



The Chairman's Notes by Paul

Chairman Report – June 2014

Welcome to the Summer! WHAM has a packed itinerary and our new Associates are starting their training. I am looking forward to seeing as many of you as possible at the Slow Riding Day on the 22nd June. This is invaluable for getting to know your bike better, increase confidence and have a bit of fun as well! Every year I learn a bit more and marvel at the skills of our members. Jeremy on his 650GS stood out for me last year. The Ashes competition is on this year, despite initial correspondence to the contrary. We are the unbeaten champions so there is no pressure on Del, myself or the team to emulate Brian and his crew's success! Bring it on.....



I like to take every opportunity that comes my way and this year Prescott hill climb turned into a fantastic day for myself, Roger and Ali Lewis. Late Saturday evening I received free tickets to the event so we took the decision to ride there Sunday morning in the rain. It was not a good start because upon filling my (new) bike with petrol the cap fell apart and dropped into the filler slot. Fortunately I was able to pick out the pieces without them falling in the tank. It led to an interesting conversation at the BMW stand where I was quietly ushered to one side and my bike booked in for repair. Roger stunned Ali with his knowledge of all things



orange on the KTM stand. She needed a sit down and large coffee after that.

As we walked down the hill towards the start line my friend Jane ran up to us and directed us to the driver briefing. We were going to be driven up the hill in the Brooklands Morgan 3 wheeler by the Morgan chief tester! Excellent!



Worcester and Hereford Advanced Motorcyclists. Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260
DISCLAIMER: THE VIEWS EXPRESSED IN WHAM! NEWS ARE NOT NECESSARILY THOSE OF THE EDITOR, THE IAM OR THE WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



The News

What a fantastic experience and what a fantastic vehicle. They can wheel spin in second and back-in to hairpins in the right hands.

The grin on each of our faces did not leave for quite a while after that. As the track dried we watched adults and children as young as 7 fly up the hill on modern and classic bikes. A great day. I have been offered the opportunity to take a WHAM group around the factory later in the year so watch this space for a date.



I was fortunate to have a long weekend in Ireland on the bike last month, travelling with my brother in law Phil, training organiser for Lichfield IAM group. We were blessed with fantastic weather. I would highly recommend it as a biking venue. We travelled to Connemara on the West Coast, north of Galway using b roads. The scenery is breath-taking, people very friendly and Guinness very refreshing! The ride up to Holyhead is an experience in

itself, passing through Snowdonia. Each trip we do I love the fact that we do not plan it too rigidly. We tend to stop about 5pm and plan a direction/place to look for accommodation, staying in B&B's or hostels (or is that hotels!!). Our routes are planned each evening over beers and the odd whiskey and then adapted as we travel depending on our mood, terrain or weather. Talking to locals and other bikers is a great source of information about great routes. My next plan is to do some camping on the bike.

If you have completed any bike trips recently, or in the past, please tell us about them. Write them down and send them to Roger for publishing in the newsletter. Also if you have a new bike or any great photos send them with a caption for inclusion.

Enjoy your riding, training or biking holidays and I look forward to hearing all about them.

Following today's Sunday ride to Evesham Roger and I went to visit Lynton Jaynes at the rehabilitation hospital in Leamington Spa.

Lynton was in good spirits and we took him in his wheelchair to the conservatory area, where he recognised Roger's subtle orange KTM in the car park.

In true Lynton fashion, he wanted to fiddle with his wheelchair, which was better than Tony's, who he had seen recently! He enjoyed talking about the club and bikes and whilst sometimes getting confused, he responded to names when prompted. He talked about the slow riding day and could remember setting up his van. It was nice to see that he remembered Brian had been given a t-shirt with the name 'The Guvna' printed on the back.

Lynton's shoulder is healing though he has no strength in his left side when trying to move the wheelchair. His grip is improving as he ably demonstrated on my hand. Lynton wanted to check the tyre pressures on the chair to ensure it was up to standard.

It was great to see him and we got the real sense that he appreciated us being there, waving us off from the conservatory and watching the bikes. He was aware that he has a journey to travel to rehabilitate.

Visiting times are 2 to 4pm and 6 to 8pm.

Address is:

Lynton Jaynes
Leamington Spa Rehabilitation Hospital
Heathcote Lane
Warwick
CV34 6SR

Paul

IAM Test Passes

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



Frank Edgar
Observer
Brian Morgan



Christopher Morgan
Observer
Alex Hoyle



Jarek Grzabel
Observer
Andrew Culley



Pete Kellie
Observer
Rog Brooks



Richard Hewitt, who is one of WHAM's observers recently went for a re-test and obtained a first pass

Alex Howell
Observer
Ian Rivers

My Time As a Associate

Lorraine Sellick

My time as an associate with wham. I started being very nervous on the day of my assessment but I really not needed to worry, everyone made me very welcomed.

My training started with my observer wondering what they got themselves in for, with half time chat and lovely cup coffee my riding improved.

Ride 2, I started going around the rural roads working very hard on my positioning on the road with a couple of hic ups as I drop my line of vision which required to see what was coming and what severity the bends was.



At half time my observer & I chatted what would've been the better practise in which I fully understood and of course the coffee made the learning more pleasurable. 2nd half was town work I was confused not knowing the town which I did end up in different part of town than my observer, so our emergency splitting operation worked a treat.

Ride 3 was very much the same after learning the mistakes from the last ride but made different ones to change to give my observer something to worry about.

Ride 4/5, Started with town riding trying to get my mind to do filtering which totally alien to me, which still now am trying to set my mind to do it in which on my own am able to do but it comes down to it I will show I can do it. My observer thought it's about time we go for a ride on the open roads which I thought it went well I worked hard observer behind me said it could 've been better and more smooth.

My slow riding day I found very interesting and challenging getting golf balls out funnels was challenge in itself with thumb & 2 finger gloves. Going around the course I decided to leave it to pluck up the courage to do the course, when I did, I didn't realise that everyone stop for lunch I caught everyone in at corner in my eye watching me.

Lorraine Sellick (Ride6 to come)



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

- Slow riding day 22 June (9:30am start)
[Throckmorton airfield](#)
- Remember to check the 'Programme' section of the WHAM website for the SUNDAY ride out routes.

<http://www.wham->

This months videos

[TT Slow motion](#)

[Stupid crash](#)

[Who wins?](#)

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

Members' Articles

Sunday 22nd June (9:30am start)



SLOW RIDING DAY (or I used to wobble but don't any more)

Sunday 22nd June 2014

We usually have an article about WHAM's slow riding day after the event. The article celebrates the day with pictures of smiling faces of bikers who have experienced one of our best events of the year.

There's usually a picture of the winner of the slow riding race

(Slow riding race? What's that?)

"2007 Ready Steady Slow!"



Let me start at the beginning.

We aim to increase our biking skills and this has the effect of more fun and 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.



Slow riding? – you'll need it here Tricky surface, following instructions often in a foreign language, other bikers watching, you want that riding control.

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: to **control your bike in straight lines** using little or no throttle, a touch of back brake, keeping off that front brake and a bit of clutch control. Soon you are smoothly trickling along, able to modify your speed: slightly faster, slightly slower, all under quiet relaxed control.

Then you can move onto to a slalom, steeper slaloms and figures of eight. The basics apply here too: look ahead to where you want to go, relax, smooth control....



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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

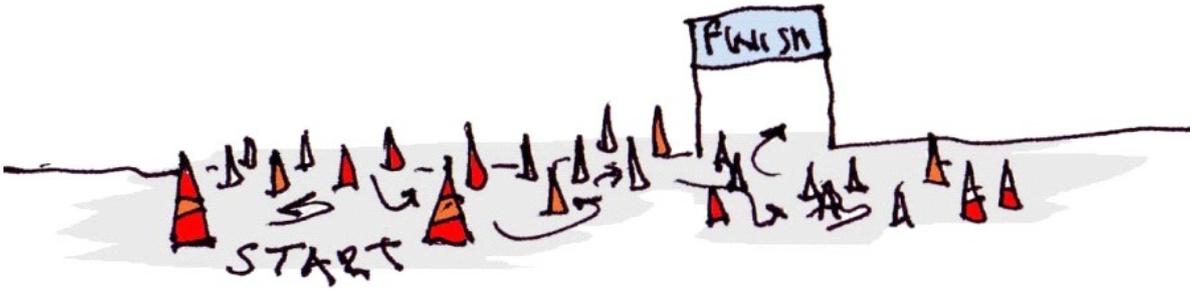


Members' Articles

*There's no pressure, riders return to previous exercises if they want.
Take a tea break if they want.*

Our observers are there to give advice, guidance and encouragement....all with a smile

Soon everyone is riding the slow riding course that offers a bit more of a challenge.
Some cruise round; others especially if they have bikes with less turning ability might need several tries.



*There's no pressure, riders return to previous exercises if they want.
Take a tea break if they want.*

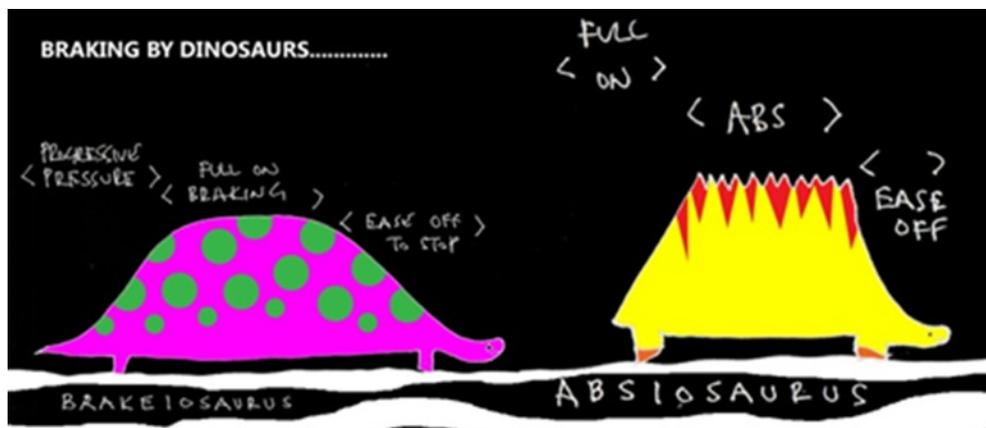
But it doesn't end there.....we'll set up other games and challenges to try; like transferring a ball from one cone to another, circles in a box....mini ramps/kerbs....ride standing up.....

Then there's lunch!

And because we have an airfield to play with we run two more exercises: **counter steering** (positive steering) practice and **braking**.

- Steering practice around a larger area where cornering at higher speeds can be practiced.
- Braking on a runway means we can practice stopping in a safe location; here you can experience how good your brakes can be....how ABS feels. How pathetic rear brakes are compared to the front.

We advocate the **dinosaur** model, gradual increase in pressure as you pull the lever, full on as your front tyre loads, finally ease off for that smooth stop. Or ABS? Allow it to work!



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members' Articles

Slow Riding Day Continued

*There's no pressure, riders return to previous exercises if they want.
Take a tea break if they want.*

The finale is the **slow riding race**.

The rules? Last across the line wins, foot down and you are out. There are usually 4 or 5 heats and a final. And don't let anyone tell you that you need a Honda Deauville to win; we have had victors on Ducatis!

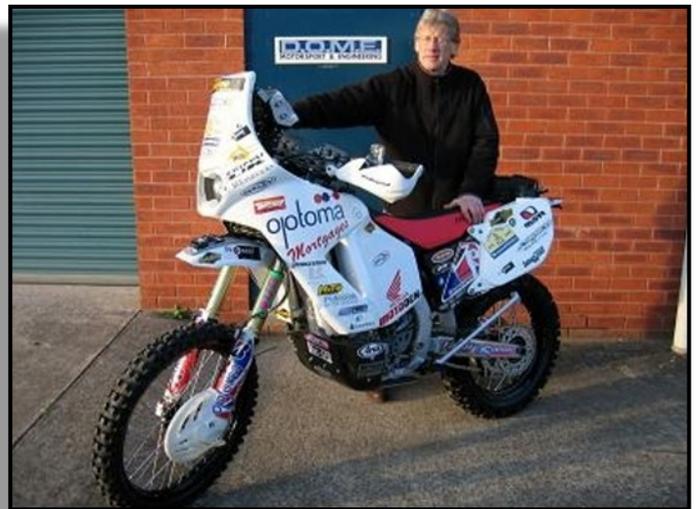
And how does your riding feel afterwards? My experience is that I've gained a bit more control, smoothly negotiating traffic and junctions with finesse.

Put the date in your diary.....see you there.....Ant Clerici

Dens Trial Bike experience 17/18/19 July

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

For booking a place on this event please contact Den at info@domemsport.co.uk



Den Osborne

The costs for the trials experience is £100 and includes the bike and related kit.

Here are a few reasons to join up

Great fun day .

Make your riding more rounded.

Gives people another dimension to their riding.

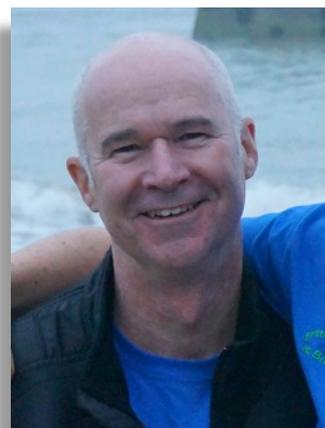
Den



The Chief Observers page.

Counter (or Positive) steering

Countersteering means that you, for a moment, in fact steer in the opposite direction to that which you want. This short, opposite steering movement (command) effectively makes the bike lean to the side you want to turn. Leaning the bike is absolutely necessary in order to turn the bike. The countersteering is performed by giving a push forward on the handlebar on the side that you intend to turn. If you want to turn right, you give a short, precise push forward on the right handlebar. If you intend to turn left, you give a short push on the left handlebar. We call this 'push' a steering command henceforth – a 'positive' action.



Del Britton

Conscious countersteering is by far the most effective way of steering a motorcycle. Immeasurably more effective than 'body language technique', where you try to make the bike lean and turn by moving your body to the side.

You can always use countersteering to change the direction of the motorcycle – presuming your bike moves at more than walking pace. It is, however, extremely important that you learn exactly how hard you need to push. At normal speed, very little force is needed to achieve a serious change in direction.



When entering a turn, the sideways forces with try to tip the bike outwards. To counter this, there must be an equal force that 'pulls' the bike inwards. That is one of the reasons you must lean the bike into the turn: gravity will try to make the bike fall inwards. When in balance, these two forces make the bike go smoothly through the bend. Countersteering enables you to quickly and precisely achieve the correct lean angle.

Del Britton



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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



Members' Articles/Add

Please send your stories to whamnewsletter@gmail.com

Well now you know!

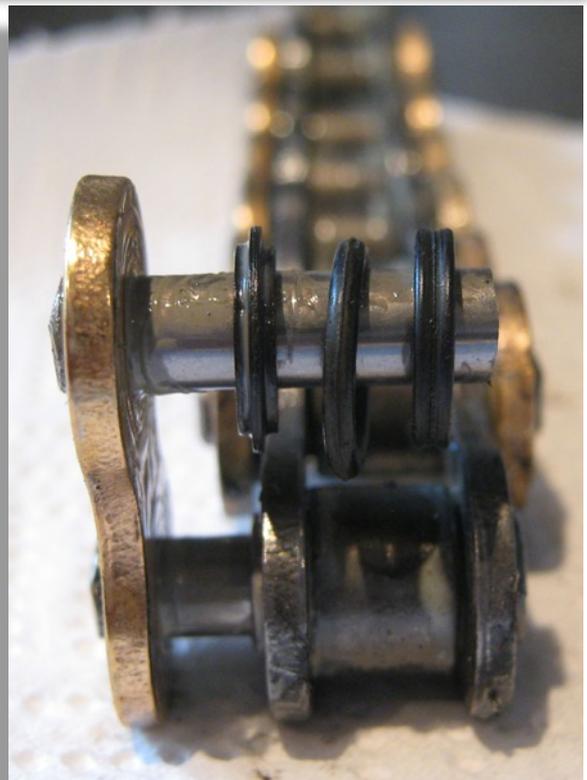
Recently my KTM was treated to a new set of tyres, reading online and speaking to friends I decided to go with the multi compound type of tyre. Hard in the middle for longer life and softer on the outside for cornering grip. Walking past my bike late in the afternoon the Sun was shining on the tyre just right to make different compounds visible!

Those of us with REAL bikes. You know! The ones with a chain drive, before all you strange folk with 'shafties' start bleating. I'll ask ONE question, how many WSB,BSB or MotoGP bikes have shaft drive? WELL? Answers on a post card please.

Chains come in many different guises, standard, o-ring, x-ring and z-ring to give a few examples. All very well but what do these terms actually mean? Basically its the cross section shape of the sealing 'ring', in the photo the different shapes can be clearly seen. D.I.D chains state that the x-ring design reduces friction when compared to the o-ring type.

Rog

The sealing 'ring' sits in this gap, its job is to keep the lubricating grease in and the dirt out.



The middle one is an o-ring and the first and third are different styles of x-ring



WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

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





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



Ali Lewis feeling a bit of the 'force'



Paul W enjoying the Morgan at Prescott



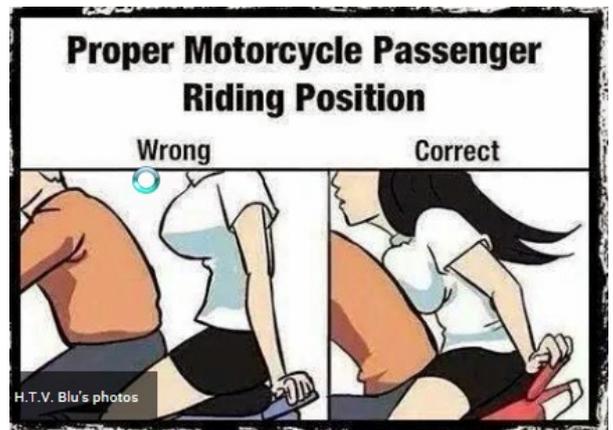
Lost in Ireland



This handsome fellow is a member of WHAM, but who is he? Try and guess



These youngsters showed NO fear at Prescott and embarrassed many adults going up the hill



Say no more