

# WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



MAY 2019



## CHAIR'S FOREWORD

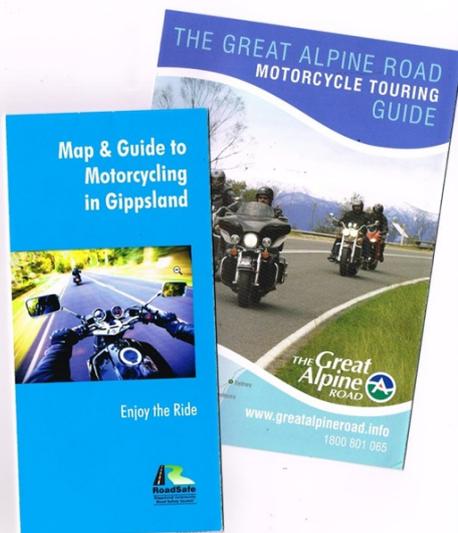
The 'roof of wales' ride (5<sup>th</sup> May 2019) was certainly the right antidote for not riding for 6 weeks whilst on holiday in Australia. I missed biking (there are some fab biking roads in Aus) but the great roads of mid-Wales, Tony's challenging route, dry and sunny weather and, most of all, the company sorted me out! I rode with a few people I hadn't ridden with in a group before and was impressed by everyone's ability to 'make progress' with safe riding and courteous overtakes.



A rarely photographed view from Sydney Harbour Bridge



An 'Aussie Twin' – shame they didn't leave the ignition key



Whilst in Australia we hired a car to drive from Melbourne to Sydney, over 1000km along the Princes Highway. An amazing road of forests, roos and beaches. En route the many tourist information offices had biking info which described great biking routes with safety notes and details of where to go. Perhaps our Tourist Boards should do the same?

## CHAIRS FOREWORD CONT'D

However, if you ride or drive in Australia please remember they police speed limits (+3kph = a fine), even in the middle of nowhere they run random roadside checks; my first ever breathalyser!

And once off the main highway there's a good chance the way will be on unpaved, dusty roads. My thanks to Richard H for "looking after the shop" whilst I was away. He's enjoyed it so much he's agreed to act as Group Secretary until we can find a replacement for Paul W.

If you are interested, please let me know. It's a great opportunity to get involved with WHAM.

Back at WHAM we've held not one, but two free taster sessions. They have attracted another cohort of new Associates to keep our Observers busy over the coming weeks. Many thanks to our Observers for help manage these events. And thanks to the Safer Road Partnership for their support.

Finally, don't forget our 'last Wednesday' Natter Nights will be **summer evening rides** (May, June, July and August) ending up at The Falcon where we all meet for a chat. As always, the routes are fab!

Details are posted on our Events page.

And note our **Slow Riding Day** in your diaries – July 7<sup>th</sup> – it's not only a chance to hone your slow manoeuvring skills but also braking technique and take part in the (hilarious) Slow Riding Race.

<http://www.wham-motorcycling.org/event/wham-slow-riding-day/>



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## HEREFORD ON THE EDGE—ROB HOLLIDAY



And now for something completely different, well not that different but a whole lot of fun for anyone that has a bike over 25 years old.

Herefordshire on the Edge (HotEdge) is an event I discovered 3 years ago in the 'What's on Section' of Ride or Bike magazine and which is organised by a really nice bloke and true Bike Enthusiast, Geoff McGladdery from Hereford, some of you may know Geoff already from some of his other exploits like completing the TAT (Trans America Trail) on his Moto Morini.

If you have a 25 year + Bike tucked away somewhere and want to give it a good airing this Vintage Motorcycle Club (VMCC) event is a great day out riding around beautiful, quiet countryside most of which you didn't know existed.

No VMCC membership is required a 'day' membership is included in the very modest entry fee.

There are now two start points Leintwardine and Ross on Wye the course is the same from both ends.

There are several categories of accomplishment, with medals awarded depending on the waypoints you visit including a number of 'optional' off road points known as Hereford on the Ragged Edge. (Additional award for collecting these waypoints)

All in all, about 200 miles to get the Top Medal

The really interesting and challenging part is that the event is more of a 'Navigation' exercise than an organised Rideout like you may be used to.

You plan your own route based on the location of the random ordered 'Waypoints' which are issued about two weeks before the event, sounds complicated, it's actually not and the satisfaction is immense when you get to the finish after a day of riding up and down the byways and backroads around the perimeter of Hereford questioning yourself "am I going the right way" when half a dozen of your fellows are confidently riding in the opposite direction, They've obviously planned the waypoints in a different order is the obvious conclusion.....isn't it??

I've taken part in this great day out for the last two years in the company of a diverse bunch of dedicated and interesting characters with equally diverse and interesting Bikes (Three Wheelers and Scooters also welcome)

It's a great day out try it, if anyone wants to team up and ride together give me a shout, I'm starting from Ross. [robhollidayy@gmail.com](mailto:robhollidayy@gmail.com) 07802 760245

Full details are in the following 'Official' promotional material including an entry form and the full rules and regs plus the contact details for the organisers.



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## HEREFORD ON THE EDGE—ROB HOLLIDAY

Event Press Release 2019

***“Herefordshire on the Edge 2019”***, now in its 4<sup>th</sup> year, takes place on Sunday June 23<sup>rd</sup>, and once again is proving hugely popular with classic motorcycle enthusiasts from all corners of the UK.

This unique, non-competitive navigational event, organised by the Herefordshire section of the Vintage Motorcycle Club, is open to motorcycles and three-wheelers which are at least 25 years old on Jan 1<sup>st</sup>, 2019.

Entrants may choose to start and finish at either The Travellers Rest Ross-on-Wye HR9 7QJ, or the Lion Hotel Leintwardine. SY7 0JZ.

Riders must plan and then follow a route to visit as many as possible of the 33 designated waypoints spaced at intervals in and around the borders of Herefordshire.

The 2018 event attracted 76 entries on 20 different marques, spanning 9 decades, the oldest bike to finish was Terry Pickering who took a Gold medal on his fabulous and rare 1928 500cc OHC Humber. Organisers are hoping to attract over 100 entries this year.

For full event details and entry forms, email [herefordvmcc@outlook.com](mailto:herefordvmcc@outlook.com)

If you require any further information, contact Geoff McGladdery at [herefordvmcc@outlook.com](mailto:herefordvmcc@outlook.com) or call 07588 559698



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# HEREFORD ON THE EDGE—ROB HOLLIDAY

Promotional poster

**2019**  
**HEREFORDSHIRE ON THE EDGE**

**A great day's ride around the borders of Herefordshire**

**Sunday 23rd June 2019**

**Open to bikes over 25 years old**

**For full details call 07588 559698**  
**or email [herefordvmc@outlook.com](mailto:herefordvmc@outlook.com)**

**THE VINTAGE MOTOR CYCLE CLUB**

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# HEREFORD ON THE EDGE—ROB HOLLIDAY

Photo 1 The view from Red Darren



Photo 2 Sunshine and medals – what more could they want?



## HEREFORD ON THE EDGE—ROB HOLLIDAY

Photo 3 Diane Davies – high up on the Black Mountains



# HEREFORD ON THE EDGE—ROB HOLLIDAY

Photo 4 Scooters are welcome too!



## HEREFORD ON THE EDGE—ROB HOLLIDAY

Photo 5 Terry Pickering's 1928 500cc OHC Humber



## WHY THE BASQUE COUNTRY REMINDS ME OF WALES



9-11 May 2018

Disclaimer: the picture above is not of the Spanish Basque coast; neither are we in the Basque Country. We are already in La Belle France, and there is a good reason for this, mere hours after docking at Bilbao this afternoon.

Let me explain. I love Wales dearly. Some of my best sons are half-Welsh (all three of them), and my beloved brother- and sister-in-law have made their home in Porthcawl. The thing about Wales is it's green, mainly cos it rains there from time to time. And has industrialised valleys loomed over by towering mountains. And a language that no-one has any chance of understanding, packed with strange consonants. And every time you cross the border into Wales, it rains. Okay, that's several things about Wales. So now let me tell you that the soul-mate of Cymru, the Welsh astral twin, the doppelgänger of the Valleys...is the Basque Country of northern Spain. Green, tick. Mountains, tick. Valleys full of industrial might, tick. A language with more "x"s, "z"s and "k"s, all consonants, than is possible. And it didn't take long after docking at Bilbao this morning for the rain to start.

## PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

The Pillion had dressed sensibly to begin with, but being fooled by the fleeting sunshine, took off one layer of the seven she was wearing. That's right, the waterproof layer. There soon ensued a rapid unscheduled stop, layer seven went back on, and off we rode into the rain, heading north.

With the outliers of the snow-capped Pyrenees to our right, we dashed over the border into the French Pays Basque. Clearly a lesser version of Basque-dom, overwhelmed by French hegemony, for the rain instantly stopped, and the damp industrial valleys disappeared to be replaced by a magnificent coastline of breakers and wide golden beaches. Not to mention [Biarritz](#), our destination for the night. The Rider was yawning already, worn out after a whole two hours in the saddle.



With six weeks of hard riding ahead of us still. But Biarritz was doing sun, beach and sharp rollers in unabashed style. The wonderful Belle Époque buildings, so much white meringue piled up into fantastic towers and roofs, dominated even the wide golden seashore and its massive breakers. The town was busy, full of designer shops holidaying from Paris for the season, together with matching slim elegant women. Turns out biker chic is very in this year. I was in my element at last, as I swanked my real biker-chick jacket along the promenade before a glass or two of rose, and a very decent dinner.

All this more than makes up for the less happy evening the Pillion spent aboard Brittany Ferries last night, crossing the Bay of Biscay in a heavy swell after leaving it rather too late to take her sea-sick pills. I shall draw a veil over that; suffice to say the Rider was suddenly left in front of both our rather nice meals in the shipboard restaurant.

Still, all that is behind me. We're back on the Tigger, with a heatwave forecast for tomorrow – Allez les gars, as they say in these parts!



# PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

## From the Front Seat

So we're off for 3-5000 miles ride to Albania – or as far as we can get in 6 weeks. And for any geeks or insomniacs who happen to be reading this blog, here is the prep I put into the riding part:

Our (my!) bike is a 2015 Triumph Tiger 800 XRx – which auto-correct appropriately changes to Triumph Tiger 800 Sex – which is pretty close to true!

My tweaks include:

- Stock silencer for a carbon fibre Scorpion job – weighing less than 1/2 the original.
- Kappa panniers and top box
- Oxford cap-lock tank bag
- crash bars (thoroughly road tested in a Cotswold hedge)
- radiator guard
- homemade phone bracket cable tied to handlebars
- £10 Chinese spotlights (mounted on convincingly pro-looking homemade alu brackets)

Non-OEM screen (having severely 'modified' the original while road-testing the crash bars)

- additional 'racing style' brake light and 3x mini l.e.d rear fog lights (I like to be seen and am not keen to be shunted from behind. Again!)
  - EBC brake pads (cus I don't shunt anyone else either)
  - Replacement top quality gold chain (the sort that drives the back wheel not the sort found round Jayzee's neck). Plus new front and rear cogs.
  - Massey Ferguson plastic tool-tube cable-tied to the rear subframe
  - rear hugger by R&G (why they don't have mudguards as standard God only knows)
  - Monochrome Union Jack anti-scratch sticker on the tank – cus it looks cool
  - Multiple GB-EU stickers.
  - Disc lock, lock and cable (for helmets and jackets), wire mesh secure net and lock (for boots and other clothes)
  - Tools and fix-it-stuff hidden all over and under including insulation tape, cable ties, spanners, drivers etc. wire, air canisters, cuddly toy, chain spray, oil (in a taped up old water bottle), knife and thin rubber gloves.
  - shiny new Continental TKC 70 tyres with chunky profile in anticipation of Albanian roads
- I hope that by having all these, sod's law will ensure that nothing will go wrong.



Tigger with fellow Tiger safe behind bars in Biarritz



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# USING THE THROTTLE! - DEL B

Open the throttle:

- To *increase* road speed.

To *maintain* road speed, for example when cornering or going uphill (referred to as '**positive throttle**').

Close the throttle:

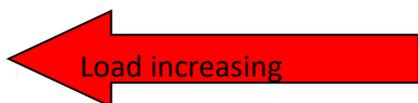
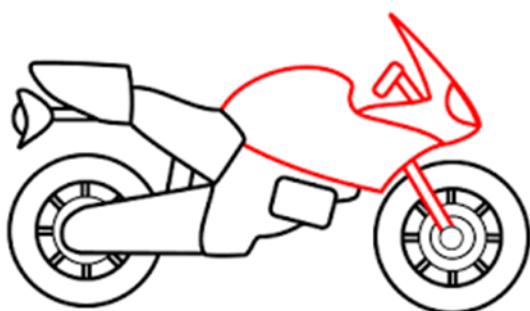
To reduce engine speed and slow the bike down.

*If you are in the correct gear for your road speed, opening the throttle will give you a responsive increase in bike speed. If you are in too high a gear, the engine will respond sluggishly because it is being asked to work outside its power-band. Changing to a lower gear allows the engine to work in its power-band and so makes for a more responsive machine.*

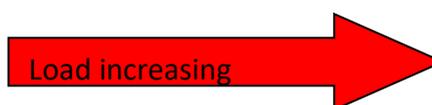
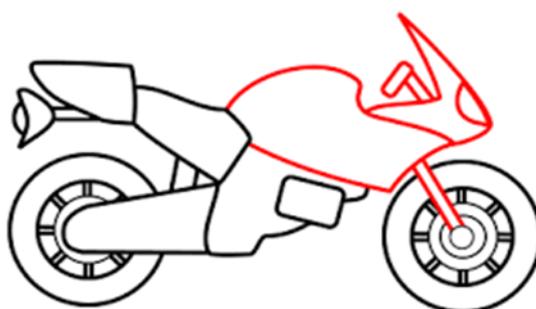
If you close the throttle, you get the opposite effect – deceleration. The engine speed slows down and cylinder compression slows the machine down. The lower the gear, the greater the slowing effect of the engine, or engine braking.

## Acceleration and the machine balance

Acceleration alters the distribution of weight between the wheels of the bike. When a machine accelerates, the weight lifts from the front and pushes down on the back wheel, increasing the load on the rear tyre. During deceleration, the opposite happens, increasing the load on the front tyre.



*During acceleration*  
*load on the rear tyre increases*



*During deceleration*  
*load on the rear tyres reduces*

# USING THE THROTTLE! - DEL B

## Develop your competence at using the throttle

How you use your throttle affects your own and others' safety. Motorcycles are very responsive to use of the throttle during acceleration and deceleration. Sudden sharp use of the throttle reduces tyre grip and jeopardise stability and control, especially when cornering. It could lift the front wheel of the bike or cause the rear wheel to spin.

Jerky use of the throttle is uncomfortable, put unnecessary strains on the machine, reduces tyre grip and increases fuel consumption. Develop smooth control of the throttle: use gentle, progressive and accurate movements to open or close.

Acceleration capability varies widely between machines and depends on the fuel or power source, the engine output, its efficiency, the power-to-weight ratio and its load. Take time to get to know the acceleration capability of any machine you ride. The safety of many manoeuvres, particularly overtaking, depends on judging it well. Remember the faster you go the further you will travel before you can react to a hazard. It will take you longer to stop and, if you collide, the results of the impact will be worse.

### Acceleration sense

Acceleration sense is the ability to vary machine speed and response to the changing road and traffic conditions by accurate use of the throttle, so that you use the brakes less or not at all.

You need acceleration sense in every riding situation: moving off, overtaking, complying with the speed limits, following other traffic and negotiating hazards. Acceleration sense requires observation, anticipation, judgement of speed and distance, riding experience and knowledge of the machines capabilities.

When you come up behind another vehicle, how often do you need to brake to match the speed of the other driver in front?. If you answer is 'always' or 'nearly always', work at developing your acceleration sense.

Ride along a regular route using acceleration sense rather than braking. Notice how it improves your anticipation and increases the smoothness of the ride.

# USING THE THROTTLE! - DEL B

## Using the throttle on bends

To get the best stability while cornering, you need to keep your speed constant. Do this by gently opening the throttle enough to compensate for the speed lost due to cornering forces. Your aim is to maintain constant speed, not to increase it. Practice will help you judge how much to open the throttle for a steady speed.

Maintain a positive throttle (use the throttle to maintain a constant speed) through a bend. A constant speed keeps your weight evenly distributed front and rear, and ensures maximum tyre grip.

If you accelerate to **increase** road speed and alter direction at the same time, there may not be enough grip available and you may lose steering control. When you need to steer and increase speed together, use the throttle sensitively and smoothly. Take extra care when accelerating in slippery conditions. If you misjudge it, you may experience loss of traction and control.

## NEWS—RICHARD HEWITT

### Chief Observer Posts -

Through discussion at Committee we now have Alex Hoyle as sole CO covering Hereford and Worcester. Gary Barnes has concluded that his burgeoning business leaves him little time to focus as much as he would like on CO duties and Alex is very happy to take on the mantle of “el supremo” CO.

### Brittany - September 2019:

We've 18 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.

### Test Pass:

Tim Went passed this month after training with Chris Brown. Please do welcome Tim as newbie for May; and Tim, don't forget those Sunday Rideouts, where you can hone your skills further. Details as ever on our fantastic WHAM website.

### Summer Event:

At committee we discussed having some sort of 'summer do'. We've some funds available to host something along the lines of a hog roast, maybe ride and camp weekend; Duane Sanger, WHAM's events guy, is looking into the art of the possible. If you've any ideas, please do send them into the ed at [whamnews-letter@gmail.com](mailto:whamnews-letter@gmail.com) .

As an inducement to put this event in your diary the ed understands our own veritable Routemaster, Tony Davies, has promised to bring his pink piccolo; and actually get it out and play it for our entertainment/ amusement! I'm sure you'll all keenly look forward to that!



## THE TAIL ENDS— BY MR ALAN RIDER

As I sit here the last few weeks of rain have deluged like my Mira on steroids and the sun is trying, rather inadvisably, to puncture the solid mass of impenetrable cloud like a sex hungry teenager wanting to infiltrate a lynch mob of co-dancing girls at the end-of-term bash.



And it's at moments like these when sunny, bare leg, bikini enhanced, flip flop days are a forlorn hope that I turn to our Ed for inspiration. "What about writing on wet weather gear?", says he, clearly suffering from the same depressive bout of weather induced misery. "'s'pose I could" I bellow, as the rain makes jack-hammer noises on the tin roof of my man cave.

Fabrics for wet weather motorcycling garments have come a long way in the last few decades. Way back when, your choice was either a vulcanised rubber two-piece suit, quite possibly fabricated in secret by the self-same makers of diving suits and marketed by Belstaff with the Grimm-like fairy tale name of The Black Prince Motorcycle Suit. Within this totally impermeable garment you would be encased, condom like, but clearly lacking that item's desirable snug fit, as you slipped towards death from dehydration as testified by the river of sweat that would flow from inside. Of course, your other choice was a wannabe Sammy Miller Belstaff Trialmaster suit in black waxed cotton. These suits certainly kept rain out, for a while, but left your undergarments as moist as that teenager's palms and your collar befitting a coal miner's face post shift. Oh yes! I nearly forgot...the pockets *always* filled up, soaking those few and precious pound notes in yer wallet. Who on earth thought that a fabric with slightly sticky, road dirt attracting, wax coating was a good idea (rhetorical) and you could even spend 'em, when dried out mind, on a tin of re-proofing wax. That's as deeply unpleasant a thought as reusing a prophylactic.

As for footwear to hold moisture at bay for more than three gear shifts, it was as futile a task as attempting to leave the EU. I recall purchasing a pair of leather boots from an army surplus store at a time when the stock was actually ex-army, unlike the Pakistan ersatz camouflage fatigues sold by fake surplus shops now and sported by large men with bald heads and long beards and predictably H-D mounted. The problem was my store sold stuff that must have been ex First World War probably because the Cold War was raging, and we had a proper Army to keep properly clad. These impressively stolid boots were made of quarter inch thick, ex rhinoceros' leather that would do justice to a dominatrix outfit. And I'd swear they'd seen action in the Somme. Anyway, in an attempt to make them flexible enough to permit my ankle to flex, I smothered them in Neatsfoot Oil month, after month, after month. Eventually I had saturated them so completely that they squeezed out an oily drool from every crease and crevice and were so slippery I needed pliers to pull them on. And when finally removed, they left the obligatory 'rockers' roll top, white, sea-boot socks resembling a squashed sewer rat. I'd prefer wet socks frankly.

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## THE TAIL ENDS— BY MR ALAN RIDER

Talking of which, Ed assures me that the brand Sealskinz is the way to go for the socks to wear for when your boots leak as, dear reader, they assuredly will. Per their website, they trumpet a “Hydrophilic Membrane”, yet again demonstrating the depth of commitment to bamboozling you the punter with technobabble... “hydrophilic - having a tendency to mix with, dissolve in, or be wetted by water” (google).

‘Dissolve in’..... my point exactly! I mean really!! Web research reveals that the Inuit people really did use the intestines of seals to make waterproof garments, romantically joined together in unholy odour and sealed with boiled bone glue. And don’t get excited about so say ‘breathable membrane’ type materials (no brand names - no lawsuits). My GriSport walking boots last about 6 months before the highly applauded, graphically depicted, laughably breathable, improbably impervious and graciously supercilious membrane gives up the unequal struggle with the planet’s most abundant asset.

Which brings me to my final point and bugbear. Whatever you buy in the way of a riding suit (and aren’t they so popular!) it will not keep you dry indefinitely. So go on..part begrudgingly with your 2099.98 GBP to acquire a Rukka Kallavesi suit (go Motolegends) and I quote *“Like the Navigatorr, the Kallavesi is made from a Gore-Tex, 3-layer Pro Shell, so the suit will never wet out. You will stay drier for longer, and the suit will always dry quickly.”* Says it all....“drier for longer” ....so you’ll get wet! And then again, maybe you’ll consider a one-piece oversuit to cover your Rossi rep dead cow suit. I guarantee you will still get wet....and down there! Oh yes! the front closure *will* leak; the crotch *will* fill up and you *will* wear incontinence pads in future. In reality, since you are all becoming an aged bunch of thrill seekers, by the time you’ve stuck your dentures in place, adjusted the comb over, inserted earplugs, strapped elbow and knee supports, fiddled with spectacles, sat down to pull your trousers on, connected the heated gloves and waistcoat, stumbled around putting your boots on, programmed the Garmin and lost track of which pocket holds the key, you’ll have forgotten where you were going and why and the rain will have abandoned its resting place aloft and is hell bent on ruining your ride.

Have a nice day!



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