



CHRISTMAS

2021 NEWSLETTER

From the chair

Well as 2021 draws to an end, it is a time of reflection.

As a group we have been more active and able to get back out on the road and restart observing again. Many associates have passed their tests with flying colours and become full members.

Winter riding articles are on the front covers of many biking magazines and those with money to burn can look forward to placing an order for the new seasons bikes on offer following the Bike Show at Birmingham!

So, as winter approaches many decide to winterize their bikes and wait for the warmer weather to blossom before the hibernation is over. Many others enjoy the challenges of winter riding which can be very satisfying.

We talk a lot about the human factors that face all riders and how this affects how we think and approach our riding and the effect this can have on our perception of how skilled we are versus our ability to manage changing weather conditions when riding.

In Cold wet weather our responses are much slower and relaying information to our hands and feet which can become clumsier and more delayed. So being safe not only for yourself but other road users should be the number one priority during this time of year.

There is a plethora of specially designed winter clothing to help protect the rider and help to keep them warm with a budget to match. I am sure many will have different options of clothing to suit the type of riding and the conditions.

It never fails to amaze me that with the invention of various eating apps and home delivery services, particularly since COVID has been prevalent, I have seen many young people on scooters weaving between traffic to deliver their order with just a helmet for protection. No gloves, reinforced jacket or boots, come summer or winter and although they are riding 50cc bikes, they are no less at risk of injury with very little coaching to help.

I suppose we all make choices and decisions, some good and probably some we realise now were not! We all learn from these situations.

So as the 12 days of Christmas turkey or nut roasts beckon and the mulled wine and mince pies get demolished, don't forget to put a little extra air into those tyres if you are venturing out over the festive holidays and keep warm.

Cheers,

Helen

Chair WSAM



Welcome to Those who joined in 2021 Q4

Simon Leatham
Chris Hodge
Peter Willis
John Etkin-Bell
Ian Browne
David Sturrock
Richard Tune
Andrew Scrimgeour

Crawley
Chichester
Horsham
Brighton
Worthing
Bognor Regis
Worthing
Arundel



Club activities for 2022

>> Sunday 9th January at 11am DPVH presentation by



Graham Feest
Road Safety Consultancy
(Incorporating the UK Road Safety
Network)
Traffic | Safety | Roads

After an initial introduction we will take a look at a few of the items currently making the news in the travel, traffic safety and roads agenda. Some of these headliners will be familiar as they present themselves from time to time, others will be predicting the way we might be moving in the future and there are those which are always ever present but new arguments and research gives rise to pleas for action in one way or another.

Graham

[\(find more info on the next page\)](#)

>> Sunday 13 February at 11am (TBC) DPVH presentation by Eric Anderson from ECM Motorcycles

Winter Bike Maintenance

"LAST CALL" for WSAM Wales 2022.

Affiliated to IAM RoadSmart



Registered Charity No 1080296

We have received a great response for our twice delayed and long-awaited training event, taking place in Wales between 11th - 15th May 2022 at the wonderful Metropole Hotel in Llandrindod Wells.

If you have not visited or attended a WSAM training event previously, the Metropole Hotel has once again been chosen for its friendly service, excellent food, great facilities, and value for money. Most importantly it is located perfectly in the heart of Wales with access to the most amazing roads and scenery.

This is the last call for a couple of remaining spaces for the Full Members training session taking place between the 13th - 15th May, so please register your interest with our Group Treasurer Rob Bright (rob.bright@btinternet.com) and secure your place with a £50 deposit before 31st January 2022.

Have a great Christmas and we look forward to seeing you all in 2022

Love, the WSAM Training Team "

[The cost for 2 nights of bed, breakfast and dinner will be £192](#)

Graham Feest F Inst MTD, FARRM

In Summary

Road Safety Consultant

- Chairman of the National Road Safety Committee
- Chairman of the Institute of Master Tutors of Driving
- Road Safety Advisor to the ADI National Joint Council
- Road Safety Consultant - The Rich Works
- Managing Director of 57 to 59 Wallace Avenue Worthing Ltd



Graham is a UK based Road Safety Consultant. He is an experienced Road Safety Practitioner starting his career with Worthing Borough Council in 1974. In 1984 he moved to West Sussex County Council where he became Senior Road Safety Officer with specific responsibilities for Education Development. He was appointed County Road Safety Officer for Northamptonshire in 1989 a post, which he held until May 2001 joining the Institute of Advanced Motorists as Head of Road Safety until the end of 2003. He is qualified to teach at both Further and Adult Education Centres.

He is Chairman of the UK National Road Safety Committee, Chairman of the Institute of Master Tutors of Driving and the Road Safety Advisor to the ADI National Joint Council. He is also a member of the Parliamentary Advisory Council for Transport Safety and serves on their Road User Behaviour Working Group.

He speaks regularly at National and local conferences both at home and overseas as well as supporting the local groups of IAM RoadSmart, RoSPA Advanced Drivers and Riders and the local network of driver trainers. He is privileged to be featured in the Dianne Mannering list of top presenters and speakers in the UK. In addition he organises and conducts conferences promoted by his own consultancy throughout the UK along with other events and activities. As part of his consultancy he also set up the UK Road Safety Network.

Graham is an Honorary Life Member of the Association of Industrial Road Safety Officers (now Association for Road Risk Management) Honorary Member of the Institute of Large Goods Vehicle Driving Instructors, and a Fellow of the Institute of Master Tutors of Driving. He has been Vice Chairman of the Local Authority Road Safety Officers Association (now Road Safety GB), a past Secretary and founder member of the Association of National Driver Improvement Scheme Providers and a former member of the Prince Michael International Road Safety Awards Advisory Panel. He was a member of the Steering Committee set up to develop the Driving for Better Business Programme.

Graham was Secretary of AIRSO (Association of Industrial Road Safety Officers) for 25 years initially alongside his other employment and for twelve years running the Association as part of his consultancy. He relinquished that appointment in March 2016.

He was honoured by the Royal Society for the Prevention of Accidents in 2004 with an Award for Distinguished Service in recognition of his outstanding contribution to road safety.

Messages from the members

Dear Frank,

There are more and more lady riders which is brilliant. I would like to say to a lot of ladies that are "vertically challenged" like myself 😊 I found the Honda Rebel 500 a super first step up once I passed my test. I can also say I was excited to learn that the Honda brought out the Rebel 1100 which is not much bigger in size but wonderful to ride with the Africa Twin engine in it. So, an excellent step up from the 500. The 500 will suit most, but I found I was always looking for an extra gear. The 1100 has it all, and being 5 foot 3 inches short, I couldn't be happier.

Thanks

Lorraine Dove



I wonder if it is worth adding something on the Highway Code rules, here is a Highways England link which may be of interest to WSAM members.

<https://highwaysengland.co.uk/our-work/smart-motorways-evidence-stocktake/new-highway-code-rules-will-make-our-roads-even-safer/>

Regards

Charles Kernahan

Committee and Group staff

Successful Tests in 2021 Q3 & Q4				
<u>June</u>	Jerry Taylor	HS	Pass	Justin Dennis
	Chris Darnley	AK/AC	Pass	Justin Dennis
<u>July</u>	Luke Norris	RB	Pass	Phil Deloughery
	Nick Lee	PO	Pass	Justin Dennis
	Julian Arnott	MC	Pass	Justin Dennis
<u>August</u>	Glenn Thorpe	SB/AC	Pass	Justin Dennis
<u>September</u>	Chris Harris	YP	Pass	Jon Taylor
	Paul Harmsworth	HS	Pass	Justin Dennis
<u>October</u>	Richard Harding	HS	Pass	Justin Dennis
<u>November</u>	Trevor Nicholls	AK	F1st	Justin Dennis
	Melanie Breillat	JM	Pass	Justin Dennis

AGM 2021 > 2022

Dear WSAM Friends,

You will have noticed that the activities of the Group have been hampered since 11th October 2020. This was the day when we had the last (Virtual) AGM.

To be able to report on something more than the (virtual) Committee meetings, and some initiatives that e.g., John and others organised, the Committee judged it appropriate to postpone the 2021 AGM.

The Committee decided to plan the next AGM for 10th April 2022 at DPVH. More details will of course follow closer to the day. Hope you can all be there.

If any of the FULL Members wish to stand for e.g. the Chair or Secretary position from April 2022, post AGM, give it a thought, and let us know.

Should you have any comments, don't hesitate to contact me.

Stay Safe,
On behalf of the Committee

Frank

Please do not use Frank.Leys@wsam.org.uk or Frank@wsam.org.uk address for the moment!

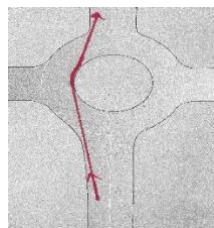
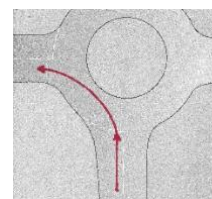
Roundabout surfing

So often I see associates making a meal of roundabouts, even though the road is clear of traffic. We know that our bikes are most stable when upright, so why make more steering inputs than necessary?

When traffic is light, the view is good and you're pressing on, an A-road roundabout can be fun instead of an obstacle to progress.

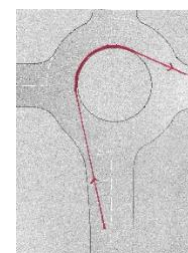
Rather than leaving it until you've arrived at the roundabout, start planning earlier by checking the traffic situation way ahead, behind, and beside you. Adjust your riding plan so that you arrive in the best position, speed, and gear, at that perfect moment when you won't have to stop. Keep checking, and if you can see that all the entries are clear then you can choose the perfect line in, through and out.

If you are turning left and have good visibility of your exit, take up a position towards the offside of the left-hand lane, looking ahead but scanning back to check the road surface. Plan to make a single sweeping turn, using plenty of the road.



If going straight ahead, your approach position may need to be closer to the nearside to allow you to make the least number of steering inputs before clipping the inner circle halfway through, then straightening the exit as much as you can.

If you're turning right, the view is clear, road markings don't dictate your choice of lane and you won't come into conflict with other traffic, take the line that keeps you close to the inner circle for as much of the roundabout as possible. Only break away when you have the deepest possible view of your exit and the road beyond.



Safety is always the first priority so keep your vision up and be prepared to change your plan.

Using all the road like this means losing less speed without having to lean the bike right over and accelerate hard on unknown surfaces. Remember that the least likely place to find a diesel spill is close to the inner circle.

These are the ideal lines when you have the roundabout to yourself, but less so when you are sharing it with others. If there is traffic joining and vehicles are edging onto the roundabout at the entry before your exit, consider reinforcing your left indicator with an arm signal.

Alan Cuthell



Not all roads are black - Navigating on green lanes



As some of you know I enjoy Trail riding on my Fanatic 250 Casa, and am often asked where do you ride? Firstly, as a member of the Trail Riders Fellowship (TRF) they offer regular rideouts from members who have ridden the lanes for many years so that is a great resource. The TRF have also pooled together local knowledge and have published the Green Road Map (GRM) which each local TRF club has contributed to. It's not complete all over the country but is a really helpful resource for finding green lanes and any relevant information, link below:

<https://www.trf.org.uk/>
<https://beta.greenroadmap.org.uk/>

As a TRF member I am often updated by Facebook groups on Traffic Restriction Orders (TROs) which prohibit use of a lane for a set time or sometimes indefinitely. Riding on a lane with this in place is a traffic offence so checking with the local authority byways map can also be a good idea when planning a route. Here is an example link to the Surrey County Council map that can be checked for TRO's:

<https://www.surreycc.gov.uk/land-planning-and-development/countryside/footpaths-byways-and-bridleways/map>

As a navigation tool I use an old android phone and an App, Outdoor Active. This used to be called Viewranger until it was taken over this year. Membership is £25 per year, less with TRF discount, and offers a 1:25,000 map which GPX routes can be planned on or imported. I also use it when on holiday to find local walking routes and there are many suggestions for cycling too. Once the route is in, you follow the highlighted line on the map, so it's not the same as a normal bike sat nav display but does the job just fine. A fellow rider Iain White has invested in a Montana sat Nav which has more functionality and a great display but does come at a cost.

Here is the link: <https://www.outdooractive.com/en/>

The final link is to the Trans European Trail which runs across Europe and the UK and offers adventure riders a route which has trail riding as well as roads. It's another great resource and there is a thriving community online. I have explored the Great Western Trail and also Welsh sections including the Stata Florida, which has some great water crossings:

<https://transeurotrail.org/>

I really enjoy trail riding and if interested would recommend you join the TRF, which use your subscription to keep lanes open which is an ongoing battle against groups who object to motorbikes using the trails. We only have a tiny percentage left in the UK, and we need to ensure they are kept open for motorcyclists to enjoy. As part of that I am a Green Road Guardian for an area in Surrey and regularly check the trails to ensure they are clear and signed correctly, liaising with the local council for problems like fallen trees and fly tipping. Getting involved is the best way forward to ensure we have a future in UK Trail riding. If you're interested feel free to email me on johneroom@hotmail.com

John Moore





Rukka Nivala Review

The Rukka Nivala Jacket and Trousers are a premium touring and adventure option from Rukka that really emphasizes versatility. Not only are you getting Gore-Tex Pro level waterproofing and D30 flexibility but have a well-finished down liner to let you walk around more casually.

Material

Starting with the Rukka jacket's outer shell, we have breathable, windproof, and waterproof Gore-Tex Pro 3-layer laminated onto the back of a stretch polyamide fabric. This means that it will be tough and abrasion resistant. They have even gone the extra mile in using Gore-Tex Pro stretch material to give you a more streamlined fit and look (well that is what I tell myself).

For added abrasion resistance, you are getting tough Armacor panels in the shoulders and elbows, which use a combination of Kevlar and Cordura to bring you a high tear, abrasion, and heat resistance. The collar does feature soft neoprene for comfort, and you also get plenty of 3M reflectivity in the arms, back, and chest for comfort. But this leaves the question of how the Gore-Tex jacket does for impact absorption and comfort.

Safety

To keep you protected, Rukka have added a full complement of D30 armor. This means that you have CE level 2 Rukka D30 Air elbow and shoulder protectors, a CE Level 1 Rukka D30 Back protector, and a CE level 1 Rukka D30 chest protector.

Comfort

Moving onto the comfort features, let's start at the top where there is a great storm collar. It comes up high to keep the elements out and it fastens with Velcro. But if conditions allow, then you can easily remove it with a snap and a zipper around the back, which then hides inside its own flap, so it doesn't disturb the styling. There is a Velcro collar, which you can fold back onto itself for a nice touch.

The Jacket's ventilation openings are not as much as I would like. First, is the direct to body vent in the shoulders, closed with a water-resistant zipper, to bring air in without leaking water. The other main event is a double headed zip in the side underneath the arm, though this one vents to the liner. And though we are missing a back vent, Gore-Tex is still the leading standard in breathability so that sweat and moisture can evaporate while rain drops on the outside are kept out.

You get a lot of storage to make up for the ventilation. You have two waterproof pockets in the chest, yes these aren't vents, and two more hand warmer pockets. All 4 are fastened with water-resistant zippers.

Lastly, for the outside, we come to adjustability, and this is where Rukka have relied a bit more on fitment than multiple straps. In the waist, you have a small Velcro strap for cinching, which is mirrored by a strap and a zip in the wrist. You then have two sets of 3 snap adjusters in the arms to give you your ideal athletic fit.

Looking inside, you have a water-resistant zip with a snap at the bottom to prevent scratching up your tank. You have the standard rain gutter for

waterproofing, and behind this we come to the chest protector. This is housed in its own little pocket that is zipped in on either side. So, you can always choose to take it out by just unzipping it, and you easily add it again later. On either side, you do have a further set of napoleon pockets.

There is an extra warm thermal liner. This is a 110g fill detachable down jacket that is designed to be worn underneath the Rukka Nivala Motorcycle Jacket or as a standalone option for once you arrive (I have used this option, several times).

The liner's fantastic design means that you can easily slip in and out of the jacket, and for better temperature control you can roll the sleeves up to turn it into a vest. Unzipping it, you even have a set of internal stash pockets as well to complement the two zippered pockets on the outside.

Last, but not least, there is a jacket to trouser connecting zipper and strap in the back to connect to the Rukka Nivala Trousers.

Rukka Nivala Trousers

The Rukka Nivala Trousers also feature that same high-quality Gore-Tex Pro 3-layer laminated onto a tough polyamide outer shell with extra heat and abrasion resistant leather patches on the inside of the knees.

For safety, the trousers come with Rukka D30 Air knee and hip protectors certified to CE Level 2 for safety, and for airflow you have a set of zippered vents in the thighs and shins. The Rukka Aircushion system does help with managing moisture in the upper area of the trousers, which is something unique to Rukka. Though if you are riding in chilly weather then there is also a set of 70g fill down trousers that you can add.

You are getting two water-resistant pockets on the outside for storage. The trousers are fastened with a double snap and a zip, and they use a double adjuster belt for comfort. The trousers come with a set of braces held on with Velcro and you can adjust the bottom of the leg with a zip and Velcro.

Summary

The Rukka Nivala Jacket and Trousers bring you a high level of premium touring comfort and features while keeping a highly athletic silhouette and styling. This makes this a highly versatile jacket for touring or sport-touring riders who are looking for full coverage in terms of the weather and safety.

I have used these with the liners in a combination of vents/liners in temperatures ranging from 8 degrees through to 20 degrees.

Even with all the vents open and the worst rain that Wales could throw at me, I kept dry and warm.

The price is high

£1250 for the jacket

£879 for the trousers

(You get the down liners thrown in for free)

Is it worth it.....**YES**

Iain White

Still available,
SALES PRICE £10 + p&p



Those interested, just contact Rob rob.bright@wsam.org.uk

Thanks to those who have responded to our appeal for help.

If you have any articles that may be of interest to other members, please forward them to me.

*Cheers,
That's all for this time
Season's Greetings!*

Helen



TO KEEP UPDATED ON WSAM ACTIVITIES
and any latest changes
please click



WEBSITE