

Your Monthly Newsletter



September 2014

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

This month's issue of WHAM news has a few changes and quite a number of great articles. The natter night evening rides are at an end, but don't despair! There are a number of interesting speakers that have been lined up, September is a discussion on a bike "Heads up display" so come along to find out more.

Although WHAM is a rider training organisation, it has a very active social side with regular rides and trips planned, Del Britton's upcoming trip to Normandy at the end of September being a good example. Keep an eye on the website and come along to the Natter nights and keep up to date with the planned ride-outs and weekends away.

My KTM has been suffering from an oil leak for a while, with me trying many things to 'cure' the problem, new seals etc but with no luck. Well that was until the last natter night where I found three wise men, sitting by the bar funnily enough! They are Ian B, Phil G and Tony R, so recounting my story of the leaking oil seal, they all gave it some deep thought, until Ian said give the seal a good coating of grease before fitting and that will help it sit, and that what I did the next day and you guessed it... leak all fixed!!!! As is said 'experience is priceless' thanks guys.

John Hodges is stepping down as Membership Secretary. Feel like getting more involved with the group? We would like to hear from you. Please drop John an e-mail at jhpanrider@gmail.com or speak to any committee member. Full training and back-up will be given so you won't be thrown in to the deep end.

As most know the Hereford based riders receive a reminder e-mail most weeks with regards the Sunday ride-outs, if any one wants to be added or removed from the mailing list please let Alex Hoyle know whamsecretary@trackdown.co.uk this includes if you would prefer to be BCC'd on the list.

Rog

The Chairman's Notes by Paul

I hope you have had a fantastic summer of riding to date and have some great biking stories to share with us.

The Ashes competition was sadly cancelled this year and we were unable to defend WHAM's excellent track record. However, in true WHAM spirit the training continued, with a venue kindly organised by Stuart Poole. Roger Brooks brought a bike to fettle with for the bike fault exercise. Del Britton had a team of observers to help master the other challenges. The competition had been cancelled due to lack of interest from other clubs. A great shame because it was one of the highlights of the year, not to mention the fact we have been very successful in the past! A big thank you goes out to the team who had committed themselves to the training and taking part in the competition. Next year



Check rides and test applications are starting to increase. Congratulations to those who have passed to date – see below for our latest successful members. It was great to see a lot of you at the day ride to Bala, despite the initial rain. I enjoyed riding with different members and listening to their biking exploits.

Worcester and Hereford Advanced Motorcyclists. Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260
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THE IAM OR THE WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



The News

Congratulations to Derek and Del who have passed all sections of the IAM radio operators qualifications. In an article in Bike Magazine this month it mentioned, to increase confidence it is worth following an advanced instructor while wearing an earpiece in your helmet.

Thank you to those who returned a questionnaire. Derek has compiled the data and we have been acting upon it at the last Committee meeting. See below.

At a recent SRP meeting (Safer Roads Partnership) it was very encouraging to get a regional perspective on how WHAM is getting on, compared to other groups – we have been successful in recruiting new members and have had a relatively large number of Associates for training. If you are a new member please make yourself known on a Sunday or a natter night and we will make every effort to get you involved in the club and meet new friends.

If you have any biking photos or interesting exploits you would like to share with us, in the newsletter, please send them to Roger Brooks. Members are always keen to find out and it also helps if other members are planning similar trips.

Over the next few months we have some interesting natter nights planned, including Bike-Hud demonstration this month and meet the examiner with Marcus McCormick in October.

Ian Barnard has kindly provided me with an update regarding Lynton Jaynes. Lynton has not yet regained his short term memory and this makes the passing of time to him seem like just a few minutes rather than realising that he has been in Hospital now since Jan 19th. On the positive side he is in good general health and has shed about 4 stones which has had the benefit of reducing his dependence on insulin significantly. Linda, his wife, is aware that Lynton is unlikely to return home this year.

If you visit Lynton in Leamington he can appear to be a little vacant when spoken to but that is largely due to the memory issue. He has a good recollection of things that are further back and can chat happily on motorbikes and tours etc. It is a good idea to visit in pairs as this gives the opportunity to chat with Lynton without him having to join in everything. He does appreciate seeing people and can remember that they have been.

In summary then it would difficult to say that there has been much change to his mental ability but his all-round general health has improved. The brain is a very difficult organ to fix and it is going to be a very slow process. Our thoughts are with him.

I am off to organise a back-road route to Suffolk for a day ride to see the in-laws. The joy of base-camp! We are aiming to have a Garmin workshop over the winter months which I am certainly looking forward to! I hope you take every opportunity to enjoy a journey by bike and look forward to seeing you out on rides. Have fun out there!

IAM Test Passes

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



Ant Jaynes

Observer; Paul Whitecombe



Adrian Wheeler

Observer; Gary Barnes

Jeremy Davies

Richard Hewitt

Edward Price

Del Britton

Members Articles

TOP THIS FOR A SPEEDING TICKET...

Two British traffic patrol officers from North Berwick were involved in an unusual incident, while checking for speeding motorists on the A-1 Great North Road .

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact latched on to a NATO Tornado fighter jet over the North Sea , which was engaged in a low-flying exercise over the Border district.



Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. 'Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it.

Furthermore, the Sidewinder Air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched'.



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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.



What's wrong with this picture?

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

- Ride n Slide Dayz. Speedway by Derek M
- 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 Andrew Culley

[Loading your bike](#)

[Loading your bike pt2](#)

[Loading pt3](#)

Members' Articles

'CAVEAT EQUUS EQUITIS' – lesson for us all?

Okay, so I'm sure we are all familiar with 'Caveat Emptor', let the buyer beware. But what about *before* we make that purchase? So what, you might think, there's nothing to beware of ahead of buying that bargain freezer, computer, sofa etc. Etc.

And then there's things that you ride. Horses, bikes, motorcycles – even cars. What if that thing isn't safe? What then? You want to test it before you buy it to see if it's ok – yes? Of course.

That's where '*caveat equus equities*' comes into play i.e. 'let the *rider* beware' (strictly translated as 'let the horseman beware' they didn't have bikes back then).

So there you go. Full of enthusiasm for your potential new two-wheeled acquisition. You arrive at the dealer, talk a bit, get shown his track day photos on the office wall and have a cup of coffee. You are getting on fine. The bike looks ok, it's the right model and clean and tasty. You look over it, it looks good. Something nags at the back of your mind, but no, you can't put your finger on it.

"Want to take it for a spin?"

"Yes please, that'd be great".



John Nixon

Members Articles

Dealer puts petrol in bike. You don leathers etc. You've just signed the disclaimer and you're in for £500 quid excess at least. You know the score.

You fire it up, it settles into a lumpy tickover, natural for a big twin. You ease the clutch out and move down the access road of the premises on the trading estate. There's room in the car park as it's a Saturday and you do a figure of eight balancing that back brake beautifully, you do a moving brake test. It's fine. You look forward to the main road where you'll sample it progressively.

You turn right out of the parking lot onto the trading estate road, over the speed bump, gently now, slowly round the left bend and into the right curve leading to the traffic lights round the corner. You're doing 10mph, 15 max.

What the ****? The back slides out to the left, way out! Reflex opposite lock goes on and the front slides out too. You lowside onto the smooth tarmac and the armour in your jacket and trousers takes the thump and graze. It's almost graceful. The bike slides about 15 feet, the brake pedal leaving a score mark. "It must have dumped it's sump" you think as you get up. But no, there's no oil. There's two grease marks from the tyres. You look at them. Tyre shine! What? They've shined the tires and you can see by looking closely there's tyre black up the grooves towards the centre. Someone's dolled the bike up by spraying the tyre, maybe, just maybe wiped the surface of the tyre but that's it. You recall noticing the black sidewalls. Oh ****!



You wait for help to lift the bike and someone soon pitches up. "Thank you mate!"

You limp the bike the few hundred yards back to the dealer. "She went down on me, both tyres have been blacked".

You walk together to the corner where the grease marks are.

"I can't believe there's so little damage to the bike" says dealer "What do you expect", says you, "I was only doing 15mph".

"This corner is deadly" says dealer, "my sports car easily spins the tyres here".

"That's not it", you protest, "just look at the grease marks – both wheels too!".

You rub the tyre with your thumb and show the dealer the grease on your skin and kneel down pointing at the grease marks on the road.

"Well, you know the rule", says dealer. "you bend it you buy it" "But it's not my fault!" you retort "The bike is badly prepped"

Dealer won't have it. He just doesn't accept responsibility, claims it's standard industry practice to black shine tyres and bangs on about the slippery corner and the rider's liability under the 'usual practice'.

At this point...some 20 minutes afterhe asks if you're ok!!



Worcester and Hereford Advanced Motorcyclists

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



Members Articles

So there you have it. A problem. And you are liable at least for the excess.

As it happens, the dealer *didn't* get me to sign anything and didn't say anything about liability in the event of.... We parted.

It could have been **so very much worse**.....! Imagine I'd got to the main road and entered the busy roundabout.

Lessons for me.

1. Don't test ride a bike unless you are pretty serious about purchasing that model.
2. Don't test a bike from a car dealer selling a bike. Tyre shine is fine on cars.
3. Always, always check visually and verbally with the dealer that the bike is well prepared and safe to take out. Look for tyre shine just in case and ask if the tyre pressures are correct. Do a figure of eight to check lock, throttle cable tension and do a moving brake test. Go very gently until you're sure it's riding ok.
4. Never road test a bike buying privately unless you are prepared to buy it if anything untoward happens.

Lessons for the dealer.

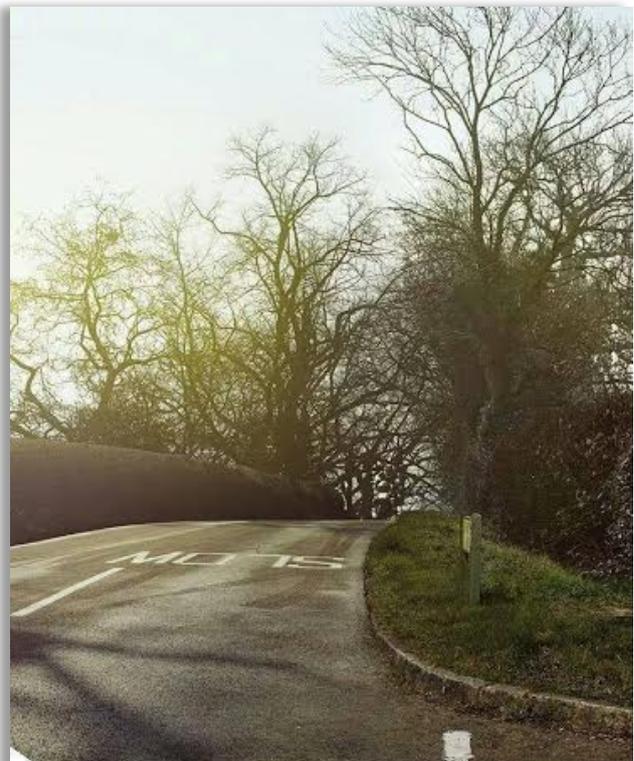
1. Do not use tyre shine on bikes. (I checked three dealers and of course none ever, ever, use it).
2. Always get a signature.
3. Always prepare bikes properly.
4. Warn of any early local road hazard you're familiar with (like the smooth corner)
5. If you want a customer now or in the future take care of the customer first, not your financial concerns.

John Nixon. (I AM trying to influence your choice of new bike.....Rog)



Above, Paul gets amorous with Del's bike on a recent ride to Yorkshire, while Stuart wonders what his let him self in for!

Right, Can you see the bike? Another great campaign from THINK!



Membership Questionnaire 2014

Lies, Damn Lies and WHAM's 2014 Questionnaire Analysis

With many thanks to Derek McMullan for putting this all together.

A big thank-you to those members who completed the questionnaire and volunteered their opinions on what's happening now and what they might wish to see for the future. Your Committee has a more detailed review of the results for planning purposes but here is a high-level view of how WHAM is perceived by you, the members.

In the survey if a member did not express a particular opinion they're classified as "did not express an opinion" and so you'll see figures below which don't necessarily add up to 100%.

Training

- Just over 60% of WHAM's full members do not require additional training; the 18% who said they do want additional training overwhelmingly know who to ask to facilitate that.
- Some members commented that the repeated messages from your committee about further or refresher training must surely mean everyone is aware of what's on offer however others said they were not so aware.

So...

WHAM will continue to publicise its refresher or further training options to members. Those of you who are aware please bear with us because there are a significant minority who remain unaware.

Video cameras

- More than a 25% had personal experience of video monitored training. 64% feel positive about the benefits of video monitoring.
- Almost 13% of members are either negative about the benefit of video or simply don't want video feedback.

So...

All the Training Team members who are equipped with video will assess whether video could be useful and, if so, will ask for the rider's permission for video to be used.

Radios

- 69% of members are positive about the benefits of radios for route guidance, commentary rides and guidance on the move.
- 5% of members are negative about radios this principally revolving around the possibility of radio guidance over-loading or confusing the rider receiving guidance.

So...

The Training Team are very much in agreement that radio usage must be well controlled and only used where beneficial and appropriate. Two National Observers are currently preparing for IAM radio qualification and will become mentors of other WHAM observers who may take on radio usage in future.

Membership Questionnaire 2014

Ride Programme

- 92% think the current Worcester and Hereford departure points are good for ride start points.
- 87% endorse the ride start times. An equal 87% think WHAM organises enough in the riding programme.
- 56% expressed a preference for Sunday rides and another 38% were happy with either weekend day, only 3% wanted Saturday rides.
- Just over half expressed interest in weekday rides.
- 59% are comfortable with Observed rides taking place on Sunday Group rides, however 33% are not.
- 67% enjoy the evening rides arranged in the summer.
- A composite figure for the mix of rides is 65% short Sunday, 20% all-day Sunday, 15% long weekend trips: there is quite wide variation on this.

So...

That's an overwhelming endorsement of the regular ride programme so expect more-of-the-same! The mix of regular Sunday, full-day Sunday, occasional weekend rides and summer holidays seems to meet the needs of a large majority of the membership. Further analysis of those against Observed rides on our Sunday outings exposed the reason – the Observer team want to ride for themselves! OK team – we got the message!

Monthly meetings

- 80% are comfortable with the last Wednesday timing of Natter night; 13% are against that timing largely for work or domestic reasons.
- 44% rated past Natter night speakers good or better, an equal 44% rated them average (or of variable quality) and 8% rated them as poor.
- 82% of members want speakers for some Natter nights.
- Only 36% want more time to chat with other members but 54% do not.
- 39% rate the Falcon good or better, 44% rate it as average and 8% as poor.

So...

With apologies for those unable to make it Natter Night will remain on the last Wednesday of the month. The Committee will research better quality speakers subject to affordability. The current informal end to Natter Night allows members to depart immediately or stay and chat with others as they wish so that too will continue.

The Falcon is at the geographic centre of our counties and remains an inexpensive venue for our meetings. Your Committee's current view is that it offers the most convenient location and the best value; the Committee will keep that under review.



Membership Questionnaire 2014

Special events

- 80% are interested in touring with WHAM; 46% of those expressed a preference for touring abroad though many made it clear touring in UK is of interest too.
- 64% expressed interest in track-day training and 44% in off-road training.
- A significant 33% are prepared to organise events to BSB, Rallies, etc.

So...

WHAM's current programme of special events caters for all areas of interest. The Chairman will be in touch with those willing organisers to see what else may be arranged.

Social media

First; an apology – this question was badly worded. Secondly; a thank-you to all those who made their preference clear within the questionnaire.

- 51% are members of WHAM's Facebook page.
- 67% want WHAM's page to remain a closed Group (whether or not they're currently Facebook page members); only 5% want it to become public.
- 67% see no advantage in other forms of social media.

So...

WHAM's Facebook page will remain private to WHAM members. We will not be developing any other Social media.

Club Officials & Organisation

95% find WHAM's officials friendly and approachable.

92% think positively about WHAM's communication.

87% know whom they should speak to with any queries.

100% read WHAM's Newsletter, 97% find it easily accessible and 92% like the content.

87% think the WHAM website is useful

So...

Largely WHAM's committee seems to be doing the right things for most members but it will continue to try to engage with the small minority whose support they don't currently enjoy.

Whilst the website and Newsletter were highly rated there were some good suggestions for articles and site content. The Committee will assess how those suggestions can be incorporated.

Christmas Dinner

38% intend to attend WHAM's Christmas Dinner

33% would like a "smart casual" dress code; 15% a "Formal" dress code (Note that the majority here is "No preference").

44% would like music, 31% would prefer no music

23% would like the event in Worcester, 26% in Bromyard and only 10% in Hereford

So...

The 2014 Dinner will be at the Falcon again as it is most convenient to our widely-spread membership, dress code will be "smart casual" and music will be provided.

Naughty people

A motorist in on the M25 at Swanley holds the record for the highest speed clocked by a speed camera in England and Wales between April 2013 and May 2014. The 149 mph figure was revealed following freedom of information requests to 39 police authorities by the IAM (Institute of Advanced Motorists). Eighty-five per cent of police authorities responded.

Other findings include:

- The highest speed recorded on 30mph road was 96mph on the B1288, on Leam Lane, Gateshead
- The highest speed recorded on a 50mph road was on the A414 Stanstead Abbots, Hertfordshire where a motorist clocked 119 mph
- The highest speed recorded on a 60mph road was 127mph on the A413 Wendover By-Pass, Wendover

The guidelines to magistrates on sentencing for speeding include:

- 70 mph road: For driving between 101 and 110 mph. Fine plus 6 points or disqualified for 7-56 days.
- 50 mph road: For driving between 76 and 85 mph. Fine plus 6 points or disqualified for 7-56 days.
- 30 mph road: For driving between 51 and 60mph. Fine plus 6 points or disqualified for 7-56 days.¹



WHAM Team Speedway

Currently WHAM's Team Speedway stands at seven "competitors" plus a small (but very select!) support team. The competitors are:

- Del Britton
- Andrew Dodwell
- Richard Hewitt
- Guy Jameson
- John Nixon
- Derek McMullan
- Ed Price

WHAM has a provisional reservation for up to 10 places so this is your chance to join the most challenging WHAM event of the year!



Contact Derek McMullan on 07791 102 218.

Members Articles

BMW Motorrad Perfektion Training, Nurburgring

By Derek MCMullan

You will all have heard of the Nurburgring, or Nordschleife. It has been a Grand Prix track in the past, Jackie Stewart nicknamed the track as “Green Hell” on account of the fact that for the 13 miles around the track the driver or rider is able to see little more than the surrounding fir trees. In recent years the track has been used extensively by motor manufacturers as a development proving ground: “The Ring” is generally accepted to be one of the toughest tests of performance cars and motorcycles. Today the Ring is still used for a few Motorsport events but has become increasingly celebrated as one of the most challenging riding or driving experiences available to the public.



The reputation of the Ring attracts lots of enthusiasts and the public access days are never short of queues of bikes and cars ready to test themselves against the Ring at a current price of 32€ per lap. The public days used to be fairly civilised; all the German public road laws apply on the Ring so slower traffic would allow faster traffic to pass on the left side (it is of course a one-way street). The attraction of the Ring is heightened by one notable difference to most German rural roads – like some German Autobahns there is no speed limit! In the last few years the attitude of Ring traffic has changed and the respect that used to exist between fast cars and motorbikes can no longer be relied upon. In public sessions I’ve had very fast 911s sit about ½

metre off my bike’s back wheel as I’m trying to negotiate some pretty challenging corners; equally I’ve had bikes use their outright speed to pass and then block a corner for my faster-cornering car. The speed differential on the fast sections of the track too has become a concern – on a bike I might think I’m doing rather well at 150mph but some cars will pass me like I’m standing still!

The Ring’s attraction is based not only on unrestricted speed but also on the incredible length and complexity of the circuit – 12.8 miles including 154 bends (OK at road speeds you would dispute whether all qualified for the title “bend”), at high speed all those bends deserve respect! The Ring has about a 1000’ of elevation change from lowest to highest point. Having just walked some of the steeper sections I can tell you that in places it is steep indeed!

Like a few other organisations BMW has organised specialised motorcycle and car courses at the Ring for several years so this year I decided



Members Articles

to try the “Motorrad Perfektion” course as it is delivered on a closed track to motorcycle participants only – so no Porsche GT3s or McLaren MP12s to harass us; hurrah! In previous years the course had developed an excellent reputation as a disciplined approach to a forbidding circuit however this year the course was revised and perhaps lost some of the essential connection to discipline. This year we were split into two broad classifications: instructor-led lapping and “free” lapping – these alternated on the track. Being only familiar with the Ring in public traffic (which teaches huge respect for “what you might reasonably expect to happen”) I went for Instructor-led lapping, a good choice since the “free” lapping turned out to have a little too much resemblance to “Loony Toons” and sure enough there were too many incidents, one carrying the ultimate penalty. Anyone who has been at the Ring will know that if there is an accident the Ring is closed to everyone whilst the recovery of the stricken vehicle and pilot is effected. We suffered too much disruption this year as the “free” lapping contingent contained too many people without either the skill, the respect, or possibly both, for the circuit. The inevitable consequence was more prangs.

Like most race-circuit training the course started off with the safety briefing and a bit of theory. At the Ring the option of “learning the circuit” from diagrams and discussion just cuts no ice; it’s simply too big and too complex. Instead the time-honoured approach is to use “section training”: the course is split into a number of technical sections and the designated groups have time to ride that section repeatedly to learn safe/fast lines before going to full laps. Inevitably the full laps start off at a moderate pace to give punters time to become used to the environment and the other riders in their Group. Gradually the pace rises until we are doing quite respectable laps.

Now that the pace has picked up the most intriguing thing is that the instructor’s brake-light isn’t working. He can’t possibly be lapping at this speed without using his brakes - not on a GSXR – I’m on a GS with legendary engine braking and I’m using the brakes! After the session it turns out that not only is he not using the brakes but he is also using top gear for most of it too! Over a beer it emerges that Kim, the instructor, gave up counting laps of the Ring when he passed 13,000: OK, he does know the Ring!

As well as the instructor’s GSXR and my GS my Group was represented by a BMW HP4; an Aprilia RSV; two Hondas (a Fireblade and a CBR600); two BMW K1300Ss and a Triumph 1050 Tiger. Two Swiss guys, a Pole and a kindred Irishman livened up an otherwise English set of owners.

Would I do it again? That rather depends on how BMW listen to, and act upon, feedback from this year’s course. This year I was glad to be in the more controlled instructor-led sessions – we had markedly fewer incidents.

At the end of the course the organisers said that in future courses there would be no more “free-lapping”, which is a great shame. With some procedural changes and perhaps a few technological checks on certain sections of the tracks it could be much better controlled and still allow people to “dare”.



Worcester and Hereford Advanced Motorcyclists

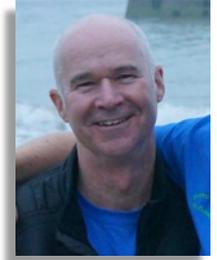
<http://www.wham-motorcycling.org/>



The Chief Observers page.

Overconfidence after training

Overconfidence in the period after training is a risk you should be aware of. It is important not to underestimate the amount of practice that is required to become a fully competent rider. You will encounter many situations as an advanced rider.



Overconfidence can take you into situations you cannot handle and will increase your risk of collision. Riders can over estimate their abilities in various ways:

- Riding a different machine after training – manoeuvring a more powerful bike with different handling characteristics and safety features requires additional practice.
- In the first few months after training less experienced riders can tend to believe their hazard perception is better than it actually is, when measured objectively.
- Bike safety technology and equipment have advanced at such a rapid pace that they can give riders a false sense of security, leading them to take more risks. This is especially true for riders who return to riding after a break. Riding a machine that has many more safety features than the one you learned on can lead you to take false risks that you would not have taken before.

This is why critical and honest self-awareness is so important. It will help you to keep your actual riding ability and your perceived ability in balance.

- People who develop a high level of ability in any field have better than average self-assessment skills. They are continually reviewing their performance, analysing their mistakes, and working out how they can improve
- People who are not very good at assessing themselves find it difficult to develop a higher level of competence as they fail to reflect on what they can do to improve.



Self-assessment is only possible through reflective practice. Monitor your actions as they are actually happening, and review your performance after a ride. Ask yourself:

- What is my aim?
- What went well and why?
- What went less well and why?
- How could I do better next time?
- Have I been honest with myself?



The Chief Observers page.

Be honest.

The first thing to focus on when you review a ride should be your own safety and that of other road users. Being honest with yourself about what didn't go so well is vital if you want to continue to improve. For example, you might look back on a ride to consider:

- How you controlled the machine.
- How you managed traffic situations, and anticipated and planned for hazards.
- What aspects of the journey you found challenging.
- What personal characteristics affected your riding behaviour.



Reviewing things that went well and analysing why you handled them well is also important. It will help you to transfer your competence in one particular situation to other situations. This will broaden your ability to make accurate decisions and judgments.

But in the end, you will only become a better rider if you understand your own vulnerabilities, know the limits of your riding capabilities and recognise the human factors that affect your safety.

Riding a bike gives a satisfying sense of freedom. Practising continually to develop your riding ability will increase your satisfaction, enjoyment and safety.

Observers are always ready to take members out on assessment rides even if it is just to keep you up to speed with the riding skills you have already developed.

Del B



Del and Stuart planning a road trip



Why is Paul taking a pic of a horse's ass



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



Mike S shows that his Yamaha's breaks work



Beautiful Lake District roads



The Horse's ass



A very nice GSR



For the GS lovers



Add your own comment here.....