

# WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



NOVEMBER 2017



## CHAIRMAN'S FOREWORD

Welcome to the November edition of the WHAM magazine.

Whilst the weather may have changed, colder, wetter, darker etc. there's plenty to look forward to over the next couple of months:

On Sunday November 5<sup>th</sup> it is WHAM's annual visit to the National Arboretum, Staffordshire. There are 2 different start points for the day as follows:

OK Diner in Leominster, Meet at 09:30

McDonalds Wychbold (M5 Junction 5) WR9 7PA. Meet at 09:30.

Expected arrival at the Arboretum from all start points is 11:15, if you can't make any of the start points please join us at the Arboretum.

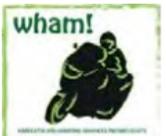


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## CHAIRMAN'S FOREWORD—CONT'D

Then towards the end of November it is, of course, Motorcycle Live at the NEC. I know that many members of the group go along to this event to either satisfy a long shopping list or just to peruse the many new bikes that will be on display. If anyone would like to take a few pictures and write an article for the newsletter I am sure the editor would be more than grateful. In addition keep an eye out for the IAM Roadsmart stand, and go and say hello!



We have just booked the Chateau Impney, Raven Suite for the WHAM celebration on Friday January 26<sup>th</sup>. The menu is just being finalised and detail will appear on the website really soon – keep an eye out. This is a great opportunity to don something other than leathers & Gore-Tex and to have a great night out. I look forward to seeing many of you there.

And finally, to end on a high-note; Steve Hackett has become WHAM's first "Fellow" of IAM RoadSmart !

All the best & be safe

Stuart



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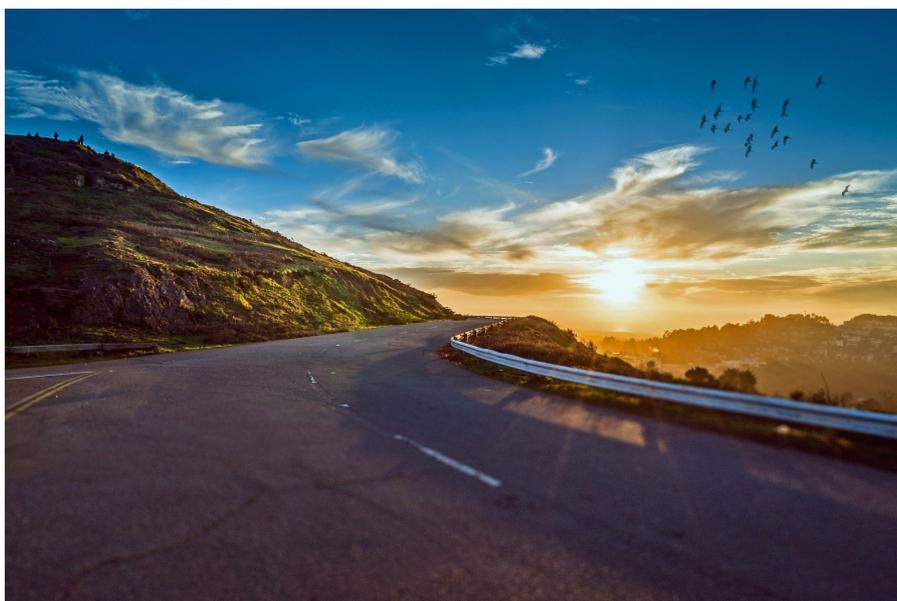
# THE SYSTEM OF MOTORCYCLE CONTROL—IPSGA

**Information, Position, Speed, Gear and Acceleration** – the system at the core of advanced riding.

The purpose of IPSGA is to promote safety and prevent collisions by encouraging riders to adopt a systematic approach to any hazard. In this case, a hazard is “anything which contains an element of actual or potential danger”. With the exception of “Human Factors”, **IPSGA** runs like a spine through the entire advanced riding course. It promotes careful observation, accurate anticipation and planning (OAP), good communication with other road users and the smooth application of a machine’s controls.

A riding plan is made on a combination of what can be seen, what cannot be seen and the circumstances that can reasonably be expected to develop. These are qualities that any advanced rider should be able to demonstrate.

In summary: on approach to any hazard, each stage of **IPSGA** should be considered in sequence. As circumstances change and new information becomes available, the system can be revisited at the appropriate stage:



**Information** - gather and process relevant information in order to make accurate decisions about riding.

Communication is also important as clearly conveying intentions allows for road space to be shared more effectively with other users. This stage is key, as it informs all other stages.

**Position** - position machine appropriately in all traffic situations.

**Speed** - travel at the appropriate speed in all traffic situations.

**Gear** - select the appropriate gear for the chosen speed in all traffic situations.

**Acceleration** - apply the appropriate degree of acceleration to leave any hazard safely.

# THE SYSTEM OF MOTORCYCLE CONTROL—IPSGA

## INFORMATION

This part of the system should be continuously applied. Check all around you and consider the need for signalling. Maintain good all-round observation, looking out for pedestrians and cyclists as well as other vehicles.

There are three aspects to effectively gathering information and communicating well with other road users: TAKE information USE information GIVE information.

**TAKE** information - Advanced riders should:

- Look all around, scanning to the front and sides of their machine
- Prioritise hazards to stay safe - the further they extend and widen their vision, the more information they will gather
- Consistently use their mirrors and check for potential blind spots - mirrors should be used throughout the IPSGA stages. Shoulder checks may also be used to eliminate blind spots
- Look for information given by other road users - where possible; make eye contact with other drivers to assist in communication, as well as looking at the position of other vehicles



- Gather visual information from a number of sources - for example, manure on the road may give early warning of horses in the area, and fresh mud on the road may indicate a tractor ahead
- Make good use of other senses - for example, the smell of diesel may identify a slippery road surface - the sound of a vehicle horn may give warning of an as yet unseen hazard just as a siren will signal the presence of an emergency vehicle

**USE** information gathered to plan how to deal with identified hazards:

- Make observational links to anticipate how their riding might be affected - for example, 'the bins are out = I'm expecting to see the collection lorry = I am planning to deal with that' - Church steeple in view = I'm approaching a village = I should limit my speed'
- Prioritise hazards to stay safe - which hazard is closest, which presents the greatest risk. Deal with the most important first.

# THE SYSTEM OF MOTORCYCLE CONTROL—IPSGA

**GIVE** information Advanced riders should:

- Reinforce the information given by their position and speed with accurate signalling - if any other road user will benefit from a signal, it should always be given - clearly and in good time
- While a signal alone may not convey a rider's intention, it can prove useful alongside other factors, such as a change in road position and/or speed - it's also important to remember that signals can be misinterpreted, for example, a flash of headlamps could be interpreted as a warning *or* an invitation
- It is important to check mirrors before signalling and recognise that giving a signal does not also give the right to carry out their intended manoeuvre. - certain road users fall into the vulnerable category, be particularly mindful of cyclists, horse riders and pedestrians and keep them safe with timely accurate communication
- Be aware that following traffic will not always share your level of awareness - it may be necessary to show brake lights to other vehicles even when slowing down using acceleration sense - this is an excellent example of how through observation, anticipation and communication, advanced riders can help keep other road users safe
- Make eye contact with other riders and drivers to assist in communicating their intentions - this is also a good way to TAKE information
- Use other communication methods, such as sounding their horn or flashing their lights only when it's appropriate to let other riders and drivers know they are there

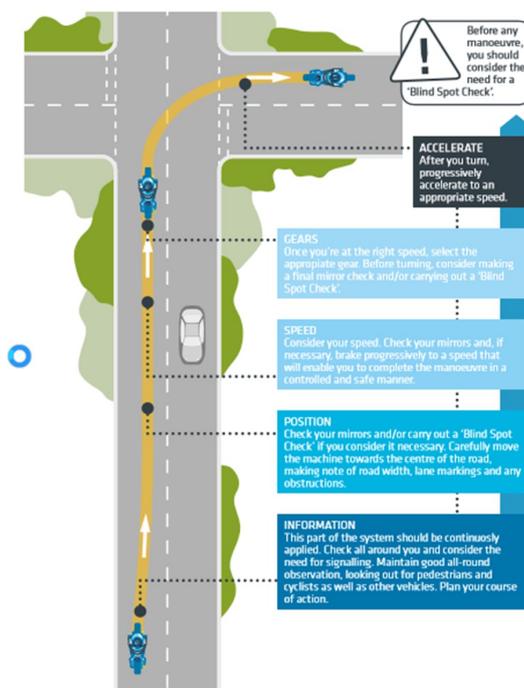
## POSITION

Positioning a motorcycle accurately on the road reduces the risk of a collision. However, the ideal position will vary according to specific circumstances, such as road layout, surface and traffic conditions.

Advanced riders should:

- Always consider safety first - do not relinquish safety for any other perceived advantage. Be prepared to sacrifice position for safety
  - **Position** to see and be seen
- Be aware of potential hazards on both sides of their machine
  - to the nearside – cyclists, pedestrians, parked vehicles and their occupants are all examples of who and what might present a hazard, as are other riders and drivers pulling out of junctions to the offside – there is potential conflict with oncoming traffic

## Using IPSGA on a right hand turn



# THE SYSTEM OF MOTORCYCLE CONTROL—IPSGA

- Assess their speed when moving to the nearside or the offside - for example, when it isn't possible to allow a door-width of room when passing a parked car, riders should slow down so they have time to react if a door were to open
- Be particularly aware of cyclists and other motorcyclists when adopting their position - for example, they may be unseen to the nearside or filtering past on the offside
- Position themselves at least two seconds behind any vehicle they are following - this allows enough time to respond if the vehicle ahead slows down. It gives them better vision beyond it, and enables them to develop an overtake, if appropriate
- Take up the appropriate position for turning, depending on the size of their machine, the road width and layout, and other traffic - to turn left – advanced riders should usually position themselves in the centre of the left hand lane on the approach to a junction - to turn right - advanced riders should usually position themselves towards the centre of the road, paying particular attention to oncoming traffic. If in any doubt, they should stay away from the centre white line

Good advanced riders observe, anticipate and plan ahead, creating a safe working space or flexible 'safety bubble' around their motorcycle

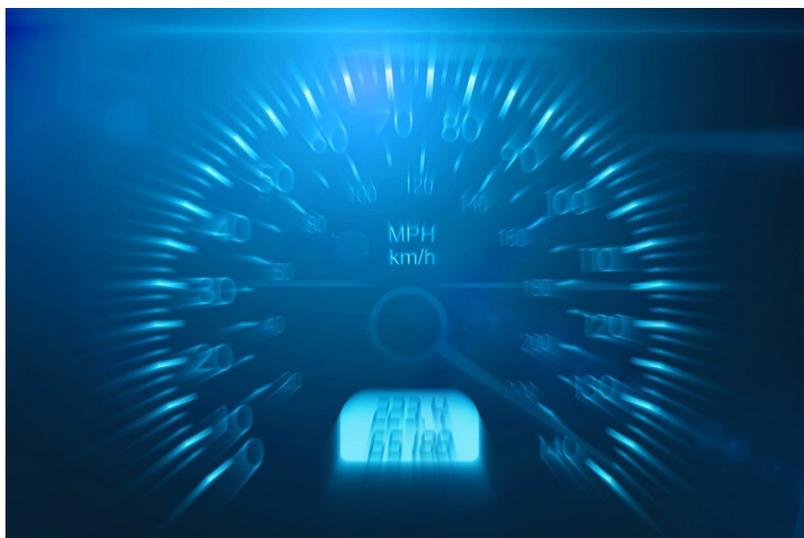
Optimum positioning for bends and corners, and when overtaking, is dependent on a number of factors. These are discussed in detail in later sections of this document

## SPEED

For the purpose of IPSGA, the correct speed is "the speed required to safely negotiate the hazard". As with all stages, this is influenced by the information gathered plus other factors such as the type of motorcycle, the road, weather and traffic conditions

Advanced riders should:

- Recognise that the speed phase of IPSGA is not about making progress but adjusting to a safe entry speed for the hazard
- Continually assess the speed requirement and adjust it accordingly in relation to the changing information and priorities identified - for example, a damaged road surface or mud on the road demand a slower speed for safe entry to a bend than is normally required - similarly, if there are vulnerable road users close to a hazard, riders may need to further reduce their speed



# THE SYSTEM OF MOTORCYCLE CONTROL—IPSGA

- Smooth operation of the throttle and brakes are essential qualities in an advanced rider

Smooth and accurate progressive braking (covered under core riding skills) is desirable as it allows for safe speed reduction.

## GEAR

Accurate use of the gears allows an engine to deliver the required performance in all situations.

Advanced riders should:

- Develop sound knowledge of the performance of their machine in each gear - so it becomes easier to choose an appropriate gear and to know when a gear change will be needed



- Engage the correct gear for the speed they are riding now, while taking account of what may be required in the immediate future - select a gear with sufficient flexibility to allow for speeding up and slowing down. Consider other factors, such as fuel economy, machine sympathy (not overrevving or allowing the engine to labour) and the amount of acceleration required
- Conduct gear changes in a smooth steady manner - when changing down, advanced riders should recognise if it is necessary to engage drive in an intermediate gear, or whether a block change is possible – and only engage drive in the required gear - operate an automatic gearbox correctly if fitted to the motorcycle
- When required, they should match engine revs to road speed

Del B & Gary B

CO's

WHAM

# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE

Our journey alongside Estrecho Magellanes (the Magellan Strait) underlined how bleak this part of the world can be. The Patagonian winds suck all the moisture away and life's even too hard for the sheep.

Along the way we saw rusting ship hulks, now re-classified to the elevated status of Ancient Monuments – this is “The Ambassador”.

In the 1920s when sheep farming was booming there were Estancia here but now it has all folded, no doubt these too will become Ancient Monuments in time.



# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE



Now the area has fitful gas and oil exploration with a few “nodding donkey” extraction units. The prospect of a big strike keeps the Chileans and the Argentines highly territorial on Tierra Del Fuego.

From Punta Delgada, the ferry-crossing point, Tierra Del Fuego looks like another country and indeed it is about twice the size of Wales.

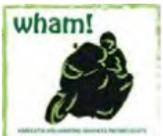


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# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE

The crossing is only about 4 kilometers and the ferries are built to run in high winds and strong currents so on a calm-ish day it fairly whips across.



The island roads were the familiar gravel and we had only a short trip to Cerro Sombrero, a “gas town” with the dubious reputation of an ever-present smell of natural gas; that might quell the smokers!



# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE

Having survived the night without explosion we set off for Ushuaia the southern-most town in the Argentine sector. Along the way, at a road-side café, we met a couple of German bikers also heading for Ushuaia and swapped stories of our respective trips. As we've seen on the continent the Germans do like a beer or three at lunchtime so we left them to it.

This was a largely tarmac section made more interesting by being the first real wet day we'd had. The knobbies had been great both on- and off-road when it was dry but the rain brought out an altogether less likeable characteristic; there really wasn't much grip at all on tarmac.

We had our last mountain pass, the Paso Garibaldi, to negotiate. It's not high, only 450 metres but the rain was turning to snow

on the way up. Motorbikes behind! I recognised the colours as our German friends and gave way to the clearly superior riders. Somewhat piqued to receive no acknowledgement of my friendly wave I picked up the pace to follow the alcohol fuelled riders – with a little more than my 4 second separation. After just a few corners it became clear they were working on a point-and-shoot straight and totter-round-gently cornering strategy.

We were now catching and dispatching the rest of my tour Group and I wasn't keen on the lack of consideration shown to my fellow travellers - our German friends had a different character on the road. At about this time the Germans realised there was still one bike behind them, clearly "nicht gut!" - lots of evident mirror-work and even more throttle resulted.



# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE

It was the harshness which caused it; a bit too-much, too-soon throttle did start a bit of a drift in the rear but the rider sealed his fate by snapping the throttle shut. Not really dramatic enough to justify “high-side” but the rider was sprawled all over the tank as he slid onto the grass banking. The grass finished what the rider had started as there’s even less grip there. It was a kind landing for him: little damage other than his pride.

On arriving at Ushuaia we had to do the mandatory photos at the town boundary:



We quickly checked into our hotel and set off again to the southern-most point “Fin Del Mundo” in the Argentine National Park.

# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE



This was it, the end of the road - quite literally the motorcycle is at the end of Ruta 3!



Much back-slapping and celebration...

# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE



But there was still some walking we could do to be closer to Antarctica. We really didn't make much impact on the 600-odd miles separating the two continents but it felt like a whole lot more!



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# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE

To unwind after our arrival we had a rest-day in Ushuaia before starting our return trip to Punta Arenas and home. Founded in 1884 Ushuaia was for many years a penal colony – a South American equivalent of Siberia! Today Ushuaia styles itself as “Capital of the Falklands” and there remains some low-level anti-English sentiment left over from the Falklands War back in 1982. As the Antarctica supply relay station Ushuaia is very important to all scientific research on the continent. This is the sign on the harbour wall 35 years later:



It reads: No mooring of English Pirate ships here!

Our return trip took in some penguin-spotting on an offshore island reserve. To our surprise we were allowed to wander amongst the penguins on prepared walkways.



Our penguin guide, hopefully typical of the younger Argentines, was very pro-England/English, indeed she is now studying Marine Ecology at a UK University.

# PATAGAGONIA - A TRIP TO THE END OF THE WORLD—FINALE



Back at Punta Arenas I said goodbye to “QL 238”, after about 5000 km of use and abuse the GS acquitted itself very well. It would have been nice to have a CRF250 for some of the more demanding stuff but that would have been disloyal!



Would I do it again? Yes, in a flash!

# NORMANDY TRIP 2018



In previous years WHAM has enjoyed an early September long-weekend at a lovely B&B (description doesn't quite do it justice) at Arromanches in Normandy. This is 'Sword Beach' for WWII buffs and next year we thought we'd promote it here in this month's newsletter.

For 2018 Del has passed on the organising to Richard H and whilst we have a few members that have already lodged their interest there are plenty of places left.

If, after reading the draft itinerary below you would like to come please do email Richard direct at [rhwitt@grichan.com](mailto:rhwitt@grichan.com)

There will be plenty of organised routes just like our normal excellent UK Sunday ride-outs. Members can choose to travel down in a group or make their own way there. Usually, we take the ferry out in the early afternoon of Thursday. There is no absolute requirement to take an evening meal in the B&B.

## Itinerary

Thursday 20th September—Arrive in Arromanches

Monday 24th September—depart

Accommodation cost—circa Euro33/person

Food—Euro10 full English Breakfast/Continental

2-course evening meal —Euro18

3-course evening meal —Euro 23

(Both inc. wine/drinks)

Trip beer fridge unmetered access (yes really)—Euro10/person



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# CHARITY SALE—C/O JOHN HODGES

BIKE CLOTHING, GOOD CONDITION AND YOURS FOR NOTHING!

Having decided to hang up my riding boots I found I had a bit of gear with plenty of life still left in it. I'm hoping that somebody might find the bits and pieces below of some value – all in good condition and washed and re-proofed where appropriate so ready to wear.

No money required but donations to Air Ambulance would be gratefully received. As the kit is at his house in Hereford for trying on for size please contact Del Britton if you are interested.

All the best and happy riding.

John Hodges



OXFORD RAIN SUIT

Large. Virtually new. Worn 3 times and does the job.



Revit Summer Air Suit

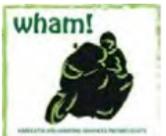
Size: jacket 54 and trousers 27 ie large with 30" leg. Excellent condition and lovely to wear on the really hot days.

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# FACEBOOK TIMES TWO!?

The observant amongst you will have figured out that the club maintains two Facebook pages.

One is 'closed', with access only after the venerable Mr Tony Davis as admin allows full-members access, and the other is open to view, and indeed post to, by anyone in the world who cares to look at it.

We use the 'public' open page to promote the club and attract new members. From comments received at one of the recent Sunday rides a full member was bemoaning that fact that the Facebook page was exceptionally light on content and that they therefore never really looked at it or used it.



Anyone that has ever viewed the 'closed' site will know that Messrs Davis, Cook, Dent & Gibbons (amongst others) take every opportunity to post the most irreverent, shall we say, content and it is certainly never a dull moment on a Saturday afternoon/evening to read some of the "exceptionally relevant comment" that is frequently posted. It turns out our full-member had access to the public page only.

So, where does this leave us?

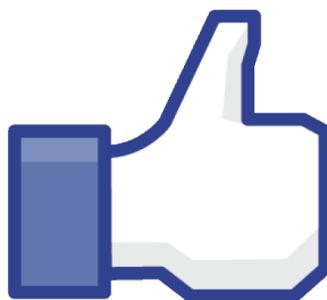
Well, if any full members would like to search for and ask to join the 'closed' WHAM group they should do so.

And

All members are actively encouraged to also put sensible, relevant (please), content on the public page in order to stimulate interest in joining the club from the wider public.

As an example of what's appropriate content for the public site the editor can confirm the any "specialist material" (Tony/Matt) should be saved for the 'closed' Group page please.

I hope this clarifies matters.....



# THE TAIL ENDS— BY MR ALAN RIDER

## Cheap Helmets for Cheap Heads?

I got to wondering about the old adage, "Only buy a second hand-helmet if you've a second-hand head!"; Well I haven't. A second-hand head that is (with apologies to the reincarnationists among you). And another thing, how many old helmets have you got cluttering up your life? A few I'll bet. I certainly have. Four at the last count. We'll look at what to do with those icons of your motorcycling career in a minute.

For now, let's look at a slightly different issue: The myth (or is it?) that helmets made in plastic are not as good as those made in more complex materials like fibreglass and composite materials like Kevlar and carbon.

I recall the Hamster had his 'cheap' helmet removed by the speed attempt crew and he was given a fibreglass one (very small one?). Fairly predictably as he is accident prone - he crashed and the helmet may well have saved his life. Would the cheap one have done just as well? Who knows! So that's worth a butcher's (if you'll excuse the terminology).

We'd like to know wouldn't we, if your...er...'competitively priced' lid will protect you as well as that mortgage worthy, high end, you-could-buy-a-bike-for-that-much glossy lid you feel you should bankrupt yourself (partner?) for.



Research on the interweb is quite revealing. Now this might sound obvious but expensive helmets are partly that because they are pretty expensive to make. Leaving aside the generous contribution you are making to the advertising and sponsorship cost element of this desirable accoutrement, fibreglass hats are complicated to construct, typically involving hand lay-up of matting and smelly, carcinogenic chemicals. Composite helmets are yet worse as the basic materials like carbon fibre, which needs to be reinforced with Kevlar, are expensive even before you work them into a product.

On the other hand, plastic or I should say polycarbonate, being a generic term for various polymer configurations, is poured hot into a mould. Meerkat simple! I bet 100 helmets in the time it takes to make one hi-end 'un.

The interweb again: it's all about impact performance and different materials perform differently. Not necessarily safer or not safer. Fibreglass cracks, poly deforms. Carbon is lightest and just so absolutely right for you wannabe fashionistas. Poly helmets tend to be a bit larger and heavier. That's not so good for your neck at the speeds you might be going. But great for your wallet and we are advised (by guess who?) to dig deep every 5 years. How old is your helmet? And how deep is your pocket?

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All this time consuming Googling led me to a new innovation in helmet design. Wizards have come up with 6D and MIPS helmets. Former from US, latter from Nordic. The idea is an interlayer of impact absorbing 'suspension widgets' (my term) between the EPS liner and the shell of the helmet. The idea being to reduce the impact of the brain on the inside of the skull and the tendency for the brain to twist within your bonce. Sounds good to me. Incidentally, you can spend £949.99 for such a hat! Most of the tech seems to be applied to MotoX helmets – presumably they fall off a lot! Here's a couple of links.

6D's technology - <https://www.xlmoto.co.uk/6d-ats-1-helmet-matt-black-carbon>

MIPS technology - [https://www.bellhelmets.com/en\\_eu/mips/](https://www.bellhelmets.com/en_eu/mips/)

Look, if by any chance you are considering a new lid, you can do a lot worse than to get up to speed on <http://www.billyscrashhelmets.co.uk>.

In conclusion, my research leads me to think that a good brand poly helmet will give as good protection as a fibre etc. one - probably. It all depends on circumstances we can't predict. What seems without doubt is that fit is the most important factor - along with doing the blessed thing up properly. So I leave you with a tongue twister challenge as you contemplate your scratched visor and the prospect of shelling out thirty quid or more for a new one.

How tight should a tight fit be  
When a top right tight is right for me?  
Much too tight will shut my sight  
When that's the case should I say its.....?

Oh yes! I promised ideas on what to do with old helmets. Sorry haven't got any.

