

Worcester & Hereford Advanced Motorcyclists



MAY
2015



The Chairman's Notes



Welcome to our WHAM Newsletter.

It's very rewarding for the Committee and Training Team to see our club going from strength to strength. For example, on the 25th April the Biker Down Course, with Fire Service in Llandridnod Wells, was very well attended. A big thanks to Lawrence Arms for organising it. A very useful course to attend. Look out for future courses in Llandod or Gloucester.

Please put a note in your Diary that this year's WHAM Rider Skills Day is being held on Sunday 17th May at Sutton School and Village Hall, Sutton St Nicholas, HR1 3SZ. Contact Roger Brooks on wham.skillsday@gmail.com if you would like a check ride or are interested in joining, or doing more with the club – we are looking for club volunteers so please contact us if you are available to help on the day.

Committee members receive several e-mails a month from IAM, including a monthly Group Scorecard. In the last 12 months we have achieved 4 First Passes and 18 Test passes. Above regional averages. Fantastic outcome for a relatively small club.

Ant Clerici, Del Britton and I attended the IAM CEW Regional Meeting at Hindlip Hall. The 3 of us were intrigued to watch the car and bike groups mix and later reflected on changes to the IAM structure. We pondered the need for a range of Committees and Teams on a regional level and their future. We came to the conclusion that there is potential overlap. However, we had a productive Bike meeting with a talk by Intaride radios, that we are currently developing a training programme for in our club. Del Britton shared our Observer training brief and portfolios with other groups which led to a very positive discussion. They were certainly seen as a model of good practice and other groups' reps offered some great ideas to complement it. Regardless of opinions on car groups, bike groups, committees etc it was obvious that the volunteers that are the backbone of the IAM work tirelessly to promote road safety and enjoy their cars/bikes. We are in a period of change so enjoy being part of it.

A few stats: To date the IAM has 90925 members. IAM test passes have risen from 4537 to 5400 (March 14 – March 15). I was intrigued to be told that IAM recruitment; Bike:Car is 54%:46%.

It was great to see so many of you on the first day ride of the year to the Elan Valley. Keep an eye on the programme page of the website for future day rides – all are welcome. They are a great way to meet other members and enable you to develop your skills further.

From May our natter nights turn into evening rides from the same location. I look forward to meeting you on a ride or at an event soon on warm, dry roads

Paul Whitcombe

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

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National Training Team (NTT)

A while back you may have heard that IAM introduced the concept of Regional Training Teams (RTTs), you may even have been to events with our own RTT. Unfortunately the various car and bike RTTs were not all set up in the best way, neither did they work equally effectively in the different regions of the country. Reluctantly the IAM concluded that the RTTs should be disbanded and a National Training Team set up to ensure consistency of standards.

The formation of the National Training Team (NTT) for motorcycles started in January 2015 in our Region, Central England and Wales. This first stage sought to produce a short-list of IAM National Observers with the knowledge, the communications skills, the time and the commitment to support the NTT activity. Successful candidates from the interviews were then tested on-road by Pete Doherty, our Regional Quality Manager. The on-road test followed the National Observer test format (an Observed session and a demonstration ride) but was much more critically assessed. Following these selections Derek McMullan has been appointed as an NTT Assessor.



At first glance Derek's appointment might be seen as detrimental to WHAM (OK, not everyone has to agree with that!). Derek will have more Observing activity outside of WHAM but that work will also benefit WHAM as Derek remains a member of WHAM's Training Team - so WHAM has direct access to NTT expertise and developing standards.

Many congratulations to Derek from both the WHAM Training Team and Committee, we all know and appreciate the time and commitment Derek puts into the club.

Del Britton



From the web:

Expert Tips:

URL: <http://dontriskit.info/motorbikes/expert-tips/>
courtesy of Derek McMullan

My week with a Morgan 3 Wheeler

Few British cars are as evocative and bring a smile to the faces as the Morgan. My thanks to my friend Jane Jones at Morgan for letting me use the Popbangcolour Morgan 3 Wheeler for a week, which included taking it on the WHAM Elan Valley day ride.

But it's got 3 wheels not 2 I hear you cry – what were you thinking?

Well I think take every opportunity that comes your way so read on to see if it could bring a smile to your face.



Despite being a relatively new model the latest Morgan 3 Wheeler offers the same promise of purity as the old Morgan 3 Wheeler and other Morgans in the range. It has a grunty, two litre, two-cylinder power train driving the rear wheel of a lightweight small roadster. It's low slung to aid grip, handling and, crucially, stability. And compared with the earliest cars of the 1920's, it's relatively aerodynamic, too. It follows the original formula: a steel tubular chassis, some ash framework and an aluminium body. It's pure, honest, authentic and unique.

Morgan has taken what it believes to be the best V-twin motorcycle engine for the job. It's made by American engine maker S&S, who started out tuning Harley-Davidson motors. It has the same pushrod V-twin layout as a Harley unit, but none of the internal components will necessarily come from Harley. I wonder if they considered a KTM lump or a boxer twin.....



Therefore it is pure S&S, and built to a unique Morgan specification. It's a lazy, old-fashioned motor, with square cylinder dimensions and with two overhead valves per cylinder. As a result, it makes reasonable 80bhp, combined with a thumping 103lb ft of torque, peaking at just 3250rpm – A bit of grunt guaranteed by the custom bike motor.

The S&S is attached to an MX-5 gearbox via a transitional case that contains a damper necessary to smooth the big V-twin's otherwise torquey output. A belt drives the single back wheel, which is suspended by a trailing arm. Front suspension is by wishbones, and there are coil springs all round. Unlike a lot of modern bikes there are no driving aids.

The 3 Wheeler has to comply with legislation geared towards motorcycles. Therefore extrusions on the body, components that stick out in the cabin and radii of surfaces are not scrutinised to the same depth as they would a car, enabling a unique look.



The interior is snug, but comfortable. There is no windscreen so helmet or goggles are order of the day to keep flies, cold and draught at bay. Two traditional dials sit in the centre of a spartan dash. It suits the feel of the vehicle. The start button is particularly evocative, having an aircraft-style toggle cover.

So, enough of the factual stuff – what's it like to drive? The delivery from the V-twin is fantastic – short punches of power that drive up through the gearbox with a pleasing howl from the straight exhausts

running either side of the narrow body. The starter button adds anticipation; the S&S motor spins and thumps into life. What a great sound, mixed with a rhythmic vibe.

I thought the pedals would be stiff but turn out to be smooth and responsive. This Morgan is keen to get moving. The engine gets frustrated in 30's and begs to be opened on de-restricted open roads. You can feel the surge of acceleration through each gear if you short shift and apply the principles of riding a motorcycle twin.

And the 3 Wheeler is quick; quick to accelerate and delivers a quick turn of speed on public roads. But then again it only weighs about half a tonne. 0 – 60 is 8 seconds but the sound and low sitting position, with a long bonnet, make it feel far livelier. Roll-on feels lively enabling cheeky overtakes. A gentle vibe (most of the time) lets you cruise at progressive speeds, waiting for a great overrun on deceleration. You feel part of the 3 wheeler. It's an experience.

The Morgan likes you to have a plan entering tighter bends but the engine entices you to power out as the limit point vanishes. Dial in to the handling and the grin factor increases further. The single, central rear wheel makes you observe the road ahead a little more closely to anticipate 3 points on a road and position accordingly. At first I was caught out by a few bumps from the back wheel. The delicate looking front wheels, with wishbone suspension are sprung superbly and encourage confidence in tighter bends and poorer surfaces. It's initially a bit spooky watching the independent suspension at the front bouncing the 3 wheels markedly but feeling nothing. You dial in to avoiding bumps in the centre of the road. Steering is fantastic; accurate with a lot of feedback. However the turning circle is challenging!

Jane has told me that order books are always full for the 3 wheeler and it is increasing in popularity. It already has a huge club fan base.

Unashamedly, the 3 Wheeler puts a huge smile on its driver's face. So, would I buy one – Yes I would if I had the money and a big garage to have a 3 Wheeler as one of a collection of vehicles. However it would not be to replace my bike. The driving experience is fantastic fun but it is not the same as riding a bike progressively. It was fabulous on the dry, warm roads that I was fortunate to have for the week, but my view changed on Saturday when it rained. It's a vehicle for sunny days, due to the very limited weather protection, but I can ride my bike comfortably, with the right kit, in the wet and cold.

Those on the Elan Valley run may have noticed the unique vinyl covering the body of the 3 Wheeler. This was created by the artist Ian Cook, famous for Popbangcolour. He is a true petrol head and paints with remote control cars, car tyres and toy cars. Have a look at www.popbangcolour.com or try You Tube to see his unique technique. I have seen Ian doing his thing several times and it is incredible art. At home I have a fantastic picture of a G4 Land Rover created by him.

So, what shall I try next.....



If you have any great riding experiences let us know. Our readers would love to read about it.

Paul Whitcombe



Worcester & Hereford Advanced Motorcyclists

www.wham-motorcycling.org



Elan Valley Ride Easter 2015



And the sun shone



Brian just can't stop directing traffic !



A motley crew



Or saluting!



The perfect corner?



Selfie?



But you must fuel yourself as well as the bike



If you like the look of this then join us on the next day run - Sunshine guaranteed!



Time for a new Adventure

After owning a KTM 990 adventure for 4 years I starting getting itchy fingers and the urge for a new bike. For me the 990 offered a sublime riding position, high enough to see over hedges, wide handle bars to throw the bike around corners and enough power and torque to progress swiftly along Welsh B roads. However it wasn't perfect.... With a range of approximately 130 miles and no fuel gauge stops at fuel stations were frequent and much derided by GS Adventure riders! In addition to this the standard Pirelli Scorpion tyres only lasted 3000 miles and the 21" front wheel reduced the choice of alternatives.



So – the million dollar question – what do I replace it with?

A new KTM 1190 Adventure!



The new 1190 is radically different from the 990 it replaces. The whole package of chassis, electronic suspension and rider aids makes this 150bhp, 230kg bike seriously capable with more rider-friendly characteristics than any previous KTM Adventure. It can also be ridden faster than I ever thought possible. It's not as hardcore as some KTM fans would wish, but that's what the R version is there for, and my old 990 never went further off road than a gravel lay by.

The days of underpowered/overweight adventure bikes are long gone – the Multistrada 1200 saw to that and the 1190 has moved the performance bar to a whole new level. With 150bhp and 92ftlb of torque, the KTM has a better power-to-weight ratio than the Ducati! The RC8 engine has a new gearbox with different ratios and new internal components compared to the RC8 sportsbike as well as the all new ride-by-wire throttle bodies, which transforms its character. While power is plentiful, it's also smooth, clean, precise and easy to manage.



Having only put 300 miles on the clock I have yet to make full use of the full rev range but the demonstration bike I tried headed to the horizon like a scalded cat when the throttle was twisted. Power continued to be supplied in abundance and the engine note developed into a lovely roar. However this may be improved in the future with the addition of a Wings short exhaust. This would also slim down the current 'voluptuous' silencer bolted to the side of the bike.



As has become de rigeur, the KTM is equipped with four riding modes; off-road, rain, street and sport. These are easily selected from the dash menu and do appear to make a real difference. Rain mode calms everything down and reduces the power to 100bhp, more than enough on a wet road! The electronic suspension damping can also be adjusted with Comfort, Street and Sport settings. These can be adjusted on the move to suit either mood or the road conditions.

Equally importantly, the Adventure is very refined and rider-friendly. Clutch action is light; fuelling very precise. There's also a sophisticated traction control system that automatically adjusts to riding mode. Overall it's a stunningly good package



Braking ability is top drawer, too, thanks to a Brembo system that features radial four-pot front calipers and incorporates an efficient ABS set-up. Motorcycle Stability Control, the Bosch-developed ABS system that allows hard braking even in bends, is also working hard in the background and provides an extra level of security.



All in all a very good motorcycle that I am sure will provide many happy miles of motorcycling!

S.Poole

If you :

- **Have an article/story that you may think other will find interesting.**
- **A forthcoming event to advertise**
- **A motorcycling item for sale**
- **Or just seek advice!**

Email Stuart Poole at [Mail: whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com) and we shall endeavour to include it.



WHAM RIDER SKILLS DAY 2015

When and where?

This year's WHAM Rider Skills Day is on Sunday 17th May from 10:00 am until 4:00 pm at Sutton St Nicholas Village Hall (HR1 3SZ).



WHAM are providing a great incentive this year to Riders who sign up for Skill for Life with WHAM on the day, we are offering a £40.00 discount so you just pay £99.00 for the training from start to test. (Usual price £139.00).

In order to run this event we need volunteers to assist with:

- Posting leaflets prior to the event.
- Setting up
- Greeting riders.
- Parking marshals
- Catering

If you are able to help in any way please contact Roger Brooks
wham.skillsday@gmail.com





WHAM! Regalia

Have you bought your WHAM! clothing yet? We've got polo shirts and T-shirts in stock - for £12 and £10 respectively. You can also buy fleeces and other wham regalia - just let us know what you want.

To purchase wham! polo or T-shirts

Please contact: Alex Hoyle.

<http://www.wham-motorcycling.org/wham-shop/>



Test Passes

Congratulations to Matt Jones for passing his Advanced Test.

Observer - Del Britton



And to Paul Gill for attaining A F1rst pass.



To join:



- Login to your Facebook account
 - Type '**Worcester and Hereford Advanced Motorcyclists**' in the search box at the top of the page.
 - Click 'Join Group' at the top right of the screen.
- One of our Admins will then approve your membership
(we don't just let anyone in – only WHAM members can join!)





Members who are looking at continuing their advanced training are encouraged to consider taking the IAM F1rst assessment (more details below). This is a personal objective that the clubs observers both Local and National can assist you in achieving. Preparation for the assessment is best done during Sunday rides and WHAM riding events (all day rides, slow riding days etc.), studying the 'Highway Code' and 'How to be a better rider' (HTBABR) manual is very much recommended.

Please inform an Observer that you are training for a F1rst assessment and they will assist where they can, for example; leading the group on a section of a Sunday ride is an excellent way to gain confidence for the assessment, club observers can also take an individual out on a pre-assessment check ride however, having a dedicated Observer is difficult due to the number of Observers and their workloads with regards to training associates.

The IAM F1RST Register recognises excellence during the IAM advanced driving or riding test. Members will receive a special certificate and membership card complete with the F1RST logo. Their names are also entered into the F1RST register below.

[View F1RST Register](#)

F1RST membership is attained by taking the advanced test for car, motorcycle or commercial vehicle and achieving a score of 1 in every* category.

Existing IAM members can take a Member's Assessment in order to try and achieve the all 1s score*. Existing members who previously passed the test with the qualifying score within the last two years can be added to the Register retrospectively.

The F1RST Register provides a means for IAM members to improve their road skills by retaking an assessment and working on the areas where a lesser score was achieved.

* The Examiners have the discretion to recommend a candidate even if they score a '2' in no more than three categories. Those categories can be Commentary, Eco-Driving and any one other category - except for Legality and Slow Manoeuvring which must score a '1'. F1RST membership is attained by taking the advanced test for car, motorcycle or commercial vehicle and achieving a score of 1 in every* category.

Del Britton

