

## Your Monthly Newsletter



November 2014

## WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

### *The Chairman's Notes by Paul*

Chairman's notes,

Welcome to the last Newsletter of 2014. I hope you have had an enjoyable year of motorcycling.

There are still a few places left for the Christmas Dinner, as I write this. Please see the payment link on the website if you intend to come along. If you are not paying by PayPal please reserve your place by contacting me on [wham.worcester@gmail.com](mailto:wham.worcester@gmail.com) and let me know how you would prefer to pay. If you are not in time to secure a place you will be put on a waiting list.

Thank you for your replies regarding your dietary requirements. Your final choice will be made on the evening but it is helpful to let Sylvia know any specific needs.

Del Britton and I met Derek at this year's IAM Conference, held at Aston University. It turned out to be a very worthwhile day. Over 500 delegates attended the event over the 2 days. The format focused primarily on workshops where

information was provided on themes including riding standards, qualifications, group structure, communication and IAM strategy. Delegates were able to have opinions and offer ideas, whilst IAM officers were able to get their key messages across. It was a well-planned and fully inclusive day which will help WHAM reflect on current practice and be fit for purpose in the future.



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## Chairman's notes continued

It was a privilege to see so many of you at the National Arboretum to pay your respects to the fallen. Please check out the photos below. It was our last day ride on what turned out to be damp conditions. However keep an eye out for our Sunday rides and lets hope for some crisp dry days.



Our AGM will be on the last Wednesday in January so please let me, or any member of the Committee, know if you would be interested in being more involved in the club or would like to organise an event; Cheers Richard Hewitt for investigating a Go-kart Grand Prix and planning something for 2015.



I look forward to seeing many of you at the Christmas Dinner. If I don't see you before the AGM I wish you a very Happy Christmas and a safe and successful New Year. Thank You to everyone who has attended, participated and helped at the many WHAM events this year - It's been great fun Cheers!  
Paul

## IAM Test Passes

Congratulations to the following members on completing their SKILLS for



**Howard Croft**

Observer, Andrew Culley

**Chris Lawton-Smith**

Observer, Alex W Hoyle

**Bob Dean**

Observer, Del Britton

# Members Articles



Richard Hewit is putting together a Go Karting event that is described below, these are really great fun. I for one can't wait, Rog

Spring 2015 Go Karting event.....

To kick-off 2015's group events we'd like to canvas interest from the membership for a Go Karting event in late February.

Provisional dates have been secured from the venue as either the evening of Friday 27<sup>th</sup>

February or late afternoon of Saturday 28<sup>th</sup>

and will be confirmed once detailed planning commences and exact numbers are known.

The venue is the "Full Throttle Raceway" in Stourbridge. Being easy to find just off the main ring road this is arguably one of the best indoor kart tracks in the Country and extends to an up-and-over configuration with some fantastic bends, long straights, yet is suitable for all members.

It is suggested we compete in an endurance event which will see 2 or 3 members per Team pit themselves against other teams from our club. We will have sole access to the facility for the entire race and spectators will be well catered for and of course encouraged!

Full details of the raceway can be found at:

<http://www.fullthrottlerraceway.co.uk/>

If you could email your interest, and preference of date, to the email address below ASAP let's see if we can really make this a great kick-off event to 2015. If interest is high we can look into arranging coach travel from Hereford as appropriate. Cost per member is expected to be in the region of £25-£30 (w/out travel).

[gokartwham@gmail.com](mailto:gokartwham@gmail.com)





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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



## Club Notice Board

Please send notices to [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)



### 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](mailto:whamsecretary@trackdown.co.uk)



### Up coming EVENTS

- Christmas Dinner. Book up NOW!!!!
- 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 from Derek M

[Ken Block again](#)

## Sales/Wanted

### For sale

### 2005 Honda VT 125 Shadow.

9600 miles.

In very good condition, screened/recent chain and battery.

Learner legal.

Currently SORN so sold without MOT/Tax.

Offers in the region of £1600.

Please contact  
**Brian Morgan**  
**07970 580803.**



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Worcester and Hereford Advanced Motorcyclists

# Members Articles

DEAR John

As some of you will remember we used to have a `Dear John` column in earlier newsletters and we have decided to reintroduce it .

So if you have any personal riding problems just send your request to Rog (newsletter editor) and I will pass the request on to our new `Dear John` ,who will only be too helpful to comment on your personal riding problems.

Please keep your letter short(50 words) and with luck suitable(!) questions and answers will be published in the next Newsletter.

Den wrote this article for the Newsletter some years ago and thought it would be a good idea to repeat it at this time of the year .



## "You never stop learning" or "What is the temperature?" by Den Osborne

Setting off about 0830hrs I headed down the A44 from Worcester, a road I've driven more times than I want to remember. A pilgrimage to the Cross Gates cafe on the way for tea and toast was called for. The day was overcast, the roads dirty, damp, and greasy with the left over salty road muck. Temperature was 4°C . The drive down was fairly uneventful but I still tried to make progress (as we say) and by the time I got to New Radnor it was down to 3°C. Past the Forest Inn turning, up over the hill and down to 1.5°C. Still loads of grip from my new winter tyres (in some

countries it is law to fit these in winter months - try telling the British public that!). On the greasy surface nothing to worry about and plenty of confidence with a nice balance in the car.

By the time I got to the Cafe temp was back up to 2.5°C. As I approach I notice the cars were parked at the bottom of the car park. Odd I thought . I turn in at a sedate speed as I'm looking for a reason why. What you could not see was the car park was covered in black ice! You would not want to be barrelling in on a bike. I'm now thinking what the main road would have been like without the gritting, me making progress and all that. A steady drive around revealed not a lot of grip and in fact stopping gently from 5mph set the ABS off. Happy with four wheels today! It was even difficult walking to the cafe. The ice was really difficult to see, almost as if the moist air had frozen on the cold ground.

After tea and toast down the road to Llandrindod and the main road was fine, grip ok and felt as normal as the A44. Turn into the industrial estate expecting less grip and yes, same as the Cross Gates car park. I can only presume with the very cold ground temperatures any moisture will settle and freeze on untreated surfaces while the air temp can be quite high . What our bikes need is to show is ground temp not air temp. I feel a project coming on!



Worcester and Hereford Advanced Motorcyclists

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



# Members Articles

What this did bring home to me was even with temperatures above 0°C and well gritted main roads there are obviously side roads, B roads and maybe sections of A roads that have not been treated and are just waiting to catch you out at this time of the year. So take care out there, riding through the winter can be good fun and you will learn a lot but do not let your confidence get too high. On the way home I got thinking about this ground temperature against indicated temperature we see on some bikes and now most cars. So with an



infrared temp gauge from the workshop over the next few days I took ground readings against dash indicated and it made interesting reading. I found anything for -2°C to -6°C difference ! So when you see +4°C indicated it could be -2°C on the ground. This was not a research paper but should give you food for thought.

Do not forget to read up on micro climates in the Blue Book .Remember.....

**“Ride the road you see; not the road you know.”**

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The following advise on winter riding was taken from the IAM's discussion forum which can be found here;

<http://www.iam.org.uk/forum/viewforum.php?f=3>

As part of our wheels in winter campaign, I will be sharing with you weekly motoring advice throughout the season. This week, I am sharing some all-important riding tips with motorcyclists, guiding them through the cold, wet and windy weather.

## **There may be rubble ahead**

When you're riding in the rain look well ahead; make sure you have enough following distance to avoid large puddles or drain covers. And watch out for potholes that fill up with rain water because you never know how deep they are and they are not always easy to spot. Changes in road surfaces can be very slippery and dangerous, so make sure you're riding at a steady pace – giving yourself enough time to slow down if you need to.

## **Sprays of water**

Large vehicles and lorries will throw up a wall of spray. To avoid the worst of it avoid overtaking or rushing passed large vehicle, especially when you're on the motorway. Spray can also affect your ability to see clearly, misting up your helmet. Use an anti-mist spray or have a visor insert fitted into the inside of your helmet to keep out any water.

## **Fallen trees and branches**

Be wary of narrow roads where large trees and branches fall, which will unsettle your bike. If you can, avoid travelling on roads that are affected by high winds, and take a route that is less likely to

# Members Articles

## Gaps in buildings

Watch out for any gaps between buildings and trees where large vehicles can force motorcycles to shudder. Remember, strong winds will affect other vehicles too – large and flat sided vehicles are usually more affected. See that you give them more room, and if you plan to overtake them make sure it is safe to do so when winds are less blustery.

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## WHAM Ypres trip Fri Sept 25<sup>th</sup> to Monday 28<sup>th</sup> September 2015.

This may seem a little early but due to the enormous amount of interest in Battlefield trips to Belgium and Ypres over the next five years I thought it would be prudent to give out early warning of the planned trip to the First World War Battlefields trip in September 2015.

It is intended to take an early Eurotunnel train from Folkstone to Calais on Friday the 25<sup>th</sup> Sept to visit the V2 Rocket site at La Coupole, from there ride to the Town of Ypres where over the next two days visit Battlefield sites such as:



Passchendaele museum, Vimmy Ridge, Newfoundland (Canadian) War memorial, Hooge Crater, Tyne-Cot British Military Cemetery which contains 11,954 graves of which 70% are marked as unknown, British Thiepval Memorial naming 73,357 names of missing officers and men of the British Army, the French National Cemetery Military of Nortre Dame de Lorette where there are 20,000 individual tombs and 22,970 bones of unknown soldiers lay.

Each evening it is intended to show our respects at the Menin Gate where the last post is played each evening from there go for a few beers in memory of the fallen.

Individuals who are interested in coming will have to book their own accommodation in Ypres itself as all the main Hotels are fully booked. Eurotunnel tickets will also have to be purchased by individuals nearer the time.



# Members Articles

## Trials experience with Steve Saunders



Den, through his extensive range of contacts, organised a day out for us with Steve Saunders, ten (Yes, ten!) times British Trials Champion! The venue is the Cheltenham Motorcycle Club's quarry at Birdlip and the rain on the day made sure it was a very slip-slidy experience.

Team WHAM's participants this time were:

Menna Angharad	John Conway	Tony Davis
Andrew Dodwell	Geoff James	Julian Jukes
Derek McMullan	John Nixon	Ed Price
Eric Reynolds		

So here are some of the team's views on the day:

### **Menna Angharad**

Yes, a great day; but it could have been longer!

I arrived at the quarry with not much of an idea what to expect, never seen a trials bike before - the seatless wonders looked weird and initially felt totally weird too. Steve kitted us out and took us through the basics and then we were off, tentatively going round a series of tyres before trying out a tiny trail. There were several other obviously very experienced riders doing their own thing over impossible looking climbs, rocks and logs with awe-inspiring control. After some time on this course which had a couple of 'bumps' to ride over we progressed to a longer and more interesting bit of trail with a slightly higher bank. Just as I was beginning to loosen up and look for a few new challenges it was sadly time to stop, time to enjoy the bounty of John's cafe! I would definitely like to do more!

# Members Articles

***Right: Menna becoming familiar with the trials bike.***

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## **John Conway**

This was a very useful event offering the opportunity to develop new skills and improve appreciation of riding a motorcycle in low grip conditions.

It is also provided good fun.

Although with some risk of falling off this was without the usual consequences or dangers.

***Right: John contemplates the trials bike seat.***



# Members Articles

## Andrew Dodwell

What a fantastic day, it just kept getting better and better, I know we all don't like the rain too much but it just added to the atmosphere and I thoroughly enjoyed the way those bikes tyres gripped and slid on all that liquid clay-like slip we call mud.

There's so much to Trials riding so many skills required, and thrown into one event. Advice was gratefully received from Steve and Den as we were advised where we were going right and wrong. There was so much useful advice from Steve that our riding improved constantly and the quarry was a superb place throwing everything at you that you could wish for (and a few bits besides!). The hill jumps were my favourite bits and at times I felt I ought to have a pilot's licence for this.

Exhilarating, exciting, enjoyable, and sheer loads-of-fun! Those bikes sure as hell have come a long way in the past 40 years since I rode the Bulmer's trial bike at Stretton Sugwas quarry in a small trials competition in 1975.

Thanks again chaps for organising this day's training with Steve, it was wonderful. I absolutely loved it.



## John Nixon

Having ridden trials in the 70's (Bultaco, Montesa and Ossa) Saturday was an opportunity to re-acquaint myself with the techniques, but on modern machinery.

And then I saw the sidecar outfit. Something I've always wanted to experience - and boy! was it hard. Hard on the quads and lower back not to mention the calves, arms and wrists.

I was privileged to be taken round some sections with Steve Saunders driving, me in the sidecar and him helping me to learn where to position my body on the various cambers and corners.

Then he was brave (daft?) enough to let me drive and he took the 'chair'.

It all went well until I missed a corner completely, so no worries, *"I'll take a different route to get back on section"..... "Mind the tree Steve!"* but he'd already jumped off! Blessed thing had a mind of it's own with me at the helm.

Great day despite the rain and another long-awaited experience fulfilled. Now....there's still the road racing outfit to get a go on - anyone know someone with one?

Finally big thanks to Den for organising it and to the company of all the brave souls who survived the pouring rain. Can we do it again please Den?



# Members Articles

## Derek McMullan

A very different experience – we're not being asked or tempted to go faster! The focus here is take it slower and manage the grip and momentum.

Practically this translates as if you see a climb coming get a move on; if you see a descent coming back off! The sub-text is don't try to wind on power where you don't have grip and make sure you don't need too much braking where you don't have grip – clear as mud – it will be!

A great day with a hugely experienced guy, Den (and the 10 times British Champion, Steve); if you're wondering "is this for me?" the answer is a resounding "Yes!". In a short session you'll learn so much about sliding around that those OMG moments when the bike twitches on the road will be consigned to the simply boring category. A huge thank-you to Den for the organisation; and particularly to John Nixon for arranging very welcome hot drinks and snacks to keep Team WHAM's performance at top-notch!



*Eyes up – look for the view!*

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## The Chief Observers Notes

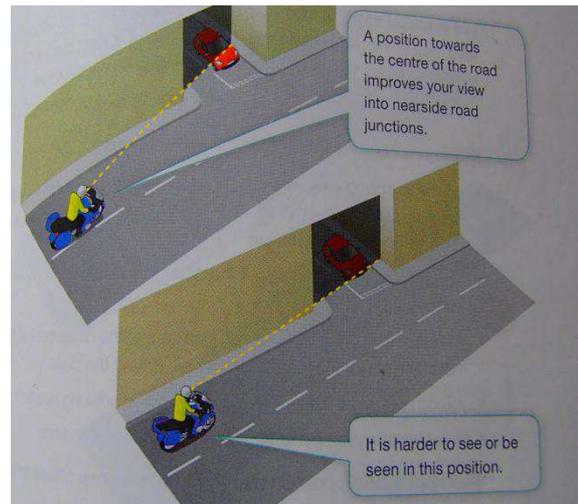
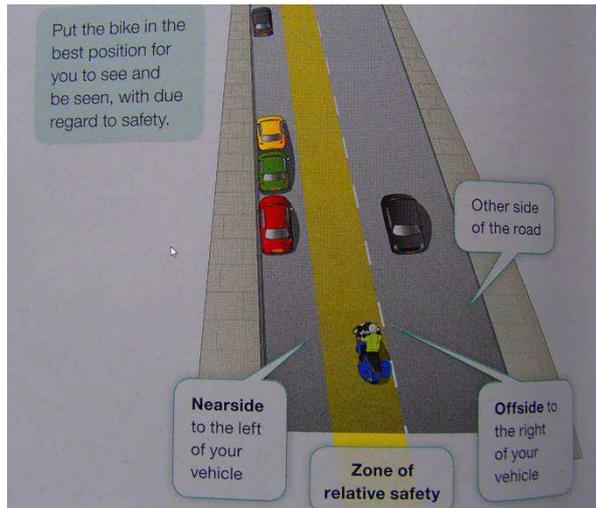
### Positioning

**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).

# The Chief Observers Notes



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

Always be prepared to sacrifice your road position for safety.

Safe positioning on the approach to hazards.

The system of motorbike control provides a 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 oncoming 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 (please click to open);

[https://www.youtube.com/watch?v=rVouuH4tLQ&feature=player\\_embedded](https://www.youtube.com/watch?v=rVouuH4tLQ&feature=player_embedded)

Del Britton CO WHAM

Utube = Del B WHAM



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



# Caught on Camera



All from France '14, send in your photo's for inclusion into 'Caught on camera'



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

