

# WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



APRIL 2017



## CHAIRMAN'S FOREWORD

Welcome to the April '17 edition of the WHAM newsletter.

Well, the clocks have finally changed which hopefully means the days get lighter, the weather gets warmer and the opportunities to get out on the bike become more frequent. As such the start times for the Sunday morning rides have also changed to 09.00. So if you turn up at 09.30 you'll be on your own!

In preparation for the long, and beautiful, summer in front of us the Observers have also been preparing with a couple of focussed rides to hone their skills and an Observer training day on April 9<sup>th</sup>. This ensures that the Associate 'experience' is as good as it can be and the WHAM is represented as the top notch training organisation that it is.

Whilst the Observers have been practicing it is also worth considering your own skills.

The Sunday group rides require a different set of biking skills, from solo riding, so if you were unable to make the Group Riding Natter Night please feel free to ask one of the Observers at the Sunday Ride meeting points for a few pointers to refresh your memory.

I like to think that WHAM is an open, inclusive, and friendly club so as new associates progress through their training and into the 'WHAM family' I encourage you to invite them into your Sunday groups and show them why you joined WHAM.

To really seal the seasonal step change I would like to draw your attention to the first day ride of 2017 on April 16<sup>th</sup> (Easter Sunday). Starting at 09:30 from the OK Diner near Leominster, the ride takes in The Shropshire Hills through the Vale of Kerry, some of the best roads in mid-Wales and the spectacular Elan Valley. If you can't make it for the whole day why not just join us for Leg 1 to the Elan Valley Visitor Centre? (ETA 11:15).

Please arrive at 09:00 to organise riding groups. Pillions very welcome!

Finally to mark the end of the Natter Nights we finish with the event that everyone looks forward to – the annual Quiz night! On Wednesday 26<sup>th</sup>, at the Falcon. Tony Davies does a fantastic job at putting together some challenging motorcycle related questions so come along and demonstrate your skills – there may even be some prizes!

All the best and I look forward to seeing you, on your bikes, over the coming months.

Stuart



**iam**  
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# Musing from our Chief creative... (Ant C)

The human condition is one where we're never really satisfied with what we have or where we're at.....



AntClerici March 17

# Navigation re-visited

We have a saying in WHAM, when you dutifully download the routes and follow your satnav religiously but still end up in a one way street miles from civilisation and way off route, you've been 'Garmined'.

Now that the majority are dusting off their pride of joy for another riding season it seems appropriate for the routemaster to be given the opportunity to keep us all on the right route, as it were.

## History....

Your Webmaster / Routemaster has a Garmin Satnav and, selfishly, creates all of the routes using a piece of software created by Garmin called Basecamp. This is no accident. In the good old days when satnavs were rare and map users were common, the only way to plot an interesting route that used the good roads instead of the fast ones was by using software provided by Garmin and a Garmin Satnav. It was also the only way to share those routes amongst a group so that they could all ride the same roads, meet up in roughly the same place without forming a convoy of 50 bikes clogging up the best roads and travelling at the speed of the slowest rider in the group.

We used to chuck these route onto an SD card and share it around the group before setting off. These days we have the WHAM website which makes the business of sharing the routes out a lot easier.

Garmin have recently released a new generation of Sat Navs (Zumo 390LM, 590LM and the hideously expensive BMW Navigator 5) on us unsuspecting motorcyclists that seem to be resulting in WHAM Members finding new and exciting roads on their way to our breakfast meets. Nice for the adventurous but not good for the ride.

Not satisfied with releasing a load of new devices, Garmin also insist that we use a wonderfully complicated bit of software called Basecamp to design and transfer our carefully crafted routes. Basecamp gives us a host of new features that help us to get lost on Sunday Mornings.

However, all is not lost, if you read through the following explanations things should start to become clearer!

# Navigation re-visited

## Waypoint

Doesn't refer to a point on a route specifically. A waypoint is a point that exists in the map database – either because it was there originally, or because you have added a new point to the database. You can include waypoints in a route, but a point in a route is not necessarily a waypoint.

## Via Point

Is used by the new generation devices to indicate a point on the route which it will insist that you visit. Unlike the old devices, if you missed a point on the route (maybe positioned incorrectly up a side road), but continued towards the purple highlighted route, the old device would continue navigating once you had reached the purple line. The new gen devices don't. They nag you until you have been there.

Via points will show up in the data display eg as in 'Time to Via', 'Distance to Via'.

The GPS will announce – visually and audibly – your approach to and your arrival at a Via Point.

The new generation devices give a list of all of the Via points on your route when you select a route to follow. But they show ONLY the Via points. It doesn't show any other points.

## Shaping Points

On the new generation devices, Shaping points appear as dots (small filled circles), on the route lists and on the map.

Shaping points are silent. They do not alert on arrival either visually or audibly.

Shaping points do not appear in the list of points presented by the new generation devices as 'Select Next Destination' options when the route is first loaded.

Shaping points will be ignored if they are slightly inaccurately placed but you remain on the purple route. (eg a point placed just up a side road). If recalculation is turned off, and (say) a new bypass has been built, then recalculation will continue correctly as soon as you join the purple route again. Even if the bypass missed out visiting the shaping point.

# Navigation re-visited

## Recalculation

Will take place if you have the option turned on. Recalculation always results in the original route from planned in Basecamp being over-ruled and a new route is plotted using the routing preferences that are set in the GPS. But it will always calculate a route to the next Via Point or Shaping point.

The notion that you must have the routing preferences set to be the same as was set in Basecamp is a false one. Basecamp has many more preferences. The new generation devices have 3 – faster, shortest, curvy. (Plus the avoidances of course). You can use the setting to approximate to what you had in Basecamp, but they are only ever used if the GPS performs a recalculation. Not otherwise.

The GPS knows what was plotted in Basecamp by virtue of the fact that when the route is transmitted, it transmits the start, end, via and shaping points that have been plotted, but it also transmits hundreds of invisible intermediate points as GPX extensions. I call them 'Ghost Points' and they force the GPS to take you along precisely the same roads that were in the route in Basecamp. When the GPS is forced to recalculate, (different maps, going off route), the first thing that gets lost is these extra points in the current section. The Via points and shaping points remain, but the GPS has to calculate its own route in between the last and the present points. It also explains why circular routes go horribly wrong if a recalculation takes place at any point along the route.

The moral of the story for those creating their own routes is to include lots of shaping points.

The routes you find on the website have had all of the via points and waypoints converted to shaping points except for the start and end points. You should check this is the case before you send any route (including WHAM routes created by me) to your device. To do this, double click on the route in Basecamp and make sure all the points on the route are greyed out and say 'Don't alert on arrival' except for the start and finish points.

# Navigation re-visited

## Device Transfer Preferences

It is critical that you set this up correctly.

Launch Basecamp..

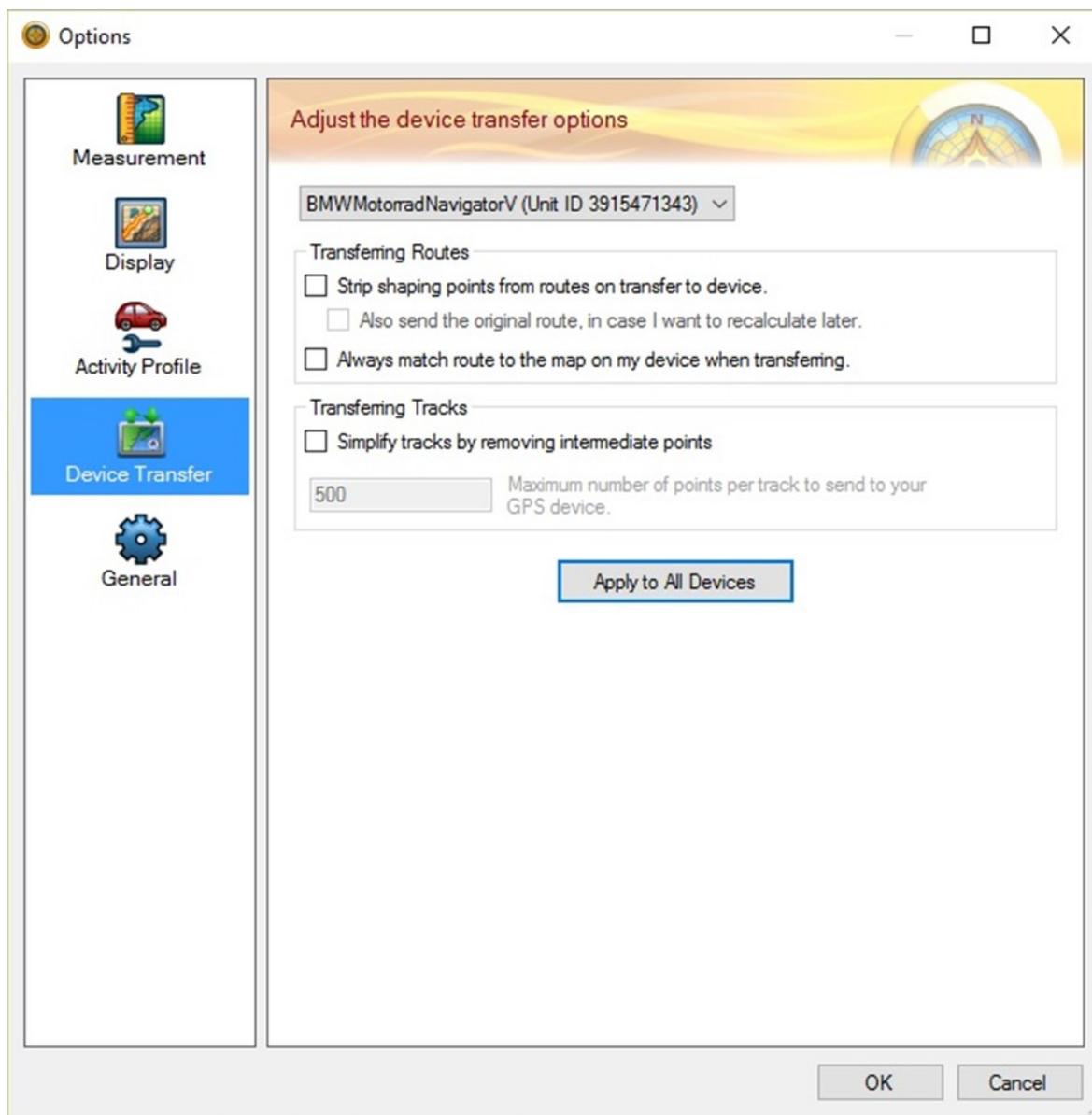
Click on Edit..

Select 'Options'..

Select Device Transfer

Make sure your Device is selected in the Drop down box..

Un-check all check boxes in this dialogue so that it looks as follows:



# IAM event

.....Members might be interested to test their skills and/or demonstrate their competence at a centrally organised IAM event.



## Roadcraft Skills & Slow Riding Day

**Sunday 9th April 2017**  
**British Motoring Museum**  
11 Banbury Road Gaydon CV35 0BJ

### What we will cover -

#### Basics

Keeping the revs up and the bite point  
Controlling the speed on the rear brake  
Straight lining  
U turn  
Figure of 8

#### Advanced

Weaving  
Leaning at low speed  
Full lock turns  
Putting it all together around a complex course  
Brake & Swerve  
Picking up a dropped bike safely

Even the most experienced riders can find slow riding a challenge - here's an opportunity to hone your skills in a spacious and controlled area. Our trained observers will be on hand to advise you on bike control.



Slow riding can be a tricky technique to master but is an essential part of the advanced riders portfolio of skills. The event will focus on the practical skills of slow riding, however we will also have some theory on Roadcraft.



**All this for £10**

**Book your place now!**

**groupsecretary@ramg.co.uk**  
**Phone/Text 07931 812235**  
**www.ramg.co.uk**

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## Members article by Cal Rees

Not all the details of this 'incident' were released by Police but this appeared as a random press release from them recently. A Worcestershire biker was minding his own business waiting for traffic lights to change and this happened. Both car driver and biker were uninjured but what are the chances of this happening?

It is understood the resultant conjoined 'vehicle' is being assessed by Government officials as further proof that PTW's are in fact 'invisible' under certain circumstances. (please see disclaimer on the page footer)



# CHIEF OBESERVERS - WORDS OF WISDOM



## ROAD SIGNS & MARKINGS

Road signs and markings warn of approaching hazards and give instructions and information about road use. Use your observation skills to read the road and link the signs to the hazards ahead, especially at night.



*On road signs, the furthest hazard is shown at the bottom and the nearest at the top.*

*Use your own observations to link the signs to the road layout ahead. Observe all hazards from the distance to the foreground, and prioritise their importance.*



Make the best possible use of road signs and markings: Continued on next page

# CHIEF OBESERVERS - WORDS OF WISDOM

**Observe** – actively search for road signs and markings in your observation scans, and incorporate the information they give you into your riding plan as soon as possible. Many riders fail to see and make use of them, and so lose valuable information.

**Understand** – be able to recognise them immediately. You should be familiar with the current editions of the *Highway Code* and *know your traffic signs*.

**React** – react to a sign or marking by looking ahead to what it refers to and building the information into your riding plan. Where the sign or marking refers to an unseen hazard, anticipate the hazard and adapt your plan accordingly.

O<sub>b</sub>serve U<sub>n</sub>derstand R<sub>e</sub>act

Unofficial road sign such as 'Mud on the Road', 'Car Boot Sale' and 'Concealed Entrance' can also help you anticipate the road conditions ahead.

When was the last time you looked at the road signs in the **most recent** edition of the *Highway Code*?

All warning signs are triangular.

Advisory signs are rectangular

Round signs are 'the law' – you must do what they say.

What information is this sign giving as you make your approach?

- Your position on approach
- Which exit you are planning (1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup>)



- Is the exit road the same and your entry road (width of entry road against the exit road can give an ideal, also the class of road (A or B)
- Plan a possible opportunity to overtake on the exit

Continued on next page

# CHIEF OBESERVERS - WORDS OF WISDOM

Which way does the double bend go first?

Plan ahead



Know your Road signs, how many **don't** you know?



## WHAM Newsletter— the future

With Stuart Poole now taking on the mantle of WHAM committee chairman we've also had a change of newsletter Editor from this month onwards. It seems appropriate therefore to ask the WHAM membership what it is they want from their newsletter. In addition to the usual contents of member articles , CO's musings and the all important test passes what about some other content?

Your ideas, demands, wants will all gratefully received and we'll do all we can to accommodate as many of your requests as possible. To start the ball rolling what about a 'for sale' section for members to advertise their bike related unwanted parts, accessories and , indeed, bikes? What about member reviews on bikes both new and used? Or, how about a broader selection of articles on 'automotive' related topics.

Please do send any ideas to the newsletter Editor, Richard Hewitt, at:

[whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)



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