

April 2013

WHAM NEWS

Your Monthly Newsletter

And if the TV news is to be believed we are in SPRING. Its an interesting argument for global warming hey.



Anyway onto the next issue that normally follows periods of freezing weather; the 'pothole'. Many riders and drivers have fallen victim to them and this is where our advanced riding abilities really come to the fore. Use your advanced observation to see them and therefore plan accordingly, and the rule 'Ride so that you are able to stop safely on your own side of the road in the distance you can see to be clear'. Those who have attended Den's brilliant slow riding days can now put those hazard avoidance lessons into practice.

Dave Denning has sent in a thought provoking 'YouTube' video that deals with speed, take a moment to watch it as my first reaction was "WOW".

Derek McMullen forwarded the following link, which takes you to the HM Government e-petition website, this particular petition will affect motor racing fans and competitors alike as there are plans to close Mallory park race track. So please take a few moments to sign.

<http://epetitions.direct.gov.uk/petitions/46739>

To all those who have sent in articles (please keep them coming!), thank you very much and I promise they will be put into the newsletter. However this months issue will feature the Worcester Rider Skills Day which was a resounding success.

Rog.

The Chairman's Notes by Brian



Lynton has asked me to express his sincere thanks to all of those who offered their support during his recent bereavement. He was quite taken aback at the number of people who made contact or sent sympathy cards and wishes you all to know how much it meant at this very sad time - your thoughtfulness has been of great comfort to all the family. Thank you all very much indeed. Anyone wishing to make a donation in lieu of flowers can do so by following this link

<http://www.karatu-edfund.org/> to a charity that Hannah supported.

WHAT. You should all have received an e-mail on the eve of 1st April stating that we are becoming a 'Trike owners' club. I know I was in one of the photographs but it was nothing to do with me – blame Roger Brooks! (That Trike did suit Derek though). *And the the others who shall remain nameless, hey John H and Paul W. Rog*

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



Chairman's notes

Natter night/group riding.

During our recent natter night, we had a brief discussion on the subject of group riding again. I make no apologies for re-visiting this subject – we are very close to the start of the summer season (I know – but it is coming) so it is always worthwhile just having a refresher before we get going. As you already know, Ant has done a lot of work on this previously and, as a result, we now have a group riding policy which you can access via the website library.

I am keen to encourage as many of you as possible to join in the group rides because they are not only a good way to meet other members but serve as an excellent way to hone those skills you've learnt, but, if you're not sure what is expected, I will just point out a few basics:-

Firstly, associate members are welcome to turn up at either of the start points on the first Sunday of the month. There is usually a larger group at the Worcester end so there should be observers present who will help you. The Hereford end is a slightly different matter and I would advise you to contact me, or your observer, beforehand so that we can try to ensure there will be an observer there to greet you. The remaining Sundays, and the longer day rides, are intended mainly as 'free ride' days for full members only. Associates should only attend by arrangement with their observer (or a nominated stand in). You will be made welcome and every effort will be made to make sure that that your riding group will travel at a pace that suits you - if you're not sure, just ask any of the observers or members who are present – don't be afraid to speak out, all our members know what it's like to start riding with the group and will be more than happy to help you.

If you don't know the route or don't use a sat nav – don't worry about it. The system we operate is that each rider just keeps a look out for whoever is following them, whenever they get to a turning, to make sure that the follower sees which way they're going – we don't want to lose you.

Nobody expects – or wants – you to travel at a pace that you aren't comfortable with. Apart from the fact that it would be dangerous, it just wouldn't be any fun. So – 'Ride your own ride'. This simply means that you shouldn't allow yourself to get drawn in to travelling at high speeds or making dangerous overtakes in an attempt to catch up.

For the more experienced regulars – if that little voice in your head tells you that you want a more progressive ride, it would be better to mention it at the start, and possibly form a small group of – one – and arrange to meet the others at the tea stop rather than risk getting embroiled in something resembling a race.

The only policy we can adopt is that we must all abide by Road Traffic Regulations – if any individual wishes to proceed differently then please remember that you do so at your own risk.

My last comment on this subject has to be – be safe but have fun.

Finally.

You may be aware that I have recently been handed the Chief Observer's reins. This has come about because of Derek's other commitments within the IAM and is something that was agreed some time ago. I would just like to take this opportunity to thank Derek for the massive amount of work he has done to maintain the high standards within the group whilst in the role of C/O and to say that I look forward to the challenges that it will bring (but, if Derek thinks he's off the hook – I don't think so – Your number is on my speed dial list).

That's it from me – for now.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

<http://www.wham-motorcycling.org/>



IAM Test Passes

Congratulations to the following members on completing their SKILLS for LIFE package!!!



Andy Mitchell
Observer; Del Britton



Graham Foxall
Gary Barnes



Nic Martin
Observer; Del Britton

David hatt
Alex Hoyle

Cameron Clarke
Den Osborne

Worcester Rider Skills Day-Sunday 14th April



On Sunday 14th the Worcester Rider Skills day was held at the County Hall and Countryside Centre which is on the outskirts of Worcester City. The event is run in conjunction with the Safer Roads Partnership and is aimed at local bikers, with the objective of improving rider safety and skills through an observed ride and the opportunity to purchase the IAM's Skills for Life package.

Now back to the day, which was fantastically organised by our very own Paul Whitcombe and

Roger Brooks. Assisted by their army of smiling volunteers, they got to the County Hall at the crack of dawn to start setting-up. Den and Alex had been around the night before putting up the "Biker event" signs and marking out the route. Luckily for the early bird workers, the most important members of Paul's team arrived, the ladies; Anne, Linda, Nicky and Ellie, who organised food and drink for the troops, which kept everyone going throughout the day. A big THANK YOU to all those who provided cakes and cookies.



Ellie,Linda,Nicci and Anne

Worcester Rider Skills Day con't

With Lynton, Paul and Ken organising the gate control and sorting out parking, things were off to a great start.

A fantastic range of bikes came to the day including Hondas, Yamahas, Harleys, Buells and Triumphs. Visitors talked to the friendly Police motorcyclist and members of the Fire



Lynton Jaynes

Service and SRP. There was a very friendly atmosphere.

The riders were then met by the meet and great team, who were under strict instructions from Paul to SMILE! So with smiling faces, Ali, Denise and Sharon met the riders, introduced them to WHAM, and took them up to 'control' where Mark Sylvester and Ian Barnard were waiting to sign them in and introduce them to their respective Observers. Potential members therefore met a lot of WHAM's finest! Observers play a huge role when it comes to



Sharon Palmer

the riders signing up for the Skills for Life package as they are responsible for introducing potential members to Advanced riding. The professionalism of WHAM'S Observers was evident in the high sign-up rate on the day. John Hodges and John Nixon were kept nice and busy filling out the membership forms.

The weather stayed dry, if not a bit windy, and, as Ant stated showed "WHAMS well-oiled



Ali Lewis

machine at its best". A big thank you to Team WHAM.

We look forward to similar success on the 28th April at Sutton St Nicholas, Hereford. If you would like to help, or know someone who would like an observed ride please let Roger or Paul know; 07722 424619 or 07854 168900. See you there!



A very patient Denise Anderson getting abuse from Brian

Worcester Rider Skills Day con't

The Worcester skills day, which was organised by Paul and Roger, was a resounding success. A great deal of work went in to preparing for this event but, as is always the case, it can only work with the help of all those others who turned out and gave up their Sunday, to support the group.

This is yet another good example of what can be achieved by the members of our group working together in the interests of WHAM. I, and the Committee would like to congratulate you all on a job well done.

Many thanks. Brian.

Members' Articles

We have a number of great articles lined up this month, but do keep sending your stories/reviews in to the Newsletter. This month Ant gives advice on preparing for the new season (I won't say SUMMER). Andrew reviews the mighty GS, we continue with Paul's trip into France. And the rest I'll make it up as I go along!

Preparing your ~~bike~~ mind for the Spring

As I write, the snow is falling on spring bulbs that have stalled in their effort to grow and bloom. We're past the equinox and there's a rare note from Tony in my inbox cancelling tomorrow's Sunday ride. Now I ride all year (apart from when the white stuff is on the ground) but I know many will be getting their bikes out ready for the wonderful 2013 summer we're definitely going to have.

There is plenty advice about getting the bike ready; the cleaning, checking oil and brake fluids, looking at tyres and adjusting pressures.

And so on. (Don't forget MPOWDER)

Then there's the gear. Clean the visor, make sure you still look "cool" and maybe buy a new pair of summer gloves. Don't forget to update your satnav maps. Unfortunately they don't yet show potholes!

But what's not on the agenda?

Well, you're not.

How long has it been since your last serious ride out?

- Weeks?
- Months?

As with many skills, motorcycling needs practice to maintain standards. So take it easy on your first couple of trips. The 'need for speed', the lack of judgement or the sheer unfamiliarity with riding can lead to tears.

So when the snow has melted and the sun is shining – get out on that bike you've carefully prepared but take a few moments to check yourself over! Ride safe!

Ant Clerici



Ant Clerici



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Members' Articles

Mein Fräulein A GS review.

"Write a short piece about your GS" Roger said. "Why?" I thought, "Hasn't everyone had one at some point?" But then I remembered Rog doesn't have one, so maybe there are others who haven't experienced the delights of this 33 year old agricultural vehicle.

It's true; the GS was first available in 1980 and, apart from various model names and increases in engine size, it is pretty much the same bike. Only in the last couple of years have overhead cams featured in the engine ... and only now is it water cooled! That goes some way to me describing it as agricultural. The engine and gearbox are sound, reliable, solid – stereotypically Teutonic – though they do give the impression of being a bit rough around the edges, but they do their job really well.



Mein Fräulein is a R1200GS born in 2004. She had only done 2000 miles when I bought her mid-2010. She seemed expensive (aren't all women?) but was better priced than many of that age and I couldn't find a second hand Tiger 1050 for anywhere near that money. So I had "a bargain" and have loved her ever since. She can certainly move along when required and has plenty of power to carry rider, pillion and luggage with ease.

The wide bars instil a great deal of confidence in cornering and slow riding manoeuvrability. Being higher than many bikes and relatively heavy, I find, makes it more difficult to balance at very slow speeds in a straight line so I'm useless at the slow riding race but balance through the obstacle courses (and when not going at a snail's pace) is fine. In traffic, that height is a great advantage.



The German attention to build quality is great. I had an ECU replaced under warranty (not bad when she was nearly 7 years old) and that only became noticeable when I fitted satnav and a comms kit and the ECU didn't like it so played up. Other than that, I've just had to replace the battery and that looked like the original, so 8 ½ years old. Oh, yes, a knurly knob fell off the windscreen mount but that was probably my fault when I changed to a higher screen. The front tyre still has plenty of tread after 13k miles, though the rear tyre does square off easily and I'll need another one quite soon. The rears are averaging 4,300miles each – not bad really, I suppose.

All in all, the GS is a great bike. And if you were wondering: GS is short for Gelände Straße (Strasse) – Off road / Road. If you feel adventurous I reckon you'd need knobbly tyres ... and a lot of nerve and physical strength!

by Andrew Culley



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



Paul Whitcombe's Foray into France **(Continued from last month)**

Last October Paul took a Europe newbie Paul Smith to France in preparation for his ride to Italy. We revisit them as they enter Normandy.

Rural C roads the order of the day as the landscape flattened out. Lunch stop is, a fantastic walled Medieval town. We parked the bikes and headed through the south gate into a deserted town. A lit restaurant caught Paul's eye so in we went to be greeted by 2 very jolly elderly French ladies who offered a gallette menu. Touring certainly gives you an appetite! A Normandy gallette for Paul and gallette espana for me provided us with the cheapest and most enjoyable meal so far. A pattern was emerging here – Great roads: check; Great coffee: check; Great food: check; More great roads: check.

We decided to try and find a hotel on the coast and continued on the c roads towards the small village of Yport. We were greeted at the hotel reception by two young children in pyjamas swinging on the swivel chair, their mother waving from the kitchen. A twin room was available and we were shown a safe place to park the bikes. The family went out of their way to make our stay relaxed and comfortable.

Paul Smith's first foray into Europe on a bike was a great success and a lot of fun. What tips does he have for others who wish to venture further?

- Be prepared with spare bulbs and check your bike daily (MPOWDER)
- A pair of spare gloves are very handy if wet/foggy weather persists
- Be flexible and don't put yourself under pressure to reach a destination or 'do the miles'.
- A tank bag or bum bag enables you to have quick and easy access to cards and tickets when at toll booths
- Many A roads run close to the toll motorways and are more interesting unless you want to cover miles quickly; cheaper to
- Use local tabacs (cafes) and hotels. People are very friendly and often enjoy talking about bikes or your travels
- Be prepared for a busy, long journey after the tunnel/ferry so consider your timings or accommodation
- You don't have to travel to exotic places or for weeks on end to have an adventure



- Join Wham to take every opportunity for fun
- Paul is now keen to continue advanced training and prepare the route for his epic Italy trip. I may have to get another free pass and be forced to meet him in the Alps!!

So the trip to the train and home would be easy – think again! The adventure continued...

We were directed to the far left ticket station which didn't accept our tickets so for some strange reason we were issued with an exit label and had to travel through customs and be escorted out of the Eurostar entrance to try again. Second attempt successful until I was flagged down by a serious looking armed Policeman, "VFR? How do you find it mate, I'm thinking of one or a Hayabusa." And relax!

Preconceptions well and truly aside a friendly face and fellow biker says good bye as we board the train to be greeted by fellow tired but happy bikers to share stories.

Reality bites quickly as we leave the ferry to enjoy the challenge of Britain's busy roads, rush hour drivers and Services' coffee prices. Great memories though so get out there and have a go yourself – We recommend it! Paul Whitcombe & Paul Smith



Commentary Driving – is it relevant to Motorcyclists?

If you have looked at the Car version of Roadcraft or have any experience of IAM car Observers you're probably aware that commentary is used for development. Commentary can come either from the Instructor/Observer for the benefit of the driver or from the driver to explain what information is being picked up; the risk it presents, and the plan of action resulting. This is a very convenient way for an Examiner or Observer to check the driver's process of forming a driving plan. It also really sharpens up the driver's Observation and planning because it is a conscious process.

OK so it works for car drivers, what about bike riders? The application of the System is fundamentally the same whether one's in a car or on a bike. We enjoy more freedom in positioning and more performance than the typical car driver but otherwise we use the same observation skill, rank the hazards and risk presented and make our immediate plan – so it will work for us too; and we do want it to be as good as it can be!

Commentary is hard. Just as when we started our advanced training we had those thoughts that there would never be enough time to do all those things - that's how it will be when you first attempt commentary. It is something you can try on the bike or in your car and you may want to start in your car when you're driving alone.

Just like your advanced training there is help at hand! Ken Shaw our Associate Coordinator and one time WHAM Chief Observer is an ex-Police Class 1 driver and motorcyclist, skilled in commentary as well as all other aspects of driving and riding. Ken has offered to assist any WHAM members wanting to develop this skill, and I'm recommending it particularly to anyone considering taking the Masters motorcycle test.

So if you're up for this, what would you be doing? You would work on building your commentary in terms of duration and content in a structured way. It would start on quiet roads and for short periods on 5 elements of Observation:

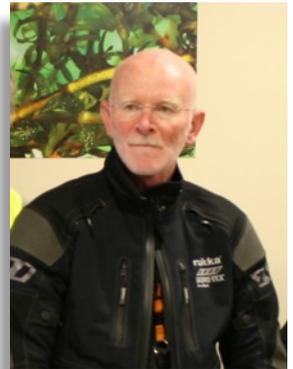
1. Formal road signing including prohibitive, compulsory, warning and information signs. In time, add informal signing.
2. Carriageway markings including lane markings, hazard lines, give-way/stop markings, speed limits, box-junctions, etc.
3. Direction signs including Primary routes, Motorway signs, local routes, etc.
4. Road layout and topography.
5. Traffic or road users; consider their position, movement and intent

With all these building blocks commentary moves into the interesting stage of identifying the risks presented and deciding on the action plan to place yourself at minimum risk.

The focus of commentary is simplicity and currency. The language will be abbreviated to make time and good commentary is always current and future focus, what has happened you will have spotted and acted upon: you need to know more of what is about to happen and good commentary will identify that.

Ken will be producing guidance notes on the subject, which will be published in the Newsletter.

Derek McMullan



Members Article's

Please send your stories to whamnewsletter@gmail.com

Motorcycle Safety Day (MSD) Sunday 3rd March

by Del Britton

Paul W and I attended the first MSD held at the new Gloucester Skill Zone, Tuffley Lane, Gloucester. The event was organised by Chris Harrison, Motorcycle Safety Coordinator, Gloucestershire Road Safety Partnership. The Skill Zone has been built adjacent to a new state of the art fire station, it's a facility being showcased to promote many aspects of staying safe, particularly aimed at children. The aim of the day for us bikers was focused on road safety in the County.



Following a rather chilly ride to Gloucester, the morning started very nicely with tea/coffee and croissants. We were split into five groups, and we were first taken around the complex and shown the different stands. This included zones relating to safety in the home, roads, railways, electricity sun-stations, parks, farms and dodgy alleyways. Paul saw a lot of potential for using it with children from Herefordshire. We took time out to make the most of the scenery in each zone!

Key note talks we then attended included:-

- A Collision Investigator & Prevention Manager revealed the facts behind riders getting injured and killed. He outlined figures and statistics of accidents around the Gloucestershire County. Incredibly on Saturday the sun was out and there were three motorcycle fatalities in Gloucestershire; this certainly reinforced the argument for pre-season refresher training.



- A former RAF Pilot opened our eyes to the science of S.M.I.D.S.Y (sorry mate I didn't see you). It was a very good briefing focusing on observation and why things are seen/not seen. He related perception and focus to vision and the physiology of the eye. Sounds complicated but made a lot of sense, providing information in a factual, interesting way (with photos!). This would be an excellent 'Natter' night talk, by Robert Wilkey (Driving Solutions UK) an ex RAF fighter pilot, and it would be well worth WHAM members attending. We have his card!!



- Chris, the organiser, led a session on the psychology behind what makes you the type of rider you are, broken down into 7 types. He explained where people sit within each grouping. Spookily he was talking to the converted in many ways, but the profiles ranged from the boy racer to the conscientious association members, to the all for show.



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Members' Articles

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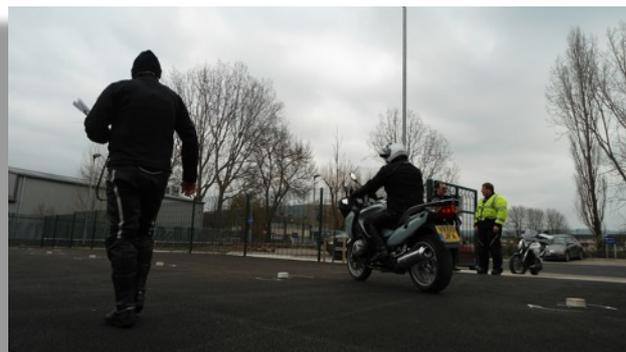


Following a well stocked lunch Paul and I were the first volunteers, from a somewhat reluctant audience, to try the slow riding course. The course was set out using the 'easy bits' from the American police training format. It was challenging but good fun and we did WHAM proud. It would have been good to have the opportunity to play for a few hours on the course, which mirrored real life slow riding situations. However, others soon joined the challenge!

The day seemed to pass very quickly and it was great to meet a mix of bikers from a range of backgrounds. Our final session focused on large copies of maps onto which we could mark great roads, danger hotspots, tasty food stops and roads best avoided. A good idea and certainly one we could develop on our skills days.

Upon reflecting on the day, Paul and I agreed that whilst we learnt a lot many aspects were talking to the converted. The challenges facing Road Safety Partnerships and their related organisations was how to change the perception of differing profiles of bikers and young scooter riders to create a balance between 'safe' and 'cool'. The skill zone was certainly a start in the right direction to promote this.

We would like to express our thanks to Chris and those who helped organise the day. We would look forward to attending another event with more WHAM members.



NOTHING NEW- by Den Osborne

As a few of you know, I build a few odd ball engines as part of my day job, and at the moment I'm rebuilding a 1902 engine from an AC for this year's London to Brighton rally.

The interesting thing is that it is a twin cylinder Boxer type unit (termed contra rotating in its early days and then horizontal opposed later) with air cooled barrels and water cooled heads, mechanical

inlet valves & pop off exhaust valves.

Now I've just changed my road bike to a "New" latest state of the art liquid cooled BMW GS, which has a twin cylinder Boxer engine, air cooled barrels & water cooled heads! (sounds familiar).

So now I'm riding a bike with a "modern" engine designed 115 years ago in 1897 by Karl Benz.

Oh well at least the chassis is latest spec, but then again wasn't the front designed in the early 1980's and the rear in the early 1950's.

At least I'm riding on the latest tyres - but then I've just remembered that the pneumatic tyres were developed in 1888!! Happy riding in 2013

Members' Articles

Please send your stories to whamnewsletter@gmail.com

Getting back on your bike – a Spring Checklist

By Derek McMullen



So the bad old days of winter are waning and we can think again of getting the bike out for those wonderful bright Spring runs and all the promise of Summer – well let's hope we do have a Summer this year!

For some of us the bike may only have been off the road for the worst of winter but for others it can be close to 6 months – so what's been happening to your pride and joy whilst it has been tucked up in the garage? Just as the period off road is variable so too is the rider's approach to maintenance, some of us spend the winter in the garage cleaning and fettling and some shut the garage door. This article hopes to cover the essentials for you all – if it seems to be a statement of the "bleedin obvious" then good, you have it under control! If one or two items make you think to check that out, then also good, you'll enjoy your first ride rather than reacquainting yourself with your recovery service, or worse!

Battery/Electrics

- Hopefully you've had the bike on periodic charge so the battery will be tip-top. If not it's worth checking the condition now: For lead-acid batteries check for frost damage and electrolyte levels. Check all batteries for adequate charge.
- If you removed the battery for charging make sure all connections are tight and corrosion-free.
- Check that all lights are functioning, especially indicator and stop lights. Don't forget your horn.

Tyres

- Check the cases for any cuts or damage – being off the road over the winter you've missed the delights of pot-holes – just remember they're not all repaired yet! Check the tread depth (minimum 1 mm for bikes but more tread = more grip, especially in those Spring rain showers).
- Tyre pressures will be down! Check your chain or final drive cover, most manufacturers put the pressures there (if not dig out your Owner's manual) and inflate to the recommended pressures.

Chain

- Check for evident corrosion and any stiff link sections. Clean the chain, in paraffin, or with proprietary cleaners and lubricate with your chosen product. All the chain links should be freely moving now, if not why not?
- Check the general wear and condition of the chain and sprockets. They should fit together well, any looseness of the chain on the rear sprocket is indicative of wear.
- Make sure the chain tension is right for your bike.
- Got a final drive? Don't forget it needs oil too.

Members' Articles

Please send your stories to whamnewsletter@gmail.com

Getting back on your bike, continued

Fluids

- In the checks that follow if you find a low fluid level check for leaks – it has to go somewhere!
- Check brake reservoirs for level. Consider too when your fluid was last changed, 2 years is a recommended maximum as brake fluid picks up water. Same for an hydraulic clutch too.
- Engine coolant level and condition. Is there enough anti-freeze and/or anti-corrosion additives?
- Engine oil level and condition; when was your oil last changed?

Controls

- If you've had the bike apart over the winter make sure you still have full-and-free steering and that all controls operate as expected. Consider lubrication of cable controls.
- Check the controls operation and full steering movement with the engine running at idle to ensure there is no throttle cable or other snag. Don't forget the side-stand/ gear interlock safety.

Brakes

- Take a good look at your discs and calipers especially if you did a little riding in the dreaded salt. Some bikes will collect salt around the caliper and the corrosion it causes could seriously affect your brakes. Make sure the pads are freely moving and that you can "feel" the pad gripping the disc.
- Before you need your brakes in earnest check they're functioning by performing a "moving brake check" – at say 10-15 mph independently try your front and back brakes for full function. If it's not good go back to your workshop now and strip the caliper down – you'll find the salt!

Chassis

- Check front suspension movement and damping by rocking the bike back and forth with the brake firmly on. Throwing your weight on the seat (especially if, like me, your still carrying the Xmas pud!) will check the rear shock. We can't do a full technical check here, just that there is travel and damping.

So that's a quick review for the bike, but what about you? We all lose the bike control skills if we're not riding regularly. Take it easy, feel your way back in, or even think about some refresher training to get yourself back up where you belong.



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Club Notice Board

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New Member's

A very warm welcome to the following NEW member:

Jon Baker, Anthony Jeynes, Paul Hayes, David Hunt, Phillip Done, Graham Done, Martin Hepplewhite, Lorraine Sellick, Paul Gill, Michael Holme, Peter Francis, Gareth Reusser, Jeremy Davies, Emma Mannion & Kate Luebke

wham! Regalia



Have you bought your WHAM! clothing yet? We've got polo shirts and T-shirts in stock - for £12 and £10 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: Alex Hoyle.
whamsecretary@trackdown.co.uk Or any committee member



Up coming EVENTS

- Weds 24th April Natter Night, Meet the Examiner – Martyn Hillier
- 28th April Hereford Rider Skills Day

Remember to check the 'Program' section of the WHAM website for the SUNDAY ride out routes.

<http://www.wham-motorcycling.org/programme/>

This Month's sphincter clenching 'YOUTUBE' moment!

<http://www.youtube.com/watch?v=HT666XwJR2s>

<http://www.youtube.com/watch?v=HKEuzxC4eGc>

(The Triumph video courtesy Andrew Culley)

E-mail any bike related 'youtube' video's that you want to share

whamnewsletter@gmail.com

Club Notice Board

GARMIN Software Solution

For those members who are fortunate/unfortunate to have a sat nav on their bikes, Derek has been in touch with Garmin who have recently provided a product for map download called Garmin Express. Unfortunately this new product does not allow users to get the full European mapping onto their PCs.

"I've been through the pain and have extracted a solution from Garmin" says Derek

Please use the following links

<http://download.garmin.com/Imu/GarminMapUpdater.exe>

which will bypass Express and use the older update process. This will allow you to also install maps to the PC using the guide you were given previously.

Caption Competition

Our caption winner featuring Sharon Palmer and Paul Whitcombe, is Ken Anderson who wins a cup of coffee and a slice of cake. Now you have to come on a Sunday ride to claim your PRIZE. Rog



"I said stop taking the mickey, not come dressed as mickey"



Caught on Camera!!! Send in your 'WHAM' photo's





Caught on Camera!!! Send in your 'WHAM' photo's





Caught on Camera!!! Send in your 'WHAM' photo's

