

# Worcester & Hereford Advanced Motorcyclists



October  
2016



## The Chairman's Notes

### Welcome to the Newsletter

Firstly, congratulations to Richard Hewitt and Adrian Wheeler who both passed their National Observer tests earlier this month. An excellent achievement and deserving of their hard work and commitment to Associates. The club has a tradition of excellence and currently have 4 more Local Observers in training for their National qualification.



The Observer team has been busy completing Associate training, with a heady mix of F1rst and Passes. In addition Taster Rides have been popular for those interested in advanced training. A big thank you to Del Britton for organising an excellent trip to Normandy. This year riders had the option of routes providing longer day rides or visits to some of the key sites, such as Pegasus Bridge and the Merville Battery. Thank you to Derek and Tony for planning routes that incorporated some of Normandy's best roads.

This year, we will not be having a Christmas Dinner. This is replaced by the WHAM 10 Year celebration – details below.

The AGM is now planned for February natter night, so you will have ample time to get your subs in.. Details are below and will be in future Newsletters.

### WHAM 10 Year Anniversary Celebration

In January 2017 WHAM celebrates 10 years as a successful IAM affiliated Motorcycling Club. To mark this special occasion a Dinner has been planned at the Feathers in Ledbury, booked for Friday 27<sup>th</sup> January 2017, 8pm.

Numbers are restricted to 60 and will be on a first come, first served basis. A reserve list will be established should circumstances change. We require confirmation of attendance by 30<sup>th</sup> September.

The cost is £35.00 per person. The dress code is black tie or smart casual, but no jeans please. If you wish to book a room please contact Rachel at the Feathers (01531 635266). Standard room charges apply. Alternative accommodation is available in Ledbury. The Talbot was recommended to me (01531 632963).

So what do you need to do now? Please confirm your interest on the website. You will be asked to pay via paypal in the near future.

We will be paying a single payment from WHAM so will not be dealing with cheques/cash on the night.

Should you not have access to PayPal please contact me on the above address as soon as possible to book a place and arrange payment.



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



Below is a sample menu, including vegetarian option (to be confirmed):

Crispy Goats Cheese Parcel  
Tuscan Vegetable Compote, Black Olive Dressing

Duck Leg & Liver Terrine, Orange  
Honey & Five Spice, Croute

-o0o-

Chargrilled Chicken Breast  
Fondant Potato, Field & Forest Mushroom, Madeira & Thyme

Filo Parcel of Melting Brie & Caramelised Red Onion  
Grilled Butter Fig

-o0o-

Sharp Lemon Tart, Clotted Cream

I am really looking forward to the evening and hope to see you there

Paul Whitcombe

WHAM Chairman



## Wasps v Ant

By Ant Clerici

I've just read Richard's article 'WASP ATTACK' and wondered about their risks compared to mine....

**WASP ATTACK** (September WHAM magazine) describes our fears about other riders who are throwing the dice with their lives, throwing the dice for other road users they encounter and perhaps that's also you and me if they happen to take you out as part of their accident?

*(Hands up if you've been undertaken by such a rider.....)*

..... worker **wasps** rarely survive the winter.  
Reference Google



Richard discussed what he was thinking: stop or go on?  
As Del said in his **Words of Wisdom** in the same newsletter "....aggressively fast traffic is best in front – let them pass...."

### But what about my risks?

I ride over 12k miles a year, all year, in all weathers (except ice/snow), day and night, on all roads from rural roads with grass in the middle to Motorways and central London. Roadcraft refers to high mileage equalling increased risk. I'm human too. I enjoying the performance of my bike, the overtakes, "making progress", testing my own skills.

We all agree biking isn't without risk. I rediscovered this in Luxembourg when I dropped the bike on a corner. No one else involved – so my fault! I was following another biker, being sensible and not pushing it, but the road surface and my tyres weren't compatible! Over we went, without warning, but thankfully most of the damage was to my pride.  
You can still inspect the crash bar for evidence!

So am I a WASP? It's a matter of degree. We all push how we ride our bikes, (*don't we?*) we all stand a chance of missing the one thing that could spell disaster...you all know the list....a patch of gravel, emerging cars, diesel, the oncoming car camouflaged in the trees, the unleashed dog, etc But the more we ride.....the more our errors go unpunished. The risk/mile increases with time post-test as well as a higher mileage leading to more exposure to risk. **Unless we do something about it.**

Don't give up biking – we all love it!

Maintain your skills: anyone can ask one of our observers to ride with you. Observers aren't exempt from the journey to complacency, me too! But we have a system in place to constantly top our skills with regular Observer training and our observer pods where we mentor and debate the issues.

Hold a serious personal review.....every time you ride.

- Would your riding pass an advanced test?
- Do you ride with finesse and skill?

That's why I haven't repaired my crash bar – it's a reminder

Ant Clerici



## Not A BMW GS Review

By Tony Davis

Well, its now 6 months since I put down my deposit on a 16 reg assembly of Bavarian Pig iron with a ditch pump for an engine and WHAM have asked me to write a review.

Why anyone is interested in a review of a BMW GS is beyond me. The damn things are two a penny round here and dealers are almost begging us to test ride them just to make some space in their showrooms.

I've just returned from a most enjoyable long weekend in Normandy with the club. Great company, great roads and great weather, all spoiled at the start of every ride where we were confronted by the ugly bog eyed stare of the plethora of GS's in the bike park and the frantic 'which one is mine?' question.

Mine is a 'Triple Black' special edition that I was supposed to pay a few hundred quid extra for. Apart from a nice bit of embroidery on the seat and a thin piece of tacky black plastic on the tank its no different to all the other lumbering piles of BMW adventure junk out there, it still blends in a treat down at the trendy wine bar with all the other Ewan and Charlie wanna be's in their Rukka onsies if that's your bag.

A 'feature' of the GS is the power sapping drive shaft they fit where proper motorcycles have a chain. What were they thinking about? One of the great pleasures of Motorcycle ownership is the lubricating and adjusting of the drive chain and replacing it every 20,000 miles. What is a bloke supposed to talk about down the pub if he cant discuss Scottoliers and rivetting tools? I still get slightly envious when other club members end day rides with oil all over their number plates and trousers. On a recent trip to Luxembourg one of our members who still rides a proper motorcycle had the pleasure of taking a large and very heavy torque wrench with him in his ill fitting leaky tail pack. Much amusement was had watching him heave away at his rear spindle bolt after adjusting the chain. Now that's motorcycling.



I took the Wife out on the back recently. She's not an especially Fat Lass but I do like to jack the rear up a bit with her on board to stop the shock bottoming out. I spent a good half hour looking for somewhere to insert my trusty 'C' Spanner to no avail. We spent the day wallowing around the Elan Valley like a pig on roller skates. Someone told me there is an electronic adjustment in one of the switches on the dash but what self respecting biker knows how to work stuff like that?



I was amazed back in 2013 when KTM shareholder Derek McMullan got conned into jettisoning some of his hard earned State Pension on one. Fair play to him though, he stuck with it for nearly 3 years even though everyone knew his every move by the trail of flaking engine paint he left behind on every ride. The final straw came when a couple of proper plebs in WHAM (we know who we are Mr P) purchased one. He was shot of it quicker than a 1290 Duke, returning to the KTM fold in such a hurry that he bought one that was not even orange.

So, in conclusion I just can't see what all the fuss is about. How on earth has it become the best selling Motorcycle of all time? How come it tops the sales charts every month? Its a load of old rubbish, I'm off to clean the chain on my Fazer.



“I may look like I am enjoying myself but the dark visor is hiding a look of shame and embarrassment”.

Regards

Tony

## FROM THE WEB

For the GS owner that has everything

# Congratulations

6

IAM Pass Dave Hollings

Observer Chris Brown



Adrian Wheeler  
National Observer

Richard Hewitt  
National Observer



Worcester & Hereford Advanced Motorcyclists

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



## NOTICE OF ANNUAL GENERAL MEETING WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

Wednesday 22<sup>nd</sup> February 2017

The Group AGM will be held at the Falcon Hotel, Bromyard Starting at 7.30PM

The main purpose of the AGM is to review the events and finances of the past year and to elect the committee for the coming year. All full members and associates are invited to attend but only paid-up full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

### **Committee Changes**

The current officers – Chairman, Secretary, & Treasurer must stand down but can offer themselves for re-election. The current known intentions of the Committee are given below.

### **Officers**

Chairman: <b>Paul Whitcombe</b>	Standing down three year term over. Stuart Poole seeking election.
Secretary: <b>Alex Hoyle</b>	Standing down/seeking re-election
Treasurer: <b>Eric Reynolds</b>	Standing down/seeking re-election

### **Committee Members**

Vice Chairman: <b>Roger Brooks</b>	Seeking re-election
Newsletter Editor: <b>Stuart Poole</b>	Standing down/ Position Vacant
Newsletter Editorial Assistant: <b>Ali Lewis</b>	Seeking re-election
Membership Secretary: <b>Roger Brooks</b>	Seeking re-election
Webmaster: <b>Tony Davis</b>	Seeking re-election
Routemaster: <b>Tony Davis</b>	Seeking re-election
Region Rep: <b>Ant Clerici</b>	Seeking re-election
Associate Coordinator, Hereford: <b>Stuart Morehead</b>	Seeking re-election
Associate Coordinator, Worcester: <b>Paul Gill</b>	Seeking re-election
Chief Observer Hereford: <b>Delmore Britton</b>	Committee Appointment
Chief Observer Worcester: <b>Paul Whitcombe</b>	Committee Appointment

Any fully paid up members of the IAM and of WHAM are free to apply for any of the above posts.

### **COMMITTEE NOMINATIONS**

Any WHAM full member wishing to put themselves forward for any of the officer posts or the vacant committee posts should complete the attached nomination form.

Voting will take place to fill the three officer posts and vacant Committee positions at the AGM. In the event of 2 or more nominations for a post, there will be a vote by show of hands on the evening.

Nomination forms are attached to this notice. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated.

Please return nomination forms to any of the Officers/Committee Members as soon as possible or hand them into the Secretary at the start of the Annual General Meeting.

All members are invited and indeed, encouraged to attend the A.G.M., not only to participate in voting in your committee, but also to volunteer your ideas, express your views and discuss where/how you would like the Group to progress.

### **ITEMS FOR AGM AGENDA**

Any member can submit items for inclusion in the AGM Agenda. Items need to be submitted to the Secretary Alex Hoyle on 01885 400772 or E-mail [whamgroupsecretary@gmail.com](mailto:whamgroupsecretary@gmail.com) at least five days before the AGM.



## Nomination Form

For the election of  
Worcester & Hereford Advanced Motorcyclists Committee 2017

TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &  
HEREFORD ADVANCED MOTORCYCLISTS PRIOR TO THE AGM OR TO THE  
SECRETARY ON THE EVENING OF THE AGM ON:  
WEDNESDAY 22<sup>nd</sup> FEBRUARY 2017

I .....

(Name in block capitals) wish to stand for election to the position of:

.....

Signature..... Date.....

Proposed by: (Name in Capitals) .....

Signature..... Date.....

Seconded by: (Name in Capitals) .....

Signature..... Date.....

Nomination Accepted by.....

In the event of 2 or more nominations for the same post, I agree to a vote by ballot on the night & will abide by the majority decision.

Please note: You may not stand for the committee if the law debar you from being a charity trustee.

If you wish to volunteer for the committee but do not know someone who can nominate you or second your nomination, please contact the Secretary, Alex Hoyle on 01885 400772 or E-mail [whamgroupsecretary@gmail.com](mailto:whamgroupsecretary@gmail.com)



## IAM Track Day at the Thruxton Circuit

By Menna & Jem Angharad

We had been thinking of going on a track day for some time; at last we bit the bullet and booked an IAM skills day at the Thruxton Race Circuit for the 20th September.

Firstly, we would like to say to anyone who has not been on one of these days. Don't put it off, sign up for one at the first opportunity! We had such an amazing day, really learnt a lot, enjoyed it enormously and can't wait to do more.

As the track is over 2 hours from us we had booked a room in a nearby pub for the night before; this was great value and they sent us off with an excellent and nourishing breakfast. We were riding a Ducati Multistrada (Jem) and Yamaha MT09 Tracer (Menna).

After arriving at the venue and registering, we availed ourselves of the freely-flowing tea and coffee as we listened to the introductory talk which explained how the day would be set out. Our day was to be divided into 20 minute sessions: 20 mins of instructive talk, 20 mins on track then 20 mins of free time. This was to be repeated six times with a lunch break in the middle. Following this we were split into groups according to ability and experience. We were both a bit nervous and had no idea what to expect. A, B and C groups were divided into ability sub-groups of four riders, we opted for the lowest of the low.

As soon as we met our group leader, Lilian and trainee leader, Alice, we were immediately set at ease. They were both so approachable and knowledgeable, their enthusiasm and confidence was inspiring.

While we waited for the A and B sections to get out on the track we had a session of useful braking exercises then filed into the 'classroom' for our first talk.

Our instructor for the day was superb, the 20 min talks were well structured and gave the appropriate information at exactly the right stages as we progressed during the day. Of key importance was keeping to the 'race line', as set out by colored cones on the track (showing for example the bend start, apex and exit). Not only was this important in order to take the most efficient route but also for safe overtaking once this was allowed later in the day. As long as this rule was adhered to overtaken riders were free to concentrate on their own ride without worry of being cut up or bullied.

At last we got to the track. For the first session we took turns in following our leader Lilian round the course with Alice observing from the rear. Later we took turns in being followed. We proceeded at a genteel pace initially, but as we got to know the layout we speeded up. After each session we were given detailed individual feedback.

As the day progressed and our technical ability increased, the sheer exhilaration of pushing the bikes faster and leaning more steeply was pure visceral pleasure. Though it was a pity to be flagged of at the end of each ride we couldn't help but come to a stop beaming from ear to ear. This is a day we would highly recommend; fantastic value for money and the level of fun is second to none as you learn so much. The level of commitment and skill of the IAM volunteers is amazing!

Many thanks, we can't wait to do more.

Menna





How many bikes!

30/09/2016



A hard life.

30/09/2016



Paul delivers a serious brief ....

01/10/2016



Not sure if Ant is enjoying the sunshine or it is something Gill said!

30/09/2016



...and serious briefs!



This is what happens if you leave early



Days end.

01/10/2016



Mont Sant Michel -  
outside & in





## 'Off siding'

'Off-siding' is the term that is given to riding on the opposite side of the road - over the white line to gain an extended view. The Police have long-since stopped teaching the practice in their riding schools. IAM too have not practiced this technique for many years since the risk far outweighs any advantage.

Imagine this scenario:

You are travelling along a country road at a modest pace - 25 to 30 mph say.

There is a Golf GTi coming towards you - it is driven by a 19-year-old farmer's son, who has driven that road every day of his life - school bus, bicycle, moped, & now in mum's borrowed car. Even if he's travelling at the same modest pace (perhaps unlikely!) you are now closing at between 50 & 60 mph. As the Golf comes around what to him is a "blind right hander" – yes, too quick probably - he sees a motorcycle coming towards him on "his side of the road". In an instant his reaction is to brake, and at the same time steer away from the motorcycle i.e. towards his right, just as the motorcycle rider swerves back to his left i.e. they're both on the same bit of road.

The risk is all so unnecessary; the extra vision gained is negligible. Unnecessary risk and with the potential for a fatal incident – and we all know who is hurt in any motorcycle accident.

If the road you are riding on, such as a country road, has no white lines use the centre of the road as your guide. If the corner is entirely "open" (so you can see there is not even a snake-on-a-skateboard) then "straight-lining" or "trimming" the bend won't entail risk.

Avoid off-siding to extend your view at any speed – the risk/reward calculation simply doesn't work. Remember to live by the IPSGA system to make your riding plan.

- Insufficient view?
- If safety says there is no better position: "Slow down and Carry On!"

Del Britton  
CO  
WHAM

