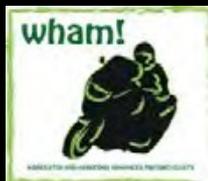


# Worcester & Hereford Advanced Motorcyclists



September  
2015

## The Chairman's Notes



Welcome to the WHAM Newsletter It has been great to see so many of you out on a Sunday ride and at our Slow Riding Day this Summer.

Firstly congratulations to Gary Barnes on passing his Masters test with flying colours. I know he put a lot of effort into preparing for the various aspects of the

I have had my riding filmed to enable me to visualise feedback and ascertain my riding style in corners and when overtaking. This was part of training. Many of us have cameras for both personal use and training purposes. Please consider how you use them for private use, when with club members. Please ask permission before filming and never put videos in the public domain without prior consent. The club has protocols for training with cameras but we rely on your mutual respect and common sense towards fellow club members.

Tony Davies and Ali Lewis have done a fantastic job organising the weekend to Exmoor and sorting routes. The accommodation was comfortable with good food. Spookily – why do fish and chips taste better by the sea? We all happily tucked into the local delicacy whilst avoiding seagulls!

Thanks also to Den for organising probably the best Slow Riding Day WHAM have offered. What a fantastic turn-out. Feedback has been very positive from you all and many have mentioned how good an opportunity it was to test you and your bike in a controlled environment. Activities included slow riding circuit, slalom courses, hazard avoidance, higher speed slalom and higher speed braking. Seems many of you particularly enjoyed the braking exercise! It was another great team effort. Stuart Poole set up the Ashes course for us all to try. (I wonder if the competition will be re-instated?) It is very rewarding as a training organisation to see so many riders grow in confidence and ability at the core skills of slow riding and braking throughout the day. Congratulations to Richard, a new member of WHAM, in winning the slow riding race – last past the line!

With the sun beating down it seems a bit strange to mention Christmas! However it is time for us to ensure we are booked and ready for the WHAM Christmas Dinner. Thank you to those who have contacted me or talked to members of the Committee to express their thoughts and ideas. The Dinner is booked for the 18<sup>th</sup> December; details to follow.

I wish you all a very happy summer of riding and look forward to hearing your views. The Committee and I are keen to represent the thoughts of the membership so we all have the most fun possible on our bikes and socially as well.

Enjoy your riding!

Paul

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





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



**From the web:**

**Uphill all the way!**

URL: <https://www.youtube.com/watch?v=LILLcr2dycs>

courtesy of Derek McMullan

After several false starts the 2015 Slow Riding Day finally took place under glorious sunshine ...



## TWO NUTTERS ON A MISSION – Part 3

By Derek McMullan & John Nixon

At the end of Part 2 we were leaving Dedome sidecars and en-route to “the main event” DJ Sidecars annual extravaganza at St Jorioz alongside beautiful Lake Annecy.

DJ has a racing heritage and produces altogether more serious looking outfits – the reason for our visit.

In Part 2 we said we'd explain the various outfit suspension arrangements particularly the strange front wheel arrangements you'll see. This was a slightly rash claim as it is all frightfully complicated – so here's a very brief review of why they look as they do; anyone seeking more detail ask me and I can either bore you to death then or provide good reading for insomniacs!

Solo motorcycles generally have a small section rounded tyre at the front, the additional weight of an outfit together with its inability to lean means that would more readily skid so more rubber on-the-road would be a good thing. Square section car tyres put more rubber in contact with the road. Having more rubber on the road requires more steering effort – especially at low speed. The various geometries we see are mechanical adaptations to allow easier steering effort, minimize dive under braking and keep the rubber in contact with the road.

Derek

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The journey to our sidecar event 'DJ Day' at Les Tilleuls Hotel in St Jorioz by Lake Annecy was uneventful save for a short 'scenic detour' en route, courtesy of the Jaguar's satnav.

Immediately on arrival we could see the enthusiasm for sidecarring that exists on the continent. There must have been some 8 or so outfits already there with a few solos as well. We signed in and met Mathilde, the charming and pretty wife of hotel owner Gilles. The main man was out in the car park hustling around all the arrivals and their outfits.



*Les Tilleuls Hotel and Restaurant*



*The car park on Friday evening.*

Once installed, we strolled out to the park to look at the machines. The steady stream of outfits arriving illustrated a huge variety of 'solutions' both in terms of sidecar design and to the configuration outfits. At a glance we could identify a wide variety in the two main types of steering i.e. Leading Links or Hub Centre. Interestingly no one, absolutely no one used telescopic forks and comments on the Dedome system I had tried the day before were less than complimentary. Notably, if you wanted to go faster than 60kph, forget telescopic forks altogether!

Talking to Gilles, an amusingly energetic and passionate, stylishly larger-than-life character, I asked, "What's this sidecar?" "That's an Armec", says he "made in Germany". "What do they cost, Gilles?" "Mon ami, all sidecars are expensive and these are **so expensive** I can't bring myself to tell you!"

Hmmm....not fond of the design anyway.



*BMW and Armec – eat your heart out Del!*

We strolled to the bar for a delicious beer '1664' on draught. I learned that to order it, one doesn't say "un verre de 'mille six soixante quatre', s'il vous plait" but simply 'Seize' or 'sixteen' in English. Much simpler.



*Pete's design*

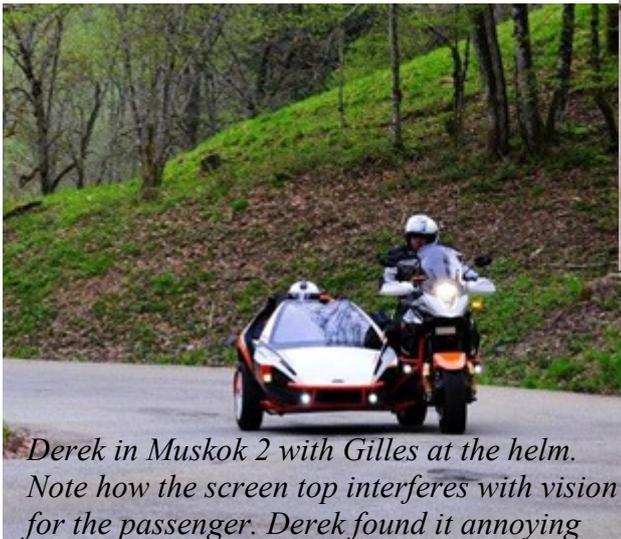
We were soon introduced to Jean-Louis, the proprietor of DJ Construction, whose annual promotional event is this DJ Day. Sipping (swigging) 1664 on the terrace I offered him the folder containing an initial sidecar design created by my son Pete – a car interior designer at Tesla. "So I have to make this now!" laughed Jean-Louis



After a good dinner consisting of simply enormous bowls of moules mariniere and a good night's sleep we arose to a typical French petit dejeuner and wondered with whom we would be sidecarring up the mountain. Derek was invited to ride with Gilles in Muskok 2 – his 1190 KTM Adventure with fabulous matching DJ Syrah sidecar trimmed in KTM leather...



*Muskok 2 – Gilles' far from inexpensive 1190*



*Derek in Muskok 2 with Gilles at the helm. Note how the screen top interferes with vision for the passenger. Derek found it annoying*

I was invited to ride with a chap called Jean, a real gentleman as we came to know him at dinner that evening, riding in his Triumph Speed Triple/DJ Sport outfit. Just look at that hub centre steering! And notice the grab rail that's just perfect hanging out and in.



*Jean's Triumph Speed Triple, custom wheels, hub centre steering and surprisingly*

The cavalcade assembled, wound it's way through St Jorioz and in no time we were climbing, climbing – twisting left and right up the mountain. I could feel the sidecar lift occasionally on right hand bends and Jean was working hard, now left, now right.

On my part I found the competition-developed sidecar design really enabled passenger involvement. I could hang right out to hold the sidecar down and assist with weight transfer on right hand bends and on lefties, sliding across the wide sidecar seat and leaning close into the bike helps with weight transfer towards the motorcycle thus easing the handlebar effort for the driver because less weight on the sidecar wheel reduces the friction of the tyre slip angle (technical bit). No, we weren't going fast, brisk was more like it and even that only from time to time as the cavalcade stretched out and bunched again.



We passed a parked blue Suzuki outfit and moments later it howled past at 90mph or so on the mountain road with the passenger 5% in the sidecar and 95% hanging out and over like a monkey reaching for a banana...it was Jean-Louis on his GSX/DJ Sport!

It must have been two hours of constant corners to reach the restaurant way up on top. My driver Jean was tired from the exertion of sidecar driving. It's way more physical than solo riding.



Unfortunately the spectacular view was misty, but really worth seeing for all that and there was a glass bottomed viewing platform.....

The entrée pâté was good but the following rather squeamishly pink and spicy sausage with insipid maize gruel which didn't do it for me so I wandered out to look at the bikes!

Look out for Part 4 next month.....



## 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/>



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## Know Your Bike

By Alex Hoyle

You know sometimes when your riding your bike, something just does not seem quite right but you can't put your finger on it. Well for several months now, particularly at slow speed the handling on my GS800 seemed very nervous and unpredictable.

There was nothing wrong on the straight and at speed, but at slow speed and when turning, the front end seemed to wash out, and to be honest at times was quite scary. Well I'm pleased to say that I was not going mad, as I sometimes thought I was.

I recently had a 24,000 mile service done on the GS at Lee Motorcycles in Ledbury, and I made a point of asking Jason to take special look at the front end of the bike as it seemed to be handling funny. Anyway I was right, the bottom bearings in the steering head were more or less completely shot. Which meant at slow speed and when turning, the front end became notchy and vague.

Jason renewed the bearings, and once replaced the bike is back to its old handling self, and my cornering confidence seems to have returned. It's now like riding a completely different machine.

I think the moral of the story is, you know your own bike better than most, so if you think something is wrong then it probably is, so get it looked at sooner rather than later.

### 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.**





## 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!)



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## More Slow Handling Anyone?

A neighbouring IAM Group (Cheltenham and Cotswold or C-CAM) are running their last slow riding event for the year on Sunday September 27th at the Arle Court Park-and-Ride car park, Cheltenham (just off the A40).

This event is open to all CCAM members and has been extended to invite neighbouring Groups such as WHAM. The event will give everyone the chance to practice their low speed handling, U-turns and braking exercises in a private car park, on your own motorcycle, with guidance from our experienced C-CAM observers, in a safe... controlled environment. There will be 6 different exercises during the morning with a chance to take part in all of them.

The event will start at 10.15am with a safety briefing at 10am. (we will be setting up from 9.30am) and finish at 1pm.

There will be teas and coffees available through the morning. If you would like to take part, please confirm your attendance to [GrahamB@c-cam.org.uk](mailto:GrahamB@c-cam.org.uk). You are not obligated to turn up but it will give C-CAM an idea of numbers for the day.

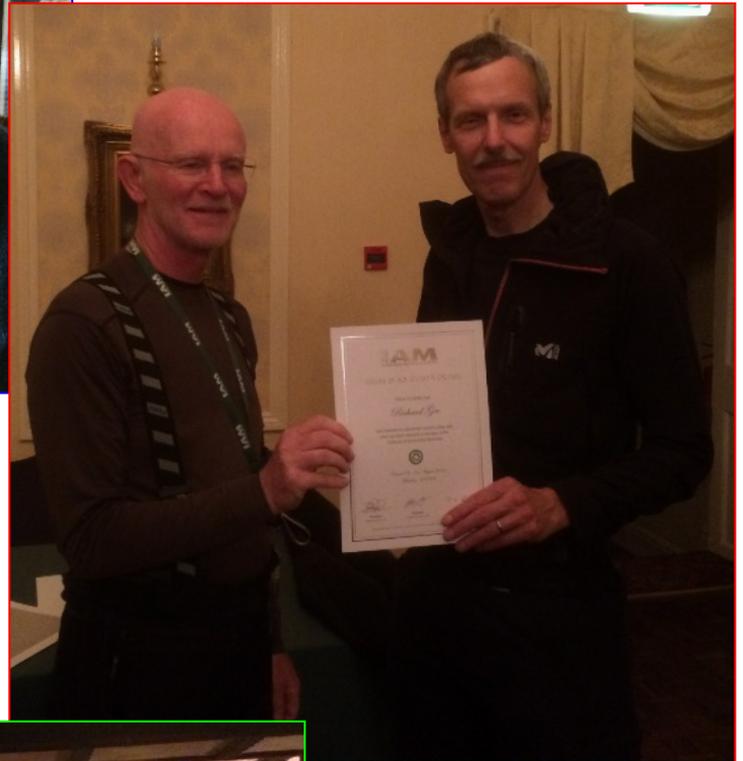


## Congratulations!

Warren Bennett - IAM Pass



Richard Gee - IAM Pass



Paul Gill -Local Observer



## A 'close call'

by Del B

I just wanted to add this short editorial to supplement my Chief Observer comments on 'positioning' to follow:

Gerry (the wife) and I were returning from a short bank holiday 'get away' to Weston-Super-Mud (I mean, Mare!) travelling on the M5, hi-vis vest on, good visibility, riding light on taking up a position in lane three (outside lane) early approaching a slower moving vehicle in lane two (middle lane) on setting up for the overtake I moved to the right of centre within my lane (I use the position number as position four; position three being the centre of lane/road) as I closed to the vehicle I tried to make eye contact with the driver, having not observed they had seen me in their side mirror I moved slightly further to the off side of my lane (between position four and five).

As we passed the rear door of the vehicle they started to move into lane three, no indication (not that indicating their intentions would have helped, as we were already committed to passing) or warning. I had to use my brakes rapidly to avoid being pushed off the motorway and into the separation barrier.

I am convinced that if I had not taken up the off side position (position four) within my lane during the overtake we would have been hit. The extra space I gave myself during the overtake allowed me that vital element in advanced riding, that is 'time', the time to react. Needless to say when we eventually passed Gerry gave a few direct 'expletives' as to what she thought of their manoeuvre.

Lesson learnt; position yourself in the safest place on the road at all times, taking into account other road users, road conditions and weather.

So with that in mind .....



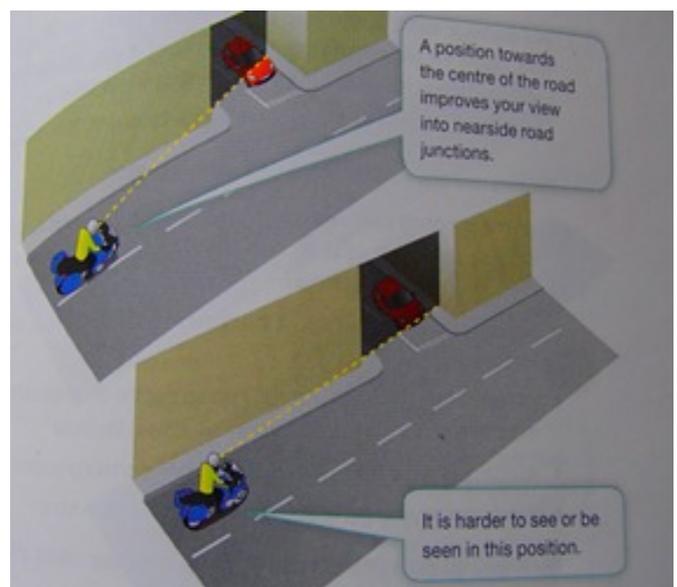
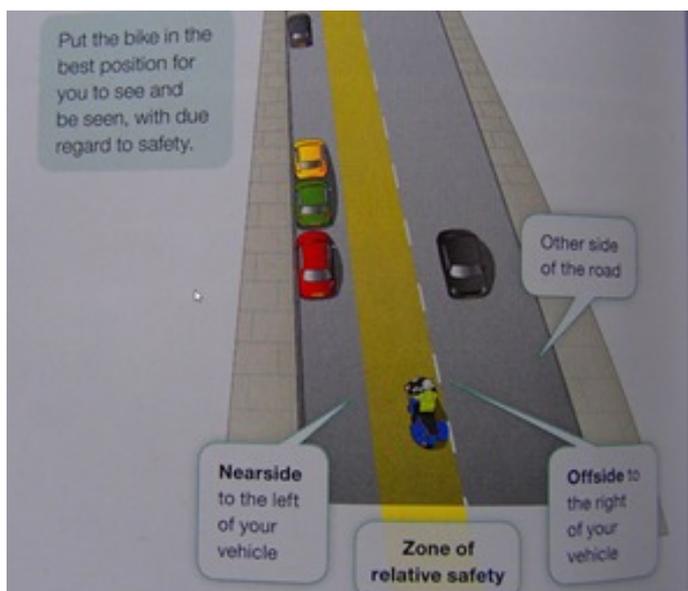


## Positioning

‘Positioning is a crucial element in the system of motorcycle control’.

The ideal road position depends on many things: safety, observation, road and traffic conditions, road layout, cornering, manoeuvrability, assisting traffic flow and making your intentions clear, always consider safety before anything else, and never sacrifice safety for any other advantage.

Aim to take a position that puts safety first, and ensures good tyre grip and stability and provides the best view consistent with these objectives - (Safety, Stability and View – SSV).



When choosing a road position, always take into account the width of the road you're traveling on. Your choice of position will be different on a three-quarter width road or on a narrow or country road without white lines, for example.

**Always be prepared to sacrifice your road position for safety.**





## Safe positioning on the approach to hazards.

The system of motorbike control provides safe and methodical approach to hazards. As you approach a hazard, be aware of the condition of the road surface up to and through the hazard and select a course that gives you adequate tyre grip. When planning your course be alert to the risks arising from either side of the road.

Dangers come from anywhere but be especially alert to moving hazards coming from the left (or on coming moving vehicles). You will generally have less time to react to these. On narrow roads and one-way systems, need to pay equal attention to both sides of the road. Select a course that reduces your vulnerability and makes you more visible to other road users.

What if any lessons can you learn from the video (please click to open);

URL: [https://www.youtube.com/watch?v=rvVouuH4tLQ&feature=player\\_embedded](https://www.youtube.com/watch?v=rvVouuH4tLQ&feature=player_embedded)

Del Britton  
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