



Worcester and Hereford Advanced Motorcyclists

May 2012



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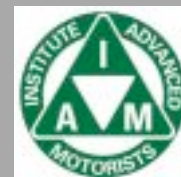
**Humorous Captions Needed - Pages
16,17**

Worcester and Hereford Advanced Motorcyclists are affiliated to the Institute of Advanced Motorcyclists. Group No 3260

Contact: Ken Shaw, Editor: newsletter@wham-motorcycling.org

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URL www.wham-motorcycling.org



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Quiet efficiency is the hallmark of the expert

Chairman's Notes



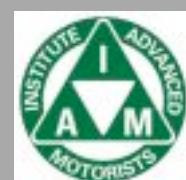
I'd like to start off my contribution to this month's newsletter by giving a big vote of thanks to Allan Wright for his efforts as a member of, and observer for, WHAM. Allan has decided not to continue observing owing to his numerous other commitments. As many of you will know, Allan spends much of his time as a gliding instructor but, what many of you won't know, is that he has recently attained a qualification as a day skipper, so a great deal of his time is spoken for.



Allan has been with WHAM since the very start and has been a motorcycle observer and senior observer for over 10 years as well as having been involved with the committee as the 'routes' man. I know I'm not alone in wishing Allan all the very best with his, rather active, pursuits and I sincerely hope that he will still be able to put in the occasional appearance on our rides and natter nights.

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Skills days.

The rider skills days have taken place at Worcester and Hereford over the last fortnight. It isn't yet known how many new associates we have enrolled but the observers have been left with enough to do.

Unfortunately, owing to some awful weather conditions, the Hereford day was cut short albeit we had observers who travelled from the far ends of our patch and who were ready to help. (Ant Clerici even rode a Honda Pan' which was apparently fitted with an outboard motor to get him through the floods). I'd like to express my gratitude to Roger and Lynton for the organisation, all the observers who rode through some really poor conditions and finally, to all the helpers, parking attendants, allocators, cone collectors, sign erectors and, most importantly, the providers of tea, coffee and food who all worked for the benefit of our group. Thank you all.

Group Riding.

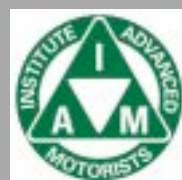
Some of our members have expressed an interest in developing their group riding skills. As a result, it is intended to arrange for observers to be available on all our future long day rides so that we can take this forward. Details of the group riding guidelines can be found on the website library page. We hope to be able to arrange a long day ride each month so please keep an eye on the programme page of our website.

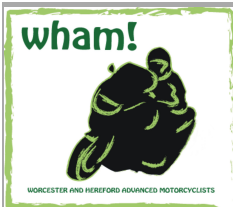
Next long day ride.

Den Osborne's 'Roof of Wales' ride is scheduled for 13th May. As it stands, Den is giving serious thought to dishing up some bacon sarnies, somewhere on a Welsh mountain! (I just hope he can cook as well as he can ride a bike). I'm told that, if it rains, we'll go to the West end café in Llandovery instead. Please see the website for full details of what is guaranteed to be a good day out. Whilst on the subject of rides - please remember to forward details of any good routes/roads or suitable coffee stops to Tony Davis

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Natter nights.

I'd like to thank Tony Davis and Andy Peckston for running the quiz at our last natter night. I thought the questions were a little too easy but, seeing as I was detailed to act as an invigilator, I didn't get the chance to show off my knowledge (oh well). The next 4 natter nights will take the form of organised rides from the usual start points (McDonalds) at Worcester and Hereford. Route details will be available on the website in good time.

Your motorcycle group needs you!

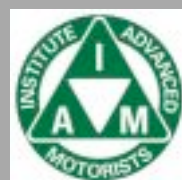
In order for our group to continue to grow we obviously need new members. But this is of limited value if we fail to hang on to the ones we've got. Bear in mind it can be a bit daunting to try and 'fit in' to an existing group of friends (remember when you first turned up) so we all need to make an effort to make sure that any unfamiliar faces are made welcome. I know that no deliberate snub is intended but it can all too easily be seen as such if we don't make sure that we engage with the new faces. So please bear this in mind at any of our gatherings.

And Finally - We Need Observers.

Another thing that the group depends on is its observers. We will need to train some more observers in the near future so I would really appreciate it if you could give some thought to it. I have asked our current observers to try and identify members who they think might be interested but, in the end, it's up to you. Observer training is an excellent way of developing those skills of yours even further and, although it can be challenging, it is very rewarding when you see someone else's riding improve as a result of your efforts. It is also a useful and effective way of giving something back to the group so, please give it some consideration.

Keep smiling.

Brian.





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Noticeboard

REMINDER

All articles for publishing to be submitted no later than last day of the month.

REMINDER

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

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

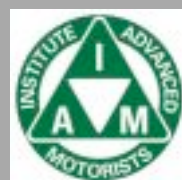
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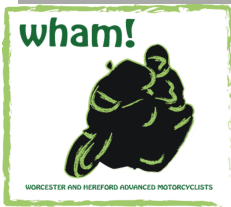
The Editor will **not** be at his desk between **May 10 - May 20**. He has accepted an invitation to visit New York and Boston

Alex Hoyle is going up to Oulton Park on Monday the 7th of May, for the next round of the BSB. If anyone else is interested please make contact by sending him an e-mail to: whamsecretary@trackdown.co.uk or by telephoning : 01885. 400772. It's £30 on the day, and would need to leave the Little Chef at Woofferton at around 8.30PM

Roof of Wales Run - Sunday May 13th

Don't forget ! Den promises a wild breakfast !!





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Congratulations

Simon Manning - Group Qualified Observer
Presented by Brian Morgan

A photograph showing two men indoors. The man on the left, Brian Morgan, is presenting a certificate to Simon Manning on the right. The certificate is from the Institute of Advanced Motorists (IAM) and certifies Simon Manning as a Group Qualified Observer. The certificate has the IAM logo and the name "Simon Manning" written on it.

Derek McMullan - Gold

A photograph of a motorcyclist, Derek McMullan, riding a motorcycle on a paved road. He is wearing a white helmet and a high-visibility green vest over dark clothing. The background shows a cloudy sky and some trees.

The dark side of RoSPA





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Members Articles

I.A.M. Skills Day (Silverstone) by Andrew Brazier

So - I arrived at a damp but drying Silverstone track with no real preconceptions of what I was going to learn. Just excited by the prospect of being on my bike on a Grand Prix circuit even if I had some concern about looking silly riding a BMW GS Adventure on a racetrack! I needn't have worried. There were bikes of every shape, size and age from new S1000RR's to a beautifully turned out BMW K100RT which sounded so sweet and couldn't half motor despite its age! Well, my hopes and desires were slightly dashed when I realised that the GP2 racers had the main Grand Prix circuit for the day so we would be on the smaller Stowe circuit.

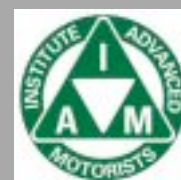
In all, we numbered about 60 for the day with a good turnout from WHAM, which was good for me as I am a relatively new member and it was nice to have some familiar faces around. The organisation was excellent and once we'd signed in and been given a safety briefing we were broken down into groups of about 5 or 6 with each group having its own instructor for the day. The timetable was full but without being over-demanding. In each hour you had 20 mins off-track tuition, 20 mins on-track practice and 20 mins to powder your nose or have a coffee. (On the subject of the fairer sex, it was great to see such a good turnout from the girls.) There were different groups working at different stages through this 20 minute cycle so there was always a group in the classroom, a group relaxing and a group on the track.

By 8.20 am we were ready for our first classroom session. I say classroom - that's a bit formal! Phil Gardner was our tutor for the day off the track, and his PowerPoint presentations and relaxed style of delivery made these sessions very enjoyable. The teaching area is in the infield at Silverstone adjacent to the pits

Throughout the day the emphasis was on riding at 75% of your capability. Everyone's capability was different so at the start of the day people were asked to rate themselves so that similar-banded people went into the same groups.

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Members Articles

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I.A.M. Skills Day (Silverstone)

This seemed to work very well in our group. The importance of the 75%? It was considered the optimum rate at which to learn and to get the most from the day.

The bulk of the off-track tuition was done in the morning, so that the afternoon sessions could focus more on honing the skills learnt in the morning. No overtaking in the morning, but free to follow a strictly-adhered to code of overtaking in the afternoon. Throughout the on-track sessions we had our own group instructor with us all the time to measure individual progress and to offer constructive feedback after the track session had finished. There were also instructors there to offer one-to-one tuition to anyone who felt they needed a more helping hand. Our very own Den and Derek were part of this team.



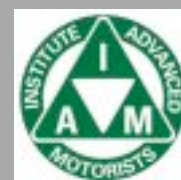
Dave Aston

Group briefing (Alex & Andrew)



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Members Articles

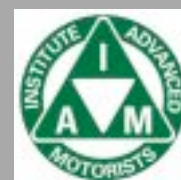
I.A.M. Skills Day (Silverstone)

What did we learn? Well, we worked principally around IPSGA for the day, using the safe track environment as a place where there were no manhole covers or potholes, and if you did slip up - no obstacles to hit (although by riding to 75% there was no reason to believe you would have a problem). Within the IPSGA-based approach were many other aspects of riding style and technique relevant to both track and road conditions. The two big elements that were focused on most were positive steering (or reverse steering to some) and heavy braking in a straight line. With strategically placed cones on the bends you could practice time and time again to help develop your skill/style, learning the amount of positive steer you needed to achieve a particular turn, and the amount of acceleration to apply, and when, as you negotiated the bends. As confidence levels rose and people became more proficient, so the speeds could safely increase, but staying within the 75% rule.

5 pm and the event closed and people started to make their way home. Skills Day definitely helped me improve and that was no more evident than on a ride out I did the following Sunday. In my view - a very worthwhile day but don't take my word for it - try one yourself!



Guy Jenkins





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Filtering by Ant Clerici

Filtering - a black art?

Last month's article by Del led me to think further about FILTERING. Basically its overtaking, no more complicated and featuring all the rules we have learnt from the "books" and from our Observers.

But that's not true: is it!?

I've learnt to enjoy filtering but when first riding into central London on the bike I used to be an adrenalin junkie, with eyes popping out of my head in an attempt to gather in all the information I needed to remain upright. My slow riding wasn't as good as it is now and I was frequently a victim of the biking commuters; holding them up because I didn't have the mental capacity to keep an eye on my mirrors.

We all recognise that there's a whole world of difference between moving to the front of a couple of cars at temporary traffic lights on a remote B road and lane splitting on the A40 approaching Hangar Lane at 0945 on a Friday morning. As I use my bike as my main transport I often filter - after all it's one of the joys of maintaining progress past tens and sometimes, hundreds, and I mean hundreds, of cars.

For me the issues are divided into 3 areas: traffic, individual vehicles (cars, vans and trucks) and other bikes.

Traffic

Why is there a queue?

- Volume of traffic
 - Commuting in the rush hour
 - Holiday traffic
 - A big event (whether you are going to it or not: 3 Counties Show, Aston Villa at home, Crufts, anywhere in London during the Olympics)

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Filtering by Ant Clerici

- A hazard, often out of sight:
 - Roadworks
 - An accident
 - An Emu running in the road (true)
 - An onion lorry on its side across all three lanes (true)
 - Debris
 - Floods

What's the "filtering culture"? Some countries have made it illegal! So in some areas drivers are used to bikers and in other places they're not!

Most European countries allow lane splitting, as long as the speed difference does not exceed 20km/h (12MPH) and traffic in the lanes is not traveling faster than 40km/h (25MPH). Experience shows bikers in the UK lane split when traffic is travelling faster - but how fast is a reasonable maximum?

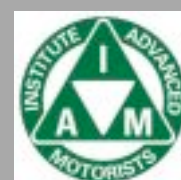
Are you overtaking on the outside or lane splitting?

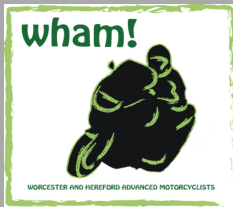
If on the outside you'll have to deal with oncoming traffic, white lines, hatched areas and debris whereas lane splitting involves riding between lanes 1 and 2 on dual carriageways or, usually, 2 and 3 on motorways.

Recognise that traffic will behave differently, for example commuters who frequently queue can behave differently to motorists encountering an unwelcome delay or an unexpected event. The commuters tend to be calmer, they are already in their lane, are resigned to the wait, are more used to bikes filtering past (particularly in urban areas) and a few will be multi-tasking (phoning, shaving, putting on make-up, eating or drinking, writing notes, reading the paper.....) but the unexpected queues are formed by frustrated motorists who are more prone to sudden lane changes and erratic behaviour

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Filtering by Ant Clerici

eg moving across a lane to see what's ahead. (Tip 1)

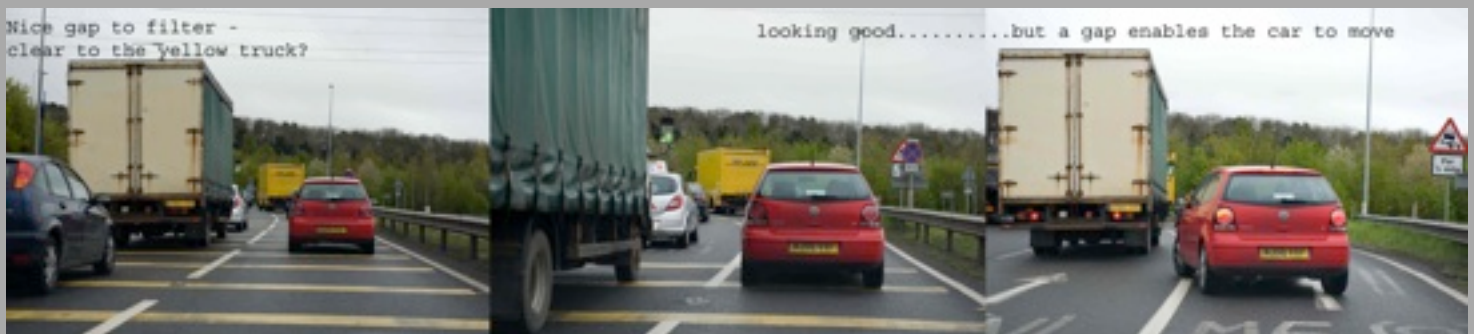


They will be shouting at the kids, arguing with the back seat drivers, looking at maps for an escape route, bored or multi-tasking (see above).
Not good for bikers!

1. Wear hi-viz and headlight on dipped. **Plan your riding** so you can slip from lane to lane within the traffic maintaining a small speed difference. Keep in the right gear with plenty of revs.

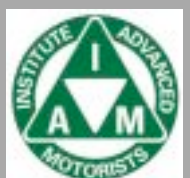
Vehicles

This is really vehicles and spaces. Vehicles are like ping pong balls in a funnel - they will move into voids. So filtering by lane splitting a solid line of stationary cars is safer than where the lanes are moving. It's more likely a car will change lanes into a vacant place without signalling or looking. (Tip 2)



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Filtering by Ant Clerici

2. Look for an escape position assuming the car moves without seeing you. **Use your headlight to flash, use your horn to warn that “you are there”.** Remember that cars will perform sudden right turns or even U-turns to escape from queues. Take care over hatched areas - they are there to protect something eg a right turn. Be diligent in your observation and thinking - a gap in cars along a road may denote a side turning or driveway and the space is for emerging traffic - right into your path! **Watch for last minute lane changes at the beginning of a queue** where cars are still sorting themselves into lanes and drivers who are not looking ahead manoeuvre to avoid the vehicles in front of them.

Monitor their speed and spaces. Give the drivers time to see you if you are entering a place where a lane change might occur. (Tip 3)

3. Back off a little to give drivers a chance to see you, if there's space subtly weave to give a moving image in car mirrors. As 2 above use your lights and horn. In London some riders are using their hazard lights whilst riding - this is not common practice and if you feel a need to turn yours on then you may be travelling too fast for the conditions: better to slow and not use them.

Look ahead and plan your filtering, (Tip 4) there might be a reducing gap as two trucks go side by side, an imminent turning often sees late decisions by drivers to turn off: their focus is on getting across the lanes and not any approaching bikes.

4. Don't become focussed on the next 20m. **Look ahead** and this will enable you to plan. You will begin to accelerate and back off without resorting to brakes as you manage the traffic. This keeps your riding smooth and relaxed. Plan your approach to traffic lights: ideally get to the front or plan which vehicles you're going to merge with. Don't forget that you shouldn't move to the front at pedestrian or pelican crossings or use an advanced stop line (for cycles).

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Filtering by Ant Clerici

Some vehicle will move to let you pass: if you can give a “thanks” but only if safe to do so (Tip 5).

5. Thanks can be a wave of the hand, I still use the foot out (even if it's not understood!) or a nod. For really slow manoeuvres you can actually say “thanks” e.g. as a van moves the crucial 50mm to allow your mirror to pass theirs. Better still ask your pillion to wave thanks for you. If you can't give a thanks don't worry: better to not take your hand off the bars than suffer an embarrassing crash!

Rarely a car will move to block your path! (Tip 6)

6. Don't get upset - yes they are plonkers - be patient as you can normally get past anyway within a few seconds. Extreme blocking movements will release space on the other side of the vehicle so look to switch sides! Whilst on thoughtless drivers - watch out for stuff being thrown from cars into your path - cigarettes are the most frequently discarded items - a glowing butt burning through a £300 jacket is not good! Other examples include: banana skins (they are bio-degradable aren't they?), paper, McDonald cartons and drinks cans. **Don't retaliate** - ever!

Don't forget that some bus lanes allow motor bikes (Tip 7)

7. **Read the bus lane restriction signs:** they can change on the same stretch of road and some have time restrictions (e.g. 0700 - 0930; 1600 - 1830). Remember they are often diesel covered and occasionally have stationary buses at stops! Cars will dive into bus lanes well before the solid white line ends. Don't forget you also share these lanes with cycles, taxi's and other vehicles simply using the bus lane as an illegal short cut

Other bikes (this is everything on 2 wheels)

Some riders are very nervous and don't have the confidence to filter. They might as well be in a car. (Tip 8)

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Filtering by Ant Clerici

8. Most likely bikes pretending to be cars - very shiny new Harley's 2 up with luggage in July or August.

Others will filter incredibly slowly (Tip 9)

9. Carefully manage other bikes that are filtering - they are like I was a while ago - see above. They will eventually move over for you: avoid the dashing overtake you can't rely on them not to move into your path.

Whilst London commuters and couriers are operating a warp speeds (Tip 10).

10. They are amazing: everything from skinny scooters to bizarrely wide tourers with panniers. They all seem to have Harry Potter's London Bus ability to physically reduce their width as they squeeze between vehicles with less than 1mm to spare. Don't dismiss them as lunatics - they do it everyday! However familiarity breeds contempt - some live on their nerves and will filter at high speeds with no margins for errors by them or the vehicles they are passing. Ride your own ride at speeds close to the cars you are passing. **Let them pass.** Better to be the second bike after the first has woken the drivers ahead. If you are riding at >20mph past stationary cars then it's too fast.

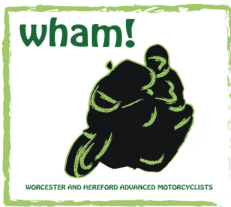
Watch out for cyclists that can be quicker than you in towns! (Tip 11)

11. Cycles are known for not stopping at lights and will silently ride around you. Develop a respect for these guys!

As with most of what we do, filtering needs skill which is gained by careful practice. You will gain confidence and you will soon find yourself moving through heavy traffic with finesse.

So don't hold back - go for it!





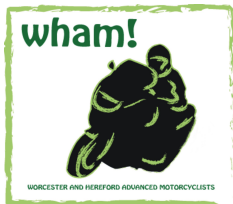
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What is this man thinking about?



Please submit your answers to:
The Editor at whamnewsletter@gmail.com





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Why is this lady smiling?



Please submit your answers to:
The Editor at whamnewsletter@gmail.com

