

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



November 2025

EDITORIAL – JIM ROLT

The moment you've been waiting for, a new newsletter!
Maybe its my age, but the time is flying by..

So, what's going on? The weekly rides on Sunday morning continue, as they will do throughout the year, winter riding is fun! Check out [events page](#) on our website for details. Other than that there are the monthly natter nights on the last Wednesday to look forward to; these happen in the Falcon hotel Bromyard and there is usually a guest speaker to entertain and educate, and always mountains of free chips and sandwiches, don't miss out!

Right, what have we got:

[Chairman's notes](#) From Tony Davis

[Things to Watch](#), from Chief Observer Richard Hewitt

Some [pertinent tyre data](#), thanks to Ian Barnard

Andrew Peckston [chooses a New Bike](#)

Regular contributor Martyn Hillier remembers [escorting the Queen Mum](#) with detours to pick up bouquets of flowers

And occasional nuisance Alan Rider is back with [some grumbles](#)

Test your brains with a fun [photo quiz](#)

email me with your bits at whamnewsletter@gmail.com

Thanks!

Check out WHAM events here: <https://www.wham-motorcycling.org/events/>

Jim Rolt, Editor



Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



CHAIRMAN – TONY DAVIS

Hi all.

Welcome to the winter

Last Saturday our Treasurer (Andy Peckston) and I attended IAM Roadsmart's Area 4 Network & Knowledge Session in Cheltenham. These sessions have been held under different guises for years and are opportunities to catch up with event and developments at head office. It was good to see that these sessions are now being run by the IAM Area Delivery Managers rather than the Corporates from head office, I felt reassured that the focus is back on the real goals of local clubs and volunteers rather than corporate values.



There is also some good stuff going on behind the scenes at the IAM. The website has had a refresh and is now much more modern and easy to navigate (at least for new users). Roadcraft has been updated and is about to be published. There is proactive interest in putting on training events for local clubs (more details on that to follow). Observer resources are improving all the time and online run sheets should be available very soon. Remember to use your membership number to access specific information for your profile. The IAM are also celebrating their 70th year in existence in 2026 so expect some new branding and marketing around that soon.

Back to local WHAM business, we continue our Sunday Ride program throughout the winter, start times have now moved from 08:30 for 09:00 to 09:00 for 09:30 to try to avoid freezing roads. Riding through the winter these days can be great fun, the roads are quieter, climate change means warmer and often drier roads and it definitely improves your riding, once the spring arrives you will really feel the benefit. Anyone who is thinking about joining us on a Sunday please get in touch with your Observer or one of our regular Members who will happily introduce you and look after you on the day.

See you on the road.

Tony.

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

page2



Common things to watch....

I'll start with the usual apology to Jim our trusty news Ed for testing his patience again this month with late copy.

In my time I've also been news Ed, and I can tell you it sometimes feels like a thankless task pulling together content every month. Saying that, we have had some cracking newsletters this year with a wide variety of topics and contributors. I'm sure Jim won't mind me saying, let's keep this up. From my time everything but detailed travelogues always get a warm welcome from members.



Right, back to my bit. I was going to entitle this “common errors,” or “common concerns,” but that’s a bit harsh. Over time we all develop little “habits” that mean we stop doing some things in line with the Advanced Rider Course content. The items themselves are not mistakes, or laziness, they are just the result of time and a little skills fade. Or maybe it’s because a bike that is easier to operate in a particular way drives us to adapt away from the ideal procedure. So, I chose to use a neutral descriptor – Common things to watch.

I was out on a group ride recently and rode with a long established member who asked me quietly for a “as private as possible” check ride. They wanted to know how they were doing after many years had passed since they either sat an assessment or received any mentoring. This article is the product of that ride, yet not all mentioned was observed on that single ride.

Before we get into it let’s set out the aim of the article. What do I want you to do, or try, having read this article and then gone out riding? I want you to think back to your training, about the things you were mentored in, the things you read and practised, the things you stopped doing, or changed your approach to, thus becoming the riding legend you are today.....

Common things you may have regressed or ‘slipped into’ (not that Chambo) doing could be:

1. Overtakes – it’s true sight of an overtake is at its clearest for the perspective of person taking said overtake. What looks ‘too tasty’ or ‘too pedestrian’ to a following rider may not be the same in the boots of the rider making the manoeuvre. But. On a progressive ride I do witness far too often overtakes being taken too ponderously in the Information phase of IPSPA and then hurried, or wrong, in the remaining phases, leaving motorists shaking their heads and thinking we are all indeed hooligans. In detail:

- a) Do you look and look and look again before committing? Don’t! Get in the ideal position to gather your information before committing or returning to the following position. Only do one or the other, do not freestyle and think there’s a third option
- b) Do you accelerate into an overtake in anything other than a straight line? Don’t! Or at least minimise the deviation away from a straight line power on. A motorcycle is at it’s

most stable when on a positive throttle in a straight line

- c) Do you consider upcoming side roads as hazards precluding your overtake? Do! Unless you can absolutely see right down every side road do not overtake at one, especially where you will be offside at the point of the junction
- d) Do you slink back into your side of the carriageway a few feet away from a solid white line? Don't! Wait, around the bend there's bound to be a much better opportunity to make progress. If you don't cut back in in time and matey boy has a dashcam, expect a letter from the Police. More importantly, the line is there for your safety and all those around you, so don't ignore it. And lastly, it isn't how you were trained, you look a plonker doing it, and it's just not advanced is it?
- e) Do you know where your 'landing point' is every two vehicles? Do! Whatever you think might happen, whatever hazards may or may not present, you need to plan to get back into the flow of traffic every two vehicles, without making the vehicle you rejoin in front of having to show a brake light
- f) Do you filter to the front of a queue of traffic over a solid white? Don't! Unless the vehicles are parked up, hopefully without an occupant, or at least engine switched off, do not cross the solid white to make progress. You are committing an offence. If you have to pause to confirm the vehicle meets the criteria for being able to pass, then so be it, and when you do pass, do so in a measured fashion paying attention to oncoming traffic, or indeed traffic joining from a side road

2. Cornering – the best bit when motorcycling, and also the one that shows up the best and worst of technique:

- a) Remember SSV – Safety, Stability, Vision. They never vary being considered in that order. Everything you do is guided by them and affects what can/should be done in the following IPSCA phases
- b) Be in the right position ahead of the bend
- c) Be at the right speed in the right gear ahead of the bend
- d) Be on a balanced throttle all the way through the bend
- e) Be able to stop safely on your side of the road in the distance you can see to be clear right through the bend
- f) Do not peel away into the bend ahead of the limit point opening up. I see this all the time and all it does is make you less stable and slower
- g) Do not have ANY part of your machine in any way over a solid white line. Too often oncoming motorists take a tight line and will clip you if you're there too. It is technically an offence for any part, on the ground or above it, to be over a solid white
- h) Trail braking – if you've got to brake, you've either got it wrong, or you have to because an unexpected hazard has presented, and you're left with no choice. That's where bullet e) above is important. If you're trail braking because that's what your favourite racer does, you're in the last 10% of the safety envelope, you probably fail the test for bullet e) and are

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



just potentially creating yourself as a hazard, rather than avoiding one

3. Slow speed manoeuvring – yes really, and we have a member that I have only ever witnessed falling off a bike at either walking or stationary pace:

- a) All bikes are heavy nowadays. You need to think about where you are going to come to a rest before you get there. This in order to re-start your ride again in the best way possible
- b) Don't Park up pointing down a hill unless you have a reverse gear
- c) Maybe get off your bike and walk it into a parking space rather than paddling backwards
- d) Consider others. The vehicle you've slotted between, can it move without you having to?
- e) Wide throttle openings and lots of brakes is not good slow speed technique. Low throttle openings, back brake mainly, that's the way to go

We all fall into bad habits, it's natural, but you can make a return to doing things by the book by thinking about what you are really doing on your next ride. Good luck bringing yourself back to standard!

Yours in sport

Richard H

Chief Observer

WHAM

MORE POINTS OF INTEREST – IAN BARNARD

Something else I thought might be of interest to the Club Membership.

I had been on the Michelin website intrigued as to why the BMW R1200R was recommended to be fitted with Road 6 GT tyres when it was lighter than my R1250RS which was recommended for the Road 6 tyre.

I contacted Michelin Support and, after a fair wait and a bit of prodding, finally received the following interesting response below.

Thank you for contacting Michelin Consumer Service.

The engineers who examined the motorcycle in its entirety decided on these recommendations. We do not have any further details following our request, so please follow the recommendations for the best riding experience.



Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

page5



The GT recommendation is not only related to the weight of the motorcycle.

Please find below a description of these tyres:

ROAD 6 OR ROAD 6 GT?

Michelin has developed tires with a subtly different construction than the standard Pilot Road 4 and Road 5 tires to improve high-speed stability for a small number of specific large Sports Touring motorcycles, which are needed especially when the bike is pushed at high speeds and when it is heavily loaded. These tires carry the suffix "GT" to differentiate them, and have the same load and speed ratings and performance benefits as the non-GT versions. These tires are designed for a small list of specific motorcycles, not as general equipment for big, heavy sport touring bikes.

The Road 6 line-up for 2022 has been simplified and includes a reduced number of GT tires. The standard Road 6 tires feature a number of improvements over previous versions that, after extensive testing, have proven to meet Michelin's high standards for handling and stability when fitted to a number of motorcycles that previously required a Michelin GT spec tire.

Here is the complete list of motorcycles for which Michelin recommends the Road 6 GT tires, in addition to the standard Road 6 tires:

BMW: F 900 XR; K 1200 GT; R 1200 RT; R 1250 RT; K 1300 GT; K 1600 GT; K 1600 GTL; BMW R1200RS

KAWASAKI : 1400 GTR, ZZR 1400

MOTO GUZZI : NORGE 1200 ; NORGE 1200 8V

TRIUMPH : SPRINT GT

YAMAHA : FJR 1300 (All)

The confusion arises because the Road 6 GT, unlike previous GT tires that were designed ONLY for specific bikes, is a potential option for riders of bikes not listed above. Riders who often ride two-up or loaded up on heavy, fast-moving sport touring bikes may prefer the firmer feel of the Road 6 GT over the standard Road 6. This option is entirely optional depending on the rider's preference, but the GT and standard versions should not be mixed, matching sets of front and rear pairs are required.

Ian Barnard

NEW BIKE TIME – ANDREW PECKSTON

New bike time : Head over Heart, Heart over Head, or just plain old Yorkshire value for money?

It is the middle of 2023 and I have just returned from an excellent trip on my 1250GS to Luxembourg and the Black Forest in the company of Tony Davis on a Multistrada V4S, Mat Dent on a KTM SuperDuke GT and Adrian Wheeler on a KTM Super Adventure, and after giving the bike its post trip clean I came to the conclusion that my GS was no longer the go to bike that it once was so it was time to start looking for something new.

Previously buy a new bike had been a fairly simple and quick affair involving a couple of test rides, a spreadsheet to capture my thoughts post test ride (just an excuse for a bit of geekery) followed by a deposit leaving my bank account and heading towards a BMW dealer. This time the process took 2 years and resulted in a significant distraction along the way that mean I now have 2 orange monsters in my garage. Let me explain.

First up was a BMW S1000XR, and what a revelation this was. I rode the original XR in about 2015 and hated it, it was like riding a buzzy pogo stick with 160BHP. The 2020 on model is a truly excellent bike to ride. I took it on a particularly nadgery WHAM route through the Cotswolds, absolutely loved riding it, so much so that I was an hour late getting back to Cotswold who had another customer waiting to ride it. What I was not too keen on was the styling. This may say more about me than the bike, but I remember thinking the GS is a better looking bike when they were parked next to each other.



Next up as a Ducati Multistrada V4 Rally. This is a stunning bike to ride, comfortable, great handling and road holding even on the most pot holed and broken up of our roads and oh my god it is so quick compared to the GS, with a howl from the V4 engine as it hits the top third of the rev range that makes the hairs on the back of your head stand up! The bike was so good when I got back to Worcester Ducati I though **** it, spoil yourself and get the top of the

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

page7



range. Half an hour later I had put a deposit on a Pikes Peak Multistrada and thought this job was done..... but a couple of weeks later Worcester Ducati was sold to Completely who I really didn't get on with. It was a complete change experience to the previous owners, all about quick money not about building relationships with customers. When the RS Multistrada was launched only a couple of weeks after that I realised I would be spending almost £30,000 on a bike that was no longer top of the range, so threw a bit of a strop and got my deposit back. I have to say, when Completely went bust I was not surprised at all, the motorcycles was all 'buy our discretionary play things', we need to be made to feel special when we part with our hard earned cash. Completely made me feel like I was buying a fridge or a new TV.

Then came a test ride on the just released 1300GS which Cotswold BMW let me have for an extended test ride on a cold and slightly damp November morning. Ridden back-to-back with the 1250GS the 1300 is a big step forward. The 1300 is lighter, quicker, more agile, has more electronic toys that all work amazingly well without you noticing (which is how it should be) and seems to disappear under you when the pace picks up like the best super bikes did 20 years ago. But and it is a big but, the 1300 lacks sparkle, it makes you feel like you are the best rider in the world, but it just does not make you (or at least me) grin when you look at it which is what motorcycling is all about!



Then at the bike show a curve ball, a KTM 1290 SuperDuke caught my eye. 2 weeks later a pre-registered one with 600 miles on the clock and the running in service already completed by KTM was in my garage. Oops, not sure how that happened, but I am so glad I did. The SuperDuke demands your full attention at all times, it is raw, brutal and needs to be ridden like you mean it. I can honestly say this is the bike that has done more for keeping my skills sharp than any other bike I have ridden since my GSX-R1000. It is fairly horrible in the wet (combination of no protection, a super stiff chassis

and sporty tyres), and would be exhausting on a long trip. In other words, the perfect Sunday morning or weekend away bike.

2024 saw me busy with work and family stuff so we now fast forwards to this year, and after another brilliant European tour on the GS in May it was now blindingly obvious that it was past its best so the pondering began again. I almost took the easy option of a 1300GS, but decided to wait until the R1300RS came out. Cotswold BMW were once again very generous and let me have their Triple Black RS demonstrator for a day in July, and what a day it was. Warm, dry and about 200 miles completed on another absolutely brilliant bike. Everything just works, it goes where you point it and makes you smile when you ride it, and in the M-Sport colour scheme made me smile when I looked at it as well. Another but, well 2 actually. It has a 17 litre tank, I was averaging 45 mpg on the test ride, that is less than 170 miles to empty, or about 130 until the fuel light is lighting up the excellent TFT screen. That is just not enough range for a bike like this. The second but is you can't have hard luggage on the M-Sport model, wait, what, a sports tourer you can't put luggage on ... thanks, but I will pass. Pity as it is an utterly brilliant bike.



The RS test was quickly followed by a test ride on a Multistrada V4 Pikes Peak, yep OK I've come full circle I know. This was the 2025 version so subtly improved over the previous models. The most significant changes are to the engine to improve fuel economy but come on Ducati it is 2025, 35MPG is not good and gives a range about the same as the BMW R1300RS even though the Ducati has a 22 litre fuel tank. What also works against the Ducati is the price, £30,000 is a huge amount of money. That said the Pikes Peak does feel like a premium product and is utterly brilliant to ride.



Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS





A few weeks after the I rode the Ducati I saw several new KTM 1290 Super Adventure S's while I was wasting an evening on Ebay and Autotrader and thought hang on a minute for £16,000 I can get a new fully spec'd one with full luggage, that's half the price of the Pikes Peak as I had specified it. Within a week I had been to see James at AMS in Tewkesbury (who is excellent to deal with), and had agreed a deal I could not walk away from. A great price for my GS, a new but pre-registered KTM Super Adventure S with all the extras I care about plus an Akrapovic end can for almost half price, so a deposit was put down. One problem, I hadn't ridden a Super Adventure. I spent the next couple for days thinking, what have I done, why am I being so impulsive, what about the spreadsheet? I needn't have worried, I collected the bike the day before the WHAM slow riding day and immediately realised it was 99% as good as the Ducati for half the price and although you could never call it pretty or

handsome there is a brutal charm to KTM's designs that do make me smile when I open the garage door to the 2 orange monsters sitting in there that together costs less than a Multistrada Pikes Peak.

So, is this a story of Head over Heart, Heart over Head or just plain old Yorkshire value for money? In truth it is mainly Heart over Head because despite all the spreadsheets and analysis, buying and riding motorbikes is something I do because I want to do not because I have to do. Like for many of us, motorbikes are a lifelong passion project for me. Any of the bikes I tested would have been excellent replacements for my 1250GS, but the 2 very different KTM 1290s I have ended up with are all about enjoying the lifelong passion of motorcycling as much as possible!

ALL BECAUSE THE LADY LOVES MILK TRAY - MARTYN HILLIER



1995, March 16th Albert Road, Cheltenham - the girls from the then Cheltenham Grammar in attendance - as HM Queen Elizabeth the Queen Mother arrives for the Gold Cup..

Here's an old Cheltenham Races tradition that many Cheltenham residents will still remember, involving HM Queen Elizabeth the Queen Mother.

For many years the Queen Mother was an ever present at the Festival, travelling to Cheltenham from London then, after a day at the races, staying overnight as a guest of the Duke of Beaufort at Badminton,

A gent named Phillip Delaney had a small local store on Cheltenham's Old Bath Road, on her route to the racecourse, so he took to waving at the royal car, until one year she stopped ,& greeted Mr Delaney, who in turn presented her with flowers.

Clarence House staff wrote a nice thank you letter & it grew to include Mr Delaney presenting her with both flowers & chocolates.

At a later date Mr Delaney started work at a store in the High Street in Prestbury, so he wrote to Clarence House, explaining why HM would not see him at the side of the road as in years gone past.

Clarence House replied, saying that they would see if it was possible to accommodate him, so her convoy, which travelled up Albert Road, past the assembled girls from what was then the Girls Grammar School, was re-routed on the first day of the Festival, to turn right at the top of Albert Road, & drive to Prestbury High Street, where HM would greet Mr Delaney, accept the flowers & choccies, then we would turn around & travel back along New Barn Lane to the racecourse.

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

page11





14th March 1985, Prestbury High Street

I remember a colleague, the late Peter Kilbey, whispering into his mic. "All because the lady loves Milk Tray".....

I did this duty many times, but that's not me in the main picture above, on the R80TIC.

This pic is from the 1990's, when we had moved over to the K100/K1100 motorcycles.



killing time until HMQ leaves Prestbury Park

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



COUNTRY'S GOING TO THE DOGS - ALAN RIDER

The Hendon shuffle - Twaddle?

What on earth is it? Well, it used to be part of the advanced and Police approved method of riding, it covers stopping and moving off, and it goes a bit like this:



- As you roll to a halt, use the rear brake to finally stop the bike and (usually) put the left foot down
- If the stop will be more than a few seconds, change feet and put the bike in neutral
- Change feet again to cover the rear brake.
- When ready to move off, change feet to put the bike in gear
- Change feet again to cover the rear brake..

Ok, that does sound like a lot of fuss, and in practise, it often is! It's no longer required at any stage of IAM training, but is there anything worth saving within this baffling blur of footwork?

Instead of chucking out the whole idea as a load of gibberish, let's see if there is anything useful to pull from this ancient practise..

How about a modified shuffle, maybe:

- Come to final rest using the rear brake, as long as the road camber allows. This makes it easy to come to a nice smooth controlled stop with no fork dive or sudden halt.
- If the wait is going to be short - maybe 10 seconds or less - don't move. Remain with the right foot down and pull away when ready.
- If the hold up is going to be a longer one, change feet and put the bike out of gear, mechanical sympathy!. Usually no need to shuffle back to cover the rear brake, the front will do.
- When the time comes, engage gear and move off. If it's going to be a hill start there may be an advantage in covering the rear brake for this, depending on one's right hand multi tasking skills.

So, for a short stop, no shuffling at all, and for a longer delay maybe one shift from left to right, and in return for that you get very nice low speed control. I know, I can already hear the bleating about linked brakes, but even so, isn't it better to have one task for each extremity? Let me know in the comments below... hang on, this isn't YouTube, but what do you think?

PHOTO QUIZ

Can you see anything wrong in these recent pix from a well known organisation? Answers on a postcard please, or email if you like..



At 20 metres, the limit point is moving away constantly; we can continue safely at this speed with a flexible gear engaged.



The skills required
controls with a de
example, changin
timely fashion an

Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260



THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF
THE EDITOR THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

page14

