

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



September 2023



EDITORIAL – JIM ROLT

One of the big highlights of the calendar, the amazing WHAM Slow Riding Day has just been and gone, and what a fabulous day it was, with both perfect weather, a fantastic set of interesting challenges, and the best company!.

Here you can see the eventual winner of the slow riding race, Mark Saxton, using unusual tactics against your newsletter editor in one of the heats. Next time I must take the trouble to read the rules!

It was my first time at this event, and despite having a little trouble finding the exact location (lack of satnav), I do most heartily recommend it to all. With luck there will be a full write up next month.



In this issue, however, we have our usual contributions from our [Chairman, Richard](#), just below here, followed by a great piece on cornering from the chief [Observer, Alex Hoyle](#).

If you missed the WHAM karting day (I did, unfortunately, due to a diary clash) there are write ups from 2 members who were there, [Donna Saxton](#), and club secretary [Andy Peckston](#).

Then we close this month with some great thoughts on mental attitudes, AKA human factors, from one of our regular contributors, the [wonderful Sam Green](#). And only half a mention of sausages in the whole piece!

A huge thank you to all the contributors this month, without your input this publication would be much duller! (More dull?). If you have any views or ideas, gripes or tales, let me have them at whamnewsletter@gmail.com . I will publish anything that's not libellous or legally actionable, so jot something down and email it to me..

Till next time..

Jim Rolt

Editor



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CHAIRMAN'S FOREWORD

This month I'm writing my forward straight after returning from a WHAM Sunday ride. For one reason or another, some pleasurable, some very much not, I've been out on fewer rides this year but this week I was determined to get out with my fellow WHAMMERS and just enjoy the ride...

And what a great decision I made! Only nine met at Wooferton and set off in three groups of three on what must be one of the most varied and sometimes challenging route we have. I did initially baulk at the fact Wooferton is nearly an hour's ride for me before we start, yet then saw the Kinlet Kabin, the end point, is roughly twenty-five minutes from home, which is decidedly different to the hour and a half I must ride back from Crossgates. Horses for courses I guess, yet do bear this in mind if the same set of circumstances are in place for you.

Group riding policy of matching differing needs and desires in terms how much, or how little, progress individuals want to make seemed to be met on Sunday and I'd say again, if you ride your own ride, you'll have a great time.

During a regular catch-up with Robbie Downing, our IAMRS Area Delivery Service Manager (Handler...), we reviewed that we state on WHAM's website, in terms of Group riding policy, the aforementioned "ride your own ride", and the fact that safety briefings are given en masse ahead of every Group ride. I'm pleased to say we met all the IAMs' requirements meaning that should the worst happen; the club will be seen as having done the right things in the right order to enable members to stay safe.

For completeness, the Committee and its' Observers, can 'Police' the actions of individual members only at the point where members have issue with other members in the same space on the road at the same time. So long as we are courteous to each other when we meet on the road that's what matters.

I have asked Andy Chambers to get a diary date in the diary to discuss Christmas (yes really) celebrations. If anyone has ideas around that event, I'd welcome your input.

My very best!

Richard Hewitt

WHAM

Chair



Boxed into a Corner, Well Maybe.

The limit point of view is a technique that motorcyclists use to corner better. It's the point where the two edges of the road appear to meet in the distance. It's a useful indicator of how sharp a bend is and how fast you can go through it. The closer the limit point is to you, the tighter the bend and the slower you should go. The further away it is, the more open the bend and the faster you can take it.

But the limit point of view is not the only technique for cornering. There are other factors that affect how well you can negotiate a curve, such as your speed, position, lean angle, throttle control and braking. You need to master all these skills to be a confident and competent rider.



For example, you need to choose the right speed for the corner, not too fast or too slow. You need to position yourself on the road to get the best view of the bend and avoid any hazards. You need to lean your bike and your body in sync with the curve, not too much or too little. You need to maintain a steady throttle throughout the corner, not accelerating or decelerating abruptly. And you need to brake smoothly and progressively before entering the corner, not in the middle of it.

By combining these techniques with the limit point of view, you can achieve a smooth and steady line that follows the curve of the road. You should avoid braking or accelerating mid corner, as that can upset your balance and traction. By using these techniques, you can anticipate the shape of the corner and plan your entry and exit speed and angle.

It also makes cornering more enjoyable and satisfying. It's a bit like a dance, where I follow the rhythm of the limit point and let it guide me through the bends.

But how do you practice cornering? How do you improve your skills and confidence? The best way to practice cornering is to ride on roads that have a variety of bends, such as country lanes or mountain roads. These roads will challenge you to adapt to different shapes and gradients of curves, and to use different techniques accordingly. They will also give you more opportunities to enjoy the thrill and satisfaction of cornering.

However, practicing on these roads also requires caution and common sense. You need to be aware of the road conditions, the traffic, the weather, and the potential hazards. You need to ride within your limits and respect the rules of the road. You need to wear proper protective gear and maintain your bike regularly. And you need to avoid riding when you are tired, distracted or under

the influence of alcohol or drugs, or kebabs.

By following these guidelines, you can practice cornering safely and responsibly. You can also learn from other riders, such as your friends, instructors, or role models. You can watch how they corner, ask them for tips or feedback, or join them for a ride. Better still come on one of the WHAM Sunday morning rides. The routes that Tony puts together, will most definitely challenge you. You can also read books, magazines, or online articles about cornering techniques, or watch videos or tutorials. You can also go on a track day, where you can get professional guidance and practice in a controlled environment.

By practicing cornering regularly and in different ways, you can improve your skills and confidence. You can also have more fun and satisfaction on your bike. You can feel the freedom and adrenaline of motorcycling. Now this may sound weird, but I actually enjoy the forces that cornering and riding my bike puts on my body. For me anyway, that is one of the joys of motorcycling, it's like being on a roller coaster ride.



The 19th August saw this fast and furious annual event at Herefordshire Raceway's great, outdoor track!

19 souls sat through the briefing video, punctuated with the usual banter regarding penalties and black & white flags, before being fitted with our race suits, which had a fair amount of sizing/wishful thinking & swaps going on.

A few practice laps to warm up & familiarise ourselves with the track and we were ready for the heats.

A certain amount of intercom banter was 'encouraging' the competitive nature to come out with some drivers, whilst I was quite happy telling myself not to brake too soon, berating myself when I fluffed a corner & congratulating myself when I managed the odd overtake.

Some great drifts around corners and clean laps by some, but also the inevitable bumps, nudges & harsh slams made for interesting driving/spectating sport.

I did my fair share of nudging & did receive a black & white flag, (I'd like to add that I wasn't alone in the naughty corner), however karma caught up with me & our lovely chairman nudged me off into a 360 spin onto the grass where I managed to find a fairly hefty tree branch that I was lucky enough to ride straight over and get back on track, (very much luck rather than skill or judgement!). There were some multi kart tangles and those lucky enough to avoid the mayhem gained a good few places.

The heats culminated into a 'slow final' & a 'fast final', with the champion of the slow final being rewarded with a place in the fast final, even if at the back of the starting grid.

I can confirm, lots of fun was had, and I'm pretty sure all were smiling at the end.

Congratulations to our top three on the day:

1st Ollie D

2nd Duane S

3rd Tony D

I can heartily recommend the event and would like to thank Duane for organising it again.

Looking forward to next year's revenge nudges petrol heads! Í

B-Final

Race Result - Grand-Final No: 1

Starting Position	Finishing Position
Joy H (9)	K:43 - Stephen R (F/L: 0:36.261) ✓
Andrew P (12)	K:50 - Joy H (F/L: 0:36.415) 11
Stephen R (7)	K:48 - Barry H (F/L: 0:36.391) 12
Donna S (15)	K:46 - Adrian S (F/L: 0:36.893) 13
Barry H (18)	K:13 - Andrew P (F/L: 0:36.001) 14
Simon Mcg (8)	K:40 - Mark Q (F/L: 0:37.068) 15
Adrian S (5)	K:41 - Michael C (F/L: 0:38.311) 16
Mark Q (17)	K:47 - Amy W (F/L: 0:38.591) 17
Michael C (14)	K:36 - Simon Mcg (F/L: 0:37.192) 18
Amy W (19)	K:16 - Donna S (F/L: 0:36.914) 19

LeaderBoard

1	Stephen R	027	0:36.261
2	Joy H	027	0:36.357
3	Ollie D	024	0:34.439
4	Andrew P	023	0:35.861
5	Barry H	022	0:36.391
6	Duane S	021	0:35.173
7	Tracy W	021	0:36.057
8	Tim S	021	0:36.179
9	Alex H	019	0:36.311
10	Tony D	019	0:36.555
11	Cameron M	018	0:36.551
12	Adrian S	018	0:36.893
13	Ryan S	017	0:36.082
14	Donna S	017	0:36.684
15	Richard H	016	0:36.263
16	Mark Q	016	0:37.068
17	Simon Mcg	015	0:36.645
18	Michael C	015	0:38.311
19	Amy W	013	0:38.591

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WHAM GOES KARTING! - ANDY PECKSTON



Saturday the 19th of August saw the now annual WHAM Go Karting event held on the really rather excellent Herefordshire Raceway at Weobley, which is near, err, well nowhere really !

In total here were 19 WHAMers or their friends in our group which meant we would have the course to ourselves. The day started with a briefing to make sure we understand what the

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different coloured flags that we will be mainly ignoring later mean, how the karts work and an explanation of how the “Grand Prix” races would be structured.

The course is a figure of 8 with a couple of extra hairpins thrown in to spice it up, and exciting elevation changes and blind spots both going over and under the bridge.

After kitting up with immaculately clean overalls, helmets and gloves from the well-stocked kit room, it was time to get on to the track for some practice. Or in my case 2 sessions of mainly over enthusiastic spinning and taking the wrong lines. With practice completed and grid positions decided it was down to the serious business of 6 heats that gave everyone the chance to race everyone else as well as starting in every position on the grid.

The race to sort out the winner was the final, or 2 finals to be precise. An “A” final, and a “B” final. The top 10 drivers from the heats were in the “A” final, and the rest were in the “B” final, but the winner of the “B” final would then join the “A” final.

You guessed it, I was in the “B” final but second on the grid and raring to go, I could almost taste victory and the chance to get in to the “A” final as I lined up waiting for the lights to go green. This was it, my time to show Duane Sanger how to do it ! That all came to an end at the first corner, with an almighty spin that saw me right at the back of the field. At the end of the race I had got myself back to a credible 3rd place without having to resort to the kind of shady practice that saw one of our members get a white and black flag for knocking his own daughter off the track to get past !

The “A” final was already underway by the time I got my helmet off. After the first 2 laps it was clear that Ollie D and Duane Sanger were going to be first and second so long as they kept out of trouble. Which given the amount of spins and crashes during the remaining 8 laps they somehow managed to do. As did Tony Davis whose outstanding forward planning and observation skills (his words not mine) brought him over the line in 3rd position.

In summary, this was a brilliantly fun way to spend an almost dry afternoon Saturday with a group of friends on 4 wheels rather than 2 for a change.

The committee would love to see even more WHAM members at next year’s Go Karting event, so if you have any thoughts about how we can improve the event in any way please just email or speak to a committee member.

Finally, many thanks to Duane Sanger for doing a brilliant job of planning and organising the day

once again. If this was Trip Advisor I would be giving it a 5/5 rating !



A-Final

Race Result - Grand-Final No: 2

<u>Starting Position</u>		<u>Finishing Position</u>
Ollie D (1)		K:16 - Ollie D (F/L: 0:34.149) 1st
Duane S (3)		K:50 - Duane S (F/L: 0:35.382) 2nd
Tracy W (2)		K:40 - Tony D (F/L: 0:37.190) 3rd
Tim S (11)		K:36 - Richard H (F/L: 0:36.274) 4
Alex H (10)		K:41 - Cameron M (F/L: 0:36.593) 5
Tony D (6)		K:43 - Stephen R (F/L: 0:36.165) 6
Cameron M (16)		K:47 - Ryan S (F/L: 0:36.000) 7
Ryan S (4)		K:48 - Tracy W (F/L: 0:36.186) 8
Richard H (13)		K:46 - Tim S (F/L: 0:36.059) 9
Stephen R (7)		K:13 - Alex H (F/L: 0:36.246) 10

LeaderBoard

1 Ollie D	036	0:34.149
2 Stephen R	034	0:36.165
3 Duane S	032	0:35.173
4 Tony D	029	0:36.555
5 Joy H	027	0:36.357
6 Tracy W	026	0:36.057
7 Cameron M	026	0:36.551
8 Tim S	025	0:36.059
9 Richard H	025	0:36.263
10 Andrew P	023	0:35.861
11 Ryan S	023	0:36.000
12 Alex H	022	0:36.246
13 Barry H	022	0:36.391
14 Adrian S	018	0:36.893
15 Donna S	017	0:36.684
16 Mark Q	016	0:37.068
17 Simon Mcg	015	0:36.645
18 Michael C	015	0:38.311
19 Amy W	013	0:38.591

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MOTORCYCLE RIDING IS MIND OVER MATTER... - SAM GREEN

I know... what's that woman going on about now? Humour me... Ever since 2020, in particular, mental health has been high on the agenda. I dared to go to the doctors for some physical symptoms earlier this week, and in a blink of an eye, my mental health was interrogated. 'But I'm fine' I said, it's these physical symptoms I need help with. My mind is fine... but then I started to think.



As human beings, we only use on average 20% of our brains. The human mind is a very powerful tool, capable of so much. Some use it more than others, but what could we do if we used all of it? We could be a world of mad geniuses. I shudder to think... I then started thinking about my riding and how my good rides and not so good rides relate to how I'm feeling and in particular what is on my mind that day.

I've been riding for 32 years, mainly solo, in different parts of the UK. I passed my CBT in Norfolk, but did my full licence in Manchester. When I was 16, all excited to do my one day, CBT on a twist and go Honda Vision scooter, I didn't expect this 16-year-old boy I as training with, to try dent my confidence and fill my head with doubt. He would say little comments to try put me off my stride, but luckily, at the end of the day, I passed and I called him a nob, as I left clutching on to my pass certificate.



Female riders were rare, so you either rode solo, or you endured some testosterone fuelled men, who would leave you for dust. I kept myself to myself, and clocked up the miles of experience along the way. As a youngster, I watched those boys, really wishing I could ride like a nob and so I truly believed, I wasn't a good rider. Now at my humble age of ... 40 something, listening, asking questions and observing others, I've chosen my own style.

I observed road users, and they do vary in style and temperament across the country. I've noticed it. Whilst the rules are the same, the behaviour is different. I took my little 49cc Honda Vision to Manchester (in a van) and on my first day was pulled over by the police for riding 'gingerly'. My

retort was that Norfolk country roads are nothing like this! I was petrified on the A6! But I learned through experience and lived to tell the tale. I had to be more 'confident' but at the same time ride defensively, in case some idiot pulled out in front of me. But I soon learned, I had to put myself in a frame of mind to ride to survive.

Riding for me has always been an escape. When you're riding, that is all you think about and focus on. Whatever is going on, once you're on that bike, you leave all that at the kerbside. Although I never ride feeling angry – something I've always stuck by – the red mist is not worth the risk. So for me, my mood affects my ride.

Skipping on a few years, it wasn't until I was in Gloucester in 2018, when I bit the bullet and took my Advanced riding test. Why did I wait 27 years to do my advanced? Because my mind told me I couldn't ride fast and do crazy overtakes like I saw other bikers do – I'd never be that good!



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But doing your advanced isn't about learning to ride fast and do crazy overtakes. It gives you the skills to ride safely and develop appropriate behaviours. Putting your mind in the right place, before you get in gear. It teaches you restraint, remaining calm and considerate of others at all times – and as you get more confident, then you do get more progressive, but also, I got performance out of my motorcycle I never thought I'd achieve and the feeling... well it's something else. It's better than se....salsa...chocolate!

Every now and then, I do return for a refresher, to maintain good habits. I've had my fair share of male instructors/observers... my fair share of feedback. I take it all on board, but if I know my mind is having a bad day, then the feedback is seldom something I haven't heard before. However, my advanced training pushed the envelope as it was not just about the actual riding, but behaviours too. My observer got to know me so well, that he just knew if I had lost the plot. If I had done a run of twisties badly, a voice on the intercoms would say, I'll lead, let's get cake. Then afterwards, I'd kick it out the park! Sometimes it is worth taking a pause.

Despite my training, along the way, I would never profess to being a 'perfect rider' and if we are honest with ourselves, I don't think anyone else could either – however much knee sliding bravado we throw around. Riding is skill and a state of mind.

Recently, I decided to take WHAM up on their offer for a refresher ride with an Observer. In the spirit of brushing up on my skills, it was good to check in and see that I am still riding to standard. I was honoured to go out with Alex Hoyle. It cost me a fortune in hot chocolate with all the trimmings, but it was worth it. I had a feeling a couple of areas were a little rusty, and we went for a ride. Alex, kindly told me that there is nothing wrong with my ride; it's just confidence. This rang true with me and I took away his comments. The one thing he did say that stuck with me is that it's ok to scare yourself from time to time.

I joined the WHAM ride to Rutland TT and rode with multiple people who I had never ridden with before. Not only had I made more friends but I gained a lot from the day – experienced new roads, watched other riders and put myself in a positive state of mind. It was the best day ever!

We can fill our minds with self-doubt but we are advanced riders. WHAM is a great place to learn, practice and have fun. The Sunday ride outs takes us down some spectacular roads which test and maintain our skills. Practice equals consistency. Believing in your ability equals confidence. A good state of mind equals a damn good ride.