

August 2013

WHAM NEWS

Your Monthly Newsletter

Bike Theft

To try and write this without swearing and ranting is very hard! Pictured is Paula Rayner's Harley Sportster.

In Paula's words 'They stole it from my garden having tried to get it started there, smashed the ignition, tried to hot wire it, removed the indicator bulbs (as these would be flashing/alarm) then pushed it to a nearby allotment to set on fire to destroy their fingerprints.'

'The police have kept in contact with me but they have no forensic evidence as the front of the bike where fingerprints might have been was badly burned. They may be able to lift some prints from the indicator bulbs that were removed and left at the scene! But no news on this.'



More frustration for Paula is the way her insurance company is dragging their heels! As the bike remains at the repairers in the same state as it was taken there on 16 July - the day of the theft.

Since hearing Paula's story, it's made me think more about the security of my bikes as there are always inbred individuals out there that will try their luck, so keep an eye on your bikes security needs, think about ground anchors and good quality locks and chains. Although this won't stop the "professional" thief, it will help as a deterrent to the opportunistic type. Hope you get back on two wheels soon. Rog

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

DISCLAIMER: THE VIEWS EXPRESSED IN WHAM! NEWS ARE NOT NECESSARILY THOSE OF THE EDITOR,

THE IAM OR THE WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



The Chairman's Notes by Brian



Ashes Help Needed.

The Ashes competition is fast approaching. Arrangements are in hand to coach the team (they're absolutely raring to go – honest!). Stuart Poole has agreed to travel up to Gaydon to supervise the 'slow riding' element of the competition but – he is going to need some help. What we need is at least two more members to meet up with Stuart and share the load on the day (laying the course out, supervising and marking etc'). I also need two Senior Observers who can help the organisers conduct the on-road assessments. Please let me know if you can be available on 28th Sept' to travel up to Gaydon, Warwickshire to help.

Membership Secretary.

As you will probably know, John Hodges has been looking after the membership side of life for us as well as spending no small amount of time observing and, understandably, the time has come for a break. John has told me that he wishes to stand down from the membership role with effect from our next AGM in January. The reason it's being raised now is to allow plenty of time for someone new to put their hand up and to have the opportunity to be 'trained up' by John in readiness to take responsibility for all matters membership from next year on. Ideally the role would be best suited to someone who doesn't have any other WHAM responsibility/is not an observer – to spread the load. Albeit the role does require some IT skills John tells me it is not an onerous job but does require liaison between WHAM and the IAM as well as close cooperation with the associate coordinator and the rest of the committee. It is also crucial that the WHAM and IAM databases are kept up to date and accurate. This is an excellent opportunity for someone 'new' to get involved as part of the future committee and to help to take the group forward. If you think you might be interested, please let me know asap.

Observers.

Although we are in a pretty good position as regards observers at the moment, we must keep an eye on future requirements. There will hopefully be an opportunity to train a few more observers towards the end of this year so, if you're up for the challenge, let me know. Having said that, please remember that this sort of training calls for some commitment so I would ask that only those who really want to carry out observed sessions should volunteer – please don't do it just for the sake of getting a certificate. The first stage of the process will be an assessment ride and observer candidates would be expected to demonstrate a very high standard of riding.

Day ride.

This month's long day ride (18th) takes us down to Carreg Cennen castle, Llandeilo. The route will be the same as last year with the start point being at the Honey Café. For those who aren't familiar with the route, it is predominantly main 'A' and good class 'B' roads with one stretch of mountain single track road which is in good order. The run will take in a good section of the Black Mountain and Eppynt which both have stunning scenery. Hope to see a good turnout.

Also, Smudge (AKA Richard Smith) is organising a visit to the west Wales Motorcycle show on the same weekend. Anyone wishing to join in that visit will need to source their own tickets, details are here -

<http://www.westwalesmotorcycleshow.co.uk/about/>

If you're interested in joining that visit, let me know and I'll forward your details to Smudge.

That's it from me for now.

Cheers. Brian.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



For Sale

I have a Wunderlich tank-bag for sale. Very light use and in excellent condition. This is the bag and its mount (tailored for the BMW F series GS bikes) can be seen on Nippy Norman's site.

The bag is universal and, with another base plate, would fit the R1200 GS too.

£100 for both parts. Follow these links for more information, [The bag](#) [The Mount](#)

Derek McMullan

Club Notice Board

Please send notices to whamnewsletter@gmail.com

Up coming EVENTS

- Sunday 18th August Day Ride
- Natter night with a group ride. Wednesday 28th August Please check the programme for further details.

Remember to check the 'Programme' section of the WHAM website for the SUNDAY ride out routes. <http://www.wham-motorcycling.org/programme/>

This Month's 'YOUTUBE' moment courtesy of Tony Davies sent in this seriously SCARY!!! Video.

[Motorcycle Sandwich](#)

E-mail any bike related 'youtube' video's that you want to share to whamnewsletter@gmail.com

Day Ride To Wales 18th August,

See the 'Chairman's notes' going to Carreg Cennen Castle, organised by Brian Morgan



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



Find us on:
facebook

To join just login to your Facebook account and type 'Worcester and Hereford Advanced Motorcyclists' in the search box at the top of the page, then click on the 'Join Group' button at the top right of the screen - one of our Admins will then approve your membership (we don't just let anyone in, only WHAM Members can join!). And if your not on Facebook, this is a good reason to join.

IAM Test Passes

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



Menna Angharad
Observer, Annie Morgan



Jem Stiff
Observer, Brian Morgan

Andy Mitchell
Observer, Del Britton

Members' Articles

Craig Endicott sent in a question. *"I'm interested in videoing my journey to work as I'm finding an increased number of poor drivers on the road or its the fact that I'm exposed more now, with the longer commute. Anyway I want to mount it on my bike and also remove it to mount it in the car when I need to. My journey takes 1.5 hrs each way, so the video capacity and battery has to last the return journey, got to be easy to mount and remove."*

Ken Anderson writes,

The camera came about as a result of going to the motorcycle show where I saw several cameras ranging in price from about £85 to over £350 and all with good points and ended up being a Christmas present from Denise for which I did all the research. Having seen several cameras at the show gave me a start point. Quality of picture and usability on the bike was my main consideration but price was also a factor.

I opted for a fairly basic camera, the Midland XTC200, I say basic but the video I had seen at the motorcycle show was of a good quality. Research on the net gave me a better understanding of what was out there and of the potential extremes both of cost and picture quality. The Go-pro series are excellent cameras but don't have the battery life to do longer trips, but they are smaller and have a review screen. I eventually opted for the Midland because it met most of the things I wanted, a reasonable price (I happened to find one at almost half price), simple operation, good battery life and a selection of ways to attach to a vehicle but mainly a bike.

Denise also bought me the waterproof housing to protect it from the British weather! Cue the first decent summer for years. I have found that the casing reduces the external noise so not so much wind noise on the bike. Having attached the camera to my helmet I haven't really noticed it being there as it adds almost no weight. It did take a little time to ensure that I was taking a good view but the mount is adjustable in various planes and quite quickly, once you get used to the system. I have found that having it attached to the helmet gives a good view of the ride and doesn't get impeded by the screen on the Pan.

The camera will take movies in high or low definition. I have stuck with only the high definition option so far.

I have mounted the camera on my helmet, a 15min clip can be found via the WHAM website, it is on youtube.

So far the mount has held securely and given a steady picture, allowing for the movement of my head!

The camera records directly to a micro sd card, bought separately, which holds more hours than the battery lasts so no problems there. It does have a very small on board memory. The battery lasts about 3 hours on high definition, I haven't tried it on low definition but would guess its about the same.

Members' Articles

Please send your stories to whamnewsletter@gmail.com

The camera is switched on (record) or off by the large button on the top of the camera and this makes it very simple to do on the go without having to fumble around much. When using the case its the same process. This is the only button so it is pretty fool-proof. The video needs to be viewed on a pc due to the lack of screen and this can be done directly from the camera or by removing the sd card and putting it into a reader. While the card is in the camera it can only be formatted by the on board system this can be a bit of nuisance.



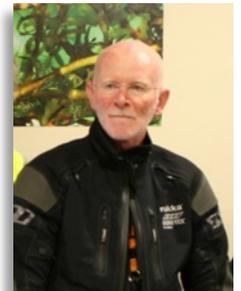
I have found the waterproof case very good and am pleased that Denise thought to get this optional extra.

The picture is reasonably good quality but detail isn't as clear as I would like, I might be being a bit picky, and there is no ability to change focus but the angle of viewing isn't as narrow as some cameras so you do get to view more than just the immediate road in front and the quality isn't bad. The sound quality obviously suffers due to wind noise but I would guess this is likely to be the case with most action cameras.

In my opinion this camera is a good all round camera which does all that I need of it. Yes it has its limitations but having talked to others with different cameras they all seem to have some issue.

Would I recommend the camera? Yes but I would still like a screen to enable instant viewing and that is my main complaint.

Derek McMullan has kindly put together the following advise for those who will be venturing over to the continent on their bikes. There are a number of members who are doing this very thing, now and in the coming months.



Time for a bike trip!

Planning a trip on your bike? A weekend away or a more ambitious tour into Europe or beyond they all need the bike to be "fit" for the ride and some contingency planning for those events we never want - they're so much more trouble when you're away.

The first decision is probably "where", as soon as that's settled you'll know how far the bike will have to travel to get you there and back home afterwards. With "how long" you'll be able to estimate the trip's total distance so now you know whether the bike needs servicing immediately or can wait 'till your return. It's your holiday so enjoy it – don't waste your holiday time fixing the bike when you should be on the beach, mountain trail, or whatever it was that made you want to go there!

If it is an overseas trip you will need to take documents to prove ownership (or the owner's permission), that you're insured, etc. The specific requirements of the countries you're visiting should be checked but general requirements in Europe are:

- Log book (or copy and owners written permission)
- Driving licence
- MOT if applicable
- Insurance valid in Europe
- Hi-Viz /Reflective clothing
- Spare lamps



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members' Articles

Before you go.

European travel cover is “a good thing”, the cost of recovering a bike from Europe is fantastically high. So, wherever you're going is the bike ready? Long trips, possibly with sustained periods at high speeds on motorways, have a knack of finding any problems with the mechanical components. Make sure your engine, transmission (especially chain), suspension, wheels and tyres are good

High-speed motorways sections consume fuel fast too; make sure you have enough for the next leg of the journey.

“Should I change the tyre, or will it last” is repeated many times each year at the beginning of the summer. Tyres are the other thing that can catch us out, particularly if you're going to the continent bear in mind that there are some very aggressive road surfaces in the mountains which can quickly chew through tyres. Speaking from personal experience continental pricing for tyres can be eye-watering too!

Route planning saves you time and money! When you're not familiar with an area it is easy to take a wrong turn, and with motorways in particular, for that to result in a “magical mystery tour” as you try to recover your original route. GPS can be a fantastic aid but old-fashioned map-based route planning has the advantage of familiarising us with the roads and towns en-route so if the GPS throws a wobbly (and they do!) you will still be able to take the general direction and let the GPS regain its composure.

Travelling abroad introduces all sorts of challenges. At least on a bike we don't have left- or right-hand drive but it is still foreign! Different signs, different traffic rules, and most continental countries have stricter drink-drive laws than the UK - not that I'm suggesting alcohol and bikes mix at all! It's worth preparing and checking on the all the local requirements, speed limits, etc. In France watch out for “Priorite a droit” – there are still places where the traffic from your right side has priority even if you're on the main road (or roundabout).

A motorcycle trip inevitably involves carrying more luggage than most bikers do on a regular basis, particularly if it is a camping trip. Check your luggage and its loading on the bike before you go. It's vital that your luggage is securely strapped down and not likely to move. At worst poorly packed luggage has fouled the rear wheel and taken the rider down; at best you could be trying to recover your smalls on a windy mountain road!

Speaking of more to carry, a few basic tools can make a huge difference, as well as your toolkit think about these:

- Puncture repair kit
- Tie-wraps
- Gaffer tape

The most important element on your trip is you! You want to have fun and be able to tell your mates what a great time you had. Think about investing a little time into your bike skills and get yourself ahead of the game, there are many local motorcycle groups who have good experience of foreign travel trips and can help you to hone those skills.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members' Articles

Last month Craig Endicott wrote about living with a Pan European, He continues this month.

Living with a Pan Part 2

by Craig ("The ghost" member) Endicott

The warmer days brought the pleasure of dry roads but also brought the heat. Commuting and filtering through heavy traffic in cities at slow speeds and waiting at the lights. The heat! My word does it pour out or what. Straight on my legs rising up into my out stretched arms and face. In full riding regalia its torture. Then an open road oh blessed relief – you'd think. Now having such fantastic protection from a large fairing with extra trim and windshield is all very well in bad weather but there is little or no draught from the wind at inner city speeds. Certainly not enough to cool you down. What little I can do is unzip my cuffs on my jacket (unzipping the front doesn't work) and the bottom cuffs of my trousers. I then bought Goretex trousers with vents in the thighs which I can unzip when roasting. A bottle of water is standard issue in my pannier.

Do you like my ear rings?

Not only do I have to put up with riding in a 2 wheeled sauna but I have to put up with those bloody quick release side mirrors! Great if I want to challenge Lewis Hamilton's pit crew to changing an indicator bulb or check the wiring but.... For filtering in heavy city traffic?

You know the join in the centre of the lanes, the one that the council put there to help you jerk your arms left and right to make you look like a tightrope walker. Well not only does it take you on mystery tour every time you filter it also helps you to guide your bike closer to an adjacent vehicle. On my CB not a problem a gentle accidental tap on car mirror as I pass did nothing. No one knows (ahem) but these, these, things. Riding down the road with a bloody great mirror hanging by the cables (and no not by the special purpose zip tie that Honda so cleverly put in a purpose made slot, think they had some spare zip ties left over) A great big red drag queen bike with a dangly ear ring, that's what it feels like. Or oh dear have you fallen off (again, ahem). ARRRGGGHHH no I have not! Look its these mirrors, see 1...2...3... click back on, nothing going on, be on your way, move on. See that defeats the point of filtering if I get in front of the traffic only to pull over to put the mirror back on and then get passed by the traffic I just passed. I know, I know I can hear you say "why filter when the gap gets that close" well the 4 wheeled tins tend to drift in and out and that's why I got the bike to not get stuck in traffic jams.

Now I'm not working round the city centre much anymore and have more of an open route with moderate traffic I'm less likely to filter. Down the A38 dual carriageway filtering is no problem. One trick I have learnt is when one car moves over I now use my MASSIVE horns to say thank you instead of waving or shaking my leg (that's foreign you know). This has an added bonus of waking the little tinned demons up, "Oh I say Darling what was that thunderous Papping I heard" "Oh if I look in my mirrors I can see a Big Red thingy coming".

OK it has its quirks (you can play the let's try changing gear again I'm sure it's in 5th game - needs a 6th gear!) but it does its job. Very well. Its solid, mechanically and planted on the road (with the BT30's). Dependable, never missed a beat, started every time. Easy to manoeuvre once rolling. It's a great mile muncher and the KTM's reserve fuel tank (eh Roger!)

That's all for now. Next part - The tyres - BT30 GT's How they're doin'?



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members' Articles

My first biker holiday – what did I think? By Ali Clerici

My greatest fear was realised only hours into my first motor bike holiday; a jerk of my neck in the helmet – I had nodded off! Now I know that some may think that this is an impossibility when on the back of a motorbike, let alone a Ducati multistrada riding around a hairpin bend on a significant incline. However, warm, comfortable, tired from work and travelling, safely in my dad's care, and sleep was on my brain's agenda! There are no concerns of falling off of course; the combination of a top box and inevitable moments of serious acceleration (and joy!) prevent what some people may fear. Despite what some may think, it can be seriously relaxing, and if on the right bike, in the hands of the right rider.... very safe.



I had joined my dad and his fellow bikers over a week into their holiday. I was told that each day would consist of long rides up into the heights of the surrounding mountains, stopping to admire the views and cafés in tiny villages that hardly constitute a cul-de-sac. Not a bad way to spend four days off work!



The scenery was almost too perfect to be real, and what better way to see it, than on the back of a motorbike. Unlike being in a car or worse...a coach, you feel part of the surroundings (bugs colliding with your helmet included!). I soon became adept in taking photographs and short videos with a camera – adding to the thrill of being on the motorbike. I was now a biker chick and high-speed holiday documenter! The intercom system meant that dad (who had ridden several of the routes in the days before I arrived) could cue me to get the camera out and at the ready. Is it a stalk or a plastic bag? Either way, a photo will be taken! Unluckily for my dad, the intercom system also meant

that he could hear my screeches (of joy) in response to every dog / cute furry animal we saw. Farmers' dogs could be found at the odd view points in the mountains, a clever spot to catch a tourist, get some TLC and no doubt the odd half a sandwich tossed their way.

Once off the bike, late afternoon / early evening, there is time. I wandered around Potes, the town where we stayed. I took advantage of the hotel's hospitality; wine sent up to the terrace with complimentary olives? If I must!

So, other than the occasional numb bottom, I guess my first experience of a motorbike holiday could be summed up in the following three words:

Totally – worth – doing 😊



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



Members' Articles

whamnewsletter@gmail.com



ARE YOU LOST?

It looked like being a smashing day and I was in need of some riding therapy. So I pinched the day off work to check out some Welsh lanes for one of our Sunday rides. While exploring a lane which turned out to be a “none-goer”, I turned the bike around near some cottages and could see two old dears, one doing a bit of gardening and the other cleaning her windows, watching me. Riding back up towards them one stepped out in front and stopped me.

The conversation went along the lines

Are you lost?

No, I'm OK, should have turned up the next lane

Never mind dear. Where are you going?

Near to Llanyn Mawddwy and over Bwlch Groes

Oh it will be beautiful up there today – what type of bike is it?

BMW

Very nice. My husband had a Vellocette 500. I did hundreds of miles on the back of it.

He passed away. He'd have loved this (pointing to my bike). Mad about bikes.

Bet it wouldn't take much to get you on the back of this

I've still got my helmet you know, but I'd better not, kept it for the memories. Last time I was on the back of a bike was 35 years ago. I had a BSA. I'm 84 you know!

Never

Would you like a cup of tea? (At this point I thought I saw a young lad sat on the wall playing a banjo! – perhaps just the sun or was I on the film set of a Welsh remake of “Deliverance”)

I'm OK thanks. Had one earlier. Better get going.

Have a nice ride my dear.

With a wave I rode back up the track as if I'd just discovered an unknown settlement in the Brazilian Rain Forest. I looked back to see the two dears in my mirror waving.

Since then I've sometimes thought about them, smiled and wished I'd stopped for that cuppa. It would have made a cracking day even better.

Mind you I suppose the tea could have been drugged and I'd have been two old dears sex slave, locked in the barn and only let out to chop wood with no shirt on!!

So if you see two old dears (both in their 80's) on my GS wearing “Pisspot” helmets and goggles at Cross Gates, you know I went back for tea and I've been kidnapped!

HELP!!



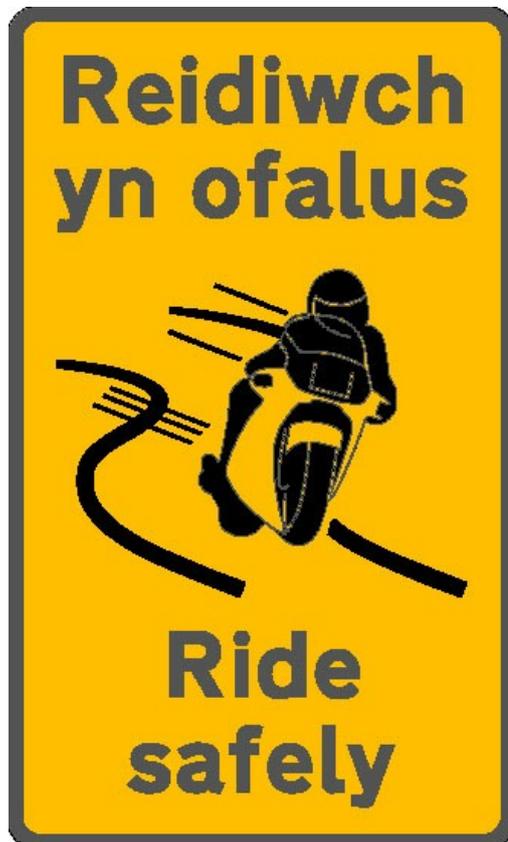
WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members' Articles

The following piece will feature in the newsletter for the rest of the summer months as it could prove invaluable in a time of need. *Rog*



LOCATION MARKER MARCIWR LLEOLIAD

You Are At Rydych wrth
Grid Ref: gyfeirnod grid:

XXX XXX

Sponsored by the Motorcycle Action Group
www.mag-uk.org

Noddwyd gan y 'Motorcycle Action Group
www.mag-uk.org



We have all seen these 'Ride safely' signs on our trips across the border, but thanks to the very clever people at the SRP, if you need to contact the emergency services, simply find the nearest Ride safely sign and on the back will be a grid reference (as in the above illustration) give this reference number to the operator and they will then know your location. Simple!

Alex's Trip to Spain 2013 Part One

Roger asked me if I would give him a write up about my recent trip to Spain with other members of the group, so here goes. Those who went on this year's trip were, Derek, Myself, Ant and Jill Clerici and Derek and Debbie Evans.

The planned trip was to go to Potes in the Pecos Mountains in northern Spain. As is now the norm we all meet up at Derek's house for an early breakfast before departing to Plymouth to catch the 4.15PM ferry to

Santander. The trip down to Plymouth is an exercise in motorway riding, although last year I nearly ran out of fuel on the motorway because I had not allowed for the extra panniers, which reduced my fuel consumption by a large extent. We had just pulled into the services for a coffee break when the bike died. I then had the slight embarrassment of having to push the bike down to the petrol station in order to fill up. Thankfully last year's episode had taught me to fill up well in advance.

Beware of Mooving Hazards.



Members' Articles



The Start of Another Happy Day

I had decided to take my BMW K1300 S on this year's trip even though I knew the terrain would suit my F800 GS better. I love riding the GS so much the K hardly ever gets used, so that and an expected total mileage of around 1700 -1800 miles, prompted me to take it this time, otherwise when do I use it.

After a couple of stops on the way down we arrived at the ferry terminal in good time. One small tip of advice, pay the extra money to get yourself a cabin. The ferry journey takes around nineteen hours and always involves one night. You can have a reclining chair and sleep with loads of other bikers if you really want to but trust me a cabin is the way to go. Now if you have never been on the Pont-Aven, the Santander ferry, it's a truly huge vessel which is good because I'm not the

world's best sailor. Pause for usual sarcastic remarks and innuendos at this point.

Sorry forgot to mention that it was only Derek, myself, Ant and Gill at this point on the ferry as Derek and Debbie Evans had decided to motor down through France and meet up with us at the hotel in Potes. After meeting up in the piano bar on the ferry for a few drinks we booked a table in the main restaurant, now this is not cheap but is an experience which you should allow yourself at least once. The ferry is run by the French so as you



Let's Hope The Decking Can Take All This Weight

would expect the food and service is of a very high standard. Day two dawns after what can only be described as a mill pond crossing, the relief on my face was plain for all to see. We dock at just after 11.00 AM and then prepare for departure, and we wait, and we wait, we must have been held around for well over an hour before we eventually get off and through Customs.

As the hotel was only around an hour and a half away Derek had planned an interesting route to get us there, as you would expect this involves keeping off the motorway and main roads as much as possible. Now to a large extent Potes is a one road town, one road in and

one road out. The road in, which all traffic has to use, very large tourist coaches included, has to go down through a gorge so don't be surprised if you come round a tight bend to find a large blue coach right over your side of the road. This does wonders for your concentration levels and really keeps you on your toes. By mid afternoon and after a few stops we arrive in Potes safe and sound to be met by Derek and Debbie who had already arrived and found the hotel the Casa Cayo, Casa means house in Spanish, so I guess it's the house of Cayo.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members' Articles



**Mind your Head Jimmy
Entering the Garage of the Hams**

The hotel had kindly loaned us the use of their garage lockup to store our bikes, so once we had unloaded our bags it was off down to the garage to park up the bikes. Danny, the lad from the hotel jumps straight on the back of my bike, no proper clothing, no helmet and offering direction only by pointing with his hands for the short journey to the garage. The garage is used to store the wine, hams, and other items for the hotel, if only I could have got one of those large hams in my top box.

It's always difficult for the person who books the hotel to know what you are going to get, but all credit to Derek, it was fantastic. The staff could not have been of more help to us and the hotel and rooms were all first order. There was a balcony for the evening drinks and nibbles, and the restaurant started serving food at 8.00PM which is early for Spain. The food and wine were excellent, but

after the first couple of nights we decided not to order all three courses as the portions were enormous, too much even for me. Yes, even for me!!!

The only downside was that on the bar TV in the evenings they have wall to wall bull fighting. Now to be honest I'm not a great lover of bull fighting as poor old bully does go through the mill a bit before he meets his maker. So on that rare occasion when the bull did get the better of the matador you could hear a muffled cheer from the British quarter. It is fairly compelling TV, but sport it ain't. That aside, the hotel being right in the centre of town meant that you could at least go out and have a look



around the town in the evenings. Potes is a really interesting place and is full of old world charm and interesting buildings. This meant frequent chats with Ant about architecture and the pro and cons of different build styles.

**The End of Another Happy Day
with the Hotel in the Background**

I could keep going on about this place and that place but I think that the old adage of a picture speaks a thousand words is best. So here are some images taken by Gill & Ant.

**PART TWO NEXT
MONTH**



Derek Going Off Road on his New GS



The Gang at the Top of the Pass



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

Photo's courtesy; Paula Rayner, Ken Shaw, Del Britton and Paul Whitecombe



Denise, Sharon, Ian, Linda & Mark



There goes the neighbourhood!



What's so interesting?



Wise words, Brian & Dave



Welsh porn maybe?



Hard Core Bikers



Brian 'Test' rides the Orange One
With Ant and John



Ali & Del