



The Chairman's Notes by Paul

Is it me or are there a lot more pheasants around this spring? A large cock stopped my Associate in his tracks on a recent ride. But that aside, it's great to be out on dry roads. Del, our Chief Observer, has completed 3 days of excellent training with Observers so they will now be re-joining you on Sunday rides. My thanks to those of you who sent in biking ideas. I am now using the Nikwax visor cleaner which makes a huge difference in the rain and lasts a long time. Give it a try.

Our annual quiz night was well attended and my thanks goes to Tony for being an excellent quizmaster. Still not sure which bike won the Rider Power bike of the year however! Any ideas anyone?



April 27th is fast approaching – WHAM's Rider Skills Day at Queen Elizabeth College, Bromyard. Contact us on wham.skillsday@gmail.com if you would like a check ride or are interested in doing more with the club – we are looking for volunteers so please contact us if you are available to help on the day. I am keen to see as many of you as possible to join in the group rides. They are a great way to meet other members and enable you to develop your skills. With that in mind, if you would like a refresher ride to help brush off the cobwebs please contact us or ask an observer on a Sunday ride. Associate members are welcome to turn up at either the Worcester or Hereford start points on the first Sunday of the month. On a Sunday ride we will make every effort to make you welcome and ensure you are with a group that travels at a suitable pace. Please don't be afraid to tell us what you need - all our members know what it's like to start riding with the group and will be more than happy to help you.

Longer day rides have been planned, as well as a weekend away and trips abroad. These are intended mainly as 'free ride' days/trips for full members only. Check below and on the website for dates and details; Sunday 20th April is our Easter Day Ride.

I am looking forward to my first trip across the sea this year – I'm travelling to Ireland for a few days so will have a few glasses of Guinness for you. Enjoy your riding!

Lynton update, He is progressing quite well now and there is a slow but steady improvement. When we saw him Friday they had him dressed and sat in a wheel chair and he was able to chat with us for the 50 minutes that we were there. Of course he has not had much to do while in hospital so it is the case that the visitor has to make most of the conversation but Lynton is quite lucid and has still got his sense of humour.. **Thanks to Ian Barnard for this update & more to follow**

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Recent test passes

IAM Test Passes

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

Observers, please send a photo of your associate to the newsletter soon as possible after they have passed their test. whamnewsletter@gmail.com



Colin Smith
Tim Wynne



Matthew Fletcher
Del Britton



Lynne Sherwood
Rog Brooks



Paul Gill
Richard Hewitt

Chris Morgan
Observer;
Alex Hoyle



John Beasley receives his First Pass certificate from Paul Whitcombe after going for his 3 yearly re-test as required by the Severn Free Wheelers (Blood Bikes)



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

- Rider Skills Day April 27th
- Remember to check the 'Programme' section of the WHAM website for the SUNDAY ride out routes.

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

This months video is from our Chief Observer, Del

[SMIDSY](#)

[Walk of SHAME](#)

Members' Articles

Please send your stories to whamnewsletter@gmail.com

Dens Trial Bike experience

I've spoken to Steve Saunders again and we've come up with the following dates..17/18/19/20 July. He can do five at a time and I think it would be better if we can make it consecutive days . Thurs /Fri/Sat/ or Fri/Sat/Sun . I think we could end up with 15 riders? Provisionally I've asked Steve to pencil in those dates and I'll confirm with him in the coming weeks

Cheers Dennis

Please visit the following website for more information.

<http://www.retrotrials.com/the-best-steve-saunders-interview-ever-2013.html>

More Information and booking details to follow next month

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Have you ever thought of trying a Speedway Bike?

Well thanks to Derek McMullan you can!

Finally confirmation on the Speedway dates!
At Coventry availability is:

- Friday May 2nd, 5 places
- Friday August 29th 8 places
- Friday October 3rd 20 places

In view of other events early in the year (and the poor availability) I've provisionally taken the whole of the October event and have to update Russ at the end of the month.

As it is a Group event there is a small discount on the individual price for the day so it will come in at £202.50 per person. Bike, fuel, all the kit, etc. is provided - just turn up! As well as participants it is a spectator sport too so any WHAM non-combatants wanting a good laugh...!

Contact Derek to book your place on **07791 102218**

SLOW RIDING DAY **Sunday 22nd June 2014**

We aim to increase our biking skills through training and this has the affect of more fun safer riding.

Slow riding is one of THE skills for every day riding: around town, filtering, parking, at junctions and where you just need that extra control and confidence. So, via Den, we have access to Throckmorton airfield for a day, a day to learn, practice and have fun.

As you might expect we run slow riding from scratch: control in straight lines using little or no throttle, a touch of back brake, keep off that front brake and a bit of clutch control. Soon you are smoothly trickling along, slightly faster, slightly slower, all under quiet control. All this before graduating to slalom, steeper slaloms and figures of eight. The basics apply here too: look ahead to where you want to go, relax, smooth control....**More next month**



Wobbly R US

Members' Articles

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NIGHT RIDING

A personal view. By Ant Clerici

In the last few years I have done circa 5000 miles riding in the dark. I have done this as a volunteer for Severn Freewheelers on a BWW R1150/1200 RT, a large proportion of this riding was done with deliveries classed as Urgent – get there as soon as you legally can.

How then can you do this whilst maintaining a reasonable level of safety? The flippant answer to this is **don't do it** but life is more complicated than that. Myself and many other volunteers feel that is worth the risk for the buzz you get from meeting the challenge and the pride you feel for delivering the



service. It may not be for you, but walking into a ward in the Children's hospital at 3am and having a nurse snatch the drugs out of your hand and run down the ward to administer them to a very sick child is a moment of high emotion.

What then are the additional and reduced risks of riding in the dark and how can we apply IPSGA, experience and common sense to good effect to lower the overall risk.

UNLIT ROADS

The overarching effect is reduced visibility. Most motorcycle lights are mediocre compared with cars although more modern adventure style machines with twin headlights are much better. The lights are not able to provide good enough detail of the road surface at a distance that is needed for safe motorcycling. Colour is drained

from your vision so worn surfaces, gravel, mud, debris and repairs blend into a patchwork of greys and blacks. Oncoming vehicles have better lights than you and if they are badly adjusted or the road has crests you can be unsighted to the extent that you are riding into a black space where the road was when you last saw it. Most motorcycles when banked over for a bend provide a better view of the parts of the road you do not intend to ride on.

All of these effects are much more pronounced if it is raining and standing water is added to the list of road surface hazards creating a real difficulty in estimating its depth and imagining what it may conceal. Rain drops and mist on your visor compound all the difficulties.

On the plus side, the headlights of oncoming vehicles and those vehicles approaching from side roads can be seen much earlier than the vehicle itself. The roads get progressively emptier as the night wears on and you don't get low sun in your eyes.



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Members' Articles



I would like to offer this advice.

Drive slower, if you travel at the normal daylight speeds by the time you have seen the road problem in your lights and worked out what it is you will not have time to stop.

Abandon using positions 1 and 3 for the view as it does not enable you to see vehicles any earlier, Keep too position 2 as it and keeps you away from the potholes and worn surfaces in the wheel tracks, reduces the mental effort and keeps the bike in a straighter line.

If there is a vehicle in front and it is travelling at a reasonable speed stay behind it and look round or under the vehicle to use its lights to get early warning of any problem.

Use any and all anti-misting methods you can to keep your visor clear. Make sure that you are clothed well enough to stay warm and dry.

ROADS WITH LIGHTS

These are much easier to deal with and many trunk roads and lit motor way, after the rush hours, seem to me to be easier than daytime. There is usually much reduced traffic, virtually no pedestrians and cycles and the quality of driving is usually better. This effect gets the more pronounced as it gets later (Broad Street in Birmingham at 11:30 pm not withstanding.)

Urban and suburban areas are often poorly lit and need care, particularly as the youths and drug deliverers are about on their stunt bikes with no lights and black hoodies. For obvious reasons there are additional risks between 11:00 and 12:00 when citizens are making their way home from the pub when their behaviour in and out of vehicles becomes erratic.

The advice I would offer is keep the speed lower, 25mph seems to me a suitable for these areas. Expect pedestrians to fall off the pavements and drivers to pull out or stop suddenly. Do not shout or gesticulate in any way at anyone however aggrieved you might feel.



If we were to apply the rule "you must be able to stop in the distance you can see to be clear" our speed would sometimes be 20mph the fact that few if any riders do this is the real increase in risk

Member recommended product

I purchased this product recently which is called Duck Wax. It can be used to proof motorcycle leathers, wax jackets, boots and shoes. Its really good stuff. Its a clear wax so it won't colour leathers, or boots, and it has a really nice smell.

www.duckswax.co.uk

By Alex Hoyle



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BLOWING MY OWN TRUMPETS by Rich Stilwell

I remember the exact moment stuck in a jam on the M40. Looking for some refuge I pulled off the motorway and there in front of me was a BMW/Triumph dealer. Glistening in the front window was a beautiful red and black Thunderbird Sport. It was awesome in the flesh and I just had to have it. There was nothing like it in the market from

any of the other manufacturers. That started a long love affair with my Trumpets and the beautiful torqueyness of the triple engines. Of course the coming years were to be filled with moments which I could have not predicted.....2 weeks later I was proudly back at the show room for the first service. At Hughenden they have a



lovely plate glass window and when I arrived it was filled inside with punters. I felt so proud as I rode my gleaming Trumpet right up to the showroom window and put my foot down. Only to find that I had parked on the edge of a steep slope and my foot went a long way down as did the bike..... The applause within was better than noise from a Rammstein concert. Fortunately for me that was to be the end of my troubles but not for those whose paths I crossed.

As time went by I decided that I needed a longer distance bike. The Thunderbird Sport was fine but it wasn't really any good for more than about 100 miles so I tried a Sprint (Triumph dealers usually just lend you a bike for a half day if you want). I was hooked. I bought the bike from Ideal Garage which was a

wonderful Triumph dealer near Spaghetti junction (who closed a few weeks later) and was besotted by the bike. I took it to Ireland and just like every single Trumpet I have ever blown, it never ever let me down. In fact in what will become a recurring thing, it never had any warranty issues either. After Ideal closed down I used to go to Black Country motorcycles who had a great solus dealerships and had it serviced there. Within a couple of years I had racked up a lot of miles and Triumph had a real special offer on Sprints so I went to Black Country motorcycles to p/x but unfortunately they had closed down when I got there so I went to Wylie and Holland in Telford and bought Sprint number 2.



Sprint 2 was just like the first one but had been tweaked a bit by Triumph and just seem fettled better. Again my trusty Trumpet never missed a beat and courtesy of the Triumph dealer around the corner from where I worked, Speedway it did many many miles of faultless service.

Unfortunately they closed down shortly after I started using them, but they certainly looked after it well. Another couple of years and many many more miles and I just fancied a change and dear old Mr T came up with a great offer on Daytonas. As I was running out of local Triumph dealers I went to Market Drayton in Shropshire where I found a great local dealer with great service and



bought a sparkling yellow Daytona. This was very different from my Sprint's.

Firstly the riding position made it much more of a full on bike, secondly the torque was amazing even though it was a semi sports bike and thirdly the dealer did not close down until after my first service.

I really thought it was not a practical bike for long distances but Triumph sprang a surprise by discontinuing the model and to get rid of the last bikes they gave them away at a silly price. The finance of it tempted me so much that



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I headed off to Action motorcycles in Redditch who were a Triumph dealer when I arrived. Off I went on a bright new gleaming Daytona and I was beaming again, although unfortunately Action motorcycles lost their Triumph franchise shortly after. One of my first trips was off to Loch Ness in Scotland and it was only then that I realised that I had made a mistake. The previous Daytona I hadn't spent more than a long day on it but this time it was a week of touring. I was in agony after a couple of days and I realised that this was not a bike for the long term. I managed to put up with the aches for another year as due to personal commitments I did not have the 'opportunity' for tours. As the days went by I joined our lovely AIM group, had my only mishap in 30 odd years when I came off

on a diesel patch on a roundabout and realised that with Triumph having sold these off dirt cheap my resale value was pants.

However again Triumph tempted with their triples and the Sprint 1050 was brought out. Now this was the epitome of touring experience. In the three years I had it I did so many miles and toured all over the place. The highlight being a 500 mile trip to Cochem without even feeling an ache. 149 MPH on the clock with panniers at the Nurburgring taught me that this was a seriously fast bike. I loved it through and through, and used to tell the dealer where I bought it from (of course they are no longer a



Triumph dealer)

how good it was. 3 years and over 20,000 miles and I thought it was the perfect tourer but..... Seriously fast. I thought 3 years and 20,000 miles plus was enough and I needed to change.



This is where the story blurs into pure fiction. I bought a Tiger 1050 from Stratstones in Wolverhampton and 3 years later they are still there selling Trumpets. The Tiger was like a bike on rails with a great sit up position and view on the road. It was so much more controllable than the Sprint 1050 and you just felt so much in tune with the bike. OK not so good for fast autobahn speeds but for sensible UK speeds (whatever they may be) it was wonderful. It was also the first Trumpet where

I actually had warranty problems. 4 sets of discs in 5,000 miles and a buckled front wheel caused by *the fact that I am an IAM member and don't use my brakes as much as I should.....* Er don't think so! That's why after 2 years I traded it in for another Tiger 1050.

Spookily enough Stratstones were still there selling Trumpets. Work has meant that I've only done half the miles I usually do but with Spain and maybe Poland on the horizon the mileage is sure to rise this year.

So why buy a Trumpet when there are so many alternatives out there? I have tried quite a few other bikes when my Trumpets have been serviced and it's



not just a matter of trying to support our British Industry (although that is very important). It's the sheer torque of the triple engines coupled with a superb finish and reliability. Triumph's will remain in my blood until something drastic happens and that doesn't mean I want someone trying to cut a few of my arteries when I'm not looking.

The Chief Observers page.

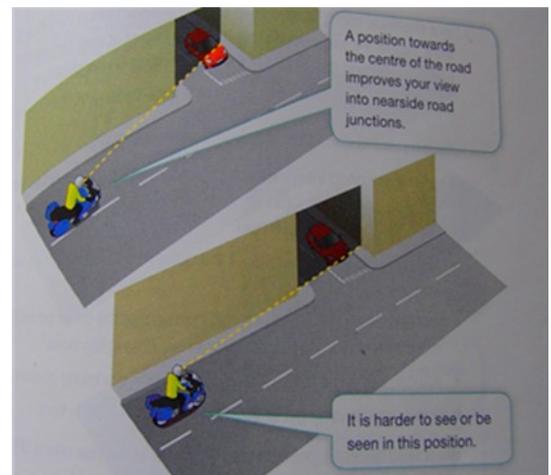
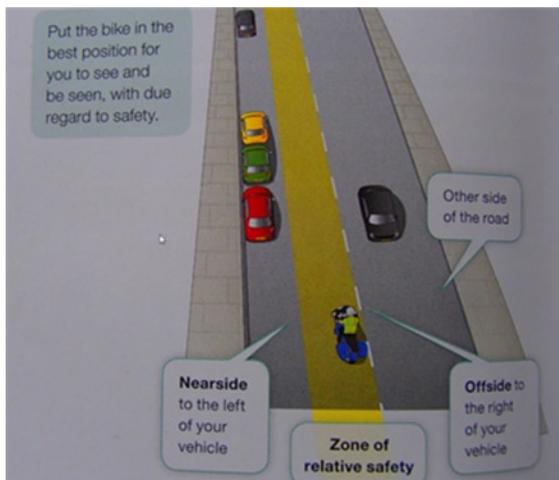
Positioning

'Positioning is a crucial element in the system of motorcycle control'



The ideal road position depends on many things: safety, observation, road and traffic conditions, road layout, cornering, manoeuvrability, assisting traffic flow and making your intentions clear, always consider safety before anything else, and never sacrifice safety for any other advantage.

Aim to take a position that puts safety first, and ensures good tyre grip and stability and provides the best view consistent with these objectives - (Safety, Stability and View – SSV).



Always be prepared to sacrifice your road position for safety.

When choosing a road position, always take into account the width of the road you're traveling on. Your choice of position would be different on a three-quarter width road or on a narrow or country road without white lines, for example.

Safe positioning on the approach to hazards.

The system of motorbike control provides safe and methodical approach to hazards. As you approach a hazard, be aware of the condition of the road surface up to and through the hazard and select a course that gives you adequate tyre grip. When planning your course be alert to the risks arising from either side of the road.

Dangers come from anywhere but be especially alert to moving hazards coming from the left (or on coming moving vehicles). You will generally have less time to react to these. On narrow roads and one-way systems, need to pay equal attention to both sides of the road. Select a course that reduces your vulnerability and makes you more visible to other road users.

What if any lessons can you learn from the video. (SMIDSY, under 'this months video')

Del Britton
CO WHAM



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