

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



AUGUST 2019

CHAIR'S FOREWORD

Why are there no bike adverts on TV?

The closest we get is an Africa Twin (of course) when Honda sponsors Film 4. But have you noticed that car adverts don't say anything about the cars (engine, power, economy, service intervals etc). They focus on style and colour with an emphasis on non-motoring gadgets.

The latest from Audi ghosts out the car until the final few seconds of the advert. It's all about image and lifestyle....they, the car manufacturers, want you feel a synergy with whoever they show behind the wheel?



So are we not taking car driving seriously?

As bikers we know we need 100% concentration at all times with a serious level of skill to stay upright. We are riding around in a traffic universe populated by distracted drivers. Frequently vehicles around you are being piloted by people talking on the phone, eating, drinking, doing their makeup/shaving or texting so it takes all of your riding ability to stay safe. I've found I'm using the horn a little more these days – to say "I'm here" (Highway Code 112) for drivers who I feel haven't seen me or pedestrians about to step out, usually 'plugged in' to their music or phone and oblivious to the world around them.

CHAIRS FOREWORD CONT'D

Practicing good riding with other advanced riders is an ideal way to maintain your skills, so if you aren't a regular on our Sunday morning rides please consider turning up and having a bit of fun whilst giving your riding a boost.

If you can't make it on a Sunday, then we can arrange a ride out at a time to suit you.

In the meantime, there are some dates to note—

The last **summer evening ride** is on Wednesday 28th August.

The routes departing from Worcester and Hereford converge at Ledbury then go through Bosbury and Acton Green to The Falcon at Bromyard. Check the website for details.

And further ahead

'**Motorcycle LIVE**' at the NEC 16-24 November

WHAM's **Xmas** dinner at The Falcon 20th December (see "events" for details)

At the moment I'm still grounded after the off-road event when I rode into a bit of very solid Snowdonia (not fast, but steep downhill). The resulting cracked rib means 6 weeks of not riding which means I'll be OK for the Brittany trip – can't wait.

However, the injuries didn't stop me from going to WHAM's barbeque.



A perfect afternoon in the Bromsgrove sunshine. Our thanks to Adrian and Carol for hosting the event – so good we'll want to repeat it next year!

Ant Clerici
WHAM Chair

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

FROM THE FRONT SEAT: AVIGNON



Day 6 14th May

After yesterday's gales the forecast was for more Force 7 around Narbonne coast. Too late we checked the forecast and general geo for the Camargue – to realise that strong wind is a constant there. To avoid further trauma we scarpered inland and east asap.



It was v cold and windy for first 50km – tho with only 30-40mph wind it was much easier than the day b4. However as we climbed the hills inland of Beziers on the A75, the long way round to Montpellier, we were also hit by heavy cold rain. The temp dropped to 9° but felt much colder. By pm in Montpellier for lunch. Feet, hands and crotch were as wet as the Rhondda Valley and as numb to the touch as Trump's conscience.

Only the prospect of heading for the slightly warmer, dryer forecast in the east got us back on the bike post-lunch. The last 95km started just as bad with heavy rain through congested Montpellier and onto the busy A9 peage. But joy of joys, 20km out from Avignon the sun finally broke thru, and we *stretched* the speed limits racing a Porsche Cayman to Avignon and our warm, Fawly Towers-ish hotel.

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

A BIKE WITH LONG LEGS



May 15-18

The Tigger has been getting about a bit. Witness the above pic, where she's preening herself above Monaco on the amazing high corniche road to Italy. You'll have to take my word for the location: I appreciate you can't see much of the view. My focus was all on getting pix of that yellow stuff glinting off the Tiger. Yep, folks, your actual sunshine. Not lasting long...but I digress. We stayed two nights in Avignon, at the pretty and crumbling [Altera Roma](#) hotel. This reasonably priced little place was very much on the wrong side of the tracks. We didn't notice at first, as the French rail system – bless it! – was on strike. On the second night the full force of very long goods trains rattling past 15 feet away at frequent intervals enlivened our sleep considerably. We nevertheless did justice to an okay breakfast, and after a cold morning drinking coffee and wondering out loud interminably if the weather would get better, we finally unleashed the Tigger to roam. Here is where she took us: the Roman theatre at [Vaison-la-Romaine](#); and just to keep the theme going, also the Roman theatre in [Orange](#).

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018



It was a Roman holiday afternoon, warm enough to take off at least two layers of gear.

or



Then we came back to here, the Papal Palace in Avignon. Yep – who knew there were two popes, that one of them (several as it turns out) had the good sense to settle in quieter, safer, cheaper Vau-cluse rather than noisy, expensive, high-profile Rome, where the other guy was already living? We also went onto the famous bridge. Bit of a con, this. It only goes halfway across the river Rhone. I ask you -What is point?

Then the next morning it was off to Nice. Surely now we would have good weather. We set off hopefully in bright warm sunshine, getting as far as the town of Digne, set in dramatic mountains. We'd ridden for an hour or so through a rich landscape of olives and vines, giving way as the road rose to cherry trees interspersed with broom. All along the verges and up the hillsides little scarlet yelps of poppies shrieked out. We passed astonishing rock formations on the far side of a glacial valley before riding into Digne, where we ate lunch bathed in sun.

'Don't stare', said the Rider. 'I wasn't,' I explained. 'I just happened to turn my head, saw the world's fattest man wobbling up that hill on his 50cc fake KTM, and couldn't drag my gaze away.' Wasn't my fault, it was fake KTM in China, for making such a doughty little bike.

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

Then this happened:



We rode for a very long time in the heaviest rain yet, clinging to the Tigger and each other as she gallantly slid us up and down the steepest, curviest, scariest roads since ... well, since the last scary lot a few days ago. Our legs shook, and we just stood dripping as we tied up the Tigger in Nice, our home for the next two nights. Loving this trip.

From the Front Seat

Avignon to Nice (via Apt and Digne) – 303km.

Avignon to Apt – relatively busy but humdrum A road. We stopped just once for a photo of some amazing crumbly cliff rock features which some locals had bravely(?) built their houses underneath.

Apt to Digne – fast, quiet, sweeping climb into the mountains and the market town of Digne. Lovely ride except for the campervan loon who switched to our side of the road to overtake a push bike ..required quick move to avoid and a Churchillian gesticulation to make the point.

Digne to Nice – 90 miles (145km) of fantastic mountain descent. Starts off tracking a railway and a river down big, wide sweeps of road. No tyre squealing because we're v heavily loaded but perfect g force inducing sensations. The rain then kicked in just as we hit narrower, steeper, tighter corners. The tighter it got, the higher the drop off to deep gorges, the more it rained! Fortunately the road surface was excellent so there was always grip – though with thunder above, heavy, cold rain on us and sheets of standing water on the road we had to tiptoe like fairies round the ever sharper corners.

By the time we hit the 10 mile run across the flood plain leading to Nice I was soaked from boots to helmet and everything in between.

Despite being rain shaded by me Jacq faired only slightly better. At least her boots kept dryish, even if the rest of her waterproofs(?) let the wet in around all the edges.

CHIEF OBSERVERS MUSING... - ALEX HOYLE

My Mate Went, So I Thought It Was O.K.

We always say it, "Ride your own ride", but what exactly does this mean?

A recent Sunday ride was to the Old Mill café at Chipping Norton. I rode with four guys from Hereford; Mike Chandler, Martin McDowell (who had only passed his test on Friday and this was his first group ride), Mick Thompson, and myself.

So we are now at the café and Mike Chandler, who had been leading the group at that point, said to me "I didn't go for the overtake because I was conscious of the group behind me, and I didn't want to split the group up". It was then that I had to point out to him that you always ride your own ride. If you have the chance to go for an overtake and it's safe to do so, then you should go for it, it's up to those behind you to sort themselves out and be responsible for their own actions.

Now this doesn't sound very friendly or chummy, but it has to be this way if all of us are going to make progress. We always say at the start of a ride, you are deemed to be in control of your vehicle at all times, and you are entirely responsible for your own ride, so ride your own ride, and that's how it must be.

You see it all the time, the first guy goes for an overtake and his mate slavishly follows him, not thinking for himself, just assuming because his buddy's going to be OK, that he will be as well.

You should make your own decisions based on what you can see there and then and not just because your mate's gone for it. It may not be safe for you to go as well at the same time. If you think about it, if you had a serious accident you couldn't really say to the police officer "ah, well, my mate went, so it must have been OK for me to go as well", he's just going to say "you are responsible for your own ride".

As CO, if I'm on a group ride, I always try and get everyone in the group to have a go at the front and take the lead. Now this is not an easy thing to do; you're responsible for the pace of the group, you're responsible for turning off and making sure that the person behind you is there, and of course this puts a little bit of pressure on you, and I appreciate that, but like all these things the more you do it the easier it gets.

I can remember when I was new to WHAM my observer was John Hodges, and once I had my test, I would go out on the group rides on a Sunday morning, knowing full well that he would make me lead at some point. Now this used to absolutely tie my stomach in knots, wondering if I was going to be able to lead the group if only for a short period, would I do all the right things, or would I get a chewing out from John once I got to the café.



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CHIEF OBSERVERS MUSING... - ALEX HOYLE

I'm at the stage now after many years of doing it, that I will actually rather lead the group than be in the middle or at the back. If I'm at the front I can control the pace and I can do my own thing and not interfere with anybody else.

So please, if you're out on a group ride with WHAM, you must make your own decisions as they happen at the time. If everybody is entirely responsible for their own ride, then the system works. This, tied in with the group riding policy of waiting at major junctions for the person behind you to catch up, means we all get to the café together, and you won't have to do any crazy manoeuvres or overtakes to keep up.

So always "Ride your own ride". Your riding is entirely your responsibility, and I make no apologies, but that's how it has to be for everybody's safety.

Alex W Hoyle

WHAM CO



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TEST PASSES & NEWS —RICHARD HEWITT

Here we see an established WHAM member who put himself in Del's capable hands to get LO sign-off. Well done Phil and welcome to the Observer bench.



On 16th August Martin McDowell Passed after mentoring by Will Morgan. Examiner, Andy Lamb commented "Martin rode carefully to his speedometer but Andy Lamb commented he could / should have gone faster = the Honda NC750X speedo is noticeably less accurate than most bikes! "

HOLD THE DATE(s)

WHAM CHRISTMAS CELEBRATION—The Falcon in Bromyard has been booked on Friday 20th December for our annual get together. Please save the date with more details to follow shortly.



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After yet another successful WHAM slow riding day the custodian of the cones, tennis balls, signs and associated paraphernalia Adrian Wheeler happened on the above whilst web-surfing. By next years event there will be a little mount to accompany this proudly announcing it vests with the days winner for the year. Thanks Adrian.

CCAM EVENT INVITE

Cheltenham and Cotswold Advanced Motorcyclists would like to extend an invitation to your Group to come and enjoy an evening of insightful comment on the famous TT races. Wayne Hanson has a unique perspective which we'd love to share with you.

Our meetings are held at Gupshill Manor, Tewkesbury and start at 1930 hrs.

If you would like to attend it would be helpful for us to know approximate numbers from your Group.

Thanks and regards,

Derek McMullan

Tales of a TT Marshal – Tuesday 19th November 2019

“Wayne Hanson has 25 years as a full-time Fire Officer with the Hereford and Worcester service. As part of that work he has achieved a high level of medical trauma training (well beyond our Biker Down level); he also has 12 years’ experience as a marshal for the IOM TT races so he brings a unique perspective to both the island races and to our everyday motorcycling. An evening not to be missed!”



SUPERDREAMS....—EDDY LAMBAH-STOATE

Double trouble

15 years ago I penned a verse to celebrate my twin Brothers' 50th which I titled Double Trouble. 'In 1953, double trouble landed at their Mother's knee.....' Today I went off to Southampton to buy a dismantled CB400N Superdream, and possibly another one which was incomplete – a sort of doubling up of unknown trouble!



I got on so well with, Rachael, the seller that I came away with 3 the other being a 250N in v bad condition, but maybe useful as a donor bike.

One of the 400's is the super deluxe one with gold Comstar wheels. As none of them are runners, in truth I

haven't a clue what I have bought, but £900 for a punt seems OK – at least at the moment.

The idea is to fix up, the almost complete 400 and use that as replacement for my existing 250 Motogymkhana bike and hopefully flog the existing one. The other 400 I have in mind – as it's a pile of bits in boxes anyway – to build a race replica. That means lots of the bits won't be needed but of course all the aluminium parts will need to be polished.

The downside to this is that the racing Honda folk used the earlier K not N series engine. The earlier one apparently is much more tunable. Still that's where I am at the mo.



Anyone have a lathe to mount a polishing wheel on? And who fancies some polishing? Steadeeee, don't all rush at once!

SUPERDREAMS....—EDDY LAMBAH-STOATE

Dream on....

The continuing story by Eddy Lambah-Stoate

Well, I have been fairly busy since picking up that collection of Super Dreams. The 400N bike that I intend substituting for the 250N that I use for the Gymkhanas now runs, and looks



much better than when I bought it, helped in some part by the S/H tank eBayed for £80, with decals – Yes I know that they are wrong for the 1985 model but better than the mat black rat bike style that now sits in my stores. The side panels came from the boxed up 1980 400N, the mat black bars were changed for chrome ditto already on my

shelf and the chrome mirrors were in one of the boxes. The original gold Comstar front wheel has come back home, with thanks to Rob Jones who dropped everything to swap tyres for me, and I flatted off and lacquered the rear valence to give a reasonable overall impression for a bike of its age. Now to fiddle with the rear brake and electrics and she should be good for MoT.



So on to the boxed up bike destined to become a race replica. I have been attempting (with limited success) to polish some of the engine casings and have painted and lacquered the frame and engine plates. Whilst it is all in

pieces, I ordered new head stock bearings from David Silver as well as new rear shocks, as I used the ones in one of the boxes for the road bike which had previously been lowered by means of replacing the shocks with shorter square section conduits, making it a hard tail.



SUPERDREAMS....—EDDY LAMBAH-STOATE

Friends have not been kind, 'Eddy, you can't have a replica of something that never existed!' Well, now I'm into the project, I have news for them. Apparently, a Super Dream race bike has been officially clocked at 100mph average speed round the IoM circuit. I have also been introduced (though not yet met) Glyn who races one, see yellow pic. I am going over to Pembray Circuit to see him racing it later in July, and find out about rear sets, race seat, clip on handlebars and doubtless other toys.



I have also met on the way, Jason who races a 1973 CB350K series Honda in the IoM Classic TT and he has handed on the contact at TAB 2 Classics, in Wales, who made his custom Aluminium race tank - £800 - just about what I paid for all three of those Super Dreams, but my plan is to do similarly, so that the Super Dream will morph into a Silver Dream.

With that in mind, its over to Brother Roland at Yattendon Classics and Garage, to use his steam cleaner on the engine, then I think I will again remove the engine covers and rocker box and have them soda blasted before trying to polish them again. On the subject of finish, it is said that John Constable often introduced some red into his paintings to give them 'lift' so my plan, at present at in any event, is to do exactly that. The intention is to



have the top yoke, Honda decal on the tank and the seat in red, the rest will be silver and black. The pic shows the frame painted, the red top yoke and the engine and new shocks dry fitted.

THE TAIL ENDS— BY MR ALAN RIDER



*****Alan is away for most of July and August on his yacht in the Med and so we'll just have to await his return refreshed with re-invigorated in September. I understand the title of that piece will be— "Pleasure" , Oh Lordy... Ed *****