

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



NOVEMBER 2020



CHAIR'S FOREWORD

November's restrictions have, for many, shown that this second lockdown has been more difficult to cope with than the first. The rules are more complex and businesses that had survived the spring are once again in jeopardy. IAMRS groups have had all riding suspended together with training and Natter Nights. Christmas is cancelled. Or perhaps just postponed? We need to get thinking about how we can revive our biking when the long awaited inoculations allow us to meet again.

The Bike Show has gone 'virtual' which takes away the option of sitting on new models letting your imagination run free. So we have to revert to UTube and Biker mags....not quite the same!

One of the successes of the new Sunday ride booking system is that 122/170 members are on our closed Facebook page. But even if you aren't, you can still ride on Sundays by contacting us to book a place. (Assuming post-lockdown rules allow groups to meet).



WHAM rides Brittany

One of the nicer activities we can all do is to plan that European trip! There are many websites covering biker hotels, routes and itineraries. Whether you join an organised group or DIY there's a lot of fun work in checking ferries, accommodation and the all-important Google street views of potential routes and cafes.

I always check how to access hotel car parks particularly after circling central La Rochelle to enter what looked like an impenetrable set of barrier controlled one-way streets to gain access to the hotel!

So what's next?

Our AGM is on the 27th January 2021 when we will elect/re-elect the committee. Please think about joining us in running the group.

In the meantime here are my first impressions of my Tiger 900 after 900 miles. I guess most of you have read the reviews, UTube 'first rides' and noted that the Rally version became RIDE's bike of the year. The Tiger is my first "British" bike since I was a teenager and my first triple.

The combination of great comfort levels, pretty good weather protection and copious hard luggage make it great for touring.

The pillion seat has already been approved by Gill (who still says the 1200 Multistrada remains the best)

The toys on my GT PRO add a layer of sophistication all easily accessed via a toggle button and displayed on the large screen. As autumn turns to winter, I'm appreciating



Not yet ridden....



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CHAIRS FOREWORD CONT'D

the heated grips and heated seat: I have even had a lead for my heated jacket hard wired to the battery.

The engine feels more revvy than my previous bikes which were all twins.

Power 93.9 bhp @ 8,750 rpm

Torque 87 Nm @ 7,250 rpm but crucially 75Nm from 3500 rpm

The torque curve results in flexible relaxed riding when needed but develops quickly into a responsive fast ride as the revs build. The Brembo brakes feel good and certainly deliver smooth braking.



Shropshire sunshine

I'm still getting used to the quick shifter which operates up and down the box with ease. If used when making progress it allows smooth and instant gear changes as the bike accelerates. Another feature new to me is cruise control. It was a bit weird having the bike go all on its own but it is set with a double click of a button then fine-tuned up or down 1mph at a time. I have found I use it a lot not only on quiet long 40's and 50's but some stretches in the 30 limit as it takes away the tendency for the speed to creep up.

Handling is good and it turns in quicker than my Africa Twin.

What's not good? Not much actually! There's a gap in the rear mud guard that allows dirt to spray up onto the rear light and top box latch and you can't turn on the aux lights with the smart LED side light, they only come on with dipped heads.

Overall, I'm loving the bike.....|

Take care, stay safe.....stay Genki

THROTTLE.....—DEL BRITTON

Using the throttle!

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:

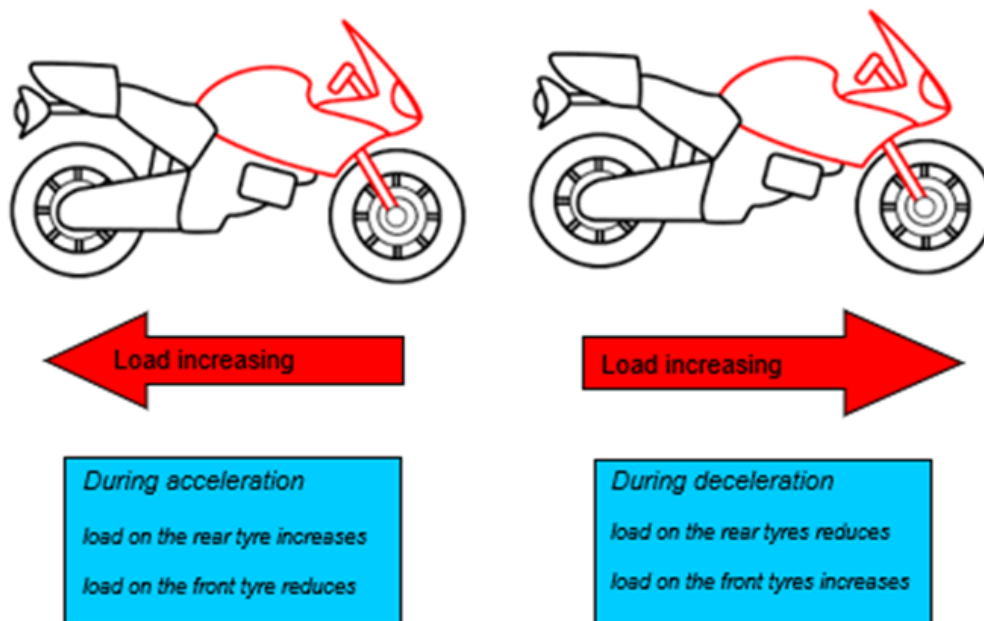
- To reduce engine speed and slow the bike down.

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.



THROTTLE.....—DEL BRITTON

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 machine's 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 your 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.

THROTTLE.....—DEL BRITTON

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.

Del Britton

NC500—DEL BRITTON

Scottish Bike Tour (NC 500) 22 – 27 September 2020

How lucky was I, three old colleges of mine asked if Derek McMullan (Chairman of the IAM) and I would like to join them on a trip before 'lock down' closed down the options any further, they planned on the NC 500 trip in September.

How could we refuse, routes planned out, Hotels arranged, and weather looked fine, for now! so we both jumped at the chance. Having planned and organised trips in the past the ideal of having it all arranged (Army style) was fantastic, all I had to do was enjoy the riding, the company and just follow either the bike in front or the dark blue line on my Garmin until we got to the hotel. Heaven, simply perfect. On top of this I always wanted to do the trip as I had always heard of the NC 500 being a classic motorbike trip that one must do before retiring from biking.

The weather all but one day was perfect riding days, as you can see from the route planner long hours in the saddle but, the roads and views made up for it. Most cafes were open albeit having to sit outside or in our group bubble squashed onto one table (Green Wellie stop!) but all very doable.

The planned route has us stop at two memories that meant a lot to us and ones that I had not visited before, David Stirling Memorial on the 'Hill of Row' Doune and, the Commando Memorial at Spean Bridge.



The whole trip was full of wonderful views, but one that most outstanding was the Applecross Pass, this five mile single-track road rewards brave riders with stunning Scottish scenery starting from sea level and rising to 626 meters (2,054 feet), challenging hairpin bends with magnificent views to the Isle of Skye. Plenty of bikes and those motorhomes to negotiate but being September, we were lucky it was not too bad, not to be ridden if you do not like heights!



NC500—DEL BRITTON

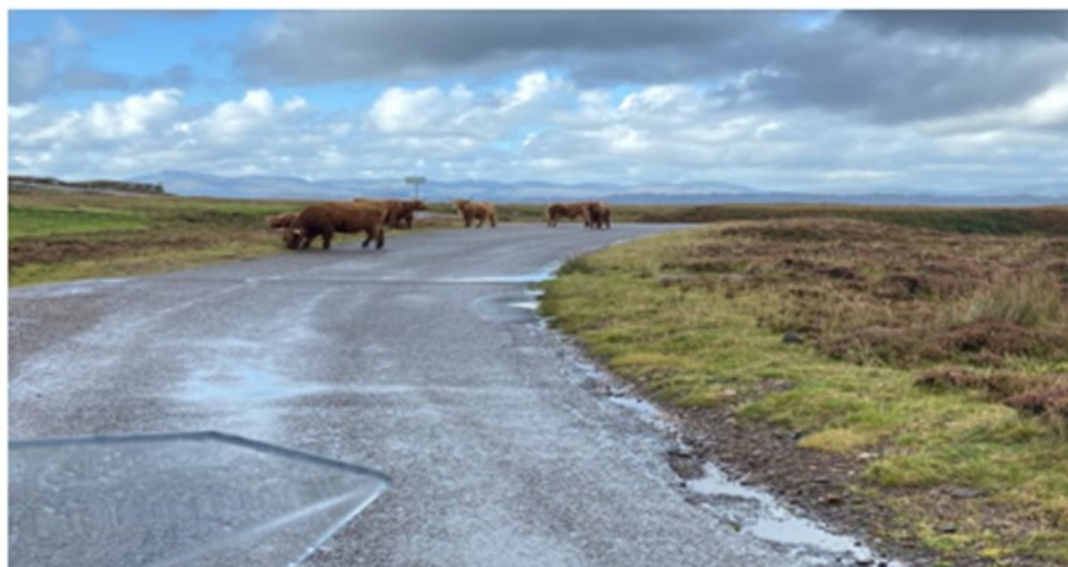


John O Groats.

Eilean Donan Castle overlooking Loch Duich



NC500—DEL BRITTON



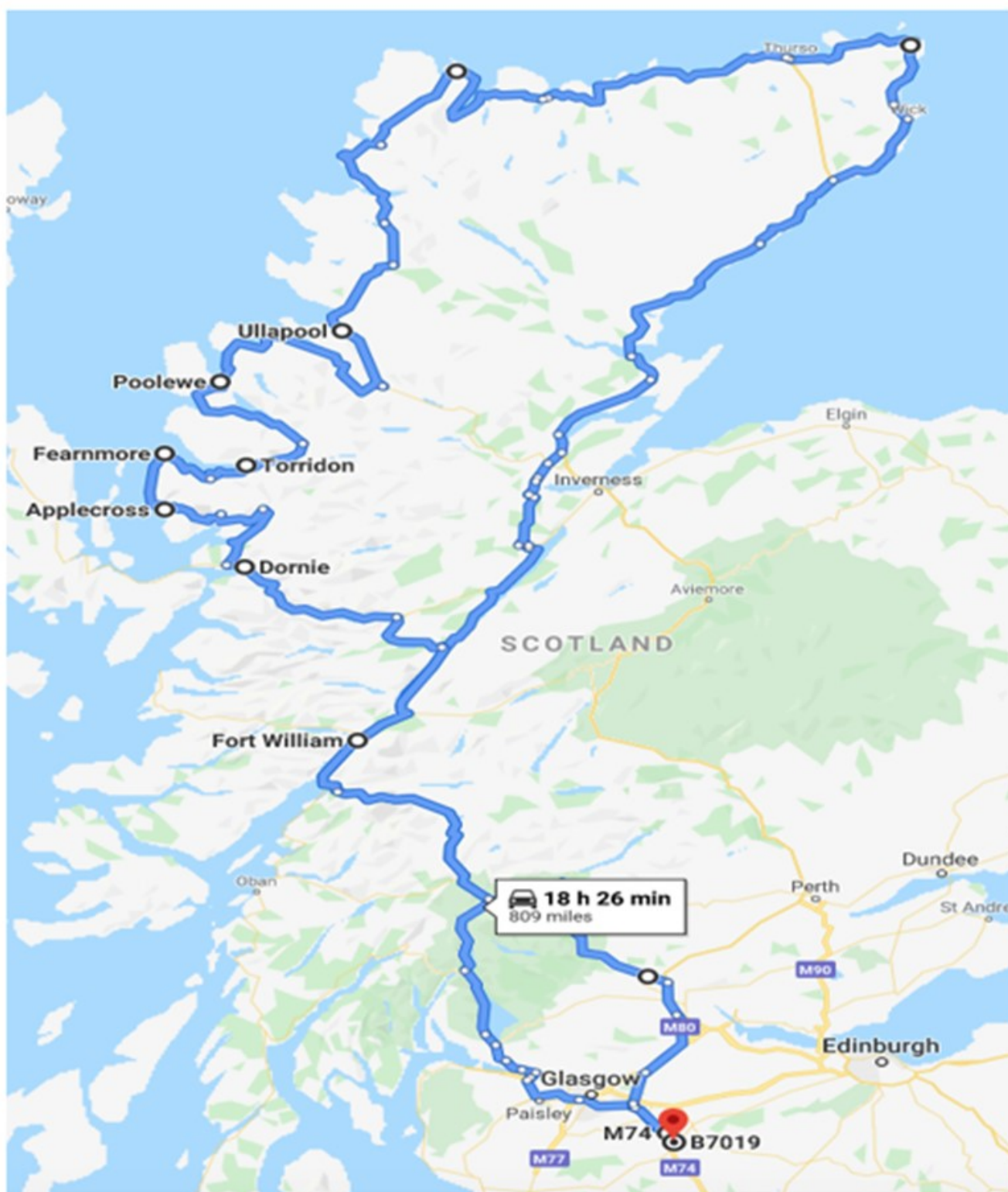
Surprising
what 'Hazards'
you have to
prepare for!

Date Sep	Start Finish	Route	Accommodation
22 Tue	Hereford to Doune	<ul style="list-style-type: none"> • Scotland Day 1 Route 375 miles = 6 hrs • Hereford – M50 – M5 North • 09:00hrs Strensham Services M5 North RV • M6 to A66 Fuel 2, Rheged Centre filling station CA11 0DQ (Penrith M6 Jct. 40) • Penrith – Dunblane/Doune: A66, M6, A74(M), M74, M73, M80, M9 • A9 to B824/A820 David Stirling Memorial • Doune FK15 9NY 	The Woodside Hotel. Stirling Road, Doune FK16 6AB Suzanne Rea thewoodside@doone.co.uk 01786 841237 https://www.thewoodside@doone.co.uk 3 singles + 2 double rooms £48 each B&B Cancellation before 24 hrs
23 Wed	Doune to John O'Groats	<ul style="list-style-type: none"> • Scotland Day 2 Route 270 miles = 5.5 hrs. • A84 Doune • A84 A82 Tyndrum, The Green Welly Stop, brew stop. • A82 Spean Bridge, Drumadrochit • A831, A833, B9169 Duncanston • A9 Latheron • A99 John O'Groats 	Seaview Hotel. County Road, John O'Groats KW1 4YR Andrew Mowat seaview@fastmail.com 01955 611220 www.seaviewjohnogroats.co.uk 5 x singles occupancy for £75 each Garage parking for bikes Cancellation before 48 hrs
24 Thu	John O'Groats to Ullapool	<ul style="list-style-type: none"> • Scotland Day 3 Route 184 miles 4 hrs • A836 to Thurso, Tongue House. A368 to Durness, Rhiconich, Unapool. • B869 to Nedd, Drumbeg, Clachtoll. • A837 to Ledmore • A835 to Ullapool 	Caledonian Hotel. Quay Street, Ullapool, Ross-Shire, IV26 2UG 1 x small single £52 4 Singles £55 each B&B Visit website Tel: 01854 612 306
25 Fri	Ullapool to Spean Bridge	<ul style="list-style-type: none"> • Scotland Day 4 Route 221 miles 5 hrs • A835 to Auchindrean Jct A832, to Mungasdale, Drumchork, Gairloch, Kinlochewe, Applecross, Strathcarron, • Strathcarron A890 – Auchtertyre A87 • Auchtertyre A87 – Invergarry A82, • Commando Memorial Spean Bridge 	Spean Bridge Hotel. Spean Bridge by Fort William, Inverness-shire PH34 3ES reservations@speanbridgehotel.co.uk 01397 712250 www.milton-hotels.com (Active website) http://www.speanbridgehotel.co.uk (Old website) 5 x single occupancy rooms. Twins & Doubles £57 each B&B Cancellation before 48 hrs

NC500—DEL BRITTON

26 Sat	Spean Bridge To Armathwaite, Cumbria	<ul style="list-style-type: none"> • Scotland Day 5 Route 230 = 4 hrs • Spean Bridge – Armathwaite, Cumbria • Route to be decided on the day. 	Fox and Pheasant Inn. Armathwaite, Cumbria, Armathwaite, CA4 9PY thefoxandpheasantarmathwaite@hotmail.com 01697 472162 https://foxandpheasantarmathwaite.co.uk/contact 5 x Doubles £60 Cancellation before 48 hrs
27 Sun	Armathwaite, Cumbria To Home	<ul style="list-style-type: none"> • Scotland Day 6 Routes • M6, M56 A55 Marlestone-Cum-Lache (Chester) Fuel 1: BP Wrexham Rd, Chester CH4 9DQ, A483, A5, A49 Hereford • Penrith to Redruth 470 miles 7h (Mick S) 	

NC500—DEL BRITTON



Del Britton

NEWS—RICHARD HEWITT

Now that the weather is cooling we're a little light on test passes this month and so Alex has bolstered our 'Rogues gallery' of member pics with a nice one of him and Pete Julz enjoying a super-size breakfast at the bikers pit stop café in Quatford near Bridgnorth. It appears observed rides go so much better with a huge breakfast to look forward to...



On the 17th October Mark Shaw, after being Observed by Andy Chambers tested again with Andy Lamb and came away with a strong pass. Well done both.



NEWS—RICHARD HEWITT

During your committee's last 'zoom' enabled committee meeting we had to unfortunately conclude that holding a WHAM Christmas doo this year was going to be either difficult or impossible to hold without serious restrictions that would most probably reduce the enjoyment of the event to a point where members wouldn't be able to enjoy themselves. Let's hope the Spring of 2021 will bring a set of circumstances where we can return to socialising normally.

Weekly Sunday rides are returning from Sunday 6th December and will be advertised on the closed WHAM Facebook page by our webmaster Tony Davis. Given C-19, this is a fluid situation, and so the best way at present to find out what's going in your club is to log into Facebook and follow the daily posts. If anyone is unsure as to whether they either want or know how to use Facebook safely and privately please do get in-touch with me and I'll try to assuage your concerns.

You will have seen on Facebook that I intend to step down from editing this newsletter after January and so we really do need someone to take over from me please. New, old ,and very old members are welcome to stand for this committee position.

Rgds

Richard H

Vice-Chair

WHAM 3260



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