

# WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



**JUNE 2018**



## CHAIRMAN'S FOREWORD

We are so lucky to have so many great biking roads on our doorstep! And you only have to scan WHAM's summer programme to make the most of the next few weeks biking. So "what's on"?

For the forty or so that came to our slow riding day on June 3<sup>rd</sup> it was a great day of riding challenges and smiling faces. Richard Mundy won the slow riding race for the second year – congratulations! And thanks to the Safer Roads Partnership for providing a box of "freebies".

What's to come?

Days Out - carefully planned to explore a little bit further than Sunday morning rides allow. Even if you can't ride the whole day just join us to the first or second cafe.

Check out the events page for trips to:

Tregaron & Newquay (July 7<sup>th</sup>)

Rutland (August 4<sup>th</sup>)

*.....summer weather isn't all childhood memories of sunshine and ice creams..... this was July!*

And if that's not enough.....there are fascinating local routes to our Natter Nights – WHAM evening rides. And if you fancy a different start point then simply head to that other MacDonald's. We all end up in Bromyard!

In the meantime I want to thank our observers for tackling the great response to "free tasters", now up to 64 and counting! It's been a successful campaign.

This month we have also received support from the Safer Roads Partnership who is happy to support our activities. They are recruiting a motorcycle engagement officer – someone we need to meet!

Safe riding! Ant Clerici



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## MONGOLIA BLOG—BY JEM, MENNA AND LILI PART 4



The following day we swam in the lake, walked up into the hills, and then rode past the extinct volcano to the nearest town, Tariat, in search of a clutch cable. We got one in a little grocery etc. shop for the equivalent of 85p, so that evening we replaced it.



Before we headed off next morning, two robed men on a bike turned up selling blueberries, so we stocked up on a large squishy bagful.



## MONGOLIA BLOG—BY JEM, MENNA AND LILI PART 4



En route back to Tariat we stopped at a ger-café, where the lady prepared an excellent lunch for us as we watched.



## MONGOLIA BLOG—BY JEM, MENNA AND LILI PART 4

Jem thought that her Khuushuur – deep fried meat filled pastries – were the very best!

Back onto tarmac after Tariat, the road was much less interesting, though faster. What had started off as a beautifully hot and sunny day turned ominously dark and on one of the vastest and bleakest stretches we were engulfed by an ear-splitting thunderstorm directly overhead. We stopped as we couldn't see for the hail pelting down, parked the bikes on the roadside and crouched shivering with cold in a ditch waiting for the storm to pass, admiring the enormous hailstones of up to 15mm diameter. Later on another thunderstorm caught us and we sheltered under a road bridge in piles of cattle dung, feeling very vulnerable. It was quite atmospheric, there were scattered hacked off legs of slaughtered horses and cows lying around, hooves attached.

By the end of the day we reached the town of Tsetserleg and found a comfortable guest house for the night, thunderstorms and generally inclement weather made us less than inclined to camp. More storms were predicted over the next few days, and having researched online as to how to avoid being struck by lightning – the only safe place is said to be inside a building with a lightning conductor – we decided to stay put.

A pleasant day of ogling the first fresh-looking fruit and veg that we'd seen in two weeks in the market and visiting the museum left us keen to get moving again. There were also a huge variety of strange dry dairy products, which we tried a chunk of but found not to our western tastes.





## MONGOLIA BLOG—BY JEM, MENNA AND LILI PART 4

Next stop Kharkhorin, near the site of the ancient Mongolian capital, Karakorum, founded by Genghis Khan in the thirteenth century. When we arrived after a wet ride we found most of the central streets blanketed in a thick slurry of mud up to 6" deep and quite slippery. Opting for higher ground we found a cosy ger to stay in for a couple of nights and were brought a good supply of cow dung for the stove.



Jem's egg-carrying technique could perhaps be something for the slow riding day?



## MONGOLIA BLOG—BY JEM, MENNA AND LILI PART 4

Riding from Kharkhorin towards Ulaanbaatar we passed the Mongol Els, a 70km stretch of sand dunes, and just had to have a camel ride. We were overjoyed to get back on the comfortable saddles of our bikes afterwards, camel riding equals pain.



That evening was our last night in the tent, surrounded by vast empty steppe.





# CHIEF OBSERVERS COLUMN

## TIPS FOR TRIPS

At last (!) the biking season is well under way and all those trips that were planned in the winter months are just around the corner. Whether riding abroad or taking a trip in the UK it's great to spend time on the bike that is more than just a Sunday morning club run.

This is where I thought it be a good time to cover some basics regarding the law for abroad.

## EUROPE

Bike documents, Card license, Passport, Insurance, MOT (if applicable), and registration document (V5) should be with you at all times

Remember to notify your insurance of your pending trip abroad. For some insurance companies it is not a requirement but it's better to play safe

A GB sticker to display country of origin. This is sometimes incorporated into the Reg plate however I have heard of some over-zealous officials that want to see a separate standard black on white sticker

Breakdown cover is a must (rather than a requirement) with repatriation of the bike back to the UK an important requirement

### For France you must also carry:

Spare set of bulbs

Two breathalysers with NF printed on box and be within the best before date. (whilst there is no financial penalty for not carrying one you could face long delays)

**YOU DONOT NEED TO CARRY A WARNING TRIANGLE.**

Hi-Vis. you are no longer required to wear hi Vis whilst riding a motorcycle but must carry and wear one in the event of an incident / breakdown

Disable speed camera alerts on your GPS (if caught it's a €1200 fine and confiscation of the device)



Police in EU countries can access details from the DVLA so a healthy respect of speed limits is a must. This came into effect from May 2017.

With regard to in-helmet intercom equipment it seems worth pointing out that in France 'fitted speakers' are allowed but in-ear buds are not(!). In Spain bike to bike or rider to pillion intercoms are illegal.

Gary Barnes Chief Observer (Worcester)



## RIDE 4 GWAAC—FLYER



 *Ride 4 gwaac*

# RIDE OUT & FESTIVAL

**SUNDAY  
15<sup>TH</sup>  
JULY** **LIVE MUSIC**  
**FOOD & FAMILY ACTIVITIES**  
St Mary's Old Boys RFC Bradley Stoke  
Tickets available from [www.ride4gwaac.com](http://www.ride4gwaac.com)



 **Great Western  
Air Ambulance Charity**  
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## RIDING FOR REAL!

And now for something completely different care of Derek McMullan. I'll try and get the full context of this for the next newsletter yet below you will find the first of quite a few serialisations of a rather amusing Gulf Oil publication from way back in the day. This is how we thought about things back then...



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# Peter Williams

I was born into motorcycling I suppose.

My father has spent his entire life in the industry and was at one time boss of the very successful AJS racing team. As a kid I spent as much time as I could at race meetings swallowing more atmosphere than I did ice cream - and by the time I'd reached my early teens, I was well and truly hooked on biking.

At college I concentrated on the science subjects, engineering in particular, and in 1963, fresh from school, bought my first racing bike. That year I spent most Wednesdays and Saturdays at Brands Hatch, not racing - just paying the small fee for the practice sessions. My first real race was at the last meeting of the season and I finished fourth. Not bad for a newcomer. But I wasn't - I'd practised for months and months! That's the secret.

Practice makes perfect. Never forget that.

The following year I was running my own 350 and a 500 loaned by a friend. One year later I got the next best thing to a full works contract - support from Britain's premier private sponsor, Tom Arter. He had a machine, a 350cc AJS 7R, that had been built by John Surtees. The 'Surtees Special' was the next rung on the racing ladder. After building a duplicate, this time with a 500cc engine, we were ready to take on the world! 1966, a mere nine hundred years after William the Conqueror, came Williams the *almost* Conqueror! I finished second to Agostini in my first ever Isle of Man TT and

second to Mike Hailwood in a Grand Prix. I was on my way! .

My 'dual personality' of rider and engineer was paying off. In the 1967 season I contested the 500cc World Championship and finished fourth. That's how it goes.

You can't be the best every time. But during that year I designed what was to become known as the 'Artillery wheel', a cast magnesium wheel that has since become the ultimate for both track and road use. That was a high point. Breaking my ankle in a crash in the East German Grand Prix was a low. Two disappointing seasons followed and in 1969 I decided to forgo the glamour of the Grand Prix Circus and concentrate on my own patch, Great Britain.

I joined Norton-Villiers as a design engineer with the OK to go racing whenever I wanted. Success at last! I won the 500cc British Championship in 1970. A year later, the giants John Player and Gulf Oil joined forces with Norton. It took a year to get

the results we wanted. Both myself and my team-mate Phil Read won a race each against the toughest competition in the world. Just two years later, in 1972 I had won no less than twelve international races on the John Player/Gulf Norton, including my first Isle of Man TT win - and the Island commemorated my win by issuing a postage stamp with my bike on it.

Oulton Park, one of my favourite circuits, proved my undoing in 1974. I crashed at Old Lodge Corner and never

raced again. A bad elbow injury brought the curtain down on my career. And I don't want that to happen to you, on the track or on the road. My love of motorcycles has remained. So much so, I now run a Kawasaki agency in Southampton. And I've written a book. One that I hope will help

keep you

alive long enough to read to your children and your grandchildren.

Thanks for reading me,

A large, stylized handwritten signature of Peter Williams in black ink, written on a light-colored background.



## Introduction

The inside cover will tell you that much of my life has been devoted to motorcycles and motorcycling. Just as some people can see beauty in cars, I see it in motorcycles - which is why I get such enormous pleasure from them. The satisfaction and enjoyment I get from riding a motorcycle is almost indescribable and I hope you too will find this same excitement over the years. If a job's worth doing, it's worth doing well.

That's been said about many things and motorcycling is no exception. You'll find the word 'survival' used often in this booklet because riding on public roads can be a dangerous business. I want you to link that word 'survival' with 'enjoyment'. And I will show you that you can enjoy motorcycling by the satisfaction of doing the job well.

Ride for real by doing it well and you will automatically survive and enjoy!



# Are you sure you'll be going home tonight?

Course you are. You said to your mates at work 'see you in the morning then . . .' and don't you have plans to go out for a drink' 'phone a friend or watch some television? It's daft to think any other way. After all, people like you don't get killed or injured in motorcycle accidents, do they? ·

*Wrong.*

Three every day never make it home, people just like you and me. Think about that. By the time you turn the light out tonight there will be three big, empty spaces in this world. Another three will be dead tomorrow ... and the same the day after ... and every

tomorrow that ever comes. Frightening isn't it? And that's not the end of it. Another twenty on each of those days will be hurt at the very least or badly crippled at the very worst. Many will never walk again; never marry; never work; write; kick a ball; dance or laugh. Some will never be able to think again.

They will have died or been injured because they lacked experience and for no other reason.

So think about it again. Are you sure you'll be going home tonight?

You are, aren't you?

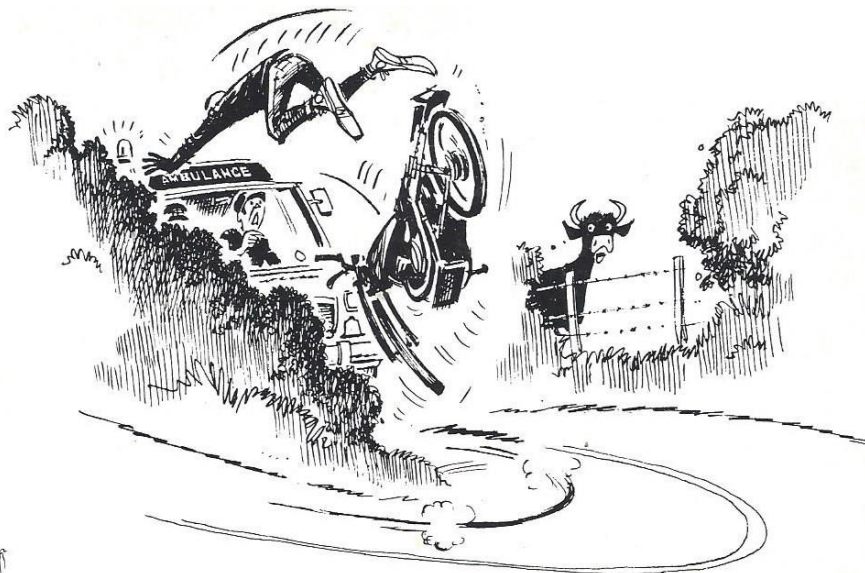
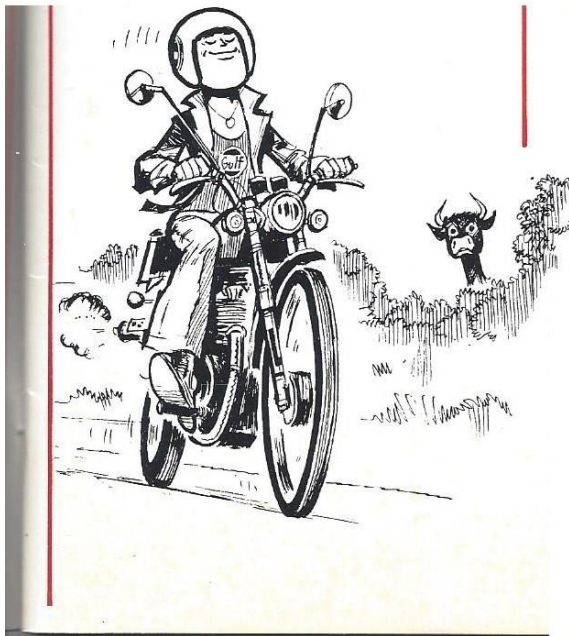




# RIDING FOR REAL!

Glad you're still with us, for we think we can give you a few tips that will help gain experience and keep you alive. The word 'accident' is a bad one for it suggests that nobody was really to blame for what happened, but someone always is.

Accidents are the result of ignorance, stupidity, indecision or a moment's carelessness. Experience will help you make sure the chances of your being involved are slim. The only trouble is, gaining experience takes time - and time is what the next three heavy statistics don't have. Three of us have



just twenty-four more hours left on this earth and that's why Gulf have asked me to put this booklet together. Not to sell you their petrol and oil but to sell you the idea of survival in a risky business.

You don't learn parachuting by just falling out of an aircraft, or boxing by taking on the club champion over ten rounds on your first night. You get trained first. And motorcycling is no different in that respect.

You should already have read The Highway Code and had some practical tuition on two wheels such as that offered by the RAC / ACU scheme or STEP. If you haven't, do both those things now. As with everything in life, A comes before Band C. Start at the beginning. This booklet is for the intermediate stage, between practical tuition and advanced motorcycling. So when you've finished this, get a copy of Advanced Motorcycling or the police training manual Roadcraft.

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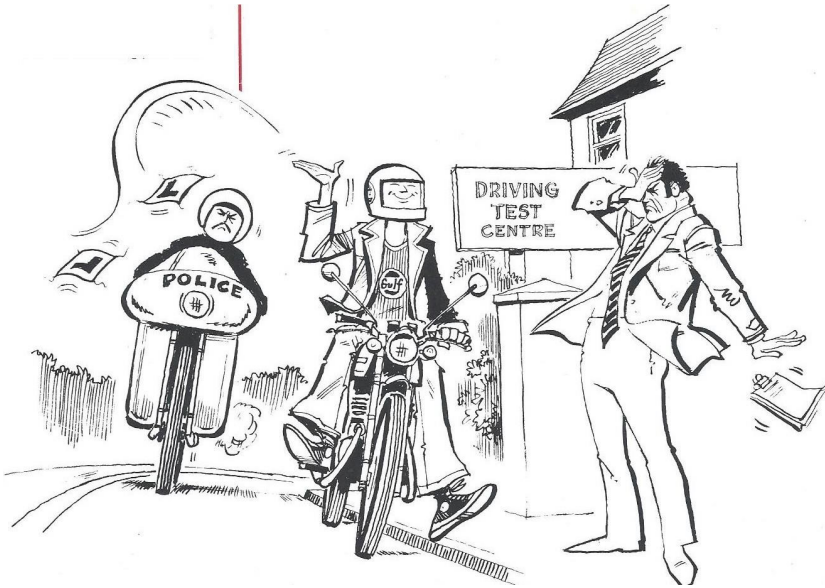
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# RIDING FOR REAL!

Your first motorcycle changes your whole life. Suddenly you are living to your own schedule, not the bus company's. Your world expands and you are free to pursue a thousand things that you just couldn't do before. It also introduces a new excitement to your life - and that is the big problem.

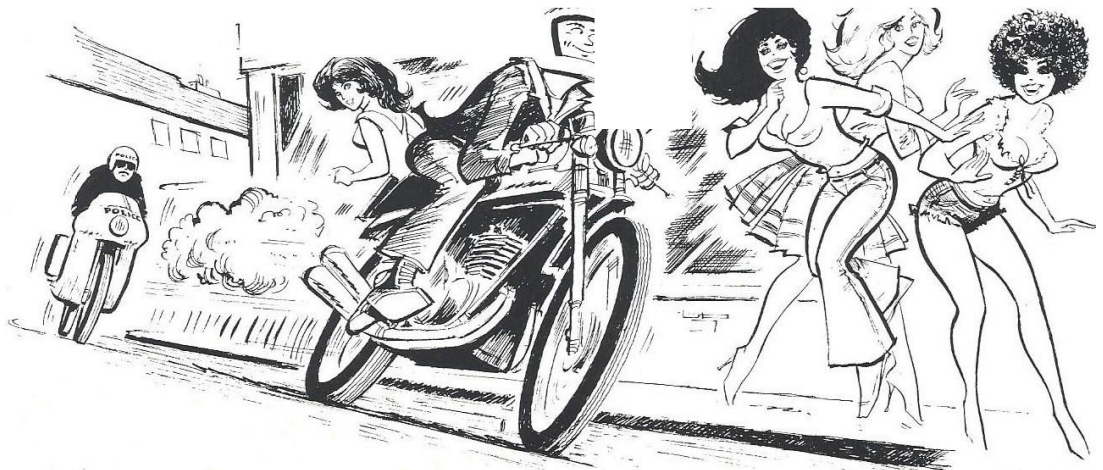


The hazards you will encounter are many and new skills are acquired slowly. This period, say the first six months, presents you with the biggest risks of your life to date.

The trap we all fall into is that of overconfidence. Once past the wobbly, complete novice stage when you can operate the clutch without kangarooing up the road, it all appears too easy for words. Speed limits seem much too slow for someone as capable as you and everything ahead has to be overtaken. After all, everyone wants to be an ace don't they? It is that inborn sense of competition we all have that is the novice rider's own worst enemy. You want to be faster than your mates, the daredevil that always pulls the birds, the bloke who can lean harder and longer into every bend. Well, that game is for losers. Get into the Show Off or Pushy Antagonist game and you'll be a dead-cert loser. Go the other way. Get it into your head that it's quality of riding that counts, not how sharp your footrests are. And the earlier the better.

I've raced around the Isle of Man TT course many times and I've also been out on those same roads when they've been open to the public. When racing, I always rode as fast as I possibly could but kept a good margin in reserve. Not *on* the limit, but *inside* it. Some of the company I found myself in on those 'open road' rides frightened me to death.

They were well over their limit much of the time with nothing left in reserve. They seemed concerned about nothing other than speed - and I can tell you, they weren't that quick either! Very few possessed that smoothness and fluidity that marks a good motorcyclist. Proper use of the gear-box and brakes, awareness of changes in road surface, the line into and out of a corner, planning ahead - all these things stand the quality rider head and helmet above the 'more noise, less poise' merchant. The best rider never looks as if he is hurrying. He makes it look easy. Let's take a look at a few tips that will help you improve the quality of your riding.

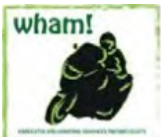


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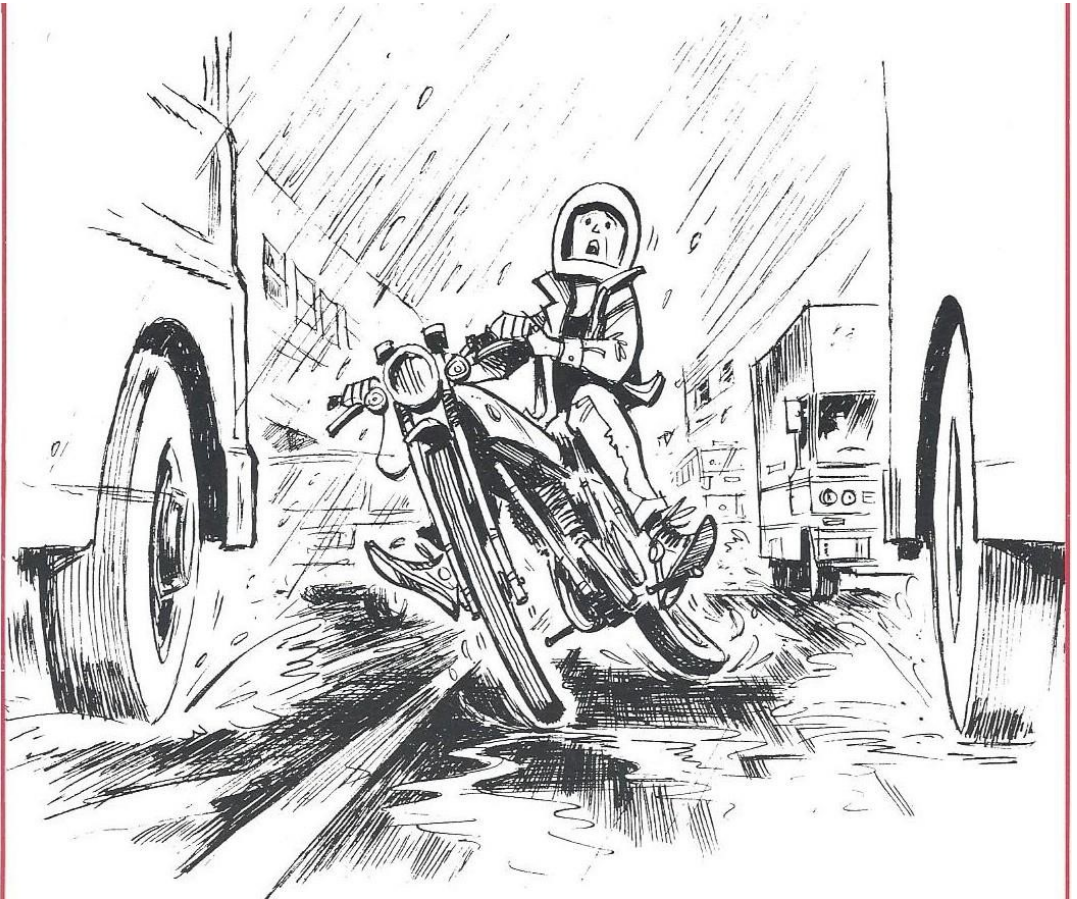
## In town

The highest risk areas are obviously in town. Because of the density of traffic, narrow streets and crowds, town riding needs 100% concentration and observation. These are your best means of survival: concentration and observation. If you can see it, you can avoid it.

Always position yourself correctly on the road. Road cambers being what they are and doing the job they were designed for, the left side of the road is where all the rain, muck and rubbish is channelled. Drains, manhole covers and debris abound on the left, so avoid that area. Come out where you can be seen and can properly defend yourself, don't hide meekly in the corner.

Never get in the way of other traffic. You'll only annoy them and maybe force them into doing something stupid. Get out about two thirds over to the crown of the road. There you can hold a strong position and move in or out quickly to avoid oil patches, bumps or other hazards. More importantly, it makes other traffic react in a positive way towards you. You are there to see and be seen clearly.

In town there are thick deposits of oil down the centre lines of traffic lanes. You can see them more clearly in rain - and they are far more dangerous then - but they're still there on a dry road. Avoid them. Ride on the right of them if there is oil film and you'll be in the correct position on the road whatever lane you are using. And if you have to cross it, keep an even throttle as you do. If you have to brake, do so with care. Pedestrian crossings are a hazard, even when nobody .....



# RIDING FOR REAL!

.....jumps out at you without looking! I always cross them by riding on the black spaces, not the white ones. Often, although not always, the black bits are ordinary road surface but the white stripes are always,

without fail, a bitumen coating that is more slippery. Some crossings still have metal studs at the fifteen-yard mark. Never ride over them, go for the spaces between.

It's only through simple observation like this that I've stayed aboard (and alive) until now and as we all have to look at something when we are riding, learn to look at the important things.

Always check the outline of the car ahead. Take note if it has a wing or door mirror. If it has then the driver's blind spot is smaller than if he only had an interior mirror. You can never guarantee that he will use it, but you will be aware just how large that blind spot might be.



Continued in July newsletter... Ed.



# BIKER DOWN 2018



## Upcoming Biker Down courses in West Mercia:

- Sunday 20th May 2018 – Bromsgrove Fire Station, Worcestershire (10am-1pm)
- Saturday 17th June 2018 – Peterchurch Fire Station, Herefordshire (10am-1pm)
- Friday 7th September 2018 – Bromsgrove Fire Station, Worcestershire (10am-1pm)
- Saturday 22nd September 2018 – Shrewsbury (10am-1pm)
- Sunday 7th October 2018 – Telford (10am-1pm)
- A limited number of places are available on each course. If you would like to attend one of these courses, please email:

[Roadsafety1@westmercia.pnn.police.uk](mailto:Roadsafety1@westmercia.pnn.police.uk)

Places will be allocated on a first-come-first-served basis. We will confirm if you have a space on the course and confirm location and details for the day.