



# WHAM! NEWS

May 2011



## ANOTHER SUCCESSFUL HEREFORD RIDER SKILLS DAY

Report - page 5



### Contents

2. Chairman's Notes
3. IAM Test Passes, Welcomes and Notices
4. Special Future Events
5. Herefordshire Rider Skills Day Report
- 6/8 Himalayan Adventure Episode 8
9. Letters to the Editor
10. WHAM! Not the Royal Wedding Ride
11. For Sale : BMW 1200RT / Suzuki SV650 Sport
12. WHAM! Photo Competition / April Natter Night Report
13. WHAM! Group Riding

[www.wham-motorcycling.org](http://www.wham-motorcycling.org)

Worcester and Hereford Advanced Motorcyclists.

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## Chairman's Notes

I'd like to start by mentioning the Hereford Rider Skills Day. John Hodges and Steve Edwards both put a lot of effort into this event and, between them, all the bases were covered and the whole event was a great success. I know that John will be adding more about the day in this newsletter but I'd like to take this opportunity to say a massive thank you to everyone who took part and helped us out yet again for the benefit of our group.

Many thanks.

### **Who wants to take part in a riding competition?**

It is intended to hold a riding competition amongst the Region 3 groups on Saturday 1<sup>st</sup> October 2011.

The venue will be the National Heritage Motor Centre at Gaydon. Address details - Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire, CV35 0BJ - Web link - <http://www.heritage-motor-centre.co.uk>

A number of groups (including WHAM) have already indicated that they intend entering a team so, if you're interested, read on.

The format and rules for the competition are:

- **Slow Machine Control** – test of machine control at slow speeds around cones and other obstacles – start with 100 points – lose 5 points for every touched cone or 'foot dab' – max 3 attempts, best score to count
- **Theory Test** – 25 questions each from Highway Code and 'How To Be a Better Rider' – the questions will be taken from the groups area of the IAM web site – 2 points scored for every correct answer
- **Machine faults** – we 'adapt' a machine and introduce 10 faults – 10 points scored for every correctly identified fault – time limited to 10 minutes
- **Assessed Ride** – On-road ride of approximately 15 miles will be assessed by a Senior Observer – marking system is designed to remove subjectivity and allows for a maximum of 100 points
  - We would like each club to provide a Senior Observer to act as an Assessor for the on-road ride. Initially we considered using IAM examiners for this task but on balance feel that Club Seniors is a better option as it maintains the regional 'spirit' of the event.
  - Riders will be allocated by drawing names from a hat, but we will ensure that the rider/assessor are from different clubs
  - The on-road route will be indicated by clearly visible Arrow markings

Each discipline will have a nominated manager and assistants where necessary. Additionally we intend to have roaming adjudicators to ensure fair play at all times. John Lickley has kindly offered to act as manager for the Assessed Ride discipline and is happy to hold practice sessions, at a mutually agreed time and place, for anyone wishing to hone their skills on both of the riding elements of the competition – Assessed Ride and Slow Machine Control – for theory and machine faults you will have to do your own homework!!

There is a National Bike Safe event organised for 4<sup>th</sup> September 2011 at Gaydon – a great opportunity to visit the venue and if you're so inclined, take an observed ride with one of the Bike Safe guys.

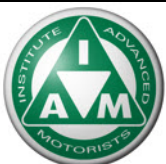
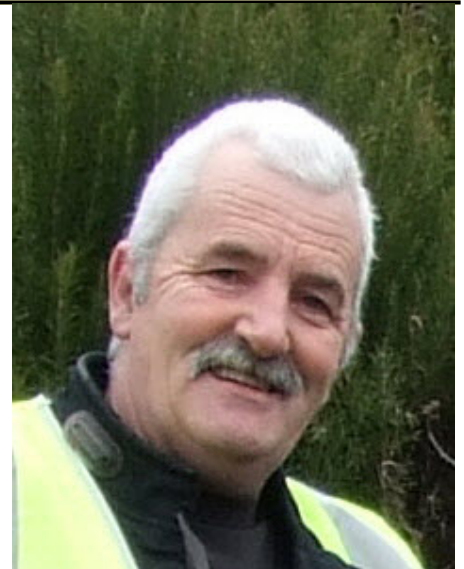
**A team will consist of 2 Associates and 2 Full Members** – Police qualified riders are not eligible. **Full member status includes Observers.**

**Associate status includes anyone who was an Associate on 31<sup>st</sup> March, even if they have subsequently passed their test and become a full member**

Prizes and trophies will be awarded for Best Overall Rider and best Team

- Best Rider prize will be awarded to whoever accumulates the most points on the day
- Best Team prize will be awarded to the team that accumulates the most points on the day. At this stage we envisage scores for all 4 riders will count towards the overall team score but this may be changed prior to the event
- In the event of a tie there will be a count-back system. Priority will be given to Road-Ride, then Theory Questions, then Slow Riding, then Machine Faults.

*(Continued next page.)*





**Region 3 Riding Competition (continued)**

We need – 2 members, 2 associates and 1 Senior Observer as outlined above. Albeit I won't be taking part I intend being there to support our entrants on the day and to act as a general helper etc.

Anyone who would like to take part and represent WHAM is asked to please e-mail me, [Brian Morgan](#), asap. It may be necessary to conduct some 'in house' rounds if there are enough interested parties.

Go on – have a go!

Brian.

**CONGRATULATIONS TO:**  
**SIMON MANNING ON PASSING**  
**THE IAM TEST**

OBSERVER: STEVE EDWARDS



**Charlie (I'm not Robert!) Heritage** receives his IAM certificate from his observer: David Curzon.

**Del Britton** receives his IAM certificate from John Hodges on behalf of his observer: Guy Jenkins.



**WELCOME TO A NEW FULL MEMBER - ANDY NOTT WHO HAS RECENTLY MOVED FROM CORNWALL TO HEREFORDSHIRE.**

## NEW ASSOCIATE MEMBERS

A very warm welcome to the following new associate members:

**Paul Kelly, Andy Michell, Stephen Hackett, Stephen Wood, Geoffrey James, John Wilshaw, Paul Brooke.**

**MAY NATTER NIGHT RIDE - WEDNESDAY 25 MAY** The first of our summer Natter Night rides for associates and members when we will all be able to put into practice the "Group Riding" guidance that Ant Clerici has been developing for us over the last few months. Details of the meeting places and the rides are on the [website](#).

**WHAM! WEBSITE:** PLEASE REMEMBER TO CHECK THE "PROGRAMME" PAGE ON THE WHAM! WEBSITE. THIS IS REGULARLY UPDATED WITH ALL THE RIDES, NATTER NIGHTS, WEEKEND TOURS AND OTHER EVENTS THAT MIGHT BE OF INTEREST TO ALL MEMBERS. It might be an idea to make the "[Programme](#)" page one of your "Favourites" rather than the "Home Page" which is primarily designed for visitors.



## SPECIAL FUTURE EVENTS FOR ALL ASSOCIATES AND MEMBERS! SATURDAY 25 JUNE ~ SLOW RIDING DAY



**A GREAT DAY'S FUN BUT ALSO ESSENTIAL IF YOU DON'T WANT TO LOOK LIKE A NOVICE IN THE CAR PARK!! NOT TO BE MISSED. HELD AT THROCKMORTON AIRFIELD ~ STARTING AT 9.30 A.M. PLEASE NOTE IN YOUR DIARY NOW. MORE DETAILS IN THE NEXT NEWSLETTER.**

### JULY TRIP TO ISLE OF MAN

Steve Edwards is going to the Isle of Man for a 3 night stay in July, and all full members are welcome to join in for what will hopefully be a real hoot enjoying the Island's lack of speed limits outside of most of the built up areas.

For those who have never been, the island offers great roads, a very motorcycle friendly citizenry, some great scenery and usually some very good weather to boot.

The trip is being made deliberately in the week to miss all the weekend events that either clog or close the roads to the public. The plan is to leave Liverpool on the fast ferry 11.15am on Monday 25th July, stay 3 nights at the Arrandale Hotel & apartments, Douglas, return to Liverpool leaving Douglas 15.00 on Thursday 28th July. Ferry return £98.00, Hotel B+B £50.00 for single occupancy in a double room, £35.00 per person to share a twin room, or for the really tight / overfriendly among you, £30.00 per night for a threesome(!) 3 people sharing one room.

Douglas has a lively evening culture with lots of choice for a drink or two and plenty of restaurants and cafes for keeping the energy levels up. The trip will not be a "led" tour, the plan is to see the island and do as many laps of the TT course as possible which you can either join in with or do your own thing. You will of course be totally responsible for your own riding decisions and should not let the "atmosphere" cloud your judgement in any way.

Details: Google - Isle of Man Steam Packet ( the ferry ) look for special offers:  
- Arrandale Hotel, Douglas

Can you wangle some time off? Have a google, have a think, let Steve Edwards know if you are interested [sales@dampproofingman.co.uk](mailto:sales@dampproofingman.co.uk) , but you will need to make all bookings yourself.

### ***Northumberland Weekend Trip in September.***

*'Steve Dalloway & Tony Davis are organising a long weekend away riding some of the excellent roads in Northumberland. The trip will run from Friday 9th September to Monday 12th September. The weekend is open to all full members of WHAM and pillions are very welcome.*

*We have a few venues in mind for accommodation but need to have some idea of numbers before we book so please let Tony know if you are interested – [tonyzzr@hotmail.com](mailto:tonyzzr@hotmail.com) '*





## Herefordshire RIDER SKILLS DAY - Another Successful Day



Photo by Ken Shaw

One of the 37 assessed rides of the day.



Warner Photography

The essential de-briefs. All of the riders said they'd learnt something to make them safer and better.

Luckily, it turned out to be a good, dry day; the only problem was when one of the routes was closed for re-surfacing work. We worked around this and managed to take 37 riders out on assessed rides. Of these, 7 have signed up for the IAM Skills for Life programme. It was a busy but most enjoyable day for all involved. Our thanks to the Herefordshire Road Safety Group of the Herefordshire Council for funding the advertising, hall hire, IAM Skills for Life prize, and helping with observers' costs.



Warner Photography

The "WHAM! CAFE" staff - Lynda and Mark Silvester and Anne Culley.



Warner Photography

It was dry, sunny but not too warm. Perfect for Ian, Rich and Gary's reconciliation!! (See page 9.)

**Many thanks to everyone involved for making the Herefordshire Rider Skills Day such a success.**

**Observers:** Brian Morgan, Derek McMullan, James Dickson, Steve Edwards, Eric Reynolds, John Hodges, Dennis Osborne, Tim Hutt, Ant Clerici, Guy Jenkins, Gary Barnes, Guy Butcher, Marytn Newman, Phil George, Andrew Wibmer, Richard Smith, Tim Wynn, David Curzon, John Bennett, Tony Davis.

**Control:** Barb Dalloway, Lynton James, Rog Brooks, Andy Peckston.

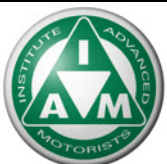
**Cafe:** Lynda and Mark Silvester, Anne Culley.

**Helpers:** Andrew Culley, Andrew Price, Alex Hoyle, Simon Manning, Will Hopkins, Del Britton, Gill Kantolina.

**Organisers:** John Hodges, Steve Edwards.

**Photos:** Ken Shaw and Warner Photography.

**Adverts:** Sharon Amery of Herefordshire Council for all her help with the advertising.





## Himalayas 8

by Derek MCMullan



Our stop at Keylong was immediately before ascending to Barrachala-la, the highest point of the trip. In the morning briefing we were treated to dire warnings about altitude sickness and how fitness is no protection. We would be limited to 30 minutes at the summit of the pass and the medical team added to the trepidation by ostentatiously giving the portable altitude chamber the once-over – just in case!



Unusually this section started out on really good tarmac and we soon forgot the altitude problem as we swooped the Enfields round some long sweeping bends. Those who kept the momentum were rewarded by climbing the next section in third gear; those who didn't became reacquainted with second, or even first, gear and had to endure a really slow climb as the Enfields demonstrated they too need air.

In view of the time restriction at the pass, and as our guide had said "30 minutes from when I arrive at the top" the ride was a faster one than was usual for me. I would normally stop to take some photos and found that I was able to keep pace with others who were also taking in the scenery. Today, I had two specific objectives: some time for contemplation at Baralacha-la and climbing above 5000 metres!

The IAM's recent Motorcycle Simulator report concluded that we are able to maintain pace through the curves better than most riders. Whilst I wouldn't claim it to be good academic research the climb to Baralacha-la certainly underlined that point. The tight climbing curves in particular seemed to cause most difficulty – the asthmatic Enfield is entirely unforgiving if the rider slows, or worse still, grabs for a lower gear in the turn. On the steeper sections we had riders walking by the side of the bike and driving it up! Our early start on tarmac was predictably short; within an hour we were back to a loose surface. In places it



was incredibly loose! We were stopped for 20 minutes or so by a road gang bulldozing landslides off the roadway. It being India there is not a great concern about how well the surface is graded – as soon as the bulldozer can manage it that's good enough for all the traffic.

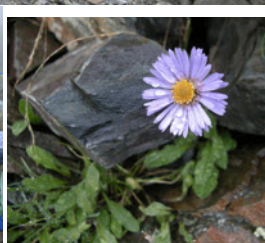
If we're lucky there will be a few 4x4s to go through first and create some ruts for us to follow. On this occasion everyone was terribly polite to the tourists and ushered us through first. They were obviously looking forward to the ensuing chaos! Here's Colin, a Motocrosser, having given an exemplary display of how to climb the scree now anxious to do battle with the reversing 'dozer.





Another Colin, here being pushed by an overdressed well-wisher. No prizes for guessing the colour of that pristine jacket once Colin got on the throttle! Note how the experienced support team keep their clothes clean.

The weather on the way up to the pass was not great but as we climbed the temperature dropped until we arrived in freezing conditions and snow; we're only 32° off the equator and in late-summer but the altitude has the last word! With the snow swirling around us there were few good photo opportunities at the top. The whole of the mountainside was covered in small cairns (the faithful's homage to their departed loved ones) and prayer flags. I admit to adding to both the flags and the cairns.



After much grumbling about the restricted time at the pass no one wanted to stay on once we had built our cairns, set out our flags and seen 5030 metres on the altimeter. Those last few metres were exceptionally

hard-won. Sitting on a bike isn't very taxing regardless of the altitude but as soon as we were walking – even on the level – we were every bit as

asthmatic as the Enfields. Climbing, well OK, walking up a modest slope was a huge demand on the cardio-vascular system; it left me puffing like a steam-train! The descent from Baralacha-la left everyone subdued by cold and their private thoughts and it needed the now customary chilli noodles at lunchtime to shake off the cold. We retraced our route down the mountain again enjoying the tarmac sections and this time forearmed with the knowledge of where it suddenly turns into shale or water-crossings.

After our overnight stop at Jispa we faced another challenge before our rest-day at Manali. Today's challenge is the Rohtang pass, you may have seen it recently if you watch "Ice-road Truckers" but you don't have to admit to that! Rohtang is infamous because it is the high pass on the Manali – Leh road so heavily used by big commercial trucks and everyone else. The day started easily enough with some more tarmac and a beautiful wooded valley to climb our way along.



We climbed gradually, but relentlessly, for the whole of the morning. The pattern of tarmac in the valleys and loose surface at high-level was repeated and we were all becoming relaxed that this wouldn't be such a challenge after all. Our view was reinforced by arriving at the top of the pass in fine weather and without incident – time for lunch.



The café seemed a little incongruous – it was a ski-station. No snow about at that time of the summer but apparently a thriving centre in the season. The Ski-chair is apparently the favourite way for locals to get their skiing injuries.



The descent to Manali started easily enough; a very attractive green valley with some positively alpine sections of hairpin bends ... but we had been warned! For no apparent reason in places along the road there was a lot of surface water. The sheer volume of heavy traffic works this into mud slurry which is sometimes above axle-height. Despite that fact it's downhill, and that the altitude's decreasing, the Enfield still couldn't manage under engine power alone.



The TATA truck stranded in the middle was the cause of a monumental holdup. In true Indian fashion everyone was settling down to wait for however long it was to take for the bulldozer to arrive and pull it out. We were unable to photograph in the area of the traffic jam for reasons you'll see if you watch this scary video clip [Rohtang Pass](#) (best with the sound muted as it's awful). After the jam the road gave way to another blissful Alpine-like area with good tarmac all the way into Manali and our hotel for the next two nights.

(To be continued.)



## LETTERS TO THE EDITOR

Hi John,

I have a useful website link for the next WHAM newsletter.

When I bought the BMW there was no way I could attach the mount for the Garmin on to the handle bars. I spoke with RAM mounts and they gave me the name of a chap who make mounts which screw into the centre of the headstock, specifically for sports and sports tourers.

The mounts are really nicely engineered and cost approx £40.00. The chap's name is Bob Telfer and his website address is:

<http://telferizer.com/index.asp> or call him on 0161 476 5701

He sent the mount for me to try out before I had actually paid for it, which in this day and age is almost unheard of.

Alex Hoyle



## WHAM'S AGONY UNCLE - DEAR JOHN.

Dear John

Since my last missive things have taken an unexpected turn. Although the pain was quite intense as I thought of my long term Rukka buddy in a room with another man I was able to take comfort in the company of another. This individual is not of the cloth, has no Rukka gear and rides some sort of Japanese machine but he was there when I needed him! He let me lead all the way out and back which I love so much and we had a lovely day riding out around the Brecon Beacons. I am now torn between my new found friend and my old Rukka buddy. Of course my old buddy also rides a GS, which makes such a difference. So John, what should I do? Should I carry on with my new friend or do I hope against hope that my good old Rukka buddy sees the light and comes back to me? I have heard through the grapevine that his latest roommate does have a slight sleep disorder and that sleep was only possible through the use of some well fitting ear plugs. I enclose a photo of me with my new friend when we stopped for lunch on the A470 up in the Welsh hills. Still Worried of Worcester



*Dear Worried of Worcester,*

*I really cannot condone what you have done. This "tit for tat" behaviour will not heal any wounds and could make a return to your previous relationship almost impossible. I accept your "Rukka" buddy may have made a mistake sleeping with a "snorer" but flaunting your own new riding partner will not help - especially as he rides a Yamaha. I really cannot see why your old buddy should come back if you behave in this way - particularly as your new friend isn't going on your holiday whereas his new friend is! In the meantime I'd recommend that you look at the vehicle behind you in the photo and appreciate just how lucky you are still to be with us!! Uncle John*

**(Editor's Note: The original "Worried of Worcester" letter was actually written by Den Osborne. This letter, as the photo shows, is written by the actual "Worried of Worcester" ie Ian Barnard. I understand that Ian and Rich have now come to terms with the fact that they have both strayed off the Rukka / GS path and that they are now riding happily together again! Which is just as well for all those poor readers who haven't had a clue what this is all about.)**





## The 'Not the Royal Wedding' Ride.

by Brian Morgan; photos Tony Davis

Friday 29<sup>th</sup> April saw most of the country celebrating the marriage of HRH Prince William to Kate Middleton. Whilst everyone in WHAM, I'm sure, wishes them the very best, it was decided that several of us would prefer to take the opportunity to celebrate in our own way – we went out on our bikes on Tony Davis' organised ride.



16 people on 14 bikes met up at Wooferton's Little Chef (well eventually, as Steve Edwards and his crew were running on South Hereford time again!). After the requisite coffees etc, during which time I got abused by the waitress for no apparent reason, we had a short briefing and sort out of the riding groups in the car park under the watchful eye of Ant Clerici while Steve's crew carried on with their extra big breakfast. Tony, who had sent Ali to London as his Royal wedding representative, produced a camera and started snapping while I had to help lift Eric onto his bike but he got going ok

eventually and off we went. Two groups of 3 and two groups of 4 (bikes) set off at suitable intervals and headed towards Ludlow before turning in the general direction of mid Wales.

The ride that followed was most enjoyable and took us via Clun to Newtown and on to Rhyader. Albeit we appeared to get 'garminised' a couple of times we arrived safely at our first tea stop - the Elan valley visitor centre. The group I was with had left Steve's crew still eating breakfast but they arrived just seconds after us – the conclusion – they must have cheated and taken a short cut! It was whilst sitting there quietly (yes me) I got abused by another waitress, again for no apparent reason.



In the car park Den demonstrates the stance he intends to adopt whilst riding his new Fireblade and then provides evidence that he does listen to John Hodges at the natter nights and produces his OS map (it's a map of Lincolnshire really but don't let on that I told you). Once suitably refreshed we resumed the tour around the dams and on to Devil's Bridge before joining the busy A44 and heading towards Rhyader via Llangurig. At Rhyader we came across Steve Edwards' crew

parked up. Now, I know we'd left the Elan Valley before them – conclusion – they cheated again and took another short cut.

(Continued on next page.)





(Continued from previous page.)

Our second planned stop was at Crossgates and it was whilst sitting there quietly I was abused again, and even assaulted technically, by another waitress. I protested to Alex Hoyle (and anyone else who'd listen) about the way I'd been treated but Alex pointed out that there was a common denominator – me! I gave up complaining at that point but, it wasn't me who started it this time – honest. Once most of us had taken on some more calories we had a discussion about who was going where next. The Worcester riders (understandably) decided to head for home via the main road. In fact everyone decided to head for home via the main road except for Alex Hoyle, Andrew Culley and your's truly. This last remaining little group headed towards Dolfor and turned back via Knighton. We ended up back at my house for a brew because I was determined to have at least one cup of coffee without being abused by a waitress.

To sum up, the weather was good, the route was good, the waitresses were – ok - good, but the best part of the day was , as ever, the company. Thanks to everyone for turning out and particular thanks to Tony for organising it.

## **FOR SALE**



### **BMW 1200RT**

c/w luggage. 06 reg, immaculate, new battery and just serviced. 7-8,000 miles on clock.

Upwards of £7K required, but owner will negotiate.



**Suzuki SV650 Sport**, 2009, Metallic Black, Taxed, only 1300 Miles, 645cc, 1 Owner from New. Excellent Condition, Ideal first bike or commuter transport. Genuine reason for sale.

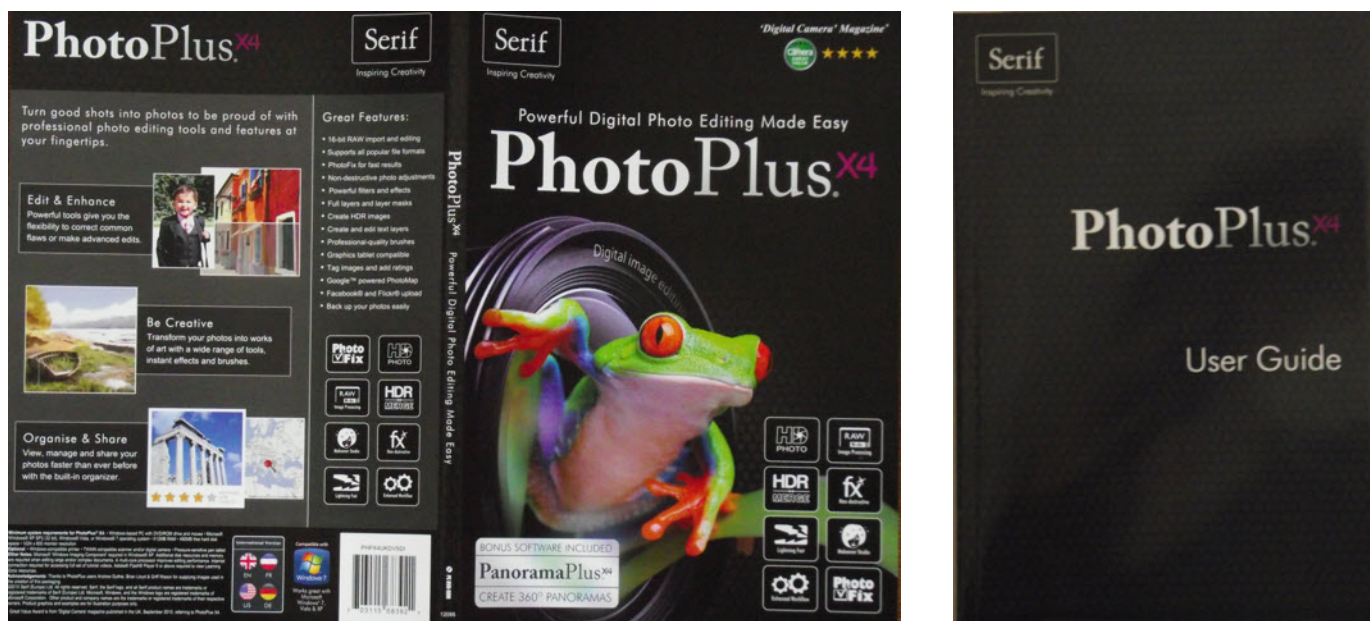
**£3795 ono**



**IF YOU ARE INTERESTED IN EITHER OF THE ABOVE BIKES, PLEASE  
CONTACT THE EDITOR FOR FURTHER DETAILS.**



## WHAM! PHOTO COMPETITION



Software publishers Serif have kindly donated a copy of Serif PhotoPlus X4 with a User Manual (RRP £80) as a prize for the WHAM! Newsletter Digital Photo Competition. The rules are simple. Each member (Full or Associate) can submit up to 3 digital photos (each a minimum of 1MB) each month for May, June and July. These photos have to be current, taken by the members themselves and be on a biking theme. Photos for each month must be received before the last day of the month. Any photo submitted is done so on the basis that it maybe published in the Newsletter.

The competition closes on 31 July 2011. All entries will then be judged by a panel consisting of the Chairman; Brian Morgan, The Chief Observer; Derek McMullan, and the Newsletter Editor; John Hodges.

The judges' decision is final. Please submit your digital photos to the Editor at: [Newsletter@wham-motorcycling.org](mailto:Newsletter@wham-motorcycling.org)

### THE APRIL NATTER NIGHT - GROUP RIDING

*by John Hodges*

Many thanks to **Ant Clerici**, supported by our Chief Observer, **Derek McMullan**, for an entertaining and very useful evening as he led the discussion on how we can develop really good, sensible "Group Riding Guidelines". This is particularly relevant because we are just about to start our "Summer Natter Night" rides. The importance of understanding group riding rules, group selection, group pre-ride briefing, group communication and group size were all highlighted. The most important point that was stressed throughout was that riders **MUST RIDE THEIR OWN RIDE** and not be drawn into riding at a pace at which they are not comfortable. There was very useful feedback from the audience, especially the fact that more experienced riders might not be fully aware of how the lesser experienced might feel somewhat intimidated when riding with them in a group.

Please see the Group Riding article on the next page and note that the WHAM! Group Riding guidelines will be published shortly on the website.





## Group Riding.....the results are in

by Ant Clerici

We've completed 3 Natter Nites on the subject and now are about to launch Group Riding Guidelines on our web page and, more importantly, Group Ride training for every full member.

### Passing your advanced test is only the beginning....

Group Riding is the way to continue to improve your riding skills and widen your riding experience (and experiences)

### So how do you do it?

Just turn up on one of our regular ride-outs from Hereford or Worcester.

They are published in our program on the website

<http://www.wham-motorcycling.org/programme.php>:

### New to Group Riding?

We will put you in a small group that'll take you through the principles and then onto the open road to practice. Anyone with an Advanced Qualification shouldn't find it difficult.



### What do you need?

- You and your bike with a full tank of petrol
- If you have Satnav or a map then that'll be useful too
- Cash for a coffee/bacon sandwich because there will be stops
- Beforehand, please read the Group Riding Guidelines in the library section of the website

<http://www.wham-motorcycling.org/library.php>



First an informal briefing .....and then .....out on the road in small groups of three or four riders

If you still have questions or concerns which are preventing you from coming along to enjoy Group rides please mail our Chief Observer, [Derek McMullan](#)

