

# WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



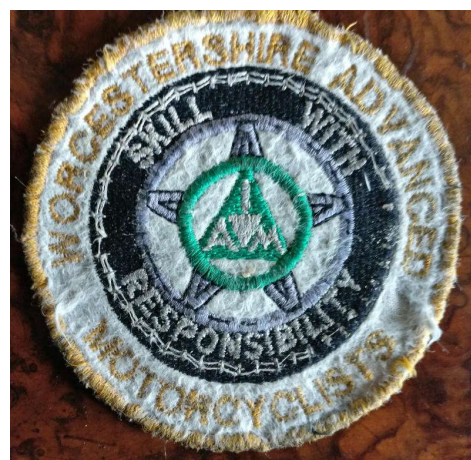
July 2022



## EDITORIAL

Greetings WHAMmers! The months pass so fast and already here is another thrill packed WHAM newsletter hitting your inboxes.. This month we have our usual contributions from our Chairman and our [Chief Observer](#), and a short piece with photos from [Ant Clerici about the Preston Hillclimb](#) which was attended by his second favourite bike group, the Severn Freewheelers (Blood bike group).

I've also discovered a nice piece I think you might enjoy from the archives, - this one from the [September 2018 newsletter](#). Its an old article which was written originally in the 70s by ex race ace Peter Williams.. he was a great rider of the time and one of my heroes of the day! The article oozes aromas of the 1970s and oddly, many of the topics touched on are still relevant today even though our machines are now largely computerised..



Keep an eye on the upcoming club events too, there's a list [here](#), and don't forget to check out the club's website, <https://www.wham-motorcycling.org/events/>, and [Facebook page](#) for the most accurate and up to date info

Contributions to the newsletter are extremely welcome, please email anything you have to [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

Jim Rolt  
Editor



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## CHAIRMAN'S FOREWORD

### Where is this year going?

I was at the Adventure Bike Rider Festival representing us on the IAMRS HQ stand this past weekend. Whether you are a ABR or not I would recommend this event. It is so much nicer being outside in the summer with the outside setting making for more space for everyone, than traveling to the NEC in the winter.

Several WHAM Observers (you know who you are you shy lot) where there taking prospects out on taster rides and thankfully, unlike the Suzuki demo team, all our lot came back in one piece and having stayed upright. I am going to be camping next year as I hear the evening 'Entertainment' was spot on too.



We always need help at these types of events, and its great fun, and so when it comes around next year, please do step forward and offer your support.

With one notable exception, Alex's' Observers are getting good test passes and I believe have capacity now and so if you were caught up in the Covid backlog, and we have not been in-touch yet, please do get in-touch with Alex to have an Observer assigned to you. And whilst I am at it, WHAM remains covering 50% of the cost of Masters programmes at the point of test application. If there are any existing members that fancy standing up for this, then please do it now as we may not do this into 2023....

Upcoming events are the WHAM karting event on Saturday 9th July (thank you Duane). We still have a few seats unsold for that event and so please do see the website for deets. You can take your mates and/or offspring/spouses if that suits.

I have also asked Duane to have a look at a return in the autumn to Betws-y-coed for a long weekend. Full deets again will go out via Facebook and then on the club website.

And finally! The WHAM skills day is now booked for Saturday 20th August at a site in Madeley Herefordshire. Thanks to Andy Culley for securing access. If you have yet to attend one of these please do; make it a date this year. You will be amazed at how much these skills raise the quality of your overall riding.

Yours in Sport

Richard H

WHAM Chair

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### Riding in Windy Weather

Now riding a motorcycle when it's windy can be a real challenge. And when I say riding when it's windy, I don't mean after a copious amount of baked beans, or a vindaloo, the night before, I mean riding in strong or gusty wind.

If I am honest, I absolutely hate it, I would rather ride in torrential rain than in strong gusty windy conditions. The unpredictability over when the wind is going to catch you, and in some cases if it's really strong, completely move the bike off its current course, is very hard to judge.

The only few words of advice I can offer, and certainly what I endeavour to do, is always to try and be extremely relaxed on the bike. As if I'm sat on my sofa at home watching the TV like a complete slob. The moment you tense up it all starts to go pear shaped. This may sound really funny, but I'm convinced that the bike, even though it hasn't got a brain of its own, can actually sense the tension in the rider, and this transmits up through the bike frame to make a really uncomfortable ride even worse.

I remember a few years ago a group of us had gone to Spain on the Plymouth to Santander run. We arrived back in Plymouth just as the aftermath of an Atlantic storm was about to hit the area. Unfortunately, we had no option but to set off back up the A38 from Plymouth on our journey home.

if I remember it was possibly the worst three or four hours I've ever had on a motorbike in my life. The nature of the A38 means that parts of the dual carriage way are shielded by trees, whereas other parts are completely in the open, and it's not flat either, it constantly goes up and down, wind can gust in from all different directions, and it was very hard to read which way the bike was going to be blown off course next. Trying to anticipate this is really challenging work and extremely tiring. You have to judge the conditions when you are going for any overtakes and allow for the fact that you might be moved off your course just at the last moment by a gust of wind. I remember seeing Eric nearly getting blown under the back of a tanker lorry, simply because a gust of wind had caught him when he wasn't expecting it.

Sadly, car drivers who don't ride motorbikes have no idea what we're going through, and continue to chop you up, just like it's a warm sunny day in July.

If I'm honest I really don't know if it's better to be on a big heavy bike like a cruiser, notice I didn't utter the words Harley Davidson there, or whether you are better being on a little lightweight bike. All I know is whichever bike I've been on at the time, it doesn't seem to make a blind bit of difference, you still get pushed all over the place.



I remember at the end of the Plymouth journey I got home completely shattered and totally knackered. I put the bike in the garage, came indoors and had a very large Scotch, and went to bed. I woke up the next morning with a splitting headache which I can only attribute to the battering I'd taken from the wind, not from the very large Scotch.

In conclusion it's really not much fun riding in gusty windy conditions, and if it's raining it's even worse, all I can say is just try and stay relaxed, take a very light grip on the handlebars, and just squidge down in the seat, if you tense up, you are going to be doomed.

Alex Hoyle

Chief Observer

## SEVERN FREEWHEELERS AT PRESCOTT - ANT CLERICI

Its lunchtime on the Saturday before Severn Freewheelers Prescott event. We've been setting up today ready for several thousand people arriving tomorrow to watch bikers 'run the hill'. We've already seen arrivals: everything from a WW2 R75 sidecar with machine gun to Harley's to weird specials. One of the conversations has been to highlight the need for more advanced Blood Bike riders in Worcestershire and Herefordshire...especially Herefordshire.

Now Herefordshire is interesting in that the bike is based at Hereford Fire Station.

Duties involve taking anything to help local NHS (that will fit on the bike), usually a BMW 1250RT. We train new riders with a buddy system to help you learn the ropes. This involves the safe transport of medical 'stuff', where to access hospitals out of hours and all about the bikes.

If you are interested please contact me, Ant Clerici

[ant@clericidesign.com](mailto:ant@clericidesign.com) 07778 286339 or Severn Freewheelers direct. You need to have your advanced test, either IAMRS or RoSPA.

It is a really worthwhile charity that needs your help!



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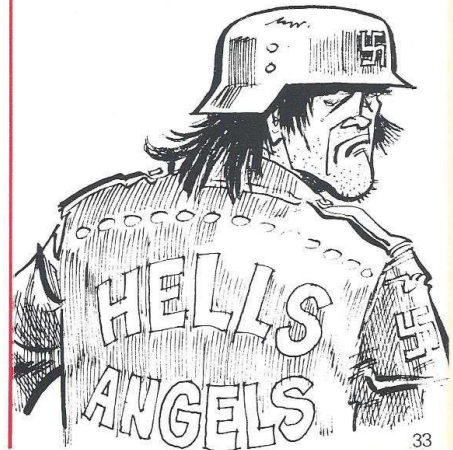
## Titfers

There's no doubt about it, the most important piece of clothing you wear on a motorcycle is your helmet. And to misquote somebody or other, 'If you've got a thirty bob head, buy a thirty bob hat.' Helmets vary in price considerably but it's not true to say that the more you spend the more protection you buy. Things like the material the helmet is made of and import costs both swell the price of a helmet without improving the specification. The one thing I will say is never put up with a hand-me-down helmet. Buy one for yourself. One that fits and one that you know has never been dropped or misused. How often do you see people in helmets that look like the cat's been sleeping in it for ten years? The strap is tatty, the neckband is rotten — maybe even cut — and the shell as clean as the floor of a parrot cage. Believe me, that helmet is worse than useless.

The fit of a helmet is critical. It should be snug. Not tight, just snug. And never in the slightest bit loose. It should be a full-face integral or jet style. Pudding basins are for museums and those things that look like flat caps aren't really good enough to go walking in! Protection of the forehead, temples and back of the skull are equally important. Glass fibre or polycarbonate? That's an argument that will go on for years — but if it meets the latest and most stringent British Standard, it's good enough to go motorcycling in. The only thing to be careful of with a polycarbonate lid is never paint it or put

stickers on it — even reflective tape — because certain materials break down the impact strength of the shell. Petrol and oil will damage polycarbonate. Wash them only with soap and water, not detergents. Read the helmet manufacturers instructions and be sure!

Do any of your mates ride with their helmets fastened with a chincup? Do them a favour, take it off the strap and throw it away. I know it looks smooth, all Highway Patrol etc. but they might as well be riding without a helmet. The chinstrap should be fastened under the throat, no other way. Tell them from me that if they use a chincup, their helmet will be ripped off their head the first time they fall off. And if they don't believe me, just hook a finger under the chincup and tug. You'll prove the point. It depends how much you use a helmet as to how long it will last. If you drop it off the seat of your bike, it's up to you. Personally I would replace it then and there because many helmets are constructed with a built-in pressurization. They are designed to absorb any impact by spreading that force across the whole shell. You can't see it, but by just dropping the helmet that initial absorption has been used up. Next time it happens and your head is inside, the whole impact will be taken by your skull. Think on that while you can....



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## Warm and willing

Discomfort is a drain on concentration — and total concentration is required when riding. The slightest discomfort will leak your concentration away just the same as a nagging toothache does. To be at your peak you must be warm and therefore properly dressed for motorcycling.

When you are walking or running you generate your own supply of energy to compensate for the natural loss of body heat the air around you is pulling away. Not so when you're just sitting on a bike and travelling through a sixty or seventy mile an hour breeze. So, even on a warm day, dress the part and make sure your pillion passenger does so too. Legislation makes it obligatory to wear a helmet but apart from the laws of decency, little else is compulsory! On a bike one needs protection. Not just a T-shirt and jeans, but *real* protection. Always wear eye protection. Being blinded by a stone or an insect is just as final as being blinded any other way. Gloves and boots are essential not only in the event of a fall, but for general comfort. Boots give the ankles firm support and cut out draughts. Gloves save the palms of your hands from callousing and also protect the fine veins near the surface of the skin — especially around the wrists — from shedding their warmth. A body belt makes a lot of sense too, for this keeps the midriff warm. And if you know anything about human biology, by keeping

the kidney area warm and well supported, the supply of blood to the extremities is guaranteed to be on par.

Cold is the motorcyclists biggest enemy in the battle for comfort. Guard against draughts by making sure the wrists, ankles, midriff and neck are proofed against the tearing wind. Loose clothing will flap annoyingly at speed, so never buy baggy items. Your jacket should be a proper motorcycle garment and be large enough to take a warm sweater underneath without restricting movement. It should be zippered and popped with fold-over double flaps on the front opening to keep out the wind and rain. Flared jeans can be dangerous, for they often catch on footrests when you put your foot down on the ground. Put them inside your boots. Dropping bikes can be expensive and painful.

Comfort starts with the riding position which we covered earlier. Make it fit right, sit right and zip yourself up. Feed yourself well on long journeys too. Make regular stops for hot drinks and snacks. Food replaces energy just as sleep does, so look after yourself properly and stay alert.





## Rain again!

Rain presents the biggest natural hazard to the motorcyclist, not only for the reasons discussed a few pages ago but also because it is another drain on comfort. Cold is bad enough, cold and wet can be sheer misery.

In biking terms there is no such thing as 'completely waterproof'. A body being shoved through a rainstorm at more than ten miles an hour is going to get wet somewhere no matter how much protection it's wearing. Wind has a way of carrying water uphill, sideways and backwards until a gap is found. The only complete answer would be to spray the body from top to toe with natural rubber, leaving holes only for eyes, ears, nose and mouth — but that would cause other problems I'm sure!

A good set of rainproofs is essential for the round-the-year biker. One piece and two piece oversuits made from all manner of materials are available and the choice is immense. Waterproofing's worst enemy is the stitched seam, so when choosing a suit avoid those with too much stitching. Stripes are fashionable but unnecessary — and they mean more stitching. Look inside the suit to see if the seams have been taped and doped to give added proofing. Check the collar and cuffs to make sure they are adjustable to fit you with and without overmitts, a towelling scarf or whatever else you use in rain. A two piece suit needs a good overlap between the jacket and trousers for both water and wind protection and the bib-fronted (salopet) trouser is probably the best kind. It gives an extra layer of warmth across the chest.

It's the extremities of feet and hands that get wetter and colder than the rest of the body, so these need special attention. Nothing beats a pair of wellies for keeping the feet dry but they are not the warmest (or most fashionable) footwear. Check also that you can operate the gear and brake pedals properly. If you buy rubber wellies, get a large pair with room enough for a good thick sock and a bit of toe-wiggling space as well. That space is essential for warm air to circulate. Overgloves or overmitts are OK just as long as you can seal the gap between them and your sleeve. Nigh on impossible. And they do take away that fine control and feel you need to operate the handlebar switches. Industrial or domestic rubber gloves are another answer — or rather part answer — but they give a stickiness of feel and tend to be too tight and therefore too cold. Rain can get inside the visor of integral helmets. Use a strip of eighth inch draught sealer tape around the inside of the visor — or just along the top edge — to keep the water out. Don't put the tape on the helmet itself, put in on the visor. It does get a bit messy after a while and will be about due for replacement when you need a new visor. If you do seal the visor against water you might find it mists up more easily. Use a proprietary demister fluid or a light smear of washing up liquid on the inside. That should cure the problem at least temporarily.





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## Leathers

Leathers are a pretty hefty investment these days, but I cannot say enough in praise of them. Horse hide has saved my own on more than one occasion! Buy wisely, shop around for value but never buy cheap. Beware the unnecessary stitch again — and where there are seams they should be double stitched. They should be fairly close fitting but not restrict movement and when you do buy leathers, try them on and sit on your bike to make sure they fit comfortably the way they'll be used. You don't buy a set of leathers to walk around in. For touring, a separate jacket is more comfortable because it allows you to peel the top half off when you stop. Always buy a lined suit and don't forget leather does stretch with use. They should be quite snug therefore when you buy them.





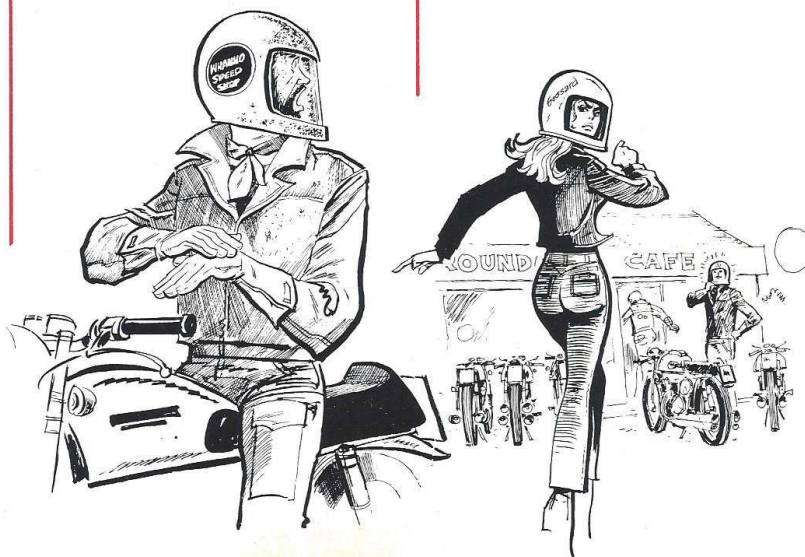
## Neat 'n' sweet

If you're like me, you probably ride better on a neat machine. If it's clean and polished, my riding is equally sharp. Same goes for my clothes, so I always keep my riding gear as clean as possible.

If I stop for a coffee on the road, first thing I do is wash the bugs off my visor ready for the next leg of my journey. Not only do they affect my vision, I also think it must be pretty nasty for other people to talk to me through a layer of dead insects!

Visors and helmets should be washed with soap and water — and if you use a furniture polish on the visor when it's new you'll find all the nasties wash off much more easily. Nylon suits need a warm water wash once in a while. Follow the instructions sewn inside the garment. Leathers too need the soft-soap and damp sponge job, but always finish off by drying carefully. Don't get leather too wet and never use direct heat to dry it. Neatsfoot oil is good news for leather but use it sparingly on soft hides. Boots? Well, everyone knows how to look after boots don't they? A good polish or dubbin treatment is what they need — and if they get sopping, help dry them out by stuffing crushed newspaper inside them overnight. This draws water out and also keeps their shape. Waxed cotton suits are a problem because they attract dirt so easily. A good soaking in clean water and some gentle scrubbing followed by a drip-dry and reproofing is what's needed here. All clothing will be better for regular washing

and reproofing. Your clothes will last longer and you'll stay neater.





# First aid

Being first on the scene of an accident can be alarming for someone not trained in First Aid. It's always better to know what to do because when people need help you'll find, often surprisingly, that you're very willing to give it. But unless you know the right things to do you could do more harm than good. Here are some tips. And remember, whatever little you do to help the injured, do it calmly. The last thing they need is someone around them who's all a-dither and panicky.

## 1 Assess the accident.

Note the vehicles involved; the number of injured; those who appear seriously injured, unconscious or trapped.

## 2 Protect the accident site.

Fire is a big risk. Trapped people can panic, so turn off the ignition of their vehicle and disconnect the battery. Do not allow anyone to smoke. If you can find a fire extinguisher, put it close to the vehicle where everyone can see it.

That gives everyone confidence.

Send volunteers in both directions to flag other traffic down. They should go back down the road at least 800 yards and use a paper or piece of light clothing as a flag. Use other vehicles as hazard warnings and illumination (see fig. 1).

## 3 Summon help.

Determine where the accident is and send volunteers to phone 999. Each should go in a different direction if there is no nearby

telephone but must have the same information with them.

They will need to know: Where the accident is — or the nearest landmark; the number and details of the injured; and whether any of them are trapped. Ask for the Police and Ambulance. Police action ensures that essential services are mobile and they will ascertain if you need the Fire Brigade as well. Write the message down for each volunteer — or get them to repeat the message back to you.

## 4 Assist the injured.

People who are not hurt badly and able to walk should be taken from the road and sheltered in nearby cars or houses.

### NO DRINKS SHOULD BE ALLOWED.

This may delay a necessary anaesthetic later. Cuts and mild bleeding should be covered with a firm dressing made from a clean handkerchief or other linen. The more obviously injured should be left where they are unless there is danger from other moving traffic. Cover them with coats, they must be kept warm. Unconscious people should not be left on their backs. Turn them on their side (see fig. 2). Dentures should be removed and the mouth cleaned with the finger to remove earth or other debris. If the injured person's colour is bad and his breathing seems obstructed, the jaw should be pulled forward (see fig. 3) to ensure a clear airway.

People trapped in cars should not be moved unless there is a definite fire risk. If someone complains of a pain in the neck, or they are unconscious, the head should be supported with your hands or a collar can be made from a stiff newspaper folded to a

width of 4–5 inches (see fig. 4). Again, support the jaw forward to ensure a clear airway. If the breathing is noisy and the patient's colour is blue, move the patient and place him on his side to avoid the inhalation of vomit.

Those who can speak should be asked their name and address and if they are taking any tablets. If so mention it to the Ambulance men when they arrive.

Above all, keep calm and get on with the job as if you've done it a thousand times before. Injured people need warmth and comfort and need to know they are in safe hands. Stay behind to give a statement to the police once the injured have been taken to hospital.

All motorcyclists should have a basic knowledge of First Aid. Instruction can be found through the Red Cross Association and the St. John's Ambulance Brigade. Look them up in the phone book.

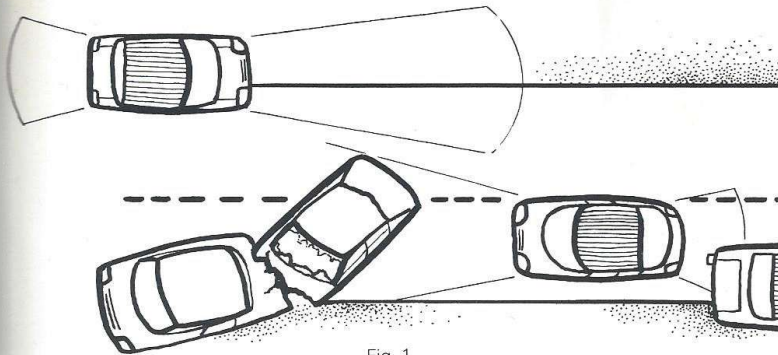


Fig. 1

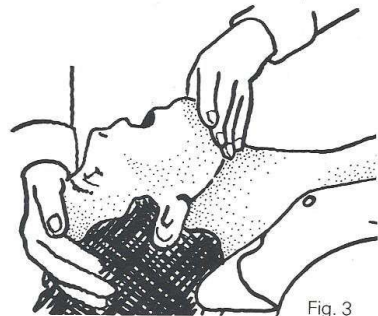


Fig. 3

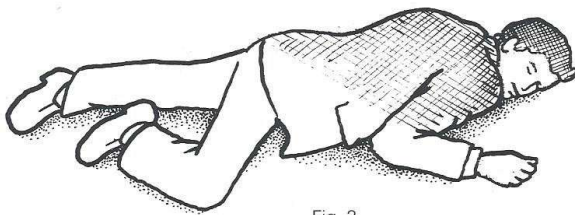


Fig. 2

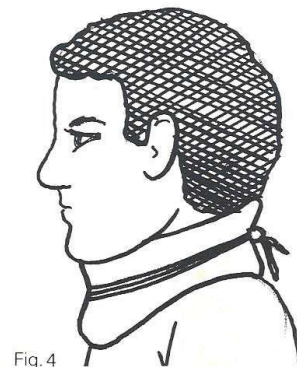


Fig. 4

## Summary

The key words of 'survival' and 'enjoyment' which we started out this booklet with have been backed up by others. 'Observation', 'smoothness', 'positive', 'quality' and 'courtesy' are a few and I'd like to add another — confidence.

Overconfidence is a bad acquisition. Remember that none of us is invincible. But if you've read and digested at least some of the advice Gulf have brought you in these pages, you have every right to be confident. That can only be to your good, you'll need it on the roads of this country.

So let me leave you be repeating some of those key words .....

**Be positive.**

**Be Smooth.**

**Observe.**

**Enjoy.**

**Survive.            And ride well.**

## JULY EVENTS

### WHAM Day Out – Chepstow & The Brecon Beacons

**July 24th**

[WHAM Day Ride Chepstow and the Brecon Beacons.](#)

Starting at [McDonalds in Hereford](#), leg 1 takes the road to Monmouth, skirts around Chepstow Park to pick up the (brilliant) road to Usk and the Baffle Haus Cafe for a coffee. (54 miles).

Leg 2 Takes us up the moor to Blaenavon then joins the Heads of the Valley road before we get to the B4560 over the Beacons. This leads us to the excellent road through Upper and Lower Chapel to Builth Wells then loops back to the [Honey Cafe](#) at Bronnlys for a late lunch. (67 miles).

Leg 3 goes back over the Beacons to our start point via Skenfirth. (52 miles).

As usual, all of the above is optional, please join us for as much as you can, it should be a good day out on some excellent roads.



Meet at [Hereford](#) at 08:30 for a 09:00 start.

## WHAM Evening Ride 3

July 27 @ 7:00 pm - 9:30 pm

[WHAM Evening ride and Natter Night.](#)

Join us for a ride to the Falcon in Bromyard. Leaves the start points ([Hereford](#) or [Worcester](#)) at 19:00, arrives at the Falcon at around 20:15. Please arrive in time to organise riding groups. All members very welcome.

Can't make the ride-out? Then please join us for a chat and drink at the Falcon.

## Sunday Ride – Malvern to Crossgates via Dolfor – Route 46

[July 31 @ 8:30 am - 1:30 pm](#)

Everyone's favourite route from [McDonalds Malvern](#).

08:30 arrival for a 09:00 start



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