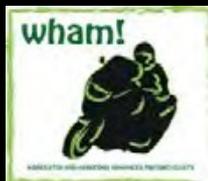


Worcester & Hereford Advanced Motorcyclists



October
2016



The Chairman's Notes



Well the clocks have now gone back, the temperature fallen and the leaves are rapidly dropping from the trees. All of these seasonal treats all mean that the skills honed over the summer months really come into their own.

At the last natter night we talked about night time bike riding and the basis of that talk is included within this newsletter edition in the Roadcrafty article - thanks Derek. Please take five minutes to have a read and refresh your memory, or learn some valuable new skills.

This year, we will not be having a Christmas Dinner. This is replaced by the WHAM 10 Year celebration – details below.

The AGM is now planned for February natter night, so you will have ample time to get your subs in.. Details are below and will be in future Newsletters.

WHAM 10 Year Anniversary Celebration

In January 2017 WHAM celebrates 10 years as a successful IAM affiliated Motorcycling Club. To mark this special occasion a Dinner has been planned at the Feathers in Ledbury, booked for Friday 27th January 2017, 8pm.

Numbers are restricted to 60 and will be on a first come, first served basis. A reserve list will be established should circumstances change.

We require confirmation of attendance by 20th November. The cost is £35.00 per person. The dress code is black tie or smart casual, but no jeans please.

If you wish to book a room please contact Rachel at the Feathers (01531 635266). Standard room charges apply. Alternative accommodation is available in Ledbury. The Talbot was recommended to me (01531 632963).

So what do you need to do now? To reserve your place please visit the WHAM Shop [page](#) on the website where you will find a form and a PayPal button to pay for your meal(s).

We will be paying a single payment from WHAM so will not be dealing with cheques/cash on the night. Should you not have access to PayPal please contact me directly (pwhitcombe5@gmail.com) as soon as possible to book a place and arrange payment. Once you have booked your place please make your menu choices using the website form [here](#):

I am really looking forward to the evening and hope to see you there.

Paul Whitcombe

WHAM Chairman



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

DISCLAIMER: THE VIEWS EXPRESSED THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR, THE IAM OR THE WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



Below is a sample menu, including vegetarian option (to be confirmed):

Crispy Goats Cheese Parcel
Tuscan Vegetable Compote, Black Olive Dressing

Duck Leg & Liver Terrine, Orange
Honey & Five Spice, Croute

-o0o-

Chargrilled Chicken Breast
Fondant Potato, Field & Forest Mushroom, Madeira & Thyme

Filo Parcel of Melting Brie & Caramelised Red Onion
Grilled Butter Fig

-o0o-

Sharp Lemon Tart, Clotted Cream

I am really looking forward to the evening and hope to see you there
Paul Whitcombe
WHAM Chairman

FROM THE WEB

Not a bad back garden



Roadcrafty

Stayin alive!

Some thoughts on night riding

In common with just about every motorcycle training organisation and motorcycle club WHAM doesn't do any training or organised rides at night and so I'm guessing most of our riding is in daylight hours. The stalwarts who bring their bikes to "Natter" throughout the year, the motorcycle commuters, the "Freewheeler" riders and maybe a few others will all do some night-time riding so how is it different?



The first and most obvious thing is we cannot see as well. To start with most motorcycle lights tend

more towards the glow-worm than the arc-lamp and on top of that as soon as we lean a bike in a corner we are shown less of where we want to go and treated to views of the hedge we could end up in! OK, if anyone's ridden the K1600GT in the dark it is a huge leap forward but even it won't nullify all the risks of night riding.

Despite the fact that most motorcyclists tend to stay off their bike when it's dark the accident statistics show that the incident rate increases and resulting injuries become more severe. So what

are the principal risks and, if we either choose to, or have to, ride at night what should we be doing

to control those risks?

There are some benefits of night riding, for example there are fewer vehicles on the road so it is likely you will suffer less queuing at junctions and not have so much urban filtering to face. Similarly

where there is little street lighting you will have early warning of approaching traffic thanks to its lights. However it is not all to your advantage, here are some of the challenges and pointers:

- Our vision is the primary sense for riding or driving but all humans are poorly adapted to night vision – that's why we use lights on vehicles. Your bike will always be well-maintained and fully functional so no need for me to labour the importance of lights, mirrors and reflectors at night!



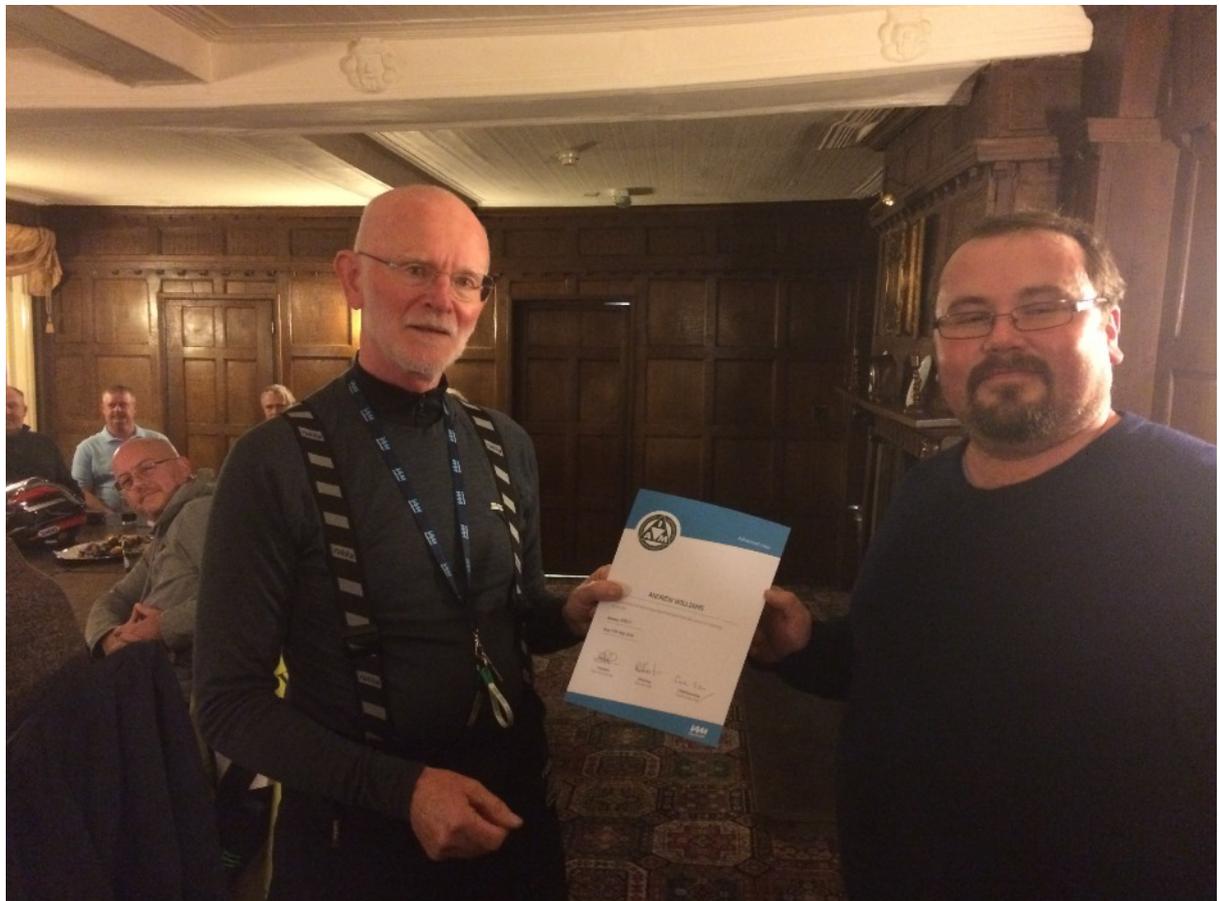
- In the animal kingdom our night vision is rubbish (ever seen a Badger with a torch?). If you have perfect sight you're blessed, not many of us do. Night riding (or driving) will find any un-corrected weakness in your sight. Do you find night riding or driving tiring? Do you find yourself squinting or screwing up your eyes to see rather better? Perhaps get a headache? If any of this sounds like you see a good optician, you need the best vision you can get for night riding.
- If your spectacles, lenses, visor or goggles are scratched you will suffer secondary glare from oncoming vehicle lights and any road lighting. This is at its worst in an urban situation when there are lots of light sources and it is raining. In extreme cases it can temporarily blind the rider. All optical surfaces should be in good condition, keep them clean and scratch-free as far as possible. Visor polish is excellent in shedding rainwater but as soon as you start wiping your visor its effect is diminished. Old-fashioned bees wax fills the polishing micro-scratches very effectively and sheds water just as efficiently as modern silicone-based visor polishes.
- Do I need to say anything about sunglasses or dark visors? No, I thought not: Darwin does sum it up quite neatly!
- At night contrast is generally low, as your sight deteriorates you will struggle more and more to resolve the detail on the road in front of you. When your sight is best adapted to the low-light of the night is just the moment Mr Xenon-discharge Range-Rover (don't they always have double-barreled names?) appears to etch his headlamp pattern into your retina. Unfortunately for WHAM's age profile it is the older riders who will take longest to recover from the brilliant Mr Range-Rover. Time to remember one of our golden rules: look where you want to go – not at the headlights like the proverbial rabbit! If you do look where you want to go Mr Range-Rover's lights assist by providing a little back-light contrast around any road debris between you both.
- Speaking of rabbits, they and the rest of the local wildlife become much more active at night and most of them have colours which melt into the background in daylight! At night you won't see them until they're very close! Every morning we see the night-time's toll of road-kill, clearly not everyone can avoid them so expect such obstacles at night. Wildlife and road-surface defects are much more difficult to see early enough to plan a smooth avoidance manoeuvre if your speed is appropriate to day-time lighting – so adjust your speed to keep your margins.
- It gets colder at night! Even in summer it gets colder at night. Make sure you have appropriate clothing to keep you warm and dry. Any discomfort is a distraction, the more you ride with it, the more distracting it becomes. Appropriate, well-fitting kit, makes its contribution to keeping you safe. Heated clothing and/or hand-grips might be useful.



- High-viz and/or reflective clothing is more important at night: generally it makes you more conspicuous but it is particularly helpful in moving traffic where our single, generally lower-power head and tail lamps may get lost amongst all the twin lights of 4-wheeled vehicles.
- Recognise that we humans are “hunter-gatherers” so we’re meant to be out gathering food during the day and sleeping at night. Whilst we can amend that pattern with some success we are still not physiologically suited to the small hours. If you choose to, or have to, ride well into the night be aware your concentration will be prejudiced. Short breaks to get some movement and perhaps a caffeine shot or two will help but only in the short term; don’t rely on it too often.
- A large meal before any ride is not a great idea as it predisposes us to “sleep it off”. If you need to eat light snacks are preferred. More important is hydration – the first effects of dehydration are reduced concentration and fatigue! Water is best; I know you won’t be drinking alcohol but it and caffeine products dehydrate us. Don’t be tempted to skip the drink to avoid the toilet break.
- Signals work don’t they? A qualified yes: you’ll see trafficators, you’ll hear any audible warnings, but, for example, the subtle cues you might pick up in daylight hours from a drivers head movement will not be available at night. Likewise if you were to use arm-signals at night don’t count on other traffic correctly interpreting your intention. Unofficial road signs are rarely illuminated (mud-on-road, that sort of thing!).
- In queues maintain your longitudinal space for an escape route. Keep an eye on following traffic in case they don’t see you. Don’t be afraid to show your brake-light when you see following traffic come into view.
- We position on the strict priority of Safety, Stability, View (SSV) but mostly we talk of positioning for view. At night think before adopting the default position for view – can you get an advantage in view given that it’s dark? Also, how does “position 3” near the centre-line affect your safety at night? If you’re the only traffic it’s probably OK but if you find yourself in a stream of traffic your single headlight is just where a four-wheeler’s offside headlamp would be – don’t melt into that other traffic too much! In particular avoid leaving an inviting, just-big-enough, gap in front if you are in position 3 and “cloaked” by four-wheeler lights: for impatient joining traffic it is just too good a recipe for a SMIDSY!
- Review the Highway Code and/or the Know Your Road Signs booklet to make sure you know all the carriageway markings which can warn you of hazards, slip road entry/exit points or simply mark out which way the road goes!



Derek McMullen



NOTICE OF ANNUAL GENERAL MEETING WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

Wednesday 22nd February 2017

The Group AGM will be held at the Falcon Hotel, Bromyard Starting at 7.30PM

The main purpose of the AGM is to review the events and finances of the past year and to elect the committee for the coming year. All full members and associates are invited to attend but only paid-up full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

Committee Changes

The current officers – Chairman, Secretary, & Treasurer must stand down but can offer themselves for re-election. The current known intentions of the Committee are given below.

Officers

Chairman: Paul Whitcombe	Standing down three year term over. Stuart Poole seeking election.
Secretary: Alex Hoyle	Standing down/seeking re-election
Treasurer: Eric Reynolds	Standing down/seeking re-election

Committee Members

Vice Chairman: Roger Brooks	Seeking re-election
Newsletter Editor: Stuart Poole	Standing down/ Position Vacant
Newsletter Editorial Assistant: Ali Lewis	Seeking re-election
Membership Secretary: Roger Brooks	Seeking re-election
Webmaster: Tony Davis	Seeking re-election
Routemaster: Tony Davis	Seeking re-election
Region Rep: Ant Clerici	Seeking re-election
Associate Coordinator, Hereford: Stuart Morehead	Seeking re-election
Associate Coordinator, Worcester: Paul Gill	Seeking re-election
Chief Observer Hereford: Delmore Britton	Committee Appointment
Chief Observer Worcester: Paul Whitcombe	Committee Appointment

Any fully paid up members of the IAM and of WHAM are free to apply for any of the above posts.

COMMITTEE NOMINATIONS

Any WHAM full member wishing to put themselves forward for any of the officer posts or the vacant committee posts should complete the attached nomination form.

Voting will take place to fill the three officer posts and vacant Committee positions at the AGM. In the event of 2 or more nominations for a post, there will be a vote by show of hands on the evening.

Nomination forms are attached to this notice. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated.

Please return nomination forms to any of the Officers/Committee Members as soon as possible or hand them into the Secretary at the start of the Annual General Meeting.

All members are invited and indeed, encouraged to attend the A.G.M., not only to participate in voting in your committee, but also to volunteer your ideas, express your views and discuss where/how you would like the Group to progress.

ITEMS FOR AGM AGENDA

Any member can submit items for inclusion in the AGM Agenda. Items need to be submitted to the Secretary Alex Hoyle on 01885 400772 or E-mail whamgroupsecretary@gmail.com at least five days before the AGM.



Nomination Form

For the election of
Worcester & Hereford Advanced Motorcyclists Committee 2017

TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &
HEREFORD ADVANCED MOTORCYCLISTS PRIOR TO THE AGM OR TO THE
SECRETARY ON THE EVENING OF THE AGM ON:
WEDNESDAY 22nd FEBRUARY 2017

I

(Name in block capitals) wish to stand for election to the position of:

.....

Signature..... Date.....

Proposed by: (Name in Capitals)

Signature..... Date.....

Seconded by: (Name in Capitals)

Signature..... Date.....

Nomination Accepted by.....

In the event of 2 or more nominations for the same post, I agree to a vote by ballot on the night & will abide by the majority decision.

Please note: You may not stand for the committee if the law debar you from being a charity trustee.

If you wish to volunteer for the committee but do not know someone who can nominate you or second your nomination, please contact the Secretary, Alex Hoyle on 01885 400772 or E-mail whamgroupsecretary@gmail.com



Conference Highlights

By Stuart Poole

At the end of October I attended the IAM RoadSmart annual conference, held at Aston University in Birmingham. Having not attended one of these events before I was interested to see what it was all about. The conference was held over two days with the focus on Saturday being cars and Sunday motorbikes. This allowed the two different disciplines to have equal focus and not be overshadowed by the other - I attended on the Sunday.

Following meet & greets and introductions the day was split into workshops with all attendees rotating through each. Each group was pre-arranged enabling a good geographic mix of club representatives and I was pleasantly surprised to meet fellow bikers from all areas of the country.

The purpose of the workshops were to demonstrate what IAM RoadSmart have been working on for the last 12 months and what the focus will be for the next. With this article I shall endeavour to try and give you an outline of some of the topics covered:

Business Update & Strategy

The last 12 months has been a busy time with the launch of IAM RoadSmart in March, a new website in April, 60th year celebrations in July and the launch of a Regional Strategy Group in October.

Within this time there has also been a Standards update which has now been disseminated to all of the groups. These standard now include Human Factors highlighting the critical input that the rider has on the ride. So next time you carry out your pre-ride checks (MPOWDERSS) also consider your personal checks, mindset, health, tiredness etc.

So whilst much has changed there is still more to do with the following being core areas in the next 3 years:

[New Products in development](#)

[Inclusive not Elite](#)

[Integrity and Standards Maintained](#)

Vision



To be the best and most recognised provider of training and advice for all post licence drivers and riders

Insurance

The IAM Surety motorcycle scheme has now been running for 10 years and has been able to offer competitive (matched or lower) quotes to 90% of applicants. Over the last 10 years it has become clear that:

- 1) *IAM members provide a loyal customer base (market leading retention rates)*
- 2) *The majority of insurance pay outs are caused by driver/rider error or fault*
- 3) *77% of rider claimants took their test over five years ago*
- 4) *Members may not have tested their advanced skills for over 40 years*
- 5) *Claims double after 5+ years since test*

Analysis of the claims submitted also demonstrated some surprising results with the following being the main reasons for a claim:

Member lost control

Theft

Member hit third party in rear

Member pulled out in front of
3rd party

As can be seen from these statistics the majority of IAM Surety claims (can this be extrapolated to all motorcycle accidents?) are caused by rider error with the majority (77%) being from those who have not had any training for more than 5 years. As we are a training organisation should this be correct?

In answer to this IAM RoadSmart have developed a new level of membership: The **IAM RoadSmart Fellow**. This category will concentrate on retaining skills by requiring recipients to be formally retested every 3 years. Therefore demonstrating that the rider retains advanced skills.

In order to qualify for this membership category the rider will be required to have passed the advanced test in the last 3 years, apply and pay an annual membership of £49 (or £135 or 3yrs) which will include the 3 yearly test.

In return the rider will ensure that they have the latest skills and will qualify for enhanced benefits including:

- No upper insurance age limit.
- Free legal assistance.
- Free breakdown cover.
- Priority for IAM RoadSmart events.

As and when more information becomes available I shall let you know!



Young Riders

As I am sure that you may guess the demographic within IAM RoadSmart is weighted towards the 'more mature' rider. However you may be surprised by how much!

Total number of riders in IAM RoadSmart	Number of riders under 26	Percentage (%) of riders under 26
18,854	20	0.11

With such a disparity it is clear that one of the organisations priorities is to encourage youngsters to seek further training, particularly as one of the largest growing sectors in the motorcycle community is young riders on smaller capacity machines. In order to try and change this trend the charity have been looking at the current barriers and trying to develop strategies to break these. These include:

- How to influence through different communication channels - social media etc.
- Modular training to allow greater flexibility.
- Group sign off of competence rather than a test.
- Support from groups for under 26 year olds. For example some groups refund the cost of the Skills For Life package upon the individual completing the programme / passing the test.

It is fair to say that there is still more work to be done within this field but it is clear that if younger riders are not encouraged into the organisation the future isn't that bright.

Conclusion

In conclusion I found the day fascinating and came away with a real insight into what the organisation is currently doing but, more importantly, what will be the focus areas over the next few years.

It is clear that IAM RoadSmart continues to be force to be reckoned with and at the heart of the charity the core objectives remain:

- To improve the standards of driving (and riding) on the roads
- The improvement of road safety or Greater road safety or The promotion of road safety
- The administration of a nationally recognised advanced test.

If any of require would like to find out more I urge you to have a look at the [website](#), check out the [weekly news](#) or get in touch via the WHAM newsletter [email](#).





Overconfidence After Training

Overconfidence in the period after training is a risk you should be aware of. It is important not to underestimate the amount of practice that is required to become a fully competent rider. You will encounter many situations as an advanced rider.

Overconfidence can take you into situations you cannot handle and will increase your risk of collision. Riders can over estimate their abilities in various ways:

- Riding a different machine after training – manoeuvring a more powerful bike with different handling characteristics and safety features requires additional practice.
- In the first few months after training less experienced riders can tend to believe their hazard perception is better than it actually is, when measured objectively.
- Bike safety technology and equipment have advanced at such a rapid pace that they can give riders a false sense of security, leading them to take more risks. This is especially true for riders who return to riding after a break. Riding a machine that has many more safety features than the one you learned on can lead you to take false risks that you would not have taken before.

This is why critical and honest self-awareness is so important. It will help you to keep your actual riding ability and your perceived ability in balance.

- People who develop a high level of ability in any field have better than average self-assessment skills. They are continually reviewing their performance, analysing their mistakes, and working out how they can improve
- People who are not very good at assessing themselves find it difficult to develop a higher level of competence as they fail to reflect on what they can do to improve.

Self-assessment is only possible through reflective practice. Monitor your actions as they are actually happening, and review your performance after a ride. Ask yourself:

- What is my aim?
- What went well and why?
- What went less well and why?
- How could I do better next time?



Be honest.

The first thing to focus on when you review a ride should be your own safety and that of other road users. Being honest with yourself about what didn't go so well is vital if you want to continue to improve. For example, you might look back on a ride to consider:

- How you controlled the machine.
- How you managed traffic situations, and anticipated and planned for hazards.
- What aspects of the journey you found challenging.
- What personal characteristics affected your riding behaviour.

Reviewing things that went well and analysing why you handled them well is also important. It will help you to transfer your competence in one particular situation to other situations. This will broaden your ability to make accurate decisions and judgments. But in the end, you will only become a better rider if you understand your own vulnerabilities, know the limits of your riding capabilities and recognise the human factors that affect your safety. Riding a bike gives a satisfying sense of freedom. Practising continually to develop your riding ability will increase your satisfaction, enjoyment and safety. Observers are always ready to take members out on assessment rides even if it is just to keep you up to speed with the riding skills you have already developed.

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WHAM