

July 2013

# WHAM NEWS

Your Monthly Newsletter



I've put this photo on the front page of the newsletter because this simple picture captures what makes motorcycling so addictive, good weather, good roads, good bikes and great mates! (Taken by D McMullan)

Its been a busy month, with the brilliant slow riding day which was put together again by the one and only Den Osborne and thoroughly enjoyed by all who attended. A big thank you must go to all the observers and helpers who gave up their time to make the day a success.

Some of WHAM's observers were fortunate enough to attend a 'Biker Down' first aid course at the Llandridrod Wells fire station, more details can be found in this issue but suffice to say its a free course that teaches skills that are priceless. Take a look on their Facebook page, simply search for 'Biker Down Powys' on Facebook.

## ***The Chairman's Notes by Brian***



### Slow Riding Day.

To start with, I'd like to say a big 'thank you' to Den Osborne for arranging yet another first class, slow riding day. I lost count of the number that attended – I generally count the wheels and divide by two but Ali Davis turned up in a car and I got the whole 'counting up' thing all confused. All I know is that there were lots of people taking part – most of whom seemed to be quite enjoying themselves and learning something in the process. Well done to Simon Allen for 'winning' the slow riding contest – on a machine that isn't really best suited to the activity – Simon, I can't help thinking that you'd look good on a GS!!

Thanks too to all who helped throughout the day and especially those among us who helped get the site ready beforehand. I am most grateful though to Anne Culley and Ali Davis who gave up their day to look after us in terms of refreshments – thank you both – and, Ali, thank you as well for letting Tony try to reverse the car, you remember the car, the one he reversed over some tyres and got stuck.

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

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# Chairman's notes

It's just as well that Triumph Explorers don't have a reverse fitted!! (Thanks Tony). The whole event was yet another example of what can be accomplished by a bunch of people who have such enthusiasm and are willing to act in the best interests of the group – thank you all.

As it goes, I nearly took someone home with me that day! Not one of the members, in fact I don't even know who the chap was! All I know is that I was happily riding along, on the Kington By-Pass, at just under the national speed limit, on my 'Pan', with both its headlights on and with all my hi-viz finery on display. I was quite close to home and contemplating some cider, my pipe and my slippers when, this 'chap' appeared from the hedge on my offside. He was wearing a red waterproof coat, a woolly hat, he carried a rucksack and a walking stick and he looked straight at me. I looked at him, he looked at me, then – he just walked out straight in front of me. I'm no expert when it comes to geometry but I knew enough to realise that, if he kept walking at the speed he was, and I kept riding at the speed I was, he was going to be coming home with me. The first word that came to mind was – 'Hiker' (at least I think that was the word). The problem now was that I knew I could move to the offside and go behind him but, if he suddenly stopped, it would get messy so I opted for a forceful application of brakes accompanied by a prolonged horn warning in the hope that he'd realise I was there or, failing that, the impact would be diminished if I lost enough speed in the event that I couldn't opt for an alternative course. Laugh! I nearly did, at the look on his face when he eventually 'heard' me then took a proper look, jumped in fright and froze. At least I knew what he was going to do now, so I could ease off the brakes (and horn) and pass in front of him – I even managed a polite 'nod' as I went by while he sort of smiled at me apologetically. So – the point of all this? The hiker looked straight at me but didn't see me, despite the obvious visibility of a 'not so small' bike with all its lights on etc'. I had been 'visible' from his crossing point for some time (4 or 5 seconds) and I wasn't travelling at high speed. I suspect that the relative quietness of the 'Pan' didn't actually help particularly as it was a windy day but it goes to show that you must never assume you've been seen. I did wonder if my pre-occupation with cider and slippers might have affected my attention – there was nowt else on the road at the time so had familiarity lulled me into a false sense of security, as all the hi-viz might have. I know that I spotted him as he emerged from a footpath as I was 'scanning' and I know that I had entered the fact of his presence into my planning. I also know that I saw him look directly at me – did I assume that he'd seen me? I dare say there were a number of influencing factors and it would be dangerous to assume that it was all the fault of my hiker but at least it served to remind me of how easily it can go wrong – even at a speed that was well within the limit. A hazard is anything that presents an element of actual or potential danger – lesson learnt.

## First aid training.

Derek kindly arranged for a few of us to attend a first aid course recently (there are some embarrassing photographs which I'm sure you'll get to see). The course, called 'Biker Down' lasts just three hours, is carried out by the Fire Service and doesn't even touch on the 100 things you can do with a triangular bandage. It is aimed firstly at keeping yourself, and any casualty, safe at the scene. As Tony and Ali can confirm, similar training in the past has proved to be quite valuable when the unfortunate happens. The first aid element deals with the priority things we can realistically do, there and then, in an attempt to maintain life until expert help arrives. The course is entirely fit for our purposes and costs much less than previous courses we've done. It is hoped that further training will be made available and I will report back to you – when I have something to report.

## Observers.

I'd like to welcome three new faces to the observing team. Ian Holmes, Richard Hewitt and Jon Baker have all recently passed the group qualified observer test. Ian and Richard are both based at the Worcester end of our patch while Jon, who is also a senior observer for the Hereford car group, lives near Monmouth. I am well enough aware of the amount of time and effort involved in preparing for the observer test, particularly when the standard that we insist on is so high and it is a credit to the guys involved as well as their respective trainers, (Den Osborne, Derek McMullan and Steve Edwards) that they all passed the test with ease. Well done to each and all of you, thank you all for your efforts and, welcome to the team.



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# Chairman's notes

## Day ride.

As those interested parties will already be aware, Den has had to cancel the planned off-road weekend. Despite there being no shortage of effort, various factors have conspired against Den and the other organisers so the event will have to be put off for this year. Everyone involved, not least Den, are disappointed about this but a decision had to be made in a timely fashion so that everyone knew what was happening. I have no doubt that this will be re-visited next year and those of you who are keen to get muddy will have another chance to do so. As a sort of consolation, Den is organising a long day ride, setting off from Leominster on Sunday 21<sup>st</sup> July (it'll be coming back on 21<sup>st</sup> July too!). Full details will appear, thanks again to Tony, on the website but I am given to understand that Den's route will take us up to northern parts (of Wales) – where they all talk funny! (pot, kettle).

## The Ashes.

Yep – it's that again. We appear to have a team. It's early days yet but, Richard Hewitt, Andrew Culley, Jeremy Davies and Matt Fletcher have all agreed (that's what I'm calling it) to take part and represent WHAM at this year's region 3 event at Gaydon. Preparations are in hand for some guidance (which will involve a lot of tennis balls and a plank called Norman – that's a wooden plank not a hapless person) but more of that some other time. Stuart Poole has agreed to attend the event and help run the slow riding element of the competition but he will need some company. As we approach the event I will be scouting for a couple of Seniors to get involved in the on-road assessments as well as some helpers, supporters and cheer-leaders so be prepared. Unfortunately, I, and a number of the 'regulars' won't be able to attend this year as we'll be away on a bit of an holiday but I have no doubt that the team can rely on plenty of support when the time comes.

## To finish.

I have my suspicions that my revelations in last month's newsletter (about Del and Paul and Eric's antics) might lead to some retaliatory actions perpetrated by said miscreants. I'm not going to worry too much about it because I know I can depend on the rest of you to remember Del's assertion that the truth must never be allowed to get in the way of a tale – so I'm innocent, whatever they say – and remember one thing chaps – I didn't spill all the beans!

Keep smiling.

Brian.

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**John Lickley has sent the following mail requesting 'helpers', if you feel that you could offer assistance please contact John.**

IAM Region 3 have agreed to support a charity ride on Sunday 18<sup>th</sup> August in aid of the Air Ambulance. Assistance is being sought from IAM full members to act as 'guides' for part of the route.

This link:- <http://www.theairambulanceservice.org.uk/> will explain what it's all about.

I am told that we are only interested in three of the starting points namely:-

Triumph HQ	National Motorcycle Museum	Dronfield (Sainsbury's)
Normandy Way	Coventry Road	Wreaks Lane
Hinkley	Solihull.	Dronfield
LE10 3BZ	B92 0EJ	S18 1NW

Derby, Birmingham, Coventry and Redditch groups have been asked to provide riders to assist but the numbers required suggest that any help we can give would be appreciated. Albeit there will be no contribution towards fuel costs, each member taking part will be given an identity garment and will have free admission to the event..



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member at the front and rear of a group of about 50 attendees to guide them along a pre-planned and simple route that has been agreed with the Police beforehand. You may also need to conduct a safety briefing prior to your run. It is anticipated that there will be in excess of 1500 bikes on the move and there will be substantial media coverage including some celebrity presence. So, if you would like to get involved – please make contact with John Lickley (details below) but please also let me know so I am aware of our level of participation.

John Lickley  
Region 3 Group = Support  
01213232609  
Mobile telephone:- 0797 926 = 7257  
Email:[john.lickleyRGC@iam.org.uk](mailto:john.lickleyRGC@iam.org.uk)

## Club Notice Board

Please send notices to [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

### Up coming EVENTS

- All day ride to North Wales 21st July. Details below!
- Natter night with a group ride. Wednesday July 31st. 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 Noel Colledge who points out 'A little unusual to say the least, but emphasises the need to be vigilant in 3 dimensions and not just 2.'

<http://www.youtube.com/watch?v=DggChIRJsX8>

E-mail any bike related 'youtube' video's that you want to share to [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

### Den's North Wales Run

Full days ride heading to North Wales. Starting from 'Dinner' at Leominster. Meet at 0845 to sort riding groups and be underway for 0915. Route will be available on Garmin nearer the 21st. Stops for Brunch, Tea and cakes will be available and maybe a '99' with 'sprinkles' if you behave. Hopefully back in the Leominster area about 1630hr for more tea before heading home following a warm sunny ride.

## 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](mailto: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!!!



Mike Straughan & Andrew Culley



Paula Rayner & Paul Whitcombe



Simon Manning & Mark Biggs



Martyn Newman, Ann Evans & Alex Hoyle

# Observer Test Passes



Den Osborne & Ian Holmes



Richard Hewitt & Derek McMullan

## Members' Articles

Please send your stories to [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

### Biker Down-First Aid Course

By Stuart Poole



The day started with a slightly wet, windy and miserable ride from the respective start points to Llandrindod Wells fire station where things immediately started to improve when copious amounts of tea, coffee and biscuits were offered.

The ½ day course was billed as a motorcycle specific basic first aid course and was organized by the Powys Safer Roads Partnership in conjunction with the Fire Service. After finishing tea and completing the registration, which involved divulging ages (difficult for some!), everyone settled down for the morning.

The course was split into 3 sections each led by a different trainer

- Accident Management - Craig
- Trauma First Aid - Dai
- Road Presence - Ali

#### Accident Management

It was explained that if you are first on the scene of an accident, particularly one involving a motorcyclist, there are a number of actions that you can carry out to protect yourself, aid the casualty and help the emergency services. These included ;

On arriving at a scene continue past, if possible and place yourself and your bike 'downstream' therefore preventing you from being hit by oncoming traffic. To improve this situation, it was explained, that you could ask someone, from the inevitable queue of traffic to place their car, or preferably a HGV, as a barrier upstream of the incident. If there were no other road users then use your own bike a safe distance

up the road. This then creates a safe zone in which to work.

After completing basic assessments it will be necessary to contact the emergency services as soon as possible. Within the Powys region there is an initiative to the GPS location onto the back of all of the yellow 'Ride Safer' road signs. Therefore if possible locate one of these signs and the exact location can be passed onto the emergency services. (Powys SRP are in negotiation to get this excellent idea country wide)



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# Members' Articles

## Trauma First Aid

Following the first session we moved onto First Aid skills. This was hosted by Dai, an extremely knowledgeable paramedic who provides the first aid training to the Police & Fire services in Powys.

He explained that injuries following a motorcycle accident are likely to be severe and will require different first aid skills than those taught in a basic course. Therefore the instructor concentrated on a few key techniques;

### 1) **Bleeding**

If there is a major bleed deal with this first. It is the blood carrying the oxygen around the body and if you loose this there is no point in carrying out CPR etc. Firstly try to stem the bleed with a pad, this can be from a first aid kit, clothing etc. If the bleed continues place a second pad on top of the first. If the bleed continues remove both and try again. If still unsuccessful it is OK to use a tourniquet to stem a severe bleed! This can



be fashioned out a multitude of items, clothing, belt etc.

although you can now purchase a Velcro one for your first aid kit. In order to aid later treatment make a note of the time that the tourniquet was applied.



### 2) **Breathing**

Check for breathing. It was explained that this can be carried out initially by checking for fogging on the crash helmet visor then by opening the visor or flip front if possible. If the casualty is breathing it would be best to leave the crash helmet on.

Following this Dai explained that if it were necessary to remove the injured persons crash helmet, in able to resuscitate for example, there are specific methods to limit spinal movement and therefore reduce the risk of aggravating any spinal injury. These techniques were expertly demonstrated before we all

subsequen

tly practiced – less expertly. It was immediately clear that some of us picked up the techniques quicker than others !

### 3) **CPR**

The last first aid technique was CPR (Cardiopulmonary resuscitation). Whilst many of those attending the course had had some form of training before it was certainly valuable to practice the techniques on the dummies provided.



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# Members' Articles

## Road Presence

Following a very interesting first aid session this was followed by an update from Ali on road statistics and road presence. Did you know..... 19% of all road fatalities involve motorcyclists whilst they make up only 1% of road users. Much can be done to increase your presence on the road and help to prevent the SMIDSY accidents (10 points for all those that know what SMIDSY means!)

These include ;

- 1) Additional daytime driving lights, 3 are better than 1 or 2 as they aid in speed perception.
- 2) Use of block colour to aid in increasing profile eg. Leather the same colour as your bike.
- 3) The use of hi-vis does not necessarily improve your road presence shouldn't be considered 'a suit of armour'.

Richard, Stuart & PC handcuffing Paul



I think that I can speak for everyone involved that the content of the course was excellent and everyone thoroughly enjoyed, and benefited, from the course.

Finally after a bit of lunch in a local café we all got ready to ride home. After feeling slightly smug at getting out of the carpark first, along with Paul, Derek and Roger I was slightly disappointed that 100 yards down the road we were directed into a lay-by by a member of the local constabulary. Whilst it was only a random check on tax, tyres and insurance (which we all passed) it mean that everyone else sailed passed !

Adding on to Stuart's excellent article, Alyson Broome from the Powys Safer Roads Partnership sent us some interesting information. With regards the grid reference on the rear of the 'Ride Safe' signs, Alyson states " At present this scheme is only running in Powys however we are hoping for it to be adopted on an all Wales basis."

As bikers we have to be ever vigilant and keep up with our 'Skills For Life' as these will help to minimise the risks we encounter. The Powys SRP statistics show over a three year average (2009-11) 81% of all motorcyclists killed or seriously injured on Powys roads were not resident of the county, coming predominantly from South Wales and the West Midlands.

Motorcycle crashes in Powys 2011

89% men

85% over 30 years old

89% daylight hours



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# Members' Articles

95% on fine days

75% bikes over 500cc

80% on National Speed Limit roads

78% involved another vehicle

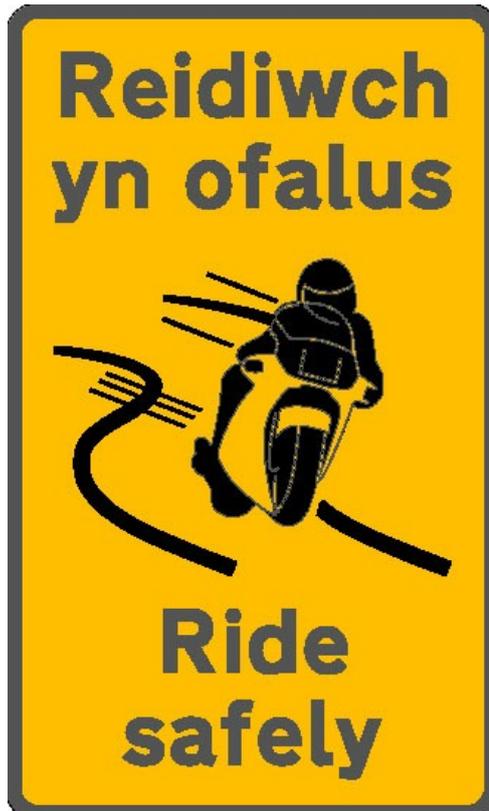
## LOCATION MARKER MARCIWR LLEOLIAD

You Are At      Rydych wrth  
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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!

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Craig Endicott reviews his Honda Pan European, his article will be split over two issues of the newsletter.

## Living with a Pan Part 1 by Craig ("The ghost" member) Endicott

Its big it's red and comes with its own pipe and slippers attachment. But bye Eck its shifts.

I bought the 2003 Big Red to fulfil a need. I got a contract to work up in Derby January 2012. No problem commuting to the site on my then current bike the CB1000 (now in the hands of the Editor. What's left of it, I think the tank is original!). I'd been up to Derby a few times in the winter of 2011 and of course we (the club) did the Northumberland run. Unfaired, open to the elements and the wind. I'd been riding it for years, done France, Ireland travelled all round the major cities on it in all weathers.

I did a risk assessment on the new journey. Each one took in A roads (single and dual carriageway), B roads and Motorway. In total I was going to ride 500 miles per week all year, the likelihood of me becoming fatigued was medium to high especially after working a full day. A car could be used but less economical, in fuel and time on the road. As long as I had something to eat and drink before I set out home then I could reduce the risk of tiredness.

# Members' Articles

My wife has been making me energy bars to take to work which do the trick. I pop one in as I'm getting changed. It's a Hugh Fernley Whittingstall recipe, he of River Cottage fame.

<http://www.rivercottage.net/recipes/honey-peanut-butter-booster-bars/>

The bike has 2 side panniers and a large top pannier big enough for 2 helmets. So stacks of room for my work gear. I am a man with a 2 wheeled van! It also has some extras already on it. Heated grips, extra comfy seat, a larger windscreen and extra trim on the fairing to deflect the wind. It has an optimate connector on the battery which I use to keep it topped up, especially when the hot grips have been on.

Recent additions have been made for winter riding. I bought the heated jacket last year and wore it through the winter. Unfortunately I only had a direct fused connection into my battery. What this means is; I put the jacket on under my main jacket plug the extension cable into the jacket. Mount the bike, feel the cold – plug it in to the socket..... It gets red hot in a minutes and if you haven't got liners on and a scarf then it gets painful within 20 minutes. So you unplug it, ahhh relief, then, the cold sets in, plug it in again, ahhh that's better, arrrgghh burn, fire, acid and so on.



To stop this I bought a fairing mounted single fixed controller from Gerbing to plug in my heated jacket. The kit I bought has a little knob that controls the level of heat. Very on-offable (remember that?) it also

comes with a dash mounted socket, combined with a coiled connect lead that goes from your jacket to the dash/side pocket. A simple and convenient controller.



I also had two 100Db horns fitted, just to make sure those steel boxes can hear me when I'm filtering the beast and as I learnt the hard way when entering an empty lane that adjacent roads users want to use at the same time.

I took off the rather snazzy looking chromed brake and clutch fluid reservoir covers (available for sale, bling for the Pan lover in your life!). Not from a fashion stand point you know, but every time I passed under a

street light at night I would get an orange reflection pulsed back at me. Now try going down the motorway at speed with the lights bouncing back at you with an almost strobe like effect, very distracting.

In high gear winding on the throttle at 30mph caused in my opinion too much engine noise and vibration as it wound up to higher speeds. Investigation found that the air filter had never been changed. Out came the old one and the wallet and in went a brand new K&N air filter. What a difference. The first time I opened Big Red it was like whoosh, smooth and full of torque. It was like having a blocked nose and then taking a nose full of that Vicks Nasal clear stuff. Brilliant!

Next time...Part 2 Do you like my ear rings?



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# Members' Articles

[whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

Den Osborne has done some digging with regards the use of the Emergency phone numbers.

Calling 999 from your mobile.

I thought I'd I would try and clarify the confusion over calling the Emergency Services if we ever come across an accident or for any other reason but I've failed!

So I've been doing a little digging and have come up with a few true answers, lots of hearsay and myths but not all. Obviously there may be one or two members who could shed some light and any contributions are welcome.



1, If you dial 999 from your mobile this is only operating on you individual provider. We know the situation where you do not have coverage on O2 but your mate does with Orange. If your phone says no coverage then you will not get the Emergency services. I've been told this is untrue and a 999 call will scan other networks in the uk only . Could this be a myth?

2, 112 it is a very special number !! (true).

If you dial 112 from your mobile this will scan every network provider. It also overrides all busy networks and puts you to the top of the list. It will also override a locked phone which you may have found at the scene of an accident. It even enables you to use a prepaid phone with no credit left. It will work on the later phones even without a SIM card.

It works in 70 different countries including the whole of the EU and the States, Canada, India to name a few. It can be used from a land line even in the uk and is free like 999.

Just a tip. If you dial 112 and nothing happens listen and wait for one minute. If no response turn through 180 degrees and try again. There may only be one antenna in the area and your head could be between it and the mobile. If still a problem move to higher ground. Out of interest many years ago when I worked abroad for Ford on rallies we got better reception on our walkie talkie if we stood under power cables or other overhead cables. This is from my experience but worth a try.

You can also send a text to 112 but you will need to pre-register your mobile. The text message is more likely to get through as it is a smaller `package` and works on a different band width.

Registering your mobile is easy.....

Just send a text to 112 with the word register in it ( ie I would like to register)

A message will come back which you need to read .

Text back `yes` to 999

Job sorted. Now you can text 112 from your mobile and they'll call back.

There seems to be lots of myths surrounding 999/112 dialled from a mobile and I have not been able to find the definitive answers just lots of smoke and mirrors. For instance Yorkshire ambulance service uses a different triangulation system to another. Also a European directive 2010 112 indicates we should be bring our systems inline but we are able to keep our own 999 along with 112.

So I'm appealing to any member in the club with the correct information (not myths or hearsay) to step up and clear this up. We need to know!

For the time being I'll be trying 112 first- Take care out there.

Den

Next month, Ali Clerici gives us the lowdown on her first motorcycling holiday abroad. Alex does a write up of his recent trip to Spain with other members of the group.

Coming soon, 'The Associate Files' I have coerced a few of our newer members to write a 'blog' on how their training is going and how their riding is changing, all totally anonymous so hopefully it'll be warts and all.



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



Brian congratulates WHAMS slow riding champion Simon Allen



Simon Allen



Tony and Den get BRAIN FREEZE!



Where to NOW!



Denise, Ian and Steven



A truly British tradition 'The Queue'



Ali shows us how its done!



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



Menna gets a lean on



Derek looks for some guidance



Del WAKE-UP!! Brian's speech isn't that boring



It's so ORANGE

Thankfully I have basic photo editing software, if you take a look at the 'test pass' pics I've had to 'cut' the familiar mug in each one.

