

Worcester & Hereford Advanced Motorcyclists



July
2015

The Chairman's Notes



I hope you are enjoying this long awaited summer and getting out on your bikes; finding some great roads, meeting friends, finding some great coffee stops and seeing some fabulous views. Let us know if you have and we can share them with the membership.

I have just returned from the best ride of the year, to Crossgates via Knighton and Newtown (thanks TD and CR!). Total focus on riding a bike in fantastic conditions – it's certainly good for the soul.

July 11th is ROAR IAM Motorcycling Festival – we have a group from WHAM riding there so if you are interested please contact Callum Rees; callumrees70@gmail.com or have a look at the IAM website for the Homecoming event. The festival takes place at the National Motorcycle Museum in Solihull.

Skills for Life has been in well-known motorcycle magazines regularly recently – all good publicity. For cornering in BIKE (AUG 2015) they advocated, "Don't obsess about how fast you can go round a corner. Think more about whether you can stop safely on your own side of the road in the distance you can see to be clear." However 'The Brief' article in the previous month's mag considers when advanced is no advantage. "The processing of information which is an essential part of advanced riding is useful, but you need to be able to switch it off and ride on instinct. I think the vast majority of advanced riders manage this, but where I see advanced riders getting into difficulty is where they have so trained their processing that they lose their instincts." So folks, don't be wooden and use your instincts. Personally I would struggle to ride without using my instincts and advanced riding techniques.

I had a squeaky bum moment this week (be gentle with this comment when I see you). Riding back from Glos, having had my crash bars fitted, the van in front kindly let go of its number plate on a bend. Yes I hit it, I had no choice, but using my instincts and off road-training I let the front slide over it and waited for the grip to return before finishing taking the corner and proceeding to overtake the van. My training came in handy.... Following position and 2 second rule (thanks DM), positioning on the road and hazard awareness (thanks ER and DO) and letting things unfold in front of you (thanks BM). I certainly think advance training, instinct and a bit of experience helped....

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

I look forward to seeing out on a ride soon,

Paul Whitcombe

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

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Normandy 2014 - (Ypres 2015 to follow)



“Ian Rivers wished he had bought the GS rather than his car!”



Bro 'mance!

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



A North American GS Adventure

By Andrew Brazier



About a dozen of us shipped our (mainly) BMW GS's out to the west coast of America last September and spent four weeks riding in California, British Columbia Alberta, Montana, Idaho and Oregon. This picture was taken at the famous Drive Thru Chandelier Tree at the Redwood National Park.



On one of our day's off in Jackson, Idaho, we attracted the attention of the local cops! A young police officer, somewhat perplexed by a dozen bikes on UK plates, was persuaded to let us play on his new electric motorbike! All the bells and whistles of a police bike. 0 to 60 in 2.5 seconds! Range of about 150 miles and very quick!

Emergency Numbers

by Den Osborne

Den Osborne has done some digging with regards the use of the Emergency phone numbers. Calling 999 from your mobile.

I thought I would try and clarify the confusion over calling the Emergency Services if we ever come across an accident or for any other reason but I've failed!

So I've been doing a little digging and have come up with a few true answers, lots of hearsay and myths but not all. Obviously there may be one or two members who could shed some light and any contributions are welcome.



1, If you dial 999 from your mobile this is only operating on you individual provider. We know the situation where you do not have coverage on O2 but your mate does with Orange. If your phone says no coverage then you will not get the Emergency services. I've been told this is untrue and a 999 call will scan other networks in the uk only . Could this be a myth?

2, 112 it is a very special number !! (true). If you dial 112 from your mobile this will scan every network provider. It also overrides all busy networks and puts you to the top of the list. It will also override a locked phone which you may have found at the scene of an accident. It even enables you to use a prepaid phone with no credit left. It will work on the later phones even without a SIM card. It works in 70 different countries including the whole of the EU and the States, Canada, India to name a few. It can be used from a land line even in the uk and is free like 999. Just a tip. If you dial 112 and nothing happens listen and wait for one minute. If no response turn through 180 degrees and try again. There may only be one antenna in the area and your head could be between it and the mobile. If still a problem move to higher ground. Out of interest many years ago when I worked abroad for Ford on rallies we got better reception on our walkie talkie if we stood under power cables or other overhead cables. This is from my experience but worth a try.

You can also send a text to 112 but you will need to pre-register your mobile. The text message is more likely to get through as it is a smaller `package` and works on a different band width. Registering your mobile is easy..... Just send a text to 112 with the word register in it (ie I would like to register) A message will come back which you need to read . Text back `yes` to 999 Job sorted. Now you can text 112 from your mobile and they'll call back. There seems to be lots of myths surrounding 999/112 dialled from a mobile and I have not been able to find the definitive answers just lots of smoke and mirrors. For instance Yorkshire ambulance service uses a different triangulation system to another. Also a European directive 2010 112 indicates we should be bring our systems inline but we are able to keep our own 999 along with 112. So I'm appealing to any member in the club with the correct information (not myths or hearsay) to step up and clear this up. We need to know!

For the time being I'll be trying 112 first

Take care out there. Den





Biker Down

The Biker Down course is an Informal & Interactive course delivered by Operational Firefighters.

Q. Would you really know what to do if you were first bike on the scene after an incident?

Would you have the confidence to help? Not sure??

Then attend this WHAM only event find out how you could help or even save a life.

The course comprises of 3 modules:

- **Managing an Accident Scene**
- **First Aid & Helmet Removal**
- **The Science of Being Seen ('Conspicuity' Myth Busting)**

The course aims to give participants a better understanding of what to do if they come across a road traffic collision and how to manage it safely.

The course is free however a donation would be appreciated.

On completion of the course participants will get a free first aid kit.

Venue: Llandrindod Wells Fire Station

Address: Noyadd Farm, Llandrindod Wells, Powys, LD1 5BF.

Date: Saturday 25th July, 9.30 Arrival

Start: 10 a.m

Duration: Circa 3 hours

There are a few places left for a Biker Down Course, on Saturday 25th July. There's a good mix of Advanced, Non-Advanced and Blood Bike Riders attending so far. If you, or know anyone who would like to attend, please let Callum Rees know asap, so he can update the Training Co-Ordinator.

Mail: callumrees70@gmail.com



WHAM – Portugal trip June 2015 (A Jolly Boys Outing!)



As we waited to board the Plymouth to Santander ferry Ian rushed around the three of us, Derek, Alex and myself and explained some strange and peculiar custom which he said was paramount to a successful trip: that was the custom of sinking your first lager on deck as we left Plymouth taking in the history of Sir Francis and the Armada. It all sounds like bullshit to me but who am I to argue with an 'old salty sea-dog' tradition – and Ian is certainly the genuine, and very old, salty Sea-Dog!

Never having been on this ferry before I was very keen to ensure we managed to comply with Ian's tradition so, after eventually parking up the bike on a very crowded bike deck, I rushed to my cabin, got changed and emerged again on the decks of the ferry.



I knew the Santander ferry was a popular biking route but I was surprised just how popular, the Moto GP taking place in Spain later in the week might have exacerbated it, who knows, but it was certainly a popular trip over – for goodness sake; we even had to wait at the bar!



The one thing that ran true throughout the trip, besides the great company was the fact that Derek promised me the roads were tremendous to ride, I remember him telling me at the WHAM Christmas party as we ambushed Gerry (my wife) to let me go! He said that the roads were a pleasure to ride, there was plenty of twists and bends and not much traffic. Although I believed him, I am ever the sceptic so, I didn't quite expect the quality and length of these outstanding riding routes that Derek had put together for us.

As with the roads the hotel we stayed at was quiet, all but one night when there was a local wedding reception, a lot of the guests stayed at the hotel. Having been used to the peace and harmony of our own company I was not so delighted to have a gentleman take residence in a room next to mine who must have snored consistently and loudly keeping me from my beauty sleep!!, throughout the whole night. But even this didn't spoil to delights of the next day's riding.



Besides the shock of just how nice it was to ride where the roads were of excellent condition, where there is very little traffic and where the bends and the corners were an exhilaration to ride, the only other shock that came from the trip was that of Alex being beaten at the food table!



Yes Alex beaten into submission by a 'BBQ'ed steak, chips and desert, who would have thought it?.

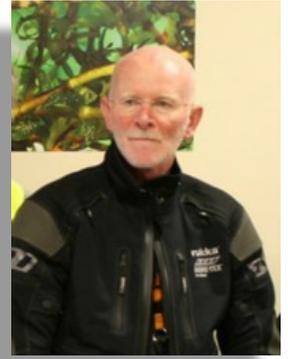
A fantastic trip, a big thankyou to Derek for organising it and to Alex and Ian who were the most excellent company.

Where is it next year?!...



Time for a bike trip!

by Derek McMullan



Planning a trip on your bike? A weekend away or a more ambitious tour into Europe or beyond, they all need the bike to be “fit” for the ride and some contingency planning for those events we never want - they’re so much more trouble when you’re away.

The first decision is probably “where”, as soon as that’s settled you’ll know how far the bike will have to travel to get you there and back home afterwards. With “how long” you’ll be able to estimate the trip’s total distance so now you know whether the bike needs servicing immediately or can wait ‘till your return.

It’s your holiday so enjoy it – don’t waste your holiday time fixing the bike when you should be on the beach, mountain trail, or whatever it was that made you want to go there!

If it is an overseas trip you will need to take documents to prove ownership (or the owner’s permission), that you’re insured, etc. The specific requirements of the countries you’re visiting should be checked but general requirements in Europe are:

- Log book (or copy and owners written permission)
- Driving licence
- MOT if applicable
- Insurance valid in Europe
- Hi-Viz /Reflective clothing
- Spare lamps

Before you go.

European travel cover is “a good thing”, the cost of recovering a bike from Europe is fantastically high. So, wherever you’re going is the bike ready? Long trips, possibly with sustained periods at high speeds on motorways, have a knack of finding any problems with the mechanical components. Make sure your engine, transmission (especially chain), suspension, wheels and tyres are good

High-speed motorways sections consume fuel fast too; make sure you have enough for the next leg of the journey.

“Should I change the tyre, or will it last” is repeated many times each year at the beginning of the summer. Tyres are the other thing that can catch us out, particularly if you’re going to the continent, bear in mind that there are some very aggressive road surfaces in the mountains which can quickly chew through tyres. Speaking from personal experience continental pricing for tyres can be eye-watering too!

Route planning saves you time and money! When you’re not familiar with an area it is easy to take a wrong turn, and with motorways in particular, for that to result in a “magical mystery tour” as you try to recover your original route. GPS can be a fantastic aid but old-fashioned map-based route planning has the advantage of familiarising us with the roads and towns en-route so if the GPS throws a wobbly (and they do!) you will still be able to take the general direction and let the GPS regain its composure.



Travelling abroad introduces all sorts of challenges. At least on a bike we don't have left- or right-hand drive but it is still foreign! Different signs, different traffic rules, and most continental countries have stricter drink-drive laws than the UK - not that I'm suggesting alcohol and bikes mix at all! It's worth preparing and checking on all the local requirements, speed limits, etc. In France watch out for "Priorite a droit" – there are still places where the traffic from your right side has priority even if you're on the main road (or roundabout).

A motorcycle trip inevitably involves carrying more luggage than most bikers do on a regular basis, particularly if it is a camping trip. Check your luggage and its loading on the bike before you go. It's vital that your luggage is securely strapped down and not likely to move. At worst poorly packed luggage has fouled the rear wheel and taken the rider down; at best you could be trying to recover your smalls on a windy mountain road!

Speaking of more to carry, a few basic tools can make a huge difference, as well as your toolkit think about these:

- Puncture repair kit
- Tie-wraps
- Gaffer tape

The most important element on your trip is you! You want to have fun and be able to tell your mates what a great time you had. Think about investing a little time into your bike skills and get yourself ahead of the game, there are many local motorcycle groups who have good experience of foreign travel trips and can help you to hone those skills.

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/>



Test Passes



Will Morgan *FIRST*

Observer - Stuart Poole



Andy Chambers

Observer - Alex Hoyle

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!)





Left Hand Bends

Here are four simple guidelines that advanced riders use when negotiating left hand bends;

1. Plan your ride on what you can see, what you can't see and what you can reasonably expect to happen.
2. Position yourself to maximise view.
3. Always be able to stop safely on your side of the road, in the distance you can see to be clear.
4. Always sacrifice position for safety.

However, is positioning for view now too dominant in our minds. Do we give sufficient emphasis to "anticipating what can reasonably happen" with a resultant "sacrificing of position"? We have to think that "delivery van man" (in a hurry and cutting right handers) will always be around the next bend so we've got to make allowances for him. We don't want to be sitting out near the centre of the road if he suddenly appears so we need to moderate our position and move in a foot or two - and if necessary reduce speed a little.

Here are a couple of scenarios; is it good to be out towards the white lines as we go round this bend? Where would you be?





Remember, if you ever find yourself having to adjust position abruptly when an oncoming vehicle appears then, you were most probably too near the centre of the road in the first place.

Here is the perfect place to maximise position for view. Being out near the centre line means we see any oncoming vehicle nice and early which allows a smooth change of position to maintain a good safety bubble.



Where is the safest place to be when going round a sharp left hand bend? Over to the left – but travelling slowly?; advanced riders make progress, so we use our position to increase view – which allows increased progress.

Where to be and what speed to be travelling for each left hand bend varies – but provided you never have to alter your position abruptly when an oncoming vehicle appears, then you've got it about right!

Many thanks to John Hodges who put this editorial together.