



Notice is hereby given that the WHAM AGM will take place on Wednesday the 29th of January 2014 at The Falcon Hotel Bromyard starting at 8.00PM Further information such as known committee intentions and nomination forms will be printed in both the December and January newsletters.

The Chairman's Notes by Brian



Any of you that have attended the recent natter nights will have spotted that both Den and Lynton are up and about and recovering nicely. It is good to see that you are both on the mend guys.



On the subject of natter nights – For the November night we had hoped to have a Q&A session with the training team but Derek's 'hands on' demonstration on the subject of cornering (or, how a bike gets around corners) got everyone so involved we ran out of time. No, I don't mean that Derek 'went on a bit', it really was an engaging discussion and we all got a bit caught up in it – well done Derek. As for a Q&A session, well, we generally have a quiz night during the February natter night but there is some thought that we might line the training team up again instead. I already have a few questions that members have e-mailed to me (thanks for the excellent response) but there is still plenty of time. So – if there is any aspect of advanced motorcycling or motorcycling in general, that you'd like to know more about, let me know.

AGM.

You will find details of the upcoming AGM elsewhere in this newsletter (kindly sorted by Alex Hoyle). Whilst we already have a good idea of some of the 'moves' that are taking place, don't be afraid to throw your hat into the ring if you'd like to get involved. Even if you don't (yet) want to join the committee, the AGM is generally well attended and it is a good opportunity to meet some new faces and to put some faces to those names you keep hearing. It is also a good time to express any concerns you might have about the group and to make your voice heard. As with the training team Q&A's, if you have any questions for the committee but feel a bit shy about putting your hand up on the night, feel free to e-mail me and I will present the question on your behalf.



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The Chairman's Notes continued

And finally – I've got the sprouts on the boil and I've ordered the turkey so all that remains for me to do is to wish each and every one of our members the compliments of the season. On behalf of Annie and I, have a very merry Christmas and a happy, healthy and prosperous new year.

Cheers.

Brian

IAM Test Passes

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

Observers, please send a photo of your associate to the newsletter soon as possible after they have passed their test. whamnewsletter@gmail.com



Matt Fletcher

Observer; Del Britton



David Hunt

Observer; Ant Clerici



Pat Lewis

Observer; Alex Hoyle

Paul Gill

Observer; Richard Hewitt

Paul Hollingsworth

Observer; Stuart Poole



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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.



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



Club Notice Board

Please send notices to whamnewsletter@gmail.com

Up coming EVENTS

- AGM January
- Remember to check the 'Programme' section of the WHAM website for the SUNDAY ride out routes.

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

Wanted

Garmin 660 Car mount/charger

If you never use these parts of your Garmin I'd be pleased to buy them from you.

Please contact Derek McMullan on

07791102218

Members' Articles

Please send your stories to whamnewsletter@gmail.com

NORMANDY 2014

As an outline warning for those interested in the Normandy trip 2014 the dates are as follows:

Brittany Ferries.

Thursday 25th Sept:

Outward Ferry from Portsmouth departing at 14.45 hrs arriving Caen/Ouistreham 21.30 hrs.

Monday 29th Sept:

Return Ferry Caen/Ouistreham Ferry departing 14.00 hrs arriving Portsmouth 19.15 hrs.

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

Members' Articles

Please send your stories to whamnewsletter@gmail.com

A number of people have already booked their places, the B&B can accommodate a maximum of 18 individuals, the one double room annex has already been booked, and the remaining rooms are three and four person. This year's trip in order to save any complications with any last minute cancellations full payment for the accommodation will be requested in June 2014. The cost of the rooms has not changed from 2013 prices.

3 beds – 90€

4 beds - 100€

Breakfast: at 6 Euros or 9 Euros per person.

Details will follow during the year, interested parties please contact Del Britton on email ykr1200rt@hotmail.co.uk

Last Month we heard Paul, Del and Derek tell us about the Normandy trip from their perspective, This month Ali Lewis and Alex Hoyle continue the story.

Mr Snuffles Battle Tour

By Little Miss Sunshine

I could have written something funny or moving but I left that to the others. I am aware that we are continuously learning when out riding our bikes, so I decided to write about some lessons I learnt and now consider invaluable.



If I was going to use just one word to describe WHAM's recent trip to Normandy the word would be **Outstanding**. I hadn't long been a full member of WHAM when Del first mentioned his idea of organising a trip to Normandy visiting the various historic D-Day sights. I was keen to go and very excited....for nearly a year (it seemed to take forever).

I needed to get myself sorted for the trip' all I had was; a bike, helmet, clothing and a passport - thank goodness for friends. I loaned some fantastic Ventura luggage from my friend who also fitted it for me, a tank bag from the very helpful Mr and Mrs Cully and waterproof gear from my fab holiday roommate, Gill. Del sent out a check list for first time travellers, which was really helpful. With important items I hadn't considered for example extra light bulbs and a European health card. As well as Del my fab friend Mr Happy (Paul) helped out by giving me a list of docs to photo copy and carry with me whilst travelling abroad.

I got a lush new bike for the trip, as you do! And I was ready to go. The day finally arrived; a few of us had arranged to meet just outside Hereford, we then split into smaller groups and off we set. At this point I learnt **lesson number one**.... I had no idea where I was going, I knew I was going to Portsmouth and I knew we would be travelling south but I hadn't a clue what roads or junctions I was getting on or off.



Members' Articles

Please send your stories to whamnewsletter@gmail.com

It suddenly hit me that I was relying on others with their road knowledge and Garmin's to get me there. At first this was fine because everyone was in sight, it wasn't until we got onto the motorway and the weather changed that I then became aware of how easy it was to lose sight of the rest of the group. After stopping just over half way for a quick comfort break the weather brightened up and we rode on. I rode close to riders I knew well in staggered formation for the rest of the journey and breathed a sigh of relief I hadn't got lost!

As I have already said, it was an outstanding holiday. It was superbly organised, I was in fantastic company doing the thing I love doing most. The banter was great, I saw things I shouldn't have (ay Alex!) The accommodation was beautiful with kind and entertaining hosts. The fridge was always full of beer and wine (a most welcome sight after a long day sightseeing and riding). I laughed a lot and had to hold back the tears on a number of occasions. I rode with some very skilled riders who really took care of me (I'm starting to sound a bit precious) this stretched me a little bit more but I always felt I was riding within my limits (riding my own ride!) this helped to me take my riding up a level. We had late nights with long days of concentration.



Lesson number two....I was unaware that a build-up of contributing factors would so drastically affect my journey home. I don't travel well by sea therefore I always take a travel tablet before I step foot on any form of sea faring vessel. I had taken a travel tablet on the outward bound journey but hadn't considered the difference between transfer times, outward bound journey 35min from ferry to accommodation homeward journey roughly 3hours. A travel tablet, limited sleep for a few nights, high levels of concentration needed for riding the bike, and riding at nights paid its toll.

I started to feel extremely tired on the homeward bound ferry, although I was tired I couldn't sleep, but I thought I would be fine once I was on my bike and

back in the UK. I had turned down a very kind offer of sharing a room in a Portsmouth Travel lodge with Gill, but I was quite conscious of the fact that I had to be back in work for midday the following day and if I had stayed the night in Portsmouth reality was I didn't know how to get home in the morning (no Garmin and no friends to show me the way) so I decided to crack on that night and go for it with the boys.

Well!! There we were the four of us, some of the boys I'd been riding with all holiday. I felt tired but safe with my friends and ready for the journey. I was aware everyone was keen to get home quickly and safely, we stayed at 70-75mph on the Motorways and rode in close staggered formation. But it wasn't long before it all started to go wrong. I became so tired I couldn't even see properly, everything became blurred and distorted. I was asked if I was OK at one of the roundabouts and had to admit I wasn't, I was really struggling with tiredness which was seriously effecting my concentration. We stopped at the next services, where I was force fed doughnuts and coffee and told to take as long as I needed before I got back on the bike. It was a very welcome break, and for a short while at the services I felt a little better. As I stood by my bike preparing for the next part of the journey I looked at it and thought, I don't want to do this. I have never felt so spaced out and I have never felt so worried about getting back on a bike - I wanted to be a "girl" and cry but the three boys thought this was probably not a good idea. I had a word with myself and off we set.



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Members' Articles

I didn't want to hold anyone up any longer but unfortunately it didn't take long (maybe 20mins) before my concentration lapsed once more. I became aware that I was now taking huge risks and making overtakes on the motorways which were not safe. My speed started to become erratic, I was losing sight of the lead rider and I became increasingly frightened because I knew I was unsafe. As I was riding I kept glancing at the Travel lodge signs with a picture of a bed on it, I just wanted to sleep. Rog had said to me at the doughnut stop, that it didn't matter if you have to stop 10 times it is important to stop.

Lesson number three..... Don't feel you have to keep going when you have clearly become affected by tiredness. I'm not sure if my tiredness effected my decisions making (I'm sure it did) but I certainly made the wrong decision by carrying on regardless. I didn't want to hold the others up and that was my main concern. Luckily further on down the motorway Rog took control and pulled in front of me he found a safe place to pull over, followed by Paul. Del had pulled in further down the motorway and Paul rode ahead to explain what was happening. The three boys took control of the situation, they knew where a pub was and the plan was to leave my bike there over night with my luggage and I was to ride home on the back of Dels' bike. I can't tell you the relief I felt. The ride home on the back of Dels' bike was impressive (let's just say it kept me awake) and something I aspire to. I must say, I was awake at 4am the following morning worrying about my lush new bike!!! Luckily it was still there in the morning.

I can't thank the boys enough, I am forever grateful. I believe they saved me from causing a terrible accident, maybe a fatal one. They made some good observations about the way I was riding and took control of the situation. In true WHAM style they put safety before everything. I am regretful for not forward planning but have learnt so many lessons that I am lucky enough to be able to pass my story on to future travellers. I am already looking forward to the next trip with my new found knowledge!! Thank you Del for organising such a fantastic holiday, one I will never forget.

Ali
P.S Alex and I would just like to draw your attention to a recent charity we have set up. All we ask for is your time; the charity has been set up in light of certain goings on in Normandy it's called **Save the Teddy Bear Fund**. Teddy Counsellors and Psychotherapists are most welcome to join us.

Alex Goes to Normandy

The phone rings it's Del. "Hello mate I'm organising a trip to Normandy in September do you fancy coming over with us? To help keep costs down you can share a room with me, Paul and Roger". "Fantastic, that sounds great, book me in". I put the phone down and my heart sinks, I haven't shared a room with three other guys since I was in the Scouts. That was 1970 and I must have been around eleven or twelve. I'm going to be so far out of my comfort zone that it's frightening to think about it.



That said, I've paid my money and booked the ferry so I'm going, come hell or high water. A group of us met up at Trumpet Cross for the journey down to Portsmouth. Also really good to see some WHAM biker chicks coming on this tour; as both Ali and Gill and Annie came on their own machines. It's a pretty straight forward journey and we make it in good time. The crossing takes around four hours and this is my next worry as I'm not very good on boats, particularly when they start to rock and roll a bit. The trips I've done with the group to Spain are a much longer journey time so I always book a cabin. That way if it gets rough at least you have direct access to your own loo to keep you company. I need not have worried as both crossings were pretty calm.



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We arrive in Caen at around 9.00 o'clock in the evening, it's pitch black and we have no real idea of which way to go, so it's trust in Garmin time again and hope it works properly this time. Del takes the lead and true to form after a few miles we end up going up a dirt track across a field. You know the best bit, like lemmings we all followed him to a man, eventually we get back on track and arrive at our B&B in Arromanches. We are shown to our room and as planned I'm sharing with Del, Paul, and Roger. A quick tip, make sure you take your ear plugs in with you, as if one of the guys you are sharing with snores for England then ear plugs might mean that you get at least a partial night's sleep.

To be fair to the other guys and to my utter amazement nobody did really snore, Del AKA Mr Snuffles, does in fact snuffle but it's not too bad. Perhaps I'm the one who snores as I did not hear anyone else. The first morning arrives and it's the Continent so prompt at seven o'clock in the morning the faithful are



called to prayer, bells are ringing and clanging, it's mayhem. The bad news is the local church is about 300 yards from our room. So forget any notion of a lie in. The accommodation is run by a British couple Adrian and Karen, and was very good. The rooms are a sort of bunk house style but are clean and tidy, the full English breakfast was to die for, far more than I could manage, which did surprise a few people, myself included. The evening meals were also very good with copious amounts of beer, cider and red wine being consumed as the evening went on. Paul, I think it was, had instigated some tee shirts to mark the trip, and true to form overnight I became Mr Hungry. It's a

very short walk to the beach at Arromanches and the Mulberry harbours are still visible. Now I'm from a generation that has never had to go to war, so the enormity of what went on here on D day is hard to comprehend. Over the course of the next few days we visit many other sites and some of the war graves and cemeteries. It is very sobering and hard to get your head around just what went on here back in June of 1945 suffice it to say that many men and woman paid the ultimate price for our freedom, you can't fail to be moved by it, and it does bring a tear to your eye

The roads around this part of Normandy are excellent biking roads and Del had planned some trips out and about so that we could see a bit more of the countryside. The trip out to see Pegasus bridge was a truly fantastic day out. So if you do get chance to go over to Normandy jump at the chance; you won't be disappointed.



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Members' Articles

The riding plan for most days was to go out to see some sites and places of interest, enjoy the riding, and the roads, and stop for coffee and lunch when you felt like it. Once we got back to the B&B its change and then to the bar for a few, or in some cases a lot, of beers. There was a large refectory table outside in the courtyard which doubled as the bar, a fridge full of French bottled lager was close to hand. Which was restocked every day. Now by the time we ended up going in for the evening meal this fridge was nearly empty, there are some images around of a lot of dead lager bottles if proof is needed.

The Bear. Now in most rooms there was a teddy bear, and our room was no different. Some of the things that happened to this poor bear over the course of our stay, I dare not reveal. The four of us have sworn an oath not to say any more on the subject. Perhaps in a few years time and under the Freedom of Information Act all may become known, but until then silence is golden.

However there are photos to hand of said bear with my helmet and gloves on, eating a Ginsters pasty and other depraved acts which I will not dwell on. All I can tell you is that bears can fly, in the dead of night at around three or four o'clock in the morning, bears can fly.



Before you could say mine's a large red wine, we are on the way home. Thankfully the crossing was calm and at around 7.00PM we arrive back in Blighty. Now on departing the ferry I got split up from Del and the gang so made my own way home. Now here's the freaky thing, I arrive at Trumpet Cross and look over to my right to see Lawrence who has just arrived at the same crossroads from the other direction. Both of us came different ways and both of us arrive at Trumpet Cross at the exact same time, how weird is that.



To be fair to Del, Rog and Paul sharing a room with three of them wasn't actually that bad after all. There was a pretty good team spirit and by the end of the trip it was difficult to keep a straight face. For days after I got home I would think of something that went on in our room, or on the trip, and then burst into spontaneous laughter. Which can't be bad.

And the moral of my little story, well perhaps it does you good sometimes to get out of your comfort zone.



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Members' Articles

A Fighter Pilot's Guide to Surviving on the Roads...

What's wrong with you - are you blind?!!

Who hasn't formed these thoughts, or similar, at some point while cycling or driving? Probably in response to a vehicle that had just moved directly into your path - and you might congratulate yourself that only your alertness and superior reactions saved the day. If you were cycling then I expect that you may have even shared your thoughts, loudly, with the offending driver, and if you were driving then I imagine that there would have been some accompaniment from the horn section. Hopefully you were able to prevent the collision.

John Sullivan is a Royal Air Force pilot with over 4000 flight hours, and a keen cyclist. He regards himself as 'a simple fighter-pilot' and in this article he describes why collisions can occur and, in layman's terms, how some of the techniques of flying fighters can be used to increase your chances of survival on the roads. All proceeds from this article are going to charity.

Now, before we go on, who can say that, at some point in their own driving history, they have not been about to manoeuvre - pull out from a T-junction, etc - when a car or bike seemed to come out of nowhere? Hopefully, it was just a close shave, and no doubt quite frightening. You may have wondered how you failed to see it, and probably concluded that they must have been driving 'far too fast' or you would have seen them. Perhaps, on such an occasion, you were the recipient of that loud and urgent query, 'Are you blind?!!'



Well, here's the bad news - yes, you are. For small but significant periods of time you are completely incapable of seeing anything at all. Most of the time, as I shall explain, this is not a problem. But if it means that you fail to see a vehicle that is just about to occupy the same point in space and time as you are - then this is a big problem!

The good news is that understanding why we sometimes do not see things allows us to adopt some defensive strategies that tip the odds back in our favour. This article then, is a fighter pilot's survival guide to avoiding collisions...

Fighter pilots have to cope with closing speeds of over 1000 mph, and they don't always get it right! But crashes are always analysed carefully to learn the lessons that might prevent future accidents. This article reveals the hard-won techniques that fighter pilots are trained to use.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



Members' Articles

First some background. We all inhabit bodies that have evolved over hundreds of thousands of years to our environment. We are highly adaptable, omnivorous creatures, which is why we have prevailed when other species, those suited to specific environments, habitats or diets, have not. We learned how to grow crops but we started off as hunter/gatherers - we have eyes in the front of our heads which gives us binocular vision for judging distance to prey, or threats.

Our eyes, and the way that our brain processes the images that they receive, are very well suited to creeping up on unsuspecting antelopes. We are even pretty good at spotting sabre-toothed tigers creeping up on us! We are, however, rubbish at spotting vehicles that hurtle towards us at high speed.

Let me explain why...

Light enters our eyes and falls upon the retina, whereupon it is converted into electrical impulses that the brain perceives as images. Clever stuff. Only a small part of the retina, in the centre and called the fovea, can generate a high-resolution image. This is why we need to look directly at something, by moving our eyes, to see detail. The rest of the retina contributes to our visual experience by adding the peripheral detail - hence peripheral vision. Peripheral vision cannot resolve detail, which prevents the brain from being overloaded with too much information, but it is very good at detecting movement. Any movement, such as the twitch of an antelope's ears or the swish of a tiger's tail, immediately alerts us to something of interest which we can then bring our high-resolution fovea to bear upon. And our eyes move fast, really fast - no doubt spurred on by the motivation to see the slavering chops of our sabre-toothed friend in glorious techni-colour detail with enough time to do something about it.

So what?

Well, first, it is an unfortunate fact that if you are going to collide with another moving object, and assuming that you are both traveling in a straight line, then there is no *apparent* movement between the occupant of either vehicle. That is, to the driver of each vehicle, the other will remain in exactly the same position in the windscreen up to the point of impact. There is no *relative* movement - so our peripheral vision is not suited to detecting it. For completeness, this does not mean that you cannot hit a vehicle that is turning, but as the other vehicle adopts a path that will lead to collision then it will cease to move *relative* to you - it will become stationary in your windscreen.



Whether they are on the road or in the air, vehicles travelling at a constant speed will stay in the same position relative to each other as they approach a point of collision.

In the illustration left, a car is approaching a cross-roads but it is on a collision course with a motorcycle approaching from the right. The car is going faster, and so at any one point in time it is further from the collision point - but they will get there at the same time!

To the driver of the car, the motorcycle is about 30° right, or in his 1 o'clock, and the motorbike will stay in exactly that same relative position in the windscreen until impact.

To the motorcyclist, the car is 90° left, or in her 9 o'clock, and it will also remain in exactly that relative position until impact.



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Members' Articles

Remember, our peripheral vision is not good with detail - in fact, just 20° away from your sightline your visual acuity is about one tenth of what it is at the centre. Not convinced? Well, the standard eyesight requirement for driving in the UK is to read a car number plate at 20m.

Go outside, now, and stand just 10m from a car, look just one car's width to one side, and try and read the number plate - *without* moving where your eyes are looking! Try again from 5m. Clinically, you are blind in your peripheral vision.

That's not to say that we cannot see something in our peripheral vision - of course we can. As you approach a roundabout you would be hard pressed not to see a dirty great articulated lorry bearing down upon you, even out of the corner of your eye - obviously, the bigger the object, the more likely we are to see it. But would you see a motorbike, or a cyclist?

To have a good chance of seeing an object on a collision course, we need to move our eyes, and probably head, to bring the object into the centre of our vision - so that we can use our high-resolution foveal vision to resolve the detail.

Now for the really interesting part. When we move our head and eyes to scan a scene, our eyes are incapable of moving smoothly across that scene and seeing everything. This makes perfect sense, just like trying to take a picture without holding the camera still, the image would be blurred. So, our clever brain overcomes this by moving our eyes (really fast, remember) in a series of jumps (called saccades) with very short pauses (called fixations), and it is only during the pauses that an image is processed. Our brains fill in the gaps with a combination of peripheral vision and an assumption that what is in the gaps must be the same as what you see during the pauses. This might sound crazy, but your brain actually blocks the image that is being received while your eyes are moving, which is why you do not see the sort of blurred image that you see when you look sideways out of a train window.



Unless you are tracking a moving object, such as an antelope, then the human eyes are incapable of moving smoothly across a scene; they jump and pause occasionally to take a 'snapshot' of the scene.

Definitely not convinced? Okay, go to a mirror, now, and look repeatedly from your right eye to your left eye. Can you see your eyes moving? You cannot. Now have a friend or partner do the same thing while you watch them. You will see their eyes moving quite markedly.

You couldn't see your own eyes move because your brain shuts down the image for the instant that your eyes are moving. Experiments have shown that it is impossible to see even a flash of light if it occurs within a saccade.

The saccade/fixation mechanism has always served us rather well, and means that we can creep up on antelopes without being overloaded by unnecessary detail and a lot of useless, blurred images.

But it does present us with some shortcomings now that we routinely climb into metal boxes and hurtle towards each other. Our eyes and brains are just not designed for this - our world has changed far faster than our bodies can adapt.

So what?

If you get to a junction and move your head right and left to look for oncoming traffic, you need to understand that you cannot guarantee that you have seen approaching traffic. It is entirely possible for our eyes to 'jump over' an oncoming vehicle during one of the saccades. The smaller (and specifically, the narrower) the vehicle, the greater the chance that it could fall within a saccade. You are not being inattentive, you are physically incapable of seeing anything during a saccade.

Thanks to Tony Davis for this brilliant article, which will continue next month

Members' Articles

A group of two halves.....?

By Ant Clerici

Whenever I check out the Sunday ride route I look to see if I want to start from the “dark side”, from HEREFORD instead of WORCESTER.

But why ride 28 miles to the start rather than 2 miles?

First, the company is equally great but Hereford offers an opportunity to accompany different riders from WHAM. It's a chance to get to know people who I only meet at slow riding or natter nites.

A useful thing if you ever find yourself on one of our day trips or weekends away or “lost in France”. The banter is the same but often with a Welsh lilt.

Second, the roads. I'm pretty familiar with routes in Worcestershire so starting from Hereford has introduced me to new roads with new riding challenges and some fabulous countryside.

And finally, let's not forget the ride to Hereford from Worcester is a great route in itself with choices of the A4103, or A44 and A465. And I only need to leave home a little earlier.



Worcester McD's



Lost in France

An example.

The last route of 2013 to Harry Tuffins at Churchstoke looks a good one for a Hereford start. Its route looks great all the way to where it joins the road from Worcester. And good after that! But don't forget I'll be riding the route back to Worcester after breakfast – a win/win

I realise WHAM covers a huge area but early on a Sunday mornings when traffic is minimal the miles fly by!

So getting to that other McDonalds is easier than you might think.

And you will find a warm welcome!

A group of two halves? Absolutely not!

[Please check our website for further ride out information.](#)



A WHAM day trip to the coast

The Chief Observers page

Every month WHAM's Chief Observer, Del Britton will cover a topic on advanced riding, if you want a particular question answering please don't hesitate to e-mail Del on vkri200rt@hotmail.co.uk

Roundabouts

Roundabouts are a brilliant tool for shifting lots of traffic. They are in essence short circular one-way streets. They are one of the places where good observation accompanied by good anticipation and accurate planning, can really pay off – isn't it rewarding to arrive at the junction at the same time as the gap you want. And talking of gaps, try not to travel beside the traffic in the other line – travel beside the gaps in it instead.

If the exit is after 12 o' clock (related to an entry at 6 o' clock) it would be a right turn and left would be for the first left exit. As for signalling – left to go left, right to go right, none to go straight on and in all cases signal left as you pass the exit before the one you are leaving on. Remembering, signalling when it might benefit other road users.

Selecting the best lane on approach is crucial. When entering the roundabout you should occupy the lane for the intended destination where marked. Whenever possible take the straightest course from entrance to exit, if it safe to do so, and will not confuse any other road users.

If the straight course is not immediately available due to traffic, consider a slight speed adjustment to create an opportunity of creating such a course. This is most beneficial when the road is wet, oil spillage occurs mostly in the middle and near sides of the roundabout due to lorry spillage. The straightest course will be more stable.



'Plan to go, prepare to stop.'

(extracts taken from 'My Little Green Book of Advanced Motorcycling by Eddy Lambah-Stoate's)

Del Britton
WHAM
Chief Observer.

AGM January 2014

NOTICE OF ANNUAL GENERAL MEETING **WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS**

Wednesday 29th January 2014

The Group AGM will be held at the Falcon Hotel, Bromyard Starting at 8.00PM

The main purpose of the AGM is to review the events and finances of the past year and to elect the committee for the coming year. All full members and associates are invited to attend but only paid-up full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

Committee Changes

The current officers – Chairman, Secretary, & Treasurer must stand down but can offer themselves for re-election. The current known intentions of the Committee are given below.

Officers

Chairman: Brian Morgan	Standing down
Secretary: Alex Hoyle	Standing down/seeking re-election
Treasurer: Eric Reynolds	Standing down/seeking re-election

Committee Members

Vice-Chairman: Paul Whitcombe	Standing down/seeking election to Chairman
Newsletter Editor: Roger Brookes	Seeking re-election
Membership Secretary: John Hodges	Seeking re-election
Webmaster: Tony Davis	Seeking re-election
Routemaster: Tony Davis	Seeking re-election
Region 3 Rep: Ant Clerici	Seeking re-election
Associate Coordinator Ken Shaw	Standing down
Equipment/Regalia Officer	New Post. Position still to be filled
Chief Observer: Delmore Britton	Committee Appointment

We currently have three vacancies on the committee. Associate Coordinator. Equipment/Regalia Officer. General Committee Member. Any fully paid up members of the IAM and of WHAM are free to apply for any of the above posts.

COMMITTEE NOMINATIONS

Any WHAM full member wishing to put themselves forward for any of the officer posts or the vacant committee posts should complete the attached nomination form.

Voting will take place to fill the three officer posts and vacant Committee positions at the AGM. In the event of 2 or more nominations for a post, there will be a vote by show of hands on the evening.

Nomination forms are attached to this notice. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated.

Please return nomination forms to any of the Officers/Committee Members as soon as possible or hand them in to the Secretary at the start of the Annual General Meeting.

All members are invited and indeed, encouraged to attend the A.G.M., not only to participate in voting in your committee, but also to volunteer your ideas, express your views and discuss where/how you would like the Group to progress.

AGM January 2014

Nomination Form

For the election of
Worcester & Hereford Advanced Motorcyclists Committee 2014

TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &
HEREFORD ADVANCED MOTORCYCLISTS PRIOR TO THE AGM OR TO THE
SECRETARY ON THE EVENING OF THE AGM ON:

WEDNESDAY 29th JANUARY 2014

I

(Name in block capitals) wish to stand for election to the position of:

.....

Signature..... Date.....

Proposed by: (Name in Capitals)

Signature..... Date.....

Seconded by: (Name in Capitals)

Signature..... Date.....

Nomination Accepted by.....

In the event of 2 or more nominations for the same post, I agree to a vote by ballot on the night & will abide by the majority decision.

Please note: You may not stand for the committee if the law debar you from being a charity trustee.

If you wish to volunteer for the committee but do not know someone who can nominate you or second your nomination, please contact the Secretary, Alex Hoyle on 01885 400772 or E-mail whamsecretary@trackdown.co.uk