



# Worcester and Hereford Advanced Motorcyclists

October 2012

N  
E  
W  
S  
L  
E  
T  
T  
E  
R

Chairman's Notes - Pages 2,3,4,5

Editor's Opinion - Page 6

Noticeboard - Page 6

Congratulations - Pages 7,8

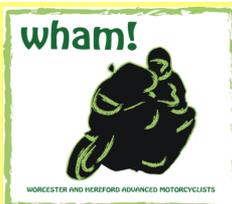
Member's Pages - Pages  
9,10,11,12,13,14,15,16

Last Minute Sale Item - Page 17

Worcester and Hereford Advanced Motorcyclists are affiliated to the Institute of  
Advanced Motorcyclists. Group No 3260  
Contact: Ken Shaw, Editor: [newsletter@wham-motorcycling.org](mailto:newsletter@wham-motorcycling.org)

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





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Chairman's Notes



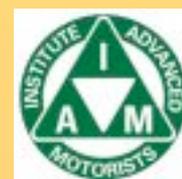
### The Ashes.

The Ashes 2012 is upon us (Sat 13<sup>th</sup> Oct). Our intrepid team of 4 are briefed, fuelled up and ready to go and do battle on behalf of WHAM against the very best that Region 3 can come up with. The organisers hope to start by 10am but this will be weather dependant as there will be some setting up to do. If all goes to plan the fun and games should be over by 3pm and will be followed by the awards presentation. Moral support from WHAM members would be much appreciated so, if you can spare a little time to drop by and 'wave the flag', it would help. Details of the location will be available on our website. If anyone from the Hereford end is thinking of making the trip it might be a good idea to meet up beforehand and travel over together - send me a brief e-mail and I can let you know where/ when to meet the others (when I've worked it out myself!).

### The Elan Valley (and theme to 'top cat') ride (please read on).

The Elan Valley visitor centre was the first port of call on our most recent 'day out'. Having gathered at Leominster to form up, a total of 33 people on 28 bikes turned out, sorted themselves into sensible riding groups and headed off west. I had dealt with the weather again so it was nice and sunny (mostly). We managed to avoid the various sports bike rider's antics I'd seen earlier in the day and had a good run down to the dams at Elan Valley. (Good food but the service is a bit slow). The dams themselves were fit to burst and all had the overflows running - it really is a stunning place to visit and the narrow road that took us around to the Aberystwyth mountain road takes in some glorious views of most of the area's reservoirs. Albeit the small group I was in (just Annie, Denise Anderson and I) was one of the last to leave the dams, we noticed that a large number of our members had stopped for ice cream (it's a Den Osborne thing!) at Devil's Bridge so we fired on, hit the A44 and kept pedalling until we got to our 2<sup>nd</sup> stop at The Halt Café. This is where it started to go wrong!

Continued on next page



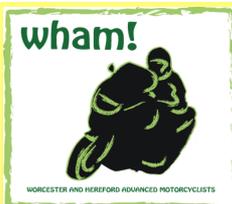


A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

You might notice somewhere, that there is a photograph of yours truly with some ripped up, blue paper towel in my ears - there was a very good reason for that. I don't know if the photograph shows it but, I had Ian Barnard making various sheep noises on one side of me and Tim Wynn on the other. Tim (for reasons I couldn't fathom) was trying to work out the lyrics to the old 'Top Cat' cartoon. To assist in this endeavour he insisted on singing it, repeatedly. Now you understand my need for the paper towels. The worst part of it was that I spent the rest of the day with the 'Top Cat' theme tune stuck in my head. (Now you're doing it aren't you?). Apart from the assault on my senses I had a thoroughly enjoyable day out, in very good company. Thanks very much to all of you that supported the ride - and for those that couldn't - see you next time.



Continued on next page



A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

### Den's (mini) slow riding day.

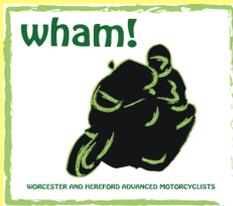
A funny thing happened on the way to Throckmorton. I had met up with Roger and Duncan Brookes together with Craig Endicott along the way and we covered the last few miles in a group, with Roger leading. Whilst travelling along that small country road on the approach to the airfield, a little rabbit ran out in front of Rog'. My immediate thought was that Rog' might try to avoid it - or maybe not, but the choice was taken away from him by the rabbit which immediately went in to 'beat the KTM' mode by running, flat out, ahead of Rog's bike. This made no sense to start with but then the penny dropped - the rabbit knew his bikes - he'd spotted that it was a KTM and realised he wouldn't have to get that far before the KTM ran out of fuel! Clever rabbit. The slow riding day was well supported and it was good to see so many of you taking advantage of the various exercises that Den had set up. I was a bit concerned when I thought I heard the 'rutting call' of a wild stag but, panic over, it was just Craig Endicott playing with a big traffic cone. We couldn't arrange these, valuable, training days without the help of the observers and other volunteers so I'd like to a massive thank you to all those who helped out and to Den in particular for all his hard work

### Trips and Tours.

I have been approached by a couple of our members who have asked about taking part in the various overseas holidays / tours that we hear about. If anyone is thinking of organising a biking trip abroad - feel free to use the newsletter to gather support or to gauge interest if you wish - just send an article to Ken Shaw indicating what you've got planned and including your e-mail address for responses and it will appear in the next edition. Whilst I would actively encourage everyone to take part and experience the joys of foreign travel - please remember that the details of any such trips are private matters for the individuals concerned and are not official group activities.

Continued on next page





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

### Observers.

I have been approached by a few members who expressed an interest in observer training. At the moment we have 24 observers (with a further 4 'in training') so we aren't doing too badly, but it is something that we need to keep an eye on. Observer training usually takes place towards the end of the 'season' so we would probably be looking at this time next year before starting any more. Whilst I would encourage people to take the next step and engage in observer training, remember that it does involve a lot of commitment both for yourself and the trainer so please only consider it if you really want to observe and to give something back to the group.

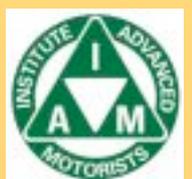
### Natter night.

Thanks to Ant Clerici for dealing with the subject of pillions at our recent natter night. I am aware that a 'hints and tips' list is being considered and will hopefully find its way onto the website in due course

A number of groups hold a 'meet the examiner' evening so - we've gone one better. The October natter night will be an opportunity for us to meet two examiners. Sean Westlake and Martyn Hillier will be visiting us and I would urge everyone to attend. Not only will it help those who are preparing for the test but, if recent events are anything to go by, there are some of the more established members who could do worse than turn up - and pay attention for a change.

If a hint of sarcasm is detected - you're right. At the last natter night I briefly 'touched on' the subject of riding standards. You don't need to be a genius to work out why I had to do so - not for the first time. It appears that I was not clear enough - so let's try it another way. There are repeated problems with a small number of riders, specifically from the Worcester side, who clearly don't understand what 'advanced riding' means. I am not talking about genuine mistakes here - but deliberate acts of poor riding. You are doing yourselves, and the group, a dis-service by displaying such bad judgement, particularly in the presence of associates. If you can't or won't even try to ride as you've been trained - then please stay away. I think that's it for now - keep smiling.

Brian.





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Editor's Opinion



The following is part of the Introduction to Motorcycle Roadcraft 1974.

*'The aim of the following chapters is to raise the reader's standard of riding to the highest possible degree of all round efficiency. A motor cycle can be a lethal weapon and, like a gun, it should be handled with care; the advice which follows is not intended to reduce the pleasure to be gained from riding, in fact, the opposite is true, the more confidence and knowledge at a rider's disposal, the greater is his capacity for enjoying and taking pride in his riding. Furthermore, if the reader follows this advice he may one day save somebody's life - perhaps his own'.*

In today's world, the above is probably viewed as outdated, politically incorrect and not relevant to today's standards, (which I daresay could be seen as a description of myself) however, for me, simple words to explain simple truths.

## Noticeboard

The Editor will be away from his desk October 12 - 24th

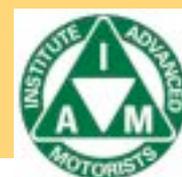
**REMINDER** All articles for publishing to be submitted no later than last day of the month.

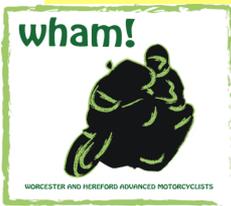
### REMINDER

Please be advised that any e-mail communication to the Wham Associate Coordinator **MUST** be through [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

Del Britton and friends will be visiting The National Arboretum, Alrewas on November 25th. Anyone wishing to join him can meet at The OK Cafe Leominster at 0900hrs Visit is due to start at 1100 hrs

More details to follow in November Issue





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Congratulations

### Congratulations and well done

Denis Osborne for successfully completing his re-test of the RoSPA Diploma AND passing the I.A.M. Senior Observer Test.

There's life in the old dog yet !

### Many Congratulations

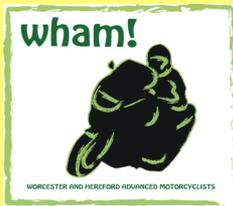
Ant Clerici on being voted in as Vice President of the Royal Institute of British Architects

Nic Martin I.A.M. Pass  
Observer - Del Britton



Ali Lewis I.A.M. Pass  
Observer - Del Britton





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Congratulations

Derek McMullan  
I.A.M. Masters Certificate



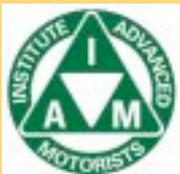
Karl Lacey I.A.M. Pass  
Observer - John Hodges

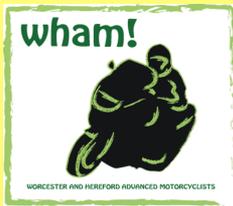


Ken Anderson I.A.M. Pass  
Observer - Eric Reynolds



John Wilshaw I.A.M. Pass  
Observer - Annie Morgan





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Re-Assessed by Simon Allen

In the September newsletter Ken Shaw asked pertinent questions about whether WHAM members had taken the IAM driving test and/or had their riding re-assessed. My experience of the former was 12 years ago so things may have moved on since then, but here it is anyway.

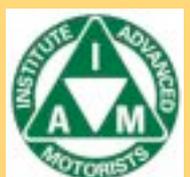
In March 2000 I came back to riding, having passed my bike test in 1974 - in the days when you just had to ride round the block, and stop when the examiner jumped out in front of you! But I had not ridden since about '87, so the first thing I did once I had the new bike - a Triumph Daytona 955i, which I loved - was to find out how I could get some advanced training.

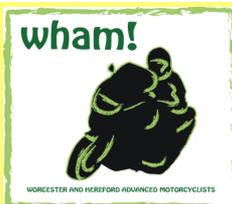
In Hereford at that time there were moves afoot to form an IAM bike group, but I think they came to nothing - certainly I was not aware of anything until WHAM was born in '07. Anyway, I was put in touch with a policeman - although not a traffic cop - who taught me more about riding than I could have imagined possible.

With hindsight, his tuition was less structured than the training which WHAM now provides. However, it worked well for me, and I passed my IAM bike test in June 2000. Fortunately my examiner had the same sensible attitude to overtakes as Richard Sumner's, as described in his entertaining article in the September issue!

My thoughts then turned to the IAM car test. I was already applying lessons learned on 2 wheels to my car driving, so it seemed a logical step. There was at that time a thriving IAM driving branch in Hereford (and probably still is, although I am no longer a member) and I signed up for the course.

Continued on next page





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

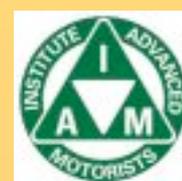
I think I went to about half a dozen classroom sessions, and applied for the test, but for reasons which I now forget I was not allocated an observer until a few weeks beforehand. Then for various reasons we only managed one observed drive, and I was basically told "you'll be fine" - although nobody told me about the running commentary, which I had to improvise on the day!

And I was fine - to the extent that the examiner asked me at the end of the test, in October 2000, whether I would consider passing on my driving skills by becoming an observer. So if any lesson can be learned from this - and I repeat that things may now be different 12 years on - it is that being an advanced rider also makes you an advanced driver. But I do think the car test is worth taking, and I will be interested to hear the experiences of anyone who does.

As for riding re-assessments, I would thoroughly recommend them to members who passed the IAM bike test in the first few years of WHAM's life. I took the RoSPA test in '03, and again in '07 (with thanks to Dennis Osborne the second time) gaining a Silver award on each occasion.

I wouldn't do that again, mainly because I think the RoSPA policy on overtakes is dangerous. But I did have an assessed ride with our chief observer a couple of years ago (he paid me the compliment of using his sporty BMW rather than his usual observing steed!) and I would thoroughly recommend it. In fact, I'll make a point of repeating it next year, once my recently installed knee replacement bends far enough for me ride the bike, that is!

Simon Allen





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Eulogy to a GS - End of an Era by Derek McMullan



Cambridge University Press defines an Era as “a period of time characterised by particular events or stages of development” though I confess I thought it was always long periods of time.

In the fast moving world of “which-motorbike-am-I-riding today” my little-GS has lasted a very long time - 3 years in fact. In the same period I have had 4 KTMs (a Super Duke, a 990 SMR, and two 690 Dukes) and despite John Hodges certain opinion “That won’t last long” the GS has stood the test of time exceptionally well - why?

“All-rounder” can be somewhat of a back-handed compliment for many bikes - they’re not really good at anything in particular so we call them and all-rounder. To defend the GS first its purpose is as an off-road bike and it is very good at that. It is by far the most popular choice for riders in Simon Pavey’s off-road school (the other BMWs available being the Adventure, the standard 1200GS, the F650 as well as 450 and 250 Husqvarnas). It has a good power/weight ratio without the bulk of the big twins and the 21” front wheel helps with the rough stuff.

Continued on next page



A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

In the 3 years I've had it the GS has been properly off-road maybe 6 times: when coming back across the Cotswolds it is sometimes just too tempting to pass by Condicote Lane - a "green-road" which traverses North-South; so clearly I didn't buy it for its off-road prowess

Actually I didn't want to buy it! The dealer was discussing "other bikes" one day and suggested I would like the GS. On a previous European trip I'd had the chance to ride a friend's (1200) GS which I didn't like at all so I quickly responded "No! I've tried one." Being a good salesman he persisted with the 800 version so, somewhat reluctantly, off I went for a test ride - he had the order when I came back!

It's comfortable, as long as you prefer an upright seating position. It has a fabulous Rotax twin cylinder engine with ample torque from 2000 rpm up to the red-line. Wide handle-bars allow excellent steering control and having lighter weight it is more agile through the bends than its big brother. It's (relatively) cheap to buy and extraordinarily cheap to run: tyres will do 8000-10000 miles and in my typical usage it returns something like 65 mpg overall - and that includes foreign trips with long high-speed transfers!

Downsides? Honestly there are few. It has a chain and suffers like all bike so equipped. I fitted a Scott-oiler at the outset, that has lubricated the chain but the chain throws the oil quickly on to any other parts around the back end of the bike! The seat-height is tall so not for everyone, I can manage but several others who have ridden it say it's too high for them.

You'll have guessed by now that the GS is on its way, an ignominious end as a part-exchange for the new bike, and what's that? Well by the time you read this some of you will have seen I'm now on a Honda Crosstourer DCT (that's Dual Clutch Transmission). So now we can move on from Sheep jokes to Scooter jokes!



A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## No Passport Needed by Ant Clerici

We met many bikers on the trip: the Dutch, Belgians, Germans; even a guy from Madrid! They all enthused about the roads, the scenery and the whole experience. But where were the Brits? I didn't really care because Scotland was great! I don't mean the Lowlands. In fact this 'Scotland' starts beyond Loch Lomond and really only gets going north of Oban.

I'm not going to subject you to a travelogue - that boring list of places and roads so here are just the highlights....

**WHAM memories.** In Northumberland, riding past the café where Roger's KTM had run out of petrol!



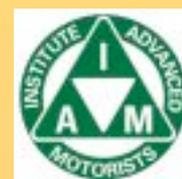
Wonderful roads There's a screw on this road waiting for my back tyre!

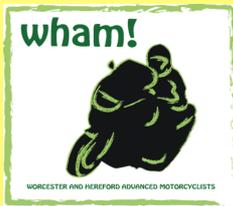
**What roads!** The roads north of Ullapool to Durness including the amazing unclassified coast road through Nedd (look it up!)

**Whoa the handling feels strange!** A slow puncture saw us limp back to Ullapool from Inverpoly. Following an enforced day walking around the town (I didn't know it was designed by Telford) we had the ignominious trip to Inverness for a new tyre. I wish I could have put a large note on the side of the bike saying "IT'S A PUNCTURE - NOT AN UNRELIABLE DUCATI".



Continued on next page





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

**Wonderful places.** A week on Skye and more glorious roads.

Why? At a photo stop in Torridon, another German (just like the biker I met in Spain), on looking at my BMW jacket and the Ducati, proclaimed I wasn't "right"

**Will the two bikers please** report to Information on deck 4!

Then a slightly bonkers end to our holiday....we went to Barra which entailed the Uig to North Uist ferry, a ride across the open landscapes of North and South Uist and Benbecula to a second ferry to Barra.

We had planned 2 nights on Barra before travelling home via the ferry to Oban and a long ride!

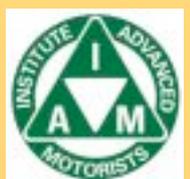
Barra is beautiful with mountains and white beaches. We had a great day there.



Free electric recharging    View from the top of Barra (the calm before the storm) (should have taken the Vectrix?)

The last night we awoke to storm force winds and I lay in bed wondering if I should go outside to check if the bike was still upright! The morning dawned: Gannets were having fun fishing off shore in a force 8 as we carefully rode to Castle Bay and the Calmac ferry. We chatted to 2 girls on a 600 BMW before boarding. The seas were epic! Then that announcement!

Continued on next page





A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

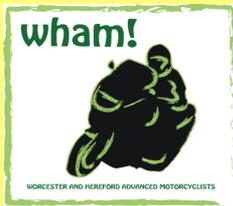
The one every biker dreads... 'will the two bikers please report to Information on deck 4!' I staggered along to the desk then down stairs to the car deck imagining the worse - the bike had fallen over...the bike had been crushed by a loose lorry, the bike had been washed overboard....



Fortunately we were OK about the BMW had fallen over; but they had so much luggage there was no obvious damage!

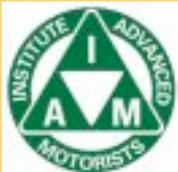
The rest of the voyage was calmer as the ferry cruised through the Sound of Mull and docked at Oban. It was now 3pm and we only had just over 400 miles to go. The weather was appalling (equivalent to Plymouth to home in June which some of you will recall).

What a holiday! I can recommend Scotland.



A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Bala Lake - Photos by Nic Martin



wham!



WORCESTER AND HERFORD ADVANCED MOTORCYCLISTS

A good rider will use the throttle precisely avoiding sudden and course movements which result in uneven acceleration

## Last Minute

### FOR SALE:

PD Oiler, keep your chain in top condition. Brand new - never fitted, £50. See [PD website here](#)

Yes, OK all you wags, I know, I don't keep my bikes long enough!

Contact: Derek McMullan, 07791 102218

