

# WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



OCTOBER 2020



## CHAIR'S FOREWORD



**Autumn** is here, as clocks go back and our Sunday rides begin a little later. Agricultural mud, which gets everywhere, has replaced the dead insect collection on the windscreen and heated grips become the extra of choice. (Heated seats for some!) We have to keep a closer eye on the weather forecast to watch out for the first frosts and gritted roads, the gales and floods. Remember 2019?

Having said that WHAM routes take us through stunning scenery on fabulous roads. There is no reason to stop riding as we head towards winter – just wear more layers!

Café stops are less crowded although this year ever changing Covid restrictions will keep us on our toes as to where we can go and in what group size. As always our website and WHAM's closed Facebook pages are the places to go to check out the latest.

**WHAM associates** continue to be successful in passing their advanced test – congratulations to all of you! And congratulations to your observers!

New members are very welcome to join the Sunday rides. There will always be someone there to introduce you to our group rides...just let us know!

### Observers

We held an observers zoom evening where we covered subjects from pre-test assessments to thinking about 2021.



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## CHAIRS FOREWORD CONT'D

### **IAMRoadsmart news**

IAMRoadsmart are changing their database from DTE to DARTS (don't ask) so we are waiting to be invited to the training session. They promise an improved system.

...and finally....

We have completed our **Group Audit** with Robbie Downing.

There are six pages of comments but here is the summary (full version available):

WHAM are a well-run group that cause me no concern. They are willing participants when working with adjoining groups and have a structured approach to training and recruitment.

It's refreshing to see a positive succession plan which will secure WHAM's future for many years to come.

I can see the Group continuing to grow, perhaps not quickly due to the current financial climate but I do believe they have a positive future.

Congratulations to the committee and all of our membership!

Ride Safe

Ant Clerici

WHAM Chair



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## CAFES I HAVE DINED AT.... —ALEX HOYLE—CO

This month I will indulge my passion for eating, which is going to be particularly hard as today is Monday and is one of my 5-2 fasting days. So, I may be eating my pen by the end of this piece.

It is a WHAM tradition that all of our Sunday rides and day rides, take in a café or two. So, I will give you a breakdown of the cafés I use, in no real order.

Crossgates: a well-trodden route over to Crossgates who have a pretty good selection of scoff. It has a large spacious car park, fuel, and loos, and there is plenty of seating both inside and out. The big breakfast is a must, however cheeseburger and chips is another good one. Also, at slack times, the food comes pretty quickly.

At this point I have to mention the Steel Horse café, which used to provide a good breakfast and a toasty warm log burner in the winter, sadly I have been informed that it has now closed down, so let's hope it gets going again very soon.

Old Mill café at Chipping Norton: I was there only the other week with an associate, and I am amazed how some cafes have just got on and overcome the current Covid situation, and Old Mill is one of these. Completely redecorated, and refurbished, with spacious seating, and new loos downstairs, although you will need to use earplugs for the hand drier in the gents, which must be around 100db. As always, the food is top drawer, it is not cheap, but in my humble opinion it is the best quality food we sample at the cafés we use.

Quatford Food Stop Bridgnorth: another great route to get here, and their big breakfast is the only one that nearly beat me, of course I made it, once I had come up for air. Serves late in the afternoon, which is handy if you do not get there till around 3.00PM

I also use Tony's Café opposite, and I know some of you do not like it, but the food is very good, and reasonably priced. I ate there the other week, and the service was very friendly and helpful, so give it a try, especially if Quatford is overflowing with those weekend biker types, who only ride when it is warm and sunny, and never get their bikes dirty.

Tuffins at Craven Arms: now called something else which I cannot remember. Another really good selection of breakfasts and lunch time food, and again about right on the money front. Can get a bit cramped at busy times as it not a huge place to start out with, but well worth a try.



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## CAFES I HAVE DINED AT.... —ALEX HOYLE—CO

Tuffins at Churchstoke: now called Archie Lilys, I think. This has to take top spot for value, a breakfast is something like £4.99 or you can go large for £5.99 I ate there the other week, (do you notice a pattern emerging here) and we managed to get a half a roast chicken dinner with three veg, and gravy for £4.99 It also takes the record for the fastest service, I ordered my chicken dinner and a mug of tea, and before I could turn around to sit down at the table my number was being called out. If it were closer, I would eat out all the time.

Bus stop café Abergavenny: great if you want to eat outside, not a huge selection, but you can get a good bacon or egg butty there. Closes up around 3.00PM so not good if you want a late lunch.

Honey Cafe, Bronllys, Brecon: like the Old Mill café, another one with really good quality food, again not cheap, but a good range of food on the menu and really fantastic cakes, and real coffee, or even a skinny latte if you wish.

Owls Nests Tearooms Llandovery: I must be really unlucky here, I have now been let down twice at this place, I placed my order only for it to be lost or forgotten. That said; not a bad venue, and it does have lots of off road parking, but it can get very busy in the summer, again full of weekend biker types, who only ride when it is warm and sunny, and never get their bikes dirty.

Personally, I tend to use the West End café in the town, which also doubles up as a fish and chip shop. A really good selection of meals, breakfast, lunches, and teas, and all reasonably priced. Like Archie Lilys If it were closer, I would eat out all the time. Also, like Quatford and Crossgates lots of bikers sitting outside and milling around, so remember to pop a wheelie when you leave, and rev the nuts off your bike.

Shobdon Airfield café: there last week, seating outside if you do not wish to give your details, or inside if you do. A good range of breakfasts, lunches, burgers, etc. in what can only be described as a large, corrugated pig sty. Lots going on around the airfield to keep you amused, just hope no one crashes their plane on the café, when you are there.

I think that's it, although I am sure I have missed something, anyway, if you are out and about we are always looking for new cafés and chuck stops, so if you know of somewhere you are happy to recommend then please let me know, and I will happily road test it for the group.

Alex Hoyle

CO WHAM 3260



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# RE-ASSESSMENT TIME—ANT CLERICI

## Re-assessment time...again

Why do we put ourselves through it?

The advanced test is a challenge and then, for most of us it leads to a lot more, with group rides and trips and then maybe Masters and/or Observing. We recognise the need to maintain and then 'up' our skills. This journey starts with a wide spectrum of motivators (tick all boxes that applied to you): too many close shaves, too many "offs", too many points on your licence, a personal desire to ride better, to be able to confront the fear of wet roads or bends, you want the confidence to take a pillion, save on your insurance, to become a blood biker....don't forget why you are here.

## Are you born to be a great biker? **No!**

Only the basics are covered here via your DNA – can you reach the ground when sat on the bike of your choice?

## Can you become a better biker on your own? **No!**

These things require practice and training with experts. U tube doesn't cut the mustard (although I expect someone has posted a video on that subject).

## Do these skills last for ever? **No!**

Lockdown clearly demonstrated that we all become rusty and skills that were once second nature need to be regained through practice. In my case positioning was fine but I was surprised that my acceleration sense was worse particularly achieving accurate speed into lower speed limits. It was all a bit random!

## Is there a quick fix? **No!**

I would even suggest that a single Biker Skills Day isn't going to make any real difference when compared to a lifetime of deliberate practice and re-assessment. The important phrase here is "deliberate practice" which is all about going beyond the simple ride to focus on specific issues and challenges to consolidate then improve and your skills. WHAM's slow riding day is an example of "deliberate practice" that's instructive and fun.

## How do we manage this process?

Once this journey has begun it can become uncomfortable. You find yourself under scrutiny, making mistakes or even not understanding what's required because it's never occurred to you to plan an overtake for after the roundabout on your approach. But the result is an improvement of your riding - safer, better progress leading to greater enjoyment. The point is that we all need constant coaching and on occasions re-assessment. There's a real benefit to be taken outside of our comfort zone and examined by someone who knows what they are talking about.

*It is clear that if you only ride on familiar roads with the same friends to the same cafés you won't improve and you are likely to get worse....*

## RE-ASSESSMENT TIME—ANT CLERICI

WHAM's Observers, Fellows, Masters, Masters Mentors and Blood bikers all have regular re-assessments (from annual to 3 or 5 years). If you don't fall into one of those categories then you should also consider re-assessment. Either informally, with one of our observers, or formally by taking a step up towards a 1stpass or Masters. As was explained last month WHAM has always offered additional coaching and for this winter period is offering to pay for re-tests and 50% of a Masters course or re-test for active members.

### **Does this apply to all of us? Yes!**

Riders who reach a high level of performance often find themselves responding automatically to circumstances without proper analysis or, in our case, planning ....remember IPSGA...

### **So why write about this now?**

In July I had a Blood bike check ride and earlier this month another National Observer re-assessment. This re-assessment was not taken by a familiar Robbie Downing but with someone new: Tim Coulsen from Bristol Advance Motorcyclists.

Beforehand I was emailed the scenario – an associate's 3<sup>rd</sup> ride which had to focus on rural riding.

It was down to me to select a suitable route: this time I elected to go out of area to help Tim, who had to be back in the Bristol area that afternoon, so we met at the Air Balloon pub car park and after a briefing took the B4070 to Stroud. I had to observe his built in errors. (Poor use of gears/revs, closed throttle on bends leading to a lack of confidence and slow progress). A debrief was held in a car park then we headed south towards the M5 with me riding to the highest standard I could whilst he observed me. We finished the session with the final debrief. And a pass! (Phew!)

So has the process changed my riding, my observing? It forced me to revise the criteria, think about the ride and spend a morning on my best behaviour. Most important I also had to listen! Tim's debriefing was excellent highlighting a couple of points where I was less than robust. Thank you Tim.

Ant Clerici  
WHAM Chair



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### Test Passes 'n Pics!

Our Secretary Tony and Chair Ant, along with the Observer corps certainly have had the bit between their teeth getting over to me as Editor a number of great pictures of our new full members who've been successful with their IAMRS test passes. Here is a selection of the snaps I received.

On the 3rd October Paul Ward-Willis went out with Andy Lamb and with Will Morgan's expert tutoring came away with a F1rst. Andy commented:

“Paul gave a very good performance demonstrating a sound knowledge of the system which he demonstrated to a very high standard. The only 2 related to a couple of missed overtake opportunities neither of which prevented the very good overall ride from having a very well deserved F1RST. “



On the 17th October Mark Shaw, after being Observed by Andy Chambers tested again with Andy Lamb and came away with a strong pass. No picture at present and so come on chaps get one in for next months copy.

## NEWS—RICHARD HEWITT

Caroline Passey also passed with Stuart Poole as her Observer and has been kind enough to write a few words for us to appraise us of her experience. And so I let her do just that below:

"I just wanted to say a few words about my experience training with IAM and eventually passing my advanced rider test. I would like to thank Stuart Poole for his expert tuition, experience and knowledge.

I passed my bike test in 1998 and immediately rode out with a friend who was an IAM observer and she taught me how to be observant and ride better but I never took my advanced test. Then friends began doing their advanced test last year and I signed up at the motorbike show with an introductory offer.

I was very nervous at the first observed ride not knowing what to expect and what would he think of my riding. We set off from Laylocks and he stopped me at Bringsty common for a briefing and explained about gears and the rev range. We set off again and at first it was like learning to ride a bike again when things don't become natural, I was busy concentrating on revs and which gear I was in, I felt like a novice, then he threw road positioning in and how the bike works and everything clicked into place. We were soon eating up the miles and I've been on roads I've near travelled and seen some amazing scenery. I've done more miles on my bike this year than any year, I have just completed the national road rally gold award completing 337 miles and with the way I ride now it was so smooth and effortless. I am enjoying my bike so much more and feel safer. I am always recommending the IAM to friends now, I wish I had done it years ago.

My test was in Hereford and I just had to keep thinking to myself, I can ride a bike, I'm just going for a ride with a friend, I think if I knew what it was going to be like I would of been more relaxed about it and just rode naturally and gone for the extra overtake, if your ready for your test just trust yourself."



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## MY IAM JOURNEY— CRAIG SHAW

Name: Craig Shaw

Age: 35

Bike: BMW R1200RS

Years with full license: 2

Observer: Del Britton



Having just passed my IAM Advanced Motorcycle Test I thought it right to put together a few words about my training journey and the positive experience and skills it has given me. I hope this article makes those younger riders amongst us, and of course the older ones, consider the benefits of the IAM Advanced Rider Training course and the real benefit it has on your safety and enjoyment of motorcycling.

My course training manual arrived in the post, and like the good student I wanted to be I immediately started reading it cover to cover, cup of tea in hand. Two hours later it was job done and I was ready for my test..... well maybe not quite. The training manual is a great reference guide, but the best way to learn is with your bum on the seat and practicing the theory that you have read or techniques explained and demonstrated by your observer. A copy of the highway code is worthwhile so you can refresh on all the things you forgot from your DVLA test (guilty as charged on this one!).

Your first training session will be an assessment ride, and despite being told to ride normally, you inevitably put all your effort into giving it your best knowing you are being watched! Before you set off the observer will help run you through a thorough pre-ride check using the acronym MPOWERDS (I will leave you to find out what this really means) to ensure you understand your machine and it is well prepared for the journey. I enjoyed the first ride and once you remove the nerves surrounding someone closely watching you the time soon passes by. It was soon debrief time and the feedback was positive but also backed up with areas for improvement and the specific subjects to read in the training manual ready for the next session. It was time to swat up and get ready for the next session.

## MY IAM JOURNEY— CRAIG SHAW

Throughout the subsequent sessions there will be things you do well, and things that need improvement. We are all human and therefore all make mistakes, and I definitely had my fair share of them. If you leave each session with an understanding that mistakes are really opportunities to improve, and that in the end you will leave the IAM journey being that rider who is safer, more knowledgeable, and has achieved something that is difficult then that has to be the key motivator and reason you are here.



As my training continued my learning and personal enjoyment level increased at a good rate. This really is all about the theory and practice of “The System” coming to fruition piece by piece. You will start to understand what it feels like to be in full and proper control and hopefully any “unexpected” hazards encountered become less of a panic as your skill level increases and you deal with them in a controlled and systematic way each and every time. My recommendation is to not just rely on the training sessions but also go out and in your own time put the learning into practice. Plan what you want to master before setting off so that you have a reference point to see if you improved or still more work is required. My observer was always a message away to ask questions outside of training to help clarify anything that was niggling me. I also found that when riding with my friends there were many more comments of how smooth my riding was looking as the weeks progressed.

## MY IAM JOURNEY— CRAIG SHAW

Throughout the training a key takeaway for me was around the progression piece. Motorcyclists inevitably like speed, and we all see, and maybe admit to doing ourselves, overtakes that have nothing about skill and planning but everything about power and excessive speeds. Great, so we can overtake by thrashing the bike and getting past the traffic leaving everyone thinking that bikers are a bunch of speeding suicidal lunatics. With the training and using the system my ability to overtake (within the speed limits) by using early observation, good planning, and the acceleration a motorcycle provides, was a real eye opener to part of the reason a IAM motorcyclist is able to make good progress on the road. Again, I was still riding with friends in between training and it was interesting to talk about the training and demonstrate safe, legal and necessary overtakes that do not leave a bad image of motorcyclist to other road users. I am please to say that three of my friends have now embarked on their IAM journey too. They could see my weekly improvement in smoothness and the calm controlled progress that IAM riders can achieve and wanted a slice of the learning for themselves.

There has always been an image (and I know this from the time I spent with the Hereford Advanced Motorists over 2003/4) that IAM drivers and riders are old and slow, well that just does not need to be true. As young drivers we have many years ahead of us to enjoy our motorcycling, so if you want to be the safe, smooth and progressive rider that has the skill and knowledge to really enjoy your riding then there is nothing better than signing up to the IAM Advanced Motorcycle Training course and putting yourself in full control.

Finally, I would like to put a big thanks out to Del who was my observer. The whole experience was thoroughly enjoyable and the quality of the tuition, both theory and practical, was second to none. Now imparted on me are skills that will be with me for the rest of my motorcycling life, and for that I am truly grateful.

Ride safe!

Craig Shaw



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# NIGHT RIDING—ERIC REYNOLDS

A personal view.

In the last few years I have done circa 5000 miles riding in the dark. I have done this as a volunteer for Severn Freewheelers on a BWW R1200 RT, a large proportion of this riding was done with deliveries classed as Urgent – get there as soon as you safely and legally can.

How then can you do this whilst maintaining a reasonable level of safety? The flippant answer to this is **don't do it** but life is more complicated than that. Myself and many other volunteers feel that is worth the risk for the buzz you get from meeting the challenge and the pride you feel for delivering the service. It may not be for you, but walking into a ward in the Children's hospital at 3am and having a nurse snatch the drugs out of your hand and run down the ward to administer them to a very sick child is a moment of high emotion.

What then are the additional and reduced risks of riding in the dark and how can we apply IPSGA, experience and common sense to good effect to lower the overall risk.

## UNLIT ROADS

The overarching effect is reduced visibility. Most motorcycle lights are mediocre compared with cars although more modern adventure style machines with twin headlights are much better. The lights are not able to provide good enough detail of the road surface at a distance that is needed for safe motorcycling.

Colour is drained from your vision so worn surfaces, gravel, mud, debris and repairs blend into a patchwork of greys and blacks. Oncoming vehicles have better lights than you, if they are badly adjusted or the road has crests you can be unsighted to the extent that you are riding into a black space where the road was when you last saw it.

Most motorcycles when banked over for a bend provide a better view of the parts of the road or verges you do not intend to ride on.

All of these effects are much more pronounced if it is raining and standing water is added to the list of road surface hazards creating a real difficulty in estimating its depth and imagining what it may conceal. Rain drops and mist on your visor compound all the difficulties.

On the plus side, the headlights of oncoming vehicles and those vehicles approaching from side roads can be seen much earlier than the vehicle itself. The roads get progressively emptier as the night wears on and you don't get low sun in your eyes.



# NIGHT RIDING—ERIC REYNOLDS

**I would like to offer this advice.**

Drive slower, if you travel at the normal daylight speeds by the time you have seen the road problem in your lights and worked out what they are you will not have time to stop. “Being able to stop in the distance you can see to be clear” is still the message but seeing and interpreting what you can see is a much more complex and slower process in the dark.

Abandon using nearside or offside positions for the increased view, it does not enable you to see vehicles any earlier. Keep to a central position as it keeps you away from the potholes and worn surfaces in the wheel tracks, reduces the mental effort and keeps the bike in a straighter line.

If there is a vehicle in front and it is travelling at a reasonable speed, stay behind it and look round or under the vehicle to use its lights to get early warning of any problems.

Use any and all anti-misting methods you can to keep your visor clear. Make sure that you are clothed well enough to stay warm and dry.

## ROADS WITH LIGHTS

These are much easier to deal with and many trunk roads and lit motor way, after the rush hours, seem to be easier than in the day. There is usually much reduced traffic, virtually no pedestrians and cycles and the quality of driving is usually better. This effect gets the more pronounced as it gets later (Broad Street in Birmingham at 11:30 pm not withstanding.)

Urban and suburban areas are often poorly lit and need care, particularly as the youths and drug deliverers are about on their stunt bikes with no lights and black hoodies. For obvious reasons there are additional risks between 11:00 and 12:00 when citizens are making their way home from the pub when their behaviour in and out of vehicles becomes erratic.

The advice I would offer is keep the speed lower, 25mph seems to me a suitable for these areas.

Expect pedestrians to fall off the pavements and drivers to pull out or stop suddenly.

Do not shout or gesticulate in any way at anyone however aggrieved you might feel.

If we were to apply the rule “you must be able to stop in the distance you can see to be clear” our speed would sometimes be no more than 20mph, the fact that few if any riders do this is the real increase in risk

Eric Reynolds

WHAM Treasurer



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## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON

**Well, well, here we are at the end of the build project and the beginning of the ‘fine tuning and enjoyment’.** I hope that some of you have stuck with me and enjoyed reading this story that would almost make a small book. If you have ..Thank You!

As I write I was some 6 years younger when the idea, foolish as it might now seem to some, me too perhaps, first was aired in November 2014. If you watch Grand Designs with Kevin McCloud you'll know that projects built on dreams never fail to run into difficulties and budget excess which, let's not deny it, is reassuringly and satisfying TV in a voyeuristic sort of way to those of us who feel we should build our ideal cave but lack the balls. The only difference between his show's stressed out 'subjects' and their agony-laced builds and me and mine, is merely a matter of scale, both physical and financial.

The nub of it is that building *anything* from absolute scratch, especially something that hasn't been done before, is like tightrope-ing across a rank farmyard slurry pit... on a 4" round pole... in wellies!. And if I've learned one thing, and one thing only, after 58 years of self-employment, it's that achieving resilient relationships is what matters most if *enjoying* such perilous journeys is what you want. And sadly, it isn't always achievable.

What do I think now about my project? A number of things. Crystal clear is I know a topbox load more about engineering and sidecar chassis and steering design along with its associated, extremely tricky, execution. I also know what I'd do differently 'next time', God forbid! One thing is I'd insist on specialists, or at the very least their direct input, for each element of the build, versus a one supplier does it all.

I'm even more aware of what I'm like, my good points and my weaknesses. On that latter point I should have stamped hard on the cable steering idea and because I didn't crush it to a miserable, squirming and merciful death at its birth, like sensibly burying that absurdly nostalgic desire for a bike you couldn't afford as a youth, I felt obliged to end a working relationship with an exceptional craftsman, and that I regret. Why did I tolerate the build of that blindingly obvious, unworkable idea for most of 2018? That's my point, I can be tolerant and trusting to a fault. We all have patterns of behaviour that are hard to break. Mine is I suffer from being a super tolerant Mr Nice Guy, Mr Nice Guy, Mr Tolerant.... until....until.... "Oh \*\* ! He's Attila the Hun!"

On the plus side I stuck with it, didn't give up and now I have a genuinely unique machine which is very exciting to ride and looks warp speed fast, crouching enticingly in my garage. It's deeply satisfying for me to ride something very few do and even fewer understand why. It is hugely engaging to ride. Yup, bit odd! But, and I'm not kidding you, the fun and experiences I've had with people on the project have been brilliant. The most gratifying has been with Paul Lumley of Lumley Engineering. A truly out-of-the-ordinary bloke, mega-bricklayer turned self-taught engineer with a talent for building



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## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON

the unlikely, perhaps even the impossible **and** making it work. Not always at the first attempt maybe, but always with a grin inducing a’cussing and a’mutterin good-natured diligence. And the silly b is daft enough to race sidecars. “More adrenalin in one day than a lifetime of....!” he claims. And I believe him. My track day on my outfit was *immense*!

And that’s enough words, so I’ll spare you more and summarise the build journey in pictures with captions. And, since the earlier 8 parts were chronological, I’ll do it in reverse order. So here goes:



October 9<sup>th</sup>. K1200R & Blade Sport Sidecar. Stopped just south of Queenswood to check a couple of adjustments hadn’t loosened.

Design: Pete Blades, California. Built in Britain: Lumley Engineering & Blacktop Restorations

Being the shy retiring type John has asked **me** to extend an invite to all club members who fancy a ride in this Beast to contact the Ed and we’ll set something up pronto.



## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



July 2020 Finally home after 3 years building 2017-20, 2 years research during 2015 and 2017, 7 months in my garage Nov 2018 to June 2019, and 13 months with Paul at Lumley Engineering. Taxed, tested and ready to go.



September 2020. In use, fired up and I'm going to get better at riding it



## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



August 2020. Shakedown or 'shake apart' ride with Derek, Roger and Del..*Nothing* fell off but more re-bound needed on s/c wheel to stay on tarmac.



July 2020. Just unloaded at home. Chris and Senna...up for a ride, dog 'n all?



## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



July 2020 Homecoming after 3 years in workshops. Rained most of the way from Bridgwater. It's a lot to clean!



May 2020 Paul's final steering design taking into account bump steer, steering lock, suspension location, steering column, drag links, rake, adjustable trail and more. Suspension moved to side. Magic by Paul and Ricky Lumley.



## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



May 2020 Ultra neat Sidecar suspension re-engineered by Paul and Ricky. Still half wishbone, yet now truly compact! Wheel much closer to body.



April 2020 Paul's first ever go at Carbon Fibre Mudguards and finished job.

## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



April 2020 John and Dan paint strip first build's powder coat off body frame. Filthy long job!! Necessary due to frame modifications.



March 2020 Ricky track testing at Castle Combe. Lucia as s/c 'pilot'.



## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



March 2020 Test day at Castle Combe, just pre-lockdown, with temporary mudguards, new steering & re-powder coating not yet done due to frame mods.



February 2020 My mould making for the carbon mudguards.

## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



October 2019 First steering test up the yard. Dan as test pilot! Oh yes! It works. Dan Dan the sidecar man... didn't want to get off it.



June 2019 Outfit joins the queue of projects awaiting Paul Lumley's attention.



## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



Mid 2018 First build Cable steering setup, ingenious but unstable. Original K centre shock position retained. Both ideas superseded on Lumley build .



Early 2018 Beautiful aluminium bodywork, lovely welded frame, unpainted. By Blacktop Restorations. Son Pete's sketches become an exciting reality.



## SIDECAR OBSESSION –COMPLETION! —JOHN NIXON



November 2017. Testing for 'sidecar pilot' action. Note s/c wheel way far out.



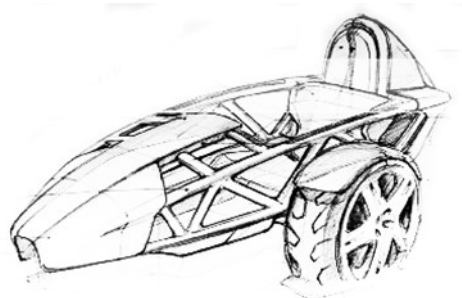
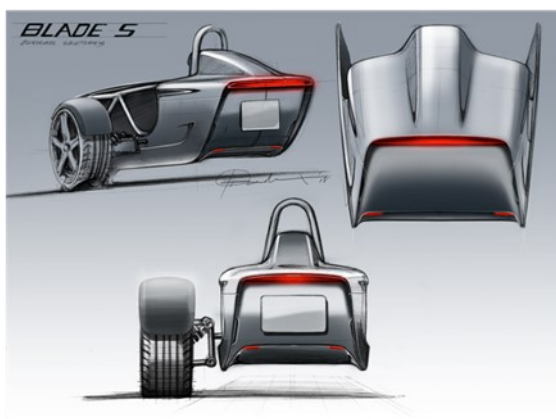
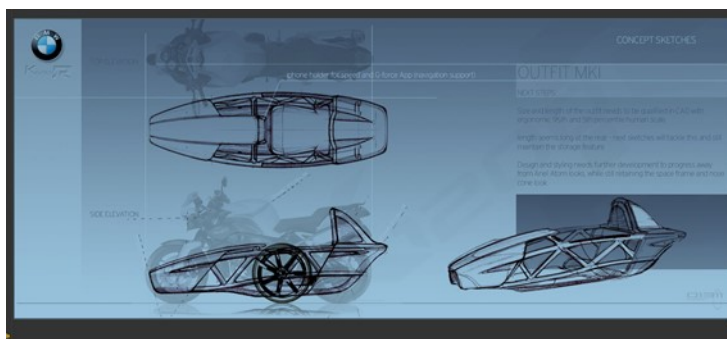
July 2017 Maquette to prove design concept. Excellent interpretation and scaling up from Pete's sketches, by Blacktop Restorations.



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May 2017 Bike delivered to home. Good condition K1200R, 11.500k miles.



Early 2017 Son Pete's sketches (part of). Design follows my brief. Idea starts to become exciting and real.

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**Credit where credit due** (in no particular order).

My lovely wife **Christine** for her support and toleration of a build process that was difficult at times!

**Sidecar Constructor Research** in France - Derek McMullan with constant, valuable and much appreciated support over 6 years.

**Guidance**, information e.g. critical steering settings - Jean-Louis of DJ Construction Annecy, France.

**Design** from my brief to presentation of sketches and rendered drawings - Peter Blades, California, USA.

**2006 K1200R** supply and deliver- Bath Road Motorcycles, Bristol.

**First Build.** From Pete Blades' design drawings November 2018. Rear hub, maquette, sidecar space frame, bike sub-frame, aluminium body, and seat, wishbone sidecar suspension - Blacktop Restorations, Bromsberrow, Worcs.

**Second Build.** From June 2019 to July 2020. Linkage steering replaces cable, front suspension re-design and build, bike sub-frame modifications, sidecar suspension modification, sidecar frame modifications, carbon fibre mudguards, sidecar lighting and brilliant, patient, tireless willingness and commitment to get it right, happy to be challenged, and all with constant, *first class* collaboration throughout - Lumley Engineering Ltd., Bridgwater

New **Shock Absorbers** all round and helpful advice – Mike Capon. Shock Factory Ltd. France – supplier to sidecar racers (et alia) worldwide.

**Electrical** wiring - Giles Wassel

**Lights** LED - mainly Alchemy Parts, also Louis.de and sundry Chinese suppliers.

**Upholstery** – Clements Upholstery. Leigh Sinton. Malvern.

**Tyres** - Millers Tyres Malvern and Chris Mullins Tyres Gloucester

New used **Body Fairing** Parts - sourced Europe wide via eBay.

Various **Bike** parts - Motorworks, James Sherlock, Oberon Performance.

All those good souls including **WHAM members** who encouraged me to keep going.

THE END and THE BEGINNING.