

# WHAM! NEWS

December 2010



Photo by Tony Davis

## SMUDGE IN SPAIN

On these cold, icy days, what better fun than going through the album to remind ourselves of what it can be like!! This is Richard Smith (Smudge) on the WHAM! Spain Tour in 2009.

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

Worcester and Hereford Advanced Motorcyclists.

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## Chairman's Notes

### Notes from the deep freeze!

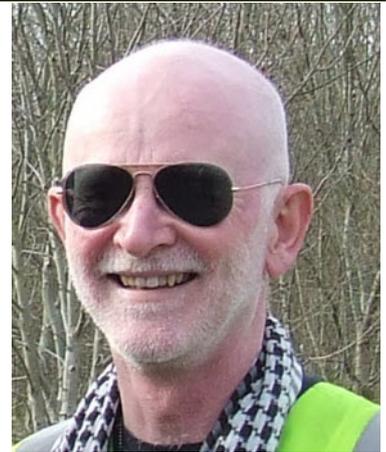
If any of you hear a few tentative words about redecorating as you head out on a Sunday morning be warned! I heard these words recently and since then my life has been turned upside down. When I returned from the ride I found the lounge without half its wallpaper! It has got worse; since then there has been a succession of oh-so-polite invaders with clipboards measuring everything in sight and now I've seen orders for curtains, orders for carpets and I'm trapped here sanding, filling and painting instead of being out in my natural environment riding the bike – of course I'm not sure I'd like to be out riding at present. Our lane is perfect for cross-country skiing!

Motorcycle Live (or the Motorcycle Show to you and me) this week provided a welcome respite from "Decorator World", it was slightly surreal wandering around the stands with pristine machines, part-clothed lovelies, motorcycle gear, spares and paraphernalia. Surreal as I knew the bike park was empty, we all had made the same decision: "not on the bike"! I'm now convinced the current Artic weather is a benison for someone with good connections: I have to finish the decorating so I'm working hard for the thaw – after that I'll enjoy the bike's season!

In the meantime the bikes are all cleaned and polished and Lieutenant Optimate is making sure I'll be ready to escape as soon as it thaws.

Ride safely (when it thaws!)

Derek



(Editor's Note: benison *Archaic*: a blessing.)

**A VERY MERRY CHRISTMAS  
AND A HAPPY NEW YEAR  
TO ALL OUR MEMBERS  
FROM THE WHAM! COMMITTEE**

### RIDER SKILLS DAYS AT HEREFORD AND WORCESTER

**The two most important dates in our calendar for 2011;**

**17 April** for the Hereford Rider Skills Day at Sutton St Nicholas.

**8 May** for the Worcester Rider Skills Day at Worcester RFC ground.

**Please make a note in your diary now.** We will need as many observers as possible but also helpers for catering, reception, parking, setting up and pulling down. More details in the next Newsletters.

### NOTICE OF WHAM!'s AGM

*The Notice of WHAM!'s AGM is on page 10 with the nomination form at page 11.*



## CONGRATULATIONS



**Laurie Jenkins** passed his IAM Advanced Motor - cycle test on 26 November. His observer was John Hodges (helped by Lauries's Dad!!)



**Alex Hoyle** receives his certificate from our Vice Chairman, Brain Morgan. Alex's observer was John Hodges.



**Ian Tinsley and David Denning**

receive their certificates from their observer, Gary Barnes.

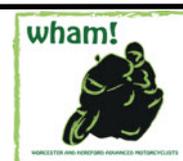
**TYRE** Craig Endicott emailed reference **TYRE** (Trace Your Route Everywhere) - free software that links Google maps with both TomTom and Garmin devices. It is especially useful for those who have TomTom devices because you can download the Garmin files from the WHAM! Website, edit them as you want to and then export them to your TomTom device. (Works with Garmin too!) To get [TYRE](#), follow the link.



**CRASH CARDS** Have you got your "Crash Card" yet? The "Crash Card" has been designed by an Air Ambulance team and consists of a green dot for your helmet and an information card for the medics. Our Vice-Chairman, Brian Morgan, has some left - and they cost £1.00. If you want one, please see Brian at a Natter Night or [email him](#).

### **WHAM SECRETARY NEW E-MAIL ADDRESS**

*Please note the email address for the WHAM secretary has been changed to [whamsecretary@hotmail.co.uk](mailto:whamsecretary@hotmail.co.uk). Please delete [secretary@wham-motorcycling.org](mailto:secretary@wham-motorcycling.org) from your address books.*



## HIMALAYAN ADVENTURE EPISODE 3

Episode 2 ended with Derek riding down a steep mountain track at the end of a long, hard day - surrounded by the smell of “weed” - and heading for a well-earned rest at a campsite.....

His excellent story continues below.

Being on a campsite after the mandatory shower, beer and dinner we of course had to have campfire singing. One of the team “Doc” turned out to be very talented singer and had come equipped with his guitar. The local weed was hit heavily that night as many drifted back to an earlier life in the 1960s – a lot of very relaxed motorcyclists had no difficulty sleeping that night.



Dawn broke brilliantly over the campsite and we again took the opportunity to get our gear into the sun to warm and dry whilst we had breakfast. “Peace and love” became the morning mantra and the fact that we had no power or hot water was really just faintly amusing to everyone floating along to breakfast.

After breakfast reality started to intrude quickly in that we had to get up the track we’d descended yesterday. The traverse sections were steep in places – too steep for the Enfield to “power up” so we had to get the speed on the flatter sections. If we didn’t get the speed we would be re-tracing our ruts for another go! From yesterday I remember some very chopped-up corners too so it will be fun! “Peace and love” quickly evaporated, replaced by a rapt concentration akin to that seen on the

Moto GP grid. Some took the 4x4 option, some took the pretty way (several times!) and a few smart-arses puffed around at the top asking “Just **when** will we be going?”

When we'd formed up we continued up the Baspa valley heading for Chitkul a "frontier town" facing Chinese-occupied Tibet. We were now in a very sparsely populated area: just occasionally we'd see a shepherd or a couple of troops walking along the road. The troops always seemed "jumpy" and after seeing others hiding in the bushes we realised we were in the middle of a war-game of two opposing teams – a reminder of the constant tension here.



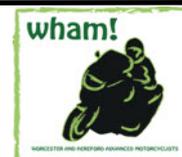
The Chitkul valley was the first time I was really struck by the scale of the mountains. We were at 3,500 metres in a high alpine meadow area and towering all around us were mountains of another 3,500 meters. The prayer flags in the photo indicate that 3 people died here. Sure enough down the steep slope to the side there is the remains of a 4x4 which left the road.

Our track was relatively straightforward: nice gentle curves through the forest, slight inclines, nothing severe. Just as we were relaxing back into that 1960s feeling we came across the first one – glacier melt – freezing water, loose scree and boulders crossing the road. Those still floating ploughed in and quite literally took a bath. Those slightly closer to the ground waited to watch some Army trucks go through the water and get an idea of depth and the underwater treachery.



Showing the crossings can catch out even the experienced Team riders is Colin. Colin has been brought up on bikes and is very familiar with the Himalaya roads. He and two other riders were our route markers. At any junction where we had a choice one of these guys would be waiting pointing out the way for us. As soon as we'd all passed they then had the job of cutting through the riders to get to the next waypoint ahead of us and in time to be able to direct us on the right route again. We were told at the beginning "Don't try to keep up with Colin; if you do, you'll crash!". Like all groups of motorcyclists we had one or two riders to whom the cautions don't apply, in fact they prefer to take it as a challenge, but more of that next month.....

Derek McMullan



**WHAM! OFF-ROAD EVENT MARCH 2011.**

Are you interested in:



the next WHAM Off Road Event with "[Mick Extance Off Road Experience](#)" which is currently being planned for Saturday 19 March 2011. The hotel will be booked for Friday night to enable a good, early start (and maybe Saturday night for those who need to recover after a hard day's brilliant off road riding). Never done it before? Doesn't matter - all standards are catered for. Is it beneficial? Definitely. Although a different type of riding it builds confidence in bike handling skills. Everyone of our members who has been - loved it! A good fun, mucky weekend (but with clothes on)! Interested? Contact [Den Osborne](#). for more details.

**IAM BIKE TRACK DAYS 2011**

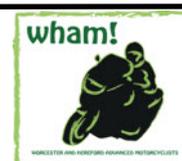
The details of the IAM Track Days are on the [IAM Website](#).

12 <sup>th</sup> April	Mallory Park	£189
12 <sup>th</sup> April	Mallory (experts)	£239
9 <sup>th</sup> May	Pembrey	£189
20 <sup>th</sup> June	Silverstone	£189
20 <sup>th</sup> June	Silverstone (experts)	£239



If you haven't done a track day yet, then it really is a brilliant way of developing your skills and confidence. Highly recommended. If you have already booked or are thinking of booking but would like to know if anyone else from WHAM! is going, please contact [The Editor \(John Hodges\)](#) and I'll try to "connect" you.

**PLEASE REMEMBER - WE DO NOT HAVE A DECEMBER NATTER NIGHT**



## THE IAM “SPECIAL ASSESSMENT” A REPORT BY ANT CLERICI

### Peak of performance?

#### Part 1

I was sat in MacDonaldis thinking only the Americans would call this place a “restaurant”. I had to remind myself that the ride up the M5, M42 and A38 in the damp November weather was a self inflicted journey; I was here by choice awaiting the IAM examiner to arrive. I wanted to be early to enable me to fill up the bike with petrol and me with coffee. Graham arrived on his GS, one of only four IAM examiners who carry out the **Special Assessment**, and we sat down for the two written multiple choice tests, a check of my documentation and the all important briefing. The tests were OK except I managed to get a couple of the Highway Code signs wrong: how could I?! Doh! So not a perfect start but I was consoled by a 100% mark on the Roadcraft test.

After a briefing and a good look at the Multistrada’s gismos we were off...”turn right out of the car park then left at the island; watch my indicators for when to turn...” (So had no idea of our route except we were to return to the start point!)

We headed down a 70mph dual carriageway for a few minutes then I saw Graham’s left hand indicator; ahead was a queue of around 20 cars in the left hand lane, but the right hand lane was clear. What to do? What’s my plan? (Don’t panic) Stop in the queue and spend the next couple of minutes creeping towards the roundabout or filter? I checked right, glided down the outside and looked to merge in and hey presto there was a guy on the phone not paying attention and a gap appeared so could safely move into the left lane and then merged into traffic on the roundabout and turned left without stopping – PERFECT!

Next came a series of towns and villages, changing speed limits and road types, drizzle and mist. All planned to test my ability (in unfamiliar territory) to make safe progress where appropriate, and exercise caution as the hazards appeared – and they did! There were long stretches where “restraint” was important – following cars who were travelling on the speed limit but there were also quite a few overtakes of both single vehicles and groups.

I knew that my riding was under the microscope – not only Graham’s observations from behind but also my own continued self-assessment. I wanted to ride well, I wanted to ride with finesse, I didn’t want to skid off into the magnificent National Park scenery which lay beyond the fog.

The wet roads and poor visibility turned the Peak District into a challenge of wet, bumpy surfaces strewn with muddy tractor tracks. I wanted to show I can make good progress but I knew it was a case of riding well on those roads, in those conditions and at that time.

We eventually returned to MacDonaldis for hot chocolate where Graham asked about a missed overtaking opportunity (*I must have seen something he didn’t?!), why I sometimes signalled left at the end of an overtake (to show oncoming drivers I’m moving back to my lane?!)* and filtering on the right to turn left (*if this were London that’s what I would have done and my plan B was to go around the roundabout if a gap failed to appear!?)*)



As I write this I haven't received my written report...but Graham gave me thoughtful and clear feedback. The whole experience of doing the Special Assessment has been good; it meant I had to raise my game and my riding has benefited accordingly.

**Part 2**

It's now a few days later and I've had both Graham's report and a rather fine certificate from the IAM. I had 16 "Excellent" but was disappointed to get 10 "Good". Where did I lose my marks? One "good" was for slow riding...how was I not "excellent". After all I have been runner up at WHAM's slow riding race. I had even taken a long route around the car park at the end to "show off" my slow riding!!! Doh!

But as with all examinations – this process isn't productive. I'm learning to live with my less than 100% score. The accompanying letter said I got a "higher mark than average" and that it was "a very good ride". So there it is – job done.

Would I recommend it.....? Definitely "yes"! It will help me continue striving for the impossible dream of being "THE PERFECT RIDER".

**Editor's Note: Ant passed his IAM Motorcycle test in 2000, qualified as a Senior Observer in 2004 and re-qualified earlier this year.**

**The "Special Assessment" is open to all full members and costs £60: it comprises two short multiple choice tests – Highway Code and Roadcraft and a ride designed to test your abilities on different roads in an unfamiliar location.**

**YOUR CHRISTMAS PHOTO QUIZ**



How many of these riders can you name? Apart from staggering good looks, what else do they have in common?



Can you name the event that these bikes are at?



Whose bike is this and why is it on its side?



Can you name this observer and the event?

*Answers in next month's Newsletter.*



# WHAM Membership Renewal Form 2011

(Renewals due by Friday 28<sup>th</sup> January 2011)

To renew your WHAM membership, please fill in the renewal form and give it, with the Group Membership fee of £15.00 if applicable, (members who joined after 31 August 2010 are exempt payment) to a Committee Member or return it to me, at the address shown below before 28<sup>th</sup> January 2011. Renewals will be accepted at the AGM. We need this form completed to ensure our records are up to date.

**No membership fee can be accepted without a completed form.** If anyone has any questions regarding their membership please contact me on:-

01905 723531 or [andrew.peckston@krafthoods.com](mailto:andrew.peckston@krafthoods.com)

IAM No: .....IAM Membership Expiry Date.....

**(You must be a member of the IAM to be a member of WHAM)**

**Personal details:** Title: \_\_\_\_ Initials: \_\_\_\_\_ First Name: \_\_\_\_\_

Last Name \_\_\_\_\_ D.O.B \_\_\_\_\_

**IF NO CHANGES, PLEASE LEAVE CONTACT DETAILS BLANK.**

## CONTACT DETAILS:

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Home Phone or preferred contact telephone number: \_\_\_\_\_

Email: \_\_\_\_\_

## STATUS

Membership Status: Associate / Full  
Observer status: Group Qualified / Senior

## GIFT AID DECLARATION

I want the charity to treat all donations I have made since 24 January 2007 and all donations I make from the date of this declaration until I notify you otherwise as Gift Aid donations.

Signature ..... Date -- / -- / ----

## NOTES

1. You must pay an amount of income tax and/or capital gains tax at least equal to the tax that the charity reclaims on your donations in the tax year (currently 25p for each £1 you give).
2. You can cancel this declaration at any time by notifying the charity.
3. If in the future your circumstances change and you no longer pay tax on your income and capital gains equal to the tax that the charity reclaims, you can cancel your declaration (see note 1).
4. If you pay tax at the higher rate you can claim further tax relief in your Self- Assessment tax return.
5. If you are unsure whether your donations qualify for Gift Aid tax relief, ask the charity. Or ask your local tax office for leaflet IR 65.
6. Please notify the charity if you change your name or address

Please give completed form and membership fee to any Committee Member or return to:

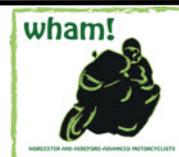
Andy Peckston, 26 Snowberry Avenue, Worcester, WR4 0JA

DATA PROTECTION ACT: As a member of WHAM, the personal information given on this form will be held in confidence on a computer file for membership records and newsletter distribution purposes only. If you wish to see your own details please contact the Membership Secretary.

**Membership Fees £15.00. Cheques payable to WHAM.**

**Membership renewals will be accepted at the AGM on 28<sup>th</sup> January 2011**

**which then entitles full members to vote.**



**NOTICE OF ANNUAL GENERAL MEETING**  
**WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS**  
**Friday 28 January 2011**

The Group AGM will be held at the Falcon Hotel, Bromyard at 8.00 p.m.

The main purpose of the AGM is to review the events and finances of the past year and to elect the committee for the coming year. All full members and associates are invited to attend but only paid-up full members of the Institute and the Group may vote. (*Those who have passed their Advanced Test*)

**Committee Changes**

*The current officers – Chairman, Vice-Chairman, Secretary, & Treasurer must stand down but can offer themselves for re-election. The current intentions of the Committee are given below.*

**Officers**

Chairman:	<b>Derek McMullan</b>	Standing Down
Vice Chair:	<b>Brian Morgan</b>	Standing down/Seeking election as Chairman.
Secretary:	<b>Barbara Dalloway</b>	Standing down/seeking re-election
Treasurer:	<b>Eric Reynolds</b>	Standing down/seeking re-election

**Committee Members**

Newsletter Editor	<b>John Hodges</b>
Membership Secretary	<b>Andy Peckston</b>
Routemaster	<b>Tony Davis</b>
Publicity	<i>Vacant</i>
Events	<i>Vacant (Steve Edwards has stood down)</i>
Blue Group SO/Webmaster	<b>James Dickson</b>
Red Group SO	<b>Guy Jenkins</b>
Chief Observer	<b>Tim Hutt</b> Committee Appointment

**Current Known Changes:**

**Brian Morgan** will be seeking election as Chairman.

**Any WHAM full member wishing to put themselves forward for any of the officer posts or the vacant committee posts should complete the attached nomination form.**

**Voting will take place to fill the three officer posts and vacant Committee positions at the AGM.**

**In the event of 2 or more nominations for a post, there will be a vote by show of hands on the evening.**

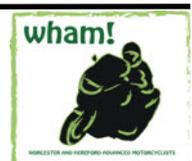
**Nomination forms are attached to this notice.**

**Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated.**

**Please return nomination forms to any of the Officers/Committee Members as soon as possible or hand them in to the Secretary at the start of the Annual General Meeting.**

**All members are invited and indeed, encouraged to attend the A.G.M., not only to participate in voting in your committee, but also to volunteer your ideas, express your views and discuss where/how you would like the Group to progress.**

**No one will be pressured into taking on a role they do not want.**



# Nomination Form

for the election of Worcester & Hereford Advanced Motorcyclists 2011  
Committee Officers & Members

*TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &  
HEREFORD ADVANCED MOTORCYCLISTS  
PRIOR TO THE AGM,  
OR TO THE SECRETARY ON THE EVENING OF THE AGM ON  
FRIDAY 28<sup>TH</sup> JANUARY 2011*

I .....  
(Name in block capitals) wish to stand for election to the position of:  
.....

Signature..... Date.....

**Proposed by:** (Name in Capitals) .....

Signature..... Date.....

**Seconded by:** (Name in Capitals) .....

Signature..... Date.....

**Nomination Accepted by**.....

*In the event of 2 or more nominations for the same post, I agree to a vote by ballot on the night & will abide by the majority decision.*

**Please note:** You may not stand for the committee if the law debars you from being a charity trustee.

If you wish to volunteer for the committee but do not know someone who can nominate you or second your nomination, please contact the Secretary Barb Dalloway on 07947 442468 or E-mail: [whamsecretary@hotmail.co.uk](mailto:whamsecretary@hotmail.co.uk)

