

# WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



JANUARY 2018



## CHAIRMAN'S FOREWORD

Welcome to the first 2018 edition of the WHAM magazine.

I hope you all had a very happy Christmas and New Year and that Santa brought you lots of new motorcycle related gifts! I am sure that a review of new kit would be greatly received by other WHAM members so I encourage you to write a review for the magazine (*yes please! – Ed.*).

As we start the New Year I would like to quickly look back at 2017. My highlights include another fantastic Slow Riding Day, held at Throckmorton; where there was a fantastic turnout. On behalf of all the associates, and newly qualified members, I would like to thank all of those involved in organising, setting up and marshalling this event, particularly to Den Osbourne who was key to the success of this event. And of course not forgetting the excellent support crew for providing hot & cold drinks and a plentiful supply of sandwiches and cakes throughout the day! This event provides an invaluable resource to practice some of the key advanced riding techniques in a safe environment and it seems to just get better and better each year.

The Sunday rides continue to be the backbone of the club and it always amazes me at the turnout, particularly when the weather is less than favourable! The routes take in some of the best roads in the region and without the hard work by Tony Davis in working out the foibles of Garmin (*he's still a dafty though... – Ed.*) and planning the routes we would never find some of these hidden tarmac gems. If you have a particular favourite route that you think others would enjoy then please let Tony know and we shall try and get it on the schedule.

In addition to the Sunday morning rides we have also ventured further afield with the day rides and several trips away. A particular favourite of mine was the Normandy trip where we got to experience so lovely roads, great weather, perfect cafes and a drink at the end of the day. Richard Hewitt is planning a return visit for 2018 so please contact him for further details.

And last, but not least, a thank you to you all for making the club what it is. It is always a pleasure to share the motorcycling experience with other likeminded people riding to a standard that allows me to relax, enjoy myself, and not have to worry about the riding standard of those around me.



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## CHAIRMAN'S FOREWORD



For 2018 we plan to do more of the same with Sunday rides, trips away and skills days already in the planning stages. Once again if you think anything is missing let us know and we will endeavour to add it to the club diary.

I would also like to remind you that we have booked the Chateau Impney, Raven Suite for the WHAM celebration on Friday January 26<sup>th</sup>. The menu has now been finalised and booking details are on the website. Places are limited so make sure you have a look, make your choices and book soon to avoid disappointment. This is a great opportunity to don something other than leathers & Gore-Tex and to have a great night out. I look forward to seeing many of you there.

Finally after sitting in the 'hot seat' for the last 12-months I have decided to hand the reins over to someone else. It has been an absolute pleasure to chair the club but home and work life means that I can no longer commit the time required to support, and grow, WHAM in the manner required. As such I will not be seeking re-election at the AGM and am delighted that, subject to the normal voting processes, Ant Clerici has stood up to the plate. Ant has had great involvement with the club for many years and also sits on one of the IAM RoadSmart regional committees so is in a great position to carry the club forward. I wish him all the best and look forward to seeing WHAM continue to be one of the best advanced motorcycle clubs in the country.

All the best & be safe

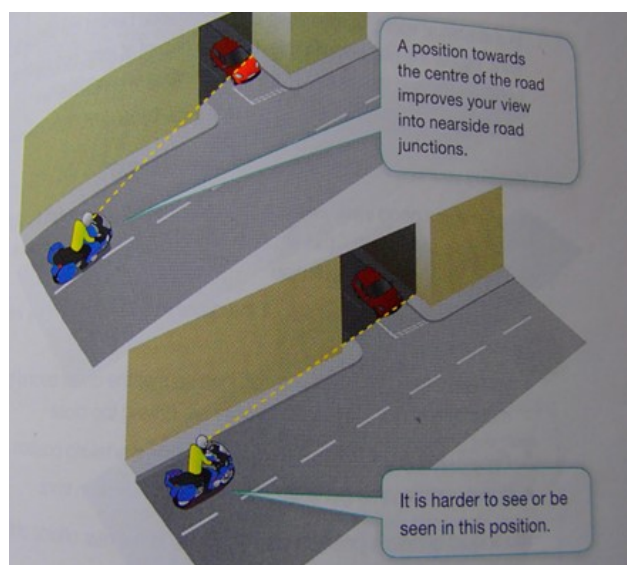
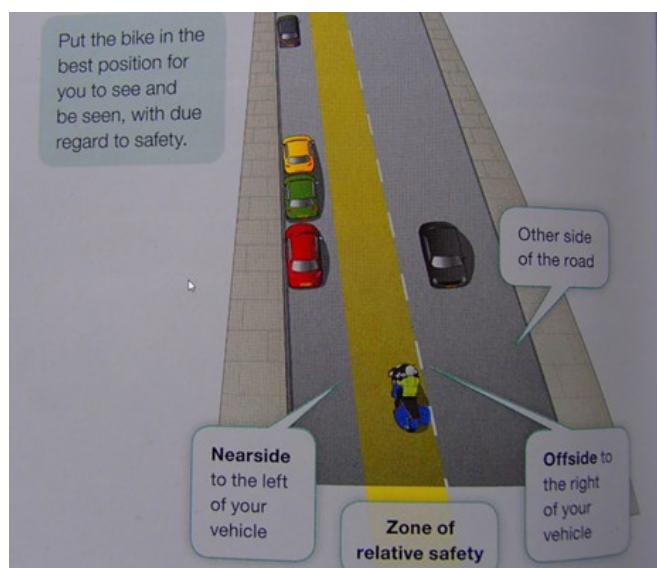
Stuart

# CHIEF OBSERVERS COLUMN—POSITIONING

Positioning is a crucial element in the system of motorcycle control

The ideal road position depends on many things: safety, observation, road and traffic conditions, road layout, cornering, manoeuvrability, assisting traffic flow and making your intentions clear, always consider safety before anything else, and never sacrifice safety for any other advantage.

Aim to take a position that puts safety first, and ensures good tyre grip and stability and provides the best view consistent with these objectives - (Safety, Stability and View – SSV).



When choosing a road position, always take into account the width of the road you're traveling on. Your choice of position will be different on a three-quarter width road or on a narrow or country road without white lines, for example.

Always be prepared to sacrifice your road position for safety.

Safe positioning on the approach to hazards.

The system of motorbike control provides a safe and methodical approach to hazards. As you approach a hazard, be aware of the condition of the road surface up to and through the hazard and select a course that gives you adequate tyre grip. When planning your course be alert to the risks arising from either side of the road.

## CHIEF OBSERVERS COLUMN—POSITIONING

Dangers come from anywhere but be especially alert to moving hazards coming from the left (or on coming moving vehicles). You will generally have less time to react to these. On narrow roads and one-way systems, need to pay equal attention to both sides of the road. Select a course that reduces your vulnerability and makes you more visible to other road users.

What if any lessons can you learn from the video (please click to open):

[https://www.youtube.com/watch?v=rvVouuH4tLQ&feature=player\\_embedded](https://www.youtube.com/watch?v=rvVouuH4tLQ&feature=player_embedded)

For interest Del's utube link:

<https://www.youtube.com/playlist?list=PLYLtYrUrauT9TLLlI3ck5Q77dynUja6ly>

Del Britton – Garry Barnes  
CO's WHAM



# CHIEF OBSERVERS COLUMN—FOOD FOR THOUGHT...

## 'Near Miss' incident on A49

### Chief Observer (Hfd)

Sunday 17<sup>th</sup> December on our return from the WHAM Sunday ride out which, due to the inclement weather Alex H (CO Hfd Des) and I had decided to change from the ride to Crossgates café to the mainly open 'A' Road to 'Tuffins' café at Craven Arms and back to Hereford along the A49.

The weather, it had recently stopped raining from the heavy down pour we encountered riding towards Craven Arms, but after a good breakfast and a cup of tea we (Alex Hoyle, Will Morgan, Ian Rivers and Graham Ashcroft) were making good progress back towards Hereford. The group had separated slightly as we passed the B4361 main junction which leads into Ludlow, progress had slowed due to several vehicles to our front, Graham who was leading at this stage had managed to make an overtake of three vehicles just after passing the junction.

The rear vehicle in the group of four was a foreign registered 'left hand drive' white box van, this van was traveling close to the car in front, two further cars were in front of this one with reasonable space between them, this small group of vehicles were traveling at not more than 45/50 mph.

As I approached the white van, a position to the near side afforded me the best view until we passed the Ludlow junction I could see further up the road whilst on the near side of the road, I could also see the near side mirror of the white van. It was whilst on the near side I could confirm that there were another three cars in front of the van and if an over take was on I would have to consider this in my 'riding plan'.

Moving across to the 'off side' of the road near to the broken white line I could observe the distances between both the van and the car to its front and the spaces between the remaining three cars. If an overtake presented itself it would have to be safe enough for me to accelerate pass all four vehicles, there was not in my opinion enough space for me to safely move into without making a vehicle brake (my safety bubble).



As the right-hand bend opened and being on the 'off side' I could observe the road to the front, Graham had progressed on, there was no on coming vehicles, I was in a responsive gear, mirror checked, closed my distance to the van, no change to the view all good to conduct the overtake, indicated my intention and accelerated.

I accelerated firmly knowing I had to pass four vehicles; as I was reaching the vans cab about half way between the front and rear axle the van pulled out to overtake the car...

## CHIEF OBSERVERS COLUMN—FOOD FOR THOUGHT...

I had at this stage two options, first to accelerate hard and try and pass the van before he pushed me into the off-side hedgerow or second to brake hard and hopefully he would pass me in time not to hit me.

I went for the first option just managing to accelerate pass the front of his cab and the off-side pavement/hedgerow, I continued to make progress passed the remaining three cars and continued the journey back to Hereford.

On my return home I phoned Will, Will was directly behind me during the incident. I wanted his observations and opinions on the incident:



1. Could I have done something better?
2. Did I do something wrong?
3. What happened after the overtake?

The van continued to make an overtake of the car, he then went onto make another overtake on a single white line, apparently becoming very impatient with the two cars in front of him, he continued.

### Lessons learnt

The system (Information – Position – Speed – Gear - Accelerate (IPSGA) works.

Select the correct gear for the over-take, the best gear is the one that give you the most flexibility (Luckily, I was in a gear that allowed me to accelerate past the hazard in time).

Don't think the driver has seen you, even if you took up the correct flowing position before the over-take.

Be twice as vigilant if the vehicle in front is a left-hand drive.

Riding plan (observer, anticipate and plan).

Hazards (a hazard is anything which is an actual or **potential** danger)

Del Britton

CO (Hfd)

# TOURING TRIPS & TRICKS—BY ROB HOLLIDAY

## Part two of two on Touring in and around Europe.

### #3 What to take with you.

Travel light, it's a biking holiday not a fashion parade, you'll be in your bike gear all day and (assuming it's summer and you are heading South) some light casual gear for evenings, plus something lightweight and warm just in case!!! make sure you have proper and easy to get on bike waterproofs for summer thunderstorms (you'll want to get them on quick under a bridge or something and get them off again just as quickly when the sun comes back out). They have proper storms in European summers, you can often ride through several in a day.

Don't forget places like Scotland, Wales and Ireland have rain 'all the time' it seems, that's why it's so green and lovely.

Ride in a 'base layer' top and long johns, "but it's hot" you say, the long johns stop your sweaty legs sticking to you riding trousers.

Pack light just the riding gear, base layers, a few tee shirts four pairs of pants a couple of pairs of socks, then flip flops or lightweight shoes, a baseball cap, a pair of jeans if you have skinny white legs otherwise man it out in the shorts you take. Swimming trunks, in case you find a place to stay with a pool. Take some 'travel wash' and 'wash and wear' if it's hot your lightweight gear, base layers, pants and tee's will dry overnight, almost guaranteed, if not then a quick blow dry bungied on the back of the bike the next morning will have stuff dry before the first coffee stop.

### Some essentials

Going to Europe? Buy European recovery insurance for your bike, make sure it's the repatriation version so your bike is sent home if it's broken, make sure YOU have holiday insurance and that it covers a motorcycle touring holiday so you get home if you are broken.



Passport, Visa's (maybe) if going outside the EC, driving licence, bike V5 and insurance docs (the originals but make some copies of each) your EHIC CARD (European Health Insurance Card used to be an E111), Mobile 'Phone (make sure you have roaming enabled 'before you leave the UK') 'phone charger, mains power adapter plug, sun glasses, spare riding gloves 'waterproof' if poss

**NOTE**, gloves are mandatory now when riding in France.

**NOTE** A Hi Viz vest is now mandatory in France for a roadside breakdown situation, (you must be able to reach it and put it on before dismounting the bike) a small fine if you don't have one, a big fine if you are not wearing one in a breakdown or roadside situation and you are off the bike.

**Security stuff** like helmet lock, disc lock and or security chain, tinted visor (you mean dude) plus a clear one for after dark. Some basic tools if you know how to use them.

## TOURING TRIPS & TRICKS—BY ROB HOLLIDAY

Tool Essentials, Duct tape, zip ties, velcro straps, puncture repair kit with co2 inflators, common sense and forward thinking especially which side of the road you should be on.

**Speeding:-** Want to spoil a great trip, speeding (and getting caught) really chews up your day, you feel a real dick on the escorted trip to the ATM to pay the 'on the spot fine', if crossing borders make sure you know that countries limits, they change as you move around.

Go to fast and they take your bike away!!! You have been warned.

### **Motorway 'Vignettes'**

A Vignette is a pre pay permit to use some foreign Motorway systems, used instead of tolls, you **MUST** have one to use that countries Motorways, failure to show one on your vehicle incurs a hefty fine. Police regularly have stop checks just inside a border specifically to catch offenders.

Purchase online, at Garages and service stations etc, they are always available on the motorway at Service areas. Countries that come to mind right away, Switzerland and Austria.

### **Some other useful odds and sods**

A collapsible broly is really useful for rain or shade, keep it in the tank bag for instant cover.

(It's a good idea to be stationary for deployment ☹)

I recently bought a six outlet USB charger, invaluable when your (back of beyond) hotel room only has one power socket and your room mate has every conceivable electronic gizmo to recharge.

Make yourself a 'Bike Tour' checklist and use it during the days before you leave, dropping stuff off in a corner somewhere at home as you think of it.

Don't forget there will be a shop where you are going so don't panic if you forget that 'something essential' buy a new one.

Finally the less junk you take the less your bike will weigh, always a bonus when you drop it in a car park in front of a group of 'fellow bikers' (inevitably a bunch of German guys having a beer, (das is gut, ya??)

**#4 Accomodation, Pre book, always!** because Four, Five or more of you riding around looking for 'somewhere' to stay, becoming a desperate '**anywhere**' to stay is not an enjoyable evening out, personal experience says so believe me.

I'm sure someone will say, "we've done Europe on spec and had no problems" so have I, maybe just a couple of you off peak, probably no issue, a group somewhere obscure or maybe somewhere popular, really not worth the risk.

Also it's comforting to **know** you have a firm reservation waiting for you at the end of a very long day when everything but everything has gone to RatSh1t.

So assuming you are going to pre book, use Trip Advisor and filter through the reviews, extreme negative reviews are usually from some disappointed or disillusioned nutter so read a few reviews to get the average view.

Buy a 'Lonely Planet book' or similar for the country you are

visiting to find those insider secrets and great places to eat. Read the popular Bike mags, they are full of ideas and inspiration.





## TOURING TRIPS & TRICKS—BY ROB HOLLIDAY

Use [booking.com](https://www.booking.com) to get some prices, then try the hotel direct, you will often get the same terms or better and usually a lower rate. Try to book places you can cancel at short notice in case there's an enforced change of plan.

Lots of European hotels have covered or underground parking, ask specifically for bike (Moto) parking, we have parked in barns, sheds, plush lit underground facilities and in the back yard by the kitchen all good places so long as they are 'off the street'.

Usually towns are better stopping places for the obvious reason they have more bars, restaurants places to see and things to do, however we have had some great stays in country B&B's and Agroturizma (Farm Stays or countryside hostelrys) often the warmest of welcomes, lovely home cooked food made with local produce and often great views from half way up a mountain or something similar.

If staying in the sticks' a good tip is to get directions from the Proprietors as even the best Sat Navs (or is that the lead rider) seem to get confused in the 'goonies' especially late in the day.

**#5 Getting there and riding etiquette**, Ferries, (a greasy steel top Car Park), no big deal just don't grab a big handful of front brake, take it steady but don't paddle or ride with your feet off the pegs, it makes you unsteady. If there's a queue on the ramp hang back and take a nice steady run at it, ride smooth.



Unless you know the drill, let the ferry crew tie down your bike 'supervise' but don't get in the way, leave the bike on the side stand and in first gear. There are usually some big rubber 'Wheel chocks' about, grab one if it's a rough sea. Again obvious but don't forget to remove it when you are ready to ride off, not a good start to the day if you try to ride over it!!!

An overnight ferry can save some serious miles and a hotel room. It might seem expensive but when you crunch the numbers it's usually cost neutral.

Tunnel, not my choice, use the ferries and have a break and something to eat during the crossing, you'll feel better and refreshed on arrival, especially if planning to do some mileage when you 'get over there' don't forget you will have done a big ride from home just to get to the ferry! at least 200 miles on rammed British motorways.

When you disembark make sure everyone is together and have a clear destination that everyone is aware of, check to see if everyone has a full tank or make your first priority a re fuel stop and remember 'everyone fills up'.

Also as you leave the port 'expect' that 'someone' will have forgotten their ear plugs, neck tube or to mount the Sat Nav or something, be tolerant, that 'dipstick' might be you next time!!

**Ride on the Right, Think!! ESPECIALLY** when leaving gas stations, restaurants and first thing in the morning.

In France, do you have priority or not??, if in doubt **ALWAYS** Give Way, every other vehicle is **BIGGER** than you.

## TOURING TRIPS & TRICKS—BY ROB HOLLIDAY

**Ferry tip**, if you are heading South into France or Spain and don't want to shell out for the 24hr Santander or Bilbao crossings, the Brittany Ferries options to places like Caen, Le Havre, St Malo etc are often overnight and disembark early morning so after a good rest on the boat get going early.

**Going East??** Let the train take the strain, there aren't many left but some careful searching will reveal European 'Motorail' options, put the bike on the train late afternoon, get some food and beer from the station and sleep onboard in compact cabins, when you wake up biking nirvana is not far away, your bum will be eternally grateful, again when you crunch the numbers cost neutral.



**#6 If the worst happens**, someone has a crash, or a vehicle on bike accident and you are first on the scene

1. Take a deep breath and assess the situation, it may not be as bad as it looks.
2. If it is as bad as it looks, DON'T PANIC, quickly but methodically make the scene safe so you and any incapacitated persons are not at further risk. You've had that time to THINK so direct and delegate to others as they arrive. Act with authority and calmness so others don't panic
3. If there are injured persons stabilise them and direct someone to call emergency services. Get that 'someone' to confirm back to you when help is on the way.
4. Make sure someone is assigned to stay with the injured person.
5. If a 'Doctor' comes forward make sure they know more about First Aid than you do before handing over the situation, if you are confident in the 'Doctor' then assist and support as directed.

You may have seen the recent WHAM newsletter article on the 'Biker down' course, this is an excellent Saturday morning investment of your time, the courses are free and run in different parts of the county on a fairly regular basis.

I attended one at Worcester Fire Station last year and found it a really interesting and informative morning, the local contact details are below.

Subjects include

Crisis and scene management

Some first aid

Helmet removal techniques

Talks/Advice from Police, Fire/Rescue and Ambulance professionals.

The local coordinator for West Mercia/Warwickshire is [anna.higgins@westmercia.pnn.police.uk](mailto:anna.higgins@westmercia.pnn.police.uk) More details here <https://www.hwfire.org.uk/news/12-05-2017-biker-down-upcoming-courses-may-june>

# TOURING TRIPS & TRICKS—BY ROB HOLLIDAY

## Want to go TOURING in 2018?? then join one of my tours

Contact me at [robholliday@me.com](mailto:robholliday@me.com) for details or give me a call on 07802 760245.

All of these trips include transportation of your bike by Motorail or Overnight Ferry to your biking heaven, no bum numbing Trans European Motorway journeys, delivering maximum Adventure Riding in the shortest time. Eight full days riding.

Fully inclusive tours to iconic European Destinations in 2018, each tour will be around 10 days, only requiring five or six days leave from work. About 150 miles per day, staying in Good Hotels or B&B's with secure parking.

In June options include

Route des Grand Alps/Route Napoleon, French Riviera and Monaco, Piedmont (Italy), Italian and Swiss Lakes.

Best of Austria including Grossglockner Italian Dolomites including Sella Ronda and Stelvio German Alpenstasse, Berchtesgaden (Eagles Nest), Salzburg, Austrian Lakeland, Grossglockner, Dolomites. Stelvio Pass, Livigno.

Austrian Tyrol, Grossglockner, Julian Alps (Slovenia), Lake Bled, Dolomites

In September options include

Pyrenees 'Coast to Coast' from Santander all the iconic Pyrenean passes and roads through France to the Mediterranean and back to Santander through Catalunya, Northern Spain and the Basque country. Via Santander

Picos d'Europa, Northern Spain 'Costa Verde' and Central Portugal. Via Santander

Places are limited as we only run small groups, contact me now for full details and ballpark costings.

Thanks for reading, I hope you found this article, at least interesting, hopefully useful and possibly thought provoking, whatever you do next year and wherever you go be careful but above everything else HAVE FUN with your Bike.

Cheers Rob

Email;- [robholliday@me.com](mailto:robholliday@me.com)

Subject;- Bike Tour Enquiry 2018



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# NORMANDY TRIP 2018



In previous years WHAM has enjoyed an early September long-weekend at a lovely B&B (description doesn't quite do it justice) at Arromanches in Normandy. This is 'Sword Beach' for WWII buffs and next year we thought we'd promote it here in this month's newsletter.

For 2018 Del has passed on the organising to Richard H and whilst we have a few members that have already lodged their interest there are plenty of places left.

If, after reading the draft itinerary below you would like to come please do email Richard direct at [rhewitt@grichan.com](mailto:rhewitt@grichan.com)

There will be plenty of organised routes just like our normal excellent UK Sunday ride-outs. Members can choose to travel down in a group or make their own way there. Usually, we take the ferry out in the early afternoon of Thursday. There is no absolute requirement to take an evening meal in the B&B.

## Itinerary

Thursday 20th September—Arrive in Arromanches

Monday 24th September—depart

Accommodation cost—circa Euro33/person

Food—Euro10 full English Breakfast/Continental

2-course evening meal —Euro18

3-course evening meal —Euro 23

(Both inc. wine/drinks)

Trip beer fridge unmetered access (yes really)—Euro10/person



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# WHAM NEWS 2018

The following individuals have been successful in passing their IAM RoadSmart Advanced motorcycle test with WHAM:

Associate: Ian Barber, F1rst pass standard.

Observer: Ian Rivers



It's Subscriptions time soon and so Club Treasurer Eric Reynolds would be grateful if you could go online and pay your subs just as soon as you're requested to do so please. Eric expends a fair bit of time each year 'following up' with stragglers who haven't paid and we'd like to keep this time and activity to a bare minimum please. If you've any questions re subs please speak with Eric direct.

# THE TAIL ENDS— BY MR ALAN RIDER

Speed bumps and speed bumping!

‘How much?!’ says I. ‘That much?? For two broken rear springs on my motor?’ The more astute among you will now have realised my motor is not some Neanderthal crafted, bone shaking, cart sprung conveyance. No, it has IRS. Some of you will not know what that stands for but you older readers will recall cars which had just that badge to proclaim their giant leap for motorkind. It involves coil springs....just like your baby in the garage.

My astonishment, not to mention pocketpain, was, I contend, caused by those nightmarish obstructions placed in what ought to be smooth, lightly cambered urban provisions enabling you or I to travel in the utmost, twenty-first century comfort to our favourite hostelry. I hate these “let’s slow drivers and riders down by hitting them where it hurts physically as in “OW!” And monetarily as in “o ‘eck! is that a crack in me allee? “.

I realise that by now you are thinking of closing this newsletter as Alan Rider has clearly forgotten this is a motorcycling club newsletter. *(Bear with him, humour him by sticking with it. Ed.)* But I will shortly be telling you things you don’t know about speed bumps and the activities involved in negotiating these hideous manifestations of a demented civil servant’s mind. Oh! and yes, you all drive cars as well don’t you - better put a little repair money by, just in case.....

So I started to research all matters speed bump. Beginning with what varieties of monstrosity there are and how might a motorcyclist (much more snobby than ‘biker’ don’t you think (rhetorical)) deal with them.



Wiki tells me it all started in 1906 in the USA but didn’t get to Europe until around 1970. Leaving aside the savage, concrete fantasising rubber bumps in private parking areas, chosen by people who probably walk to work and think motorcyclists all belong to Hells Angels, and which absolutely will cause you spinal mischief, we’re talking about those on public roads. These can take the form of an extended, tarmac-masked molehill traversing the highway from pretty much kerb to kerb.



## THE TAIL ENDS— BY MR ALAN RIDER

Riding conventionally, if you see one of these a bit late you will hit your front brake because your life DOES depend on it and subsequently wobble home wondering how to straighten those spindly, front wheel suspending, short, pole-like things hanging off the front of your cherished steed. Not your fault perhaps because on your last SRD, you were encouraged to practice HEAVY front braking. Understandably irritated at your lack of observation, but nevertheless impressed with your braking technique leaving you sort of in the saddle, your next best technique in this situation is to move your backside smartly rearwards, thus jettisoning your pillion (they were cramping your style anyway) pull hard on the bars and crack the throttle wide open. With your front wheel gathering mistletoe you'll glide over it at the same time as the passing onlookers marvel at your gleaming whitened teeth, bloodless knuckles and pink tonsils.



Did you know, nah! You didn't - that the highest legal speed bump can be 100mm -that's 4" to you. Not fair is it. You can (try to) seek compensation from the council for plunging into a 4" deep pothole but not for hitting the veritable wall of tarmac they've deliberately placed in your way. There's simply no justice in this World!  
( Viz.Trump!!)

Now I realise that in some areas of life 4" is maybe considered not a lot, but believe me, hit that height with your Marchesini above 25mph and you'll think again. Anyway, on your wannabe off-roader (think KTM or Africa Twin) you've not nearly the same problem as those of us (you) on big comfy Beemers....you chaps - just follow the above 'mistletoe' technique. (NOT! Ed.)

Did you also not know that speed HUMPS are a totally different animal to a speed BUMP!. Totally different spec's. These bigger and longer monkeys often have narrow apertures between their humpy cheeks and so present a simple "can I hit the gap" decision. If you've not been on WHAM's famous SRD (shame on you) or been a willing victim (sorry, Associate) to our Observers' counter-intuitive, completely contradictory, count-your-lucky-stars, counter-steering training technique, you'll find negotiating that slot a challenge too far. So here's the technique I call the SSDT technique! Like Ross Noble (what! You've missed it on Dave?) it involves copious blind faith and bottle. You approach at full legal speed, usually less than 50mph, dab the rear just enough to induce a slide, apply opposite lock (usually intuitive) discover counter-steering can be very, VERY, exciting and, just before high-siding into the oncoming opposition, you snap the bike upright and heh presto you'll slide between those cheeks faster and smoother than your doctor's digit on that prostate check!

*(We'll never look at speed bumps the same way again. Ed.)*

## THE TAIL ENDS— BY MR ALAN RIDER

*(Sorry readers, apart from his obsession with his prostate, Alan Rider has obviously been on the Festive pop! Do NOT try this technique at home and his advice is NOT endorsed or recommended in any way. It's ludicrous. Period! Now please excuse me...got to practice my back brake sliding.....).*

So, encouraged by my research I studied further on the interweb. There is a technique called 'Speed Bumping'. Yes, I kid you not. Now, the most acceptable urban-dictionary definition is that 'speed bumping' is the process of boy quickly dumping girl for another....as in "she's been speed bumped by Jacko". Or girl quickly dumping.....or person quickly dumping person....you understand. Like 'speed dating' only more emotionally disturbing. Another definition is what used to be called 'party pooping'....someone who spoils your fun. But the explanation of this term that should be censored by our Ed. is "being unrealistically, frankly impossibly, naughty whilst riding a motorcycle like Cruise and Diaz (Night & Day) over a ribbon of speed bumps".

Speaking bluntly, I vote to ban all speed humps, bumps, pimples, logs, pedestrians, cyclists, drain covers, leaky diesel vans, one way systems, potholes, gritting salt, Africa Twins and much, much more in 2018.

And on that note, I wish you a happy and fulfilling 2018 and may all your roads be as smooth as my freshly Gilleted chops.



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