

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



CHRISTMAS 2018



CHAIR'S FOREWORD

My Garmin Zumo 220 satnav has reached the venerable age of 87 (thousand miles). Recently it's been getting slow and suffers from memory loss.

I was sad to replace it – after all we'd been to so many places together – Scotland, Wales and Northern Ireland and across the EU – Eire, Spain, Portugal, Italy, France, Luxembourg, Germany (where the top speed was recorded), Austria (don't remind me of Austria), Czech Republic, and the Netherlands.



Many of my biking photos feature the 220 proudly fixed above the clocks on BMW GSs, Ducati Multistradas and the Africa Twin. It hasn't all been trouble free – the 220 was keen to direct me down narrow roads and farm tracks and to explore quaint villages and pedestrian precincts in an attempt to make sure I was paying attention (hence the well-known phrase – “to be Garmined”).

A recent news article highlighted an accident black spot caused by cars motoring across a junction where they didn't have priority. Their SATNAVs showed “straight on” so don't forget – SATNAVs only show direction – the rest is up to you!



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CHAIRS' FOREWORD



Last month's Natter Night saw Menna Angharad and Stewart Morehead giving two separate and fascinating accounts of their trips to Mongolia – Menna on a hired motorbike and Stewart on horseback! I know which I'd prefer!

Then we had the bike show – marvelling at the BMW off road skills on the new 1250GS, watching amazed as Richard Smith "rode" a Harley on a static road and, finally, a look into the future with virtual reality goggles on the £90,000 Arc Vector which (to quote from the publicity) utilises exotic materials and cutting-edge engineering with a Heads-Up Display (HUD) helmet.

2018 has been a good year for WHAM – but more on that in January at our AGM.

The AGM on 30th January is your chance to feedback to the committee and hear our plans for 2019. In the meantime have a great Christmas and I look forward to riding with you soon.

Ride safe!

Ant Clerici

REVIEW—KAWASAKI Z1000SX—DUANE SANGER

Back in 2016 I decided that I would like to try and further improve my riding skills (or maybe just gain some!), so I attended the WHAM Taster day with a view to joining the club. At the time I was riding a Zx10r Ninja and up until then had only ever owned super sports bikes! Pulling up at the taster day and pushing my bike back into a line up with the others, fully leathered up and knee sliders worn down to the Velcro – I have to say I felt a little out of place! My straight through race can turned a few heads too... whoops! Nonetheless, the WHAM observers were of course happy (cough) to take me out for a taster session. I quickly joined the club as an associate under Del's watchful eye.

It rapidly became apparent to me that maybe the Zx10r was not the right bike for me anymore. It was just not suited to the WHAM routes and the ambition I had to do more. Perhaps I got old? After being on the bike for 45mins tops I wanted to get off, straighten the knees out and stretch my fatigued neck!

Successfully completing my advanced test shortly later, I wanted to ride more with the club, go further distances, mount a sat nav and have the ability to carry some luggage. Having gained a few pals in the club and of course riding with many different riders the GS seemed the obvious choice. However, I just did not feel quite ready for that, plus I wanted to buck the trend!! I cannot help but like the sporty look (clearly trying to hold onto my youth). This left me in a quandary – I want to tour comfortably however maintain a sporty look and feel.

Spending many hours researching, visiting bike dealers I continued to come back to the same bike....the Kawasaki Z1000sx. This seemed to tick all my boxes. This bike was developed from the Kawasaki Z1000 which of course is a naked bike and although not ever owning one, I believe is a very capable and a proven bike in its class (courtesy of many internet reviews of what is often referred to as the holy grail). Kawasaki have essentially wrapped a bit of fairing around the Z1000 alongside a few other minor tweaks and hay presto they produced a very capable sports tourer which has been a market leader for many years in its class.

I set out with 2 budgets – one that my wife was aware of and one that I was actually going to spend. Kawasaki offer the Z1000sx with 3 model variations:-

Kawasaki Z1000sx standard

Kawasaki Z1000sx tourer

Kawasaki Z1000sx performance edition.



REVIEW—KAWASAKI Z1000SX—DUANE SANGER

Although I had talked myself into actually growing up and now requiring a tourer capable of towing my caravan and carrying my slippers, it was still reasonably obvious in my head that the only model for me was the performance edition. In reality there are very little differences in the models other than; The tourer version comes with a set of quick fitting 56L panniers which clip into the rear grab handles – quick and easy and of course lockable. The performance edition has a black tinted screen, Akrapovic dual exhausts in Carbon and a single seat conversion cowl. Clearly all of this a must for someone as youthful as me. Fortunately, you are still able to purchase the panniers to fit, which I will come onto shortly. This was the one for me!

The Z1000sx has been around a few years now and receives very good reviews in terms of its 'versatility' and good value for money. They made several changes to the 2014 version onwards with the edition of a few electronic aids ie. ABS, traction control, rain mode etc etc. In 2017 they made some further changes particularly with the styling that are subtle but make a real difference to the look, especially the aggressive face. The indicators are now flush, there are new LED headlights and the pillion seat and grab rails had all been redesigned. They added the digital clocks with analogue rev counter alongside an informative gear position indicator and ambient temperature gauge. They updated the electronic systems further by adding in their IMU (Inertial Measurement Unit), KCMF (Kawasaki Cornering Management Function) & finally an economic riding light – I must get this checked out on my bike as I haven't seen it on yet??



Having now got all this knowledge of the Z1000sx 2017 model my 3rd budget was then developed. The Kawasaki Z1000sx performance edition on a 17 plate with panniers was what I needed to locate. I set out with the intent to purchase new which was coming in at approx. £10999 for the bike, plus £900 for the panniers, plus the usual registration & delivery etc costs. Keeping a close eye still on bike trader I came across a Performance Edition on a 17 plate in burnt orange, only 870 miles on the clock and immaculate....BINGO. I called the garage and purchased the bike after a bit of negotiation for £8300! I then of course reiterated to my wife the money I had saved her by buying a bike 4 months old and not new... she was delighted whilst massively underwhelmed. All I needed now was the panniers which I patiently waited and managed to purchase again 2nd hand from ebay. They came with the inner bags included @ £280, fortunately they turned up in immaculate condition.

REVIEW—KAWASAKI Z1000SX—DUANE SANGER



They have in my opinion done a reasonable job with the panniers that now slot nicely into the hand rails – albeit maybe a little wide. They protrude perhaps half an inch outside of the mirrors, so filtering needs some consideration. The main limiting factor with the SX and this new pannier system is you cannot add as far as I am aware a top box to fit alongside the standard pannier system. It appears to be one or the other. To overcome this, I have added an Oxford detachable bag which is working well for my every day

needs and gives that additional space if required for longer trips.

My only complaint about the bike to date is the seat. I am currently finding it to be quite hard and I am currently trying to source an alternative. I would suggest for those of you carrying regular pillions, that this may not be the bike for you either. Again in terms of a step forward for me from a Zx10R, the pillion position is much better, however they are still sat reasonably high on a small seat.

Having now done approx. 3500 miles on the bike I am absolutely delighted with it other than my couple of grumbles above. This still ticks all my boxes in terms of looks, value for money, capability when touring along with plenty of shove when on the twisty quieter roads. The new rider aids are superb and, although I was once with the purists not liking the idea of a computer controlling the process of finding grip while braking or accelerating, I am converted and find it to be perfect when you're tired and in conditions far from ideal. The riding position is upright, no weight on wrists with good wide handle bars. In terms of handling the bike is of course not quite as quick at turning in as the Zx10r, however I soon adjusted to this and feel much more confident riding the 145bhp bike and making reasonable progress in a comfortable, effortless way. The 'sporty' fairing gives adequate weather protection with useful additions such as an adjustable screen if required in the summer for some extra ventilation. I would highly recommend this bike for those looking for something 'in-between' the full touring and in Alex Hoyle words 'plastic fantastic crew'.

GROUP RIDING—REV. ALISTAIR CHRISTIE—SAM

A recent Severn Advanced Motorcycle group meet was given a talk / discussion about group riding by two members of WHAM , another IAM riding group. This was in response to dwindling numbers for group rides and an attempt to resurrect some interest in SAM activities.

I was surprised to find that the approach was broadly similar to that of the method we (very successfully I think) used during the national Rocket 111 run in mid wales for The Triumph Rocket 111 Owners Club UK.

The problem was simply that 30+ Rockets with variously skilled pilots would be impossible to keep “rounded up and pointed in the right direction “!! The solution offered by Martin Ward was to separate into groups of 4 with each team having a member who had the pre organised route , leg by leg , in their sat nav. Each group would ride their own ride but, no overtaking (although one group could overtake another) and keep within eye contact without the need for the normal drop off system. With deteriorating weather and inevitable sat nav glitches, the issues of speed, losing riders and grumbling about sluggish inattentive riding were all but completely relieved. A very pleasurable experience.

The WHAM talk broadly communicated this system , stating no coms were needed, and that overtaking was ok ... particularly as an advanced group there should be no problem with it if performed correctly. Progressive or focused riding encourages good practice and provides a mentoring effect for newer riders to learn from. Whingeing and whining about other riders serves no useful purpose and discourages new members from attending future ride outs (or learning anything useful!!) Ditching the drop off system also reduced unsafe practice and smooths progress.

I have only briefly described the system here, but much like using an iPhone the operation is soon second nature.

I am grateful to Martin and WHAM for bringing it to our attention at SAM and hope that it will bring our ride outs out of the doldrums!!

Kind regards

Alastair Christie



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12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

Introduction

Isn't it good when a plan comes together? After my last stateside trip in 2015 (8130 miles in 24 days) I was looking for the next one, totally enthused by being on the open road, seeing the sights, smelling the country side, learning how other people live and work, all from the most exciting seat we are all so lucky to experience.....a motorbike. Heaven on earth, right?

Very quickly I came to the conclusion I had to see New Zealand via a brief week in Sydney to say hello to an old buddy I'd not seen in 20 years. I also decided and was given permission to do the first 12 days on my own by bike, before hiring a car and being joined by my understanding and very tolerant wife Caroline for the rest of our trip to South Island.

Day 4 Mangonui to Algies Bay (251 Kms)

I could easily have stayed at The San Mario Motor Lodge it was utterly beautiful and I would recommend it to anyone. The owners Debora & Woody were seasoned bikers who had travelled widely around the country and the USA on various trips, so we got on like a house on fire.



Having started talking about bike restoration projects, Woody insisted on ringing a friend of his to see if I could drop in to say hello as I travelled through Warkworth on my ride back to Algies Bay. I was gobsmacked to find out that his friend was none other than Grahame Crosby the ace Kawasaki rider of the late 70's early 80's who many of us from that era will remember well from his riding successes and exploits. It was going to be a privilege to meet him, but first I rode to the Waitangi Treaty Grounds.

12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

The Waitangi Treaty Grounds.

In 1840 the Maori chiefs signed a treaty to become sovereign's of Queen Victoria and would see the two cultures coexist as part of a new British colony. The Maori history is as a trading nation, who first settled on the island between 1250 & 1300 from Eastern Polynesia.



Day 5,6,7 Algies Bay to Cambridge (213Kms)

Meeting Kawasaki biking legend, Grahame Crosby at his workshop.



12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

I spent 3 days in Cambridge to take a bit of time out the saddle and to sample life in NZ before continuing my circumnavigation of North Island. I was able to borrow a bicycle and found the local Velodrome, Rowing Lake and Lido (for a quick 1km swim), all top facilities.



Time to reflect: My three day break in Cambridge had also given me time to reflect on what I'd seen and experienced and learnt about biking in NZ thus far. In other words what Information I had Observed to keep me safe for the rest on the journey and that I might Take, Use & Give (TUG) to benefit my riding.

I certainly liked the large yellow biking awareness signs. My favourite was "Enter Wide, Exit Tight" normally found at the start of a very twisty section of road. I also like the short sections of solid white lines (20m) down the middle of single carriageways, to tell riders and drivers that there were junctions joining the main road on either side (near or off). I found this particularly useful when considering overtakes where a junction can often be hidden (we should have this in the UK). Road surfaces were generally good, but my short off-road excursion made me realise some training in that area would be useful. It was also an opportunity to practice my use of limit point and counter steering (for me especially right-handers), plus keeping a strong core and using knees to grip the tank when breaking hard so ones hands are relaxed to take maximum feedback front the front end.

12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

Day 8 Cambridge to Opotiki (232 Kms)

As Willie Nelson would say “On the road again” with batteries topped up, the GS washed and MPOWERS checked, I was looking forward to my journey to Opotiki via thermal wonders of Rotorua.



12-DAYS TOURING NORTH ISLAND NZ ON A GS—TONY REUSSER

Day 9 Opotiki to Napier (342 Kms)

The route from Opotiki to the Art Deco style town of Napier started via the stunning Waioeka gorge with the river of the same name cutting its way through. This was state highway 2 and it took me to Gisborne. As I entered Gisborne my attention was immediately drawn to a big sign which read “Gibson Technology Museum”, they had not used the word “Old”, but they should have. It was a treasure trove of old tech and I spent the next two hours wandering through the almost deserted barns and building that had once been a working dairy farm. The extended volume of pictures below give you an insight into how sad I am, but I make no apology, it was great.



WHAM EVENTS—RICHARD HEWITT

Brittany 2019

For 2019 the late September Normandy run is being changed to Brittany in early October. The aim is to spend less time unnecessarily sitting either on Motorways or daytime ferries, and indeed more time on open roads rather in some Normandy Coastal town festooned with multiple mini-roundabouts and 80 km/h (new) speed limits. The schedule is as follows:

- Overnight ferry Portsmouth to St Malo on Wednesday 2nd October 2019 at 2015hrs.
- Disembark 0815hrs. And ride to “Le Fosso” afternoon 3rd October
- Half board—£150pp
- Depart after breakfast 6th October
- Proposed afternoon lunch somewhere before the Port of St.Malo
- Back on Overnight ferry St. Malo to Portsmouth on Sunday 6th October 2019 at 2030hrs.
- Arrive Portsmouth 0715hrs. With planned WHAM group ride back up country NOT on Motorways and with a morning coffee stop

Le Fosso:

A warm welcome in the heart of Brittany.

Accessible accommodation in Brittany, France for groups of all kinds. Open since 1991, Le Fosso is a unique site bringing together comfortable holiday accommodation available to all, with a real experience of France. Registered for schools, clubs and specialist organisations as well as families.

At Le Fosso you will find an authentic Breton setting, and easy access to a wealth of visits, sports and cultural activities. We specialise in bespoke holiday programmes for groups which include disabled people. Le Fosso is fully accessible to people with impaired mobility. Our comfortable and spacious gîtes set in six acres of peaceful gardens and woodland make it an ideal setting for special interest groups of all kinds... gatherings of family and friends, yoga, botany, theatre, crafts, walkers, motorcyclists

<http://www.lefosso.com/>

Thanks to Ant & Gill Clerici for making this accommodation recommendation. Le Fosso sit's slap bang in the middle of Brittany and provides us many decent, distinct, runs out that include countryside and sea-side destinations.

Brexit regrettably means the accommodation price is left flexible at the owners request and I will require a £50pp deposit to satisfy our hosts. All full members and partners welcome. Contact Richard Hewitt to book - rhewitt@grichan.com



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WHAM EVENTS—PAUL WHITCOMBE

WHAM 2019 Birthday Party—Chateau Impney, Droitwich

After last years successful Chateau Impney WHAM birthday we have decided to replicate last years fun in the same fantastic setting.

Bookings are being taken right now on the WHAM website where you are invited to make your menu choices (click SEND) before heading to pay on the Paypal link provided.

Friday 1st February - dress code— stripey disco pants (see Paul Whit for details). 1900hrs. For drinks with food circa 2000hrs.

<http://www.wham-motorcycling.org/2019-birthday-dinner/>



2019 AGM

ANNUAL GENERAL MEETING WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

AGENDA

Wednesday the 31st of January 2019

At the Falcon Hotel Bromyard Starting at 7.30PM

| | | |
|---------|---|----------------------|
| Item 1 | Welcoming Remarks | Ant Clerici |
| Item 2 | Apologies | Paul Whitcombe |
| Item 3 | Approval of 2017 AGM minutes and any matters arising from them. | Paul Whitcombe |
| Item 4 | Chairman's Report | Ant Clerici |
| Item 5 | Treasurer's Report | Eric Reynolds |
| Item 6 | Election of Committee Officers | Paul Whitcombe |
| Item 7 | Election of Committee Members | Secretary |
| Item 8 | Presentation of Certificates | Chairman |
| Item 9 | Programme for 2017 | Chairman |
| Item 10 | Any other business | Secretary |
| Item 11 | Date and time of next AGM | 29/01/2020 Secretary |



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Annual General Meeting – Wednesday 31st January 2018

Worcester and Herefordshire Advanced Motorcycling Club (WHAM)

Officers

Chairperson: Stuart Poole (SP)

Secretary: Alex Hoyle (AH)

Treasurer: Eric Reynolds (ER)

Apologies for absence

Del Britton, Derek McMullan, Mike Franzen, Ian Rivers, Stewart Morehead

The annual general meeting of the 22nd of February 2017 was called to order at 7:30 pm by AH.

Approval of the minutes from the last AGM

No matters were arising from the previous minutes of the last annual general meeting.

The minutes were approved by John Nixon and seconded by Gary Barnes.

Chair's report

SP thanked the Committee for their commitment and hard work over the last year, and the time and effort given by the members.

SP reviewed the year commenting on the slow riding day as a highlight. SP thanked Tony Davies for planning day and weekend rides. He requested any recommended routes be passed to him.

SP outlined changes to Roadsmart over the last 12 months, including a change to corporate branding. SP explained how WHAM was very successful and set the standard for other clubs. IAM were in the process of developing systems for standardising club standards. SP explained how WHAM was 99% of the way towards having the expected standard and was seen as a model of good practice.

Financial report

ER distributed financial overview and gave his summary report.

Current assets £8567.80. Report signed by independent examiner, D.J. Curzon.

The report was approved by Paul Gill and seconded by Paul Hayes.

2019 AGM

Election of committee

Stuart Poole standing down as chairman. Ant Clerici proposed as new Chairman.

Alex Hoyle standing down as Secretary. Paul Whitcombe proposed as new Secretary.

Eric Reynolds seeking re-election as Treasurer.

Approved by S Poole and seconded by Gary Barnes.

2017 Committee roles

Vice chairman – Richard Hewitt

Newsletter editor - Richard Hewitt

Membership secretary – Adrian Wheeler

Webmaster and route master - Tony Davies

Regional representative – No longer required. Anthony Clerici will inform Committee of relevant information.

Associate coordinator Worcester - Paul Gill

Associate coordinator Hereford – Stuart Morehead

Chief Observer Hereford – Alex Hoyle

Chief Observer Worcester – Gary Barnes

It was noted that Derek McMullan continues as one of the two IAM Roadsmart vice chairs

These roles were approved by Stuart Poole and seconded by Matt Dent

2019 AGM

Ant Clerici's (AC) address as new chairman.

AC thanked SP for the support he had provided to the club over the last year and commented on his organisation of a very successful WHAM Dinner at Chateau Impney. AC congratulated him on leading WHAM through a productive year, with more National Observers and acceptance on two pilot schemes run by IAM. SP nodded and was overwhelmed.

AC outlined PW's thanks to DB at the WHAM dinner. AC thanked the Newsletter's efforts for producing a wonderful piece each month. The survey showed its value to WHAM. It was commented that RH was a special member. AC thanked the efforts of the training team and Committee who successfully run all aspects of the group on the member's behalf. AC thanked RB for his contribution to the club and wished him good luck on his Harley.

AC outlined what the future holds. This included:

Continuing with excellent training. WHAM is 11 yrs old and has 22 National observers. WHAM is recognised by IAM as a well organised group which offers excellent training and is therefore an example of best practice.

AC paid particular thanks to DEN Osborne and his highly significant contribution to the club. AC commented on his quality of riding and organisation of the very successful slow riding days and off-road experiences. Den even organised bacon butties in remote locations in Wales.

AC explained that Den did not want fuss, as he stands down from WHAM, but a picture has been produced on the club's behalf, to be presented to him at his workshop by a representative group.

AC offered his congratulations to all those who had successfully passed their National Observer test. AC commented on this year being all about recruiting and training new associates.

AC commented that the training team have set this as a priority as well as offering additional training to current members in the form of 1st Pass, Fellowship or Masters.

Any other business

AH thanked Guy Boardman for bringing bike safety materials for the membership to purchase with a donation.

Matt Dent requested clarification on briefings prior to Sunday rides. AH explained how the briefing was there to cover potential legal issues if the worst happened and to ensure group riding protocols. It clarified that the individual rider was responsible for his/her own ride. TD commented that there was a disclaimer on the website. GB commented that he will be coordinating this at Worc.

AC stated that TD was running through the survey results after the AGM. AC concluded with an invite out to all members to come out and enjoy. Next annual general meeting scheduled for the 30th January 2019

Meeting was brought to a close at 8.15PM



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2019 AGM

NOTICE OF ANNUAL GENERAL MEETING WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

Wednesday 30th January 2019

The Group AGM will be held at the Falcon Hotel, Bromyard Starting at 7.30PM

The main purpose of the AGM is to review the events and finances of the past year and to elect the committee for the coming year. All full members and associates are invited to attend but only paid-up full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

Committee Changes

The current officers – Chairman, Secretary, & Treasurer must stand down but can offer themselves for re-election. The current known intentions of the Committee are given below.

Officers

| | |
|----------------------------------|---------------------|
| Chairman: Ant Clerici | Seeking re-election |
| Secretary: Paul Whitcombe | Seeking re-election |
| Treasurer: Eric Reynolds | Seeking re-election |

Committee Members

| | |
|---|-----------------------|
| Vice Chairman: Richard Hewitt | Seeking re-election |
| Newsletter Editor: Richard Hewitt | Seeking re-election |
| Membership Secretary: Adrian Wheeler | Seeking re-election |
| Webmaster: Tony Davis | Seeking re-election |
| Routemaster: Tony Davis | Seeking re-election |
| Region Rep: Ant Clerici | Seeking re-election |
| Events Coordinator: Alison Whitcombe | Standing down |
| Associate Coordinator, Hereford: Stuart Morehead | Seeking re-election |
| Associate Coordinator, Worcester: Paul Gill | Seeking re-election |
| Chief Observer Hereford: Alex Hoyle | Committee Appointment |
| Chief Observer Worcester: Gary Barnes | Committee Appointment |
| Current Known Intentions: | |
| Events Coordinator: Duane Sanger | Seeking Election |

Any fully paid up members of the IAM and of WHAM are free to apply for any of the above posts.



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2019 AGM

Nomination Form

For the election of
Worcester & Hereford Advanced Motorcyclists Committee 2019

TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &
HEREFORD ADVANCED MOTORCYCLISTS PRIOR TO THE AGM OR TO THE
SECRETARY ON THE EVENING OF THE AGM ON:

WEDNESDAY 30th JANUARY 2019

I

(Name in block capitals) wish to stand for election to the position of:

.....

Signature..... Date.....

Proposed by: (Name in Capitals)

Signature..... Date.....

Seconded by: (Name in Capitals)

Signature..... Date.....

Nomination Accepted by.....

In the event of 2 or more nominations for the same post, I agree to a vote by ballot on the night & will abide by the majority decision.

Please note: You may not stand for the committee if the law debars you from being a charity trustee.

If you wish to volunteer for the committee but do not know someone who can nominate you or second your nomination, please contact the Secretary, Paul Whitcombe by E-mail whamgroupsecretary@gmail.com



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2019 AGM

COMMITTEE NOMINATIONS

Any WHAM full member wishing to put themselves forward for any of the officer posts or the vacant committee posts should complete the attached nomination form.

Voting will take place to fill the three officer posts and vacant Committee positions at the AGM. In the event of 2 or more nominations for a post, there will be a vote by show of hands on the evening.

Nomination forms are attached to this notice. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated.

Please return nomination forms to any of the Officers/Committee Members as soon as possible or hand them into the Secretary at the start of the Annual General Meeting.

All members are invited and indeed, encouraged to attend the A.G.M., not only to participate in voting in your committee, but also to volunteer your ideas, express your views and discuss where/how you would like the Group to progress.

ITEMS FOR AGM AGENDA

Any member can submit items for inclusion in the AGM Agenda. Items need to be submitted to the Secretary Paul Whitcombe on E-mail whamgroupsecretary@gmail.com at least five days before the AGM.



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HOW TO GROW OLD DISGRACEFULLY—ERIC REYNOLDS

How to Grow Old Disgracefully

Your esteemed editor asked me to do a piece on how to stay on your game as the years click by.

My next significant birthday is only a few years away and is 80. I rant a lot, shout at the television and wear long johns in the winter. So I definitely qualify to be old.

Self Belief

I admire Sir Dave Brailsford a lot. He has led British Cycling and the Sky Team to the top of on both the track and the road. British riders are the ones to beat and their teams are an example that the world seeks to emulate. A far cry from when we could barely get an Olympic Medal and few of our riders could even finish a major tour.

How this relates to this article is that his initial address to the team included this slogan.

If you believe you can do something or believe you can't do it, you will be right.

I believe I can ride a 250 mile route, selected for its challenging roads at a good pace with other advanced riders.

I believe I can ride two up with luggage to Dover, get on a ferry, disembark the other side and carry on for another 100 miles and arrive at a destination I have never previously been to.

I believe I can ride with others and alone on a ride-out of 140 miles and for 95% of the time be at the right place on the road, in the right gear, going at the right speed to enjoy a safe, progressive ride.

Because I believe that I can do it and then do it, this belief stops me gradually dropping my sights because of my age. The couch is the next stop.

Always say yes

Obviously this slogan should be applied to motorcycle related opportunities rather than the more intimate ones (*oh dear , where is this going? - Ed*). If you can afford it and can negotiate your absence from work or home take the opportunity. It is likely to be daunting, hard work and a bit scary but you will be able to do it. I regret saying no to WHAM's entry into the world of speedway riding. Apart from having enjoyment and a feeling of accomplishment, I am sure those that did it will be more relaxed about the bike going sideways and will respond with greater confidence and safety because of this.

HOW TO GROW OLD DISGRACEFULLY—ERIC REYNOLDS

Challenge Perceived Wisdom (The five whys)

Always challenge what you do on the bike and why you do it whether it is position or speed or gear or signals. A useful tool for this is the five whys. This is an example:

Why am I doing this at this moment? (being in this position, doing this speed, in this gear)

Why does it help?

Why don't other riders do it like this?

Why does the manual or trainers tell me different?

In my life I have never got to the 5th why. Before then I am wrong or right.

If this process means you come not to agree with the manual or the trainer use the same technique with them because they might be right for reasons you never considered, but you are entitled to be dissatisfied if the answers boil down to "we always do it like this", "it's what the manual says".

Always try to get better

I have still 5% to go in being better. It's positioning mainly that can always be a little bit better. We are looking at feet and inches here, feet along the carriageway and inches across the carriageway. Mentally reward yourself when it's right and criticise yourself when it's not. Only for a moment though, the decision process is continuing remorselessly. I follow other riders and watch closely and learn from what they do well or less well. If you want to grow older it's probably best to keep your opinions to yourself.

Keep Active

It's one of few keep healthy suggestions that has stood the test of time and fashion and I am absolutely convinced it works. I walk and cycle and I always feel better after doing them. Walking is slow burn and works on your head as much as your body but an hour on the cycle followed by a shower and a coffee is uplifting. Look up endorphins – the similarity with the word morphine is not accidental.

Keep Laughing

We all must know this but like other things it needs practice. Watch comedies instead of dramas, take a night out in a comedy club, they are cheap and work well. Join in the banter with the comedian. Try and make others laugh, people working on shops tills really appreciate a moment of interruption from the ping of the bar code reader, it will make you feel better.

So that's it. I send this off now and hope it is published before I drop dead. Now that would be a laugh wouldn't it.

Keep on the black bits...

Eric Reynolds



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THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE NOT NECESSARILY THOSE OF THE EDITOR
THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



CHIEF OBSERVER'S OBSERVATIONS—GARY BARNES

MAN AND MACHINE

Oops let me rephrase that " Rider and machine". So here's the question; when you drag the bike out from the garage/ shed or bike cover and have checked all that is required (MPOWDERS) do you have a mental preparation or a moment before you set off that gets you in the right zone /

Lets face it its a very risky hobby. You the rider have a responsible duty of care to yourself and other road users to be at the top of your game. The machine you ride has amazing capability with both speed and ability. In the right hands, with safety at the top of the list, there's a lot of fun to be had". With no safety in mind the "safety bubble has burst".

Statistics state that the median age for female riders is 39 (compared to 48 for males). It seems new female riders might be a bit more prepared for the streets than their male counterparts. The MIC says 60 percent of women riders have taken a motorcycle safety course, compared to 42 percent of men.

Not sure how that fits in with WHAM as we have very few ladies taking up the advanced course compared to blokes. And an interesting statistic when you think that a Sunday at Crossgates is nearly all blokes. Back to the matter in hand You, the Bike and in the Zone.

Lets start with YOU.

The human brain is an amazing bit of kit, probably the best bit of kit you possess. Fed, watered and not abused e g alcohol, it performs unbelievable tasks with incredible ease.

Rewind. Fed and Watered. Yes I know it sounds odd but hydration and blood sugar levels are vital to the normal function for any human. Deprivation of either or both can cause tiredness and poor reaction leaving the rider vulnerable. One of many key principles of advanced motorcycling is the ability to OBSERVE ANTICIPATE and PRIORITISE. Those three become hard, even lost in the fog of fatigue.

The point I am putting forward here is YOU the rider are responsible for YOU. Its no good hoping to stay 100% focused if the brain is fogged out with last nights revelling.

According to NHS DIRECT on average the body takes one hour to process 1-unit of alcohol. Roughly there are 3-units in a pint of strong lager so a few beers the night before needs time to clear. As we all know concentration levels may be high at the start of a journey but soon wear thin when fatigue sets in and with no appetite for food first thing in a morning it soon sets in.

So YOU need to look after YOU after all no one else will.

Next time we will talk about the bike.

look after yourselves.

G.B C.O. Worcester

WHAM—ARBORETUM RUN—DEL BRITTON



The Armed Forces Memorial was dedicated in the presence of Her Majesty The Queen on 12th October 2007. The memorial is a national memorial to provide a focus in recognition and thanks to all those who have given their lives while serving their country since the Second World War.

The National Memorial Arboretum includes 150 acres of trees and memorials devoted to the concept of Remembrance. 50,000 trees have been planted and as each tree matures it will provide a variety of woodland areas and open grass spaces.

The aim of this living memorial is to offer families and friends of those who have made the ultimate sacrifice for their country a green and pleasant land to remember their loved ones.

This was, yet again; another well attended WHAM Sunday ride out in the midst of a chilly but clear Sunny day.

WHAM—ARBORETUM RUN—DEL BRITTON



For some reason or another and I don't know why but the Arboretum run turns into a navigation exercise with each group taking a slightly different route to the one planned by Tony Davis (our route master), it seems 'gremlins' get into our Garmin's every year we do this run out! However, we eventually all got there.

WHAM having taken over a large portion of the newly renovated café I looked around, it was so nice to see so many club members, some new faces with older members alike, all sitting together having a brew and a laugh catching up with the latest gossip.

I haven't managed to get out lately on the Sunday ride outs due to one reason or another so it was nice for Gerry (the wife!) and I to say hi to friends we haven't seen for a while before we all set off to the heart of the Arboretum itself. Some individuals did their own thing looking around various statues and plaques paying their own respects, which was also nice to see.

When I go there, I tend to glance at all the names which are engraved within the walls and remember friends, colleagues I have known whose names are edged within the walls. I find the setting a less formal location to remember than that of Remembrance Day itself.

At the moment I am in the process of assisting in the funeral arrangements of yet another colleague whom I served with and although his name will not be put on the Arboretum wall, I will not forget the service he has done for Queen and country. I would just like this opportunity to thank the club and its support for this ride out which we do each year in remembrance of our fallen Hero's.

THE TAIL ENDS— BY MR ALAN RIDER



The Youth of Today

Diabolical isn't it. I mean: stabbings in our major cities, moped crime, men brawling in the street, drill music (*"Drill music is a style of trap music that originated in the South Side of Chicago in the early 2010s. The genre is a prominent feature of Chicago hip hop, and is defined by its dark, violent, nihilistic lyrical content and ominous trap-influenced beats. Wiki"*) girls outside night clubs half-dressed in a way that makes parents consider hiring private dicks, motorcycle ride-by shootings, knife-toting gang culture, riding under the influence of drugs.....have I brassed you off already? Sorry, I'll try and cheer up!

And what has this to do with motorcycles in general and WHAM in particular? Well nothing directly of course. Yet you were young once. Every member of our excellent club has been a teenager, however unlikely that may seem when you gaze at our trusty and dedicated Committee (I'm trying to avoid complaints 'ere). Yes, even your trusty scribe once wore Y fronts, used Brylcreem and smoked No.6.

Sure, we had Mods and Rockers and their Brighton Promenade squabbles but broadly speaking and in my opinion, it was a conservative and prudish press making a mountain out of a relatively few misguided headcases garbed in leather or dandied-up in black collared frock coats choosing to make lots of work for National Health dentists who, let me tell you, were in abundance back then. How we used to sneer at those mirror festooned, poncy Vespas from our ton-up - at a stretch - oh-so-manly machines with *proper* wheels.

THE TAIL ENDS— BY MR ALAN RIDER

But we didn't try to kill each other or anyone else. Nope. We had a lot of fun. I recall going to a party in a major city, 'oop North. A tall, tenement structure, a type of building some of you will happily recall from your student days being, and I quote: "a run-down and overcrowded apartment house especially in a poor section of a large city", where said party was on the seemingly hundred and fifth floor. Propped my sickle in the yard round the back. Scaled countless, once carpeted stone stairs, now worn scalloped, to join the party already certain-to-be-disgusting and hosted by chap known as 'Bibby'. His far from immaculate steed being an all ally T100 sporting twin Amals with ludicrous bellmouths promising to suck pedestrians off pavements.

"Where d'yer perk yer byeike?" says Bibby.

"Round the back" says I.

"Dodgee" says grass infused, so-say mate. "'Cos when someone uses loo they gotta holla outta winda GARDEZ-LOO!"

"What! WHY?"

"'Cos outside loo pipe blocked 'n knackered nine floors down and flush squirts contents all over yard, 'n over yer byeike too." "Nah 'scuse me, got fluff in me eye!" (Work that one out!)

Let me tell you dear reader, Number Two's from that height got some serious energy!

Another mate, well-healed owner of silver Healey Sprite, borrowed my 500cc machine to blast up and down the road outside a Uni Hall of Residence at 11pm, *in the dark*. Bike sported zero sum silencer, read 'illegal'. Rider Pete had zero bike licence, read 'illegal'. Head with zero helmet, read '*legal*'!! Soon, horribly yet utterly predictably soon, blue lights! Pete hangs a ninety neatly into dimly lit, tree-shrouded car park round back of Hall, dumps bike, runs across park and rolls under car.

"You bin riding this bike?"

"No, officer."

"Where is he?"

"Can't say, officer!"

"Tell 'im: if I catch him doing that again, I'll 'ave him! Got that?"

"Yes, officer."

So there you have it, where's the harm in all that. God knows, we barely knew what a knife was. You could eat a can of Heinz without one.