

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



December 2024

EDITORIAL – JIM ROLT

Season's greetings WHAMmers!

Feast your eyes on this shot from Matt Dent's video of your newsletter editor on the point of being badly beaten with a baseball bat! I didn't think my comments were that rude!

But those who witnessed this were also treated to a fab presentation of biker's air bags and tyre puncture systems, which apparently also work on tube tyres,.. A very interesting evening it was with discounts available to those present. It was of course the monthly WHAM natter night, always held on the last Wednesday of the month; make sure you don't miss the next one! Event details are on the [club website](#).

Tony Davis has been having fun taking on the traffic in the far east, see [his piece below](#)

The IAM has sent out a new document about white lines and when we can cross them, CO [Richard covers this](#), and Ant Clerici gives [his summary too](#).

Ant also has a [short article here](#) about reflections and shadows and how we can use them

Regular John Nixon continues his series on heated clothing, this time [he reviews his hot gloves](#)..

Tony Reusser has bought an old Honda 400/4 to restore, [part one of the saga is here](#) and it looks like its going to be a labour of love. I had a 400/4 in the 80s and a fab bike it was, if a little thirsty when ridden hard, which it usually was. It didn't seem to mind!

Keep up to date on the website for the latest events and group rides at <https://www.wham-motorcycling.org/events/>,

Please keep sending me your opinions, ideas, or reports, at: whamnewsletter@gmail.com



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CHAIR'S NOTES – TONY DAVIS

Hi all.

Welcome to another Winter Newsletter, I hope you are all managing to get your biking fix somehow despite the weather.

I've just returned from holidaying in Vietnam & Cambodia, there were bikes everywhere. Most of them are small capacity step through scooters, used for everything from carrying goods to the local market (see attached photo to transporting the whole family (literally Father, Mother, 3 kids and the dog). None of them wear protective gear and many don't even bother with a helmet.

Motorcycles are the default mode of transport out there, cheap, convenient and the only way to navigate the narrow congested streets in the cities. It helps, of course, that the weather is so warm.

Ho Chi Minh City (Saigon) in Vietnam is absolutely crawling with bikes, there seem to be no rules, they don't wait for gaps in traffic, they just barge in. No one looks at the oncoming vehicles when joining main roads from side streets, they just pull out and merge, expecting the traffic to adjust itself (and it does).

We took the opportunity to go on a guided tour around Saigon, not on an open top bus but on the back of Vespa Scooters (see attached photo 2). You can imagine the dread I felt at the prospect of this. They loaned us some ill fitting helmets and I opted for trainers rather than flipflops. That was it, no gloves, just shorts and a t-shirt sufficed for PPE. It was brilliant. The riders know exactly what they are doing and everything just flows. Turning left across a busy main road? Just go for it, no indicators. Riding down a narrow lane with street vendors lining the road? Keep going, don't even slow down. Need to drop your pillion off at a cafe? Just ride up the pavement and drop them right next to their table. After a couple of minutes I relaxed and felt perfectly safe. The speeds are relatively slow and everyone's movements seem very predictable, even if it does look like absolute chaos to the casual observer.

A clue to the workings of the road system in the part of Asia can be gleaned just from crossing the road. The official advice is not to wait for a gap in the traffic (they rarely happen) but to just pluck up some courage, step into the road and keep going, don't stop, don't deviate, don't be unpredictable and drivers will easily avoid you. Believe me, it works. Over here you would be abused and run off the road, over there everyone just smiles at you.

I guess the speeds we travel at over here means we have to have rules and have to enforce them, however it does make you realise how close we are to living in a Nanny State when you return from somewhere that is considered maybe a little less civilised.



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Safe riding.

See you on the road.

Tony.



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CHIEF OBSERVER – RICHARD HEWITT

This month, and in order to underline my ability to stay current, in-tune, and hip (really?), I thought I'd try a little plagiarism. If it's good enough for Chancellors of the exchanger it's obvs good enough for me! Although I would add my CV is disappointingly free of embellishment (sic - untruths).

Anyway, the following landed in my inbox recently and came along with an uncharacteristically stern warning that a debate was not about to follow the issuance of the article. Probing further it appears there are a few "members" of IAM RoadSmart who have been loudly voicing their opinion, their subjective-not-based-on-actual-fact opinion, that crossing double white lines is A-Ok for us motorcyclists in order to filter in all circumstances. This is clearly bunkum as the following lays out.



I have removed the author and the barristers name in order to protect their modesty; yet as I know them both well, I can attest to their ability to issue this guidance.

Dealing with Double white lines – a guidance piece for all IAM RoadSmart Group Members, Observers, Mentors and Examiners

One of the classic questions posed by Observers to Associates on an advanced course is 'Tell me when it is legal to cross a solid double white line system on the road?' A seemingly innocuous question that should elicit a response that discusses Rule 129 of The Highway Code, where it states:

Rule 129 - Double white lines where the line nearest you is solid. This means you **MUST NOT** cross or straddle it unless it is safe and you need to enter adjoining premises or a side road. You may cross the line, if necessary, provided the road is clear, to pass a stationary vehicle, or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10 mph (16 km/h) or less.

Of course, we know that when the Highway Code says 'MUST NOT' then this guidance is enshrined in legislation namely The Road Traffic Act 1988, with penalties attached for transgression.

In 'Know Your Traffic Signs' there is a further explanation of why double white lines are placed on a road. 'They are used to prevent overtaking where visibility is restricted and to separate opposing traffic flows on steep hills with climbing lanes. Double continuous lines are also sometimes used on other single carriageway roads that have two lanes in at least one direction. Viewed in the direction of travel, if the line closest to you is continuous, you must not cross or straddle it unless...'

But as ever something this simple can elicit further questions such as:

Q – It says 'unless it is safe' what could that mean?

A – If you cross the solid white line using one of the exemptions, then you must do so in complete

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safety. If you do not, then other offences could be committed such as Dangerous or Careless Driving or Riding.

Q - What is a road maintenance vehicle?

A - road maintenance vehicle means a vehicle which—

(a) in England and Wales is specially designed or adapted for use on a road by or on behalf of a highway authority for the purposes of the Highways Act 1980 for the purposes of road maintenance; or (b) in Scotland is specially designed or adapted for use on a road by or on behalf of a roads authority for the purposes of the Roads (Scotland) Act 1984 for the purposes of road maintenance.

Q - What about a tractor, they travel slowly?

A - No exemption is available to overtake a tractor crossing solid white lines even if done safely. But if the tractor is classified as a road maintenance vehicle and travelling at less than 10mph, then you could overtake.

Q - Crossing is obvious but what is straddling?

A - Putting your tyres over it, the legislation seems written with a minimum of 3 or 4 wheels in mind. For powered two wheelers, think about getting on the painted line and not staying to the left of it.

Q - I ride a BMW GS with adventure style panniers, what if my panniers cross the white line but the bike is to the left of it?

A - An offence is committed if any part of your vehicle crosses the solid white line, for motorcyclists this includes your panniers.

Q - What does 'necessary' mean?

A - That it is 'necessary' to cross the line to exercise the exemption, such as turning right or entering adjoining premises to the road.

Q - I encounter cyclists that can easily travel at 20-30mph on the road, is it okay to overtake and cross or straddle a solid white line to do so?

A - No, not unless their speed is 10mph or less, or you commit an offence.

Q - I know a section of road where there a 'No Overtaking' sign. Can I overtake a stationary vehicle, a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10 mph (16 km/h) or less in this no overtaking section?

A - The clue is in the sign, as a driver or rider of a motor vehicle no overtaking is permitted in that signed section of road. One question either completely overlooked, or debated at length is - what is a stationary vehicle? The obvious answer is 'one that is stationary', that seems simple doesn't it, as we all know that if a vehicle is moving then it cannot be stationary.

Where this question comes up repeatedly is from motorcyclists as they approach a section of solid white line where traffic is temporarily held up, for example at roadworks or a level crossing. As the motorcycle is slim then it can simply cross the white line and filter to the front or another gap using the 'stationary vehicle' exemption.

As a car driver this would never cross your mind to go across the solid line and filter to the front of the queue – imagine the resultant road rage incident! It is interesting to note – the exemption in Rule 129 is to pass ‘a stationary vehicle’ – so did the legislators mean ‘a’ i.e. ‘just one’ not multiple when they wrote it?

In these circumstances opinion comes down very firmly in two ways. Either it is legal, or it is not legal, and you commit an offence. Let us explore this a little bit further, and for this I am grateful for clear legal guidance from a Barrister who states:

‘A ‘stationary vehicle’ does not have a statutory definition. Mostly because we all know what it means. However, there is law about what a stationary vehicle is not. That is where we learn the parameters of what a stationary vehicle is:

In the case of *Pinner v Everett* (1977) 64 Cr App R 160 Lord Upjohn said (in respect of whether P was a "person driving or attempting to drive" at the time he was required to provide a roadside breath test) "It is not necessary that the vehicle should be in motion. A person is obviously driving although he may be in an almost interminable traffic block or waiting at a level crossing or at traffic lights or if he merely fills up with petrol; nor can it make any difference if in a traffic block he switches the engine off to prevent it overheating or to save petrol."

Therefore, a stationary vehicle is not a vehicle actively queuing in traffic. If you cross or straddle a solid white line to overtake these vehicles that might be stopped but are not stationary for the purposes of the legislation, the driver or rider commits a road traffic offence. (Offence Code: RT88760 which carries a fine of £100 and three penalty points).’

It has also been suggested that in the case of *Brooks v Blackpool Borough Council* [2013] EWHC 3735 (Admin), (2014) 178 JP 79, Lord Justice Haddon-Cave defined ‘a stationary vehicle’ in that appeal hearing. The case involved a Pedestrian Crossing offence.

Our Barrister responds:

‘The review of the case of *Brooks v Blackpool Borough Council* isn’t an authority from the Administrative Court as to the definition of stationary traffic. Reading in that way is incorrect. The case is regarding authority relating to an error in law of a lower court, the main function of the Admin Court is to deal with errors of law. The error of law being the scope of an offence contrary to reg 24(1)(a). An offence can only be committed if a vehicle passes ahead of a vehicle which is stationary at a crossing for one of the three statutory reasons -

A - Red light, or

B - Because the vehicle has stopped to give precedence to a pedestrian at a Zebra Crossing, or

C - Because the vehicle has stopped to give precedence to a pedestrian at a Pedestrian Crossing. In no other circumstances can an offence be committed. If a vehicle just happens to be waiting to proceed, that is not stopped at a red light or stopped to accord precedence to a pedestrian, no offence can be committed if another vehicle overtakes those vehicles.

Lord Haddon-Cave in this case did not define what a ‘stationary vehicle’ is for the purpose of an exemption to crossing a solid white line.’ So now we know a little more about dealing with pedestrian crossings, but that could be another article!

Also, think about the legislation that applies to the use of a mobile telephone whilst driving or

riding it says:

It's illegal to hold and use a phone, sat nav, tablet, or any device that can send or receive data, while driving or riding a motorcycle. This means you must not use a device in your hand for any reason, whether online or offline.

For example, you must not text, make calls, take photos or videos, or browse the web.

The law still applies to you if you're:

- stopped at traffic lights
- queuing in traffic
- supervising a learner driver
- driving a car that turns off the engine when you stop moving
- holding and using a device that's offline or in flight mode

Exceptions:

You can use a device held in your hand if:

- you need to call 999 or 112 in an emergency and it's unsafe or impractical to stop
- you're safely parked
- you're making a contactless payment in a vehicle that is not moving, for example at a drive through restaurant
- you're using the device to park your vehicle remotely

Here is an example of yet more legislation that gives us a clue as to what a 'stationary vehicle' is not. I do appreciate that despite this quick dive into the question of 'a stationary vehicle' there will still be people who wish to express an opinion that it remains legal to cross or straddle a solid white line to overtake a queue of traffic on your motorcycle. You are of course entitled to your opinion (ed. I love this line, for clarity, you 'opinion' will see you the wrong side of the law)

Another question at this stage of the discussion is 'Would you do it in a car?' the answer is always 'Of course not!' Then, 'You are about to cross the solid white line to overtake the queue of traffic temporarily held up, behind you is a fully marked Police motorcycle, are you still overtaking?' In virtually all cases the response has been 'Er no, just in case.' To me that says everything you need to know about this subject, there is doubt in your mind as to the legality of your intended actions.

IAM RoadSmart Chief Examiner Richard Gladman issues the following clear guidance to all Members, Observers, Mentors and Examiners:

'Crossing or straddling a double white line system in accordance with the law must be done with complete safety as the primary objective. Our standpoint, based on legal advice, is that it is not legal to cross or straddle a solid white line system to overtake stationary vehicles temporarily held in traffic. Accordingly, we coach, test, and assess to this standard to ensure everyone remains safe and legal.'

Which leaves one final question:

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Q - I am an observer/mentor/examiner. Should I respectfully disagree with the IAM RoadSmart guidance and coach, test, and assess to the contrary, am I covered by IAM RoadSmart Observer/Examiner professional indemnity insurance?

A - No.

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MY VIEW - ANT CLERICI

My view of.....

Dealing with Double white lines – a guidance piece for all IAM RoadSmart Group Members, Observers, Mentors and Examiners

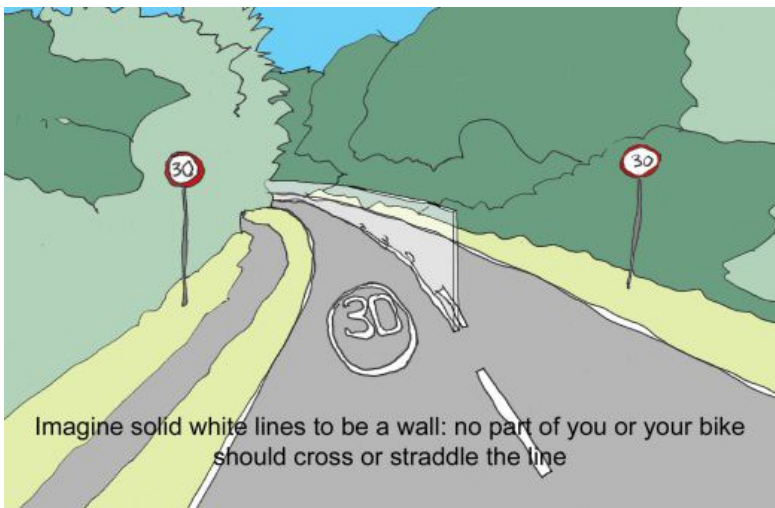
First and foremost the whole article well worth reading! It clearly explains the issues with appropriate references to the Highway Code and traffic regulations.

Why add anything at all?

- Some will be reluctant or challenged to read the 1900+ words
- A summary will be useful
- It may encourage more people to read the whole article

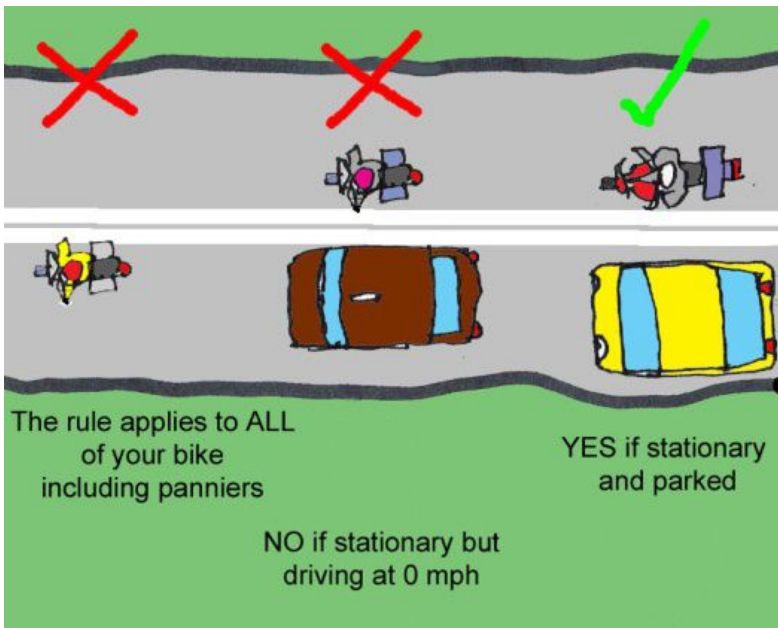
So in the spirit of “every picture is worth a 1000 words” here are 3 diagrams illustrating the key points:

1. Imagine solid white lines to be a wall



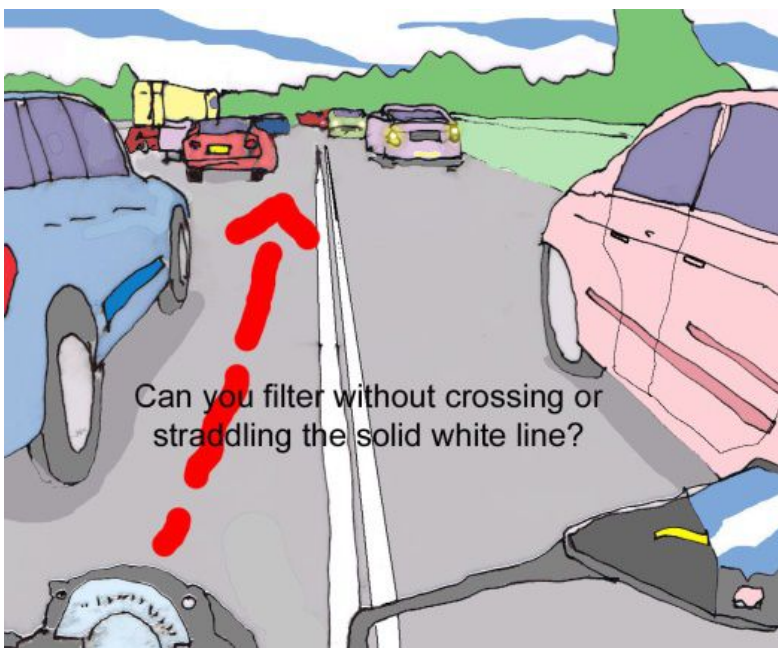
2. The Highway Code Rule 129 allows this wall to 'disappear' under specific limited circumstances

Rule 129



Double white lines where the line nearer to you is solid. This means you **MUST NOT** cross or straddle it unless it is safe and you need to enter adjoining premises or a side road. You may cross the line if necessary, provided the road is clear, to pass a **stationary vehicle**, or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10 mph (16 km/h) or less.

3. Bikers occasionally have the opportunity to overtake whilst not crossing or straddling the solid white line



Ride safe! Ant Clerici

MACNA HEATED GLOVES - JOHN NIXON

MACNA HEATED GLOVES - battery or 'mains on bike' power.

Those of you with a better memory than mine will recall I mentioned in the Waistcoat article that I'd review Macna Heated Gloves and the Macna Heated Jacket.

Well, it is hard to get articles for the newsletter (all editors struggle at times) so here is a short article on Macna Heated Gloves.

I bought the gloves from Motolegends <https://www.motolegends.com> but the Batteries from Louis <http://louis-moto.co.uk> because the batteries were quite significantly cheaper from the latter supplier.



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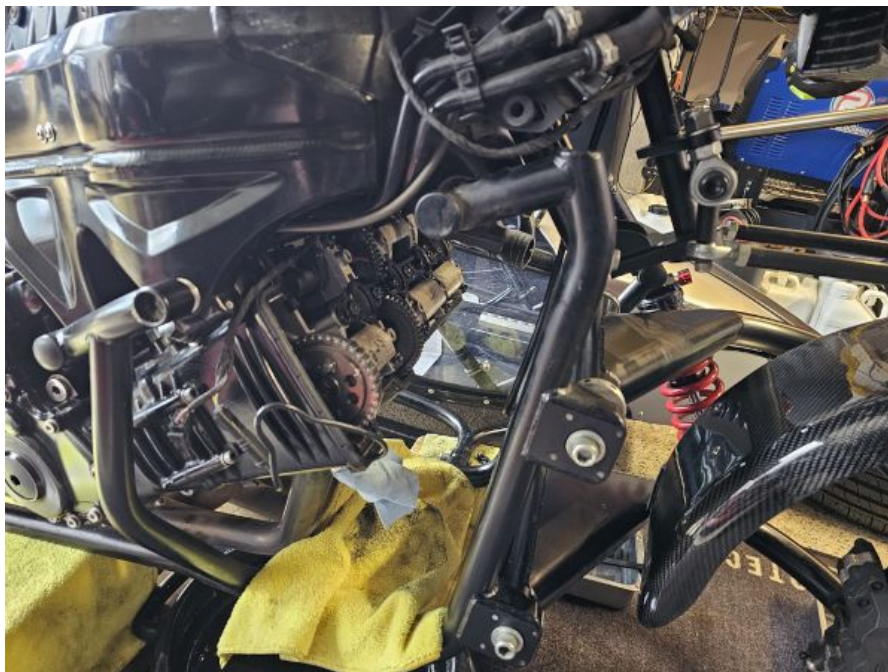
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So, how well do these gloves work? Hmm...at the time of purchase I didn't have the Macna Heated Jacket which is prewired for the gloves. When connected to the bike battery via the jacket and powered ultimately by the alternator, they have a much higher 12volts and higher amperage supply than the 7.4v, 2.2A batteries. Don't challenge me on electrical stuff, I'm no expert. You can buy double batteries i.e. 4 batteries and fit two in each glove. That works better no doubt, but at what cost and some extra bulk/weight.

I tried them last winter i.e.early 2024, when just bought, on the bike and let's be frank...I was rather underwhelmed with the level of heat. What they do do is create a barrier to the cold air hitting the glove. What they don't do is really warm your hands. And being a winter glove, my heated grips on the lower setting don't really much either. On my outfit the higher grip heat setting causes the throttle to go sticky which is handy on the motorway like a cruise control, but not so clever elsewhere. I need to investigate that but just now I've got the 18000 mile big, no huge, service being done by Jim at Superbike Surgery (mobile or workshop in Dursley: can't recommend him highly enough).

Feast for the eyes! Get amongst it!



© john nixon 2024

Just to emphasise that recommendation...the BMW Workshop Manual for the K1200/1300 says the front steering (those funny forks) and the wheel have to be removed to get the radiator off so that you can access the valves for checking clearances. So, ahead of time, I nipped down to Dursley and asked Jim how much of the steering, subframe, sidecar body etc. I might have to remove. He studied the job, said he thought he could get the rad out sideways on the offside with minimum disturbance and heh presto! he hasn't even removed the offside subframe. That's the level of skill he has.

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Now it's a different thing when you plug the gloves into the jacket and oh yeah, there's plenty of heat. But, as I've said above, bit feeble for the bike. However, for dog walking in the snow we've just got, they worked well on battery.

Findley: "do I have to be on the lead now?"



© john nixon 2024

Technical stuff.

Soft finger protection.Semi hard knuckle protection.



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Looks like goatskin (probably not) palm and Cordura.



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Heated elements on back and fingers and 'so-say Waterproof' with 'RTX' membrane.
No, I don't get 'Waterexhaust' either.



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Visor wipe on both forefingers.



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Battery zipped pocket



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Wrist and Cuff velcro fasteners.



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Four heat settings, on/off and press button for each setting.
Battery level indicator on button control.



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Bluetooth so you can control heat from your phone app.



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Of course, you need to buy the Batteries and Charger kit too unless you are going the Macna Jacket route or Macna long cable kit to fit down the sleeves of your favourite non-wired jacket.



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And dont' forget that if you have a cable kit, there's the ghastly business of the connectors. Not all connectors are the same you know! Better to stick with one brand like Macna, Gerbing, Keis etc for all of it.

So that's it folks. Not bad gloves at all. In fact comfortable and pretty good. I think there are better out there but most of the brands are a bit pricier. Motolegends have good customer service and so do Louis.

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SHADOWS, REFLECTUONS, AND MIRRORS – ANT CLERICI

We are all practiced at the “T” of TUG: taking in information, mainly visible information, but are aware that smells and sounds also play their part.

But is there more to looking than meets the eye?!



When I ride (or drive) across the bridge in Worcester, past the cricket ground then around the island to St Johns, as I begin to climb the short hill and enter the left hander I'm checking the right turn for traffic AND looking into the shop windows on the right hand side. Unless blocked by traffic there's a reflection of the traffic lights that lie out of sight around the corner. This glimpse of RED or GREEN or even stationary traffic buys me time to prepare for what's next.

St John's in Worcester: traffic lights reflection in the shop window = GREEN!

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When you use reflections it's surprising how many times they provide a peek of oncoming traffic. I mainly use shop windows and the sides of vans and cars which can show what's ahead.



Easier to read at night but with many vehicles using daylight running lights you might be surprised how often this technique works at any time of the day.

Once you get tuned into reflections you'll notice a lot of mirrors allowing emerging vehicles a view of the road, and because of the way light works (you'll recall your GCSE physics) you get the reverse view.

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And for those who know their Roadcraft here's a classic view: the concealed driveway with low sun with no vehicle shadow indicates it is clear, backed up by the mirror opposite. And yes, this view from a car passenger seat is not as good as the motorcyclist's view where a position closer to the centre line opens up the view into the driveway.



On rural roads the views worth taking are looking around bends, beyond the limit point, to check not just for the obvious trucks or buses, but also for horses or cyclists. A glimpse of a bobbing head (horse rider) or cycle helmet is all the preparation you need!

Van deliveries are now everywhere. Drivers often appear from nowhere rushing back into their cab for the next delivery but there's often a glimpse of their feet underneath the vehicle warning you of their presence.

Develop a hunger for INFORMATION! Look with purpose!

HONDA CB400 FOUR RENOVATION - TONY REUSSER

Episode 1 - In the beginning

It was late September when I received a call from Andy Dutnall that a friend of his was moving and wanted to sell a 1976 Honda 400/4 that had been languishing in his garage for over 20 years!

I had been looking for a winter project and had been after a Yamaha RD350 or 400, but they were proving difficult and expensive to obtain.

Having had Honda 550 & 750 fours in the 70's, I naturally had a soft spot for the mark. It didn't take long to arrange a viewing, but what would I find!

The pictures below tell a very sad tale; Aluminium corroded and pitted as was much of the chrome, the front brake hydraulics were seized and would have to be completely replaced, the carbs were locked solid, the forks were badly pitted, wheel rims rusty, the engine turned over but was in no state to attempt a start (nor was the battery), the black instruments cowlings were rusty and there were no keys!!

Were there any positives? The paint on the tank and side panels were excellent, but the in the tank was a brown mess that was congealed, interestingly the exhaust system looked new, and all the parts were there. Importantly the numbers in the Registration book & bike were the same.

With a project like; 1) it has to be cheap to buy, 2) you have to be able to do most of the work yourself or it becomes far too expensive, 3) you've got to enjoy the journey of discovery that's about to start. Suffice to say a price was agreed.

In this episode 1 of my Honda 4 renovation story, I'll leave you with these pictures that need little explanation!:





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Next time in Episode 2 – Finding a Honda parts supplier, Carb renovation & tackling the engine case corrosion.

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