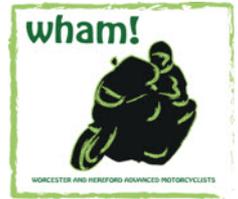




# WHAM! NEWS

April 2010



WHAM'S NEW  
SLOW RIDING  
CHAMPION WINS  
EXCITING FINAL  
AND THE SQUASH  
BALL BALANCING  
COMPETITION

BRILLIANT DAY  
ORGANISED BY  
DEN OSBORNE

FREE STUNT MAN  
SHOW INCLUDED!!

MORE DETAILS:  
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## SLOW RIDING DAY AT THROCKMORTON

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### WELCOME TO NEW MEMBERS

**We have no new associate members this month but welcome to full member Stephen Wood and a warm welcome back to Simon Allen.**

[www.wham-motorcycling.org](http://www.wham-motorcycling.org)

Worcester and Hereford Advanced Motorcyclists.

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## Editor's Bits and Pieces

**PLEASE REMEMBER:** All associates who buy the IAM SFL programme after 26th November 2009 and then take and pass the test before 31st August 2010 will be in with a chance of winning a Yamaha motorbike worth £11,500. For details see page 8.

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### RIDER SKILLS DAYS - HELP NEEDED



Can you help us at Hereford on 25th April and at Worcester on 16th May for our Rider Skills Days? Our observers will be really busy taking out riders on free assessed rides but we need members to look after initial reception, parking, the WHAM! cafe and for chatting to the visiting riders who want more information. These are all day events but, provided we get enough volunteers, we will only need you for half a day!! Please help if you can - contact Steve Edwards on 01989

765765 or email him at : [sales@dampproofingman.co.uk](mailto:sales@dampproofingman.co.uk)

## Chairman's Notes

At last the salt is diminishing on the roads and the prospect of a "clean" riding season beckons. Through the winter I'm sure I've spent more time cleaning the bikes than I have riding!

The first "special event" of 2010 was the recent visit to Mick Extance's Off-road Experience – slipping and sliding around some very attractive hillsides in Wales, great fun! By the time you read this we will have had a brilliant day at Throckmorton practising our manoeuvring and braking skills and we are now gearing up for the major Rider Skills Day recruitment events in April and May. All of these events you can read more of elsewhere in the Newsletter.

Having recently acquired bikes with a chain final drive (I've led a sheltered life of shaft-drive for too long!) I've discovered some more maintenance tasks – cleaning, lubricating and adjusting! Like all these tasks we learn but it made me think we are probably not using the expertise of the Group to best advantage, with so many members and so many bikes there must be some good expertise on care and maintenance that we could usefully share through the membership. If you think I'm on the wrong planet then just ignore this but if the idea has "legs" then let John know or preferably send him your articles for publication. I'd appreciate any advice on cleaning products (ease of use, effectiveness, cost, etc.) and sourcing quality motorcycle maintenance tools.

Derek



**SLOW RIDING DAY AT THROCKMORTON** - A great day organised by Den Osborne. Special thanks to Barb Dalloway for her outstanding contribution in the "On-Site Cafe". Also all the other helpers who made this such an enjoyable and beneficial day.



Menna Angharad leads the way though the little cones.



Placing a squash ball on the wrong end of a funnel - Andrew Price tries his luck!



If these men were in uniform, guess who would be the General and who the Sergeant-Major. (No prizes awarded!) (Derek and Dennis make sure things run smoothly.)



Den even arranged for his mate, the professional stuntman Craig Jones, to give us a private show. Craig is setting up a "Wheelie and Stoppie" School at Throckmorton and told us that the more control we have, the better and more confident riders we will be. He certainly can ride a bike and if the West Midlands Police think it's a good thing to do, well !!!!!



Raf and his well-earned "Third Prize" for the Slow Riding Race - presented by our Chairman.

**BRILLIANT NEW CHAMPION!!!!**

Roger Brooks, an Associate Member, won both the Squash Ball competition and the Slow Riding Race. Here we see the new "Slow Riding Champion" being presented with the new Slow Riding Cup by our Chairman, Derek. (You may need to increase the magnification to see the cup!)





Ant Clerici - "Second" in the Slow Riding Race.



Ian Barnard and "That Bike"



Ant demonstrates how to pick up a bike - not that he needs to do it often

The Slow Riding Day at Throckmorton organised by Den but with a lot of help from many others was held on Saturday 10th April. The weather was lovely and sunny but not too hot for the many slow handling exercises that took up the morning session. At lunchtime we were shown how a single biker can lift up his bike in the unfortunate event of it falling over. (It happens to us all!) During the afternoon we practised "hard braking" before we were given an outstanding display of professional stunt riding by Den's mate, Craig Jones. To recover from all that excitement, we then went onto practise "positive steering" before ending the day with the "Squash Ball Balancing" competition and the "Slow Riding" race, both of which were won by Roger Brooks. Very well done Roger. Now you need to win the Yamaha - see page 8!!

Throughout the day, Barb Dalloway looked after us brilliantly with tea, coffee, squash and things to eat (thanks also to Ali Davis for the super rolls). It was a great day where everybody learnt something. Our sincere thanks to all those who worked so hard to make it such an enjoyable event.

## Psychic, Stupid and Lucky

Some people tell me I'm psychic, many think I'm stupid but I know I'm lucky.

Late last year I passed my IAM test and felt more confident than I had in many years; thanks Wham.

Back to the story. I've always been a bit fastidious about pre-trip prep, partly due to army training and not wanting to die! It was good to have this reinforced by wham. On Sunday I got the bike out after just having it MOT'd and a full service. I didn't want a long run after winter hibernation and I'd been thinking about investing in a new foot pump for the bike and my building plant (the psychic bit!). Maplin in Hereford were advertising a twin cylinder pump for only a fiver (did I mention I'm from Yorkshire?) so off I set. I had checked the levels and lights and brakes, all seemed well so, as I didn't want to bend down or get down on my knees, I thought 'just serviced it'll be fine'.

Down Fromes Hill and I thought it seemed a little heavy on the bends so stopped at Newtown Cross to discover that they still hadn't fixed their airline! So, as it wasn't bad I continued (the stupid bit). 2 miles later I got the unique physical symptoms that denote a rapidly deflating front tyre, you know, a feeling of giddiness as the front end starts to wander, the sudden sweat as your testicles try to retreat to the position not held since before puberty and a certain sphincter tightening so quickly and completely that the process could be sold as a pile cure. I hope you haven't experienced it but if you've had a front end blow-out and you're male you know what I'm talking about! (Can't speak as to how these events take lady bikers.) I got the bike slowing under control and pulled in safely (the lucky bit). I couldn't find a puncture so reinflated the tyre and found the problem (a split valve stem), made a temporary repair and got home. The moral of the tale; always do all of your pre trip checks even if your knees hurt or you're feeling a little delicate after Saturday night.

Safe riding.

Richard Booth



**BE A BETTER RIDER QUIZ** - Answers for last months Newsletter quiz

Q. IPSGA is the System of riding. What is the Examiner looking for in its application?

A. **Consistent and considered (thinking) implementation - not slavish compliance.**

Q. What is arguably “the most important part of Advanced Riding”?

A. **Observation. (Bonus for Selective Observation.)**

Q. What are three essential factors in your riding plan?

A. **What you can see; What you can't see; What might reasonably be expected to happen.**

Q. What is positive steering?

A. **Counter steering re-invented!**

Q. What is the purpose of positioning?

A. **To reduce risk to the rider – by seeing, being seen and moving to the safest place on the road.**

Q. What happens to your braking distance when:

- your speed doubles?
- You're on a single track road?

A. • **It quadruples**

- **Doubles - to allow for the oncoming traffic**

Q. What is the limit point of vision?

A. **The furthest point ahead where you have a clear view of the road surface.**

Q. Why is Overtaking more dangerous in wet weather?

A. **Reduced visibility; Increased braking distances/ reduced grip for acceleration; Oncoming motorists without headlights**

Q. Why is riding in town more demanding?

A. **More hazards/junctions; More road users (traffic and pedestrian); More frequent hidden hazards**

Q. Road Surfaces have numerous hazards. What is quoted in the book?

A. **Gravel; Mud; Wet leaves; Potholes; Raised/sunken drains; Road kill; Deep puddles; Extreme cambers Smooth and slippery patches; Tightening bends; Fallen branches; Debris from farm machinery**

Q. What is the basic riding safety rule?

A. **Never travel faster than you can see to stop safely on your side of the road**

**(If you haven't got the new IAM “How to be a better rider - Advanced Motorcycling” manual, it really is an excellent book and very worth while. It retails at £9.99 and you can buy a copy direct from the [IAM e-Shop](#) )**

**ALL ARE WELCOME TO OUR NEXT NATTER NIGHT**

**WEDNESDAY 28<sup>th</sup> APRIL**

**Falcon Hotel Bromyard**

So, What Do You Think?

An interactive evening to talk through some interesting features of our local roads



# WHAM! GOES OFF ROAD AGAIN!

Tony Davis



So, what's that got to do with Advanced Motorcycling?" – This was a question someone asked me after learning of WHAM's trip to Wales a couple of weekends ago to ride dirt bikes up and down a mountain. It's a reasonable question that has a very good and relevant answer.

The event took place at the Mick Extance Off Road Experience centre in Llangadog, Wales. Some of you will remember Mick from a talk he did for us one of our Natter Nights back in 2007. Mick is an ex Dakar racer, an expert off-roader and thoroughly nice bloke. I must admit to a certain amount of trepidation on my part that he may have expectations that our ageing and tired rabble could never live up to. The day started in

typical fashion for me. Off I wobbled on the Honda 250 supplied by the school, only to fall off at the first sign of a few damp ruts in the path, pick the bike up and fall off again, the bike will not go where I want it to, the front wheel has a mind of its own and just does not obey my commands. Eventually we complete a small circuit and arrive back where we started. I pretend nothing happened but the two inches of mud caked over one side of the bike and my left leg give the game away.

My spirits were low, I was resigned to an embarrassing day spent falling off in the mud. Mick was now pointing up a rocky & loose path leading out of the centre. He's telling us to plan for the entry to the path as soon as we see it, then concentrate on the top of the hill, ignoring the surface. The trick, apparently, is to ignore the lumps of rock etc. and let the bike's suspension do its job. Sure, easy that... he does a demonstration ride and glides effortlessly up the hill. One by one we follow. It gets to my turn and I really don't know what to expect, 'can't be that hard' I try to tell myself, 'everyone else has got up OK'. So, remembering Mick's words, I launch the bike and try to look as far ahead as possible, to the top of the hill. To my complete amazement the bike just climbs up, it skips over the ruts and loose gravel like they were not there, it even shrugs off a couple of ruts on the bend at the top and keeps on going. I arrived unscathed at the top and felt like I had scaled Everest, the Bloke was right, look ahead and let the bike find its own way, it really works. We did a couple more circuits around the base and things started to gel, my confidence built as I forced myself to look beyond the front wheel.

On a couple of occasions, Mick stopped the group and moved all the bikes to the side of the path and showed us how it is done. Most of the terrain that we had fretted over is insignificant to Mick as his wheels seem to spend as much time in the air as on the ground, his experience and skill are obvious to us mere mortals.

As the day progressed we tackled some more difficult trails through the woods and up some steep hill climbs. Mick and his helpers take the fear away from these type of trails as they are always on hand to help out if you get stuck. Don't expect them to keep a straight face when you are up to your waist in mud though!



One of Mick's rare moments on terra



The same theory applies on the tricky stuff through the trees as on the climbs, look as far ahead as possible, use a degree of aggression and keep the bike moving, stopping half way through a pool of thick mud is not an option as it is almost impossible to get going again.

The final climb of the day provided the most amusement. We were all lined up at the bottom of a steep and slippery climb and told to go one by one and, once on the hill, not to stop, just keep it going to the top. It's amazing how stressful it is waiting for your turn, especially when you see others ahead taking forever to reach the top and even turning back for a second attempt. I was one of the lucky ones who somehow managed to scabble my way to the top (forget any action pics, it looked like a pig escaping from quicksand), we then sat back and laughed at the rest of the group sliding around in the mud, cruel I know, but very funny.



**Lynton dumps his bike & walks away in disgust..**



**Applause and laughter for "Tree head"**

So, going back to how this relates to Advanced riding, it teaches you to look ahead. If you don't look ahead then you suffer the immediate consequence and shame of landing in a pool of mud. I have no idea of the science behind this; I just know that it works. Take a farm track with a couple of deep ruts made by tractor tyres, if you plough on and try to steer the bike into and through the ruts you will fall off. Look ahead and let the bike find its own way (keeping the throttle open here helps too) and you will sail along. Do this on the road and you will benefit from smoother lines, the bike will not be upset by imperfections in the road surface to such a degree and you will be able to plan ahead and anticipate hazards more effectively.

Thanks go to Dennis Osborne who was instrumental in organising the day. Dennis is an experienced trail rider and it showed. Den just glides through mud and gravel like he's commuting to work. He even managed to keep his suit dry and clean - until he decided to help push Andrew up the last section of the last climb of the day. He gave us all a lesson in where not to stand when helping a fellow rider out of a pool of mud. The last picture shows Him and Mick, laughing at some poor unfortunate soul, with half of Snowdonia sprayed all over his pristine suit. How we laughed.

All in all a brilliant day and well recommended, I will be there on next year's trip!

Tony.



## New IAM Motorcycle Skills for Life Campaign

The IAM will be placing adverts for the Motorcycle "Skills for Life" programme in MCN, Rider's Digest, Bike, RIDE and WHAT BIKE? These ads will all feature the normal Skill for Life Biker messaging plus they will feature "Win a Yamaha". The "Win a Yamaha" competition is open to all associates who take their IAM test before 31/08/2010. The winner will be the "Best New Advanced Biker 2010" - the IAM will be looking for the rider who demonstrates the most skill and control on two wheels. All observers should tell their associates of this great competition! For more details visit the [IAM Website](http://iam.org.uk).

**IAM**  
DRIVING ROAD SAFETY

# confident...

...thanks to the Institute of Advanced Motorists' Skill for Life programme.

Taking the 'Skill for Life' programme has made me a more skilled, controlled and confident bike rider. Now all my journeys are more relaxed and much more enjoyable.

**Win a YAMAHA bike worth £11,500...**

...by becoming the IAM's Best New Advanced Biker 2010.

Everyone who buys a Skill for Life programme and passes the advanced test before 31.08.2010 will be in with a chance of winning this amazing prize.

We're looking for the rider who demonstrates the most skill and control on two wheels. So if you think you have what it takes, sign up for our Skill for Life programme and prove it!

See [www.iam.org.uk](http://www.iam.org.uk) for full terms and conditions.

For only **£139\*** become a better rider  
Apply for savings on bike insurance too!

For more details about our Skill for Life programme and the IAM contact  
**0845 126 8600 | [iam.org.uk/mcn](http://iam.org.uk/mcn)**

A Skill for Life

\* Some groups may also request a contribution towards the volunteer observers' fuel costs.

## wham! Regalia



Have you bought your WHAM! clothing yet? We've got polo shirts and T-shirts in stock - for £12 and £9 respectively. You can also buy fleeces and other wham! regalia - just let us know what you want. To purchase wham! polo or T-shirts please contact [Eric Reynolds](mailto:eric@wham!).

