

February 2013

WHAM NEWS

Your Monthly Newsletter



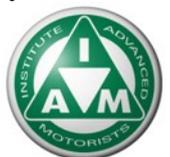
The Annual General Meeting was held at the Falcon Hotel on the 30th of January. The purpose of the AGM is to review the events and finances of the past year, and to elect the new committee for the forthcoming year. In this issue of *WHAM NEWS* their identities will be revealed so you know who is on the committee.

Chairman's Notes

Welcome to the February edition of the newsletter. As you may know, Roger Brooks has now accepted responsibility for its preparation and one of the items he's putting together is a bit of a rogue's gallery of your committee. As often happens at AGM's there have been a few changes amongst the committee and Roger's idea is a useful way of putting some faces to names. I don't get a preview so I'm hoping that his choice of photographs of me catches my good side – generally acknowledged to be from behind, in the dark and with a crash helmet on.

On the subject of committee changes I'd like to welcome both Roger Brooks and Paul Whitcombe as joint Vice-Chairmen and Del Britton as committee member. If all goes to plan I hope that either Roger or Paul will stand for the Chairman's post that I will step aside from next January and I have no doubt that they will both be blessed with the same amount of support that I have had from members and committee alike. Del's position as 'member' is intended to serve as an opportunity for anyone who wants to get an insight of what committee work involves with a view to taking on one of the various roles in the future so, if you'd like to know more, consider putting your name forward at the next AGM.

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



Chairman's notes

Observers.

To repeat something I mentioned at the recent AGM, we need to train a few more observers so that we are more able to cope with any possible influx of new associates as a result of the two recruitment events we have planned for April. I would be interested to hear, as soon as possible, from anyone who would like to be considered. I should point out though that, albeit observer training is an excellent way of improving skills, it does require some commitment from the trainee as well as a time investment from the trainer. Observing is much more involved than just following somebody around and then giving a few tips. Observers are generally the first contact that an associate will have with the group so it is very important that the right impression is made from the outset. Observers are required to display a very high standard of riding and must have the ability to present the associate with clear explanations of the various aspects of advanced riding. It is a very involved process that, as I say, requires commitment but it also comes with a great deal of satisfaction when you get the call from your associate to tell you they've passed and you know that you have made a personal contribution to road safety. So – if you're still interested let me know.

Social Activities.

I have been approached by Ian Barnard with a suggestion that we try and organise some more social events. For those who don't know Ian he's the noisy one with a beard who rides a very pretty GS (sorry Ian). Anyway, Ian's ideas included such things as a day 'karting' or maybe a summer BBQ. The main purpose being to involve as many members as possible (not just the usual suspects) and for us all to have a bit of fun. I'm quite sure that Ian's suggestion will have support from many of us and I'm looking forward to getting involved. As soon as I know more about how this will progress I will let you know but I would like to thank Ian for his interest in this.

Disabled Charity Support.

Steve Hackett, who is one of our Hereford members, is very much involved in a charity for the disabled called Remap Herefordshire. Remap are involved in the design, manufacture and adaptation of equipment for disabled people (visit www.remapherefordshire.wordpress.com). To help the charity, one of the things Steve has been up to is making fridge magnets which he is keen to sell for the princely sum of £1 a go. The magnets are best described as wooden discs which Steve will adorn with the logo of whatever make of motorcycle you'd care to have. I've tried to attach a photo of a magnet with the best logo thereon (Honda naturally) to give you an idea of what they look like. Bearing in mind that this is a very worthwhile cause please let me know if you'd like one of Steve's magnets and which make of bike you want on it and I'll pass the details on to Steve.

I think that's enough from me for now. Let us pray – for some dry weather.
Brian.



Committee Member Introductions

Paul Whitcombe and Brian Morgan. Brian was re-elected as Chairman and Group Officer and is responsible for overall leadership and development of the Group. Paul has been elected as Vice Chairman.

Alex Hoyle has been re-elected into the role of Secretary and Group Officer. Alex is responsible for the Group's admin, liaison between the group and IAM HO and supporting the rest of the committee. If you have any queries, complaints, suggestions or any other business and don't know who to approach, Alex is your man.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Committee Member Introductions



Ant Clerici has been elected Region 3 Representative. Ant will attend the Region 3 meetings on behalf of WHAM! and keep the committee informed of Region 3 developments.

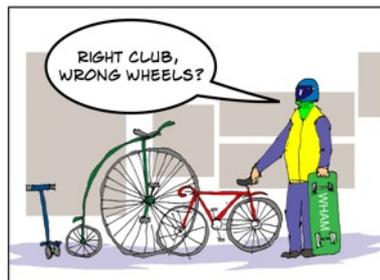


Tony Davis was re-elected into the positions of Webmaster and our Routemaster. Tony authors and maintains the website and as Routemaster is always pleased to hear of those excellent roads and good cafes you may find.

Eric Reynolds has been re-elected as Treasurer and Group Officer. Eric looks after our money. He is always pleased to talk to any wealthy philanthropists seeking to support a deserving bike group



Ken Shaw has taken on the role of Associate Coordinator and in this role Ken will organise associates and observers so that the WHAM Training Team use their resources effectively and efficiently.



John Hodges was re-elected as Membership Secretary. So any membership related queries contact John.

This month's TOP tip

Micro climates!

Even after any snow, slush or frost has gone, ice can remain on road surfaces shaded by trees and buildings. Be aware when crossing shady sections of road that your machines grip may be significantly reduced.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Committee Member Introductions

Del Britton - Committee Member. Any WHAM full member can be nominated for the position of committee "Member". This position is designed to give all full members the opportunity to serve on the committee and to ascertain if they wish to be further involved and take over a specific appointment at a future time. The member has no specific duties will be requested to assist on an "as required" basis



Derek McMullan will continue in the role of Chief Observer.

The CO is appointed by and is responsible to WHAM's Committee; he/she will be qualified as an IAM Senior Observer (or exempted by other qualification) and a current member of IAM. The overall duties will be: to manage all training programmes and skills development packages for associates, members and observers seeking to develop their riding skills. The CO will oversee initial and on-going Observer training to maintain WHAM's high standard and chair WHAM's Training Group forum.

Roger Brooks. Yes me! Elected Vice Chairman (with Paul) and Newsletter Editor. So if you have any comments on the newsletter or articles you'd like to have included, send them in to whamnewsletter@gmail.com



Andrew Peckston brings a huge amount of motorcycling and managerial experience to the committee and helps out as note taker.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Club Notice's

Off road day and North Wales weekend Itinerary

FRIDAY 5TH APRIL

Those wishing to stay B/B at the "New Inn" pub in Llangynog should let me know by e-mail

SATURDAY 6TH APRIL

Off road day takes place at Mick Extance's off road centre on the mountains close to Llangynog. Bikes, helmets & riding gear is supplied. We start at 09:30 and finish about 16:30.

Breakfast will be from 08:00. Those traveling up in the morning should arrive by 08:30

Those wishing to stay B/B on Saturday evening should again let me know by e-mail.

SUNDAY 7TH APRIL

I have organized a road route around the Snowdon area, followed by an interesting route home. It is planned to leave Llangynog at 10:00 am prompt with a lunch stop by Lake Vernwy. Should you be traveling up on the Sunday morning, please again let me know and should you require breakfast arrive by 09:00.



Please can all those wishing to take part in the weekend or part of it let me know your preference for accommodation and whom you wish to share a bed with!!

Unfortunately the Saturday off roading is now fully booked, but everyone is welcome for the Sunday ride out. For those who have already contacted me, those by phone or e-mail, please reconfirm by e-mail before 1st March.

Let's hope for a sunny weekend.

Den's contacts:-

Mobile 07831 341217

e-mail info@domemSPORT.co.uk

New Member's

A very warm welcome to Wayne Hanson, who joins us as a full member, Wayne gave the brilliant talk on the Isle of Man TT at the natter night a few months back



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!!!



Alex Baddeley
Observer, John Nixon



Julian Jukes
Observer,
Den Osborne



Derek Evans
Observer,
Den Osborne



Lawrence Arms
Observer, Alex Hoyle



Steve Wilkinson
Observer,
Den Osborne



Observer Test Passes

Stuart Poole
Trainer, Brian Morgan



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members Article's

Please send your stories to whamnewsletter@gmail.com

With the appearance of a number of 'NEW' bikes amongst our membership, I intend to harass and or blackmail those individuals into writing their own BIKE REVIEW!

We at "WHAM NEWS" towers, class 'New' as recently acquired so it can be of any vintage. So Please feel free to grass/pimp/snitch on anyone you know with a 'New' bike. And I'll hunt them down!!!!

The Honda VFR1200F – A brief bike review by Paul Whitcombe

Whilst Roger chatted in my lounge he casually warmed his hands over the log burner and drank my tea, oh and took the opportunity to drop into the conversation that I was to write a review of my VFR1200. How could I refuse? He had been out all day on his bike preparing his son Duncan for his bike test – in freezing temperatures. Proper biker! (*Duncan passed his module 2 and we've had the L-plate burning ceremony. Rog*)

My VFR is a 2012 version with ABS and traction control. It arrived with full luggage and heated grips. I fitted a hugger and fender extender for added protection and gave it the 'Lynton' ACF50 treatment to further protect it. I also added a Baglux tank cover for protection and to attach bagster tank bags.

The VF1200 is a sports tourer and for me has excelled at both aspects of that label. It is easy to ride, well balanced and oozes quality. I have had several BMWs and I can honestly say Honda build quality and reliability surpasses BMW, in my experience.



At the heart of the bike is an amazing V4 engine, providing over 160bhp. Yes it is fast, but it is also very smooth. Over 4000rpm another valve opens in the exhaust which gives you an awesome bark, enhancing the feel of the torque. Overtakes are not an issue.

The seat is low and despite its looks provides a comfortable riding position. I have travelled over 400 miles in a day and have got off the VFR ready to go again. This is further helped by the increased tank range, a criticism on earlier bikes. I have managed 170 per tank and 46mpg on average.

The bike weighs over 260Kg, but weight is low down making it well balanced both on the bike and when pushing it in and out of the garage.

The bike excels on A-roads and handling is smooth and predictable. On tighter roads the bike can sometimes feel front heavy, relying on a slow in, power out technique to B road bends. The riding position is comfortable but does not allow the vision over hedges. For slow riding the bike is compromised by a limited lock coupled with a long wheelbase. The power therefore lends itself to sweeping, open roads.

The sports-tourer is a dying breed in terms of sales. You can't imagine yourself as a Dakar God on this! Talking to Mike at Bransons Honda Gloucester, these bikes are most often bought new and are kept for a long period of time. However, they are excellent value if bought used. You also have the choice of an automatic (DCT) version.

Reliability is excellent, the engine awesome and brakes reassuring. If you are keen on using your right wrist the rear tyre will struggle to make 3000 miles though.

The Honda luggage is high quality and easy to use. The Baglux tank cover has provided protection if squeezing the tank during breaking or leaning on a corner. I have used them on several bikes and find the covers fit well. Bagster Tankbags are well made and come in a variety of sizes.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members Article's

As Honda's flagship bike the VFR fits the bill. It is a quality bit of kit. If it wasn't for the move towards Adventure Bikes it would have flown out of the showroom. Would I recommend the bike? Yes I would, it is all day comfy, fast and well equipped, but consider carefully whether you need the awesome power and what type of roads you would mostly be riding.

PostScript

After much deliberation I have recently parted with the VFR, and my KTM 950, to purchase a Honda Crosstourer. The adventure style bike provides me with all the best aspects of the VFR combined with the riding position and vision of the KTM. I can't wait for dry roads and WHAM's day rides into Wales!



SUZUKI V-TROM 650 (2011) By Eric Reynolds



Well why did I want a new bike anyway? I have a perfectly good Bandit 1250, loads of grunt, full luggage, aftermarket exhaust, top quality rear shock, windscreen, rebuilt forks, and sat nav.

The answer has nothing to do with that, it's simply that if I don't waste my savings before I die then my kids will. I had been thinking of having an urban trailie type bike for some time, even possible joining the dark side with a GS. I wanted something lighter and less immediate than the Bandit for riding in poor conditions that we all year round bikers enjoy.

Then Suzuki made me an offer I couldn't refuse, a new model V Strom 650, £650 off and interest free finance at £200 per month. I bought my son a van for his business and let him pay the £200 a month to me. So Suzuki is financing his van at 0% and I have a new bike.

That sounds like an accountant's justification but that does not take into account that I rode a demonstrator and I LOVED it.

Brilliant riding position as you sit tall and comfortable. The engine is unbelievably smooth for a twin and the gearbox is as slick as a David Cameron's hairdo. It steers light and the brakes are light and progressive, the clutch is completely unnoticeable. In fact that characterises the bike as a whole, it just disappears from your conscious mind. As a rider you just look up the road and everything else just happens.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members Article's



The vario screen (Suzuki option) is remarkably effective, No flies on my visor in the summer and I can ride most of the time with my visor open. Coupled with the hand guards the bike keeps you surprisingly well out of the wind and rain.

The top part of the bike is good looking curvy and modern with twin headlights which are both lit on dip and main giving as much light as a car does. The frame is two cast aluminium spars that wrap around the engine looks strong and purposeful.

The front of the engine is not any of these, it is messy with lots of hoses due to the oil/coolant system that both warms and cools the oil to a controlled temperature. This is really good engineering solution, avoiding the need for the normally vulnerable oil cooler. All the mess can be nicely hidden by the Suzuki optional engine cover

The bike has a long wheelbase so the seat is broad and comfortable with lots of space, as Jeannie found out when she went pillion on it. "That's the one I want to go to Spain on" she said. (Bandit went into a sulk. "That's my job")

I had concerns about the engine power and brakes, two up on the steep and narrow Pyrenean passes but the bike coped brilliantly!

The instrument panel is small and light but really well layed out with the prominent conventional looking tachometer and a large digital speed display and gear selection display. The fuel gauge is a bar type The odometer has the normal total and two trips but unusually a very accurate average consumption display, all of these modes can be selected on the move from a switch on the left handlebar. The average consumption happily and accurately shows a figure of 63 mpg. I have had 80 mpg when being as careful as a nun. There is a time of day display which can be toggled to an air temperature display but this happens automatically if the air temperature falls below 4deg C and a big warning light shows.

A summary would be an enjoyable, easy, comfortable, competent, attractive bike that can be ridden well anywhere from motorways to narrow mountain passes and keeps you safe by day and night.



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: [Eric Reynolds](#). Or any committee member



Members Article's

SLIPPING & SLIDING

Go on, admit it. I bet you've been out driving in the snow having a bit of fun in the lanes or the local car park. Slipping, sliding, spinning wheels, the odd donut and handbrake turn with maybe a reverse flick thrown in.

I know you haven't been on your bike for a few weeks because of the "white stuff", but who's been practicing their throttle and brake control in your car? So when the snow conditions required a bit of thought did you say to yourself "...today I'm not going to spin my wheels starting off or lock my brakes. I'm going to be smooth and gentle".

We have had the perfect opportunity in the snow to learn our throttle & brake control.



I had the good fortune to live in Canada for 5 years, many moons ago, and it gave me the opportunity to practice snow driving correctly. This technique is easily transferred to riding your bike and in learning to "feel the grip"; the same technique is used in riding trail & trial bikes in slippery, muddy conditions. For some I'm probably teaching my grandmother to suck eggs, others may never have had the chance.

The idea is to drive your car or bike in as high a gear as possible with a neutral throttle. Just enough, no more, no less, to get moving. The point being to try and feel the point where the engine is almost stalling - more throttle would cause it to stall. This is the best point to gain traction without the wheels slipping. Always try & go one or even two gears higher. It takes practice and patience. Once moving don't get carried away and give it more aggressive throttle. Feel the grip, be smooth apply the gas subtly, if you need to speed up. Sometimes on hills you will fail to get traction and grind to a halt. Try and weigh up the situation and plan (IPSGA). On some slopes only momentum will carry you up it and you therefore need the pace before the slope, not going up it, and while moving, keep the throttle constant - don't try more and don't touch the clutch.

Learning to feel your bike and tyres in contact with the road is one of the many things in becoming a more accomplished rider.

So if we're unlucky to get another dollop of snow, find somewhere to practice in your car - it will help.

Den

Up coming EVENTS

- Natter night, 27th February is a QUIZ evening. So come along for an evening of fun and laughs

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

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

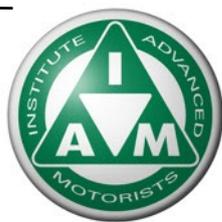
This Month's sphincter clenching 'YOUTUBE' moment!

<http://www.youtube.com/watch?v=dtXFThyr764>

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

whamnewsletter@gmail.com

THE



FILES

While nosing around the IAM website I came across some interesting items that deal with some "Misconceptions"

Misconception – Use of Handlebars, keep at least one hand on the handlebars when stationary: This is not a requirement for the test but the bike must remain stable at all times.

Misconception – A 'Lifesaver' must be carried out whenever changing course or speed: This is wrong and they should not be carried out by rote. They should only be carried out when they would be of benefit and serve a purpose. However, failure to execute a lifesaver when the scenario dictates the need might adversely affect test success.

Misconception – Neutral must always be selected when stationary in traffic: This is not true. Neutral should be selected when the Candidate is likely to be stationary for some time. This counts towards the test competencies of Vehicle Sympathy. To not select neutral will not attract adverse marking on its own but might contribute with other faults to an adverse result overall.

Crossing of solid white lines – clarification: Highway Code rule 129 p43 (HC revised 2007) applies. You can cross a solid white line in the following circumstances providing it is done safely and causes no conflict with other road users:

- To pass stationary vehicle(s); N.B. Queuing traffic is not considered to fall within the meaning of this term.
- When it is necessary to turn right into a side road, premises, drive or other access but you must not straddle the line whilst waiting for a gap in oncoming traffic or for your exit to be clear;
- To pass a bicycle, horse or road maintenance vehicle providing they are not travelling at more than 10mph; The road maintenance vehicle has to be actively engaged in road maintenance with its amber light on and keep right arrow on the back;
- If you are directed to do so by a Police officer, VOSA or HATO officer.

Overtaking speed clarification:

Any overtake needs to be accomplished safely and without risk of conflict with other road users. If to overtake successfully a Candidate will have to exceed the speed limit they should not commence the overtake. If the posted speed limit has to be exceeded the Candidate must ask themselves the question as to whether they should have attempted the overtake in the first place. HTBABR states (page 74) 'Where an overtake is justified, you should make the manoeuvre as safely, decisively and quickly as legally possible.'



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



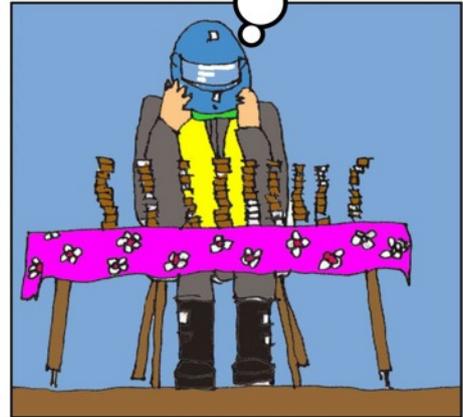
A GRIPPING TALE OR HOW TO STAY UPRIGHT.....BY ANT

THAT'S COOL THE IAM HAS GIVEN ME SOMETHING PRECIOUS

HERE'S YOUR 100P'S WORTH OF GRIP; IT'S THE MAXIMUM AMOUNT I CAN GIVE YOU; LOOK AFTER IT!



100P? AND THERE'S NO MORE? BUT WHAT'S THE DANGER OF LOSING SOME?

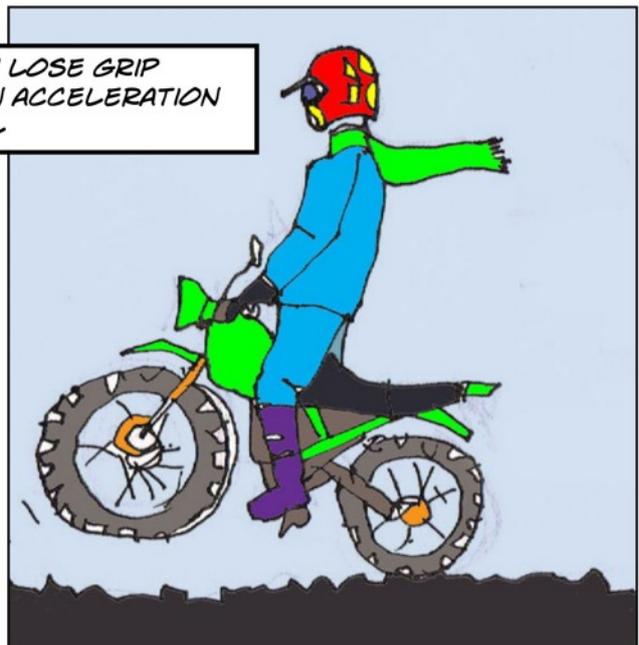
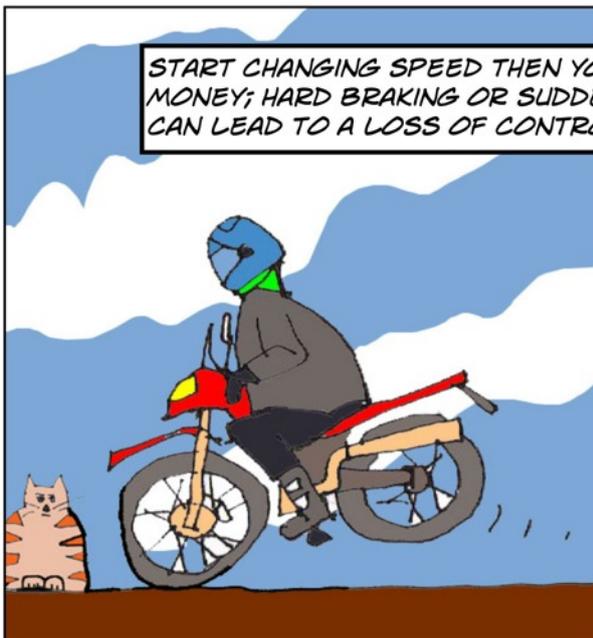


DRY ROADS ARE GREAT A WHOLE POUNDS WORTH BUT AS THEY GET WETTER YOUR GRIP MONEY DECREASES....

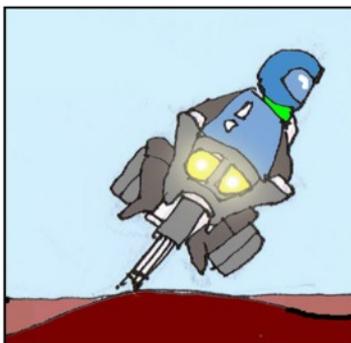


WET ROADS = 60P, ICY OR DIESEL THEN YOU HAVE ALMOST NO MONEY LEFT

START CHANGING SPEED THEN YOU LOSE GRIP MONEY; HARD BRAKING OR SUDDEN ACCELERATION CAN LEAD TO A LOSS OF CONTROL



NOW CORNERING THAT'S AN ART! SMOOTH CONTROL, THE RIGHT GEAR AND WATCH THE SURFACE AND THE CAMBER. TOO FAST OR TOO SLIPPY LEADS TO DISASTER



ADD THESE TOGETHER AND YOU MIGHT SPEND TOO MUCH

OOPS! I'VE JUST USED 101P



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



WHAM Classified Add's

- Free to a good home, 'Long Way Down' written by Ewan McGregor & Charley Boorman, This is their story of riding from John O'Groats to Cape Town. Drop me an e-mail if you'd like this book whamnewsletter@gmail.com (from Gary Barnes)
- For Sale: Honda Silverwing 600cc, mint condition with only 3886 miles, extra's include, heated grips, Meta alarm, top box, laminar lips and extra power points. 9 month's MOT and tax remaining and its only covered 20 miles since the last service. £3100 ono Contact Derek on 07191102218 for more details



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



Next month in WHAM!!! New's.

- More bike reviews
- the 'Dop's' files make a return
- Product reviews - an alternative to a Scott oiler
- Quiz, test your knowledge
- More caught on camera !
- And what ever else I can come up with.