

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



September 2022



EDITORIAL

Hi and welcome to the September newsletter, a little late as I've been holidaying, so please forgive me..

The biggest news this month is, of course, the recent Slow Riding Day, held at Madley and evidently enjoyed tremendously! The [Chief Observer's piece](#) talks of it and we also have an article from a very welcome new member's point of view, [Anne Marie](#).

Second most important news of the month, I've acquired a new bike (see right). Well, not new to be truthful, actually 5 years old but new to me! I was out walking with my daughter in Brighton and spotted one of these waiting in traffic and thought 'That's nice' - The rest is self evident! (It's a Triumph Thruxton R and very addictive)

As I touched on last month, I have decided to explore the hidden and shadowy recesses of the Masters course, and you'll find some [ramblings about that](#) here too..

Some more test passes have happened, and you can see the pictures of their presentation at the latest Natter night here

Finally, [reader's ads](#)! Some items on sale for your VFR 1200 or BMW R 1250 RS.

Sell your own surplus bike related stuff.. feel free to send me details of anything you'd like to flog at whamnewsletter@gmail.com

Jim Rolt

Newsletter Editor



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CHAIRMAN'S FOREWORD

I hope you all enjoyed your Summer Holidays and are now looking forward to some cooler Sunday morning ride-outs with WHAM.

It certainly has been a hot one this year with many members electing to get up and head-off for a couple of hours ride before the beating Sun makes all but the best mesh jackets too hot to be comfortable.

We had a good turnout for our 'backwards' South Wales run last weekend, although I would still recommend a few of us read the group riding policy on our website, specifically around what to do if another group approaches you...



The WHAM Snowdonia weekend is now upon us. There are currently twenty-three members going, some with their Partners, and so if you want to grab a slot, please do not hesitate to contact Duane to book yourself in.

And then we've the NEC motorcycle live show to look forward to and rounding the year off the WHAM Christmas do (location tbc).

Before that though there is the resumption of the end of month natter nights at the Falcon shortly and still the opportunity to attend one of the wonderful weekly Sunday rides that Tony D so expertly lays on for us. If there is anyone new to these please do get in contact with either me, or any other committee member, and we will ensure you are eased into what we do without any fuss or pressure.

Reflecting on THE summer event the WHAM skills day went very well with over forty people turning out to learn, or hone, skills. Anne-Marie's article later on in this very newsletter ably describes the day she had; we absolutely intend to repeat the event at the same venue and thank you to all the very kind donations made to the named charities, which after the club matched, meant that we made a very credible donation of £385 to good causes.

A big shout out to Phil George and Simon Tibbetts who only went and got themselves a master's qualification recently! The club is still covering half the cost of this programme and so please do shout up if that is something you want to do.

Lastly, we're planning for a change of personnel on the committee in the medium term and so if any of you want to join in there, I would be pleased to hear from you. If anyone would like a private word with me as to what that could entail, please do get in contact with me.

See you out on the road.

Richard Hewitt

WHAM

Chair



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CHIEF OBSERVER'S REPORT – ALEX HOYLE

Madley, Slowley, We Go

To all those who attended the slow riding day at Madley on Saturday the 20th of August a very big thank you. However, there are one or two people who I really must thank personally.

Firstly, without Andy Culley and the Fowler-Wright family who own the Madley site, and in particular Gus and his son Callum, there would not have been a SRD. They did a lot of work beforehand to prepare the site for us. At their expense they had a mechanical sweeper in to clean the roads which saved us hours of manual sweeping. Thanks to them also for allowing us to tidy up the portacabin so we could use it as our base. Andy spent most of the previous week there, along with Gus and Callum, painting, fitting a new toilet and getting running water connected.

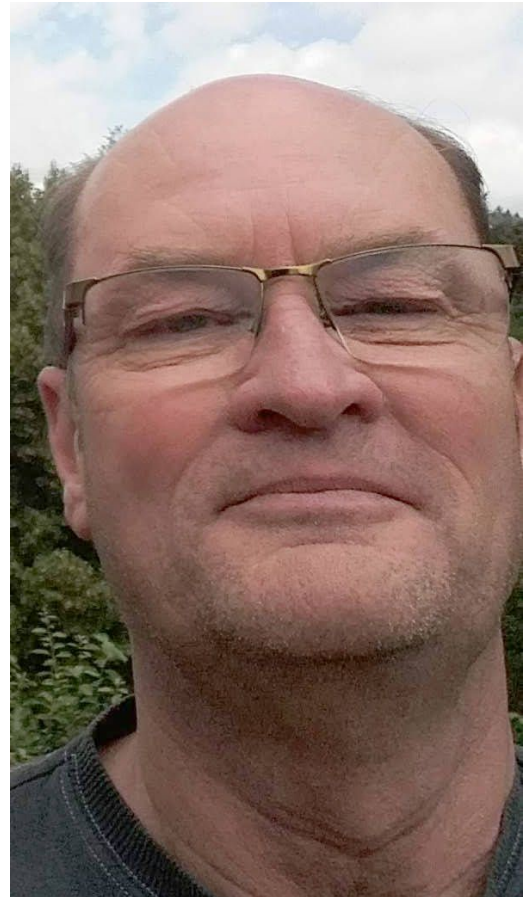
To Ali and Sue for preparing the rolls the night before. I won't mention Richard and Tony because I expect they were stood around laughing and drinking beer, seriously though thanks to them as well. Also, to Anne Culley for helping out on the day dishing out drinks and food.

To Tony and Adrian for bringing over the cones and all the kit. To Stuart for setting out the courses, and to Tony for doing the slow riding demonstrations beforehand. To Richard as chairman, for being the MC on the day. Also, to Richard's wife Sue, who I must say has the loudest whistle of any woman I've ever known, as she was able to call people to attention, with a really high pitched whistle which worked a treat. To Eddy their dog who sat patiently in his cage waiting to be fed chips. And finally, to all the WHAM observers and others, who turned out on the day to help set out and man the tests.

At one point I counted around forty two bikes. As it was the first time we had used Madley we had no idea how it was going to turn out, but I think I can say it was a huge success. We got there around 8:30AM and we had a good contingent of observers on site to start off, and within an hour we had got all the tests and courses set out in record time, which is truly fantastic, so a big thanks to all those guys and girls who turned up early to help set up.

Everyone I spoke to said that they really got something from the day. As it's a great chance to practice not only slow riding, but a bit of fast braking and manoeuvring in the afternoon in a safe environment, which is just what we want. Hopefully it will help the confidence and riding abilities of our members even more.

It was a really good mix of cones, boxes, and half tennis balls, you name it we had the lot. We were able to set out some quite interesting and tricky manoeuvres for the bikers to test their slow



handling abilities. And in the afternoon, we had the high speed braking test, which allows people to get up a bit of speed, as well as the high speed manoeuvring through the cones, which helps to gain confidence moving the bike left and right.

I think we have learnt some things from this year's event, and we may change things slightly for the following years, but we'll have to wait and see. What was good news is that the family have allowed us access to one of their containers to store all our stuff in, so we don't have to cart it back to Adrian's anymore, which has helped tremendously. While I am on the subject, Adrian had the inspired idea of going off to the local fish and chip shop in Credenhill to get loads of portions of chips, which we all washed down with drinks and rolls, so thanks to Adrian for doing that. You can't beat a good chip butty, and Eddy helped out with any spare chips.

The Fowler-Wright family had asked for donations to go to the Royal British Legion, and Hereford Air Cadets. So, we asked for donations towards the food on the day, and that WHAM would then match this amount. I can report as I write this piece that we have raised £182.50 for each charity.

O.K. that's enough from me, I've just put in some images taken on the day of people doing the high speed braking test. I hope you enjoyed it if you came, and that you got something from it.

Alex Hoyle

Chief Observer WHAM 3260



Sam (Easy Rider) Furminger



Two Marks both on KTM 1290 Adventures



Raz Hyde (I think)



Paul on the Yamaha looking cool



New Man Mark Quayle



The Stig showed up at the end of the day, to show us all how to do a proper Stoppie.



Most images courtesy of Andy Chambers.

SKILLS DAY – ANNE MARIE



Hi Everyone,

A little bit about myself. I have been riding for about 18 months. I learned to ride a motorbike some 18 years ago but didn't complete my test until recently. My partner took his IAM course with WHAM and fully enjoyed it, so told me this was a must for me.

Hence my journey here. I had heard about this slow riding day and how my husband, Mike, 'nearly' won 9 years ago but was just beaten!!

So I thought I would give it ago.

Now, being new and female, I do always feel a little bit anxious when I go and meet a load of blokes and their bikes, especially when I don't really know anyone.

However, from the minute I got off my bike, I was met with "hellos" and a smile to relax me....and a bloke with crazy hair ĩ anyway....

The day started out with a few demonstrations. Then time to go and complete the courses in your own time.

I completed the figure of eight well, "look where you are going" was repeated in my helmet a number of times. I found that all the instructors were there to relax you, give you feedback and help you complete each task.

After a few goes round, I was thinking "I think I've got the hang of it slow riding business!" A boost in confidence in the machine's capabilities.

Lunch came with sandwiches and chips...plenty of chatting to members and getting to know people.

Back to work and some braking exercises. An excellent skill to have, knowing how you and your bike will react to a sudden hazard causing you to brake. You can't practice that out on the public highways well.

Then, the main event came. The slow ride. 16 people stepped forward, including my husband, who so far just enjoyed taking pictures and flying a drone round. I told him he better not win.

So I took to the line, went off not like a rocket but was thinking keep it slow, keep a straight line. Thinking I had lost, I turned my head to see nothing and then...foot down...bugger. It was almost mine. Better luck next time.

Up comes Mike. He bloody won his heat. Wow, onto the final. It was so close, I was shouting, jumping up and down and then the winner was announced.

Yes, he had only gone and bloody done it. He won.

Very pleased for him.

All in all, this day was thoroughly enjoyed. These skills are needed and keeping them up I would certainly recommend. Next one, I'll be there trying to win that trophy back. I'll probably be dusting it for the next year.

And to anyone thinking- Mike's subs were paid immediately!!!

Thank you WHAM for a great day :)

See you all soon.

Ann Marie

STAIRWAY TO HEAVEN – TAKING THE MASTERS COURSE – JIM ROLT

We all know pretty much what is required to get to the IAM standard; many of us have done that already and new associates quickly get the idea. But beyond that, the Masters qualification is shrouded in mystery and only mentioned in hushed tones. I thought that while I am waiting for approval as an observer I would have a go at this and see how I get on – I mean, how hard can it be?



I found that the only way to get on this course is to ring the IAM central office, which I duly did, and managed to enrol over the phone. It's quite expensive, BUT, good news! This wonderful WHAM group will reimburse you 50% of the fee! Now that actually makes it affordable.. (Just get in touch with the treasurer when you've paid and he will sort it out)

A few days later a very impressive black pack with silver lettering arrived through the post inscribed IAM Roadsmart Masters.. inside I found a shiny new copy of Motorcycle Roadcraft and the course log book.

In due course I was contacted by my Mentor, an elite rider from far away in the Forest of Dean. That's a good idea, as being taken out on unfamiliar roads is a better way of assessing someone's observation skills.. It also gives one a chance to warm up and get in the groove on the way. We went for an evaluation ride a couple of weeks ago.. We met in Tewkesbury and I was fitted with an earpiece for directions. The ride was varied, with plenty of country and B roads but traffic and awkward overtakes etc too.

I thought I did OK, but it wasn't that brilliant (see below)... my interpretation of what was expected in the way of top class riding was a bit off, but having had some friendly advice, some of which appears to be in direct contradiction to the piece here last month about braking, I hope to get a more positive report next time!

The report marking system is:

1. all elements of a Masters ride are in place
2. a ride of high standard which is moving towards a Masters standard
3. requires development and will result in a fail.

Run Sheet 1

Candidate name:	Jm Fblt	Group:	WHAM
Mentor name:	Tim hutt	Date:	12/09/22

Competency	Score	Comments
Safety	3	Generally safe, but some of the overtakes dropped the score to a 3.
System	2	On occasion, brakes still applied whilst turning.
Observation	2	
Anticipation	1	
Planning	3	See comments on overtakes.
Positioning	2	Generally good, but sometimes not utilising Position 1 when it was clear (see video clip).
Hazard Management	3	Overall awareness of hazards good (eg sacrificing for oncoming vehicles), but overtaking needs a little work.
ECO Driving/Riding	1	
Vehicle Sympathy	1	
Gear Changing	1	
Use of Gearbox	3	Often riding in too high a gear, causing unnecessary braking (see video clip)
Acceleration Sense	3	
Braking	1	
Steering	1	

1/2



Competency	Score	Comments
Mirrors / Rear Obs.	2	
Signals	1	
Cornering	2	
Overtaking	3	A little too keen to get past what was in front at times, compromising safety (see video clip)
Restraint	2	
Progress	1	
Smoothness	2	Sometimes a little 'jerky' when changing position.
Human Factors / Concentration	1	
Courtesy	1	
Legality	1	
Slow Manoeuvring	1	
Knowledge	2	
Spoken Thought (Car)		



Mentor's Comments

All in all, a good start to the Masters Programme, and Jm is clearly a very competent rider.
Areas to work on:
Overtaking - a little too keen to get past the vehicle in front, often resulting in following for too long at 1-second back, and looking for the overtake from there. Identifying an overtakes needs to happen from the Following Position, which in dry conditions is 2-seconds. Only when an opportunity has been identified should you then move up, but be prepared to drop back or 'go' once the opportunity is assessed. Yes, you need to be alert to any Overtaking opportunities, but those overtakes must only be taken when they are clearly SAFE.
System - in general, quite good, but on a few occasions you were either still braking as you turned into a left-hand junction, or had to brake whilst negotiating a bend. All braking/ gear changing should be done BEFORE the hazard is reached.
Positioning - more use could be made of Position 1 on the approach to right-hand bends, and an earlier position adopted as and when there is obvious advantage to it.

Self Assessment

Date	Driving / Riding Conditions
12/09/22	Variable, but generally dry.

2/2

Agreed Development Plan

Refer to Motorcycle Roadcraft, Chapter 2 (The System) and Chapter 10 (Overtaking).

Mentor	Candidate
Tim Hutt	



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I'm now riding 2 gears lower than I was before, and hanging well back before overtakes, also only committing when I am absolutely 110% certain that nothing could ever conceivably go wrong. Good practise and the bike is much more responsive, however I have dropped 5mpg of the fuel consumption while riding at the same pace...

The good news is that he didnt tell me I am wasting my time on this project, so I will work hard and see how high I can raise that bar!

LATEST TEST PASSES



Mark Cooper 1st Class Pass, Observer Ant Celerici

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Jack Franklin, Pass, Observer Ant Clerici

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Rob Wood, Pass, Observer Will Morgan

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STUFF FOR SALE

Let me know if you have anything for sale.. free listings on here. Email me at whamnewsletter@gmail.com with your items, photos, contact, and prices.

From Lawrence Arms:

I'm now on a BMW R 1250 RS and bought a rear wheel splash guard.

However it will not fit in conjunction with the Puig rear hugger that I have on the bike. Overall the Puig product is the better option for me - hence now have an item for sale (never used)!!

Also some pannier bags from my previous VFR1200.

Happy to answer any questions/anyone to view the items etc and sell for any sensible offers.

Bags £25

Splash guard £35

Many thanks indeed.

Lawrence Arms

07768 124786.



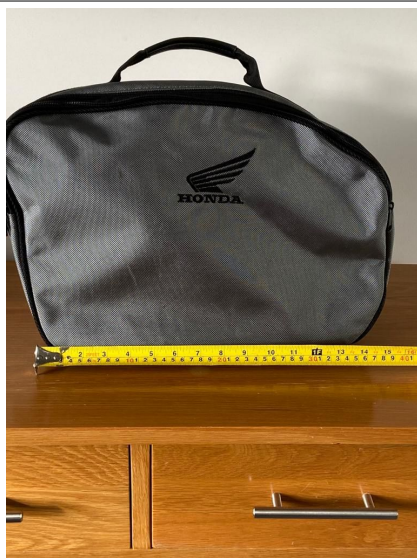
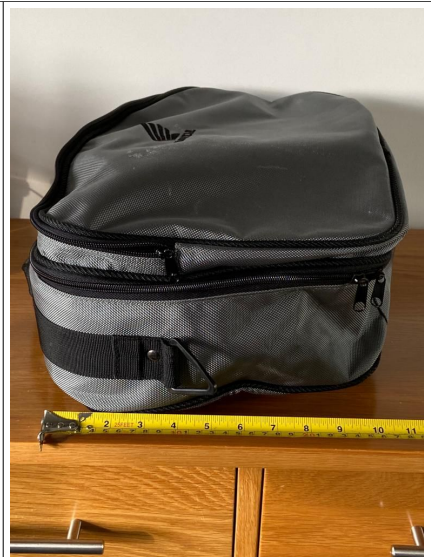
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