



The Chairman's Notes by Brian

WHAM Win The Ashes.

AGAIN!!!



Team WHAM does it again – that is three in a row!!

In case you hadn't heard, our 2013 Ashes team wiped the board at the Gaydon competition. Andrew Culley, Richard Hewitt, Jeremy Davies and Matt Fletcher, who were under considerable pressure to maintain our run of wins, stepped up to the plate and did a first class job of representing us. As well as taking first place overall both

Jeremy and Richard pulled off a joint 1st place for individual competitors – bearing in mind the company present that was no mean feat. I, the committee and the membership of WHAM are most grateful to you all for your efforts in confirming that we belong to a 'top flight' motorcycle group. We are all very proud of you.

Many thanks also to Stuart Poole who attended and ran the slow riding element of the competition and who was very ably assisted by Anne Culley, Andrew Brazier and Steve Hackett. The course, which Stuart was involved in designing, proved to be quite popular and the varying range of scores achieved by the competitors proved that it was a fair but challenging element in the competition. A first class job all round.

Den.

I am pleased to report that Den is recovering well after his recent hospitalisation. Den, I understand that you are already subjecting yourself to an appropriate exercise regime but all credit must go to the supervising nurse on duty for keeping you in check. Glad to hear you're improving and we all look forward to seeing you out and about and showing us how it's done in the near future.

Christmas Dinner.

A reminder that this year's dinner will be held on SATURDAY 14th December at The Pilgrim Suite, Stirling Lines Army Camp, Credenhill, Hereford. There are still a few places left if you haven't made your mind up yet but I will need to confirm numbers attending very soon so – don't delay.

I have responded individually to everyone who has asked for tickets so, if you haven't had an acknowledgment, I haven't received your e-mail so please get in touch and I can confirm your places.

I will contact those attending shortly to finalise menu details etc' and, as I mentioned last month, the cost is expected to be in the region of £25 per head for three courses (plus some light entertainment) but add £1.95 if you want a cheeseboard.

Those attending will have the opportunity to browse the Regimental PPI shop and to purchase items from a range of 22nd Regiment memorabilia.

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THE IAM OR THE WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



The Chairman's Notes continued

If anyone wants to know more before deciding then please get in touch with me at bam49@fsmail.net as soon as possible.

What goes on Tour, Stays on Tour.

This isn't the first time I've been present when this phrase has been used (oddly, it seems to involve the same people this time too). So, what am I on about now? Well, a number of us (19 in all) recently paid a visit to Normandy (that's why we missed being at the Ashes). This was a really well organised trip that Del Britton (aka Mr Snuffles – or indeed 'Snuffs' to his close friends) sorted out. We all gathered at the same B&B for evening frivolities where I watched many of them consume copious quantities of alcohol and engage in all sorts of shenanigans. Now, on the basis of 'what goes on tour – stays on tour' I am prevented from disclosing any more but, when you put Paul Whitcombe, Roger Brooks, Del Britton and a very 'out of his comfort zone' Alex Hoyle together in a room with some alcohol and a lone, unarmed, naive teddy bear – what could possibly go wrong? All I can say is that I was the best behaved person on the whole trip and I was truly shocked by some of the things I heard going on in the 'boys' room! The aptly entitled 'Britton's Battlefield Tour 2013' (No Bridge Too far) was a brilliant long weekend trip which proved to be both informative and entertaining in equal measure – many thanks Del.



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.



WHAM! Regalia

Have you bought your WHAM! clothing yet? We've got polo shirts and T-shirts in stock - for £12 and £10 respectively. You can also buy fleeces and other wham regalia - just let us know what you want. To purchase wham! polo or T-shirts Please contact: Alex Hoyle.

whamsecretary@trackdown.co.uk



Club Notice Board

Please send notices to whamnewsletter@gmail.com

Up coming EVENTS

- Natter Night, Weds 30 October, A talk from Nigel Bowers, an ex Police Class 1 motorcyclist
- 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 Andrew Culley

[Speed Hump](#)

And from Derek McMullan, I want a demo from the GS riders at the next slow riding day!

[BMW GS](#)

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

IAM Test Passes

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



Stuart Wright

Observer; John Hodges



Paul Hayes

Observer; Eric Reynolds



Gerry west

Observer; John Hodges



Stewart Morehead

Observer; Andrew Culley

Members' Articles

Please send your stories to whamnewsletter@gmail.com

Region 3 Ashes Competition - Saturday 28th September, 2013 National Heritage Motor Museum, Banbury Road, Gaydon, Warwickshire

By Anne Culley

It has never really occurred to me to submit an article for the newsletter until last Sunday (29th Sept.) when I was preparing the lunch and thought I will offer to write from my perspective and here we go with photos provided by Denise Anderson.



I have known some very wet ride outs in the past, so I am always happy with the prospect of a dry day on the bike, and so it was. Early start at 6.00am; why else would I get up at this unearthly hour if it was not for an important day out with WHAM? The journey was good (no traffic at that time of day!) and we stopped to meet Andrew Brazier, Jeremy and Matt en-route.



Ken, John & Steve

The WHAM team this year comprised of Matt Fletcher, Jeremy Davies, Richard Hewitt and Andrew Culley. It was the third year this competition had been run and WHAM had won the first two – so no pressure! The competition had seven teams taking part and commenced at 10.00 am. It was comprised of the following elements of theory test, fault finding on a bike, an observed ride out and slow riding course. Whilst the riders had their briefing I joined WHAM members who were responsible for setting out the slow riding course this year. John Hodges and Steve Edwards were part of the Senior Observer Team who worked on the ride outs.

Stuart, Andrew B and Steve Hackett had got the Slow Riding Course set out ready for action. Now my girlie bit - it looked lovely with all those brightly coloured cones, half tennis balls, a plank of wood and chalk marks on the floor. Seriously though to me it seemed a very well laid out course which would test the skills of all the riders that undertook it. I knew I would have a job to do and had got myself a promotion -writing the scores down. Someone said my word, or in this case number, was law, so no pressure on me either. I had to get it right!

Now, quite a few of the riders referred to us as the keepers of the torture chamber and with this thought our first victims – sorry, riders - came to join us, cracking jokes and trying not to look too nervous at the prospect of getting around the course. So here we go; the four riders from BAM take their positions to start their five minutes each and they were confronted with a guy with a stop watch and a girl with a red clip board, writing down name and club and every tap and infringement of the rules thereafter - poor chaps!



Stuart briefs the troops

Members' Articles

Please send your stories to whamnewsletter@gmail.com

During the day I saw every emotion of relief, frustration, pure nerves and everything in between. All the riders were great, some completing the course with their 100 points in tact and many getting 90-95, which was a relief as this was testament to the course being in the Goldilocks zone - not too easy or too hard.

Whilst the slow riding tests were being done all other teams made their way through the other three disciplines and team by team they came our way. With tests completed the scores were fed back to IAM officers.

During the morning Ken, Denise and Sharon arrived to cheer on our valiant four and behave in their usual impeccable manner!!

I stuck at my task and took all the scores but I knew that when it came to WHAM members (they were the last club to do their slow riding) I was going to find it hard to watch, cheer and take scores at the same time.



Phew! Thank goodness that was over.



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Andrew B came to my rescue and I proceeded to hide behind Sharon as our lads went around the course, looking through my fingers and trying to take some photos. When it got to Andrew I could not look; I was so anxious for them all. They scored 380 on the slow riding alone.

All seven teams had completed their four disciplines and now it was time for IAM to total all scores and give the results. Third place went to Coventry and Warwick with a score of 1491; second to Birmingham with 1494 and in first place was triumphant WHAM for the third time with a score of 1542 (48 clear). The relief was etched on their faces and then the smiles came as the trophy, presented by Dave Shenton, IAM Head of Field Operations, taken by us that morning and returned to us in the afternoon. Accolades for highest individual scores went to our own Jeremy Davies and Richard Hewitt. What a result!!



Andrew, Matt, Jeremy, Richard & Dave Shenton

I was glad to be part of the day, and talked to some very entertaining individuals along the way. From what I could see our team met together with one aim in mind to do well and enhance WHAM's reputation further. This they did in a very quiet and dignified manner and if John Hodges doesn't mind I would like to quote from his congratulatory e-mail sent that evening – "the day was really worthwhile and I haven't felt so proud and pleased for a long time". I think this says it all for me.

Now back to girlie me – I am off to buy a new frock for the Christmas Party, hope to see you there.

Nigel Bowers; presentation on Wed 30th Oct – WHAM **natter night** **By Del Britton**



In July 2010 I owned a Yamaha FZ1 fazer and although I enjoyed riding it after changing it from my Honda – I knew one thing I couldn't/didn't ride it well. So looked on the Internet for instruction and advice, didn't find the WHAM web site and didn't think of going to the IAM. I found Nigel Bower's riding workshop on <http://www.advancedmotorcycletraining.com/>. Nigel sent me an assessment sheet asking all about my riding (or lack of it) experience and what I hoped to get out of the training.

I met Nigel on Friday 27th August 2010 after the initial briefing we rode all day around Wales, most of the routes I now know through our WHAM Sunday rides. Nigel gave me direction and instruction through out the day using a one to one radio. Being ex Police rider the radio instruction was clear, concise and timely. He also video the entire ride using several of his videos that were attached to both his bike and helmet.

On finishing the day ride out I was given a verbal debriefing followed later with a written report on my ride out. He suggested I further develop my riding with an advanced club and thereafter that started my association with WHAM and the IAM and for that I am entirely grateful because with out that advice I am sure I would have had 'a off' during a corner sometime soon.



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By the way, I keep the video of that days riding safely locked away and only bring it out when I need to remind myself how unsafe I really was.

Nigel and he putting together a bespoke presentation/video for us, he will make it an interactive video so that it will also be a learning tool for all our members, the presentation at our next Natter night on Wed30th Oct will discuss the use of radios in instruction and his lessons learnt in the use of videos in training, some thing he has been using for many years and has developed a wealth of knowledge on cameras and the positioning of them on the bike.

I have also been on a couple of riding trips to France with Nigel and learning through his knowledge of the area managed to organise a quiet successful WHAM Normandy trip in September. Nigel is a modest man so in his absence this is a short résumé of his riding career:

- Police Grade 1 Advanced Motorcycle Instructor
- Police Grade 1 Advanced Car Instructor
- VIP escort trained
- NVQ 3 Training and Development certificated in Advanced Motorcycle Training
- BTEC in Motorcycle Training and Instruction (Advanced)
- ROSPA examiner for both cars and motorcycles
- I.A.M. Senior car and motorcycle observer
- DSA accredited Post Test Motorcycle Trainer. Enhanced Rider

Scheme (ERS) (RPMT - Trainer 800026) - Check tested June 2008 - Passed

In 1980 Nigel joined the Traffic Division of Staffordshire Police as an advanced car driver, but opportunities presented themselves and he was soon able to attain further driving and instructor qualifications. In 1984 he obtained the highest pass (Theory and practical) for my Advanced Motorcycle Course and was awarded the Tunncliffe trophy. In 1987 he spent 12 weeks at the number 4 Regional Driving School where in October of that year completed an intensive 6 weeks Advanced Motorcycle course and qualified as a Police Grade 1 Advanced Motorcycle Instructor. Earlier in the year in March he qualified as a Police Grade 1 Advanced Car Instructor. Once qualified he spent time at the regional Driving School at Stafford applying his new skills.

During his time on traffic Nigel was lucky enough to be trained as a motorcycle escort rider for the 'Tour of Britain, cycle race and also VIP escort work. This included arranging and escorting Royalty when they visited Staffordshire. He left traffic in 1990 after being promoted to Sergeant, and decided to join a local motorcycle training group where he reorganised the Advanced section, using his skills as an Advanced Police Motorcycle Instructor.



Since 1990 he has been directly responsible for training in excess of 400 riders, and the training provided was recognised by a number of insurance companies. In 2000 he provided a comprehensive presentation for the Prince Michael Road Safety Awards. He got to the final stages, but didn't win..

Nigel's involvement in motorcycling has given him an interest outside of the Police service and it has enabled him to develop his skills throughout the years. He sits on a number of committees and is involved in promoting Motorcycle Road Safety in Staffordshire, taking an active role in Bike Safe 2000+, the

IAM, ROSPA, Bikesense Staffordshire and SMUG. (Stoke on Trent Motorcycle User Group – Council steered).



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Despite the fact that he is highly skilled in a number of areas Nigel has no recognised qualifications, so in 2001/2002 he was successful in obtaining a NVQ 3.

Training and Development certificated in Advanced Motorcycle Training, as well as a BTEC in Motorcycle Training and Instruction (Advanced) through Edexcel covering the following skill areas, Advanced Riding, Advanced Coaching, Advanced Assessing and Advanced Training. In 2004 he became a member of RoADA and a ROSPA examiner for both cars and motorcycles. In 2005 renewed his membership with the I.A.M. and is now registered as a car and motorcycle observer. He is also a National Registered RoSPA approved professional motorcycle instructor. Nigel retired from the Police Force in March 2007 having done his 30 year contract.

Members' Classified Adds

HONDA CROSSRUNNER VFR 800X FOR SALE



Full luggage system (worth £1200), heated grips, fender extender, rear hugger, centre stand, first registered Nov 2012, 1 year's manufacture warranty and Honda Assistance remaining, 2,500 miles.

£7,500

(Easy payment terms available - conditions apply)

Contact : John Hodges, 01432 890606 ; jhpanrider@gmail.com



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Members' Articles

Roadcrafty

Stayin alive!

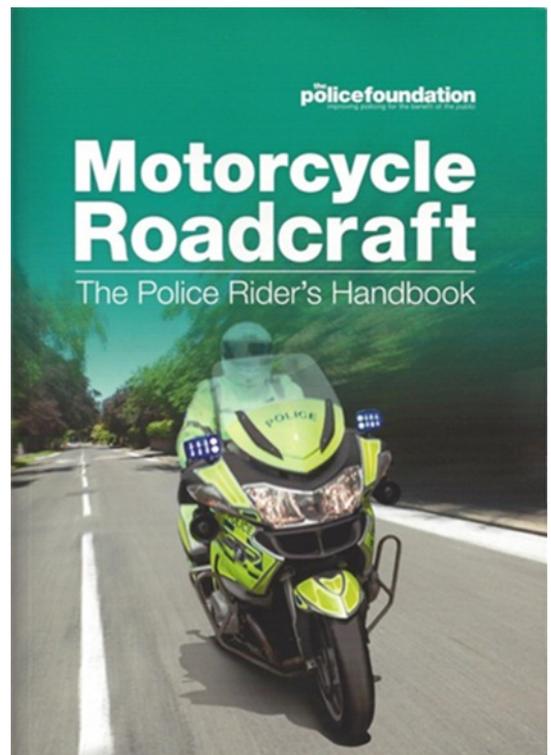
By Derek McMullan

Initial Impressions of Roadcraft – The Police Rider's Handbook, 2013



Not everyone will be familiar with Roadcraft as we use the IAM's "How to be a better Rider" book to prepare for the Advanced test. All WHAM's Observers and anyone who pursues higher level training is, or will become, familiar with Roadcraft.

In September two new editions of Roadcraft were published the Car manual and, more of interest to us, the Motorcycle version. The last edition for Motorcyclists was released in 1996 so there could be lots of change afoot. The initial impression is of a much more substantial manual. The new book has 260 core pages and weighs in at 566 gr; the 1996 version had only 170 pages and tipped the scales at 364 gr. So, what are the major changes?



- As you'd expect from the increase in size of the manual motorcycling has become more complex since 1996. There are two new Chapters on slow-speed handling and Emergency response. The latter is something we'll happily leave to Police Motorcyclists; the Slow-speed handling is more than adequately covered in Den's "Slow handling days".
- It will come as no surprise that the EEC have been busy with lots of legislation and guidance documents since 1996 and this shows up in the European Goals for Driver Education (published in 2002) which are included as an Appendix and frequently referred to within the manual. In outline the GDE matrix encourages the rider to recognise and plan for all factors which can present risk in the planned journey – have I lost you yet? All these factors were recognised in Chapter 1 of the 1996 Roadcraft but life has become more – European - since then!
- There is some controversy about the new issue. Unfortunately it has been developed from the Car version and the accuracy of the proof reading hasn't picked up all the car references, so illustrations have a motorcycle morphing into a car at the end of an overtake and riders are advised to wind down their windows at junctions in poor visibility - and many similar gaffs. It's tempting to disregard the whole manual with these annoying errors but like all previous versions it is full of "good stuff".

There have been some rumours that the manual would be withdrawn and re-issued. That has now been clarified by the publishers, The Police Foundation, as follows:

The reprint will deliver a second impression that will rectify proofing oversights and seek to clarify some elements of the text and diagrams. This is due to be available from November 2013.



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



Members' Articles

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

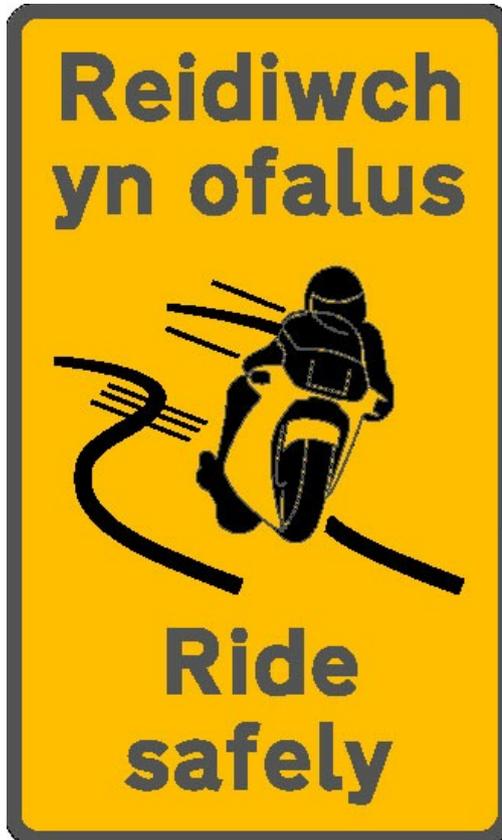
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www.mag-uk.org

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



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

Buying a Honda Pan European

By Mike Franzen

Do not go to Fowlers of Bristol with Guy Jenkins!! It could damage your wealth

On a sunny Sunday in 2011 Guy rang and asked if I would like a ride. I had been thinking of changing my VFR 800, which I had had since 1999 (and which I still have). Fowlers of Bristol was suggested and on arrival we went to the Honda section.



After looking at a number of bikes, I met a new red Honda Pan European. Sitting on it, feeling the controls and the Honda quality I was familiar with, I was seriously tempted.

The salesman suggested I try the demonstrator. I immediately accepted this, having ridden behind John Hodges on so many occasions, how could I refuse. Unfortunately I only had the plastic section of my driving licence with me and my enthusiasm was soon deflated. As a poor consolation, I was promised that if I returned licence intact I could have a Pan for the day at a later date!

Guy suggested we look around the emporium and make use of the café. By way of consolation I managed to find a Schuberth C3 helmet which Guy, sensing my disappointment in a bike ride, offered to transport home for me in his Blackbird top box, the VFR offering no such facility.

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Having been impressed by the number of Schubert helmets among my peers at WHAM, I took little persuasion and made the purchase.

Preparing to leave, I suggested one last look at the Pan, whereupon the Sales Manager, perhaps sensing a missed opportunity and surmising that we might be genuine buyers, granted me a ride and looked for something for Guy to ride – Guy was not impressed with the selection of 125s which were offered, but his face certainly brightened noticeable when a new Fireblade was suggested – possibly even a few beads of perspiration appeared on his forehead.

Guy said he knew Bristol well and we set off. To my surprise and pleasure, the large bulk of the Pan soon vanished when on the move and I was really enjoying my ride. After some miles Guy pulled in and suggested we swap bikes. After the Pan and despite being familiar with a VFR, I found sitting on the Fireblade somewhat like how I anticipate sitting on Red Rum would be and was soon convinced that the Fireblade was not my next mode of transport.

Relying on Guy's extensive knowledge of Bristol and the suggestion that we would "just go past the reservoirs" after crossing the same junction more than twice I began to wonder if we had strayed from our planned route.

Thankfully we found our way back to Fowlers before closing and the Sales Manager made such a tempting offer on the Pan that I could not refuse. Having only set off on a pleasure ride my expenditure of the day took some explaining when I got home. Jean did not even notice the helmet! Two years later I have no regrets whatsoever.



I still have the VFR, which I recently offered to my Godson on his return from service in Afghanistan when he decided a bike would be useful transport. Having only just passed his test he cannot yet afford to insure it and has purchased a Honda 600.

Hopefully soon he will be able to take the VFR on. Thankfully, at only thirty it will be a few years before he thinks a Pan has any street cred and wants to take that on. Little does he know! Having taken the Pan on the Normandy Trip this September, I cannot speak too highly of the comfort, ease and confidence I have in this bike. I have had a variety of on road and off road bikes over many, many years, but none of them has felt part of me like this one. Despite my best endeavours the French are still riding on the wrong side of the road, but thankfully the bike kept me out of trouble. What is more she earned me a tin of toffees for the shiniest bike.

The trip to Normandy and the company were an experience I would not have missed. I recommend visiting the Normandy beaches to everyone. It certainly puts life into perspective. I really had little idea of what was endured by our Forces and the local people.



I am already looking forward to next year's trip with SnufflesTours and perfecting my bottle opening if there is any left.

Mike.

e-petition

Allow Motorcycles to use Bus Lanes in all major cities and

Please follow the following link to the HM Government website and sign !
[townshhttp://submissions.epetitions.direct.gov.uk/petitions/52930](http://submissions.epetitions.direct.gov.uk/petitions/52930)



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

Photo's courtesy; Angel Tarantella, Derek McMullan & Rog Brooks



The NEW Bike Club!

Ali Lewis on her stunning Street Triple
 Derek McMullan adds another BMW to his garage with the F800R
 Tony and Ali Davis ride in style on their Triumph Tiger



Lynton in control.



Next month, was it always this quiet on Del's Normandy trip?



Lawrence showing us how slow riding should be done