

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



October 2022



EDITORIAL

Here's your spooky Halloween issue of the WHAM newsletter!

The other day we had a most interesting talk about the Midland Air Ambulance service, its a charity which is completely run by donations, no funding from government . NHS, or anywhere else... a bit like the lifeboats I guess. They have 3 helicopters in the region and 'ours' is based at Strensham, - I think I've seen it from the motorway. If you missed it remember there is a natter night on every last Wednesday of the month at the Falcon Hotel Bromyard, and usually there is a speaker as well as the chance to meet up with friends and enjoy a nice pint or apple juice, depending on whether you're driving or not..



My piece on the Masters course last month produced a good result; I know of at least 2 members who have decided to go ahead and take the course too. I've been out for a further 2 rides with my mentor, and you'll find a few words about how that's all going [here](#). If you'd like to challenge yourself and take your ride to the next level, give it a go, - As I said before WHAMers get 50% off which makes it super affordable!

As usual we have contributions from our stalwarts, Chairman and Chief Observer.. also something slightly different from Ant Clerici...

Christmas - no, its too early! However, the club dinner is now booked at the fab Falcon, Bromyard. They always dish up decent food and definitely one of the best places to eat in the town. Book your place now on this page: <https://www.wham-motorcycling.org/event/wham-xmas-dinner/>

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CHAIRMAN'S FOREWORD

Whilst the weather seems hell bent on staying firmly summer-esque we do seem to be barrelling swiftly towards Christmas.

Saying that, the rain on the Friday of the journey over to Betws-y-Coed for the WHAM weekend away was monumental. The last time I can remember a journey quite so wet and blustery was a trip back in a single day from Luxembourg where myself and Del Britton aquaplaned most of the way home.

On a serious note, we unfortunately had a member part company with their bike on the way to Wales and end up in Stafford infirmary. Whilst the rider in question is on the mend, the incident had no discernible cause, and it just goes to show even the most skilled can come a cropper in poor weather.

I would like to pull out a positive from this incident though.

WHAMs well thought out group riding policy meant that support was immediately available, both to the rider in question, the attending emergency services, and also for the safety of oncoming motorists. The main gain was that due to us all having each other's mobile contact details the whole recovery period could be orchestrated so that help could be called, the group could be contacted, and that further calls could be made to friends and family to advise. Whilst this was of little comfort to the rider laying injured, it did mean that further incident, delay, and issue, was avoided.

And so, the take home is, when you ride out with WHAM on a group ride; please ensure you have got your groups contact deets with you.

Notwithstanding the above event, and on a lighter note, once the rain had cleared on Saturday morning the rest of the Wales weekend saw great riding on lovely roads (thank you Tony D), and some fun and banter was enjoyed over dinner and beyond. I do not think I will forget in a hurry Tony Cooks 'performance' on Saturday evening...

The Falcon is now booked for the WHAM Christmas do on Friday 16th December and our website should be accessed to book spaces/choose your number of food course for the night. We've a good number so far yet it would be great to get as many along as possible as it's always a enjoyable evening, in a nice location, and of course with great company.

Motorcycle Live is coming around again with the IAMRS stand having none other than the globetrotting Nick Sanders in attendance every day at midday. Why not pop over and say hi to Nick and also get a discount (shhh) on next year's track skills days. I will be there and will have a discount code in my sweaty palm to issue.



Our natter night in November will be quiz night (see website for the date).

In closing, I promise not to book the aforementioned Tony Cook to provide his 'performance' skills on the night of the Christmas do.

See you out on the road.

Richard Hewitt

WHAM

Chair

CHIEF OBSERVER'S NOTES – ALEX HOYLE

Video Killed the Radio Star, or Not Hopefully.

This month I thought I would include a couple of YouTube videos, on the grounds that a picture speaks a thousand words.

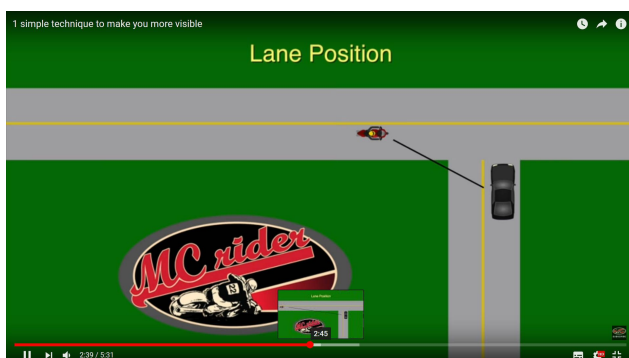
The first link is from a US website called MC rider, and although the site is American, all that he talks about applies to us here in the UK.

If you don't want to listen to the intro blurb then jump the 1.11 where he starts talking about position and relative vehicle size.

https://www.youtube.com/watch?v=FfeKk9co5VQ&ab_channel=MCrider-MotorcycleTraining

Also, if you have been to any of the Biker Down courses, that show images of bikers against different backgrounds, then these images really bring home the importance of having many and varied colours whilst on the bike.

Being all in black, against a mainly black background, on a black bike, does not help, but add a white or yellow helmet, and some yellow reflective strips or a tabard, and the overall picture improves no end. Try and think about how you appear to other road users, and how you might improve this view.



The second video is from a UK site called Roadcraft Nottingham. He is a UK bike instructor, and in this video, he is talking about Distracted Drivers. He goes on to talk about how we might spot the many and varied signs that drivers are becoming distracted whilst driving. Personally, I like this chap and his videos, I think he talks a lot of sense.

https://www.youtube.com/watch?v=QNFFG_R95LI&ab_channel=RoadcraftNottingham-MotorcycleTraining

This is the first time I have tried including live links, so I hope it works. If you liked it, or didn't like it, please let me know for next time.

Alex Hoyle

WHAM 3260 Chief Observer

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OH DEAR, OH DEER, OH DEAR... - ANT CLERICI

My bike has had three different front discs in a week!

Oh dear! Triumph agreed to change a slightly warped front disc under warranty last week. Brilliant!

First time I've had an issue with discs but the tell-tale feedback through the lever gave it away.

So having had the warranty work completed a couple of days later I set off for a night in Chester. On the way back on the Bridgenorth/Kidderminster road, just after dusk I was looking forward to getting home when a Muntjack deer decided to jump out of the hedge with lethal intent.

Arrrggghhhh.

Oh deer! At 60mph I had no time but my reaction was to not swerve but stay upright. Bang!

There was a big reaction through the handle bars, a huge wobble taking me across the carriageway towards a hedge. Power on, look up the road avoiding target fixation on the approaching hawthorn and hope I could avoid A and E.

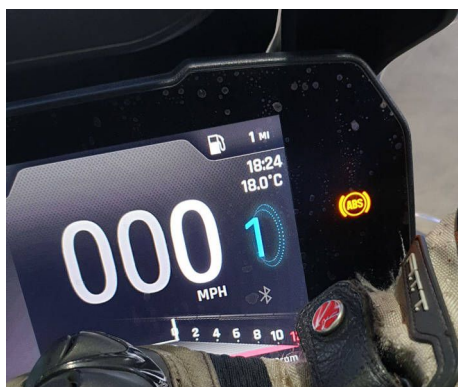
I was so lucky. The bike straightened half a meter from the kerb and I rode back to my side of the road...and home for a well needed drink. But what's going on? The front brake wasn't quite right.

Oh dear! The following day I had a 12k service booked. So they checked the front end for damage

and advised a new disc. Expensive but necessary.

But my traumatic few days continued. I was leaving Triumph near Abingdon to see 12 miles left in the tank. No problem: ask Garmin to find the nearest petrol stations on my route. As the miles to go reduced I found Garmin had directed me to a former petrol station through clogged up rush hour traffic (9 miles), then repeat: to a car hire place (5 miles), then repeat to a car parts shop (3 miles)....as I tried again I was hoping I must be nearing a real petrol station with real petrol. The route showed a detour off the main road into suburban streets...oh no! Is this going to be a corner shop that used to sell paraffin in 1965? But then (1 mile to go) I emerged on the by-pass and there 200m down the road was a BP filling station!

In hindsight (deer joke) there was nothing I could have done about the muntjack. Tony Davis will recognise that, I had the ringside seat for his daylight near miss in the Pyrenees a few years ago. Fortunately that deer jumped aside!



Running low on fuel was my fault, trying to get to the service on time so delaying the refuelling until the journey home. But Garmin didn't help. In fact I had a similar issue a while ago on the A417 near Cirencester when I took my GS on a Garmin planned detour for "nearest fuel" only to find a defunct petrol station complete with weeds growing through the forecourt. Then the BMW showed '0 miles to go' and the next petrol station was 10 miles away – funny the readout doesn't give a minus figure!!!

THE MASTERS COURSE CONTINUES – JIM ROLT

In which we continue to de-mist(ify) the IAM Masters course.

Since we last spoke I've been out with Tim 2 more times, and I can happily report steady improvement, I hope this will continue!

We went out in late September, and had a good ride around the Cotswolds, including the excellent Stanway Hill, which we unfortunately did the 'wrong' way round, downhill. This also led to some mistakes; I was going too fast because the downhill nature of the road meant reduced speed would have been safer, and also I was spotted doing a momentary comfort dab on the brakes going into a bend – “if you need to dab the brakes the you're going too fast” said Tim, and he was right. It was quite unnecessary too..



On we rode, with me oblivious of my mistakes and there were more to come, again, positioning. A fair point and something I hadn't really thought of too much before. Approaching a blind crest I was out in position 3, the crown of the road, the hill crest meant visibility was poor so it wasn't clear whether the road went left or right, or whether there could be oncoming traffic. The answer here is position 2, half way..



The next error was not too long in coming, not sacrificing the left hand position for a right hand bend for 2 reasons: A left hand junction with a restricted view and there I am riding on a poor bit of road surface... how did I manage that? Must have been checking my email!



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This ride was, it seems, mostly about positioning, cos I did it again! Preparing for a turn into a left hand junction I didnt move towards the left of the road.. it's good to get closer to the verge whenever possible, to cut-down on available space for others to nip up (eg cyclist, scooter rider), but also to allow following traffic to continue to flow, rather than have to wait behind while the turn is made.

I did much better on overtakes and got a pat on the back for that, and my use of gears was better too. Such a lot to learn! However my ride score improved from a rather poor 46 to a still not fantastic 41. Pass level is 39.. work to do!

Run Sheet – 1a

Candidate Name:	Jim Roit	Group:	WHAM
Mentor Name:	Tim Hutt	Date:	27/09/22

Competency	Score	Comments
Safety	2	Just the lack of sacrificing on the approach to blind crests, and left-hand junctions dropped this to a 2.
System	3	This will be covered more in future sessions, hence a 3, but we did chat about Gear before Speed and Systematic mirror checks.
Observation	1	
Anticipation	2	As per comment on Safety.
Planning	2	
Positioning	3	As per comment on Safety, and for left-hand junctions (see clip).
Hazard Management	2	
Eco Driving	1	
Vehicle Sympathy	1	

Gear Changing	1	
Use of Gearbox	2	Gears still a little high at the start of the ride, improved after a chat.
Acceleration Sense	2	Some unnecessary dabs of the brakes early on, but improved after chat about Gears.
Braking	1	
Steering	1	
Mirrors / Rear Obs	2	See comment on System.
Signals	1	
Cornering	1	
Overtaking	2	Better today, but will continue to refine.
Restraint	3	We spoke about being a little more restrained at times, certainly on downhill sections.
Progress	3	
Smoothness	2	The odd change of position was a little 'snatchy', but generally good.
Human Factors / Concentration	1	
Courtesy	1	
Legality	1	

Ride 2.

We went out again. I'd done some practise to try and calm down and not treat every series on bends like Cadwell Park, and sharpen up on positioning detail.

Of course I'd overdone it and Tim thought the first part of the ride was far too slow! No problem in turning up the pace a bit, so the rest of the ride was about right. There is a fair bit of fine tuning to be done to get everything just in the middle of the groove, and its an interesting challenge to be working on this.

Positioning again is on the agenda, I need to be looking further ahead and planning my positioning a lot earlier. The next image shows me in position 3 with oncoming traffic and a right hand bend up the road. Not the perfect area to be in at that moment..

I need to use positions 1 and 3 more, and interestingly modify the position approaching left handers, where the view through the bend is not open. The idea is to move in from p3 to about 2.5 on approach to allow for unexpected appearances from the blind area ahead.

Another area for me to work on is allowing the maximum space around me at all times, especially when passing moving or stationary vehicles. On a dual carriageway I could have given a lot more space to a car and a caravan as I overtook them..



This can be particularly useful when overtaking large trucks (eg on a motorway) as when their tyres blow, you don't want to be anywhere near them!

So, still work to do, but much joy that my score is still improving, now edging into the pass zone at 32 points, very encouraging; I am looking forward to seeing if I can do better!

Run Sheet 2

Candidate Name:	Jim Rolt	Group:	WHAM
Mentor Name:	Tim Hutt	Date:	111022

Competency	Score	Comments
Safety	2	Score reflects giving more space for hazards, such as vehicles being overtaken (see video clip).
System	2	Developing well, having added mirror checks.
Observation	1	
Anticipation	2	A little more sacrificing required for left-handers, as generally they cannot be seen around and therefore oncoming vehicles need to be anticipated. Also, cyclists up ahead on the offside.
Planning	2	
Positioning	2	Positioning in general could be sharper, using more of positions 1 and 3, when safe to do so.
Hazard Management	2	
Eco Driving	1	

Vehicle Sympathy	1	
Gear Changing	1	
Use of Gearbox	1	
Acceleration Sense	1	
Braking	1	
Steering	1	
Mirrors / Rear Obs	2	Developing nicely.
Signals	1	
Cornering	1	
Overtaking	1	
Restraint	1	
Progress	2	In the process of fine-tuning this, as initial part of the run on the B4521 was under speed, much better later.
Smoothness	1	
Human Factors / Concentration	1	
Courtesy	1	
Legality	1	

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FINALLY

That's all for this month folks, I hope you enjoyed it and found it useful.

You know what? I could do with more content from you members; now the winter nights are drawing in you might get a bit more time to recount your adventures good or bad from the year, I'd certainly love to hear from you.. drop me a line here: whamnewsletter@gmail.com

Check out the latest club events on the [website](#)

Or follow the banter on the [Facebook Page](#)

Jim Rolt

Newsletter Editor

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