

Worcester & Hereford Advanced Motorcyclists



August
2015

The Chairman's Notes



Welcome to the WHAM Newsletter. Our club has been very busy to date thanks to the efforts of our members.

A big thank you to Callum Rees for coordinating our ride to the very successful ROAR IAM Motorcycling festival. Have a look at the IAM on-line photos and find out who, from WHAM, won the slow riding competition. Ian Hutchinson, his TT hero, was very impressed! Can you guess who?

Callum also sorted out a recent Biker Down course which was well attended by members. Haven't done one? I would highly recommend it, in particular managing an accident scene and helmet removal, if required. Members have had to apply skills in the past, coming across a scene during ride-outs. We always make safety a priority but it's worth being prepared for what you may come across.

Tony and Ali are putting the finishing touches to our Exmoor trip and Del is busy planning our Ypres trip, both in September. Check out the WHAM programme and newsletters for details. Thank you for your patience regarding the Slow Riding Day, now planned for the 16th August. The weather has unfortunately not been favourable for us. Den is keen for us to have a day this year and, despite recent health issues, is coordinating and liaising with Tony and Derek. Get well soon Den.

I have just returned from a trip to London and then Suffolk on the bike. Over 500 surprisingly fantastic miles in 2 days (plus an attempt to do some work!). Fortunately for me, when leaving London the A10 and M11 were heavily congested so a bit of filtering and brief stop to look at a map resulted in a ride through rural Essex and Hertfordshire, including Finchingfield, Heddingham and Bishop's Stortford. The roads follow old field boundaries so fantastic tight corners were regular and challenging. I really enjoyed Dynamic mode! I recommend this area if you are considering a weekend away this time of year. Riding between Lavender fields and past thatched cottages; classic English scenery - rich coming from a Welshman! If you have any places you would recommend please let us know or even write an article!

There still seem to be a lot of new bikes filling our meeting points folks so send in a review to Stuart with some photos please; whamnewsletter@gmail.com

I look forward to seeing out on a ride soon and at the Slow Riding Event on the 16th August,

Paul Whitcombe

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260

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And you thought riding a bike around the Isle of Man was dangerous!

If you can think of a better caption - or have a photo for the magazine email:
whamnewsletter@gmail.com



From the web:

Right of way?

URL: <https://www.youtube.com/embed/UEIn8GJlg0E?rel=0>

courtesy of Derek McMullan



Scotland, via the Lakes, on a R1200RT

By Mick Peakman

The scene was set, my partner was off to Scotland on business for the week & I had a plan to go walking in the Lake District. The weather forecast was pretty good apart from one day of strong winds - no worries for an experienced walker such as myself - the riding would be done & all would be well.

So it was that on a warm Saturday morning, my bike; a BMW R1200RT, was packed with everything I needed for the Lakes, I headed North initially up the M5, then the M6. I had looked at a non-Motorway route but it would double the time & I wanted to get a walk in that day so reluctantly, the motorway it was.



I had also taken the precaution of packing a bag that my partner would take up with her so that I could join her at the hotel either Monday or Tuesday.

Once off the M6 I headed for Ambleside along good fast roads, enjoying the views of Cumbria opening up in front of me. Windermere arrived soon enough, as did the tourist traffic, but being on a bike meant I could progress past the worst of it.

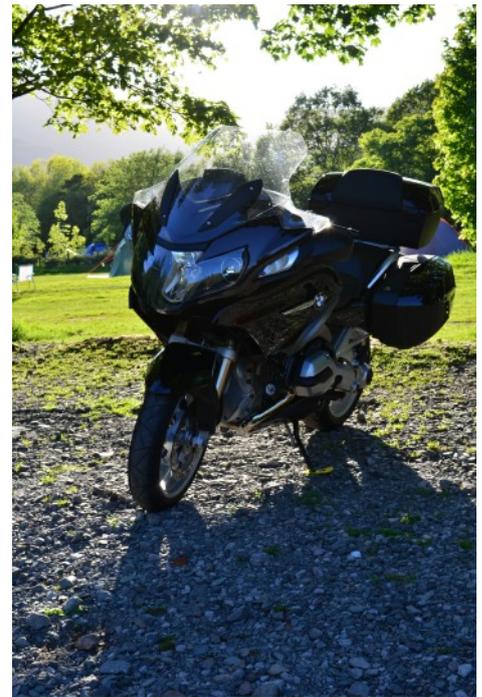
My destination was Great Langdale which is about 10 miles from Ambleside along country roads barely wide enough for two cars, but fine for a bike, although approaching cars seemed to think they should have 3/4 of the road, clearly not realising that a fully loaded RT is actually quite a wide vehicle itself!



The campsite was reached without incident & I pitched my tent within about 10 minutes of arrival, then began the task of packing a small rucsac for the days walking. Twenty minutes later I was on the way out of the campsite & off to climb one or two of the 'Pikes'.

Langdale is a walkers paradise, there is so much to choose from. I had initially intended to do a scramble called 'Jacks Rake' on Pavey Ark, but it quickly became apparent that the wind & light rain would prevent the ascent today. Instead I did Pike o'Stickle & Harrisons Pike, both new peaks to me & both good climbs, although by now the wind had picked up to the extent that on more than one occasion I had to stop walking & hold on to rocks to stop myself being blown away! Harrisons is a good wide summit so no problem, but Stickle is another matter & a quick controlled departure seemed prudent rather than waiting for 'assistance' from the wind!

Soon enough I was down & back to the campsite. As I set about showering & cooking my evening meal, I watched with amusement & amazement at the quantity of equipment & food that some of the car driving campers had bought with them. I had everything I needed packed into two panniers & a top box, with the tent strapped to the rear seat & a tank bag with camera, wallet & essentials, my kit list was complete. I watched as more & more food emerged, more bedding, BBQ sets, tables, chairs, lights, bags of clothes, even a portable fridge in one case, although there was no hook up, so how they managed to use it, I have no idea. One of the great things about the bike is that it makes you think about what you can & can't take.



Sunday came & I was off to climb Scafell Pike, Englands highest peak at 977m, about a 14 mile round trip from Langdale following mostly easy paths, apart from the crossing of Broad Crag where care needs to be taken to follow the correct path. The weather was mixed with some rain, some sunshine, but the strong winds from yesterday had died away completely.

Monday morning & the weather had distinctly improved & so I decided that Jacks Rake was 'on'. By 7:15 I was walking out of the campsite & up the path to Stickle Tarn at the base of Pavey Ark. The scramble is at the far side of the tarn & quite easily visible so requires no map or route checking. For those not in the know, scrambling is rock climbing without ropes or any gear. Generally it is on reasonably straightforward ground, but of course, goes up which means you need a head for heights & confidence on rock. This scramble, like many, does not lend itself to a retreat so is committing but extremely enjoyable. It took me about 30-45 minutes to make the ascent with only a couple of 'oo er' moments where the rock got wet & slippery.



With what seemed like the entire Langdale Valley to myself, I sat on the summit of Pavey Ark, admiring the views as far as the eye could see - blue sky, warm, hardly a cloud in site - was this really the Lake District in the UK!



By 10am I was on the way down, passing walkers heading up I smiled to myself that I had 'done it' & had a great morning out.

Back at the campsite, I packed the gear away, & headed off on the second part of the adventure; to join my partner in East Kilbride, near Glasgow - tonight would be a 5 star hotel all bought & paid for - perfect!

Once again, the motorway was the easiest & quickest route North & after a couple of hours my trusty Sat Nav brought me to the hotel; The MacDonald Crutherland House hotel - very nice!

My partner was so delighted to see me she could hardly contain her excitement, throwing her arms around me & kissing me like it had been months - oh no wait, she walked into the hotel room & somewhat bemused, asked how it was that I could possibly have so much gear on one bike & was there any chance it could be moved off the bed anytime soon? Well, I need to air the tent I protested! The response was along the lines of it getting all the airing it needed once it was thrown out of the window!

Tuesday & I was off to Edinburgh for the day, about 45 miles away. To be honest, the roads around this part of Scotland are not the most picturesque so I was pleased to arrive in the City Centre. Personally I hate paying for parking & will go some distance to avoid it - I think that if Cities want business, they should make it free to park - after all, big Supermarkets don't charge & out of town retail parks don't charge, so why do city centres? Being on the bike of course, I had no such worry & soon found a motorbike park (just under the bridge over Waverley Station). Slipping out of my bike gear I stowed it away & headed off sightseeing. The day was beautiful, the sun shining again, perfect.



Wednesday I had decided a trip to Stirling was in order to see where the Scots had given the English a lesson in combat just over 700 years ago. The Bannock Burn



monument & park is well worth a visit & tells the history of Scotlands most famous victory. From there it is a few short miles to Stirling Castle which is also well worth a visit but at £16.50 including audio guide, is not cheap, but worthwhile. By the way, they also charge for motorbike parking but at a pound is not too insulting.

Stirling Castle is extremely well maintained & even features actors playing various characters from the Castles history who interact with the visitors, answering questions about all aspects of the castle.

From a biking point of view, the only note of caution is that much of Stirling near the castle is cobblestones so extreme care should be taken on a rainy day, although so far, I am yet to be convinced that it ever actually rains in Scotland!

My intention was to return to East Kilbride via Loch Lomond & the Firth of Clyde which looked like very nice biking roads.

As I set off the roads opened up, flat & straight, tempting speeds exceeding the speed limits, but of course being an IAM Associate, 59 miles per hour was the top speed!

The road winds through Buchlyvie to Balloch where it sweeps North along, yes, you guessed it 'The Bonny bonny banks of Loch Lomond'. The road is excellent quality & reasonably wide, although overtakes still need care. I rode up to 'Luss', a small hamlet on the banks of the Loch where I stopped for an ice cream & photo opportunity before heading off North again to turn left at Tarbet to pick up the road that returned South



Eventually Helensburgh is reached & the road widens once again as it makes its way down to join the Lomond road again. Once again, a wide open road with plenty of fast riding opportunities with long wide bends & good straights - if only all roads were like this! As I rode along enjoying the openness of the road I saw a Fire Engine ahead & slowed my progress as there was clearly some incident. It turned out that there were two cars recently crashed & off the road which bought home the importance of always paying attention, however flat & open a road might be, there is always danger to be aware of.

The remainder of the ride back to the hotel was uneventful & I was soon pulling into the grounds, looking forward to a well earned shower, change & dinner.

Next day was an easy ride into Glasgow but I didn't stay long, probably tired, & then the following day it was a 310 mile ride back home down the M6/M5 home, none of which merits any kind of description as it is impossible to make a ride like that sound interesting in any way, although one minor point of interest was that I was joined by a group of about 20 French Riders & enjoyed some company as we rode South together. Any day on the M5 sees traffic jams just North of Birmingham & it was quite a sight to see 20 riders plus me filtering their way through several miles of almost stationary traffic. Their route took them on down the M6, mine turning off onto the M5 for the hour or so back to Malvern.

If you have never ridden in Scotland it is well worth the trip and once there it improves the further North you go, but bear in mind it is a big country and the border is barely the start of a trip.

If you :

- **Have an article/story that you may think other will find interesting.**
- **A forthcoming event to advertise**
- **A motorcycling item for sale**
- **Or just seek advice!**

Email Stuart Poole at [Mail: whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com) and we shall endeavour to include it.





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.

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



Forthcoming Events

Speedway Take 2. - Friday September 11th

Following on WHAM's initiation into the world of Speedway last year there has been a lot of interest in a second event. Ride n Slide are again offering an introductory day at Coventry on Friday 11th September.

The day is suitable for all levels of ability, even if you've never been on a Speedway machine before. Ride n Slide provide all the protective riding kit and the Speedways bikes too. There are 125cc, 350cc and 500cc machines available as well as an enthusiastic and capable team of instructors.

The experience day gives you a full flavour of what Speedway is all about from controlling the bike on the throttle (no brakes!), learning to slide the bike through the corners and experiencing gate starts.



WHAM has a provisional booking on ten places and the price remains the same at £202.50 per rider.

Contact Derek on 07791 102 218 to reserve your place.

To join

- Login to your Facebook account
- Type '**Worcester and Hereford Advanced Motorcyclists**' in the search box at the top of the page.
- Click 'Join Group' 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!)



Congratulations!

Gary Barnes for achieving his Masters



Mark Cooper passing his IAM test

Observer Richard Hewitt





Road signs and markings

Road signs and markings warn of approaching hazards and give instructions and information about road use. Use your observation skills to read the road and link the signs to the hazards ahead, especially at night.



*On road signs, the furthest hazard is shown at the bottom and the nearest at the top.
Use your own observations to link the signs to the road layout ahead.
Observe all hazards from the distance to the foreground, and prioritise their importance.*





Make the best possible use of road signs and markings:

- **Observe** – actively search for road signs and markings in your observation scans, and incorporate the information they give you into your riding plan as soon as possible. Many riders fail to see and make use of them, and so lose valuable information.
- **Understand** – be able to recognise them immediately. You should be familiar with the current editions of the *Highway Code* and *know your traffic signs*.
- **React** – react to a sign or marking by looking ahead to what it refers to and building the information into your riding plan. Where the sign or marking refers to an unseen hazard, anticipate the hazard and adapt your plan accordingly.

O bserve U nderstand R eact

Unofficial road sign such as 'Mud on the Road', 'Car Boot Sale' and 'Concealed Entrance' can also help you anticipate the road conditions ahead.

When was the last time you looked at the road signs in the **most recent** edition of the *Highway Code*?

- All warning signs are triangular.
- Advisory signs are rectangular
- Round signs are 'the law' – you must do what they say.



What information is this sign giving as you make your approach?



- Your position on approach
- Which exit you are planning (1st, 2nd or 3rd)
- Is the exit road the same as your entry road (width of entry road against the exit road can give an ideal, also the class of road (A or B)
- Plan a possible opportunity to overtake on the exit



Which way does the double bend go first?
Plan ahead



Know your Road signs, how many **don't** you know?



Del B - CO

