

March 2013

WHAM NEWS

Your Monthly Newsletter

I can 100% confirm that the Sun does exist, a fact that's been verified by Google! While doing my research into the Sun's existence some interesting bits of information came to light...

The Sun is a star found at the centre of the Solar System.

At around 1,392,000 kilometres (865,000 miles) wide, the Sun's diameter is about 110 times wider than Earth's.

The Sun's energy output is 386 billion billion megawatt.

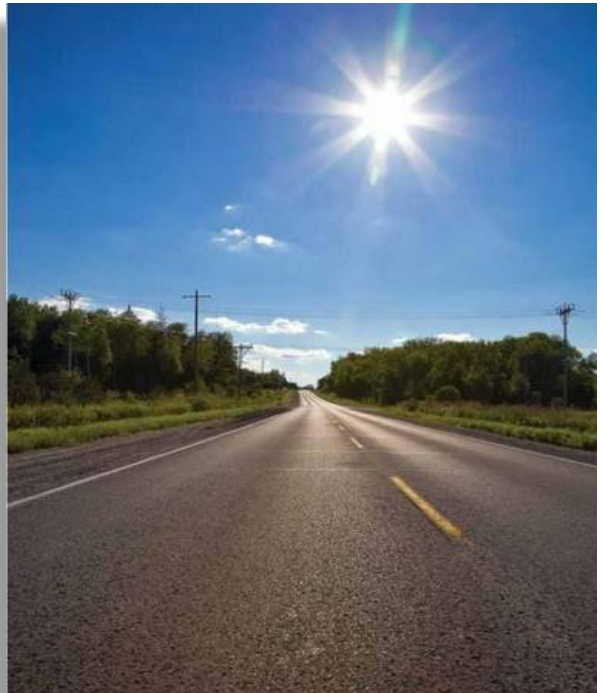
The Earth receives 94 billion megawatt of energy from Sun. This is equivalent to 40,000 times the power requirement of United States.

Each second the Sun loses 5 million tons of material.

Scientists have determined that the sun will continue to burn hydrogen collected in its core for another five billion years or so.

Then all going to plan then we might see it during a British summer. So get the bikes out, dust off your leathers!!!! The riding season is upon us..

Rog



The Chairman's Notes by Brian

It is with deep regret that I inform you of the sad news that Lynton Jaynes' daughter, Hannah Baker, passed away on Sunday 3rd March as a result of injuries she had sustained in a fall. Hannah, who was 33 years old, had been visiting friends when the accident occurred. On behalf of the membership I would like to express our most sincere condolences to Lynton and family – you are in our thoughts.

GROUP RIDING.

Yes, it's that time of year again – thankfully. I was out with Andrew Culley and his associate, Mike Straughan, yesterday and we saw something very unusual. A strange and wonderful sort of light, quite bright and – yellow(ish), high in the sky it was. I soon realised that it was associated with the equally strange and wonderful sound of motorcycles going by. We were near Worcester at the time and, after some confusion as to what this strange phenomenon was, Andrew identified it as the sun. A warm glow of contentment followed – not just that caused by the newly emerging heat source but also by the realisation that we were going to start having more opportunities to go out to play again. I know we have a number of 'well hard' types among us who have shrugged off the frost and the minus whatever temperatures and taken themselves off out in the elements – I salute you all but, seeing as spring is, well, springing I suppose, we are hopefully going to see more of our kind out and about.



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



Chairman's notes

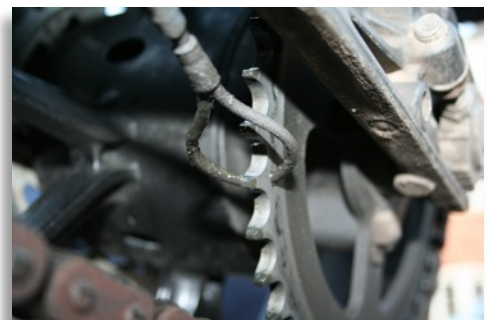
So – it is time to just have a bit of a refresher about how we go about riding in groups. This subject is usually dealt with by Ant Clerici but, unfortunately, Ant will not be able to make the next natter night (he's a very busy chap you know) so I'm afraid you're stuck with me this time. I've been slaving over a tepid laptop trying to create a meaningful and suitably informed presentation on the subject of group riding – and I've unashamedly 'nicked' ideas from anyone who wasn't looking. Riding motorcycles in groups means different things to different people and there are a number of misconceptions, mainly to do with speed and the belief that we need to 'keep up' but there is no getting away from the fact that those who regularly turn out to ride in the company of other advanced riders certainly improve on the skills they already have. I accept that it might not be everyone's idea of fun but, as they say, don't knock it until you've tried it. The future development of our group depends on the involvement and participation of as many of the members as possible. Group rides are a brilliant way of meeting other members, making new friends and of building on the things you already know about advanced riding. I know that we have a few members who would like to get more involved but who are still a bit apprehensive; there are also those who have been hibernating (understandably) and who might like a bit of a refresher talk before venturing out in a group again. I have tried to look at this from as many angles as possible and I have (well I think I have) managed to knock it all together into something resembling a presentation that will hopefully deal with any concerns you might have so – if you'd like to join in, if you think you might like to join in but feel unsure about it or even if you've been out every weekend and ridden regularly in the company of others – please try and make it to the Falcon for this month's natter night so we can share some views and opinions and help take us forward. If my limited IT skills work, it should be a bit of a giggle – if those IT skills abandon me – it should still be a bit of a giggle. What have you got to lose? See you there – hopefully.

PRODUCT REVIEW-Tutoro Chain Oiler by Rog



After looking at the dry chain on my sons bike again, I decided it was time to fit a chain oiler. The mainstream option is the Scottoiler which is what the majority of owners fit to their bikes with the V-system being the most popular of their range. This system uses the engines vacuum system to 'turn' the oiler on and off, this is fine where the engine vacuum pipes are easy accessible and you know WHICH pipes are the vacuum ones, if you are uncomfortable routing around in your pride and joy's innards, paying a mechanic would be your safer choice.

Because my sons bike has no vacuum pipes the Scottoiler V-system was going to be a very difficult fit. That's where the Tutoro manual system comes in, its a really simple uncomplicated oiler. The Tutoro oiler uses the same basic idea as the Scottoiler, where oil is kept in a reservoir then dripped onto the chain in measured amounts, the big difference is that its a manual system! You simply turn it on when getting on the bike and turn it off again when you get off. As its a manual system there is no vacuum pipes to plumb in to the engine, its a doddle to fit for the home DIY'er. From start to finish the whole fitting took me 30 mins. This oiler works so well that I'll be fitting one to my SuperDuke in the coming months!



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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Articles

As members of WHAM, most of us know how the process goes from starting out as an Associate and then developing into an Advanced Motorcyclist. As most of us and our families drive car's I thought it would be an interesting take on how our 'four wheeled' counterparts do it.

Hereford Advanced Motorists (HAM) have kindly penned an article describing the journey their associates take to becoming Advanced Drivers. Remember the more car drivers encouraged too take Advanced Driver training ultimately make the roads safer for Motorcyclists.



Herefordshire Advanced Motorists

Associates: Preparation for the Advanced Driving Test by HAM

I don't know how you deal with your initial contact with potential Associates. In our case (HAM), we list a group contact. The details appear in advertising and on our website. The vast majority of potential Associates either e mail or ring our Group contact, who then replies with an outline of the options. If they are interested in becoming an advanced driver, they are given details of the Skill for Life course and how we run it- we run three theory sessions at the beginning although contact with their allocated Observer begins from the first evening.

The first important task for us is to make sure they are able to drive legally! Apart from reviewing all their documentation, we require a simple eyesight test. Classroom input on the theory of the system is quickly followed by in-car coaching. We prefer to allocate Observers on a one-to-one basis i.e. the same Observer is with them throughout, wherever possible. If they don't get on, then obviously we may change the Observer. We are always very careful about who goes with whom- gender and age are taken into account.

The coaching therefore involves a pattern of theory/practical/theory/practical, over the first three weeks. All the Observers know what is done on each theory session, so tailor their drives accordingly. The Observers, having met their Associate on the first evening, plan their first meeting and drive. This may be at a mutually convenient supermarket or garden centre, where there are toilets and refreshments available. Safe and friendly are the watchwords. The first drive is for the Observer to see how well – or bad they drive and to make an early assessment as to how to pitch the coaching. With experience, you can make a pretty good guess as to how much coaching is going to be required with a short 10 to 15 minute drive – less sometimes!

For further drives, depending on their locations, Associates are expected to meet the Observer at a venue of his/her choice – very often their home. If I have an Associate from the North of the county – I live in the South West- I will arrange to meet them halfway, say in Hereford.



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Herefordshire Advanced Motorists-continued

Future drives are tailored to the progress of the Associate. Older drivers very often struggle with manoeuvres and after a check of their competence and some tips, I often tell them to go away and practice and I will check them again some drives later. Once the basics of IPSGA are fully understood then in car coaching can look to refine their driving further.

At some stage a demo drive may be called for. Demo drives are not for the Observer to show off their skills, but to more ably explain a technique. This is where the car observer has the advantage, in that you can explain what it is you want them to understand and demonstrate it while talking it through, and repeat it as often as necessary for them to get it. Good examples are acceleration sense or cornering using the limit point.

At the start of each drive there is a recap on the previous drive, discussion about aspects to be improved/practiced, any areas of concern or for clarification, and a briefing about that day's drive. At the end of the drive, there will be a debrief, completion of their drive check assessment form, and notes made of 'homework' before the next drive.

Once the Observer feels the Associate is to test standard, he will ring his Senior Observer and discuss the Associate's progress. (The opportunity to do this at earlier stages is encouraged, rather than the Observer struggling with a particular issue).

Almost invariably, Senior Observers will accompany a future drive check. This allows the Associate to get used to a different person, before meeting the examiner; it allows the SO to assess how the Observer is doing; and it allows the Observer to benefit from the SO's experience.

Our assessment sheet covers 27 areas, scored 'A' down to 'E'. The Associate is expected to have a majority of 'A's and none below 'B' before going forward to test. This may seem high, but in practice, most Associates are ready for test after 6 to 8 drives and the results are reflected in our pass rate.

When the Associate has passed, they are either invited to attend a theory session of the next course, to be presented with their certificate in front of aspiring Associates, or to attend a specific awards evening, where certificates are awarded to new Observers as well, by our President and Vice President. (This is a good way of ensuring press coverage!)

David Williams MBE QFSM
Chairman & Chief Observer
Herefordshire Advanced Motorists



Club Notices

With WHAM doing the catering at the Rider skills days, we need some cakes for our hungry observers and visitors. So if you are able to donate a CAKE or two! That would be much appreciated by all. If you can donate a cake please email whamnewsletter@gmail.com

RIDER SKILLS DAYS (RSDs) AT HEREFORD AND WORCESTER

14 April for the WORCESTER Rider Skills Day, County Hall,

WR5 2NP 10am - 4pm.

28 April for the HEREFORD Rider Skills Day

Sutton St Nicholas HR1 3SZ

We need helpers!!

Contact; Roger Brooks for the Hereford RSD wham.hereford@gmail.com

Paul Whitcombe for the Worcester RSD. wham.worcester@gmail.com

IAM Test Passes

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



Paula Rayner

Observer; Paul Whitcombe

New Member's

A very warm welcome to the following NEW members;

Pete Weston

Mike Straughan

Rob Holliday

Dean Holliday

Members' Articles

Please send your stories to whamnewsletter@gmail.com

HONDA PAN EUROPEAN! Go to any bike meet and the 'Pan's' are always well represented. In this issue their owners tell us why they chose Honda's mile muncher....

Paul gives us the low down on riding to France, an excellent source of information for those that have a two wheeled trip to the continent on their 'bucket list'

Pan European 1100

"We have always ridden BM's in various shapes and sizes; including R50, R65, R69S, R800GS, R1100GS, K1, K100 our last model in this marque being a K1200RS. For circumstances we will not go into here we reluctantly sold the RS in 2008, which had transported us 10's of thousands of miles throughout Europe and the UK in particular the Highlands of Scotland, without doubt the best biking country in the UK. Bike less, of the modern variety, for a number of years our domestic environment changed which allowed us to dip a tentative toe back into the modern bike market and large touring machine in particular.

Pan Europeans had been highly recommended by a number of friends additionally my thoughts returned to a Highlands Constabulary bike safe course I participated in during the early 2000's, yes the lads in blue were mounted on 1100 Pan's and I thought they were impressively quick.

Not wanting to part with too much cash in case the whole venture



went pear shaped we bought a high mileage "R" Pan that had originally been kitted out for Para Medics duties, it was poorly re-sprayed and then ridden to the South of France where it languished in a garage for a number of years whilst the owner attempted and failed to get it formally registered in that country.

It was ridden back to the UK and I became its sceptical owner complete with new MOT in 2010. How that bike got through the test I will never know, although the engine was particularly impressive. It soon became very obvious the Pan required considerable quantities TLC, having attended to brakes, timing belt, cooling system, carburettors, body work and lights, it has proved to be reliable and much to my surprise I have become quite attached to the beast.

My wife prefers it to the BM as it much more comfortable helped by the Corbin seat and top box providing a back rest, OK it's not got the grunt we enjoyed with the BM but it more than adequately hauls us on tours to France and around the UK. Fuel consumption is good but it does like rear tyres getting through these in about 4,500 miles.

Will I change it, possibly; Pan Clan members still prefer the 1100 to the 1300 claiming it's a much nice bike to ride. I might just be tempted to organise a test ride on the bigger bike though just for comparative purposes you understand."

by Pete Kellie



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Members Article's

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Honda Pan European STX 1300

Having in recent years returned to motorcycling, completed the Skills for life and GQO training, in early 2012 the sad day came when I had to accept the fact that our trusted Honda 650 Transalp had taught me all it could. What bike to have next? There was only one answer – I'd like a Pan! Now in our household this raised the question as to why have another Pan as we've already got one. The solution was quite simple – I'd inherit and look after Brian's Honda Pan STX 1300 and he could have a new bike, whatever he fancied – surely he'd go for that? A lengthy debate followed and the realisation soon dawned - it was going to take some kind of persuasion to get him to give up his gel seat!

With open minds, and after much deliberation, three eventually made it onto the short list: The Pan European STX 1300: The Yamaha FJR 1300 and the Honda 1200 Crosstourer. On aesthetic grounds there was little to choose between the Pan & FJR – but the Pan had reputed better build quality and was more value for money. So - Pan or Crosstourer ? When I saw the Crosstourer I will confess I was tempted to tell Brian the 'deals off' – but the after thought luggage set that came with it swung it in favour of another Pan, and as the one in the shop didn't have a gel seat Brian said I could keep it!!

“Why a Pan?” interested parties ask, and “It's a heavy bike” the well meaning ones point out.

Why? - well, I like the Pan and everything about it. I'm not mechanically minded or qualified so I can't explain the technical specifications or its' engineering brilliance - but as a rider I do appreciate them. I like it's design, appearance; rider position; comfort, and the smoothness the V4 engine provides. It's well balanced with a low centre of gravity and has tremendous road presence as anyone that has witnessed “The Hodges' Filter” will vouch to! Shaft driven as opposed to chain is a plus on the maintenance side (so Brian tells me). My STX1300 A8 came with ABS, linked brakes, factory fitted heated grips and a complete set of luggage, panniers and top box, - and you wouldn't believe the amount of stuff I can fit in it! I reckon I could give Lynton a run for his money there!

The Pan is a heavy bike for anyone and although I've been reassured that it is a bike designed 'to be dropped' I have no desire to test the theory. Important factors for me are the fact that when sat astride the Pan I can place both feet flat on the ground, and secondly the confidence I've gained through the SFL training & Den's Slow Riding days by developing slow riding technique. Manoeuvring the Pan around on foot is limited to little more than the necessities, (why tempt fate?), but when astride and on the move the weight isn't an issue. It has however made me more attentive to road surface conditions and car park gradients, and I look to plan my exit prior to entering unfamiliar places.

After the Transalp, the Pan's 'free running' engine braking took a little adapting to, as did the 'guess the gear' game it sometimes plays! So far I have no regrets about joining the Pan-Clan, and I'm looking forward to what it can teach me!

by Annie Morgan



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Members' Articles

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A brief foray into France

By Paul Whitcombe

As we chatted over a beer my friend Paul Smith told me how he really wanted to travel down to Italy for a month on his Yamaha Fazer 600 in the Summer.

Paul had never been abroad on his bike and was keen to see what it was like – so we hatched a plan! So what if it's October, let's do a trip to France and experience roundabouts the wrong way, find accommodation using a different language and, oh yes, ride quiet bike friendly roads.

On previous trips to the continent I have often enjoyed travelling with a rough destination in mind, stopping late afternoon to ascertain a place to stay – worked so far so this was our plan this time.

To take full advantage of 4 days abroad we booked the Premier Inn by the Euro-Tunnel for the night before. The plan was to complete a broad triangle around Paris, travelling to Burgundy, the Loire and Normandy.

We set off Sunday evening as darkness fell, heading for Folkestone, hoping to miss the rush hour. It worked! Well, until we left the M25 and the rain started and Paul suddenly disappeared from my mirrors. I continued on the pitch black M20 with the flow of traffic. I slowed down; still no sign.....then a bright light exploded into my mirrors further back and moved towards me. A thumbs up a few minutes later and we rode to the next services. Paul could not disguise the fact that his adventure had well and truly started! His main beam had blown and plunged him into darkness with no traffic around him in torrential rain. He was able to keep track of me, even some distance ahead because he could follow the hi-viz vest. The start of an adventure!

We arrived at the Premier Inn. We had booked a twin room for less than £40 quid and would recommend this to provide a quick getaway early the next morning. The Premier also has a restaurant and bar on site and friendly staff which made life easier.

We woke to find the bikes enveloped in fog so slowly made our way to the train. Signing in electronically was easy and we were soon parking sideways on the train, with the bike in gear ready to make our way towards Europe. The journey is quick, easy and painless. Each day's route was roughly set out on the Garmin, which promptly decided to crash and lose the Europe maps in places – pencil, paper and pad proved helpful at his point!



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' Articles

Paul and I had planned on a few hours on the AutoRoute (motorway toll road) towards St Quentin. Uneventful. We both had a tank bag, with credit card close to hand, to enable quick ticket collection and payments at payages. The slip-road off the motorway was fun and the VFR enjoyed the well tarmacked bend after the long straight foggy road. We stopped for petrol and I checked the tyre and how far I had leant – to be faced with a large plasterboard nail poking out from the edge of the front tyre. Not good. Fighting the impulse to pull the nail out I spat on it! Not too much air bubbling out and still a lot in the tyre so we decided to head for a garage, usually found on the outskirts of a town. My somewhat basic French (my family call it Franglais) enabled me to ask a very helpful Skoda salesman if there was a pneu shop for motorcycles. He gave me a hand – drawn map which promptly took us to a closed bike shop. A check of the tyre and a chat to a very helpful Ford sales lady provided me with a map to the other side of the town to another bike shop. This was also closed on a Monday. Paul noticed a tyre shop at the end of the street so we pulled in. No bike tyres but an offer to repair the puncture – fab! However we worked out that they were informing us they were closing for 2 hours for lunch so would do it after that. What could we do?

The VFR was safely locked and ready in their depot in case the tyre went flat and we headed for the shed that the tyre man had pointed at. It turned out to be a chip shop! The owner and wife spoke some English and informed us that it was a popular bike stop on weekends where bikers gathered to kick pneus (that's French for tyre not an unfriendly gesture), eat chips and look in the nearby Yamaha dealership. Sounded great to us! Sausage and Chips and a gorgeous mustard sauce were purchased and when the pneus jokes had dried up we went to sit with the Fazer and review our route in light of the delay. As we strolled back we had a nose at the small retail outlet round the corner – which had a shop named Moto-Moto. Paul

decided to buy more bulbs, to have a spare set, when it opened. As the shutter went up we were presented with another motorbike shop. At the rear appeared to be bike tyres. Mmmm – more Franglais required. A very friendly man understood my key words – Honda VFR, Dunlop Roadsmart. He showed me a front tyre and then his tyre fitting facility at the rear. Result! I ran past Paul to get my bike. At the repair shop they nodded as I put on my jacket and tried to say there was a pneus round the corner that suited me perfectly. I thanked them and checked the tyre – Still up! 45 minutes later I was the proud owner of a new pneus and our journey could continue – Even better the sun came out!



Up coming EVENTS

- **Observer Training Day at the Falcon, Bromyard. 16th March Starts at 09:00**
- **Natter Night - Group riding discussion, 27th March 19:30**

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.globallogisticsmedia.com/video/view/ZrNxKE1q>

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

whamnewsletter@gmail.com

And for a laugh.

http://www.youtube.com/watch?v=sAz_UvnUeuU

Members Article's

Our destination was Avallon. The Garmin offered a range of hotels; all closed. We made the decision to move on to Chablis and managed to get a room in the one hotel open in the town centre. A twin room with en-suite. En suite turned out to be a 30 cm step up to a shower, bidet and toilet. Just as well we are good mates then! Tactical strolls would be the order of the day in the morning! Food was being served so quick shower and down for a beer and a perusal of the menu. Wow! A fantastic beef fondue ensued with very nice wine.

Day 2 greeted us with a thick fog so we decided on a walk hoping for the cloud to lift. Following the river for 10 minutes we stopped and Paul noticed movement in the water; an otter was swimming towards us, noticed us and gently swam to the other bank where it disappeared in the reeds. A special, silent moment (quite a novelty for me).



We made the decision to move on. A shame because Paul was not witnessing the fantastic scenery that Burgundy has to offer. We headed west aiming towards the Loire, using the equivalent of our B and C roads. The fog gradually lifted, as we travelled away from the river, to reveal rolling landscapes and open, quiet roads – Perfect. A fantastic day of riding, drinking coffee in tabacs and great food. We stopped in Saumur, in a Logis, overlooking the river. Logis' is a group of hotels nationally that are privately run and have excellent restaurants attached. Prices can vary but this one was very reasonable. A real contrast to last night's more basic

accommodation. An evening of wonderful food and more wine ensued. Paul was really enjoying longer distance riding. He felt it was improving his riding and he found the Fazer very comfortable on all types of road. The VFR was happily nibbling away at its rear tyre which had been replaced for the trip.

Day 3 greeted us with more fog. Note to self: Autumn and rivers = Fog. Autumn and France = end of tourist season and many closed hotels.

A journey north towards Normandy and bingo – the Garmin kicks in fully again. Stuck to amended paper route though. The flexibility in the planning adds to the sense of adventure and freedom.

Continued Next Month.

POP Quiz

Test your knowledge with our Quiz, the answers will be added to the end of the Newsletter.
NO CHEATING!!!!

- 1) In more than 90% of traffic accidents the cause is:- (Roadcraft)
- (a) Accident black spots
 - (b) Road or vehicle defects
 - (c) Human error
 - (d) Disobeying road signs



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POP Quiz Con't.



- 2) **The only reliable way to corner safely is to:- (Roadcraft)**
- (a) Adjust your speed on the approach to bends so that you are able to stop on your own side of the road within the distance you can see to be clear
 - (b) Adjust your speed as you enter the bend to suit the surface conditions and the severity of the bend and then increase that speed around the bend.
 - (c) Adjust your speed on the approach to maintain slight deceleration throughout the bend
 - (d) Adjust speed to that of the vehicles in front
- 3) **What is the “Basic Riding Safety Rule”?:- (Roadcraft)**
- (a) Never exceed the machines capabilities
 - (b) Be able to stop in the shortest possible distance
 - (c) Always wear a safety helmet
 - (d) Be able to stop on your own side of the road within the distance you can see to be clear
- 4) **Paragraph 159: Suggests certain safety procedures before moving off. Which of the following is included? (Highway code)**
- (a) Ensure that the handbrake is on.
 - (b) Ensure that your sidestand is up.
 - (c) Look round for a final check.
- 5) **Paragraph 124: A general rule to denote a 30 mph speed limit on all roads other than motorways is? (Highway code)**
- (a) 30 mph signs placed at 200 yard intervals with a system of street lighting.
 - (b) Where there is no street lighting.
 - (c) Usually where there are streetlights, unless otherwise specified.
- 6) **Paragraph 126: What is the overall stopping distance of a car from 60 mph? (Highway code)**
- (a) 240ft - 73mtrs - 18 car lengths
 - (b) 60ft - 20mtrs - 5 car lengths
 - (c) 260ft - 80mtrs- 20 car lengths

This Months Top Tip!-The Quest for Speed

On any advanced test you will be expected to make adequate progress. If it is safe to travel at the speed limit you will be expected to do so. While every rider may not wish to ride like this, it is necessary to demonstrate you have recognised these occasions when they occur. Part of the advanced training is therefore focused on this aspect, and achieving the optimum level of progress is the goal of many motorcyclist.

However, this goal sometimes becomes overwhelmed by the desire to be the fastest thing on the road and the belief that no one else should be travelling at this fast speed and everything should be overtaken. Do not be drawn into this false world of achievement.

Those who descend into this dangerous way of thinking only achieve their speed by omitting other aspects of advanced motorcycling, simply because they no longer have the time to include them. Once common sense is disregarded, where do they stop? Only when something goes wrong do they get a sharp injection of reality! The crash or fixed penalty. (Quoted from ‘Not The Blue Book’)

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

LOTON PARK RIDERS' SCHOOL

LOTON PARK HILL CLIMB, ALBERBURY, Nr SHREWSBURY, SY5 9AG



FRIDAY 12TH APRIL 2013

Be a part of the **country's first hill climb rider's school** for motorcyclists. Enjoy an exciting and challenging day guaranteed to hone your riding technique whether you're a road biker or a hill climb competitor.

You will be shown how to negotiate each bend at this challenging, technical venue by our experienced instructors.

Both road and track bikes welcome.

HDLCC man the hill with experienced marshals and rescue and medical personnel appropriate to a licensed hill climb.

Your day will be based on the following:

- Safety briefing
- Walk the hill in a group with your instructor
- Convoy run behind instructor
- Observed runs
- Lunch and video analysis of your morning performances
- Afternoon observed runs
- Instructor's final analysis of your performance

THE COST IS £125 per motorcyclist

To book your place on this thrilling day at one of the country's top hill climb venues, contact Martyn Silcox on 01384 877502 or email

clubsec@hdlcc.com

Address: Edgewood, 5 Compton Road, KINVER, South Staffs., DY7 6DL

Visit our website at www.hdlcc.com

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THE



FILES

We'll continue with "Misconceptions" over the following months

Misconception – At least one brake must be covered/applied while stationary in traffic:

This is not a requirement of the test on a level road if the bike is stable and does not have to be stopped from moving forwards or backwards by use of the rider's legs. The rider should nevertheless be in full control of their machine at all times.

Misconception – Use of front brake, the front brake must not be used when coming to rest:

Use of the front brake only when coming to rest will not result in adverse marking per se unless the Examiner considers that insufficient control is being exercised i.e. its coarse application affects the stability of the machine. The machine should be brought to rest safely, smoothly and in complete control and ridden away again in a similar fashion.

Misconception – A pre ride check and running brake check is a requirement of the test:

There is no requirement to carry out a pre ride check or undertake a running brake check as part of the test, as the Candidate has already ridden the machine to the test venue. However, if the Candidate wishes to demonstrate their knowledge in this respect they will not be discouraged from doing so.

Crossing of solid white lines – PART TWO

You may overtake moving traffic by staying on the correct side of the solid white line providing there is sufficient space available between the vehicle(s) to be overtaken and the solid white line and the manoeuvre is carried out safely and causes no conflict or confusion with other road users.

Crossing a solid white line under any other circumstances, such as at the end of an overtake will result in a test failure.

Erroneous statement – Indicators must be used whenever one changes lane or carries out a left or right turn: Indicators need only be used when they would be of benefit to other road users. However, use of indicators without obvious benefit is unlikely to affect the test result unless they are misleading to other road users. If there is any doubt then rule 103/page 34 of the Highway Code applies.

Definition clarification: 'Off-siding' = the crossing of the centre line/hazard line, (or in the absence of such a line, the centre of the carriageway) in order to extend a view. Off-siding* – Single track road clarification: In situations where there is no possibility of passing an oncoming vehicle due to the width of the road and in order to enable your presence to be seen earlier, this is acceptable, providing it is both advantageous and gives no risk of conflict. Off-siding (to extend view) – two-way carriageway clarification: Experience is showing that this is causing Candidates to put themselves in danger. The IAM actively discourages this practice and it is therefore not acceptable on test.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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The Oop's Files!!!

If you want to share your stories, e-mail them to whamnewsletter@gmail.com then we can all enjoy your (not so) finest biking moments!!!

2013 – Not a good start. By Derek McMullen

13th January 2013. It wasn't Friday but it turned out to be a bad day for me. My first bike ride this year and not an ideal day for it – lots of icy patches where water had been flowing overnight. The “bad day” started with the bike stubbornly refusing to give up the ignition key when I stopped by Richard Hewitt's house on the way to Worcester. The route planning material he gave me had to go in the pocket of my Hi-Viz as I couldn't open the locked top-box without the key!

Leaving Richard I went into Worcester looking for a petrol station - found one! I pull in get off the bike and realise that I can't retrieve that damned key so I can't open the fuel tank either! The good news is that I have enough fuel to get home, the bad, that I'll have to ring Del Britton and let him know I won't be able to meet up with him in Bromyard. I decide to go and have a coffee with the guys at McDonald's.

With a little more time when I arrive at McDonald's I try a little harder with the recalcitrant key and success – very reluctantly it comes out. Gingerly I try it back in the ignition lock and though not the smoothest it does play ball now. OK, the ride is on, I'll get some fuel in Bromyard.

Derek Evans and I are the only Worcester riders and we ride the A44 to Bromyard, fuel up and wait only seconds before Del and Ian Rivers arrive from Hereford. Ant Clerici coined a rule for WHAM winter riding: the number of riders is equal to the temperature in °C + 1. This morning it was 1°C in Worcester. Since 2 riders turned up from Hereford it must have been 1°C there too.

The conditions were poor so we slow it up and concentrate on positioning. More icy patches at random locations where either there is a mains-leak or surface drainage crossing the road. Nevertheless we make good progress up towards Knighton. Just before the town Del signals a right turn and we head down the little cut-through track which avoids the town. It had been getting colder (0°C now) and I should have had the sense to go on the main road but we continued my brain in neutral!

Del was leading, me following him then Derek Evans and Ian Rivers. Del was making good progress so we pulled away from Derek/Ian. For those who don't know this road it is single-track and largely over-shadowed by a wood. After a slight right turn the road dropped away gently and seemed wet, further on there was more ice showing and both Del and I were stopping as it looked like a no no. I saw Del's back wheel lock and slide before the ABS kicked in and at the same time felt my own ABS working overtime – we were on black ice!

We both slithered to a halt and luckily Del managed to keep the RT upright, I wasn't lucky: just too little friction and so my boot slid away and the Crosstourer was going down. I was at least able to step off the bike and avoid injury. Those who may remember my broken finger will appreciate I learnt something from that exercise!

We managed to stop the others from coming onto the ice, pulled up the stricken Crosstourer and man-handled it and the RT back off the ice. Could there be a silver lining? As I was Observing Del his debrief was easy “Well at least you didn't drop yours”!



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Caption Competition

Write a caption for the photo featuring Sharon Palmer and Paul Whitcombe, send them into whamnewsletter@gmail.com the best caption wins a cup of coffee and a slice of cake.

Photo courtesy of Martin Wedd



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



Steve Hackett and Ann Culley



Paul Whitcombe, Derek Evans, John Conway



Gaggle of observers



Stuart Poole



Annie Morgan, Mike Franzen



Denise Anderson



Mike F, Alex Hoyle, Steve Hackett, Martyn Newman



Ali Davis, Gill Clerici



Craig Endicott

Quiz Answers; 1-C, 2-A, 3-D, 4-C, 5-C, 6-A