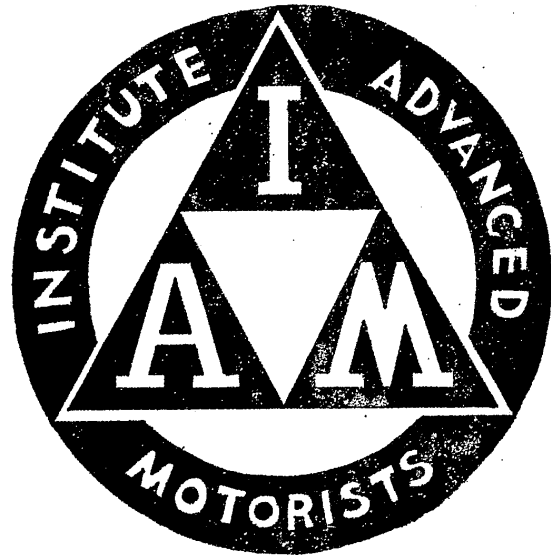


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NEWS LETTER

High Wycombe Group

SPRING EDITION 1984

EDITORIAL

As the first editor of the IAM High Wycombe Group Newsletter, I feel I am breaking new ground, but I hope that each quarterly issue will be newsey, instructive and entertaining. Each issue will include the names, addresses and phone numbers of all the Committee members so that the readers may feel we are available to answer queries or solve problems. It will also include the programme of forthcoming events, both Indoor and Outdoor, to encourage your participation, as well as lists of new Full and Associate members and articles of interest to the potential and full Advanced Driver, both of cars and motorcycles.

As we approach the holiday season, I would also welcome articles for future issues on the joys and hazards of your holiday driving, whether it be about breaking down on a remote country road when you don't know the language (does this happen to IAM drivers?) or any other driving experience. Don't keep it to yourself but write it down and send it to me for inclusion in future issues.

"Letters to the Editor" are always welcome, also.

JOAN PORTER

CHAIRMAN'S Opening Remarks

With this, our first Newsletter, I do want to open by extending a sincere welcome to all our members, both Full and Associate.

Your committee (details elsewhere in this Newsletter) has been formed and is already getting to grips with the problems of running the Group. We have now reached a stage where we can press on alone and have therefore dispensed with the services and advice of our sponsors, the NW London and Chilterns Group, to whom we must be ever grateful for getting us going.

Rule No 2.1 states "To implement the objects for which the Institute of Advanced Motorists Ltd was formed - namely, to improve the standard of driving in its area and to assist in the advancement of Road Safety." In order to fulfil this requirement, we propose to organise a number of events, both indoor and outdoor, primarily directed at Advanced Driving and Road Safety.

These events will be open to allcomers, ie: Full and Associate members, together with their friends and families. Other persons, not members, will be welcome at events in the hope that we can induce them into becoming Associate members.

For Associate Members we will very soon commence 'Observed Drives', in which approved Full members will accompany them with a view to advising them (if necessary) how they could improve their driving standards with a view to eventually taking and passing the full IAM Test. This arrangement is for Associate Members only.

A few quick words on finance - no, I'm not going to ask you for any more money - yet! But:-

The IAM is a non-profit making concern,
It must also be a non-loss making concern.

So, the aim must be to balance the books, with a little held in reserve to cover incidental and emergency expenses. Such things as hire of rooms, stationery, printing and postage all mount up.

Consequently, each event we organise will have to be self-supporting, and so, we will invite all attending to make a nominal donation. The amount you will be invited to donate will be kept to the absolute minimum consistent with balancing the books and, once we are established, we may even do away with it. This does not apply to 'Observed Drives', the cost of which is contained in the membership fee.

I am looking forward to meeting all our members at some of our early functions, meanwhile safe and happy driving to one and all.

JIMMY JAMES
Chairman

**OFFICERS AND COMMITTEE MEMBERS OF
THE HIGH WYCOMBE GROUP OF THE INSTITUTE OF ADVANCED MOTORISTS**

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IAM No 4116 Aug.57
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10 HWCFE (Engineering)
Married, 3 children

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IAM No 130340
Senior Lecturer
Married, 1 child

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Tel: Radnage(826) 3923 Single

HON TREASURER: Mr MARK SHAW-BROOKMAN
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Administrative Manager
Married, 3 children

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IAM No 124423 March 74
Civil Servant MSC
Single

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IAM No 154807 Oct.82
Science Teacher
Widow, 1 child

ASSOCIATE ORGANISERS: Mr FRANCIS BURLEY (as above)
Miss VERONICA TAIT
IAM No
Work Study Engineer
Single

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IAM No 104631 Aug.74
Aerospace Co Marketing
Manager
Married, 2 children

Indoor: Mr ROBERT STEVENSON
IAM No 108244 May 75
Interior Designer
Married, 1 child

MOTORCYCLE ORGANISER: Dr JOHN TAGGART
IAM No 155398 Nov.83
Research Scientist, Food
Married, 1 child

MEMBERS: Mr COLIN HADDOCK
IAM No 35412 Nov.62
Building Co Director
Married, 2 children

Mr ANDREW N LAZAREVIC
IAM No 133109 Aug.79
Driving Instructor
Married, 2 children

Mr ROBERT MERRETT
IAM No 151935 June 82
Driving Instructor
Married

Mr ANDREW B MILNE
IAM No 99001 Aug.73
Woodworking M/c Imp.& Sales
Married, 3 children

Mr CHRISTOPHER SLINGERLAND
IAM No 70258 Aug.67
Partner, family retail trade
Married, 2 children

We welcome the following as inaugural members of the High Wycombe Group:-

FULL MEMBERS

Mr	A A	BLUNT	High Wycombe
Mrs	K P	BOTTING	Tylers Green
Mr	W C	COY	Bradenham
Mr	R E	CRAIG	Loudwater
Mrs	R V	EWELL	Marlow
Mr	R E	GRANT	Marlow
Miss	M P	JONES	Marlow
Mr	B J	LOUIS	Prestwood
Mr	T A	MITCHELL	High Wycombe
Mr	A F	MORSE	Chalfont St Peter
Mrs	L C	PARSLOW	Hazlemere
Mrs	J	STEVENSON	Hazlemere
Mr	W R	STEPHENSON	High Wycombe
Mr	P	TAYLOR	Loudwater
Mr	P E	TRAYLING	Hazlemere
Mr	B J	WRATTEN	High Wycombe

ASSOCIATE MEMBERS

Mr	G W	ALDERTON	Penn
Mr	P	BAKER	Prestwood
Mrs	S	BAKER	Prestwood
Mr	D	BARLOW	High Wycombe
Mr	S J	BRANDON	Bourne End
Mr	R E P	COX	Widmer End
Mr	D A E	COX	Widmer End
Mr	A S	FENWICK	Hazlemere
Mrs	A	HARRISON	Downley
Miss	C	HAWKINS	Marlow
Mr	A	JACK	Flackwell Heath
Mr	M	JOHNSON SAVAGE	Beaconsfield
Mr	M	KERSEY	High Wycombe
Miss	H	MEAD	High Wycombe
Mrs	E	MITCHELL	High Wycombe
Mr	J C S	PAIN	High Wycombe
Mrs	S	PARKINSON	Beaconsfield
Mr	E J	PEARSON	Hazlemere
Mr	H C	ROBERTS	Flackwell Heath
Mrs	L V	ROBERTS	Flackwell Heath
Mrs	M	SCOTT	Lane End
Mr	D	SIMPSON	Flackwell Heath
Mrs	F	WELLS	Hazlemere
Mr	P	WILLIAMSON	High Wycombe

INDOOR EVENTS

By way of an introduction, I am the Indoor Events Organiser. Whilst my role does not have to contend with such problems as the weather, I do have the problem in that whilst I might be able to please some of the people some of the time, I probably will not be able to please all of the people all of the time, but I do hope that the proposals I make for the monthly evening meetings will meet with some approval. Not that these proposals are the be all and end all, for I am always open to suggestions.

The entertainment content need not always be centred round driving cars or riding motorcyclès but will, I hope, embrace other informal social gatherings, such as an Annual Dinner Dance.

I would also be pleased to hear from people who have contacts within Industry or Commerce who would be willing to speak or give an illustrated lecture at one of the evening meetings, or who would be willing to allow members of the IAM to look round their place of work, particularly if it is relevant to motoring.

The driving content is, of course, important to increase the awareness of good driving standards for the benefit of both Full and Associate Members alike. I passed my IAM Test some nine years ago and would welcome any form of refresher course to help keep my driving up to the standard required by the IAM. It is easy to allow bad driving habits to grow and for good driving practice to become a thing of the past and it is for this reason I have made the initial list of proposals for the evening meetings to be centred around good driving techniques and these could see us well into the first six months of the High Wycombe Group of the IAM. I would, of course, be very pleased to hear your reactions to the events that have been organised, so that we can gauge the success of any particular event.

This is how we see the programme at the moment - unless, of course, you think differently, in which case we shall look forward to hearing from you. It is your IAM, so let's have your suggestions, please.

BOB STEVENSON

1st Meeting: Monday, 14th May

Hello, Good Evening and Welcome to the first meeting of the Wycombe Group of the Institute of Advanced Motorists.

Short introduction to the Group, followed by films and your very own Road Safety Officer, MR IRVING CURTIS, Area Road Safety Officer for Buckinghamshire County Council.

2nd Meeting: Monday, 11th June

Talk on Driving by Advanced Driving Instructor, NORMAN CAVE, on good road sense for the pedestrian, Motorist and Cyclist.

3rd Meeting: Monday, 9th July

Talk, film and your questions answered about motoring abroad and holiday motoring.

4th Meeting: Monday, 13th August

Outdoor Event (details later).

5th Meeting: Monday, 10th September

Visit from the Police to answer questions on The Laws of the Road, The Highway Code, Speed Limits and what to do at the scene of an accident.

6th Meeting: Monday, 8th October

Outdoor Event (details later).

7th Meeting: Monday, 12th November

Visit from the AA/RAC. How to Look After Your Car. Basic weekly checks on how to keep a car/bicycle in good running order, together with a talk about the work of the AA/RAC.

8th Meeting: Monday, 10th December

Outdoor Event (details later).

Other Proposals for 1985:-

Quiz - So you think you can drive? With two teams, perhaps with local celebrities and with audience participation.

Points to look for in buying a new or secondhand car/bicycle.

THE INDOOR EVENTS WILL BE HELD AT THE WINDSOR LODGE HOTEL,
WINDSOR LANE, LITTLE KINGSHILL

TEN MORE COMMANDMENTS

1 THOU SHALT STAY IN THY PROPER LAYNE

The laynes that are marked for thy journie upon the highway are not only for thy pleasure but for thy safety. Weaving is the trade of the clothmaker; it is not that of the charioteer. It sendeth thy roadmates into the dytch or pasture and they loveth thee not.

2 THOU SHALT NOT EXCEED THE LIMITS OF SPEED

Though the horses under thy foot be many, suffer them not to lead thee to destruction. Even though the Angel of Death rideth not on thy shoulder, the Eye of Radar doth spot thee from afar and his master shalt carry thee before the judge.

3 THOU SHALT NOT PASS WHEN THE WAY IS NOT CLEAR

Thy life is surely thine own, if ye must cast it away but thy wayfaring brother and the dependants that are his have no defence when thy juggernaut doth bear down upon him. They perish in the ruins and thine ignorance shalt not wash from thy hand the blood of the innocent.

4 THOU SHALT SHOW COURTESY UNTO OTHERS

A journie unto the temple on a Sabbath hath small meaning if the screeching wheels of thy chariot doth make thy bretheren cry out against thee. Thy blaring trumpet causeth not the objects in thy path to crumble; but verily, love doth depart from those who must leap unto safety and they shall surely call maledictions upon thy head.

5 THOU SHALT NOT FOLLOW TOO CLOSELY

Tail-gating shall not only put knots upon thy brow; it surely turneth thy grille work into junk. It causeth thine insurance to zoom and the patrol to look upon thee with displeasure.

6 THOU SHALT HEED THE STOP SIGN

The tablet that calleth upon thee to pause --and the lamp that turneth to red - hath real meaning to the wise; to wager thy years against a single moment giveth thee the appearance of an idiot who knoweth not the odds. The lamp of amber hue doth call upon thee for caution; and heedest thou it not, the charm of luck shall depart from thee and thy days in traction shall be long and miserable.

7 THOU SHALT DIM THY LIGHTS WHEN NEEDED

The lamps of thy chariot are of many candles. Shouldst thou blind the eyes of thy roadmates, they shall charge thee with the fury of an herd of elephants, for though they have eyes they see not.

8 THOU SHALT NOT DRIVE UNTO EXHAUSTION

Thou shalt rest when thou art needful of it. Let not thy weary orbs deceive thee, nor pep pills be a prop unto thy tired brain; for they leadeth thee to eternity. And sleepeth thou at the wheel, thine earthly moments shall be fewer than the mourners at thy tomb.

9 THOU SHALT KEEP THY CHARIOT IN GOOD NICK

It runneth not without attention. The counsel of he who careth for thy crate, if he be worthy, is good; for he is mindful of its needs. Thy miserable life, mayhap, could be in the skilled hands that are his; and truely he hath the power to make thy journie free of care.

10 THOU SHALT NOT DRIVE WHILST PARTAKING OF DRINK

The fruit of the vine may refresh thee after completion of thy journie, but touch it not while wheeling unto thy destination. It maketh thee a man of distinction only to thine own self; and it aideth greatly in making a widow of thine helpmate. It shall cause thee to lie down in dark dungeons; and thine innocent victims shall moan upon the roadside.

MOTORCYCLING OPENERS

For those of you who are motorcyclists, even Advanced Motorcyclists - welcome to the cruise. I intend to write these pieces for non-motorcyclists, associates and top-flight road riders. I will therefore fail. However in this, the first flower of the Wycombe Group, you will be delighted to know that there already exists a comprehensive tuition and assessment scheme to help get you through the solo motorcycle test of the Institute, of which more later. I'll try to give non-riders a brief what's-what on two wheels, including a thumbnailguide on how to become a rider. However the first objective is to get an idea of the scale of interest in Advanced Motorcycling in the Wycombe Group, so if you are a Full or Associate Member with a motorcycling bias, please make yourself known to me (face-to-face, telephone or letter). I shall then let all riders know the strength of our representation.

If you are an experienced motorcyclist and you want to prepare for the Advanced Test immediately, then there are two Motorcycle Clubs in the area which have training schemes in operation. These are the Wycombe-based Swan Valley Motorcycle Club, which meets on the 1st and 3rd Monday of every month in the Wycombe Wanderers Supporters Club. Annual Subs are £6.00, but if you pass the IAM test the Club gives you £10.00! You don't have to be a financial genius to work out that this leave you £4.00 to the good. I know because that's how I passed the test. If you want further information contact Doug Baume on Amersham 21319 who organises the IAM Scheme within SVMCC, or Steve Dove (Vice-Chairman) on High Wycombe 40989. For riders in the Aylesbury area, the Chiltern MCC offers training for the IAM test. I'm afraid that I don't have a current contact in the Chiltern, but Doug Baume should be able to give you a name and number or you could contact the former Club Secretary Alan Williams on Hampden Row 201 (days only). If any Chiltern members read this perhaps they could get in touch with me and give me details.

Test routes in this area tend to be based on Aylesbury because the two local testers are Alan Woodford and Andy Morrison. Andy is one of the top Production Class racers in the Country at the moment and Alan is an out-and-out enthusiast. Both are serving traffic officers with the Thames Valley Police based at Aylesbury and are, of course Class One Drivers and Riders. I doubt that one could find two more expert or committed riders. The test follows the standard IAM pattern being 90 minutes of riding over about 35 miles of road, with the examiner following some 50 to 100 metres behind. The route is taken as three or four stages which allows pauses to thaw out and to get fresh instructions on course. To get through the test there is no substitute for hours of study of Motorcycle Roadcraft and Advanced Motorcycling, coupled with lots of practice. Once through the test, you'll be amazed to find how relatively easy it is not to get involved in an accident.

It will take some time to get a local group scheme together and, in the light of the Swan Valley/Chiltern activity, it may be that we can come to some form of reciprocal membership or cross-support arrangement. However, it is intended to operate an active motorcycle function within the Group; please let me know if you have any special requirements. I suppose that I'm in the IAM essentially for the pose value of the badges. I took the bike test in 1982 and the car test in 1983 and passed, to my unending surprise. I was on a losing streak anyway because, had I failed then, I would have been told "There, told you that you were a useless driver". Having passed, I got, "Boy, they must really have lowered the standards to let you through; it can't be worth taking the test". The response is to give them a Test Application Form and say, "Well, if you think it's easy, you shouldn't have any trouble getting through." Having seen the provisional accident statistics for untrained, partly-trained and Advanced motorcyclists, there's no doubt in my mind about the direction that we should be following. IAM training must be the most cost-effective life insurance around. I have written a piece on the relative accelerative powers of cars and motorcycles for inclusion in another edition of this Newsletter; it makes alarming reading.

For those of you who would like to make a start at motorcycling, you'll need to take a DoT Test first. The test is in two parts and there are many local schemes to provide you with the necessary tuition. For Part 1, which is an off-road machine handling test, the wrinkles and tricks of the trade make it almost obligatory that you go through an approved scheme. Part 2 is the traditional "Round the Houses" DoT Test plus Highway Code questions. If you are 17 and over you'll need a machine of 125cc or less, 'L' plates, a Provisional Licence and a safety helmet. Training courses with approved groups cost about £35, which includes the Part 1 test fee. Most groups give on-road training sufficient to get you through the DoT Part 2 test. If you have a full licence for any other class of road vehicle, this will serve as a Provisional Licence for Motorcycle purposes (please check that statement because there may be exclusions for horse-drawn track-laying equipment or something obscure like that!) If you have only a Provisional motorcycle licence, then the Law obliges you to pass both parts of the Test within two years, failing which you are banned from motorcycle riding for one year. You may soon have an option to surrender your Provisional Licence for those parts of the two year period in which you are not riding (bike off the road and so on). I can see a major snag with this arrangement but I'm not going to put it into print.

For car drivers who think that this is all academic and that anything which clears motorcyclists off the roads is a good thing, remember that when compulsory safety helmets were introduced in 1973, claims that compulsory seat belts would come on the night follows day principle were derided because of the power of the motorists' lobby. I think that I would risk ten pence on the forecast that within the next 10 years car drivers will face a two-part test, including a written examination, incorporating a one year ban if both parts are not passed within two years. Ah, yes, details of local DoT training schemes; please remember that these are basic training schemes NOT IAM training programmes.

RoSPA: Aylesbury 622217
Beaconsfield
High Wycombe 815077

BMF-RTS: Henley 3203

STEP: Aylesbury/Long Crendon 210302
Thame
High Wycombe 22889

Milton Keynes 658542
Bicester 42427

Private Schools: St Christopher
Chesham (0494 782158 and 784239)

School of Two-Wheel Training
Aylesbury (0296 668738)
This school offers Part 1 training and
test in a day to experienced riders for
about £45.

Please note that this list does not constitute endorsement or approval by the IAM of any of the schemes but, from personal knowledge, the majority are helping to improve the road safety performance of one of the most vulnerable groups of road user. Keep the rubber side in contact with the road.

JOHN TAGGART

IRRITATING, ISN'T IT?

As a motorcyclist and a car driver (not at the same time), I find myself irritated by the members of the sect of which I am not a member. So as a biker, I can't stand blind car drivers who over-estimate the accelerative powers of their boxes. As a car driver, I don't tolerate motorcyclists who drive into gaps that don't exist and generally cause me grief by filtering through rush hour traffic when I'm forced to sit and listen to Terry Wogan. However, for anyone using the main arterial roads into London, the main source of irritation must be the Traffic Lights Grand Prix, where the contenders line up waiting for the green light and then sear off in a cloud of vaporised rubber. Hardly advanced driving - just human nature. I guess that motorists rarely read bike magazines and vice versa; I must be one of the billyophilic transport hermaphrodites around. There is a serious point to all this. In simple terms, some motorcycles have phenomenal acceleration - a simple function of power:weight ratio; other bikes are power-restricted by law but are styled to look like balls-out street racers. The latter are hazards. I have never seen an authoritative comparison of car and motorcycle acceleration data, so I set about compiling my own from press sources generally. My hope is that it will help to solve some of the car-bike problems on the roads.

The first problem that anyone encounters in compiling a comparative list, is units of measurement. Car drivers lust for machines with low 0-60 figures; the time taken to get from rest to 60 mph. Motorcyclists have adopted the standard of the drag strip - the Standing Quarter, or the time taken to cover 440 yards from rest. I asked an engineer with considerable automotive experience if there exists an equation to convert one to the other, or to calculate acceleration from mass, drag coefficient, power, gear ratios and rolling resistance. He went pale and suggested that I contact the Motor Industries Research Association (MIRA) or BL Technology Ltd. In the end I just decided to take figures from the journals and do some additional calculations. In an attempt to please the two wheeled chapter and the four wheeled masses, I include 0-60 times and Standing Quarters. Let's start with 0-60 times, where, for the motorist, exotica like the Porsche 911 3.3 litre turbo must be one of the top dogs with a time of 5.1 seconds and the Ford XR3i Escort at 9.1 seconds. After these came the Executive Saloons like Granadas and Rovers around the 12 second mark and small family cars at 18 seconds plus. That's roughly the span.

Going back to the Porsche Turbo at 5.1 seconds, the hottest motorcycle on the streets this year is arguably the Kawasaki GPz 900R with a 0-60 time of 2.69 seconds. That is not a mistake but, as bikes go, it is fairly quick. In fact, it is rare for a superbike to take more than 3.5 seconds to get to 60 mph; whether or not it is prudent to do so is outside the scope of this piece.

Of course, up to 60mph the important things, apart from skill, are power, weight, tyre adhesion and a good supply of disposable underwear. It is true that unfaired motorcycles are about as aerodynamic as house bricks, having Drag Coefficients of about 0.9 against the Audi 100 CD's much advertised figure of 0.3; but the CD value only really affects the power and, by implication, the fuel needed to sustain high speeds. In fact, one of the major points of debate in motorcycle design at present is the extent to which chassis and aerodynamic development have stagnated since about 1950. It now seems clear that the next major steps forward will be:--

1. Aerodynamically efficient fairings, and
2. Radical chassis - engine combinations like the ELF-Honda endurance racer and the hand-crafted Bimota from Italy. Both have drag coefficients of under 0.5; a considerable step forward and these changes will almost certainly raise the top speeds of motorcycles into the totally unusable range.

The Kawasaki GPz 900R is capable of a genuine 150 mph in its relatively unfaired state (it has some frontal fairings to protect the rider and to keep the front tyre in contact with the road). Perhaps I shall return to efficiency at a later date. Let's look at the table.

Model	0-60 mph secs	St.Start 400 metres	Power (1) Bhp DIN	Weight (2) kg	Power/wt Bhp/tonne
Kawasaki GPz 900R	2.96	11.09	113	293	507
BMW K100RS	3.80	12.37	90	291	407
Suzuki GS1000	4.30	12.20	89	299	389
Honda CB400N	5.60	15.00	43	240	179
Yamaha RD250LC	6.00	15.40	35	207	169
Ford Capri 2.8i	7.80	16.40	160	1590	105
Renault Fuego Turbo	9.00	17.70	132	1110	127
Vauxhall 1.6GL Cavalier Est.	10.20	18.20	90	1140	84
Ford 1.6 GL Sierra Est.	12.10	18.40	75	1090	72
Kawasaki AR125LC	11.40	19.50	12	171	70
Honda MBX50S	30 mph restricted	32 +	3	158	19

Notes 1 Power DIN is expressed as the manufacturer's claimed output at the crankshaft: no correction has been made for drive train losses.

2 Weight assumes 1 gallon of fuel, plus 1 driver/rider weighing 70 kilos.

I would guess that the table will not come as a surprise in motorcycle circles but for car drivers, especially Advanced Drivers, there are a number of take-home messages:-

- 1 If a large powerful bike pulls alongside you at the traffic lights and it is covered in badges that say GPSX 1000 SS, don't try and race it - you are on a loser in the Power:Weight stakes.
- 2 Not all motorcycles are the same, so learn to recognise the three essential categories:-
 - (a) **Sixteeners:** These are the 50cc machines ridden by 16 year olds and are generally restricted to 33 mph/3 bhp. Their Standing Start 400 metre times will exceed 30 seconds AND the rider will usually be inexperienced. These machines are much slower than, say, a Citroen 2CV and are in the charge of youngsters. The problem is that, for marketing purposes, the bikes are styled to look like much bigger machines.
 - (b) **Learners:** On 125cc/12 bhp (all right, 9 Kw) machines are also in danger because the styling and physical size resemble larger machines. Their acceleration is in the 1.3 Sierra/Cavalier bracket - in other words, they're not as quick as they look and they may not be as quick as the rider believes. Ironically, they're still faster than you might think.
 - (c) Anything over 250cc will have a power:weight ratio upto 50% greater than the Capri 2.8i, so it is going to disappear fairly quickly. Don't get frustrated, imagine what it must be like to drive a milk float.
- 3 Over 66% of all motorcycle/car accidents are attributable to the car driver; usually "Sorry, mate, I didn't see you". I know that it's irritating to see that little twerp revving his Yamaha next to you but he's only doing it to stop the crankcases filling with saturated air/petrol mix and gassing-up. If he didn't blip the throttle, the motor would stall as soon as he lets the clutch out.

Of course, if you drive a Porsche 911 3.3 Turbo then you should be able to hold your own with my Honda CB400N and anything smaller. Irritating, isn't it?

JOHN TAGGART

The next Newsletter will be published in July
and items for inclusion should be with the
Editor no later than the end of June

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