



The Chairman's Notes by Brian

Den Osborne.

As some of you will already know, our Den has recently undergone surgery – mainly to get those last 5 or 6 cylinders working properly - and he is presently recovering in hospital. I am being kept informed (via Derek) as regards Den's progress and the latest I have is that he seems to be doing reasonably well and is hopefully on the mend. I have no doubt that the man himself will be reading this shortly so, Den – on behalf of everyone in WHAM – best wishes and if there is anything that you or Bet need, just say the word.

On the subject of Den, you might recall from the last newsletter that he recently had a close encounter with two old dears in deepest darkest Wales (accompanied by the distant sound of banjos!) – all in all a quite disturbing experience which saw Den escape captivity by using his guile, wit and cunning, plus a fast motorcycle. Well, what Den didn't know, was that the two 'ladies' he encountered were in fact relatives of mine. The one on the right (pink pinny, one eye on her forehead and different coloured wellies) was my Aunt Gladys (or Gwladys in Welsh) whilst the one on the left (the one with 6 fingers!) was Aunt Beatrice (or Bert as he used to be called before that incident with the shears and Nellie the goat). It can be difficult to tell them apart (except for the fingers and the 'eye' thing) because they are very, very closely related (inc' by marriage), both have webbed feet, neither have any ear lobes, and they both got their teeth from the same place (don't ask). That sound which you thought might be banjos was in fact cousin Ianto (aka Billy Bob), hiding in a tree and playing a locally made instrument called a moggaphone which is vaguely similar to a banjo, except you sit on it side-saddle (not easy when you're up a tree), and the strings are made from cat gut. They don't actually sound that bad as it goes - but the cat isn't overly keen. The only reason they let you escape, Den, was that they thought you were from north Wales (something to do with your accent) and they were afraid you might use black magic or make them eat Laver bread. I've now told them a bit more about you and they look forward to your return! If you do go back there, I'd advise taking something to barter with (shiny stones are good but they also like foodstuffs – powdered cow horn, dehydrated sheep's bladder or any type of crisps). Apparently, green shield stamps are about to be introduced in the area, which will be handy if anyone actually decides to open a shop at some point in the future so, if you've got any left over, I'd take them. Let me know how you get on.



Christmas Dinner.

I know, it's still warm and dry and sunny but, it is time to start planning for this year's dinner. So:-

When:- SATURDAY 14th December. (Time to be advised)

Where:- The Pilgrim Suite, Stirling Lines Army camp, Credenhill, Hereford. (This venue has recently been refurbished to a very high standard)

Those attending will need to provide full details (names, Reg' no's etc.) in due course but, all I need for the time being, is the member's details together with an indication of how many places you require.

Full menu details will be made available in due course and the cost will be in the region of £25.00 per head for three courses, add £1.95 for cheeseboard. (To include some light entertainment – not a disco!)

Dress code:- I have picked up some comments to the effect that it would be nice to 'dress up' for a change so, guests are welcome to turn up 'black tie' if they wish (I'm going to) but smart casual will do – please, no jeans etc.' – dress to impress as somebody put it.

Those attending will have the opportunity to browse the Regimental PPI shop where they can, if they so wish, purchase various items from a range of unique and exclusive 22nd Regiment memorabilia (Wines and spirits, various clothing items, glassware etc.).

Places are limited so will be allocated on a 'first come, first served' basis.

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The Chairman's Notes continued

Christmas Dinner cont.

There is no overnight accommodation on site but The Priory guest house is within walking distance and there is a Premier Inn app' 5 minutes' drive/taxi ride away. It will be possible to leave cars overnight but, owing to the nature of the location, vehicle details will be required in advance - I'll deal with that nearer the time. So, if you'd like to join in this year's dinner, please let me know asap at bam49@fsmail.net stating how many places you require. I will confirm receipt of your e-mail within a couple of days.

Ashes.

Unless you've been on a distant planet for the last few months, you will already know that team WHAM are ready, fully prepared, organised, trained up and raring to go. Andrew Culley, Richard Hewitt, Jeremy Davies and Matt Fletcher make up the team. Stuart Poole, Steve Hackett, Andrew Brazier and Anne Culley will be in attendance to help supervise the slow riding discipline whilst Steve Edwards and John Hodges will help make up a team of senior observers who will carry out on-road assessments. Owing to the fact that the date has been moved forward, a number of our regular faces (myself included) will be in France when the event takes place so, if anyone is available on 28th September to make their way up to The Motor Heritage Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ to give our guys some support, and maybe help out, it would be very much appreciated. The event proper starts at about 10am and will be finished (when our team wins it – again) by about 3pm. As I mention, the team have already been briefed as to what is involved but don't underestimate the value of having some friendly faces about to act as moral support. It is also a good opportunity to meet up with some of the other groups and see how they get on. I have told our guys that there is absolutely no pressure – but they must win at all costs.



Elan valley.

This month's day ride takes place on 15th and will take us out to, and around, the Elan Valley dams. If you haven't been on this run previously, it isn't an overly long day and the scenery, particularly around the Valley is well worth seeing. The return run along the A44 is also a brilliant piece of road. Stops are planned at the Elan Valley visitor centre (good food but slightly slow service) and at The Halt Café on the A470. Some of the guys also stopped for an ice cream at Devil's Bridge en route which went down rather nicely. Full route details will be on the website – I've put an application in for some tidy weather.

And finally – Sept' Natter night.

We are having a visitor. A gent' called Lee Lowry (I'm guessing it's a gent' – it could be a lady I suppose!) Anyway, Lee Lowry from Helite airbags is coming to see us. To talk about, wait for it, - airbags. Lee will be setting up a display of his (or her!!) wares and will talk to us about the safety benefits of using these devices (for anyone who isn't sure –no, they don't fit on the handlebars, you wear them and they inflate if you crash). Lee has asked for a couple of dummies to model these airbags (dummies – no problems providing dummies is there Tony). Obviously, Lee is going to be trying to sell these products but, even if it isn't something you'd buy, the presentation is sure to be interesting. Please make every effort to turn up. That's it – I've finished. (Now, where did I put that banjo?).

Club Notice Board

Please send notices to whamnewsletter@gmail.com

Up coming EVENTS

- Ashes competition, Gaydon, Warwickshire on 28th September
- Natter night , Wednesday 25th September, Presentation on biker 'airbags' 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

Dave Denning sent in this Video.

Filtering

Derek McMullen sent in

Parking your mx bike

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

IAM Test Passes

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



Cazzie Green
Observer, Rog Brooks



Dave Gray
Observer; Brian morgan

Gareth Reusser
Observer, Phil George

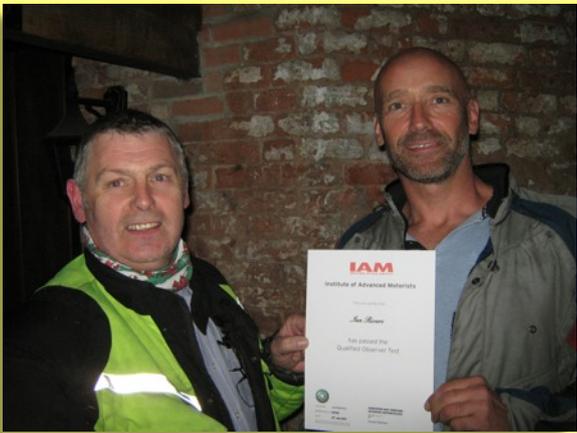
Justin Axford
Observer, Steve Edwards

Dean Holiday
Observer; Gary Barnes

Ross Callum
Observer; Richard Hewitt.



Noel Colledge
Observer; Alex Hoyle



Congratulations to Ian Rivers on becoming an observer. Trained by Steve Edwards

Martin Hepplewhite
John Nixon



Day ride to the Elan Valley 15th September,

Meet at 9am at the OK Diner in Leominster for a 09:30 departure.



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





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.

Stephen Wilkinson-Carr a Senior Tutor from Glos RoADAR has sent in the following invite;

I'd like to invite you, your members, associates and other interested riders to attend the Gloucestershire RoSPA Advanced Drivers and Riders' slow riding skills event on Sunday 13th Oct 2013.

Full details are below and on our forum at: <http://tinyurl.com/Glos-Slow-Riding>

Timings: 9:30 a.m. to 1:30 p.m.

Venue: Lower Car Park, Berkeley Power Station, Berkeley, GL13 9PB (N51 41.406 W2 29.727)

The morning will be run by Tony Dix assisted by tutors from Gloucestershire RoSPA Advanced Drivers and Riders' group and will provide riders with a safe environment to explore the slow speed handling of their bikes. Tutors will be on hand to offer instruction and encouragement throughout each of the exercises!

We will be running a slow race, a variety of coned exercises and hopefully a motogymkhana event (fingers are crossed we can set this up). If you are planning to attend this fun and challenging event, please let me know at: swcroadar@sky.com

How to get there from the M5:

- Exit 14 M5 signed to Dursley from the south and Thornbury from the north.
- Follow signs to Berkeley (A38).
- Turn right onto A38 to Gloucester.
- After 1.3 miles, as you exit the village of Stone, turn left toward Ham, Rockhampton, Hill.
- After 2.1 miles you'll see a red telephone kiosk on the right. Turn next left onto Hamfield Lane (about 75 meters after the kiosk).
- After 1 mile turn left onto main route into the Power Station.
- At the first roundabout you come to take the first exit and follow this approach road (watching out for the pot holes) until you approach the Berkeley Centre gatehouse. Take the left turn through the upper car park and continue until you see the cones in the lower car park.



Members' Articles

Please send your stories to whamnewsletter@gmail.com

How to improve your Riding by talking to yourself (better known as Commentary)



First of all let me be clear, this article is based upon the training I received as a class 1 Police motorcyclist and driver and my experiences since in teaching both disciplines. It is not meant to be definitive. This article is written as an explanation of how I would teach a prospective student. Commentary is putting into words what you see, what you do, what you may reasonably expect to happen. It requires practice, practice, practice and in the beginning patience.

Commentary will improve your riding skills, how you may ask, I am an advanced rider, how can you make that statement?

Because your level of concentration will be raised, you will, when commentating, be solely focusing on your riding to the complete exclusion of everything not related to the task.

Commentary concentrates the mind

Commentary will improve your concentration, anticipation, observation and planning. The resulting "time to react" will be seen to improve

Make no mistake, if you are thinking of including this in your matrix of skills, it is a hard taskmaster, it does not come naturally, you have to work at it. However, so was your advanced riding, so don't get despondent in the early stages, keep at it.

So what would you be doing, how do we learn this skill.

I believe that the skill is best learnt (at least in the beginning) in a car, both driving and acting as observer (in the passenger seat). You require no radios so no risk of interference etc., noise levels are at a minimum so you are able to speak rather than shout.

What do you need before you start?

A sound knowledge of:

Highway Code (especially all road signs, road markings, direction and information signs) and the old favourite, Roadcraft

How will it start?

On quiet roads at low speeds and for short periods of time with the pupil sitting in the passenger seat describing what he sees, with the emphasis on:

Road signs, road marking, road layout, direction signs and position of road users (both vehicular and pedestrian)

How will it progress?

Times will increase, driving will replace the occupation of passenger seat and the commentary will begin to include risk identification and action plans (in other words *what if*)

At the conclusion, the commentary will be expected to include all of the above plus driving techniques (i.e. I am changing down to a lower gear for flexibility and reserve of power etc.) Roadcraft and of course, all done whilst at the maximum of the applicable legal speed limit (where safe to do so).

Commentary should be simple, clear, lively and above all current to the immediate situation.

The language of commentary will vary from person to person, below are some common words and expressions.



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Members' Articles

*First gear, second gear, lower gear, higher gear
(Motorway and dual carriageway lanes) lane 1, lane 2, lane 3.*

Increase the margin of Safety

Lifesaver

Shoulder check

Offside and nearside

Plan to stop, look to go

Stop in the distance you can see to be clear

Progressive braking

Make progress

Change of road surface

Mirror check

Finally

At the start don't worry about making yourself foolish and tongue tied, everyone has, before you

In the early stages, don't worry when your speed drops, this is normal and expected

Don't get disheartened, it takes time to get it right

Record yourself, hear how you sound

Don't do too much at the beginning, you will get tired quickly, take it in easy stages.

Practice every day

You can, if you want to, start by practicing commentary as you ride or drive to work each day

Remember, the faster you travel the less time you have for details.

If you decide to take the plunge and have a go and want some advice or help, let me know.

Alex's Spain Trip Part Two

If you have never been to Spain the roads are fantastic. This is the second year I've been on



More Stunning Scenery

one of these trips and I can tell you there is nothing or very little at least in the UK to match the roads and terrain of Spain. If you're in the valley like we were in Potes, then the only way is up. So this involves lots climbing and lots and lots of hairpins. Also the scenery is this part of Spain is spectacular, so when you do get to the top of the mountain the views are to die for.

The pattern for the days riding would be that we would try and be on the road by around 10.00AM and after an hour or so would then stop for coffee



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Members' Articles



Mind Your Head & Watch out for Coaches on
Your side of the road

Then more riding, and then a mid afternoon stop for lunch. This gives everyone including the pillions a bit of a break. Sometimes we would stop for a break in the late afternoon, another day we would not, normally getting back to the hotel around 5.00PM After a shower and a snooze it's to the bar for some beers and yet more bull fighting.

The weather at the start of the week was a bit overcast, and it did rain all day on the Wednesday so we went north to the coast and stopped off at Llanes for a mooch around and some lunch. After that things really started to pick up and it was just right for riding. We had a minor WHAM reunion on the Monday as Richard and Gary who were making their way south stopped off in Potes to say hello,

before moving on. Wednesday our last real riding day it went up to around 30 degrees which to be honest was too hot.

At the end of the previous week Gill, Ant's wife, had to get back to England to work on Monday

Camera Man or Woman about to be run down
by yours truly



and was replaced by Ali their youngest daughter. I'm not really sure that replaced is the right word, but it did change the dynamics of the group slightly, as it gave us a young person's perspective and outlook to the trip.

I have a confession to make I had fallen in love, with Tula the hotel *dachshund*/terrier type thing. Only to be spurned as Ali became the centre of Tula attentions. Loves lost and all that stuff. As with all dogs Tula was a most effective vacuum cleaner and any titbit or morsel was quickly hoovered up by Tula, who seemed completely unaffected by olive stones.



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Members' Articles

One day we decided to take a picnic to the gorge at Cares and get off the bikes and go for a walk for a few miles down into the gorge. We took a change of clothes as leathers were not the order of the day. This made a really enjoyable afternoon and a break from constantly being on the bikes. Before you could say adios it was time to leave, and on the final night we had a slap up meal with free bubbly stuff courtesy of the hotel, who also gave us all a complimentary bottle of wine each as a thank you.



Couldn't work out why there was a brown line on the road going for miles on the climb up to the top of the pass. Then one morning we came across this cattle lorry.
(Oh Poo)

All in all in it was a really fantastic week away, and helped by the fact that unlike last year when we docked at Plymouth to torrential rain and heavy gales this year it was a really pleasant summers evening. So just after 8.00PM I was back home at the farm. Now it's nice to go away, but I always enjoy coming home, especially when you are greeted by a sight like this. The week I left one the horses was due to foal, but nothing had happened as I departed. So this was the sight that greeted me upon my return. I hope you've enjoyed my little tale. Just to reiterate if you do get the chance to go and ride in Spain take it with both hands, as It's a truly magical place to go on a bike.



Debbie, Ant, Danny & Derek
Hey are those my Ray-Bans Danny's Wearing



A Mad Moment of Weightlessness for Ali & Ant

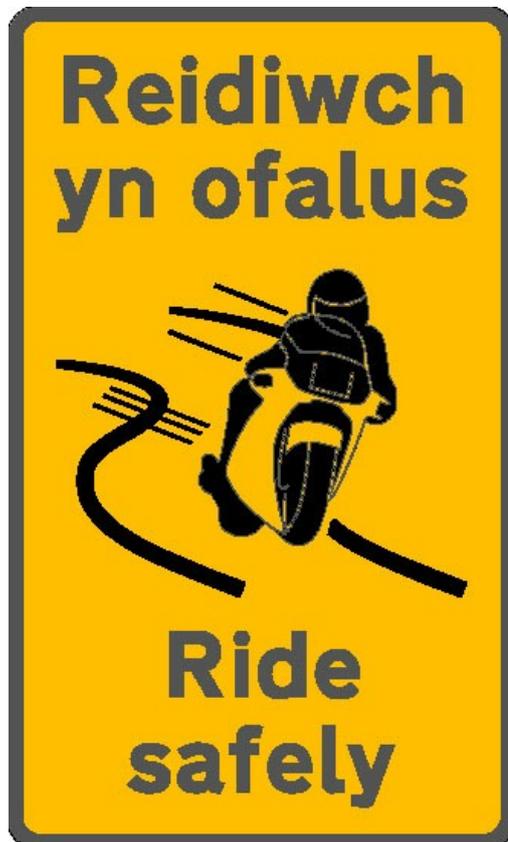


WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



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*



LOCATION MARKER MARCHIWR LLEOLIAD

You Are At Rydych wrth
Grid Ref: gyfeirnod grid:

XXX XXX

Sponsored by the Motorcycle Action Group
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!

Biker Hotel Austria

We are a British couple running a biker hotel in southern Austria. For the past 4 years we have had a stand at the NEC bike show, this year in addition to our stand we are arranging a mini tour of the UK to promote our hotel. We have had a fair number of IAM members here as guests and, obviously, would like more. Please have a look at the website which explains a little more about who we are and what we can offer your members.

Thank you in advance for your time

Regards

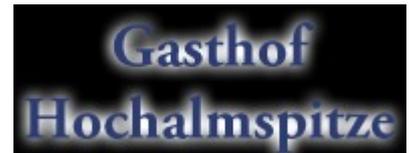
John & Ros Gowers

Information

Gasthof Hochalmspitze

9854 Malta 55 & 57 Austria

info@hochalmspitze.com www.hochalmspitze.com



MIKE ELLIS MEMORIAL MOTORCYCLE RUN

Sunday 22nd September 2013

Join us for a charity motorcycle ride around the North Cotswolds and Malvern hills, raising funds for life saving emergency equipment in memory of our workshop manager.

Cheltenham and Cotswold Advanced Motorcyclists will provide travelling marshals to keep things running smoothly.

Riders need to arrive at the Watsonian factory in Blockley [GL56 9RF] by 9.30am to sign on - we expect to return by lunchtime. A donation of £5 per bike would be welcome, all proceeds going to the Mike Ellis Memorial Fund. <http://www.royal-enfield.com/>

For Sale

I have a Wunderlich tank-bag for sale. Very light use and in excellent condition. This is the bag and its mount (tailored for the BMW F series GS bikes) can be seen on Nippy Norman's site.

The bag is universal and, with another base plate, would fit the R1200 GS too.

£100 for both parts. Follow these links for more information, [The bag](#) [The Mount](#)

Derek McMullan

Overconfidence after Training

In the period following training, riders can get into serious difficulties because they overestimate their new abilities. On finishing a well-supervised course your riding ability and your confidence should be in balance. As you practice the methods you have learnt there is a possibility of a mismatch developing between your actual riding ability and the confidence you have in it. There is a danger that your confidence will take you into situations which you cannot handle, and which might result in an accident. Recognise that this is a problem you will have to tackle whenever you learn new skills. Observe your own riding critically and ride within your known limits.

Riding too close

The practice of riding too close to the vehicle in front gives a valuable insight into the way accidents happen. Because errors go unpunished - that is, they are not always followed by an accident - they develop into bad habits which increase the risk that one day the rider will be involved in an accident.

Riding too close the vehicle in front is a double risk for the rider because it does not allow sufficient space to compensate for a driver behind who is also too close. Riders should recognise this characteristic of drivers and compensate by increasing their own following distance. A rear shunt is dangerous for a rider at whatever speed.

Quoted from Motorcycle ROADCRAFT



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

Photo's courtesy; Nic Martin, Paul Whitcombe & Rog Brooks



This is our Greyhound 'George' who was presented with the 'Silvermoon Outstanding Rescue Dog of the Year' trophy recently. We are immensely proud of how far he has come from being locked in a barn for two years to the loving dog he is now.



Above and left, photo's of the 'Gang' on the recent all day Welsh ride.



What did Den do that caused Derek to laugh and Johns face to screw up?



Above John Hodges and Derek McMullan test ride some Fords. Watch this space for a future day ride through the Cotswolds.