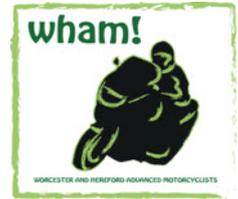




WHAM! NEWS

November 2010



IS IT TIME FOR A CHECK RIDE?

Since passing your advanced motorcycle test, have you been out for a check ride just to make sure that your riding is still OK? If not, please see page 5 for details of how to arrange a check ride.

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www.wham-motorcycling.org

Worcester and Hereford Advanced Motorcyclists.

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260

Contact the Editor: Newsletter@wham-motorcycling.org

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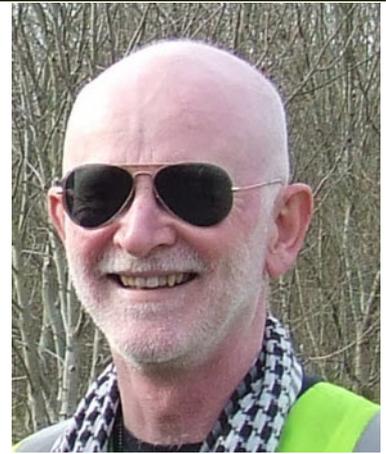
Chairman's Notes

Warm hands

A topic in which we all have an interest! Some of us have heated grips, depending on the motorcycle they either work very well or we keep checking if we have in fact switched them on. Some of us use thick winter gauntlets: personally I don't like thick gloves as the feel on the handlebars is lost. Last winter I had one very long ride in freezing temperatures (on a bike without heated grips) and I prepared with some silk inner gloves and a middleweight all seasons exterior. When I started the ride I didn't realise it was -7°C; had I done so I would not have started out. After ½ an hour my hands were COLD. I started deliberately flexing my fingers to get some blood circulating and after an hour I was convinced I was winning – my right hand didn't feel cold at all. As a coffee stop presented itself I stopped and was horrified to find that what I thought was a warming hand had in fact started moving into frostbite and I'd lost all sensation – thank goodness for hot coffee to hold onto! This experience made me stop more frequently and I resolved to find the best solution I could to the cold hands problem.

Enter EDZ. Many of you will know EDZ for their motorcycle clothing, you may have seen some of our Observers wearing a natty S&M windstopper top. I was not aware of their liner gloves. For £10 they provide a pair of "one size fits most" gloves in Merino wool. Having mid-sized hands they fit me and they are spectacularly good at insulation but not that thick that you can't feel what's happening at the front wheel. Highly recommended.

Safe riding,
Derek



PS. Do you have any "pet hates" about annoying rules that spoil driving/riding. If you do, please email me at chairman@wham-motorcycling.org and tell me about them.

Bits and Pieces

WHAM'S CHRISTMAS DINNER!!

Have you booked your table for the WHAM! Christmas Dinner? This enjoyable annual social function will be held at the Falcon Hotel on Friday 10 December. The meal will cost £16.95 - see page 10 for the choice of menus. There are also a few rooms available for those who would like to really give their wives/girlfriends/partners a treat!

Please contact [Barb, our WHAM! Secretary](#), to book your place.

CONGRATULATIONS

Many congratulations to **Tina Whitmore** who has successfully passed her Advanced Motorcycling Test. Her Observer was Den Osborne.

NOTICE OF WHAM!'s AGM

The Notice of WHAM!'s AGM is on page 11 with the nomination form at page 12.



OCTOBER NATTER NIGHT



Dave Sweetman receives his IAM certificate from his observer Guy Butcher.



Ant wears a t-shirt to help him remember what he is meant to be doing for a living!!

Group Riding

Thank you everyone who contributed to the October Natter Nite session. We now have a fantastic set of opinions, suggestions and issues to make progress with our group riding.

I was in London the following day and saw what might be considered as the best of 'best practice'.

6 Met Police bikes manoeuvring through Piccadilly in a formation, 3 pairs 2 abreast as a tight group that was no bigger than small bus. They looked as if they were a single vehicle!

We'll consider your views and aim to publish a new policy but for now the highlights of the evening included:

- Concern about skill levels, making progress and dangerous riding
- A need for better briefing
- Ideas about how to improve standards of group riding through specific training

Ant Clerici

Editor's Note. It has now been decided that Ant will chair a small group to consider the above in more detail - please see page 5 for more information.

NATTER NIGHT- WEDNESDAY 24 NOVEMBER



We have a visit from Paul Judge and Rodger Kettle for the November Natter. Both have raced on circuits all over the UK and Europe, particularly on the Isle of Man. Rodger these days is a pit crew member. Both also spend time at tracks instructing us amateurs - for the IAM, and the Motorcycle Folly amongst others. They have agreed to come and give us a talk (including a short film - a lap of the IOM with David Jefferies), on their experiences on the IOM and other tracks, and are willing to answer any questions you may have!

Barb Dalloway



'MotorcycleSim" Rider Research

by Craig Endicott



“Did you read your copy of the IAM newsletter?” Roger [Brooks] enquired. I looked up from my steaming cup of coffee “nope”. We were parked at BP Services just up from Silverstone too early to get into the track. “There’s an article on a Motorcycle simulator I’ve booked myself to have a go on at Nottingham Uni. If you’ve got time why don’t you have a go?”.

And so I did. I emailed the university, Paul Ward, and got a polite reply, I answered a few questions to assess my suitability and off I went. I licked and stuck my old sat nav onto my rpm clock (thank you Roger for the tip) . The Tom Tom took me M5, M6, M42

then M1, I made good time stopping at Donnington services for a sarnie and pop and arrived 15 minutes prior to my appointment as instructed.

The simulator set up was located at the Centre for Motorcycle Ergonomics & Rider Human Factors, there I was made very welcome, had a tour of the computer systems and the bike, a donated Triumph Daytona with the engine whipped out and the front end replaced. The whole bike was supported by 4 pneumatic rams that exhausted air when the bike was tilted; cool. Unfortunately the rams were there purely to keep the bike upright and did not perform any function in the test. The whole rig was designed and built by first year engineering students. Steering was done purely by the handle bars; no lean or you just fall off! Feedback was also taken from the throttle, brakes and indicators.

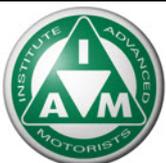
The start of this hour and a half lab test began with a Clipboard, this was passed to me. This first one assessed my current mental and physical state prior to the test. That done and deemed fit to continue I was asked to don my helmet and approach the machine. I was next allowed 2 practice sessions, one on an open road and the other round a town. After that it was another clipboard re-assessing my fitness and then onto the test for real; 25 minutes of riding through computerised open roads consisting of quiet roads with parked vehicles, busier roads with oncoming traffic and slow moving vehicles to over take. A series of S bends and finally two laps of a town with pedestrians, all the time you are adhering to the speed limits as seen by the road signs.

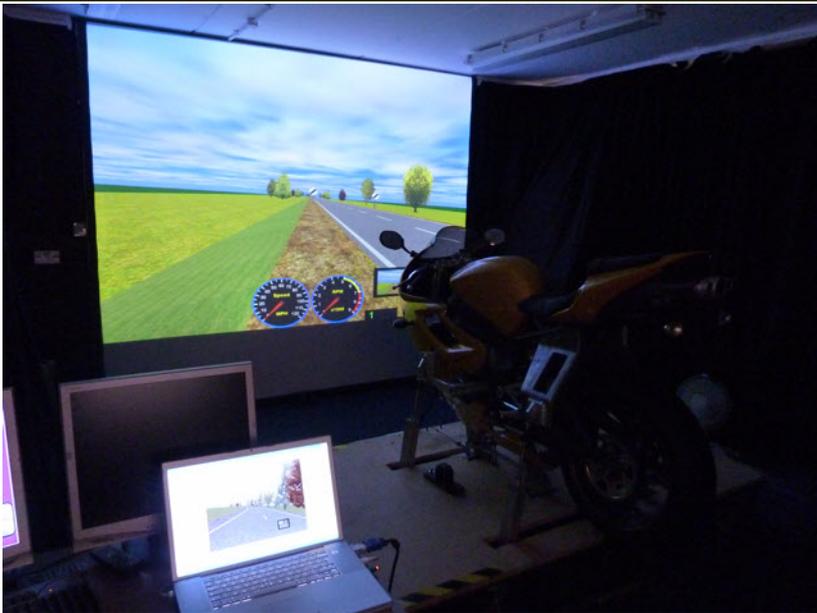
The second stage was off the bike and in front of a computer. This time I was asked to watch a collection of videos, filmed from a bikers perspective. I would stop the film when I saw a hazard and explain why I had done so. I was asked to try and not pre-empt the hazards, but, with my advanced rider training I couldn’t help it. The film would only be on a short while and I would stop it before the hazard occurred, then when asked why I would give a lengthy explanation. I wasn’t perfect but I feel I managed to get most of them (they don’t tell you how you did) it really did feel uncomfortable waiting for the hazard to actually happen before doing anything about it.

The third stage was back on the bike, this time to look at computerised still images of the S bends I went round earlier. No physical input this time; just sitting still on the bike. I had to look at the bend and state what speed I would enter the bend, given a choice of say 1 to 10, 1 being 20-30mph 10 being 90-100 mph; then state if I came off in the bend what would be the severity of the injury, 1 being say minor and 10 being dead.

The final stage was in front of a different computer. This time I had to answer 50 multichoice questions, more to do with attitude to life, risk etc. That completed I signed another clipboard saying I was fit to ride and signed for my petrol/beer money of £12 which I gratefully received.

(Continued on page 5)





The Nottingham University M/C Simulator

I chatted with Paul afterwards who revealed that so far the trained Advanced riders are very good at hazard perception and awareness and can talk at length about these. Ideally Paul wants 60 riders: 20 who have just passed the DVLA test, 20 that have years of experience after passing their test and 20 that have just passed their IAM advanced rider training. The study should help to pinpoint what makes a better rider (as the book says); is it the training, being fresh and new from the DVLA test, advanced rider training, just experience riding or a combination of all? We shall see. He did say that he was short of DVLA "just passed" recruits. However, if you fancy a go or know someone who has half a day to spare contact :

Paul Ward 0115 9515277 or email motorcyclesim@gmail.com

Editor's Note.

I read Craig's article with interest but was a bit bemused because the simulator doesn't seem to replicate the feeling of biking at all - and surely bike handling skills are of critical importance. If anyone else has a go on the simulator, I'd be grateful for your feedback.

FULL MEMBERS CHECK RIDES

If you would like a simple "check ride" to make sure you are still up to standard, we will arrange one on a day and at a time to suit you. It will be a relaxed and informal ride but at the end you and your observer can sit down and have a chat about the various techniques and skills used by "advanced motorcyclists". There will be no "Pass" or "Fail" although your observer may make recommendations reference your riding development.

To arrange a check ride please contact [Tim Hutt, WHAM Chief Observer.](#)



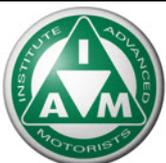
I'm following up the Natter Nite discussions on GROUP RIDING and am looking for a couple of volunteers to assist in the development of our revised policy etc

What will it entail?

- A couple of meetings here in Worcester to discuss issues
- Writing and/or checking drafts
- Maybe even a ride out to "test" the theory

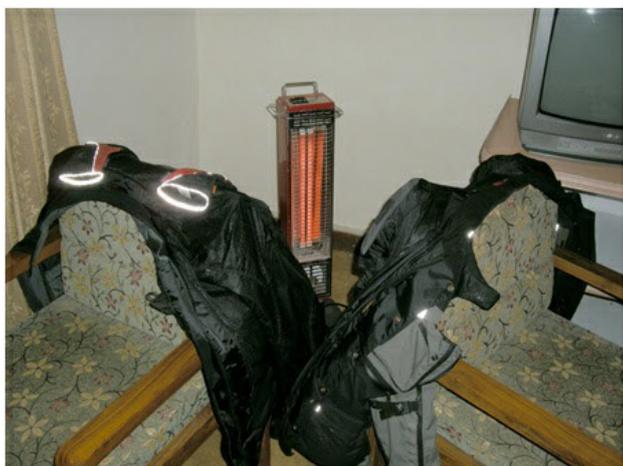
No experience necessary – just enthusiasm and a sense of humour

Please email me, Ant Clerici, at ant@clericidesign.com if you are interested.



Himalayas (2) – August/September 2010

We didn't quite get the end of the first day last month... Having arrived at our Sarahan hotel we set about the beer stocks with a passion whilst we waited for our luggage to battle through the same roads we had just ridden. After a ghastly wet day on the road from hell we really just wanted a shower, food, alcohol and a comfortable bed. We were all so tired it really didn't matter what order those comforts came along – so beer first!



Another legacy of the Raj is that the Indians brew good beer. Kingfisher is the local brew and it came in large ½ litre bottles. Thirsty motorcyclists ask no questions so we all downed a few bottles apiece before the 4x4s with our luggage arrived. Unwinding, but still wet in our motorcycle gear we reluctantly put the drinks on hold and went to shower, change and set out our gear to dry. In our room we had what must surely be the Health & Safety Inspectors nightmare: a 5 KW oscillating radiant heater. Quite simply the best clothes dryer I've come across. With my travel washing line and a couple of chairs we managed to dry our gear completely that night – though we didn't want to leave it on overnight for fear of taking the whole hotel with us!

After an excellent dinner we returned to the Kingfisher – or stronger stuff for the Scots. I thought “rather than me”; we were already high in the mountains and the alcohol would hit us rather harder. My own thoughts returned with a vengeance in the morning, I had a splitting headache and only now started to wonder about that nice Kingfisher beer – 6% ouch!



After plenty of water and a few minutes consoling myself that the others would be totally wrecked the mountain morning crept into my sore head, what **is** that sound? Drifting in and out with my consciousness was flute music and a gentle rhythmic drumming. Our hotel is immediately adjacent to the Bhimakali Temple, a Hindu monks refuge; its 800 years old and the monks practised human sacrifice up until the 19th century. Later that morning we had a chance to visit the temple. No leather clothing, boots, etc.; this for the sake of holy cows!

(Continued on page 7)

Before setting off our morning briefing explains the route for the day and also awards three daily “prizes” based on yesterday’s riding i.e.:

- Spirit of the Day – goes to someone who showed good “teamwork” or excellent riding
- Skidmark – for the “best” spill
- Dick of the Day – for causing inconvenience or just being silly

Here Simon has just started explaining why his award is so unjust!



Our route to Sangla took us back down to the Sutlej river and after a mass refuelling we set off East again towards Tibet on tarmac, yes real blacktop but it didn’t last long!

We passed through a major Hydro-electric works area where India plans to extract power from the Himalayas. Though this was a welcome dry day all the recent rain conspired with the construction traffic to provide a really slippery slurry for us to negotiate. The saving grace was that it was pretty flat but the unfortunates who managed to dump the bike ended up caked from head to foot. No photos I’m afraid as my priority was just to get through without joining the mud-wrestlers.

We’re climbing more now and the raw power of the Enfield is definitely being challenged. The traffic is still heavy and several of us noticed the local buses careering downhill at a frantic pace accompanied, as always, by long and loud blasts on the horn. At one roadside café stop we were comparing notes on one particular purple bus that seemed to be swinging about wildly and had caused one or two of us to take avoiding action. Just as we were questioning the driver’s parentage our motorcycle-medic arrived and breathlessly announced that one of our riders (who was badly shaken but unharmed) had planted his bike in the front of the purple bus. The Team immediately went off to “pour oil on troubled waters”, this took the form of providing cash to the bus driver and getting us customers away from the scene. There is no requirement to have insurance for damage to machinery or for injury to people but the bush telegraph says if it’s a “wealthy foreigner” it could be worth suing. The police are apparently very co-operative in impounding the machine and rider if there is any suggestion of a court case.

After our passage along the Sutlej we turned to climb the Baspa river valley. Breathing a sigh of relief to be getting away from the mud we immediately found ourselves on a steep inclined track with huge polished limestone slabs – and just to make it interesting it started raining again! We all had an object lesson in managing speed, momentum, power and grip. In truth the speed swung about wildly and there wasn’t much power or grip anywhere!

(Continued on page 8)



Along this road we met a Sadhu (a hermit/holy man). Called Arjundas, he is a very famous prophet – so much so that people come from all over India to see him. His “house” is a cave hewn out of the rock by the road and with a 1000 foot drop to the river!



The last challenge of the day was the descent into our overnight campsite. A narrow unmade track with hairpins to traverse a very steep slope. Part of the track can be seen in the photo below. We were all gathered at the top whilst some of the team went down to set up suitable catch-points to rescue those heading for oblivion! The waiting made it much more tense and the final briefing on “how to” made a few back out and take the easy option of a lift in one of the 4x4s. The campsite had a very strong aromatic smell around it the source of which was abundant in the area. Apparently all the Sadhu get their “vision” from smoking the stuff!



Derek McMullan

Episode 3 next month.

MotorcycleLive 2010 at the NEC

You may have noticed in the October IAM e-newsletter that there is an opportunity for groups to get 10% discount on tickets for the bike show. I've had a look into this and the tickets can also be obtained on a sale or return basis, as long as at least 10 tickets are purchased in total and the money is returned within a set time limit. I've had a few expressions of interest so will be ordering a limited number of adult tickets. However, as time is passing I need to send the order during the weekend of the 13 November so that tickets can be obtained and sent to those who wish to go on the first weekend of the show.

The show runs from Saturday 27th November to Sunday 5th December and the tickets can be used on any one day. The full price for an adult ticket is £15. If you'd like tickets can you please let me know how many you want asap. I'll need to keep a few pence back from each request as the returns have to be sent recorded delivery but I'll get tickets out to folks by whatever means I can, including Sunday ride outs, Natter Night or even post at no extra cost.

Please e-mail me at aanda.llanfair@virgin.net with the number of tickets you want and an address in case I need to post them.

Thanks,
Andrew Culley

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](#).



Alex Hoyle has kindly forwarded the following link which makes good reading:

<http://www.motorcyclemonthly.co.uk/news/skills-for-life>



Worcester & Hereford Advanced Motorcyclists

2010 Christmas Party Menu

To Start

Creamy parsnip and onion soup with croutons.
Melon with marinated pineapple and a damson compote.
Warm chicken, crispy bacon and walnut salad.

Main Course

Roast Turkey with tarragon stuffing and cranberry sauce.
Roast Pork with orange and lemon stuffing and apple sauce.
Wensleydale cheese tartlet with ratatouille.
(All served with new potatoes and seasonal vegetables).

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

Dessert

Homemade Christmas pudding with brandy sauce.
Apple and cherry strudel with a vanilla cream sauce.
Selection of cheeses with biscuits, celery and grapes.

Coffee and petit fours



NOTICE OF ANNUAL GENERAL MEETING
WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS
Friday 29 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:	Derek McMullan	Standing Down
Vice Chair:	Brian Morgan	Standing down/Seeking election as Chairman.
Secretary:	Barbara Dalloway	Standing down/seeking re-election
Treasurer	Eric Reynolds	Standing down/seeking re-election

Committee Members

Newsletter Editor	John Hodges
Membership Secretary	Andy Peckston
Routemaster	Tony Davis
Publicity	<i>Vacant</i>
Events	<i>Vacant (Steve Edwards has stood down)</i>
Blue Group SO/Webmaster	James Dickson
Red Group SO	Guy Jenkins
Chief Observer	Tim Hutt 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 29TH 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: secretary@wham-motorcycling.org

