



# WHAM! NEWS

July 2011



**ANOTHER BRILLIANT SLOW RIDING DAY  
AT THROCKMORTON AIRFIELD  
Full story pages 5 / 8**



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

Worcester and Hereford Advanced Motorcyclists.

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

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## Chairman's Notes

# IAM FIRST REGISTER

The IAM have introduced a register to recognise excellence during the IAM advanced driving or riding test. Members will receive a special certificate and membership card complete with the **FIRST** logo. Their names are also entered into the **FIRST** register.

Who qualifies? Membership is attained by taking the advanced test for car, motorcycle or commercial vehicle and achieving a score of 1 in every category. However, IAM examiners have the discretion to recommend a candidate even if they score a '2' in no more than three categories. (Note: Legality and Slow Manoeuvring must score a '1'.) Existing IAM members can take a Member's Assessment in order to try and achieve the all 1's score. Existing members who previously passed the test with the qualifying score within the last two years can be added to the Register retrospectively. To find out if your details are on the register or for more information please visit the IAM website or get in touch with me directly at [bam49@fsmail.net](mailto:bam49@fsmail.net).



### Are you up for a challenge?

WHAM are entering a team for the Region 3 Ashes competition due to take place on 1<sup>st</sup> October at Gaydon, Warwickshire. The competition involves an on-road assessment, some slow riding, some machine fault –finding and a theory paper. So far we have two members (plus one reserve) who have volunteered but they do need some company in the form of two associates (including members who have passed their test after 31 March.). If any associate members are interested in taking part or want some more information then please get in touch with me at [bam49@fsmail.net](mailto:bam49@fsmail.net) before I start pestering everyone in turn.

### And finally.

I'd like to take this opportunity to say a big thank you to everyone who turned out for the recent Slow Riding Day. Once again those initial looks of trepidation turned into great big grins by the end of the day as everyone seemed to be enjoying themselves as well as picking up new skills or refreshing some forgotten ones. I must applaud everyone's efforts but particular thanks to all the helpers and observers and, of course, Den Osborne for organising the event again this year.

Keep smiling.

Brian.

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## Editor's Notes

This is the last month you can submit photos for the WHAM! Competition - please see page 9. Please note that restrictions on the WHAM! server mean that file sizes have to be restricted - so if your photos are over 10MB together then please send them individually.

*This month we have a contribution from our new WHAM! special reporter, Ken Shaw. We can look forward to more excellent pieces and photos from him in future editions!*

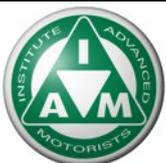
Please use our "For Sale" section if you have any motorcycle items to sell; they'll be advertised for 3 editions. It's your Newsletter, so please use it.

Don't hesitate to send me your motorcycle related articles or photos; it's good to share!

If you have any ideas on new features you'd like to see in the Newsletter, please contact me.

And for the more pedantic of you - I agree that "Severn" really shouldn't be used for "Seven"! (Page 10).

*John Hodges, Editor*



**CONGRATULATIONS TO:**

**JEREMY ATTREE and JOHN BEASELY**  
*on passing the IAM TEST*



**Jeremy with his Triumph 1050**  
*Observer - Derek McMullan*



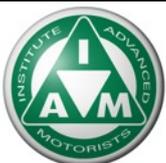
**John with his Pan European**  
*Observer - Gary Barnes*

***Breaking news: latest test passes:  
Chris Van Heerden and Will Hopkins  
Photos and details - next Newsletter***



**FOR THE PAN OWNERS  
AMONGST OUR  
MEMBERSHIP.  
THE NEW AA BIKE!**

*Thanks to Ian  
Barnard - our own  
AA man - for the  
picture.*



## NOTICES

**Wednesday 27th July 7.00pm.**

**WHAM! Evening ride to the Falcon Hotel (for Associate and Full Members).**

**Leaves McDonalds at Worcester or Hereford at 7.00pm. Please arrive at 6.45pm. to organise riding groups. If you can't join us for the rideouts then meet us at the Falcon at around 8.15pm. for a drink and a chat.**

**All members very welcome.**

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### **NORTHUMBERLAND WEEKEND 9 - 12 SEPTEMBER**

VISTA - Northumberland Touring Weekend Away,

Steve Dalloway is organising a long weekend away riding some of the excellent roads in Northumberland. The trip will run from Friday 9th September to Monday 12th September. The itinerary will be as follows:

Friday 9th – Ride up to Hotel on 'interesting' roads – as little Motorway as possible.

Sat 10th / Sun 11th – Ride some of the excellent roads around Northumberland, Cumbria & the Borders.

Monday 12th – Return to the Midlands via more entertaining roads.

Steve knows the roads in this area very well and you can rest assured that there will be some great routes. The weekend is open to all full members of WHAM and Pillions are very welcome.

Accommodation for 3 nights is booked at the String of Horses Inn in the Village of Faugh, near Carlisle.

Rates as follows : Double room - £70, single - £55 for Bed and Breakfast.

We have arranged for a table to be reserved in their restaurant for our evening meals, prices are approx starters - £3.75 - £6.00, main £8.50- £18.00, desserts £4.25 - see the website for sample menus.

£25.00 deposit is required to secure your room, there are still one or two places left so please contact Steve Dalloway ASAP if you are interested, first come first served!

Steve's e-mail is [stevedalloway@hotmail.com](mailto:stevedalloway@hotmail.com)

**WHAM! WEBSITE: PLEASE REMEMBER TO CHECK THE "PROGRAMME" PAGE ON THE WHAM! WEBSITE. THIS IS REGULARLY UPDATED WITH ALL THE RIDES, NATTER NIGHTS, WEEKEND TOURS AND OTHER EVENTS THAT MIGHT BE OF INTEREST TO ALL MEMBERS. It might be an idea to make the "[Programme](#)" page one of your "Favourites" rather than the "Home Page" which is primarily designed for visitors.**



### 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.](#)



## WHAM! SLOW RIDING DAY 25 JUNE 2011



*Our thanks go, once again, to Den Osborne for planning, organising and running another brilliant Slow Riding Day. Thanks also to all those who helped Den set it up, in particular Lynton Jaynes, Tony Davis and Roger Brooks. Our special thanks to Ali Davis for looking after the cafe and providing us with such good food and drink throughout the day.*



Den briefs us all and Tony Davis demonstrates. The need for "no front brake" was emphasised; rear brake, throttle and clutch only please!



Not a Tardis - but for the first time - a "Ladies Loo".

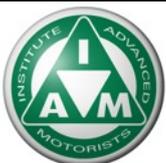
(Luckily, plenty of trees for the men!)



Gary Barnes and Lynton Jaynes practise for their alternative employment of street cleaning - and they did very well!



*Heats one and two of the Slow Riding competition. This keenly fought competition has now been running for four years; the last over the line wins; riders must stay approximately in their lanes; no stopping, standing or foot down. Ant Clerici took part with his electric scooter - but would have been disqualified if he had won his heat!!! (Electric scooter indeed!! I ask you.)*





Heats three and four.



**THE FINALISTS - Ian, Derek, Simon Allen and Rog - Well done to all!**



*Geoff James - the Winner of the "Sticky Balls" competition - receiving his prize from an expert in this field, our Chairman, Brian Morgan.*

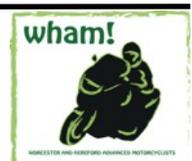
*Our happy Chief Observer Derek McMullan receiving a well-earned third prize.*



*The previous year's winner, Rog Brooks having to make do with second place this year!*



**Ian Holmes, one of our new associates, showed us all how to do it and is our magnificent new Slow Riding Champion.**



# WHAM SLOW RIDING DAY EXTRA

by our Special Reporter - Ken Shaw



*The day started with a formal explanation of what to do, where and when. However, the cafe was open and perhaps minds were elsewhere!*



*Dennis and his opening gambit "Believe me people, you will not fall off!"*



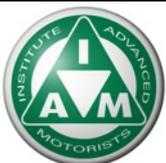
*Our illustrious Chairman - "Carry on Dennis, just give me five minutes to get this alright"*



*A few concerned faces. Well, what did you expect from Dennis!*



*"Hodges, are you paying attention?"*



# WHAM SLOW RIDING DAY EXTRA



*For those of you who have forgotten, this is the brake pedal!*



*Astonished looks from members as Tony disappears in the distance*



*Our Chief Observer looking very relaxed whilst waiting for the sun to come out - nice hat!*



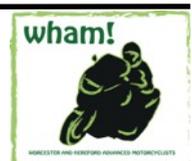
*Organised cones with motorcycles*



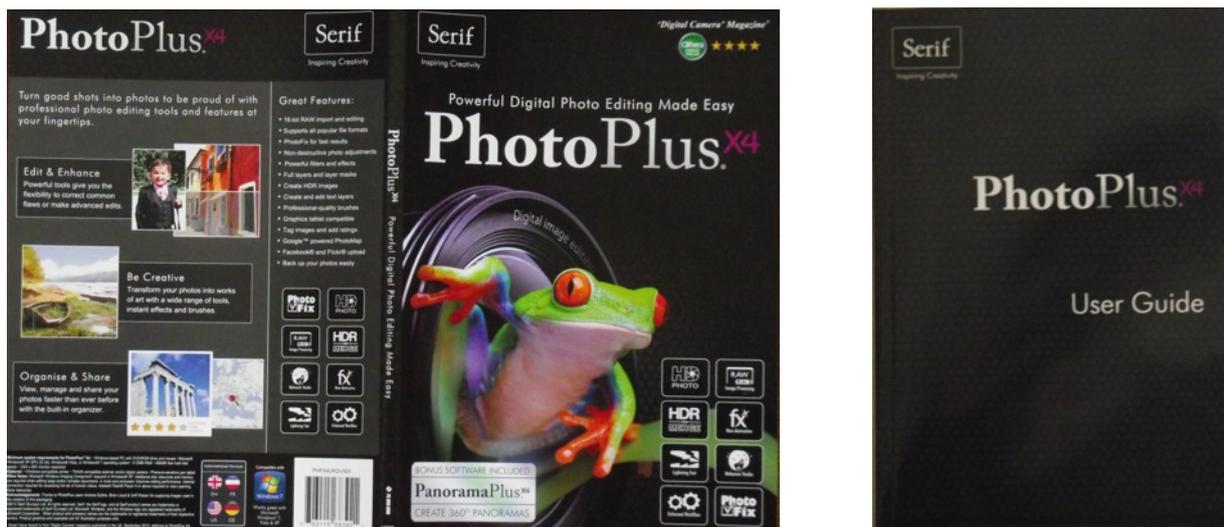
*Always brake in a straight line, trying not to lift the back wheel off the ground!*



*The leaning tower of Guzzi!*



# YOUR LAST CHANCE TO WIN THE WHAM! PHOTO COMPETITION 2011



There is still time for you to win the WHAM! Photo Competition. July is the last month during which you can submit 3 digital photos. All photos must be received before 31 July 2011. The prize for the winning entry is a copy of Serif PhotoPlus X4 with a User Manual (RRP £80). The rules are simple. Each member (Full or Associate) has been allowed to submit up to 3 digital photos each month for May, June and July. (So now only 3 chances left!) Photos have to be current, taken by the members themselves and be on a biking theme. Any photo submitted is done so on the basis that it maybe published in the Newsletter. All photos must be a minimum of 1MB. (If 4MB or above please submit individually.) The competition closes on 31 July 2011. All entries will then be judged by a panel consisting of the Chairman; Brian Morgan, the Chief Observer; Derek McMullan, and the Newsletter Editor; John Hodges. The judges' decision is final. Please submit your digital photos to the [Editor](#).

## **FOR SALE**

**Suzuki SV650 Sport**, 2009, Metallic Black, Taxed, only 3000 Miles, 645cc, 1 Owner from New. Excellent Condition, Genuine reason for sale.

**£3795 ono**



Interested?

Please contact the [Editor](#)

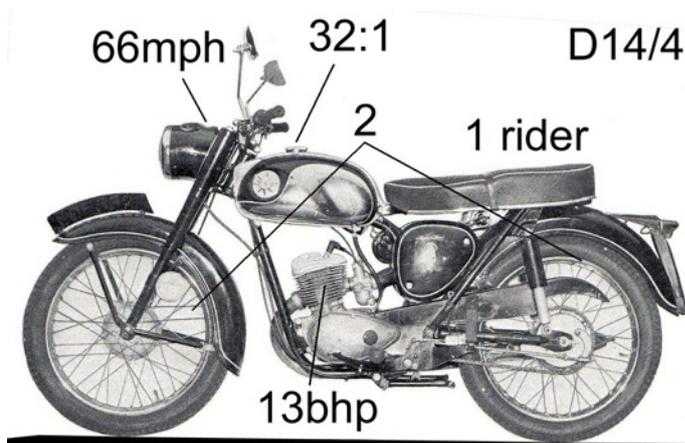


## Now and then.....

By Ant Clerici

**one** road, after all, they are all connected. **Then** they were quieter and slower, but **now**, in comparison, so many white lines. **two** wheels, yes of course, but they are different and so are the brakes and tyres. **Then** of course ABS didn't exist. **Then** I had drums that only seemed to slow the bike and **now** massive discs that can stop you in an eye watering, tank squeezing, rear wheel off the ground sort of way.

And of course **then** 1 cylinder and **now** 2, but it was a 2 stroke



**three** **Then** the maximum number of people I've taken on my bike; illegally of course. **Now** it's the approx time from 0 – 60mph **four** Ok 4'ish, **then** the age I first went pillion. **Now** a 4 stroke engine **five** was **then** the number of lads who returned from our first bike trip abroad to the Netherlands staying at Youth hostels, we left on 3 bikes but returned with 2.

**Then** aged **six** a journey that proved memorable, and possibly converted me to biking forever, as pillion from London to Brighton on the back of my Dad's Francis Barnett. It took all day because we broke down and arrived at dusk, just in time to return in the dark. I had to sing so he could hear I was awake! Also **then** 6 volts

## Seven



Well this has to be **now**:  
Severn Freewheelers

**Eight** My bikes: **then** a BSA bantam, since "returning" a Yamaha 600 Diversion, BMW R1100GS, BMW R1200 GS (3 of them!) and **now** the Vectrix and the Ducati Multistrada 1200S



**nine** Both **Now** and **then**: being on Cloud 9. What is it about biking?

**ten** **Then** the Bantam's 0 – 50 time **eleven** European trips so far: **then** to Holland and the South of France (yes on a Bantam and 2-up!!!!) More recently: Eire, Portugal, Spain, France, Netherlands, Czech Republic, Germany, Belgium and Luxembourg. **Now**, to Italy.

**twelve** **Now** 1200 cc and 12 volts **thirteen** **Then** a staggering 13 bhp **fourteen** **Then** the Bantam was the very modern D14/4; the peak of its evolution!

**fifteen** **now** 15000 miles a year (approx) but **then** counting the days until becoming **sixteen** and

**L** plates and “freedom” **twenty** **Then** the age when I sold my bike because I needed a camera for my architecture course and it was v cold in Leeds! **thirty-two** **Then** 32:1 two-stroke

**forty-two** **Now** the miles I can get from a single charge on the Vectrix and also the answer to life, the universe and everything.



**sixty-six** **Then** the official top speed of my BSA (downhill with a following wind)

**one hundred**

**Now** the Vectrix is limited to 100 kph

**one hundred and fifty** bhp **now**

and finally: **infinite**: the joys of biking when it goes well.....

### WHAM'S AGONY UNCLE JOHN.

Dear Uncle John,

I was amazed at your insight into the problems of `Worried of Worcester`.

Maybe you could help me with a problem? I really enjoy my motorcycling but these days I am only allowed out of the clinic a few times a year. For those precious moments I need your advice on a new motor bike.

Perhaps I should have something fast, racey, sleek, a little wild and in a bright colour. I think it would get me there quickly but it's over too soon! Although it would mean I could wear tight black one piece leathers.

Then there is the more upright job; a bit slower, a more comfortable plush ride, in a plain colour to suit my personality but the experience would last longer.

I would dearly love to join WHAM on a Sunday ride but I would need a carer to show me the way out of the car park and find me somewhere for a little sleep half way.

Would I be allowed to join in even though I don't have a Rukka jacket? My friends at the clinic say they will knit one for me but it would take sometime and get soggy when wet. Would you like one yourself? I'm sure they have extra wool.

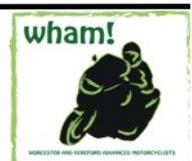
I do however have a grey Mac and I'm willing to bring sandwiches and a flask of Ox tail soup for a picnic.

Thank You

Compo of Bromsgrove

Dear Compo,

*There comes a time in life when we all have to stop doing some of the things that we really enjoy. In most cases (certainly mine) nature takes care of this problem but it obviously hasn't as far as you and motorcycling are concerned. So I regret I'll have to be brutally honest - you are now TOO OLD! When I first read your letter I thought there was some hope but you have obviously even forgotten that wool really cannot work for m/c clothing. Don't you remember the way woollen swimming trunks remained around your ankles when you stood up in the sea? I'm afraid your grey mac, flask of soup and sandwiches all indicate one thing - the time has come for you to sell your motorbike and buy a motorhome. I know this isn't what you wanted to hear but the sooner you do as I advise the better. Take care. Uncle John*



## THE ITALIAN JOB



The Italian Dolomites in June - who could ask for a better biking holiday? Most of us gathered at Dover on a beautiful sunny day with temperatures around the 25C mark. A lovely ferry crossing before our first overnight stay at the Campanile Hotel, Laon (approximately 90 miles NE of Paris) where the beer cost £9.00 a pint! The following day we rode to our second overnight stop south of Freiburg in southern Germany; and the final day to our hotel in NE Italy. About 1000 miles in all. The hotel was

brilliant; large, spacious rooms, first-class breakfasts and excellent evening meals. All told, really exceptional value. Not only were we looked after but so were the bikes - they had a tent of their own!



The weather was pretty varied - the average temperature for our rides was about 12C (albeit as you can see in the photos, some were freezing) and it rained nearly every day for about half the day. So, apart from the roads being "challenging" they were also usually

wet which proved an excellent formula for developing and improving riding skills.



The hairpins were challenging! Enough said!!



*Eric Reynolds, Den Osborne, Ant Clerici, Rob and Yvonne (our Dutch friends) and Lynton Jaynes.*





Tony Davis had his birthday during the trip. He's not actually 50 - but near enough!



To say "Thank You" to Derek for organising the hotel we gave him a very expensive T- shirt.



The Italians seem to ignore all the "Rules of the Road" - but there are consequences.



As you might guess from the sunshine - this was on our way back home!

The weather wasn't the best but the riding was challenging and excellent . We were constantly "Garmined"; those who wanted "rest days" took them when needed; Eric Reynolds threw a wobbly in the pouring rain when he stopped, took off his helmet, ripped out the Pinlock visor and then proceeded to jump up and down on his gloves; Ant Clerici learnt the advantages of the Austrian "Vignette" system; we developed an excellent system of "Carers" for the more elderly riders so they wouldn't go wandering off in search of marmalade croissants; and nobody drank too much! (Well, everything's relative.) The trip home was a mirror image of the trip out, taking us three days to cover the 1000 miles. So, by the time we got back home we were all pretty tired. Nevertheless it was a brilliant holiday! Thank you Derek.

John Hodges

Photos; Ant Clerici, Derek McMullan, Tony Davis and John Hodges.

