



# Worcester and Hereford Advanced Motorcyclists

June 2012

Chairman's Notes - Pages 2,3, 4

Noticeboard - Pages 5, 6

Congratulations Pages 7, 8

Member's Articles - Pages 9, 10, 11

May Caption Winner - Page 12

June Caption Competition - Page 13

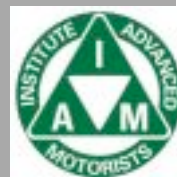
Online Article - Page 13

Worcester and Hereford Advanced Motorcyclists are affiliated to the Institute of Advanced Motorcyclists. Group No 3260

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



NEWSLETTER



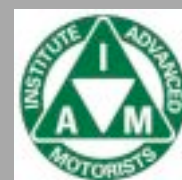
## Chairman's Notes

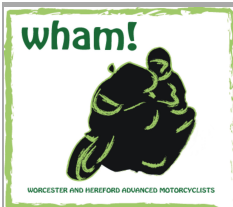


June, 2012.

### Roof of Wales ride

The 2012 episode of Den Osborne's infamous 'Roof of Wales' ride took place recently and Tony Davis has kindly loaded some of the photographs onto the website if you'd like to take a look. As usual, the start was quite civilised - we even managed to organise sensible riding groups as we set off from Wooferton (19 in all). After a few miles, my group caught up with a rideout from another bike club who had decided that it would be great fun to travel in one big group (about 20 in all) at about 45 mph. It took us about 6 miles to get by them! Anyway, Den steered us through some 'interesting' back roads, particularly between Erwood and Upper Chapel - we even saw a few sheep! After a relatively short stretch of roads that had white lines on them we turned on to the road for Abergwesyn and the devil's staircase to reach our first stopping point near Llyn Brienne reservoir. Now, when I say road, I should point out that the term should be considered subjectively. Owing to the recent heavy rain (it is in Wales) the road surface had a really good covering of small chippings and dust that made for some judicious positioning but we all managed to reach the stop without incident. Albeit I have quite good local knowledge of the area, I have to admit that I've never before come across, or even heard of, the wonderful café that is situated alongside the reservoir. The facilities, the menu, the quality of presentation, the ambience and, most impressively, the waitress were among the best I've ever seen (in Abergwesyn that is). Den's lay bye café, as we've come to call it, was a most welcome sight after the challenge of getting there and I think it's fair to say that the bacon sarnies were 1<sup>st</sup> class. (The gents did look very much like a clump of trees though - I think the ladies did too). 10 by the time we reached the Halt café - undeterred, we continued with Den's route and enjoyed some well-earned refreshments at the Halt before taking a deep breath and starting out on the final leg.





Some of those remaining took the short, easy route to the final stop but my group (John Hodges, Tony and Ali Davis, Annie and me) all stuck the course and followed Den's route to the end (prove it if you don't believe me!) and reached the final stop at Monkland (I think we were down to about 8 by then). Den arrived (by car) to make sure we were all present and correct and announced that he'd been sleeping near the dam all afternoon. He claimed that he'd seen Del Britton's group heading on an ad-lib route on the A40 somewhere - but Del denies this.

Anyway - On behalf of each and every one of us who took part I would like to thank Den for all the work he put in to sorting out the route and in organising the food for us all. A good day out, some interesting roads and scenery and, most of all, some great company - .

### June Day ride.

The June day out takes place on Sunday 10<sup>th</sup> and some of you may well remember it from a run we did in 2010. Steve Edwards has plotted it and it takes in some great roads up to North Wales. Full details of the route are available on the programme page of the website and I look forward to a good turnout because Steve assures me he's sorted the weather.

### Slow Riding Day.

This year's slow riding day takes place at Throckmorton on Saturday 23<sup>rd</sup> June. Den Osborne will be sorting out the course and, on past experience; it will have something for everyone. Those who have attended these events previously will need no persuasion to attend but the newer members among us might be a bit apprehensive and unsure about what to expect. Just to make it clear, there is absolutely no pressure to take part in any of the exercises and no-one is expected to put on a show. The whole idea of the day is to help us all gain more confidence when handling our bikes at low speed.





## Know the Highway Code and put it into practice

There will be ample observers on hand to give help and guidance when needed. It will be a lot of fun but with some valuable lessons attached. Please make every effort to attend - it is well worth your time. Details of the location of Throckmorton airfield are available on the programme page and if anyone has any questions then please get in touch.

### Natter nights.

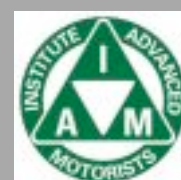
Just a quick reminder that the next three natter nights will take the form of evening rides starting from our two usual locations. Route details can be found on the website.

And finally. Another reminder about the photography competition and the intention to try and create a WHAM calendar for next year. Please remember to take your cameras on you travels.

That's it from me - for now anyway.

Keep smiling.

Brian.





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## Noticeboard

### REMINDER

Newsletter e-mail address is: [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

### REMINDER

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

### REMINDER

Photographs for the newsletter must be sent as a 'file attachment' to the e-mail

It would help if articles are submitted in Tekron Pro (bold extended) font

## BREAKING NEWS

Den is selling his GS and rumour has it he is going to buy a HONDA !!

Anyone interested in the GS please contact Den on **07831341217**.

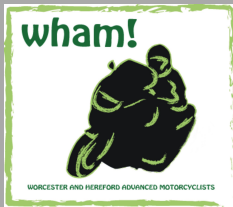
## DON'T FORGET !

Slow Riding Day, Saturday June 23rd

Great Day out - improve your skills

\*Fun Day Out - Refreshments \*





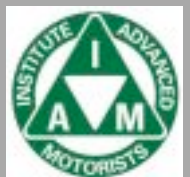
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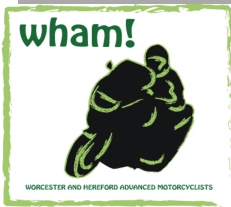
## Noticeboard

# FOR SALE



2010 Aprilia Shiver SL 750. 7768 Miles. Taxed until November 2012. Dealer fitted Acumen cat 1 alarm. Full service history. Excellent condition £3700. Call Tony Davis on 07774 190349 or email [tonyzzr@hotmail.com](mailto:tonyzzr@hotmail.com)





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# Congratulations

I.A.M. Test pass - Chris Brown  
Observer Angus McLeod



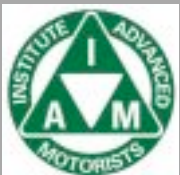
I.A.M. Test pass - Sharon Palmer  
Observer Ant Clerici



I.A.M. Test pass - Steve Hackett  
Observer - Alex Hoyle



I.A.M. Test pass - Steve Bennett  
Observer - Alex Hoyle





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I.A.M. Test pass - Robert Agnew  
Observer - Tony Davis



I.A.M. Test pass - Julian Jukes  
Observer Dennis Osborne

I.A.M. Test pass - Paul Rodway  
Observer Ant Clerici

I.A.M. Test pass - Stephen Antrobus  
Observer Eric Reynolds

I.A.M. Test pass - Bill Mapp  
Observer Eric Reynolds







## Members Articles

### Reflections on a Days Ride Out by John Nixon

Look, I don't know if this is of interest to anyone else but I find it useful to record on paper my reflections on any experience that 'rattles my cage'. With no specific agenda Derek (Wham Chief Observer) and I spent a day motorcycling in Wales.

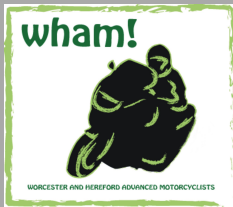
Why the ride? Well, Derek offered and I accepted. I did muse on why he'd suggested it and decided it was because we get along well and we'd both enjoy it. During the day Derek proffered a reason. He had noted from a private conversation together that my reluctance to attend group rides is because I like 'to crack on a bit'.

This is true. Mostly I ride alone and when I've ridden with a chum, my pace has been considerably faster. I must also say that on the odd occasion when I have ridden with IAM/RoSPA qualified riders, there has been no difference in pace. There are other reasons why I prefer to ride alone, but pace differential has been a key factor in my reasoning. During the lunchbreak Derek offered that it would not be difficult to join a suitable group on WHAM group rideouts, if I so wished.

Derek planned a full 250 plus mile ride for Friday 11 May starting from West Malvern. The route was in Wales with Lake Vyrnwy as the lunch destination mostly on B roads with short spells on A roads.

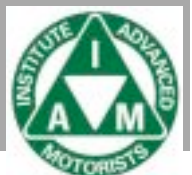
Derek took the lead on the way to Leominster and for the rest of the day remained as lead rider. We rode for about 6 hours in total. He led not least because he had the Garmin route and I don't have that technology but now I see how useful it can be. The day turned out to be a day to practice 'cracking on a bit'.





What are my thoughts now that I've had time to reflect.

- Well, I am not as quick as our Chief Observer.
- I found I was working and concentrating very fully to keep safe at the pace he set - which he said was a touch less than the pace of the fastest riders in WHAM.
- After about 4 hours riding, I was tiring and starting to make mistakes. Mainly entering corners too fast and exiting 'ragged'.
- Derek was consistently carrying higher entry and through-corner speeds - yet sure he could stop within the distance he could see to be clear on his own side of the road.
- Thus I realised that his ability to 'read' the corner before entry and his ability to 'work' or 'pace' the limit point was better than mine. He was getting more throttle on and earlier than I was. I put this down to his being skilled at reading the distance to the limit of vision really well (able to stop distance) and at the same time match his speed to the speed with which the corner is 'opening up'.
- I noticed Derek stayed out in position 3 longer (no oncoming traffic) on left handers than I did and stayed left in position 1 longer on right handers - all giving him maximum vision and therefore better opportunity to accelerate when conditions allowed.
- I found 'rear wheel fixation' a problem if I followed within sight of him. 'Chasing' that fat supermoto wheel distracted me from reading the corners properly and observing other developing hazards. I relied on his riding plan.
- I was often a gear too high to get the power on sufficiently to keep the pace up when the right moment in the corner arrived (you can see it's clear to accelerate). Those KTM V-twins punch so hard!
- Most of the time, if keeping a 2 second gap, Derek was in sight. As with 'rear wheel fixation', looking past him was difficult. When observing an Associate I can do it fine but at this pace it's a whole new ball game.





- So why not just back off? Well I did from time to time, but what I found was that if I let Derek out of my sight, my natural pace would re-assert and being slower, the gap would extend beyond what I wanted. And anyway I was enjoying being stretched.
- At about 5 hours of riding, I let Derek know I would be riding slower which he readily accepted. I was sure I was compromising my safety.

AND

- Now three weeks have passed I've decided to be content at a lesser pace - I now know how fast I don't want to go.

I've chatted this through with Derek and he points out and as you the reader will well appreciate, at the core of an advanced ability to ride fast yet safely - as we all can - has to be exceptional Observation and Planning skills. Negotiating clear corners is one thing, but it is these two core skills that dictate a slower pace and different position when some other factor says "risk". It seems clear that it's the quality of our skill at these two in particular that sets our risk profile and determines whether we are making swift unobtrusive progress or straying into un-warranted personal risk.

So what have I decided to change?

- Raising the bar on my Observation and Planning - it should be better.
- Managing the limit point better.
- Join a WHAM group ride not least to practice looking past the rider in front to make my own riding plan.
- Selecting a lower gear than I tend to, in order to get the power down better in the bends.
- Staying 'out' and 'in' on bends longer provided it is safe to do so.
- Trade-in my bike for a supermoto?.....not just yet!





## Caption Winners



What is this man thinking about?

If my wits had been as sharp as this knife I'd have thought up a reason to be riding not peeling!

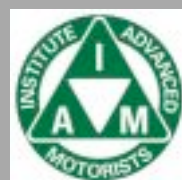
Steve Hackett

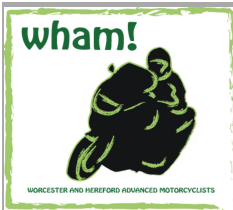


Why is this lady smiling?

When my observer said 'give it five minutes', I thought he meant for the rain to stop!

Steve Hackett





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## Caption Competition



Submitted by Ant Clerici

Winner to be announced in July Issue

**Interesting Online Article** submitted by Tony Davis

<http://www.telegraph.co.uk/motoring/motorbikes/9272532/Why-commuting-by-motorcycle-is-good-for-everyone.html>

