

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



AUGUST 2020



CHAIR'S FOREWORD

This month I'd like to start with thanks to Richard and Tony for managing the Sunday rides all within current restrictions. The WHAM closed Facebook group is the media for the arrangements. Let's hope we can get "more social" in future, however increasing restrictions in other parts of the country mean we will have to review our arrangements on a regular basis.



Advance tests restarted in July and I'd like to congratulate our recent test passes. I look forward to seeing you on Sunday rides.

I'm not sure how many WHAM members ride for Severn Freewheelers <http://www.severnfreewheelers.org.uk/> but there are quite a few.

As I write this article the "blood bike" is sat outside and my gear laid out ready to go if and when I get a call. The 1200RT has been checked over and I've informed the controller I'm ready to roll but then it's a wait. I could be out on consecutive calls until handover tonight or still sat at home trying to get on with other things.



CHAIRS FOREWORD CONT'D

Riding the blood bike is a discipline! They are tracked so speed limits are important, yet we are often asked to carry out “urgent” calls. This adds another dimension to making progress. It’s easy to get sucked in to thinking the Hi-Viz and the police look alike bike means the traffic miraculously parts allowing you through but often it’s the opposite with cars in front driving at completely legal 25mph. Bizarrely when following, more cars than you would imagine turn off when I don’t think that’s where they want to go... are they avoiding something? Who knows?

SFW expanded their service during lock down to include a day service with riders using their own bikes and a run from Hereford to Warwick taking samples for testing at Coventry. The National Bloodbike Association links the different groups so on occasions there’s a relay if something needs to be taken longer distances. A few days ago, at 3am I took a package off a colleague at M5 Junction 7 for Birmingham City Hospital. He had collected from another rider who had taken it from Salisbury. That’s 120 miles.

Most trips are shorter, for the Worcester bike there’s familiar set locations: WRH, the Alex Redditch and Kiddy but often to Evesham, The Princess of Wales Bromsgrove, Malvern and Tenbury Wells. Occasionally we will deliver to individuals, nursing homes and other care organisations.

....there’s the phone....must dash.....

Ride Safe

Ant Clerici

WHAM Chair



LIMIT POINT OF VISION—ALEX HOYLE—CO

I've recently taken on a new associate, and whilst going over the basics with him I started to talk about corner entry speed and the limit point of view. To my surprise he said he had never heard this expression, so I went into more detail with him, to try and explain that the LPOV is the only real way we have of assessing the road ahead and how fast or slow we should be going.

Have you ever found yourself braking into a bend simply because it was sharper than you originally thought? If you have, then you may want to consider how you can go about assessing the severity of bends because if you get it wrong the consequences are potentially serious.

There are several clues we can take from the surroundings to help us. The most obvious are the road signs and markings, but there are other less obvious ones: Did you know that, in the UK, virtually every approach to a bend is accompanied by a change of centre white lines to 'hazard' lines; these are long white lines with short black spaces and in many cases they will have a cat's eye between each line? Hazard lines are also placed where side-roads join larger roads.

Other clues are the line of the trees, hedges, buildings, street lights, chevron boards, telegraph poles and even skid marks on the approach to bends, indicating past mistakes. The position and speed of other traffic can also provide you with valuable information.

As advanced riders we use a technique called 'limit point of view' to assess a bend on the approach. The limit point of view is the farthest point along a road to which you have a clear and uninterrupted view of the road surface ahead, i.e., the point along the road where both sides of the carriageway appear to meet in a point and become one.

To use this technique simply ask yourself as you approach each bend, "is the limit point coming closer?" If it is then you will need to start reducing your speed on the straight until the point where your speed and the speed at which the limit point appears to move are the same. On every bend the final bit of analysis is when the limit point begins to move away from you and your view opens up. This is the point you can begin to accelerate away from the bend. In IPSGA this would be the acceleration phase but remember don't chase the LPOV as this will only make you get faster and faster.

The technique of 'limit point analysis' takes a bit of practice but it will help you to link your speed with your range of vision and allow you to stop in the distance you can see to be clear on your side of the road. Try to remember the saying: 'Brake on the straights – steer on the bends'

LIMIT POINT OF VISION—ALEX HOYLE—CO



The LPOV on the straight is as far as you can see, way, way in the distance. On the right-hand bend on a two-lane main road, it's actually for safety reasons your side of the white line. The actual LPOV is by the right-hand hedge, but you can't go there.



So, for this image, I would be as far over to the left as is possible and safe to do so. I would go in deep and then start looking to the right to see the road open up in front of me. Don't turn the bike to soon or you will cut off the corner, and end up crossing the imaginary white line, this would put you in the decapitation zone on a main road, and that's not a good place to be.

My thanks to BAM for providing some of the words, I could not see the point in reinventing the wheel when someone had already done it.

Alex Hoyle Chief Observer (Hereford)

If you agree or disagree you can contact me at: alexwhoyle@gmail.com

Test Passes

Dean James

On the 9th August, over in Marcus McCormick's patch Dean came back happy with a pass after being mentored by Andy Chambers. Well done to you both and especially Dean for going well off his home turf and over to meet-up with Marcus on unknown roads.

Jim Rolt

On the 15th August Jim went out with examiner Andy Lamb, after being expertly coached by Rob Edwards and came back smiling with a First (pass)! Well done both. *Rob you're making quite the habit of this...* - Ed

Membership Secretary

YOUR WHAM NEEDS YOU!

Due to a change in personal circumstances the role of membership secretary is now vacant.

The role is a committee position and has the following day to day duties:

- Receive enquires generated from WHAM's website, in particular the advanced riding course
- Reply via email the advanced course overview and joining instructions
- Receive via email from IAMRoadsmart new associate joining details, then pass Hereford based new joiners to Alex Hoyle for allocation.
- Record all new Worcester associates and manage allocation to Worcester Observers
- Report to WHAM committee overall membership numbers

So, the role isn't taxing and as a previous incumbent offered – "quite simple really"

Initially we are looking for someone to take up the role between now and our AGM in January 2021 when elections take place.

Please let me know if you are interested: Ant Clerici 07778 286 339

Pre-test Procedure Refinement

This next piece is one for the Observers amongst us yet maybe interesting for club members aspiring to train to become an Observer.

As background, upon running a query on the IAM's own database (DTE), Ant found there existed some variance present between different Examiners pass/fail rates. A conversation ensued with our IAM Regional Service Manager, Robbie Downing, and one of the outcomes was that WHAM are going to make the pre-test "Check-ride" procedure a little more formal and structured.

Alex has briefed Observers via email yet in essence we now have identified six senior National Observers that are going to run all check rides with the use of a crib sheet and common sign-off procedure. These documents are written in such a way that all areas of the course will be checked in much the same way as the actual test itself. The point being, if we have checked all areas of test readiness, the associate hopefully has the best chance of getting the result we all want and has also had some experience of what test conditions might be like.

The National Observers performing the check rides are as follows and we are aiming for Worcester associates to travel over to Hereford, and visa versa, to mirror having to perform on roads they do not necessarily know:

Hereford—Alex Hoyle, Del Britton, Will Morgan

Worcester—Ant Clerici, Gary Barnes, Richard Hewitt

Observers have been furnished with contact details for the Observers noted above and should feel free to contact whoever they want, when they deem an associate test ready.

Useful info for associates and members...

Our Treasurer Eric found himself with a spare minute away from house renovations recently and has kindly provided the following links to web based info some of you may find either useful or indeed interesting:

<https://www.bennetts.co.uk/bikesocial/news-and-views/advice/biking-tips/what-is-the-speed-limit-in-the-uk>

<https://www.bennetts.co.uk/bikesocial/news-and-views/advice/biking-tips/dealing-with-tailgater-drivers>

And finally, thanks to the West Mercia Road Safety Team who have again this year made a £500 contribution to WHAM to directly aid the training efforts of the club. Your committee is considering how best to make use of it to enable access for more associates to receive IAM training.

Richard H WHAM Vice-Chair.



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