

Worcester & Hereford Advanced Motorcyclists



**MARCH
2015**



The Chairman's Notes



Welcome to Spring! The biking season beckons and a warm welcome to existing members and those visiting the website and newsletter for the first time. For some it will be cleaning off the salt and ACF50, for others it will be a brushing off the cobwebs and checking the battery and tyres. All are welcome.

For those who are interested in joining and completing the Skills for Life course

with us, our aim is to improve all aspects of your riding skills, such as your observation, anticipation and your machine control, so that you have the best chance of staying safe and enjoying your bike. We will help you to become a smoother, safer and more progressive rider, whilst at the same time making the experience fun and mixing in a great social calendar. Our aim is for you to pass your IAM advanced motorcycle test and then remain with us to help us be the socially active club we are today. Please follow the link on the website or contact the relevant person on the website if you are interested.

For existing members, the fun has already started. It was fantastic to see so many of you at Chipping Norton for a Sunday ride. Local Observer and existing Observer training has started ready for the new season. Thanks to Del, our Chief Observer, for planning the programme, which culminates in a day's training on fantastic roads around Llandridnod Wells. Bring on the epic roads! Below is an outline of our programme to date – it's going to be a fun year, so please come and join us!

Date	Event
	Please check our programme for WHAM events and IAM website for national events
7.30pm 25 th March	An evening with Mark Lewis, IAM Director of Standards
25 th April	Biker Down Course arranged by Lawrence Arms
7.30pm 29 th April	The Annual WHAM quiz night led by Tony Davis
9 th May	IAM Skills Day at Gaydon – Details on IAM website
17 th May	Rider Skills Day organised by Roger Brooks
7.30pm 27 th May	Monthly evening rides begin on last Wednesday of the month from Falcon Hotel, Bromyard
June (tbc)	Slow Riding Day at Throckmorton
11 th July	IAM Homecoming Event at National Motorcycle Museum
5/6 th September	Exmoor Weekend Trip
11 th September	Speedway Training Day with Ride 'n Slide
25-28 th September	WHAM trip to Ypres arranged by Del Britton
15 th /22 nd November (tbc)	National Arboretum Day Ride

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

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A big THANK YOU to Richard Hewitt for organising an exciting Go-Karting event on 28th February. See below for photos.



On behalf of the Committee and Training Team I look forward to riding with you throughout 2015. Let the fun begin.....

Paul W.

From the web:



'For those who couldn't make the CO natter night the 2014 WHAM video review can be watched at this link'

URL: <https://www.youtube.com/watch?v=QVhwp7b47rw>



So you want to be a Blood Biker?

by Callum Rees



Positive Media

The activities of Blood Bike Groups across the United Kingdom, and the volunteers that operate them, regularly receive positive publicity in the media.

Dear Free wheelers Thank you for letting me go on the bike because I want to be a Free wheelerwheeler too



With the ever present news stories of overstretched health service resources, Blood Bikes offer a vital and free service, benefiting both the End-User and the Tax Payer. As well as “How fast will the bike go?” and “Are you allowed to break the Highway Code?” commonly asked questions to me are “I would like to become a Blood Biker. How do I go about it and what’s involved?” Whilst on duty, the Rider rarely has the time to give comprehensive responses. It is also equally difficult at a national level, as there are slight variations in how each regional Blood Bike Group is operated.

I advise that the first thing to do, is to get an advanced riding qualification, for which I personally recommend the WHAM branch of the IAM as a local provider of quality training. The “Skills For Life” package is an excellent way to make an entrance into the world of advanced motorcycling.. It worked for me in 2013!

Skill for Life ...
Advanced Motorcycling



Worcester & Hereford Advanced Motorcyclists

www.wham-motorcycling.org



Why advanced riding is essential

There are many reasons why any motorcyclist, not just those wishing to engage in an emergency services role, should aim for an advanced riding qualification. These reasons include:

Density / Aptitude / Quality

Most of our roads are densely populated with a wide array of vehicle types, operated by road users with contrasting levels of competence, on roads that bear the scars of the extreme weather conditions that bombard our island, which have become front page news in recent months and years.



Therefore, traffic density, the aptitude of motorists around us, and the quality of the roads we ride upon, are to me, the three main sources of hazards that a motorcyclist has to become experienced and skilled in dealing with, in order to increase the chances of an incident free journey.

A Blood Biker will cover many miles during a shift, so being an Advanced Rider trains them to apply a system of recognising and assessing potential and actual hazards, and deciding upon a course of action, should the need arise.



Safety

Whilst electronic aids are promoted as making vehicles safer, they can potentially reduce the attentiveness and skills of their Operators.

Even though motorcycling has benefitted from the continued advancements in rider comfort and safety, we are still in the most vulnerable group of road users. Therefore, we must ride at a level that ensures the safety of ourselves, our passengers, and those around us.

The motorcycles that Blood Bike Services operate, have more control systems than their domestic counterparts, and are ridden by many different Users over their lifespan. Therefore, it is essential that the Rider systematically checks the vehicle over, prior to starting an assignment.

To an Advanced Rider, the pre-ride checklist and how to effectively perform it, will become second nature.



As well as the health of our steed, let's not forget about our own health, and the mental and physical demands that riding a motorcycle creates. Lack of sleep, medication, a stressful day at work or an argument at home, are all issues that affect our ability to function in a safe and effective manner.



The local Group for Hereford and Worcestershire is the Severn Freewheelers.

The current operational hours of their Blood Bike service are:
19:00 hours to 07:00 hours, Monday to Thursday, and
19:00 hours on Friday to 07:00 hours the following Monday.



A calendar week is split into two shift patterns, with the mid-week shift ending at 19:00 hours on the Saturday, to avoid an extended on-call period for the Rider.

Most activity in the week occurs between 19:00 hours and 23:00 hours, though calls can come through at any time during the shift pattern. It is imperative, that the Rider is mentally and physically prepared for what may present itself. By pre-arranging ones apparel and pre-ride checks of the motorcycle (including a clean!), it's every Riders aim to take the job details, kit-up and be on the bike within 5 minutes of answering the call.

Attitude

Whether travelling in/on a domestic, commercial or high profile emergency vehicle, modern motoring brings out the best and worst in the adjacent motorists and pedestrians we encounter every day. Riding to an advanced level is essential, at all times.



Advanced motorists should always apply the safe, respectful and progressive motoring skills that we are taught and tested on. This not only makes for a smoother, more enjoyable and safer journey for us, but also displays our prowess on the road to adjacent motorists. This tangible portrayal of positive attitude in action, can only help promote a more tolerant attitude on the road, and may even create or increase interest in advanced motoring training.

Membership

Finding your local Blood Bike group and becoming a member is a good start. The Nationwide Association of Blood Bikes will give you all the information you need.

<http://www.thenabb.org.uk/>

As previously mentioned, our local Blood Bike service is the Severn Freewheelers. The below website provides a wealth of information on the history, services and geography of the organisation.

<http://www.severnfreewheelers.org.uk/>

Roles

Besides Riders, there are other roles that are required to ensure a smooth running Blood Bike Group. Co-Ordinators, Operational Support, Fund-Raisers and a suite of Committee Members are essential.

By becoming a volunteer member, you become a valuable part of the Team.



Clothing and Protective Apparel

Blood Bike Riders operate 365 (or 366!) days a year, therefore possessing the correct protective clothing, to cater for all weather scenarios, is essential. A white, flip-front safety helmet is recommended, as a Rider has to be able to communicate effectively and efficiently whilst on duty. A high visibility jacket is provided, which allows the clear display of a valid membership card and the name of the Rider and Organisation, as well as enhancing the visibility of the Rider, during their duties.

Check Ride and Training

Once membership has been administered, a check ride will be scheduled, allowing the Rider to show the Training Manager their riding competence, as well as getting used to riding the Blood Bike and its control systems.



Training sessions relating to the transportation of bio-hazardous substances are compulsory, with those of the work of the Co-Ordinator and riding under blue light conditions being recommended.

Passing the check ride and compulsory training validates the Rider for 12 calendar months, at which time, successful retesting is required.

"Buddy" Ride

In order to introduce the new Rider into the role, a buddy ride is arranged, where the new Rider, on their own motorcycle, follows an active Rider whilst they perform their duties during a shift. This gives a new Rider:

- Working examples of the routes, logistics and administration used for incoming jobs.
- The professional demeanour and communications the Rider applies during his undertakings.
- Specific information regarding security protocols and individual requirements for the locations visited.



Advanced Riding Retest

At three year intervals, the Rider must retake their external Advanced Riding test. This ensures a maintained standard of riding competence, independent of the number of duties performed during that time.

In Conclusion



The tasks, protocols and administration that a Blood Bike Volunteer must perform and follow may seem daunting at first, but there is a wealth of training and support, available and accessible from the friendly and helpful volunteers that run these charities, with some of these organisations coming into existence not long after the first documented Blood Bike activity began in 1962!

So, if you want to be a part of a worthy cause, look no further.



Biker Down

The Biker Down course is an Informal & Interactive course delivered by Operational Firefighters.

Q. Would you really know what to do if you were first bike on the scene after an incident?

Would you have the confidence to help? Not sure??

Then attend this WHAM only event find out how you could help or even save a life.

The course comprises of 3 modules:

- **Managing an Accident Scene**
- **First Aid & Helmet Removal**
- **The Science of Being Seen ('Conspicuous' Myth Busting)**

The course aims to give participants a better understanding of what to do if they come across a road traffic collision and how to manage it safely.

The course is free however a donation would be appreciated.

On completion of the course participants will get a free first aid kit.

Venue: Llandrindod Wells Fire Station

Address: Noyadd Farm, Llandrindod Wells, Powys, LD1 5BF.

Date: Saturday 25th April, 9.30 Arrival

Start: 10 a.m

Duration: Circa 3 hours

Lawrence Arms is the organiser & there is a restriction of 20 WHAM Members.

If you wish to attend please email him on: lawrence.arms@btinternet.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/>



BIKE4LIFE 2015 BIKEFEST & RIDE OUT

SUNDAY APRIL 26TH

REGISTER NOW FOR THE RIDE OUT WITH CARL FOGARTY >



- 1 Day
- 1,000's of Revving Engines
- Helping to Save Lives Arena Displays
 - Bike Dealers
 - Live Music
 - Special Guests
 - MAAC Display
 - Biker Tutorials
 - Food/Drink.

Ride out from Shrewsbury to Cosford air museum

More information can be found at [URL: http://www.bike4lifefest.com](http://www.bike4lifefest.com)

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!)



TEST PASSES

Congratulations to the following for passing their IAM test:

Associate Paul Smit -Observer - Alex Hoyle

Associate Robin Coulthard -Observer - John Nixon

IN MEMORIAM

Many of you will know Tina Whitmore from some of our ride outs, slow riding days and a couple of our long weekends away.

I am sad to say that Tina finally lost her long battle with cancer last Friday (27th Feb).

Please see the message below from Dennis Osbourne (Tina's Brother in Law) about funeral arrangements:-

"The Service is at Aberystwth crematorium at 12`o'clock Tuesday. Meeting afterwards at the Lion pub in the middle of Llanidloes for a few nibbles and a chat. Bikers only too welcome. If people can't get to Aber then more that welcome to come to the pub (think we`ll be there by 2 o'clock)."



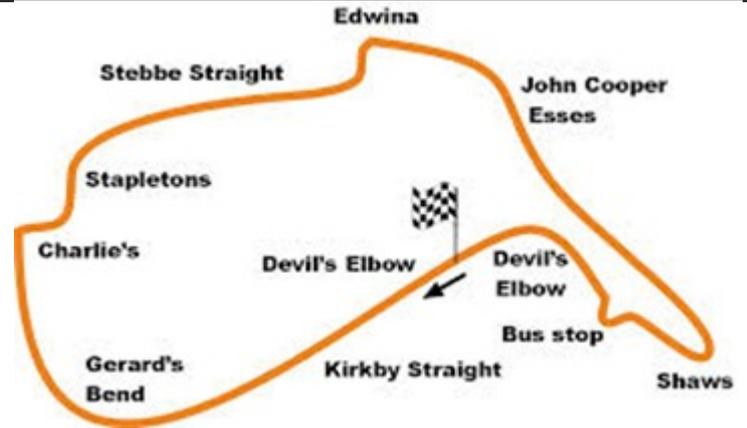
IAM Skills Day – Mallory Park, Leicestershire

There is a further IAM Skills Day being planned at Mallory Park on Thursday 4th June 2015.

There is still a bit of contract negotiation to do with the circuit but when that is done we should be ready to sell places quickly - there are only 60 places available.

The cost of the day will be £129 and is only open to road-legal bikes fitted with road-legal exhaust cans. The format of the day is the normal IAM briefing/practise/debrief/ practise, etc.

If you're up for some track-time please mail [John Lickley](mailto:lickspeed@blueyonder.co.uk) Mail: lickspeed@blueyonder.co.uk to reserve your place



Speedway Take Two! Friday September 11th 2015

Following on WHAM's initiation into the world of Speedway last year there has been a lot of interest in a second event.

Ride n Slide are again offering an introductory day at Coventry on Friday 11th September



The day is suitable for all levels of ability, even if you've never been on a Speedway machine before. Ride n Slide provide all the protective riding kit and the Speedways bikes too. There are 125cc, 350cc and 500cc machines available as well as an enthusiastic and capable team of instructors.

The experience day gives you a full flavour of what Speedway is all about from controlling the bike on the throttle (no brakes!), learning to slide the bike through the corners and experiencing gate starts.

WHAM has a provisional booking on ten places and the price remains the same at £202.50 per rider. Contact Derek on 07791 102 218 to reserve your place.



Planning



“Safer riding depends on systematically using the information you gather from your observation to plan your riding action:

- *anticipate hazards*
- *prioritise*
- *decide what to do”*

Generally things don't just happen, there is often enough time to anticipate how a hazard might unfold. Good planning depends on early observation and early anticipation of risk.

The purpose of the plan is to put you:

- in the correct position
- at the correct speed
- with the correct gear engaged
- at the correct time

To negotiate hazards safely and efficiently.

As soon as conditions change, a new riding plan is required; so effective planning is a continual process of forming and re-forming plans.

Prioritise hazards

Where there are multiple hazards, deal with them in order of importance. The level on danger associated with particular hazards varies with:

- the hazard itself
- how close it is to you
- road layout
- whether the hazard is stationary or moving
- how fast you are approaching it

The greater the danger, the higher the priority, but be ready to re-adjust your priorities as the situation develops.

Practice applying the stages of planning during every journey until you do it automatically, even when you're riding under pressure.



Try these:

What is your riding plan?



What are the priority hazards?



Del B.

