

Your Monthly Newsletter



October 2014

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

The Chairman's Notes by Paul

Welcome to the October edition of the Newsletter, brought to us by Roger Brooks. The weather has definitely turned and the joys of Autumn are visible on the roads.

I have been fortunate to have a courtesy bike this week, now covered in Herefordshire's finest mud! It has been more like the Mick Extance off-road experience than fun on A, B and C roads.

WHAM has had a very busy few weeks. Some have been sliding towards stardom on the speedway experience, thanks to Derek McMullan, whilst others are nursing skid marks. Some have experienced a tour of Normandy, thanks to Del Britton, and all are on diets following the food and French patisseries, not to mention beers and wine. All have some great stories to tell. Please check out the photos in the gallery (<http://www.wham-motorcycling.org/gallery/>) which Tony Davies has set up.



Despite the darkening nights we have a lot to look forward to over the next few months. October natter night is an opportunity to meet the examiner with Marcus McCormick and November's meeting will be a Sat Nav workshop. Del Britton is busy organising the route for this year's Armistice Memorial ride to the National Arboretum, near Lichfield. Please check the website programme for more details. The WHAM Christmas Dinner will soon be upon us. Please see below for details:

Christmas Dinner

This year's Christmas Dinner is booked for Friday 12th December at the Falcon Hotel, Bromyard. If you have not tried the food at the Falcon I can guarantee you won't be disappointed.

We will have music provided by our very own musicians Ian Barnard and Phil George (thanks guys) so bring your dancing shoes. This year Sylvia and John will take your order at the table.

Numbers are restricted to 80 and will be on a first come, first served basis. The cost is £25 per person. The dress code is smart casual but no jeans please.

If you wish to book a room please contact the Falcon on 01885 483034.

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Chairman's notes continued

We will be paying a single payment from WHAM so will not be dealing with cheques/cash on the night.

So what do you need to do now?

Go to the WHAM Shop <http://www.wham-motorcycling.org/wham-shop/> and book your seat(s)!

The Menu will be as follows, although I will email a more detailed menu to those attending closer to the time.

Starter

Soup or a choice of 2 cold starters

Main Course

Roast Turkey, Roast Beef or a Vegetarian option

Dessert & Coffee

Choice of sweet desserts or cheese platter

For those who have not attended before it is a relaxed evening, providing an excellent opportunity to have fun with other members of the group. I can't wait!



I would like to take the opportunity to say a big Thank You to John Hodges, who is leaving the area to take up residence in Notts. John was instrumental in establishing the club and he has most recently been Membership Secretary and welcomed many new members, particularly at our Rider Skills Days. He has played a key role for WHAM over several years. I was fortunate to have received training from him as an Observer and ride with him on day rides. **Thank You John** – your efforts have been greatly appreciated by all of us and you

will be missed. You are welcome to join us at any time and I hope you can meet us on one of our day rides next year.

I am looking forward to picking up my bike from BMW (No Tony, not another new one!!) with its new top box mount. At least I won't have to clean the filthy courtesy bike! I am unable to attend the October natter night, so please accept my apologies, but look forward to seeing you on a Sunday ride or future events.



IAM Test Passes

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

Robin Coulthard

Jonathan Morris

James Roddis

Observer; John Nixon

Observer; Derek McMullan

Observer; Gary Barnes

Mike goes shopping

It is always difficult when starting out on a purchase to know where to start and I wonder if it would be helpful if members recommended any shop, garage etc where they had received good service as an ongoing guide or reference library to others.

After fifteen years, I felt it was time to replace my Rukka clothing.

First job was to consult the oracle (Derek) who was most helpful and confirmed that Rukka was still one of the best. He made a very good comment that although there were many offers on line it was still advisable to buy from an official agent in order to get the six-year warranty.

Checking on the Rukka website I found two dealers in Birmingham. I first visited Bikerswear, in New John Street (lots of free parking in the street behind) Upon entering the shop I was confronted by a vast array of clothing, boots helmets etc covering all makes and prices to suite all budgets.

Looking at the Rukka section, we were approached by Sonny who had an excellent knowledge of the product range. We thought each other familiar and after discussion found that it was he who sold me some new boots at the Motor Cycle Show at the NEC last year. Small world.

I tried on various jackets and trousers and decided on Armacor. He had unfortunately sold the jacket in my size only that morning, but assured me he could get one in and courier it to me within two days.

We went over to another store J&S for comparison, but found the staff quite disinterested in making a sale and as a result we returned to Bikerswear where I placed an order with Sonny. I left the shop very pleased with the service and price and would not hesitate to recommend them to anyone looking to buy motor cycle kit.

I had taken the trousers home with me and the jacket arrived as promised within 48 hours.

Bikers Wear, 46 New John Street West,
Birmingham B19 3NB – 01213266080

Mike Franzen



For Sale

I recently bought the wrong battery for my FZS600 but I had filled and charged it before I realised.

It has never been connected because it was too big to fit the bike.

I therefore have a brand new Yuasa YTX12-BS which cost £34.50 for sale at £20.00.

Ring Jim Wesley on 01497 820705.



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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.

Club Notice Board

Please send notices to 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



Up coming EVENTS

- 29th Meet the examiner- Marcus McCormick
- 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's are from Derek M

[Extreme Hill Climb](#)

[Bulldog](#)

Members' Articles

Howard reviews the Triumph Tiger 800

It's 1983, I'm 17 years old and eyeing my older brothers new GSX400. It seems natural to take my test and follow him into the exciting world of 80's bikes. But what's this, a 1970 mini 1000 in mustard bought from a pensioner by my dad, eager to keep me off the dangerous streets.

And so begins 30 years of uninteresting car ownership. Forward 30 years and an itch rather than a middle life crisis, I ask my wife what I should do, go on a soul searching tour of India, have an affair or take my bike test. As she doesn't seem so bothered which option I take, I opt for what I want to do, DIRECT ACCESS!



Test passed, after a hitch doubling the speed limit on the Gloucester – Stroud road and I found myself ready to buy my first bike. At just over 6 foot I found a lot of the naked options too small. I test rode a NX700 and CB600, sorry Honda fans, a bit boring! I jumped aboard the acclaimed F800GS, which left me underwhelmed.

Members Articles

Howard's review continued

Maybe I thought an adventure style bike wasn't for me and I should re-look at some of the naked options out there. One last thought, the Tiger 800! 100 yards down the road I found myself grinning like an idiot. The bike was comfortable, exciting and most importantly, FUN. Being my first bike, I have nothing to compare it with and my mechanical ignorance precludes me giving chapter and verse on the technical aspects of this bike.



However, 3000 miles in I can safely say I have made the right choice. Riding through town in traffic the bike has an undeniable presence, its 240 kgs feels nothing in slow stop start riding. On motorways, the bike sits very happily around the speed limit and is extremely comfortable, the optional high screen gives plenty of wind protection. Although I haven't yet got the most out of the bike, it is on the B roads that the bike is most fun, it turns into the bends with the slightest opposite push and when asked will accelerate well. The gearbox is very smooth and I find the gear indicator on the dash extremely helpful.

I know there are bigger more accomplished adventure style bikes out there but for me, as a new rider, I wanted stay reasonably sensible with regards to engine and physical size. I think the bike looks great with spoked wheels, larger front wheel (21") hand guards and beak as standard (XC). Triumph were throwing in the higher screen, top box (with sliding carriage ??) and heated grips which made the just over £8K price tag seem a lot of bike for the money.

Howard Croft

These photos were taken on a recent Sunday ride out, send in your pics and they will be included into the newsletter. Next month we hear all about the Normandy trip. I have it on good authority that Del is looking at doing a trip that covers the First World War next year.

Ian Barnard sent in an update regarding Lynton, he has been moved to: Rashwood Care Home, Wychbold, Droitwich WR9 0BP, 01527 861258, <http://www.efhl.co.uk/index2.php?subsectionid=14>



Worcester and Hereford Advanced Motorcyclists

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



Speedway – It's a knockout!



WHAM Team Speedway was at Brandon Stadium near Coventry on Friday 3rd October. None of us had any previous experience of Speedway. So here are the team's candid opinions on the day:

Andrew Dodwell



I thought the day was exceedingly marvellous throughout, and will most definitely be back there again, the nearest venues they do are Coventry, Swindon and Birmingham so will wait until they advertise those venues again.

Thanks for organising the 3rd October Derek it was brilliant, and was well impressed with Russ's speedway skills, one of the best days out ever.

My throttle cable jammed open on my last stint of the day, but even that proved fun.

Richard Hewitt



What an excellent way to accumulate bruises!

Seriously, a fantastic day had by all with the WHAM team putting in the usual amount of readiness, aggression and application to get the most out of proceedings.

Speedway was quite straightforward to pick-up yet when you get going it turns

into more like riding a bucking bronco than a motorcycle. First four laps saw Del and me total four reasonably spectacular offs and that was just for starters.

Once (semi) mastered though its great fun and exhilarating yet does take a fair amount of physical fitness to get the most out of it.

I'd go again tomorrow...

Guy Jameson



WHAT an experience, I loved it !!!

It was totally wrong to a road rider who "gives it a squirt of power" (to get the back end to give up) to make the arse hang out. Well worth a try with a very professional company.

Thx guys for organising it.

John Nixon



I found it more difficult, more scary and less exhilarating than I expected.

Why difficult?

Because having slid a variety of sand racing bikes when racing in the 1960's, some 46 years ago, the surface of this speedway track had so much more grip than the smooth and relatively softer sand of the beaches I remembered. On hard grit

the speedway bike is much less predictable and much harder to control in the slide.

Why scary?

As Richard said after his first tumble “it hurts!”.

And there’s fencing to hit! One rider hit it so hard he flew right over it – awesome but worrying. And the landing is hard as others will testify!

Why less exhilarating?

Because of the contrast of the bucking, snaking, barely-in-control speedway bike versus the pleasure of controllable, easy sliding on sand that I enjoyed back then. On hard packed grit with its loose top surface, the effort to get the back wheel out and keep it there took vastly more skill than I expected. However, I have little doubt that were I to master speedway technique, I would find the same exhilaration.

On reflection I needed to be:

More fit –I found the 4 laps of each ride totally exhausting. After Ride 3 I felt like giving up. And then the instructor reminded me to *breathe!* I was riding holding my breath. Rides 3, 4 and 5 felt better as I relaxed and the 350cc. bike was easier than the 125cc., but by then I was tired.

More brave - we were told that the faster you go the easier it is. My caution has increased, as I’ve got older. Bikes need forward movement to stay upright. Crack the throttle to break traction when going too slow and the lack of forward momentum can trigger a fall. Did I enter the corners fast enough? I’m sure I didn’t. Did I fear a fall? Definitely!

More determined - we were told that it’s all in the mind! You must want, *really really want* to conquer the technique, close the mind to fear, crack and *hold* that throttle open. Was I determined enough? Not really.

Is mastering speedway relevant to road riding and is it something I wish to achieve?

In my opinion it is not relevant to *my* road riding. I accept the proposition that if your road bike slides you’ll be more likely to control it but, in my book, that’s a situation best avoided anyway. So “No” because I think I can get that (potentially useful) sliding experience in other, less risky ways like say, off-road or trials riding days that WHAM also do.

The Best Bits

- Having the company of Andrew Dodwell there and back to share the experience.
- The superb professional organisation and friendly, effective team at Ride n Slide.
- The company of WHAM brave souls and Jeremy in support.

- The fact I didn't hurt myself despite clipping the fence on my very last lap.

Am I glad I did it?

Without a shadow of doubt, yes! I can cross it off the bucket list.

And Thank You

To Derek for organising it, the whole Ride n Slide Team, Andrew for accompanying me and the WHAM 'Speedway Team'.

Derek McMullan



What an experience! Superb organisation on behalf of Ride n Slide and a great venue at Brandon. The range of bikes and the level of instruction were exceptional for an "experience day" where one's often given the machinery and left to work it out alone.

Every member of Team WHAM improved their riding during the day. There were lots of "offs" which were generally "dust ourselves off and start all over again" events. I noticed Del was being

remarkably consistent with one particular part of the perimeter fence!

The "racing start" sessions were tremendous fun – hanging on for dear life while the back wheel skittered about intent on overtaking the front. Despite the fun I blame the racing start for my nemesis. On the last session Richard Hewitt and I had a competitive racing start, which he won hands-down, and then went hell-for-leather racing for the finish. Pressing the boundaries resulted in the inevitable "off" so Richard and his bike were spread-eagled right in front of my bike.

Have you experienced that calm "slow-motion" effect when you know it's going to happen, but there is time to choose just where/how it's going to happen? My front wheel was heading straight at the base of Richard's neck – not good! These speedway bikes have no ground clearance so 75kg of metal won't do him any good at all. OK I have to hit the other bike - it's only metal.

So it was indeed a knockout day for me!



Members Articles

Here is the amazing photo sequence of Derek and Richard's crash, as you can see in the photo's Derek does an amazing job of missing Richard and saving him from potential serious injury!!!



Members Articles



Members Articles



The Chief Observers page.

Oct 2014 Newsletter – CO editorial.



I'd like to take this opportunity to explain a new process for any of you within the group who might like to be considered as a WHAM Observer. Recently the IAM in conjunction with the IMI (a quality standard accreditation body) have introduced two new Observer levels:

- National Observer (similar to the old Senior Observer qualification)
- Local Observer (similar to the old Group Qualified Observer qualification)

Together the IAM & IMI have prepared a competency based training syllabus for each of the above levels. I'm going to discuss the entry-level Local Observer (LO) qualification from here on as that will be "first base" for all new Observers. The training and qualification will be a continuous assessment process conducted by WHAM's National Observers who are also qualified as LO Assessors.

As CO I will keep records of all the LO training sessions for audit purposes, I also send summaries of the training sessions to the IAM as evidence of training and development. Rather like training Associates the LO training programme will vary in length depending upon the speed with which the training is absorbed.

As well as me WHAM's Training Team (TT) includes:

- Roger Brooks
- Ant Clerici
- Derek McMullan
- Eric Reynolds
- Paul Whitcombe



All TT members are registered as LO assessors and are qualified National Observers (NOs). At present the whole of the TT are being trained in the use of radios for route direction and commentary riding – this training will be conducted by myself and Derek who are both IAM approved radio instructors.

Phew! That's all a bit involved but I hope sets the scene on why things are changing. Now, hopefully, the more interesting bit:



The Chief Observers page.

WHAM needs Observers! The Observer is really the heart of WHAM, we've all had (at least) one and hopefully we're all grateful for the advice and development they've enabled in our riding. If you think you have the time and inclination to become an Observer talk first to your last assigned Observer (or any member of the TT). He/she will give you an honest appraisal of your aptitude and the personal commitment required.

One of WHAM's pre-requisites for Observers is that they can ride at least to a 'F1rst' standard. This is for the safety of Associates and the Observer. Candidates do not necessarily have to have passed at a 'F1RST' grade, however that is the standard we're looking for. Your Observer or a TT member can make an assessment of your riding level if required.

Your observer will inform me or any of the TT of your interest. Before any training starts the first thing we'll do is talk over your motivations for becoming an Observer and make sure that both you and WHAM fully understand the time commitments involved.

Becoming an Observer requires more than just being a very competent rider. An Observer has to have numerous personal qualities, including:

- Communication - essential to get the best out of an associate.
- Humility - understanding everyone is at a different stage of development.
- Patience - always a 'virtue' but especially when observing!
- Commitment - not only to the club but also to the associate, it may take many months of weekly training to get an associate to test standard.
- Time - having the time to commit to both the individual training and of subsequent associates. Having support from your family is essential.

Becoming an Observer will without doubt improve your own riding skills and awareness; it also gives an enormous amount of personal satisfaction when you see another 'biker' develop into a safer and more proficient rider. After all we are a road safety organisation promoting safe riding as well as a social bike club.

Observing does give an enormous amount of satisfaction. If you feel you are interested in becoming a WHAM Observer please let one of us know – I look forward to working with you

Del B CO

Ant Jeynes has sent the following interesting question, which is a very good one! as do YOU move your butt around?

'My question for the observers is when taking corners at a fast but safe pace should I be moving my bottom around the seat of the motorcycle? '

I've passed this over to our training team for a definitive answer, so if you have any biking questions send them into 'whamnewsletter@gmail.com' and we could get a question/answer section going, they can be anything from general biking, advanced riding techniques, riding tips to questions on the advanced test, you think it and we will try to answer...Rog

