and boots are essential not only in the event of a fall, but for general comfort. Boots give the ankles firm support and cut out draughts. Gloves save the palms of your hands from callousing and also protect the fine veins near the surface of the skin — especially around the wrists — from shedding their warmth. A body belt makes a lot of sense too, for this keeps the midriff warm. And if you know anything about human biology, by keeping

the kidney area warm and well supported, the supply of blood to the extremities is guaranteed to be on par.

Cold is the motorcyclists biggest enemy in the battle for comfort. Guard against draughts by making sure the wrists, ankles, midriff and neck are proofed against the tearing wind. Loose clothing will flap annoyingly at speed, so never buy baggy items. Your jacket should be a proper motorcycle garment and be large enough to take a warm sweater underneath without restricting movement. It should be zippered and popped with fold-over double flaps on the front opening to keep out the wind and rain. Flared jeans can be dangerous, for they often catch on footrests when you put your foot down on the ground. Put them inside your boots. Dropping bikes can be expensive and painful.

Comfort starts with the riding position which we covered earlier. Make it fit right, sit right and zip yourself up. Feed yourself well on long journeys too. Make regular stops for hot drinks and snacks. Food replaces energy just as sleep does, so look after yourself properly and stay alert.



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Rain again!

Rain presents the biggest natural hazard to the motorcyclist, not only for the reasons discussed a few pages ago but also because it is another drain on comfort. Cold is bad enough, cold and wet can be sheer misery.

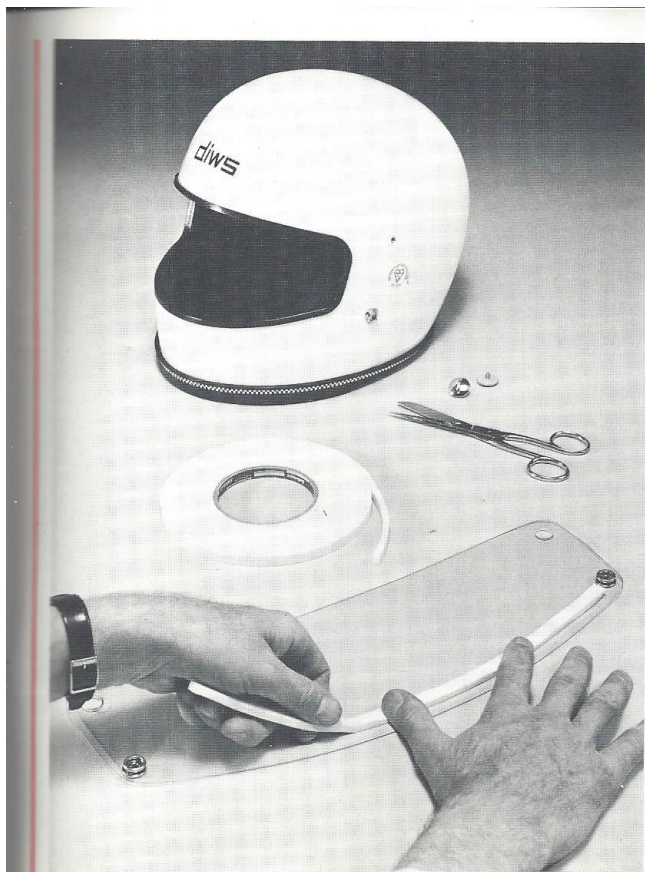
In biking terms there is no such thing as 'completely waterproof'. A body being shoved through a rainstorm at more than ten miles an hour is going to get wet somewhere no matter how much protection it's wearing. Wind has a way of carrying water uphill, sideways and backwards until a gap is found. The only complete answer would be to spray the body from top to toe with natural rubber, leaving holes only for eyes, ears, nose and mouth — but that would cause other problems I'm sure!

A good set of rainproofs is essential for the round-the-year biker. One piece and two piece oversuits made from all manner of materials are available and the choice is immense. Waterproofing's worst enemy is the stitched seam, so when choosing a suit avoid those with too much stitching. Stripes are fashionable but unnecessary — and they mean more stitching. Look inside the suit to see if the seams have been taped and doped to give added proofing. Check the collar and cuffs to make sure they are adjustable to fit you with and without overmitts, a towelling scarf or whatever else you use in rain. A two piece suit needs a good overlap between the jacket and trousers for both water and wind protection and the bib-fronted (salopet) trouser is probably the best kind. It gives an extra layer of warmth across the chest.

It's the extremities of feet and hands that get wetter and colder than the rest of the body, so these need special attention. Nothing beats a pair of wellies for keeping the feet dry but they are not the warmest (or most fashionable) footwear. Check also that you can operate the gear and brake pedals properly. If you buy rubber wellies, get a large pair with room enough for a good thick sock and a bit of toe-wiggling space as well. That space is essential for warm air to circulate. Overgloves or overmitts are OK just as long as you can seal the gap between them and your sleeve. Nigh on impossible. And they do take away that fine control and feel you need to operate the handlebar switches. Industrial or domestic rubber gloves are another answer — or rather part answer — but they give a stickiness of feel and tend to be too tight and therefore too cold. Rain can get inside the visor of integral helmets. Use a strip of eighth inch draught sealer tape around the inside of the visor — or just along the top edge — to keep the water out. Don't put the tape on the helmet itself, put in on the visor. It does get a bit messy after a while and will be about due for replacement when you need a new visor. If you do seal the visor against water you might find it mists up more easily. Use a proprietary demister fluid or a light smear of washing up liquid on the inside. That should cure the problem at least temporarily.

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RIDING FOR REAL! - Part 4



Leathers

Leathers are a pretty hefty investment these days, but I cannot say enough in praise of them. Horse hide has saved my own on more than one occasion! Buy wisely, shop around for value but never buy cheap. Beware the unnecessary stitch again — and where there are seams they should be double stitched. They should be fairly close fitting but not restrict movement and when you do buy leathers, try them on and sit on your bike to make sure they fit comfortably the way they'll be used. You don't buy a set of leathers to walk around in. For touring, a separate jacket is more comfortable because it allows you to peel the top half off when you stop. Always buy a lined suit and don't forget leather does stretch with use. They should be quite snug therefore when you buy them.



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Neat 'n' sweet

If you're like me, you probably ride better on a neat machine. If it's clean and polished, my riding is equally sharp. Same goes for my clothes, so I always keep my riding gear as clean as possible.

If I stop for a coffee on the road, first thing I do is wash the bugs off my visor ready for the next leg of my journey. Not only do they affect my vision, I also think it must be pretty nasty for other people to talk to me through a layer of dead insects!

Visors and helmets should be washed with soap and water — and if you use a furniture polish on the visor when it's new you'll find all the nasties wash off much more easily. Nylon suits need a warm water wash once in a while. Follow the instructions sewn inside the garment. Leathers too need the soft-soap and damp sponge job, but always finish off by drying carefully. Don't get leather too wet and never use direct heat to dry it. Neatsfoot oil is good news for leather but use it sparingly on soft hides. Boots? Well, everyone knows how to look after boots don't they? A good polish or dubbin treatment is what they need — and if they get sopping, help dry them out by stuffing crushed newspaper inside them overnight. This draws water out and also keeps their shape. Waxed cotton suits are a problem because they attract dirt so easily. A good soaking in clean water and some gentle scrubbing followed by a drip-dry and reproofing is what's needed here. All clothing will be better for regular washing

and reproofing. Your clothes will last longer and you'll stay neater.



First aid

Being first on the scene of an accident can be alarming for someone not trained in First Aid. It's always better to know what to do because when people need help you'll find, often surprisingly, that you're very willing to give it. But unless you know the right things to do you could do more harm than good. Here are some tips. And remember, whatever little you do to help the injured, do it calmly. The last thing they need is someone around them who's all a-dither and panicky.

1 Assess the accident.

Note the vehicles involved; the number of injured; those who appear seriously injured, unconscious or trapped.

2 Protect the accident site.

Fire is a big risk. Trapped people can panic, so turn off the ignition of their vehicle and disconnect the battery. Do not allow anyone to smoke. If you can find a fire extinguisher, put it close to the vehicle where everyone can see it.

That gives everyone confidence.

Send volunteers in both directions to flag other traffic down. They should go back down the road at least 800 yards and use a paper or piece of light clothing as a flag. Use other vehicles as hazard warnings and illumination (see fig. 1).

3 Summon help.

Determine where the accident is and send volunteers to phone 999. Each should go in a different direction if there is no nearby

telephone but must have the same information with them.

They will need to know: Where the accident is — or the nearest landmark; the number and details of the injured; and whether any of them are trapped. Ask for the Police and Ambulance. Police action ensures that essential services are mobile and they will ascertain if you need the Fire Brigade as well. Write the message down for each volunteer — or get them to repeat the message back to you.

4 Assist the injured.

People who are not hurt badly and able to walk should be taken from the road and sheltered in nearby cars or houses.

NO DRINKS SHOULD BE ALLOWED.

This may delay a necessary anaesthetic later. Cuts and mild bleeding should be covered with a firm dressing made from a clean handkerchief or other linen. The more obviously injured should be left where they are unless there is danger from other moving traffic. Cover them with coats, they must be kept warm. Unconscious people should not be left on their backs. Turn them on their side (see fig. 2). Dentures should be removed and the mouth cleaned with the finger to remove earth or other debris. If the injured person's colour is bad and his breathing seems obstructed, the jaw should be pulled forward (see fig. 3) to ensure a clear airway.

People trapped in cars should not be moved unless there is a definite fire risk. If someone complains of a pain in the neck, or they are unconscious, the head should be supported with your hands or a collar can be made from a stiff newspaper folded to a

width of 4–5 inches (see fig. 4). Again, support the jaw forward to ensure a clear airway. If the breathing is noisy and the patient's colour is blue, move the patient and place him on his side to avoid the inhalation of vomit.

Those who can speak should be asked their name and address and if they are taking any tablets. If so mention it to the Ambulance men when they arrive.

Above all, keep calm and get on with the job as if you've done it a thousand times before. Injured people need warmth and comfort and need to know they are in safe hands. Stay behind to give a statement to the police once the injured have been taken to hospital.

All motorcyclists should have a basic knowledge of First Aid. Instruction can be found through the Red Cross Association and the St. John's Ambulance Brigade. Look them up in the phone book.

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RIDING FOR REAL! - Part 4

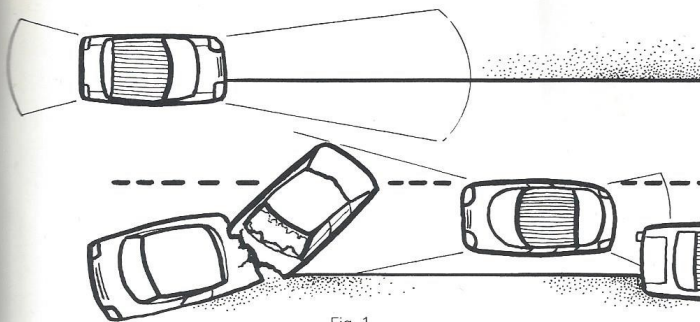


Fig. 1

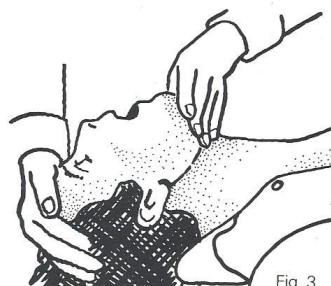


Fig. 3

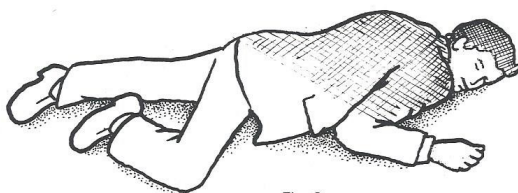


Fig. 2

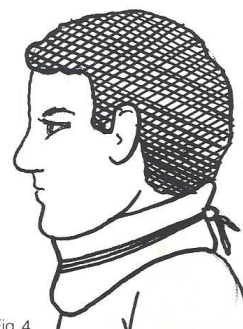


Fig. 4

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Summary

The key words of 'survival' and 'enjoyment' which we started out this booklet with have been backed up by others. 'Observation', 'smoothness', 'positive', 'quality' and 'courtesy' are a few and I'd like to add another — confidence.

Overconfidence is a bad acquisition. Remember that none of us is invincible. But if you've read and digested at least some of the advice Gulf have brought you in these pages, you have every right to be confident. That can only be to your good, you'll need it on the roads of this country.

So let me leave you be repeating some of those key words

Be positive.

Be Smooth.

Observe.

Enjoy.

Survive. And ride well.

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RIDING FOR REAL! - Part 4

Useful addresses

Training schools:

Schools Traffic Education
Programme (STEP)
2309/11 Coventry Road
Sheldon
Birmingham B26 3PB
Tel: 021-742 4296.

RAC/ACU Training Scheme

Auto Cycle Union
31 Belgrave Square
London SW1
Tel: 01-235 7636.

Book publishers:

Highway Code available at all bookshops
and stationers or direct from HMSO, 49 High
Holborn, London WC1V 6HB
Tel: 01-583 9876

Advanced Motorcycling The Institute of
Advanced Motorists, Empire House,
Chiswick High Road, London W4
Tel: 01-994 4403

Roadcraft available from all bookshops and
stationers or direct from HMSO, 49 High
Holborn, London WC1V 6HB
Tel: 01-583 9876

Acknowledgements

Gulf Oil (Great Britain) Ltd gratefully acknowledge the assistance of the following in
compiling this booklet.

Peter and Vanessa Williams
Doctor RA Sleet, Consultant: Hampshire Area Health Authority
John McDermott, BMW Concessionaires Ltd, Chiswick, London
Kett Manufacturing Co Ltd, Harrow, Middlesex

Published by Gulf Oil (Great Britain) Ltd © 1978
Designed and produced by Graphiking Publicity Ltd, Cheltenham
Printed in England

Presented with the compliments of:-

Price
45p



Gulf Oil (Great Britain) Limited
The Quadrangle, Cheltenham, Gloucestershire

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BIKER DOWN 2018



Upcoming Biker Down courses in West Mercia:

- Sunday 20th May 2018 – Bromsgrove Fire Station, Worcestershire (10am-1pm)
- Saturday 17th June 2018 – Peterchurch Fire Station, Herefordshire (10am-1pm)
- Friday 7th September 2018 – Bromsgrove Fire Station, Worcestershire (10am-1pm)
- Saturday 22nd September 2018 – Shrewsbury (10am-1pm)
- Sunday 7th October 2018 – Telford (10am-1pm)
- A limited number of places are available on each course. If you would like to attend one of these courses, please email:

Roadsafety1@westmercia.pnn.police.uk

Places will be allocated on a first-come-first-served basis. We will confirm if you have a space on the course and confirm location and details for the day.

THE TAIL ENDS— BY MR ALAN RIDER

Welcome back, my reader, to my musings. As we move into the off season (well it's an off for those who don't IPSGA) I'm wondering how we all managed this summer of all summers. For me it was a bit hot on many an opportunity which led me to explore clothing options. It rapidly became clear that I'd have to sell the wife, the house, the dog, the cars and just about every toy I possess to afford the range of clothing needed.

I don't know about you but I have a 'motorcycle cupboard' already bulging with Goretex riding suit, leathers, winter gloves, summer gloves, track day gloves, knee sliders (as if) old helmets, new helmets, other peoples' helmets, so say waterproof boots, guaranteed leaky boots, heated vest and not to mention the equivalent coat hangers, three garment strong each and every one of them, with head-to-toe cycling attire. Then there's the 'I'm shopping at Waitrose' summer, autumn, winter, snow and rain trendy gear, colour-matched to my delusional age-denying hair tint.



Blow me down, I'm never going to crush into that closet the future proof, climate-change summer *essentials* of Halvarssons Mesh Sweater base layer (in black), the Macna Dry Cooling water-filled evaporation vest (useful if you're planning Death Valley or Brighton Promenade), the super-doooper ventilated Helstons Modelo Mesh riding jacket, the Rokker Tech single layer jeans, the Resurgance New Wave Single-Layer Jeans for when the Rokker's are soaked from that annoying freak cloudburst, the Magellan & Mulloy Shortie boots in black with orange stitching (essential) the...the....bored now.

So, being of the *"you'll fall off the day you don't wear the proper gear"* persuasion, I eschewed the whole idea and opened a Waitrose Duchy Original Golden Ale (4.2% ABV) and slipped back into my sweat-moistened Lafuma lounge. Vastly better.

And if you are wise and loaded enough to invest in all this lovely gear, you can bet your matching Halvarssons Mesh Pants Underwear (in black) that it'll honk down all next summer and you'll be back on t'internet to find a riding suit that doesn't leak like your old one did by the time you got to Crossgates.

I mean, it's all right if motorcycling is your only or your main hobby. But if you possess a money-pit, aka a house, you are already impoverished by the garage full of DIY kit you were so easily convinced to acquire to attempt those jobs you should have left to a professional. Not to mention your partner's incontestable essentials of Yoga retreats, organic yoghurt, brown rice and gluten free shower gel.

And just to depress you, much of this desirable, utterly delectable kit is made overseas (*here we go - BREXIT alert! - Ed*). Come the No Deal exit it may well get even more financially challenging. However don't let me put you off, you can dress yourself right now to ride round the world with the help of my favourite motorcycling outfitter Motolegends. www.motolegends.com

Ah! It's raining and cold again, as usual for August, so I'm happy once more to don my threadbare kit and venture out. See you there.