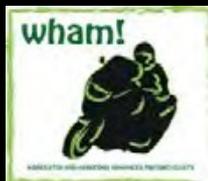


# Worcester & Hereford Advanced Motorcyclists



June  
2015

## The Chairman's Notes



I hope you are all enjoying the dry roads and getting out regularly on your bike. There have been a lot of new bikes purchased recently so there is ample opportunity for bit of tyre kicking on a Sunday morning and members are more than welcome to talk about their purchase – just try stopping them!

If you have any great photos of you and your bike, new or old, then please email them to Stuart Poole to put in our newsletters.

There are a few trips being organised so keep an eye on our programme for more details as they emerge. Don't forget – our natter nights on the last Wednesday of the month are now evening rides throughout the Summer.

I'm always one to take opportunities and try new experiences – this month was off-road quad biking which was a lot of fun on wet, muddy tracks. We managed to start sliding the back end and take off a few times! I really like the thumb throttle which enabled a lot of control. Into the bargain was also a free mud face-pack. By the end of the day I ached a lot but would do it again tomorrow! Fancy a go? Let me know and I'll try to organise a WHAM trip to complete the 9 mile woodland trek.

Our club continues to be successful – Thank you to the fantastic team, led by Roger Brooks our Vice Chairman, that organised and ran the Rider Skills day at Sutton St Nicholas. To date we have 10 new Associates and WHAM members, who are ready to start their training. We even had a visit from another local group, who took the opportunity for a check ride from one of our National Observers.

I am proud to say there are several members currently training for their First, National Observer, Local Observer and Masters qualifications. It's testimony to that the club and its members are always seeking to improve their riding.

The Masters is open to all accomplished advanced drivers and riders, the IAM Masters programme provides “true one to one mentoring support and guidance that will help you attain the highest level of civilian driving standard in the country. A Master Driver or Rider is someone who can apply emotional intelligence to all of their driving decisions. This means being aware of the possible motivations of those around you as well as your own. It means you are proactively making allowances for the mistakes of others as well as your own. This is modern driving. The Master Driver is someone who is wise about how the demand of an increasingly complex roadscape creates a necessity to respect the diverse agendas of other road users.”

I look forward to meeting you on our rides and sharing riding experiences and tips,

Paul Whitcombe

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

DISCLAIMER: THE VIEWS EXPRESSED THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR, THE IAM OR THE WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS





3 Wise Monkeys! (+1)

Please send to:

whamnewsletter@gmail.com

The best / cleanest to be published next month.

And what do you do if your mirror falls off ?



Buy a new bike of course!

From the web:



**Wet Weather Tyres!**

URL: <https://www.youtube.com/watch?v=0V9GVXydp3c>

courtesy of Derek McMullan



Worcester & Hereford Advanced Motorcyclists

[www.wham-motorcycling.org](http://www.wham-motorcycling.org)





## Introduction

Riding a motorcycle safely and progressively takes a considerable amount of psychological processing power, and it's safe to say, more than most other forms of road based transport. We are all unique. Each of us has individual strengths and weaknesses, diverse personalities, various coping mechanisms and different learning techniques to be able to obtain, process and retain information.

We also all have contrasts in our likes and dislikes. The motorcycles you like, I may find uncomfortable and unpleasant to the eye. The routes I seek for enjoyment, you may find slow and tedious. You may like riding solo on your Race Replica and only when the sun is out, whilst I like sharing the motorcycling experience with a pillion on my Sports Tourer, irrespective of the weather.

So, there are many factors that determine what, why, where and when we ride and how we perform when we ride. These inevitably place fluctuating demands on our brain during our riding sessions, especially at an advanced level.

What if a Rider has Autism?

## Autism?

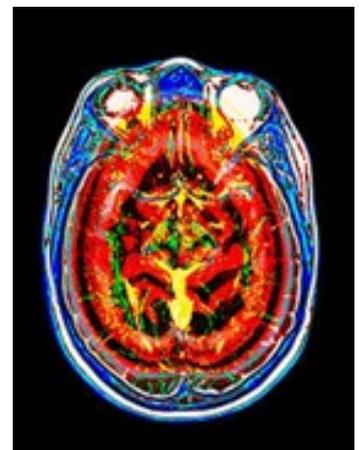
(Greek) (English)  
**Autos + -ism**

First phrased in 1908, Autism was a generic diagnosis, and readily applied to anyone not conforming to the accepted social conventions of the time. Thankfully in today's society, the many conditions that make up the Autistic Spectrum are better understood. Educational and Medical establishments are well on their way to accommodating the fact that not everyone is NT (Neurologically Typical).

Incorrectly labelled (*Authors opinion*) "Autism Spectrum Disorders", Autism is not a disorder, it is an alternative way to function neurologically and to interpret and interact with the world around us. It is an alternative way to have order.

Current data shows a value of less than 1% are affected by Autism Spectrum Conditions. Traditionally attributed to males, Temple Grandin's story (<http://www.templegrandin.com/>) highlights that females also develop Autism.

Autistic traits are most visible in the young, who normally start to exhibit symptoms between the ages of 18 months and 3 years old. Certain Autistic conditions such as Asperger's normally become milder as the individual travels through life.



## The Autistic “Associate”

Having passed their legal motorcycle test, an Associate who is “on the Spectrum”, and who has signed up for Advanced Motorcycle Training, will have a clearly defined reason, or set of reasons for doing so.



If they have received their copy of “How To Be A Better Rider”, it is highly likely they have read it cover to cover and have many questions in the pipeline, to ask their Mentor. If they haven't received their copy yet, please introduce them gently to the System of Motorcycle Control, as this new skillset will need to be processed.

Autistic individuals are known to be “System Busters”, not through conscious acts of defiance or narcissism, but through focussed process mapping and analysis. Once assessment is complete and questions and queries resolved, the System of Motorcycle Control should easily be adopted and adhered to.

The Associate will most probably come across initially as shy and reserved, and find it difficult to make and maintain eye contact. Once confidence is gained and a training relationship built, they will be eager to display the knowledge and skills they have thus far acquired to their Observer, exchanging positive dialogue during the forthcoming coaching sessions.

Constructive comments will be taken on-board, and during the sessions, the Associate may have self-assessed the development topics the Observer may raise during discussions. Should negative comments be made, the Associate is highly likely to “take them on the chin” but may become introverted for a short while, whilst they identify and understand the specific incidents being referred to.

MPOWDDERSS (“M-POWDER-S” to me. It's tidier!) pre-ride checks will normally be an essential and ritualistic activity, and the Observer should get used to seeing their Associate presenting and operating a clean and mechanically sound machine. Also, the Associates apparel will equally be clean and up to the task.



Routes that are taken for Observed rides will be mentally logged by the Associate, who will normally take it upon themselves to ride them as part of their homework, applying the advice and techniques discussed and demonstrated.

The Associate may have a good knowledge of the local road names and numbers, and when a notable event occurs, may also retain details of the vehicles and other road users involved, for later discussion, if required.

During preparation for their test, dependent upon their individual qualities, the Associate may either seek solitude to get themselves and their steed ready for the big day, or they may indicate that support from their Observer would be appreciated

## The Autistic “Full Member”



Having passed the test, the newly qualified Full Member will be eager to put into practice all the new skills and concepts they have acquired. Initially, they may be rigid in their techniques whilst trying to adhere to the System. This riding style may appear automated in nature to the third party. Personal experiences, observing their Peers and support from their colleagues will provide the quality input needed in areas requiring refinement.

During social gatherings and group rides, and dependent upon the extent of their Autistic conditions, the Associate may find it difficult to integrate and socialise. This should gradually subside as contacts are made, and when comfortable, the Associate may volunteer their services when they feel able to, not wanting to let the side down.

## The Autistic “Observer”

Becoming an Observer will create many new challenges for the Autistic Motorcyclist.



The training will involve more in-depth approaches to the elements of the System of Motorcycle Control, in order to achieve the higher and consistent level of riding skills required to be able to coach Associates, as well as providing Check Rides for existing Full Members, for which many will have probably clocked up more miles and years.

Role Play coaching sessions, where more qualified and experienced Group members, create scenarios to work towards specific objectives, will be particularly challenging. Individuals with Autism often have difficulty reading body language, subtle facial expressions and verbal characteristics such as fast or deviating speech patterns, sarcasm and obscure humour.

As the course material is absorbed and processed, the Trainee Observer will be keen to practice and perform the techniques, in order to prove to themselves and their Coach that they can do it. Supporting and following the progress of other Trainee Observers will assist in the learning process as well as enhancing the social aspect and team spirit that is prevalent within Worcester and Hereford Advanced Motorcyclists (WHAM).

Being an Observer with Autism, one will be dedicated to the cause, treating Associates with equal and consistent levels of professionalism and courtesy. This is no different to the philosophy of any WHAM Observer.

The Autistic Observer may create and adhere to a personal mission statement, with a focus on making the Associates “Road to the Pass” a positive and enjoyable one, supporting them on their advanced motorcycling journey, as they were once supported on theirs. Again, no different to the principles applied by any WHAM Observer, just taking a different route in getting there!

Hello. My name is Callum, and I have Autism.



## 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 the 0950hrs Eurotunnel train from Folkestone to Calais on Friday the 25<sup>th</sup> Sept 2015; returning on Monday 28<sup>th</sup> on the 1350hrs train.

Some of us will travel down to Folkestone on Thursday 24<sup>th</sup> and stay over at the Holiday Inn Express Folkestone Cheriton High St CT18 8AN phone 01303298450.



The RV will be at the V2 Rocket site (timings tbc) at La Coupole spending around three hours there before riding to the Town of Ypres. Over the next two days visit Battlefield sites such as: Passchendaele museum, Vimmy Ridge, Newfoundland (Canadian) War memorial, Hoge 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 Notre 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.



Those who can confirm they will be on the trip please email me on ([VKR1200RT@hotmail.co.uk](mailto:VKR1200RT@hotmail.co.uk)) in order that I can include you on further information nearer the time.

Del Britton

## IAM Homecoming Event

Callum Rees is organising WHAM's participation in the IAM Homecoming event on Saturday 11<sup>th</sup> July.

The venue is the iconic [National Motorcycle Museum](#), located off Junction 6 of the M42 (Sat Nav : B92 0EJ). An essential "bucket list" item for any motorcycle rider.

The IAM are cramming as much as possible into the day, all for just £10 per person. Their current schedule includes:

### **National Ride-In.**

The IAM are hoping to arrange 5 official ride-ins to the venue. If the route is not logistically feasible for our Group, (or too boring!), Callum Rees has already drafted a scenic / better roads route, and will amend as necessary to accommodate the locations of WHAM Members attending, so we can ride in together.

If interested please contact Callum Rees: [callumrees70@gmail.com](mailto:callumrees70@gmail.com)



## TWO NUTTERS ON A MISSION

### Part 2

Following Part One about our 'find a sidecar for John' article we had some feedback which more or less said "So what?"

Here is Derek's intro:

#### Sidecar mission - Part 2

John's sidecar experience and my own research agreed absolutely – the road-based sidecar offerings in the UK range from boring to extremely boring. Yes, we're great at IOM racing outfits but stuck resolutely in the 1950s of utilitarian outfits for which "combination" seems an entirely appropriate word.

The next phase of the project looked to Europe desperately seeking some innovation and sporting interest. As you'll read John had already discovered a couple of French constructors and so we packed our motorcycle gear and went for a "sidecarist" weekend in the gorgeous French Alps around Lake Annecy.

"So What?" you say! Ok, let's cut to the chase. I, John, am a sidecar enthusiast. Why??



I *had to* learn to ride one in the 1960's because it was the only way I could get my Velocette KTS Special sand racer to the beach to go racing. By various devious means that I won't bore you with, Liverpool University stumped up an old Ariel Red Hunter 500cc single fitted with a platform sidecar. (True!)

Having thus learned the tricky art in the 60's, and now back down South in the 70s and married, I attached a Watsonian Child/Adult sidecar to my Suzuki GT750 'Kettle' in 1972 when Susie was born.



That outfit was sold in due course and much later after selling my Goldwing GL1500 I acquired in 2000 a 160mph (*I'm told*) Suzuki Hayabusa Charwood Super Sports outfit. That machine took me some two years to master because it had super sensitive steering, much like a kart, and it tramlined very, very noticeably.

The time has now come round again when I'd like an outfit again because they are addictively challenging to ride.

If the road-going sidecar market worldwide is minute, then the once huge UK market is now *microscopic*. The only significant manufacturer is Watsonian Squire. There's Merlin Sidecars 'oop north' who make one-offs and there is Motopod who are no longer making road outfits, except for disabled. The one thing that *is* active in the UK is the road-racing sidecar scene.

So I would like one, but which bike and which sidecar?

The Watsonian range lacks appeal to a young-at-heart chap (as I might like to think of myself). Web research shows a vastly more active scene in Europe and having spied a sidecar event called 'DJ Day' in Lake Annecy France on 24/25 April. I casually mentioned to Derek that if I were to go on my bike, would he consider acting as 'minder' as it's thirty years since I rode long distance in Europe, well...long distance anywhere actually. A few days later I could scarcely believe it...Derek offered to take me in his lovely new Jaguar. Wow! Turn that down?...*I don't think so!*

So we left on Thursday 23 April. Purpose – to explore what's going on in Europe in sidecar design and manufacture.

NOW...Before you read further (assuming you're still with me), all I ask is that you confront your attitude to sidecars, suspend any less than complementary views and simply open your mind to the value sidecarring bestows on those who ride or want to ride such machines.

1500 Jaguar'esquely comfortable miles and five days saw us back in Malvern and this is what we got up to.

We did the Chunnel on Thursday about midday and had an overnight some 300 miles into France. The following morning, in bright sunshine, we stopped at a pre-arranged meeting with Pierre-Jean of Dedome Sidecars, a French builder of outfits. The sidecar that had caught my eye was his 'Zero'. An ultra simple sports concept seen here coupled to a K1300R. Does that have some appeal?



In Pierre-Jean's workshop was an unfinished Zero as you can see. I found it surprisingly comfortable.

The Zero and my thanks goes to.....Ant Clerici for his brief Facebook comment  
....."Stannah?" .....

But Pierre-Jean also fits his patented a modification to the front fork yoke setup that makes it possible to use a bike's original telescopic forks rather than fit purpose-designed forks for sidecar work. If you don't modify the forks, the steering becomes very, and I mean *very*, heavy with a chair attached. I wanted to see this mod, so he showed us his engineered solution and explained how it worked. At the risk of losing you, I'll skip the why's and wherefore's but you can imagine it is easier on the pocket to find a way to stick with the original forks.

And then to our surprise he offered me the chance to take an outfit fitted with his fork modification out on the French roads to see what I thought of it. So, trying to look nonchalant and confident (not how I felt) I accepted. And out I went on a BMW R1150R outfit.



Pierre-Jean's BMW Outfit with steering mod. (not that you can see that bit).



I went far enough to get a feel for it. Gingerly though, (scared witless more like!) as it is 10 years since I rode an outfit and it's on the 'wrong' side of the bike! And it ain't my piece of kit. It handled ok but there was a lot of handlebar 'shimmy' or put less delicately - 'wobble' - until the outfit picked up speed. It was OK. I declined another offer to ride a K1300R outfit as I'd 'got away with it' and not pranged his unfamiliar machine on unfamiliar roads! What would that have done to the reputation of 'Les Anglais'.

Was the Zero what I wanted? Although much more comfortable to sit in than I expected, I have a suspicion it would be too exposed for a passenger to feel relaxed. Which point maybe doesn't matter that much as I didn't often have a passenger when out on the 'Busa (no surprises there!). Another wrinkle being that I anticipate Pierre-Jean of Dedome would not want to supply his sidecar without his patented fork modification, which didn't perform as well as leading link forks or hub centre steering. If you're still with me...and that's all a bit teccy, I'll explain in Part 3..

It's at this point I should point out that my intention is to have a sidecar that allows for some "sidecar rider participation" in the riding of the machine.

The Suzuki GSX and DJ Sport sidecar gives you some idea..



You've seen the antics of racing sidecar 'passengers' in the previous article. On tracks such body weight transfer is absolutely vital. On the roads (to a less extreme extent!) it is not only fun and engaging for the sidecar rider, but it helps the outfit corner so much better, with more stability and comfort and it must be said, more quickly.

We left Pierre-Jean, a quiet, unassuming and very accommodating chap and set out to do the remaining 200 or so miles to Lake Annecy and foist 'Les Anglais' on the unsuspecting sidecar fraternity at the DJ Day extravaganza.

To be continued....

## 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 Milton**

Observer - Andrew Culley



**Matt Jones**

Observer - Del Dritton



**Paul Gill \*FIRST\***

**Mark Cooper**

Observer - Richard Hewitt

**Andy Chambers**

Observer - Alex Hoyle



Photo to follow

## 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!)





## M-POWDDERSS

Let's not forget bike checks this season:

### **Mirrors**

Are they in the correct position, get someone to walk around the bike whilst you are sat in your riding position to confirm where your 'blind spots' are; check for:

- Are they clean
- Check for any damage or marks on the mirrors

### **Petrol**

Ensure that you have sufficient fuel for your journey

- Visual check
- Fuel gauge (if fitted)
- Re-set trip meter

### **Oil**

Oil levels/type – follow manufacturers recommendations

Engine oil

- Dipstick/sight glass – secured/clean
- Secure oil filler cap – top up if required

Brake/clutch fluid

- Levels and colour correct
- No water intrusion/bubbles
- Visual check for leaks on reservoir, hoses and connectors

### **Water**

Radiator water level including coolant/antifreeze mixture

Visual check for damage to radiator fins/top and bottom hoses





## Damage/Drive

### Visual examination of machine

- Insecure panels and/or damage
- Panniers/luggage – secure and balanced

### Visual examination of drive mechanism

- Chain – oiled and correct tension
- Sprockets – no hooked or missed teeth

## Electrics

### Verify operation of electrical systems

- Lights – mandatory running lights (main and dipped beam)
- Brake lights
- Indicators and hazard warning lights
- High intensity lights front/rear (if fitted)
- Number plate light
- Warning lights
- Horn
- Ancillary systems (heated grips/windscreen position)

## Rubber

### Wheels – free rotation

- Tyres – tread depth (min 1mm legal limit, recommend change before then)/free from cuts, bulges, tears/**pressure**/compatibility
- Valves – caps in place and free from damage
- Handlebar grips – secure
- Throttle (twist and release)
- Footrest rubbers – rider/pillion

## Steering/Suspension

- Headrace bearing – free movement lock to lock and self-centring
- Trapped cable (engine tone increase)
- Suspension set for weight – damping/rebound
- Pillion/luggage adjustments
- Rear shock
- Fork seals – clean and no leaks

