

WHAM! NEWS

March 2010



WHAM'S ANNUAL OBSERVERS' TRAINING DAY

Contents

2. Editor's Bits and Pieces
3. Chairman's Notes.
4. Chief Observer's Column
5. Annual Observer Training Day
6. February Natter Night (A Quiz for All!)
7. Natter Night Continued and Guy Martin
8. WHAM! Regalia and Worcester Transport Plan
9. New IAM M/C Advert Campaign & "Moan and Groan"
10. SWPSR and Track Days at Castle Combe

www.wham-motorcycling.org
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Editor's Bits and Pieces

Please note that for those of you who have not renewed your WHAM! Membership, this will be the last copy of WHAM! NEWS that you will receive. We're sorry that you are leaving us but if you do change your mind please contact [Andy Peckston](#), our Membership Secretary or any other Committee member.

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 9.

Attached to this Newsletter e-mail is a WHAM! Questionnaire. It's your club/group so if you want things to change please let us know. Filling in the questionnaire won't take you long but will help your committee to know if WHAM! is going in the right direction. Please download it and, once completed, send it by e-mail to our Vice-Chairman, Brian Morgan, who will then consolidate the results.

Can you help us at Hereford on 25th April and at Worcester on 26th 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 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

WELCOME TO NEW ASSOCIATE MEMBERS

Roger Brooks from Bromyard and William Hopkins from Hereford

SLOW RIDING DAY - SATURDAY 10th APRIL

Another great Slow Riding Day (SRD) organised by Den Osborne. Slow riding and "heavy braking" exercises in a safe environment. Open to all associate and full members. Great fun and a must! See page 4 and our [website](#).

A Moan and a Groan

Den Osborne has a wonderful moan and a groan on page 9. Is there anything that annoys you and that you really need to get off your chest? (Biking/driving matters only - the fact that your partner has just run off with the boss, although interesting, is beyond the scope of WHAM! NEWS.) So, if you want a moan and a groan, or if you have any story that you'd like to share with us, (photos are especially welcome) why not send it to me at newsletter@wham-motorcycling.org . Please try to get your stories (or moans) to me before the end of the first week each month. Thanks.

John

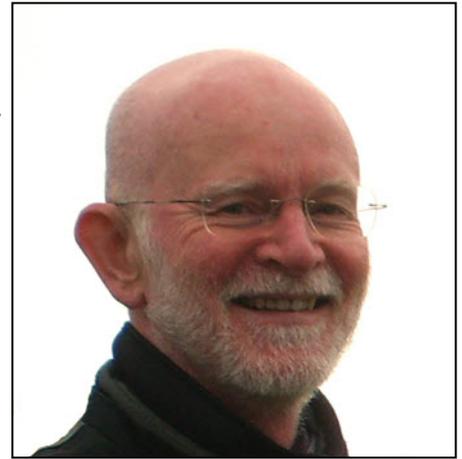


CHAIRMAN'S NOTES

Spring has arrived!

At last, the grey days, the rain, snow and ice seem to be receding. Over the last week or 10 days we have had more sunshine and dry days and the awful salt and molasses mixture is finally disappearing off the roads; though, by this last weekend's example, I think I'll be washing the residue off the bikes for the next few weeks! Enough carping – the drying roads and bright sunshine has made the last week's riding the most exhilarating and enjoyable so far this year (OK – I was on the Superduke!).

The first mark of the new riding season in the WHAM calendar is the annual Observer Training day. This year we had a massive 23 Observers at the event; so we certainly have the capacity for plenty of new Associates in 2010! Our main recruitment events this year will be at Hereford and Worcester and I'm sure you'll read about them elsewhere in this Newsletter.



“Reasonably expected to happen?”

The Roadcraft Observation mantra is “what you can see, what you can't see and what you might reasonably expect to happen”. I've always wondered just how reasonable other road users are going to be. Will they share the same interpretation of “reasonable” with me? Self-preservation requires me to be pessimistic on this and consequently I sometimes experience that little nagging voice which says “you didn't need to be so cautious there”.

Returning home recently I had an instance where I couldn't see and the “nag” started bleating. I was coming across the Cotswolds in the early afternoon on one of the recent many miserable cold rainy days. The road gangs were out fixing potholes and had set up a traffic light controlled contra-flow whilst they fixed a bad section of 50m or so. I waited at the traffic lights amazed at how much swirling steam the tarmac coming off the tipper truck could produce – when the lights changed in my favour I couldn't see anything of the road ahead. It is a long straight road, and, for the opposing traffic, a downhill gradient where people do often “get a move on”. For a split-second I debated how long I'd leave to be sure any traffic had stopped, a typically impatient white-van behind me stood on his horn to press me into action and that proved to be the instant that the car-transporter shot through the steam against a red light ... but of course he was just clearing the view for me – how thoughtful!

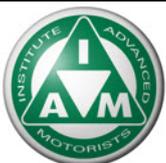
So now its confirmed: there is a very broad range of opinion on what is “reasonable”.

I wish you all safe and enjoyable riding.

Derek

NEXT NATTER NIGHT - WEDNESDAY 31st MARCH Falcon Hotel Bromyard

OUR NEXT NATTER NIGHT IS ON WEDNESDAY 31st MARCH. NO SPECIFIC AGENDA - WE'LL JUST CHAT ABOUT BALLS OF FEET OR INSTEPS, LEFT OR RIGHT FOOT DOWN, USING BRAKE LIGHTS AND OTHER STUFF! MEANWHILE, REMEMBER THAT CONCENTRATION, OBSERVATION, ANTICIPATION AND PLANNING ARE WHAT REALLY COUNT!!



Chief Observer's Column..

Overtaking – Part 3

There are a number of techniques that can be used to aid the overtaking manoeuvre, and two of these I'm going to describe here.

The first can be used when approaching a right-hand bend when following the 'target' vehicle. Glean as much information as possible about the severity of the bend before deciding to commit to this manoeuvre, as it is most effective on sweeping bends, ie ones which are not too severe (although even here the technique can be very effective, but extra care is needed as the target vehicle is very likely to brake early and thereby create a potentially dangerous situation if you are not concentrating fully). Once you have decided that conditions are favourable ensure you are positioned to the nearside of the road (being careful to inspect the road surface/presence of other hazards before doing this) and increase your speed so as to close the gap on the target vehicle just before the apex of the bend is reached. At this point the view past the offside of the vehicle should have opened up and, in the absence of further hazards, you can increase your acceleration and move into optimum position for the overtake. The momentum that was created when you closed the gap on the vehicle will give you vital extra time to make the overtake, and this should be carried out without hesitation once a clear road is confirmed.

The second manoeuvre can be used when you are following a stream of traffic and one of the vehicles ahead of you (and you need it to be at LEAST four) moves out to overtake the vehicle they are following, as provided you have confirmed that there are no potential dangers ahead (eg junction, cyclist, layby etc, and that you have identified a gap for you to slot back into), you can quickly carry out an overtake yourself. You are effectively using the eyes of the driver ahead (and the vehicle as a shield!), and providing the driver is not committing suicide, you can be pretty certain that it is safe for you to also overtake (but be alert for their brake lights, which will warn you of possible problems). By leaving a gap of at least four vehicles this will ensure that if something untoward did occur, then you have time/space to react. Also be alert for other drivers doing the same, and consider signalling to them that you are coming by (headlight or horn signal).

If you are not confident of your own abilities do not attempt these manoeuvres; instead ask an Observer to demonstrate them for you as I am sure they will be only too willing to oblige.

Ride Safe - Tim



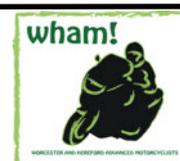
REMINDER - SLOW RIDING DAY.

SATURDAY 10th APRIL

GREAT FUN (BUT A BASIC AND UNDER-PRACTISED RIDING SKILL)

All welcome

See wham! [website](#) for details.



WHAM'S ANNUAL OBSERVER TRAINING DAY

SATURDAY 6TH MARCH 2010

Many thanks to Tim Hutt, our Chief Observer, for organising an excellent, enjoyable and very beneficial "Annual Observer Training Day" for all the observers; Senior, Group Qualified and Trainees. The event was based at the Falcon Hotel and Tim started us off by checking that we are all using the latest forms and information sheets. We then split up into small groups with, where possible, one Senior with two others, either Group Qualified or Trainee. Each group then followed its own detailed programme depending on need but all groups started by practicing "Intro briefs". Then onto the open roads where various scenarios were played out followed by de-briefs and discussions. A break for lunch and some delicate sandwiches before repeating the process in the afternoon. After a final debrief we all rode home feeling tired but satisfied that we have, once again, all learnt something - and are now ready for the next biking season.



Martyn Newman telling Ant Clerici, Richard Smith and Tim Hutt where he thinks they are!!



Tony Davis just doesn't look convinced by Guy Jenkins' explanation on the benefits of a topbox!



Brian Morgan, Allan Wright and David Curzon discuss who will play "Santa" next Christmas.

THE WHAM WEBSITE LIBRARY
 All observers are reminded that the latest forms, help-sheets and guidance notes are kept in the website "Library"



NATTER NIGHT 24th FEBRUARY 2010

A QUIZ WITH A DIFFERENCE

The atmosphere was electric as we waited for the “Quiz with a Difference”! The competitive spirit inherent in nearly all motorcyclists could be seen clearly as we all chose our team mates - in other words whoever we happened to be sitting near. We had a fairly good turn out but obviously many members stayed away because they were reluctant to display their knowledge and thereby embarrass the rest of us. We managed to produce three teams with four or five members. The quiz master was, of course, our Chairman, Derek (who could well rival John Humphries on Mastermind) and he was ably supported by Tony Davis. Tony was responsible for doing the “technical bits” with the laptop and projector and thereby avoided joining a team and having to answer the questions. However, he assures me he knew nearly all the answers and that he would have been an incredible asset to any team.

It would obviously not be right to publish the results and who was in each team because some members were truly appalling in their ability to recognize obscure bits of bikes or in knowing who came fourth in the GP series and the exact name of the team. However, so all members can have the chance to enjoy the thrill of the quiz, the “picture round” is below:

All you have to do is name the exact model of the bikes shown below:



1



2



3



4



5



7



6

ANSWERS (for the few who don't know!!) ON FOLLOWING PAGE

NATTER NIGHT 24th FEBRUARY 2010

Answers to the Picture Quiz: 1. Ducati Testastretta 749 Clutch 2. MV F4 footrest 3. HP2 Sport detail
4. Triumph Street Triple 5. HD V Rod Muscle 6. Yamaha MT03 7. Victor Vegas Jackpot engine

Unfortunately the quiz master didn't get round to asking the questions which we would all have scored very highly on!! So, for a quick bit of knowledge testing, here are the questions that Derek prepared from the excellent new IAM "How to be a better rider - Advanced Motorcycling" manual. (And he doesn't mind if you look in the book to find out the answers!!)

1. IPSGA is the System of riding. What is the Examiner looking for in its application?
2. What is arguably "the most important part of Advanced Riding"?
3. What are three essential factors in your riding plan?
4. What is the purpose of positioning?
5. What happens to your braking distance when; your speed doubles? You're on a single track road?
6. What is the limit point of vision?
7. Why is Overtaking more dangerous in wet weather?
8. Why is riding in town more demanding?
9. Road Surfaces have numerous hazards. What is quoted in the book?
10. What is the basic riding safety rule?
11. What is positive steering?

Answers in next month's Newsletter.

(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](#))

An Evening with Guy Martin on 20th FEBRUARY

JONATHAN RICHARDS

Guy talked for just over an hour, had several cups of tea with questions ranging from what does he think about his Aston Martin.....its crap but looks great. What music does he listen to (the Prodigy) and what was he reading at the moment. He does not hold a road bike license and enjoys holding up as many cars as he can behind his tractor. He loves lawn mowers and tractors a like, is as good on a mountain bike as he is on his various motorbikes, doesn't really enjoy short track circuits.

He works pretty much full time with his dad working on all manner of engines from bikes, tractors, trucks and lawnmowers, a really enjoyable evening with around hundred people in attendance. Guy is a very down to earth bloke with time made for everybody.....even me and Steve. Eric was also there but sorry I did not get a picture.



Guy Martin with Jonathan Richards



Guy Martin with Steve Edwards



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](#).

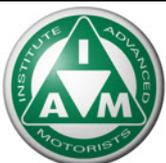


WORCESTER COUNTY COUNCIL TRANSPORT PLAN

Our Chairman does lots of work for the IAM and WHAM; some enjoyable and some not so enjoyable. I hesitate to ask him what rating on the "Enjoyment Scale" he gives to his attendance at the Worcester County Council "LTP3 Motorcycle and Transport Strategy Consultation" meetings. Nevertheless, his input is essential if motorcycles (or all PTW) are to figure in the transport plans of the future. These are a summary of the points that Derek asked to be put forward for consideration by those responsible for the planning of Worcestershire's transport strategy.

1. PTWs must be considered as part of an integrated transport plan. All plans should ask the question - "What does this mean for PTW?"
2. Increasing urban congestion, higher fuel prices and lack of convenient public transport means that the number of PTW, especially smaller capacity machines, will increase.
3. All inexperienced PTW users would benefit from post-test development, regardless of age.
4. Smaller capacity commuting PTW are less polluting and require less parking space. Their use should be encouraged by use of bus lanes, priority systems, Advanced Stop Lines (ASL) for PTW as well as bicycles, suitable parking and storage.
5. PTWs are used for commuting for work, education, sport and other activities. There should be clean, surfaced, well lit, secure parking and riding kit storage facilities at major destinations.
6. PTWs need a better road surface than 4 wheeled vehicles, especially at places where manoeuvring is required ie junctions, bends etc. White lines, manhole covers, potholes etc all present a risk to the PTW which need to be taken into account when designing, building or maintaining roads.

[We can only thank Derek for trying!! Let's hope that someone takes note!](#)



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://www.iam.org.uk).



IAM 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.



Skill for Life Programme

For only **£139***

become a better rider

and likely savings on bike insurance too

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 for full terms and conditions.

For more details about our Skill for Life programme and the IAM contact
0845 126 8600 | iam.org.uk/mcn

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

A Skill for Life 

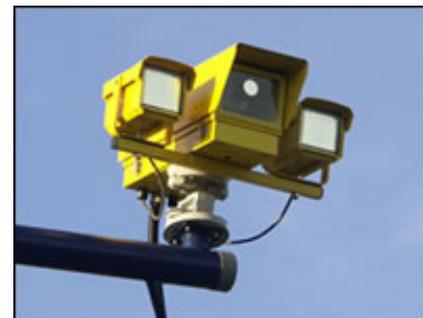
A MOAN AND A GROAN

Dennis Osborne

Motorway Observations.....

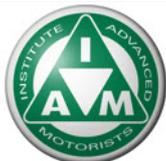
So who is it that comes flying past in these average speed 50 sections of the motorways?

I've had the unfortunate pleasure of `doing` the M5/M6 to Manchester and back on a regular basis over the last few weeks and I find it amazing the number of vehicles flying past and not seeming to care in the slightest if booked. Who are these drivers? Perhaps they know the cameras aren't working? Does anybody know anybody who's actually been booked in an average speed section? I suspect that they just do not care because they are, in most cases, not on the system. I'm happy



to plod along with the speedo at about 50/52 with drivers coming past at 60/65 and even 75/80. I'm sure they fall into a couple of groups. There are those that, having driven past everybody, suddenly realise they're in a 50 and then slam on the anchors. Then there are those who just do not care. They are the same people who jump red lights, park where they like and are usually aggressive in their driving. These are people who are not on the system! It is possible they do not hold a UK driving licence, probably no insurance and the vehicle is registered to who knows! I'm guessing that all the drivers doing the 50 are the good guys with properly taxed and insured cars and driving licences in their name. Guys who are easily caught and fined!! So I suppose it is the old argument that speed cameras do not know the difference between the good and the bad guys. Catching the good guys is easy.

To catch the bad guys we need more police on the roads.



SOUTH WEST PENINSULA SPRING RALLY

SATURDAY 27th MARCH 2010

Motorcycling on some of the best biking roads in the country. Riding throughout the South West, including Exmoor, the North Devon Coast, Dartmoor, Dorset and Cornwall. THIS IS NOT A RACE it's a scatter rally. All you need are some basic map reading skills, a legal motorcycle and a desire to enjoy yourself



For more information and entry details go to:

www.somersetadvancedmotorcyclists.org.uk

A Note from our Secretary

Hi All

Just thought I would mention that the Folly has 2 Castle Combe dates this year the 19th April and 20th September. Both are now on the website and the April one is beginning to sell. We never have a problem filling the days at this track as we only have 48 places to sell. SO if anyone fancies doing a track day this is a good one for novices, the track is 2 miles long, and with only 12 riders plus Folly Officers there is plenty of room for all.

Please bear in mind there are strict noise limits and race cans, or modern sports bikes with short stubby cans (even though road legal) will have a problem (R6, GSXR's etc), and may not get through, others should be fine, if in doubt contact Jeff via the Folly website <http://www.motorcyclefolly.co.uk> for advice.

Can we pass this on to anyone in the group you think might be interested?

Regards

Barb

