

CLUB TORQUE

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THE NEWSLETTER OF THE RMDC

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WELCOME FROM THE EDITOR

This month's packed addition has something for everyone. Thank you all for your contributions. Keep them coming!

It's also great to see that all the hard work everyone put in to the 2018 RMDC bike show resulted in a record breaking success. Fantastic and I'm not just talking about the glorious weather on the day.



It is very gratifying to know that the money raised from the show really does make a difference to our chosen good causes and in particular for the Suffolk & Cambs SERV Blood Runners who last month took delivery of a fully liveried Yamaha FJR1300. It looks impressive well done Guys and Gals!

BRIAN GETS A BIKE JUST RIGHT AND THEN DECIDES TO PART WITH IT

No I'm not talking about Honda with DCT. I'm talking about a certain Honda CB 450 Twin. I remember the day clearly, riding down to somewhere near Seven Oaks only to find the bike in question was a dodgy rattler. Then stopping for two and a half hours on the way back at the Dartford Crossing M25 Services drinking tea and eating cake whilst Brian bid for another one on ebay, which he won and lovingly restored!

Pam Ayres was so shocked when she heard of its demise she has submitted a very moving poem of exactly why the Honda moved on. Subsequently I share this with you in this edition.



Brian demonstrating the benefit of DTC!

HONDA PRESENTATION EVENING – 5 SEPTEMBER 2018

Norton Way Honda from Letchworth served the Club well by bringing 3 bikes to Whaddon Village Hall for an excellent evening with over 35 Members and guests present.

The main purpose of the evening was to introduce the concept of automatic gearbox technology into motorcycles and present their Dual Clutch Transmission (DTC) motorcycles. What seemed astonishing is that the DTC variant on the Africa Twin only adds 10kg to the mass of the machine!

Three bikes were on view – the Honda X-ADV DCT Scooter and one can see as the older some of us get and with advancing years and stiffer leg joints coupled with the difficulty of getting a leg-over in a pure motorcycling sense, the facility of being able to step through the frame to get on a bike with what appears to be a lively 750cc twin motor with auto gearbox has a certain appeal to enable continued joy from motorcycling.



The Goldwing DCT in 21st Century livery remains an enormous product for a niche market. The engine runs as sweet as a nut and it's interesting to note that at £30K, it does come with heated seats and reverse!



The star of the show was the Africa Twin DCT 1000L. This machine clearly demonstrated the lateral thinking that the Honda designers have demonstrated since their first machines hit the shores of the UK back in the 60's. It is no wonder that there are more and more of these machines on the road and arguably a serious competitor to the BMW 1200 GS.

One has to apply a degree of lateral thinking at the thought of riding with the DCT option, but from discussions with those who have it they all sing its praises.



When one first approaches the bike, it does seem physically very tall - and formidable. Standing 6 feet with a 32" inside leg, my first impression was that it was intimidating and I was not sure if I could even get on it without making myself look like a prize chump. Thankfully, a very helpful Honda representative was on hand to advise me to step on the footrest and cock my leg over the seat and this worked very well for me and John Wayne would have been proud.

All in all, a most enjoyable evening and Norton Way Honda – who always support our Bike Show, presented themselves in a very professional manner. This was a successful evening all round.

Jasper

DOUG'S GALLERY

Our tame club photographer Doug has taken time out from his usual glamour shots to remind us of the fantastic club ride out to Wellesbourne Airfield to visit Vulcan XM655.

Seriously Doug is a great photographer and I have one of his works printed and hanging in pride of place in my home. It hasn't self-shredded yet but he tells me when it does it will be worth even more!

The weather on the day was fantastic and the old girl scrubbed up really well considering her age. More than we can say for the motley crew standing in front of her.



Avro Vulcan XM655 was third from last of the Vulcan bombers produced for the Royal Air Force, being delivered in late 1964, and was part of the UK's nuclear deterrent force throughout the 1960s and 1970s. It is now owned by Wellesbourne Airfield, and is looked after by 655 Maintenance and Preservation Society (655MaPS) which is a volunteer organisation of Vulcan enthusiasts.

XM655 is one of the few Vulcans remaining in ground running condition, the only one with the most powerful of the engine variants (Bristol Olympus 301s) and 655MaPS aim to keep it running for as long as possible. The aircraft systems, which are powered up and exercised regularly, are available for demonstration to booked parties of visitors, engine ground runs are carried out several times every year, and a "Fast Taxi" event is carried out most summers to show off the aircraft and raise funds to support its preservation.



The Type 698 was Avro's response to the UK Government's 1947 call for proposals for a high speed high altitude jet bomber to carry the British nuclear arsenal. It was one of three proposals chosen, and after trials with single seat scaled-down test aircraft designated Avro 707s, the first full-sized prototype (VX770) took off for the first time from Woodford on August 30th, 1952, and was demonstrated to the crowds at Farnborough two days later. The Air Ministry decided that their new bombers would constitute the "V-force", taking their naming cue from the Vickers Valiant, and by October 1952 the Type 698 had become the Avro Vulcan.

The Vulcan would have flown for its entire service life without ever dropping a bomb in anger - had it not been for the Falklands war in 1982. While of limited tactical use, a succession of Vulcan bombing missions against the Argentine occupiers on the Falklands Islands proved that the UK still had a strategic bomber force to be reckoned with. While damage to Argentine ground forces was limited, the psychological effect was significant and the Argentines kept back a large portion of their air defence fighters to defend against attacks on their mainland.

LETTERS TO THE EDITOR

Dear Sir

I read with interest your email about a Magazine and contributions – a great idea and thank you for the undertaking. I have something that on the face of it looks rather dull, but at least allows the Editor (you) to either bin or use if nothing better comes along.

Firstly, I decided in July to sell my 1996 BMW 1100RS after almost 11 years of reliable and fun riding and as I am BMW boxer and shaft-drive fan, have replaced it with an ex-demo 1200RS SE with just 260 miles on the clock – see below:



Out with the old...



.... In with the new

I cannot believe just how much progress and improvement has been made with the 2018 model – more comfortable riding position for long journeys, very agile engine with no need to hammer through gears and the gear-shift pro is certainly no gimmick. BMW now fit a balancing shaft to counter the crankshaft reaction when blipping the throttle.

Like many bikes of today, the degree of weather protection in the way of mudguards is at best limited. So, in order to limit the amount of rain and mud being thrown over the engine and for me more importantly, over the Electronic Suspension Adjustment system.

I invested in two products from Machine Art that I bought from NippyNormans– AvantGuard for the engine protection and Mudslings for the rear suspension – both high quality injection moulded tough plastic and very easy to fit. Both work very well.



Engine protection – scantily clad front mudguard as standard



Rear suspension protector – without it, the suspension is fully exposed to the weather

I still have my other two British bikes:

All are a joy to ride. The farthest I have ridden the Bantam without getting off is 31 miles. John Wayne impression for about 1 week afterwards!



1952 BSA Bantam D1 – 125cc



1961 AJS 31 CSR – 650cc

All the best

Jasper Jennings

Editors comment: Thank you Jasper for an excellent contribution to our News Letter. I remember a ride out with you on your Bantam and I have to say never have I been as appreciative of ear plugs as that day LOL (That's laugh out loud not what D Cameron thought it meant!)

Dear Sir

It was with great sadness that I heard of the demise of Brian's Old Honda so here is a poem I have written in its memory.

Yours

Pam

Brian wheeled his motorcycle from the shed into the sun,
And gave the tank a polish prior to heading for a run.
He donned his jacket, lid and gloves and mounted his new
toy,
The road was waiting, weather warm, this day he would enjoy.

He turned the key, on went the fuel and then the choke as
well.
He pressed the starter button, there was silence. What the
hell?
He checked his new possession and a chill ran down his spine,
Everything seemed right last night, the bike was running fine.

He parked the bike, took off his lid and walked around a bit,
What could it be to cause this strife and halt his brand new
kit?
Okay, alright, the bike he bought was only second hand,
But, just the same, he thought it was the best bike in the land.

He checked the fuel tank, it was full and all the lights worked
too.
It must be lack of sparks perhaps, or blocked fuel, what to do?
Off came the seat and then the tank, the wiring looking scary,
All fuses intact, fasteners checked, now Brian was feeling
wary.
"I'll test the carb", he cried with hope, "That must be the
trouble."
But, there were two jugs sitting there, his problem now could
be double!
With carbs removed, the floats were checked and all the filters
too,
He blew out all the jets and searched for dirt and lint and goo.

With fueling bits refitted and both carbs in accord,
Levers, cables, all correct and anything but flawed.
A sudden thought occurred to him, "It can't be carbs or fuel,
The engine won't turn over! It's electrics then, I feel

"It may be the starter-motor, I'll check the owner's book."
But sadly the nervous energy deployed had stopped poor
Brian taking a little look.
He stood up and felt quite weary and his knees began to
twitch,
"Perhaps then I'll just rest a while then check each wire and
switch."

His lips began to tremble and his hands began to shake,
would fate then show his purchase was a terrible mistake?
Brian fell down exhausted and lay prostrate on the ground,
his mouth was foaming, eyes turned back, his heart began
to pound

There were visions of spaghetti and electric wiring too, of
deadly sparks and giant coils, but what was he to do?

His lovely wife then found him lying prone next to the
shed,
Brian's jaw was slack, his eyes were dull, complexion like
the dead.

They took him to a home for those of nervous disposition,
The doctors nodded knowingly, then granted his
admission.

His shaking tremors told a tale of fearful hypertension,
And faulty body functions showed signs too sad to
mention.

Now his wife Rose was secretly on her "learners" and rode
to see him every day,
Just to comfort and to help him with his problems, come
what may.
Then Brian began to mumble things like, "Bloody starter
motors!"
And, "All I see around me is a world of sparks and rotors!"

Weeks went by with little change of hope for Brian's
condition
The medics all took furtive turns to glimpse the apparition.
But, slowly there was hope when he stopped talking to
himself,
And outward signs all showed a slight improvement in his
health.
One day Rose sat down and said, "There's good news Brian,
at last.
I checked your bike out yesterday and took it for a blast."
She leaned quite close to Brian and she whispered in his
ear.
"To get your bike to start, first turn the kill switch OFF my
dear!"