

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



May 2022



EDITORIAL

Greetings fellow WHAMers!

The weather is now well and truly with us and it can only be a matter of moments before the bulky cold weather gear is stowed away and the sexier summer apparel is shaken out and used again. Don't get me wrong, I love that warm feeling as the electric gloves heat your fingers on a frosty winter's morn, but it is quite a hassle threading the cables through the jacket, plugging the gloves into them and then finding the socket on the bike to make the whole setup work.. and then the irritation when jumping off the bike only to discover you are firmly tethered to it by the cable! .. I shall be happy enough to wear leather again and have some less bulky gloves too!.



Well, this month the contributions have been a little thin, but no worries, I have had a look through some old newsletters and found some gems that I'm sure you will like, and many of us will not have seen before.. not too confident with your Garmin? See [Navigation Revisited](#).. and check out [Ant Clerici's dreams](#)..

As well as the usual contributions from our [Chairman](#), and our [Chief Observer](#), we have news of another great effort being made by one of our Observers, none other than the wonderful Rob Edwards, who was my observer, and is helping so many people become full members. [He is riding to Nordkapp, Norway](#), and back again, around 3000 miles each way. I see you actually prefer the cold weather then Rob! Read the story, (borrowed from the St Michael's website), and please [make a donation](#) to his massive effort too!

Remember you can see all the club events and ride out on the [events page](#) within the [WHAM website](#)

So, without further ado, lets move on to the Chairman's piece..



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CHAIRMAN'S FOREWORD

Spring has sprung! I am writing this the day after a Sunday WHAM spin out to Hope-under-Dinmore on the old but re-vitalised CX500. Despite my slight concerns, ably supported by my dear friend Will Morgan (he loathes them), the old girl and I made it to the booty stop in one piece and without anything leaking or falling off. They don't make 'em like they used to... We also had Shaky Ryder on his immaculate '80's XT500 and I did also see Sam F on her lovely Honda Shadow. So, if you've something older in your garage that you would like to ride out on or would like to ride at a pace with limited "Progress," the WHAM Sunday runs are capable of accommodating that particular need.



I do have a late morning sunny Saturday "Old Codgers" ride in the planning, with lunch of course, and so watch this space...

One element of the feedback received from the membership survey was that some of you would like to know about the workings of the club to include:

- As much advance notice of events as possible
- Where to find information on these events
- What decisions the committee have made

To answer those in order:

- The closed, private, "no one in the general public will see you" club Facebook page has important updates on events; particularly if things change from that published on the website
- Your first port of call is the events page on the club's website. Just as soon as dates are known full details are always published here and you might want to get into the habit of checking this section weekly
- Our committee meetings are mostly open conversation on matters at hand to keep the club busy and moving along. There are items members raise that are 'sensitive' and we do discuss this with a 'no holds barred' mentality with decisions and indeed action points noted in minutes that are circulated between committee members. As I say, 99% of it is uncontentious

To further appraise the membership of items that are being discussed or events in the planning we have decided it appropriate for me to write about them here, monthly, in your newsletter leaving the contentious stuff, which usually runs along the lines of someone complaining about someone else, having been discussed yet kept private.

Events in the planning therefore are:

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1. Ralegh's Cross Exmoor - Compilation of attendee list to go out. Paul W to request confirmation from members and from the hotel. Friday 29th April - day riders still welcome
2. France trip, agreed to postpone due to current financial & environmental climate, however, possibility of Suffolk/Norfolk IAM group 'route-swap' weekend - Rich H to investigate
3. Observer training day, confirmation of agenda - Alex H to provide projector & screen - laptop required to run the presentation on. Complete
4. Slow Riding Day - a decision to be made from potential venues - Duane S & Rich H
5. Possible Karting event for 24 people, Duane S to confirm venue and date
6. Trail riding school. Potential for Sat & Sun to accommodate 12 each day. Duane S to confirm venue, cost, and date
7. Natter night talk by local Air Ambulance, a possible financial donation from WHAM funds - Mark S to arrange for Autumn natter night calendar
8. Sponsorship of Track Rider Day - IAMRS block book a course for next year
9. 24th - 27th June - Adventure Bike Rider festival at Ragley Hall. Observers requested to attend & give taster sessions please. Free pass & lunch in return. See Alex H for details

Dates will be published ASAP and so please keep a watching eye on the website which is the first place the information will be available to everyone.

The only other items from the minutes I would mention are:

- Tony D to continue mixing Sunday ride start points as it is working well
- Jim Rolt would like more content for the newsletter. WHAM Newsletter - whamnewsletter@gmail.com

I hope to see you out on the road soon.

Yours in Sport

Richard H

WHAM Chair

This month's subject is about test preparation.

The other week we had our WHAM observer training day at the Falcon Hotel in Bromyard, and as part of that day we invited along Marcus McCormick one of the Worcester area IAM examiners.

I wrote this article for the Newsletter back in 2018 which now seems a life time ago with all that's gone on with Covid. However, I wanted to try and add to it a bit, in light of what Marcus spoke to us about at the training day.

Most of you from Worcester may know or will have taken your test with Marcus, and he can sometimes come across as a bit of a scary character. However, once he started to talk to us it became clear that even though his day job used to be as a Police advanced driving instructor in both cars and bikes, at heart he is a biker just like us. He loves his bikes, and when you go for a test with him, he is desperate for you to pass and do well. In fact, as he sees it, you start off with a First Pass, just by turning up, you have a First. It's then up to you to show him you can ride and maintain this standard throughout your test. Obviously as the test goes on, and the odd error creeps in, the First pass may go, but you are still on for a very good pass.

One of the main things I got from his talk was not to get freaked out about trying to go fast. The police routinely train their riders to ride at well into three figures, so you are never going to impress him just with your speed, unless your name is John McGuinness, as he says, sixty miles an hour on a fast B road, is not fast. Remembering that on your test, you have to stick to the speed limits at all times. Instead try and ride in a safe and controlled manor. Show him that you are totally aware of what is around you. That you have good bike control. That you fully understand the system IPSGA, and that you can ride to it all the time. Give him a good ride, - yes, he gets a small fee from the IAM for doing this, but it's mostly for the love of it. So, try and ride with a bit of passé and sparkle, show him that you are up for it, and that you relish the challenge.

Do all these things and you and Marcus will get on like a house on fire. He does not give out Firsts willy-nilly, but if you do get a First from him, then you have really earned it, so be proud of your achievement.

My Original Article from 2018

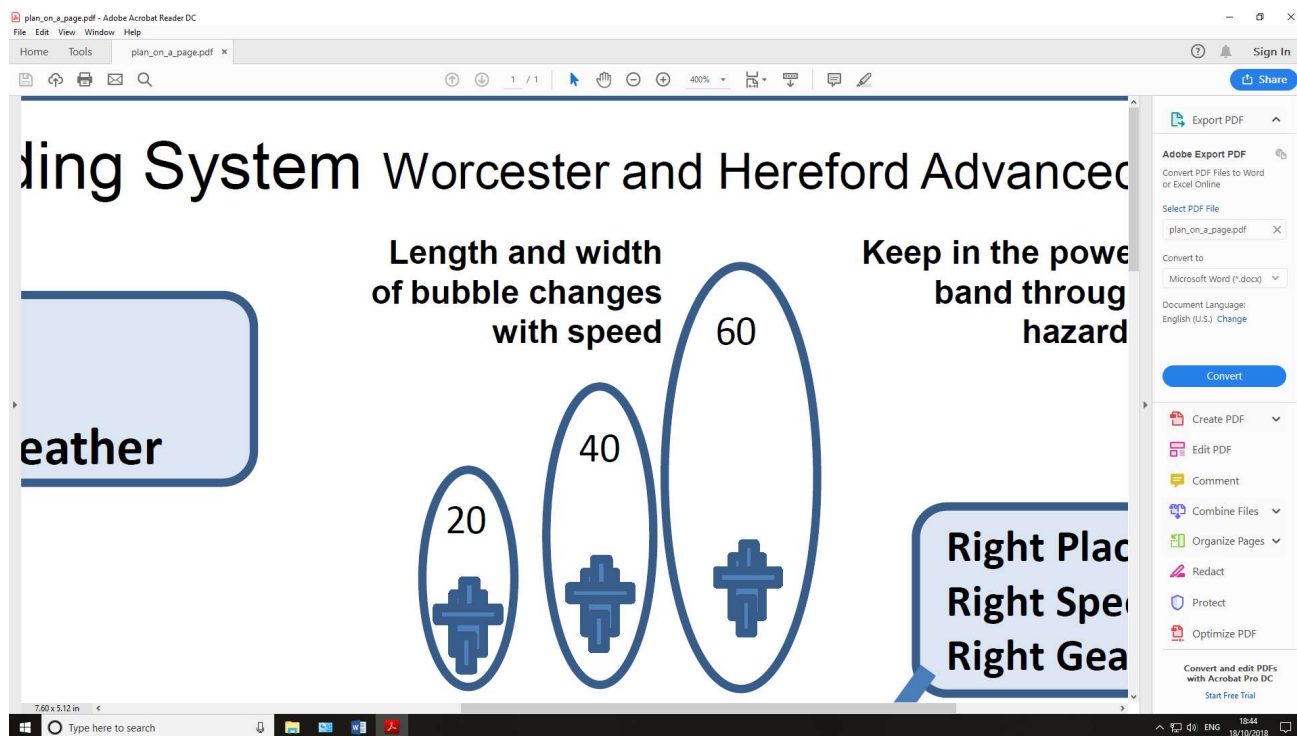
In Hereford we've had three people take their test in the last two weeks, the good news is all



three passed, albeit with the same Examiner. I'm not going to mention names as that would be unfair.

But what's come out of it after having had a chat with all three people who passed, is that from an examiner's point of view, it seems that your safety, in particular the safety bubble, is absolutely paramount. If you ride in any way to endanger your safety by even the slightest amount you're going to be marked down.

Below you will see the example of the safety bubble diagram which all the WHAM Observers teach.



If you relate this to your riding then, as your speed increases, you need to be aware that your own safety bubble needs to get bigger. Therefore, it is imperative that you give more room all round, but in particular to oncoming traffic.

Another factor of the test particularly if it takes place on main roads, as one of the Hereford routes does, is that it may be increasingly more difficult to get in a satisfactory overtake, because we would all be going down the road at around 55 to 60 miles an hour, and at that sort of speed you can't get an overtake in without having to break the law, and that's not possible in today's test situation.

However, it doesn't mean that you can't think about it, and that you can show the examiner you're prepared to have a go even if you don't actually carry the action through. He wants to see that you're thinking all the time, and that you're assessing the situations and scenarios that are happening in front of you, there and then, and adjusting to them in real time.

If he can see that you have good forward observation and you are planning and adjusting for what's coming towards you, then at least he knows that you are thinking about what's going on around you.

Another element which cropped up was courtesy and restraint. One of our Associates was marked down because they did not let a waiting car out of a side junction on the run in to Hereford city centre when traffic was heavy.

Also, if someone lets you out, then always try and give them a thank you, either by nodding your head or by putting up your left hand. It takes no time at all, and just helps the public realise that not all bikers are total pratts.

All examiners realise that for the first 10 minutes of the test everybody has test nerves. It doesn't matter who you are, what your name is, or how good you are, we all have test nerves. But they allow for this, so whatever happens if it doesn't go quite according to plan in the first few minutes of your test you must ignore it, be positive, and move on, otherwise it will get to you, and affect your overall performance which is not what you want.

I've also included a link below to an excellent document on the WHAM website about test preparation, it's well worth a read.

So, if you're an Associate and you're about to go for your test or you are very nearly test ready, then don't worry we're here to help you. In particular your own Observer will be able to give you plenty of helpful advice on what you need to do in order to take your test and pass it.

But remember your safety is paramount, and the Examiner will be looking for that, so don't do anything dangerous or rash on the day, and you'll be fine, and you'll hopefully walk away from it with a good pass mark.

Just one word of warning though, if you go through a red light, cross a solid white line, or fail to stop at a mandatory STOP sign, then the examiner who will be either a serving or retired police officer, will have no option but to fail you, as you've just broken the law. So please take care.

<http://www.wham-motorcycling.org/library/>

Miscellaneous

Pre-test Checklist (for associates) in a PDF file.

ROB RIDES TO THE ARCTIC



[This article is taken from the St Michael's Hospice website - Ed]

A Hospice supporter is taking a Sunday afternoon motorbike ride a bit further than most, by embarking on a 3,000-mile solo journey to the Arctic Circle.

Rob Edwards will set off for Nordkapp – Europe's most northerly point – in June in what will be an epic fundraiser for St Michael's.

"I wanted to do something that was a challenge, otherwise there's no point," said Rob.

"Everyone goes south when they do adventures like this, so to ride into the Arctic Circle is something not many people look to do.

"I'm apprehensive about it as I'll be completely on my own, but I know that once I get on the road, I'll be fine.

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"In any case, this is a challenge that I've chosen to do.

"Those who require the wonderful care provided by St Michael's don't have a choice about the situation they're in. "And that's why I'm doing this – to raise as much money as possible for St Michael's to enable them to continue providing free palliative care to those in our community."

Rob is independently funded for the journey, ensuring all fundraising comes direct to the Hospice.

He is very grateful though for the support of a number of individuals and businesses who are helping him with the mission.

Rob will leave England on Sunday 5th June, heading into the Netherlands, then Germany, Denmark, Sweden, Finland and Norway. He will make a slight detour once in Norway to visit the village perhaps aptly named 'Hell'.

His final destination of Nordkapp is a cold and remote wilderness where he's more likely to encounter polar bears than humans.

He'll have no problem seeing his stunning surrounds though as he'll be visiting in summer during the famous 'midnight sun' period where there's daylight 24 hours a day.

Rob has been a member of the Hospice Angels fundraising group since 2005.

He says he has wanted to explore Norway since a visit to neighbouring Sweden in 2006 with Hospice Angels founder Mike Pullin.

Since forming in 2003, the Angels have raised more than £600,000 for St Michael's.

Rob sets off from St Michael's Hospice in Bartestree on Sunday 5th June at about 1pm.

All are welcome to bid him a fond farewell.

[You can sponsor Rob by visiting his JustGiving page here](#)

Those who have helped Rob:

- Lee Motorcycles
- Highfield Hideaway Presteigne
- Mick Gwynn Transport
- coffeebypost.com
- customfitguards.com
- RPM Motors
- Lectrol Ltd
- Martin Meredith Plant Hire & Groundworks
- Dean James range cooker specialist

SOME ARCHIVES FROM 2017

From Ant Clerici:
 "The human
 condition is one
 where we are never
 really satisfied with
 what we have or
 where we're at"



AntClerici March 17

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NAVIGATION REVISITED

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!

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.

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.

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:

