Worcester and Hereford Advanced Motorcyclists are affiliated to the Institute of Advanced Motorcyclists. Group No 3260
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Disclaimer: The views expressed in wham newsletter are not necessarily those of the Editor, The I.A.M. or Worcester and Hereford Advanced Motorcyclists:
URL www.wham-motorcycling.org
February 2012.

Welcome to the February newsletter. I’m glad to report that the recent AGM was well attended and that all of the committee posts have been filled. I was re-elected as Chairman and Tony Davis has agreed to take on the Vice-Chair role in addition to looking after the routes.

I’d like to welcome two new members to the committee - Alex Hoyle has taken on the role of Group Secretary and Paul Whitcombe as Committee member.

An up to date list of your committee will shortly be available on the website in case you need to put faces to names.

The website will also contain details of future events but I would just like to draw your attention to the next two natter nights. Firstly, the February meeting will be presented by Den Osborne who will be going through how to set your bike up, specifically its suspension. There are many people in the group who know Den much better than I but, for those of you who don’t – Den has an absolute wealth of experience and knowledge of all things motorcycling and can show us all a thing or two about how to get the best out of a bike. I strongly recommend that you make every effort to attend.

Secondly, the March natter night will see Ant’ Clerici re-visiting our group riding policy. Ant’ started this off some time ago and there is no doubt in my mind that his efforts have done much to improve the safety of our members and to enhance the experience of riding in groups. If any of you feel you would like to join in any of the rides but feel unsure or possibly a bit intimidated then you really should try and make it to Ant’s presentation. Previous evenings on this subject have been very popular and everyone who has attended has found it to be of benefit.

Finally – The Ashes. Anyone who has recently joined the group will probably not have heard me going on about ‘The Ashes’. So – it’s basically a contest that takes place (so far within our region) whereby groups enter a team of 4 riders who take part in four disciplines – On road assessment, Machine faults recognition, Highway code / theory test paper and a slow riding/handling course. At the risk of repeating myself, team WHAM won the event last year and I am reliably informed that it is intended to run another one this year. I have had a couple of expressions of interest from within the group already (and my best guess is that there is at least another one who is up for it) but please give it some thought. More information on date/venue and eligibility of participants will be made known in due course.

I think that’s it for now so – keep warm, keep smiling and take care.

Brian.
In cold weather, keep your head, hands and feet well insulated

Editor’s Notes

My thanks to everyone who turned up for the AGM, especially those who voted for me!

I recently returned from a trip to Venice, like most people these days I took time to check hotels through the multitude of trip advisor - like web sites. It occurred to me perhaps the newsletter could be in some way be helpful to it’s members in this regard, so in next month’s issue I would like to start a page where we recommend.

Hopefully, you members out there can recommend hotels, restaurants, places to visit, good deals on bike bits, etc. Don’t keep the good stuff to yourself.

Noticeboard

REMINDER
Newsletter e-mail address is: whamnewsletter@gmail.com

REMINDER
All articles for publishing to be submitted no later than last day of the month.

OFF ROAD DAY will be at Mick Extance’s Off Road School near Welshpool on Saturday 17th March 2012
Interested in learning some new biking skills? - reserve your place early!
Sunday 18th is another Denis Osborne Special - a ride out in North Wales, no details yet as Denis still has to decide where South Wales ends!
Accommodation can be provided at a local pub
If you need to know more details please contact Denis on 07831-341217 or e-mail to info@domemsport.co.uk

ONLY 3 SPACES LEFT, BOOK NOW!
Have you forgotten to renew your WHAM! Membership?

WHAM! Membership renewals were due on 25\textsuperscript{th} January but some members and associates have not yet renewed. If you want to remain a member of WHAM!, please complete the Membership Renewal form on last page of this Newsletter and give it, together with the £15 fee (preferably cheque) to any WHAM! Committee Member. If paying cash please ensure you get a receipt of some sort. Alternatively you can renew your membership by post and send your form and fee direct to me - all details are on the form.

If you intend to leave WHAM! this year it would be really helpful if you could inform me by emailing: jhpanrider@gmail.com.

Many thanks

John

The 2012 Committee Members are:
Brian Morgan, Tony Davis, Alex Hoyle, Eric Reynolds, Ken Shaw, Lynton Jaynes, Rog Brookes, James Dickson, John Hodges and Paul Whitcombe.
FOR SALE

BMW R1200GS September 2009
18103 miles One owner from new
Premium Pack (Tyre Pressure Control, Integral ABS(partial) and ASC (Automatic Stability Control)). Dynamic Pack (Chrome Exhaust, ESA II (Electronic Suspension Adjustment), Heated Grips, On-board Computer with Oil warning and LED Indicators). BMW Alarm : BMW Additional lights : BMW Winglets : BMW Extra Accessory Socket on front : Wunderlich Beak Extension.

The tyres 40% worn, just had the 18000 service and has FBMWSH.

It has Tax and BMW warranty until September 2012

Comes with the Reg: GS56 BMW hence offers are invited around £10,250.

I am prepared to sell the plate separately

Please contact Ian on 07843 807014 or theaaman@btinternet.com
In cold weather, keep your head, hands and feet well insulated

Congratulations

I.A.M.Test pass - Tim Beddows
Observer Del Britton

Group Qualified Observer - Tim Beddows

I.A.M.Test pass - Sandra Lampitt
Observer Brian Morgan

I.A.M.Test pass - Gill Kantolinna
Observer Brian Morgan
In cold weather, keep your head, hands and feet well insulated.

Congratulations

I.A.M. Test pass - Roger Davies
Observer Derek McMullan

I.A.M. Test pass - Ray Foster-Morrison
Observer Derek McMullan

I.A.M. Test pass - Cameron Nelson
Observer John Nixon

I.A.M. Test pass - Chris Van Heerden
Observer James Dickson

Group Qualified Observer
Alex Hoyle

Page 7
In cold weather, keep your head, hands and feet well insulated

Members Articles

Ride 2 by Ant Clerici

I don’t intend to write about every Sunday ride out (hooray) unless I’ve found a little something that interests me (whether it interests you I’ll have to guess)… so earlier today I turned up at McD’s in Worcester only to find my theory the we get ‘1 bike / degree C’ is holding true…..so 3C rising to 4C = 4 bikes: me, Linton, Den and Julian.

It’s almost embarrassing to report that 2 members arrived in their cars just for coffee and a chat….at one point the cars almost out numbered the bikes!

We did the sensible thing and decided the route across frosty B roads (Shrawley and through the Wyre Forest to Craven Arms) would probably be icy so we elected to ride on the Hereford road to Hope-under-Dinmore. We realised the angst that this might cause any Hereford riders who will have, no doubt, got as far as Craven Arms - sorry!

The word of the ride was “smooth”.

Smooth use of the controls (S and A), careful acceleration sense (A) in the right gear (G), keep upright (P), choose the safest line (I and P) and look ahead (I) to give your self time to avoid doing anything sudden (S, P and A).

The roads were partly dry but with the temperature dipping to 1C the dark wet bits looked potentially icy. So our line hugged the dry part of the road and gentle acceleration sense got us to the café…which was closed!
The chosen route back was equally “safe” following the A44 all the way; by now the roads had improved particularly where the sun had dried out the tarmac but shaded north facing sections were as hazardous as earlier.

We passed another breakdown truck at Knightwick: stood there was a biker on his phone... had he come off?

In summary:
- Plan your route according to the conditions
- Winter riding encourages you to practice smooth bike control (IPSGA)
- Try not to get too upset if your intended bacon sandwich stop is closed

Interesting Web Sites

http://youtu.be/Z0m-cUxMcJw

This should prove to be of interest to all electric fans?
Submitted by Andrew Brazier
Well trained reflexes are quicker than luck!

So what’s all this about? Overtaking.

When we’re learning how to ride (which never stops does it?) it is always overtaking which presents the biggest challenge. We are too late, too aggressive, too slow, too passive; in the wrong place; the list goes on. The Holy Grail we all seek is being able to exercise sound judgement in a seemingly snap decision to make a smooth and swift overtake.

As the title says well trained reflexes help. Our practise on the bike hones our skills. Like all practical skills our riding skill fits into the “use it, or lose it” category. I’m off the bike for a few weeks I’m not as sharp as I’d like to think I was and so some added caution is appropriate.

As advanced motorcyclists we have another powerful weapon in the armoury: our riding plan developed from the System. Let’s have a look at the practical application of the System to an overtaking opportunity on the road.
Above you’ll see the modern interpretation of the “suicide lane”. It’s no longer marked with three lanes but with hatching (according to the Highway Code “to separate traffic lanes or protect traffic turning right”). We know that, like the RS4, in the picture we can use that area if we can see it is safe. So here we are, on the Evesham by-pass, national speed limit, dry road surface, good visibility. Let’s form a plan.

What can we see?

• Lumbering truck in front, loaded with pallets -let’s say it’s slow! Vauxhall Agila behind the truck, brake lights on. Some other cars in the middle distance, well spaced out.

• Oncoming traffic also headed by a heavy truck - also slow - and some other car and truck traffic tucked in behind it.

• RS4 clearly going for the overtake, but brake lights on.

• Remains of a lay-by we’re passing and a property entrance on the near-side.

What can’t we see?

• What’s immediately in front of the pallet-truck? That’s the space the RS4 will want to occupy; and us too should we decide to go.

• Whether the pallet-truck’s brake lights are on.

• What might be lurking behind the oncoming truck?

• (Given we’re looking at just this photo) the traffic situation behind our position.
What might reasonably happen now?

• The RS4 could make an overtake or it might abandon it and pull in - in front or behind the Agila.

• Whatever may be lurking behind the oncoming truck could decide it will make an overtake too.

• The Agila may also have ideas about an overtake - if that damned RS4 gets out of the way!

• There may be more fast traffic following the RS4. For every fast car out on the road there is a Corsa with a big-bore exhaust which is faster!

So to the Plan:

You’ve guessed it, we cannot consider making an overtake now! There are too many factors presenting a definite or potential hazard. Principal amongst them is that RS4, we must provide sufficient space so that if it pulls in we are not prejudiced by last-minute, or even panic, braking.

If the RS4 does make the overtake that could provide some useful information: it has a much better vantage point to see what may be in front of the pallet truck. We can’t see the truck’s brake lights; if they’re on its slowing down. Usually self-preservation constrains drivers from charging to a willing death! So, subject to Astra-man or any other ballistic following traffic and the RS4 clearing, we could go out for a look - maybe.

If the RS4 has completed the overtake time has passed and the converging streams are now closer. O.K. we’re on a bike and that’s fast too but what about that oncoming traffic stream? There is still the possibility that a frustrated car could pop out for an overtake - we would not want to be there.
The benefit of our three-stage overtake (for a reminder see p74 of How to be a better rider) is that we ensure the best possible view at the time we may make the decision to overtake. We also retain the option to abandon right up until the last moment when we’re sure it is safe to go.

Don’t allow yourself to “follow through” on someone else’s overtake decision - it might be safe for them but not for you.

When you do decide to make an overtake, get on with it!

Don’t spend any more time on the “wrong side” of the road than you must.

Always make sure you take your own decisions on overtakes; a good maxim is:

    Meticulous in planning; ruthless in execution.

Thanks to Ken Shaw for taking this and many other traffic situation photos.
In cold weather, keep your head, hands and feet well insulated.

Caption Competition Result

‘Barnard said they’d get here within 90 minutes’

Wins Ant Clerici a £50 discount voucher for

‘OFF ROAD DAY’ Saturday March 17th 2012
To be held at Mick Extance’s Off Road School near Welshpool.

Well done Ant, and thanks to everyone who sent in captions.
PS Barnard refers to our own illustrious AA man Ian Barnard, (presumably the 90 minutes has some reference to the A.A.)
Renewals are now URGENT!

SURNAME: ___________ Initials: ___________________ First Name: ___________

To renew your WHAM membership, please fill in the renewal form and give it, with the Group Membership fee of £15.00* (cheques preferred) (members who joined after 31 August 2011 are exempt) to a Committee Member or return it to me, at the address shown below before 25 January 2012. 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:-01432 890606 or ihpanrider@gmail.com

**Remember - you must be a current member of the IAM to be a member of WHAM!**

**PLEASE LEAVE CONTACT DETAILS BLANK IF THERE ARE NO CHANGES.**

CONTACT DETAILS:
Address: __________________________________________________________
_________________________________________________________ Postcode: ___________
Home Phone or preferred contact telephone number: ____________________________
Email: ____________________________________________________________

STATUS
Membership Status: Associate / Full

**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:
John Hodges, 11 Pound Close, Tarrington, Hereford, HR1 4AZ

**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 25 January 2012 which then entitles full members to vote.

* If paying by cash then please help us by putting your completed form and cash in an envelope with your name clearly marked on it. Please ensure you receive a receipt for any cash payment. Thanks.