



# Worcester and Hereford Advanced Motorcyclists

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April 2012

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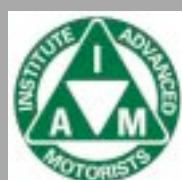
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TYRESAFE CAMPAIGN LEAFLET

Worcester and Hereford Advanced Motorcyclists are affiliated to the Institute of Advanced Motorcyclists. Group No 3260  
Contact: Ken Shaw, Editor: [newsletter@wham-motorcycling.org](mailto:newsletter@wham-motorcycling.org)

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





Give proper signals, use the horn and headlights thoughtfully

## Chairman's Notes



April. 2012.

I know they say that you can't please all of the people, all of the time but, I bet you're all impressed with what I've done with the weather recently. I don't know how much longer I can maintain these nice sunny days but I am trying hard to make it last for the Easter Sunday ride. Tony Davis has been hard at work sorting out the Garmin routes for us, I've sorted out the weather - all you have to do is turn up and enjoy the day. (It'll probably rain!). Anyway - the plan is to meet up at The Little Chef at Wooferton by 9am so the riding groups can be sorted then it's off into Wales somewhere (I just know it's going to rain now!). All the details can be found on the programme page of the website.

It is hoped/intended to organise more 'longer' day rides over the coming months so, if anyone has any ideas or would like to propose/organise a run then please let Tony or myself know.

On the subject of Sunday rides - please note that the summer timings (9am start) will take effect from 15<sup>th</sup> April.

### PHOTO COMPETITION.

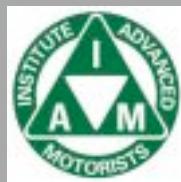
Whilst you are out and about on our travels - please remember to get as many interesting photographs as possible. As I've mentioned previously, we intend repeating the competition and hope to have enough, bike/group related photographs so we can come up with a calendar for next year. (note - anything with sheep or anything that's likely to embarrass the chairman will be excluded but the rest of the committee are fair game).

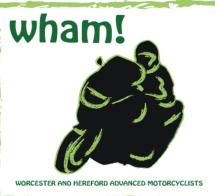
### NATTER NIGHTS.

I'd like to start this bit by saying a big 'thank you' to Ant Clerici for his work on the group riding presentation at our last natter night. I think it is important to cover this topic, at this time, so we can all start off the 'biking season' with a clear idea of what it is reasonable to expect in terms of our standards whilst in riding groups.

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As a brief reminder, and for the benefit of anyone who couldn't make it to the presentation, the most important element is to 'ride your own ride' and resist any temptation to get drawn into a style of riding that may be out of your own comfort zone. If anyone would like any clarification on what is expected then please do not hesitate to contact me.

I'm afraid that standards might slip somewhat for the next natter night though. Andy Peckston and Tony Davis have managed to talk each other into holding a quiz night. The quiz is intended to be motorcycle related but, knowing who is running it, anything is possible. (I wonder how far into the quiz we get before there's one on sheep). Whatever happens, I think I'm safe in saying that it will be entertaining!

#### AND FINALLY.

We have two skills days approaching. Worcester on 22<sup>nd</sup> and Hereford on 29<sup>th</sup>. Please make every effort to make it known to anyone who will listen that we are running these events so that we can hopefully recruit some more new members. Lynton Jaynes and Roger Brookes have both worked hard to get these events organised (with more than a little help from their friends) and it is up to all of us to help with the advertising. If past experience is anything to go by, both days will demonstrate clearly what WHAM members can achieve. I'm looking forward to both events.

See you soon (I hope).

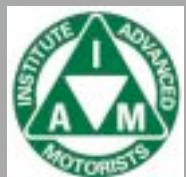
Brian.

#### Note from the Editor



My thanks to everyone who turned up for the Natter Night, it was good to hear 'the natter' and I'm sure the newcomers and 'old hands' alike appreciated the introductions and getting to know who we are conversations. **DON'T FORGET THE SKILL DAYS, WE NEED YOUR SUPPORT.**

Many Thanks  
Ken





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## Noticeboard

### REMINDER

Newsletter e-mail address is: [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

### REMINDER

Photographs for the newsletter must be sent as a 'file attachment' to the e-mail

It would help if articles are submitted in Tektron Pro (bold extended) font

### Taking a summer holiday in France

#### Breathalyser!

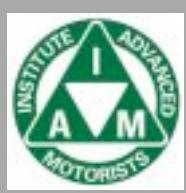
From 1st July 2012 all drivers in France must carry a breathalyser kit. There will be an €11 fine for non-compliance. This applies to Motorcycles but not to Mopeds. France and Spain have the stricter 0.5 mg/ml limit rather than the 0.8 of England.

### DEN NEEDS YOUR OLD TENNIS BALLS !

Yes, I know you think this is a wind up, but it isn't. Den has had problems (on past slow riding days) with the wind blowing his cones over, which can be quite distressing, especially at his age.

So if any of you have any old tennis balls please bring them to the next natter night or, if you wish to deliver direct, please contact Den on 07831.341217

p.s. Den will cut them in half to stop them rolling away!





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## Noticeboard

### 'For sale'

Two x JUST SPEAK Caberg Helmet 'Wire less' (bluetooth) communications systems.

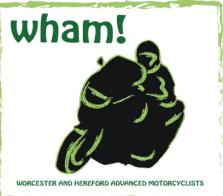
£15 each to good home! due to change of helmet no longer required, full kit, instructions and operating disc.

Just speak is a bluetooth wireless system that allows communication with your mobile phone and/or with your passenger (wearing an helmet with just speak), with a GPS system and listening to the music with an MP3 Bluetooth player or simply the integrated radio.

Please contact Del B on

e-mail [VKR1200RT@hotmail.co.uk](mailto:VKR1200RT@hotmail.co.uk) or  
mob 07834531842





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## Congratulations

I.A.M. Test pass - Stuart Poole  
Observer Brian Morgan



I.A.M. Test pass - Dave Aston  
Observer Steve Edwards



I.A.M. Test pass - Philip Williams  
Observer Richard Smith  
Certificate presented by Brian Morgan

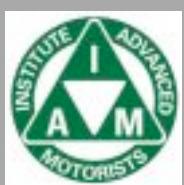


I.A.M. Test pass  
Nick Morris  
  
Observer Derek McMullan



I.A.M. Test Pass - Ricky Francis  
Observers - John Hodges / Steve Edwards

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## Members Articles

### FILTERING IN LONDON by Del Britton

Unfortunately every so often I have to attend meetings in central London around the area of Regents Park, the past couple of years I have travelled by train and underground, this year with the weather slowly improving thoughts of a ride out could not be resisted.

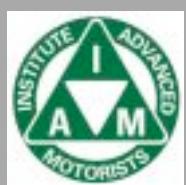
Leaving Hereford at 0530hrs on a chilly misty morning made reasonable progress due to conditions taking the A40 route into central London towards Camden Town and Regents Park. Not long after leaving the M40 and onto the A40 dual carriageway as most seasoned commuters know all to well, I met the wall of traffic slowly ambling along at about 10 to 15 mph into the city. I thought to myself no problem here, I am on the bike (R1200RT) start my filtering riding techniques as taught and used in and around "the Shires".

First observation on the carriageway was that cars had the space to move at least a foot either way further out whilst a bike filtered between them, but nobody besides the odd considerate driver moved at all. Drivers were mostly on their mobile phones or looking through papers obviously being very used to commuting daily and paying no attention at all, to me trying to filter past.

Filtering cautiously between cars and lorries doing no more than 5mph past slow moving traffic making what I thought was reasonable progress having to stop often due to cars not moving out to let me pass I noticed behind me a queue of bikes, I moved over when space was made available to observe bikes shooting effortlessly past me between the cars and lorries. My immediate thoughts were "well, they are on smaller bikes than me." Wrong!, every type of bike filtered past me and other cars, to my surprise a Honda Goldwing weaved its way past me and the cars in front, to disappear into the distance followed by another R1200RT which really made me think 'it must be me'

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## Members Articles

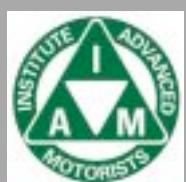
### FILTERING IN LONDON by Del Britton

For the following hour or so whilst trying harder to filter between vehicles I was overtaken by riders who clearly do this on a daily basis and are very comfortable with what I could only describe as "forcible filtering" rather than just "filtering" it seemed neither car drivers or riders where bothered about this 'style of making progress. To me, the outsider from the "Shires" the riding filtering speeds seemed excessive (how on earth could they have avoided a collision in time) when there was no room to pass most bikers just forced their way through. I also became the one waiting in traffic most of the time. I made the meeting in time only because I had to adapt my riding style to become a more "forcible" filtering" rider through the traffic.

I contemplated on the journey back to Hereford if during the Advanced test in London this form of filtering would be expected to make progress (or is just simply called the "rat race") if so, could I be doing the same in the Cities of Hereford, Worcester and Gloucester

Within HTBAR guide there is a paragraph that's discusses "confidence in congested condition" (page 86) I believe that this is just part of the answer having the confidence to and adapting your riding style to such conditions on a regular basis, but also the car drivers experiences of this form of filtering, how will they react (aggressively) or not, how ever the case may be.

Thankfully, it makes me appreciate where I live and ride in the beautiful 'Shires' of England and near to the flowing rural roads of Wales.





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## Members Articles

### Round the Bend by Tony Reusser

#### Going Round the Bend!

Just as the use of "Limit Point" provides the advanced motorist with an apparent sixth sense, the ability to judge the degree of road camber in a bend can be used to anticipate/predict the amount of counter steer that may be required in left or right-handers. For the sake of argument I'm going to call this skill "Camber Predict" observation.

In trying to describe my thoughts and experiences on this topic, for further discussion within WHAM, I've started by outlining what I see as the benefits of camber observation.

- Camber observation prior to a bend, during the Information phase of IPSGA, should help the motorcyclist to avoid last minute destabilising counter steering inputs mid-corner, by being ready to apply the correct amount of counter steer.
- It should reduce the risk of running out of road and into the nearside kerb.
- It should avoid corner related accidents by actively looking for positive or negative camber to help to develop rider skills.

#### Ever Been Caught Out?

As an advanced motorcyclist you have no doubt noticed that your motorcycle takes left-hand bends with less counter steer input (as if on rails) than on most right-hand bends (in the UK).

Have you occasionally been surprised by the need for additional last minute counter steer input on right-handers that might push the limits of tyre adhesion on some road surfaces? Read on.

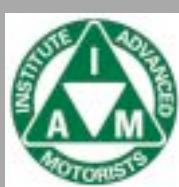
#### Camber Prediction - Introduction

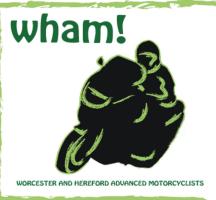
I'm mainly considering the benefits of using camber observation on right-hand bends on single carriageway A/B roads that we use for our Sunday rides.

I could not help making a comparison with "Limit Point", in fact you may already combine the two processes instinctively. However, alone or together, I think they give the advanced rider the confidence to apply

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For Diagram see Page 10

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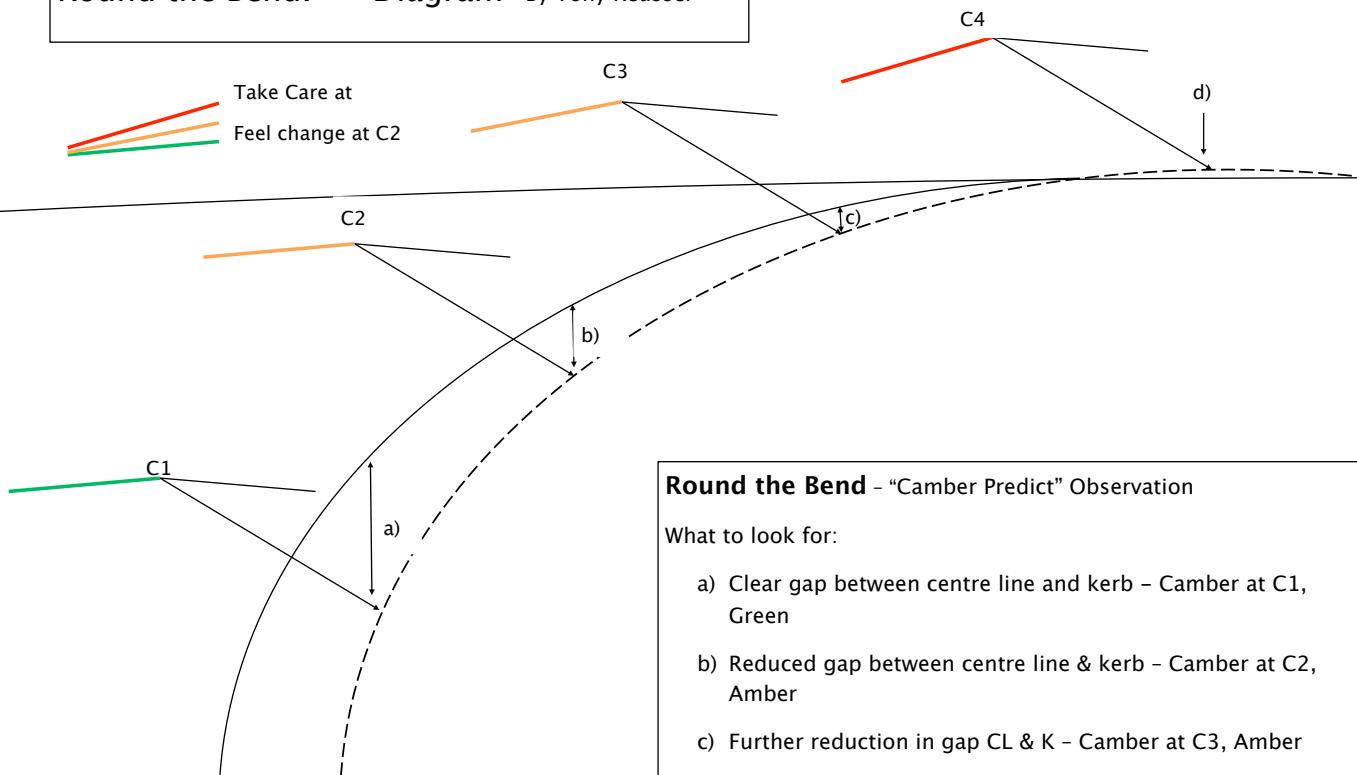


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## Members Articles

### Round the Bend by Tony Reusser

Round the Bend. Diagram - By Tony Reusser

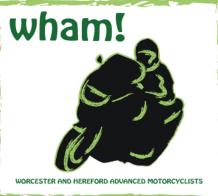


Camber diagram v1

#### Round the Bend - "Camber Predict" Observation

What to look for:

- Clear gap between centre line and kerb - Camber at C1, Green
- Reduced gap between centre line & kerb - Camber at C2, Amber
- Further reduction in gap CL & K - Camber at C3, Amber
- No observed gap only centre line - Camber at C4, Red - Take Care!



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## Round the Bend continued

IPSGA to a high standard without necessarily being able to see the whole bend first.

Yes, but what advantage does it really give us? In a nutshell I think it allows me to optimise my cornering speed, smoothly and safely, whilst making good progress.

### Camber Prediction - The Process

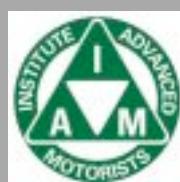
What to look for! This is where I need your help. I'd be very interested in your experiences, but in the 3 points below I've tried to put my observations into words to describe the Camber Predict process. Also have a look at the associated diagram which I hope will help my explanations.

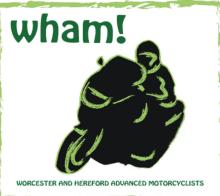
- 1) Look as far round a right-hand corner as you can. Look particularly for the gap between the centre line of the single carriage way road and the far, or nearside kerb as it moves away from you on approach.
- 2) If the gap between the 2 lines is narrow, narrows quickly or vanishes so you can only see the centre line, then the camber will be falling away. I would then therefore anticipate having to apply more counter steer than on a flat or mildly cambered surface.
- 3) Conversely, if the gap between the 2 lines widens, you can anticipate a slightly banked right-hander with less counter steer needed.

That's my view what do you think? Do you agree or disagree? Either way I don't think it a topic that has much focus. I could only find a brief mention of camber on page 72 of the "How to be a better rider" in our Advanced Motorcycling guide, but nothing in depth.

Finally, I must add that before I joined the WHAM and completed my advanced training I never used to suffer from this degree of introspection! So I'd be interested to see if you have been driven "round the bend", in the same way.

Safe riding.





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## Wham weekend in Wales by Phil Williams

I would just like to thank the WHAM organisers following a thoroughly enjoyable Weekend in Wales, Touring & Off - Roading at the Mick Extance School.

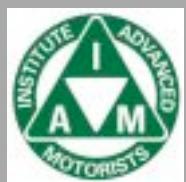
By way of short introduction I am a relatively new member having passed my test last June 2011, following excellent Observer training with Rich Smith.



I would like to thank Den, Eric, and all the guys who made me so welcome this weekend it really was a top notch experience & one which I would fully recommend to any other WHAM members who are maybe thinking of doing it next year.

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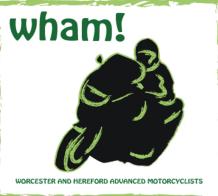


Lastly a special mention to Alex Hoyle for his unique way of helping me back on my feet on one of the off road stages ("Cheers Alex!")

Best wishes



Additional photo taken by Derek McMullan showing the author Phil Williams standing behind the grey GS, Andy Dutnall guarding the Multistrada and Julian Jukes (Red GS) lurking over by the noticeboard.



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## Looking good? (An amateur psychologist's view) by Ant Clerici

For me, the key to advanced riding is to 'look'. Not just 'look' but actually see.

But what does this really mean?

We've all been told to "look where you want to go" yet we've all missed something that perhaps we should have seen earlier? There's the uncomfortable question about missed road signs: "why did you overtake after the junction sign?" (Aren't road signs obvious enough?); the hard braking to reduce speed as you approach a horse and rider (Surely they are big enough to spot early?) That was close! (You must have assumed the road was clear?) etc

So this is all about seeing better and maximising the visual part the 'I' of IPSCA.

Our brains have evolved within a body that has a maximum speed of 10mph (OK I know some like Mr Bolt can go faster for short distances) The key to running cross country is to focus on the patch of ground a few steps ahead to enable a quick sidestep to avoid ankle twisting hazards. This doesn't help when on a bike where hazards can arrive from afar at pace. Riders often find it difficult to move their focus from 30m down the road or the car in front to the limit point, but this has great benefits.

If you practise looking as far ahead as you can, you also need to relax and rely on your subconscious mind to pick up everything that's either closer or in your peripheral vision. Now that's quite an 'ask'. But your subconscious occupies a far bigger part of your brain and is therefore better at processing information than your conscious mind. (Do you consciously compute the trajectory of a ball to ensure you catch it? No! You do this in your sub-conscious)

Sounds simple - trust in your ability to collect this information.

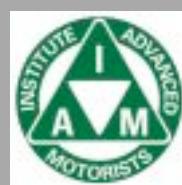
Additionally you have to have the awareness to focus on whatever your subconscious picks up; here's where your conscious mind steps in and you can use the information for action (the rest of IPSCA)....some will have the skills where this can also happen sub-consciously.

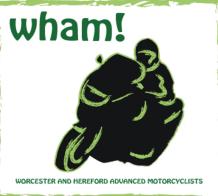
A basic rider might notice a petrol station 50m ahead.

An advanced rider will know about the increased hazards - diesel spillages, unpredictable drivers turning in or exiting.

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Looking good?

An even better rider will have seen the petrol station from the furthest possible distance; checked their mirrors before the garage; looked into the forecourt for moving cars and backed off if potential hazards remain.

So the result is a smoother ride because your riding plan starts early. You

- find you've backed off the throttle rather than using brakes
- will know what's around you before taking action
- will have seen where the road goes and cornering becomes a joy
- eliminated "surprises"
- have a greater level of smooth control

As with most recommendations there are a couple of exceptions that break the rule. Remember to actively look to where you expect potential hazards that aren't ahead of you e.g. incoming traffic at roundabouts and junctions, and in busy urban environments where, for example, looking at Marble Arch 300m down Oxford Street won't really help with the next 30m of buses, taxis, cyclists and suicidal pedestrians.

Look ahead and you will find you automatically scan from the limit point to inspect closer hazards and potential hazards....then back to the limit point....etc

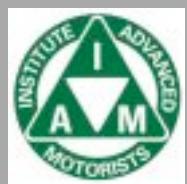
Focussing only on the rider with little information beyond.

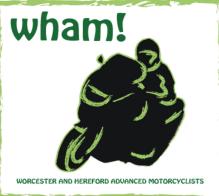
The first indication of a problem will be his brake lights!



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Looking good?



Looking further ahead, the car becomes an obvious hazard. You have the ability to take action early

Now focussing on the limit point, the level of information is vastly improved. Not only is the car seen in relation to the rider in front, but also the bridge. Additional information is gained from the furthest rider who is already on the bridge. Your peripheral vision will also pick up any movement from the parked cars on the right





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## Interesting Web Sites

Good deed for the day, but I wouldn't recommend you try this at home!

<http://www.youtube.com/watch?v=hyPLell7YKE>

Submitted by Andrew Brazier

For the motorcyclist that has everything!

[www.e-tintproducts.com](http://www.e-tintproducts.com)

Submitted by Andrew Brazier

The link below is important to us all, sign up and help the Blood Bikes

<http://epetitions.direct.gov.uk/petitions/31185>

Submitted by Andrew Brazier

# PRESS RELEASE

20<sup>th</sup> March 2012

## TyreSafe's 'PACT' campaign gets in gear

Tyre retailers and bike dealerships are being urged to take part in TyreSafe's 'PACT' campaign and help bikers make the most of their trips out this spring while maximising their road safety.

TyreSafe's PACT stands for - Performance, Air, Condition and Tread. In essence, if riders make a PACT with their bike and ensure they check their tyres for air pressure, overall condition and tread depth then they will be rewarded with better performance including improved handling, grip and fuel economy.

To help retailers grab the attention of bikers a range of posters and other downloadable promotional materials are available at [www.tyresafe.org](http://www.tyresafe.org). With a bold 'Make a PACT with your tyres' theme, the materials are sure to draw the interest of anyone wanting to know how to get more from their bike.

The website also gives further details and advice about motorcycle tyre safety. Meanwhile campaign posters can be used to promote free tyre safety checks and a leaflet helps to inform riders about the importance of on-going tyre maintenance.

Stuart Jackson, chairman, TyreSafe, explains: "The rewards for properly maintained tyres include improved grip, performance, reliability and a more satisfying and safer ride. What's more tyres will last longer and fuel economy will be improved if they are correctly inflated."

Spring is a particularly important time to raise the awareness of tyre maintenance because many motorcyclists will be embarking on their first ride of the year after leaving their bikes in storage over winter.

"We need the help of as many tyre retailers and bike dealers as possible to promote PACT and highlight the overall benefits of tyre maintenance including safety and improved performance. With a range of easily accessible free campaign materials available, there's every reason to get involved. Retailers and dealerships can simply call 0845 3016852, or visit the TyreSafe website, to get the free point of sale materials," adds Jackson.

TyreSafe advises riders to seek professional advice when checking their tyres but for those doing so themselves then it reiterates that particular attention should be paid to ensure that there are no cuts, cracks or bulges, and riders must ensure there is adequate tread depth to meet legal requirements. Motorcyclists should also ensure tyres are inflated to the correct pressures.

## PR Contact

Danny Rughoobeer

Red Marlin

[danny@redmarlin.co.uk](mailto:danny@redmarlin.co.uk)

T 01926 333245