

# WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



SEPTEMBER 2020



## CHAIR'S FOREWORD

WHAM is in a fortunate position of having reasonable funds in the bank which we want to use to improve riding skills to those of you who are interested. We have reduced our outgoings as a result of Covid restrictions and have continued support from West Mercia Police Road Safety Team. You'll see in this month's newsletter details of a pilot scheme that will run over this winter to support riders wanting to refresh their skills through a re-test, improve to a 1stPASSS or embark on the Masters programme.



In addition, WHAM has a number of "blood bikers" and we are proud to support Sever Freewheelers by extending the scheme to any WHAM member who rides for the charity by paying for the cost of their IAM re-test. SFW carries out internal annual check rides but also require an external test (IAMRoadsmart or RoSPA) every 3 years.

There are also celebrations of our recent test passes – **congratulations everyone!**

Since restrictions were lifted in July allowing tests to recommence, we've had several riders who have completed their advanced course and have become full members. The next step for new members is to join us on Sunday group rides. Booking is via our closed Facebook page. We will provide a group riding briefing which will reinforce the policy which can be found on the website in the Library. I certainly learnt a lot more by riding with the groups.

Recent announcements on COVID's second wave mean we all have to remain vigilant and to follow advice as it looks to increase restrictions. This has led us to consider cancelling the Xmas dinner at The Falcon. We will defer this decision until the end of November and let you know.



Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260

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



## CHAIRS FOREWORD CONT'D

Finally, we have learnt that Martyn Hillier is to retire from examining. Having suffered from health issues he felt it “best to stand down at this point, after a relationship of IAM Observing & Examining that started in 1978”.

Martyn skills, knowledge and pure friendliness have been a positive influence on so many of our riders.

Thank you Martyn!

Ride Safe

Ant Clerici  
WHAM Chair

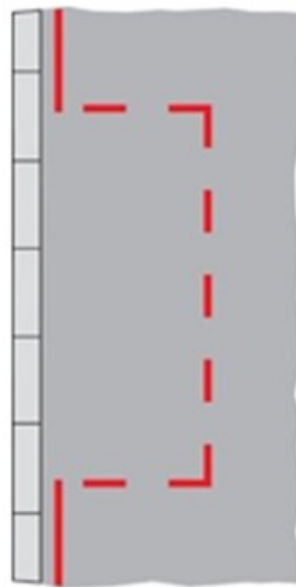
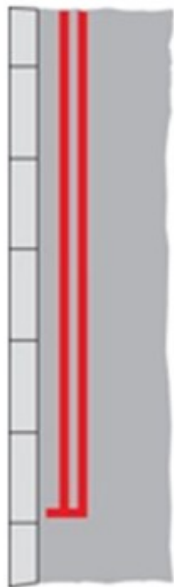


# SIGNS OF THE TIME, AND THEN THERE'S MORE—ALEX HOYLE—CO

## Signs of the Times, and There's More.

Continuing on from a previous article, some more road signs and Highway Code questions.

Again, no cheating, try and answer the questions from memory if you can. I have the answers to all the questions, so if you can't find the answer for yourself, just e-mail me: [alexhoyle@trackdown.co.uk](mailto:alexhoyle@trackdown.co.uk) and I'll get the answers to you.



# SIGNS OF THE TIME, AND THEN THERE'S MORE—ALEX HOYLE—CO



What are Home Zones and Quiet Lanes?

- 1) Rule 85 of the Highway code. Can Provisional licence holders carry a pillion passenger? Yes or No
- 2) If you do carry a pillion passenger, how should they sit on the bike?
- 3) What is the percentage % for how dark a tinted visor can be?
- 4) When should you NOT wear a tinted visor?
- 5) Can a traffic officer stop you for speeding?
- 6) If you exceed any speed limit, at what point are you likely to face an automatic ban?
- 7) More and More we are encountering Mobility scooters, which class of scooter can be taken on the road, and what is its maximum speed.
- 8) You **MUST** be able to read a vehicle number plate, in good daylight, from a distance of how many metres?

Regards

Alex W Hoyle

WHAM Group 3260 Chief Observer



### Test Passes

Over recent months I'd made impassioned plea's to all Observers to forward on pictures of themselves with their recently 'test passed' associates. Well, something clicked within the Observer troop this month and I've been deluged with pictures of Observers and their associates brandishing test certificates. Some of you had been mentioned in previous newsletters, but as we all enjoy seeing pictures of our chums in the Newsletter I'm going to give a second shout out to some of you...

### Rob Edwards & Colin Abbott





## NEWS—RICHARD HEWITT

**Rob Edwards & Phil Lambrakis**



**Andrew Culley and John Haycock**





### Del & Craig Scorer

Craig has kindly authored a piece on his IAM test 'journey' which will be in next months newsletter.



### Ant & Matt Sheen





## NEWS—RICHARD HEWITT

**Ant & John Nicklin collected his second pass certificate in order to stay Blood Biking**



*I've no idea what that strange green contraption is to Ants left but it looks like some sort of torture device to me... Any ideas please send them in via email—Ed*

**Phil George & Richard Carver**





## NEWS—RICHARD HEWITT

Tony R & Rob Emmerson



And finally...

Del presenting Tim Snelson with his Observer vest after passing his LO test





## MY IAM JOURNEY—COLIN ABBOTT

Having got back into bikes in 2016 after a decade away I was shocked at how everything has changed for the worse. Motorbikes are so few nowadays (esp compared to the 1980s) car drivers hardly notice us, too busy on mobiles, or vaping, or doing hair behind the wheel. Roads are also very poorly maintained now, potholes are left unfilled and ironworks are a major hazard.

I saw IAM Roadsmart at the MCN B'ham show last November and had a chat with one of the lads on their stand. I never dreamt I'd be able to pass an 'Advanced' test but if I only gained some life saving pointers then I considered that would be money well spent.



I was assigned an observer (Rob Edwards) and turned up nervously at the Falcon for our first ride out in early January. After 30 minutes or so he told me straight (as I'd asked him to), he pointed out the good points and the bad and told me he would get me through my test. I still thought it was unachievable. Over the coming rides, mostly into Wales (but all in showers) the few issues were ironed out. My riding was becoming smoother, more controlled and definitely more progressive.



## MY IAM JOURNEY—COLIN ABBOTT

After 4 or 5 jaunts splashing around mainly B roads Rob said he wanted to hold me back from putting in for my test as he believed I had a F1RST in me. Believe me, passing my test would be up there with winning the lottery, it would mean that much to me. Even though I was a handy runner in my time (sub 29:30 mins 10k) and am now a published author this would be the biggest achievement of my life, without a doubt.

Covid-19 put everything on hold but on resumption I put in for my test and took it on 11th July. The examiner told me he'd deliberated all during the test whether to award a pass or a F1RST, I didn't get the latter. Rob was pleased for me, his third associate to gain a pass, much credit to him. I felt I had let him and myself down so I put in for a retest two days later. Don't get me wrong, the pass was a magical feeling but to be so close....

On 22nd July I was back again to get what I now believed I was capable of. The examiner threw a curve ball when he sent me around the same test route but in the opposite direction. Totally changes everything! I was content with every aspect of my riding and was told I had achieved what I'd sought.

A huge thank you to Rob (the bloke is a star) and Alex for words of encouragement and for check riding me.

I am now focusing on getting Sunday ride outs under my belt in the company of WHAM members. In time I will hopefully get used to riding at their higher level, and if so, see where this can lead? I don't know if the Masters is reaching too high for me but there's only one way to find out....

Colin Abbott.



Affiliated to the Institute of Advanced Motorcyclists. Group No. 3260

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



## BANK HOLIDAY MADNESS—DEL B

Returning from a two-week walking holiday with the wife in North Wales on the August Bank Holiday Sunday driving along the lovely riding roads of North Wales on the A489 from Newtown to Llanbrynmair there was obviously a lot of bikes out enjoying the sunny bank holiday and the opening up of the Covid restrictions. It was nice to see, and I must admit I felt slightly envious.

Looking into my offside mirror I noticed in the far distance a fast approaching group of around seven bikes, no sooner had I looked again and there was the leader from the group very close to the rear off side of my car if by chance I hadn't noticed him, I certainly heard him!

Within seconds he passed me into oncoming traffic but using his accreditation pulled in quickly enough to avoid a head-on collision; before my wife had time to say 'what the hell is he doing' two other bikes from the group followed him again narrowly avoiding oncoming traffic, shortly after the remainder of the group.

There was no doubt in my mind that this was a case of keep up with the leader 'bravado'. The leader of the group was 'showboating' his speed and riding skills or, rather, lack of them!

Now saying this group of riders gives motorcycling a bad name is a slight understatement. If they had waited and planned their overtake better there was a lovely opportunity not a couple of miles further down the road but, unfortunately, they didn't and one of the group ended up in the ditch not five miles from where they overtook me.

Left hand bend, double white lines. Junction to the right, telegraph poles and hedgerows indication of approaching bend.

Air-ambulance just taking off, paramedics with other riders from the group.





## BANK HOLIDAY MADNESS—DEL B

We all enjoy riding and want to defend the right to get out on the open roads, but sometimes it's hard to justify the riding of some individuals. As I went to the front of the queuing traffic to see if there was anything I could do, people were commenting on the madness of bikes and bikers. The riding we witnessed was hard to defend and there are no excuses for it, I have no idea how the rider was, but his/her friends were visibly distressed.

Let's strive in setting a high standard of riding within WHAM by being a good example of motorcycling to others.

Del Britton.



# WHAM SUPPORTS RE-TESTS—ANT CLERICI

## SUPPORTING MEMBERS WANTING TO ADVANCE THEIR RIDING QUALIFICATIONS

So you passed your advanced test but there's more.....and we'd like to help.

We recognise the need to refresh our skills and WHAM has the resources to offer additional support to our members wishing to do this. This will benefit you, the individual member, and the group, by raising riding standards.

Because of a reduced spend during the COVID lockdown we have resources to provide tuition and funding.

This offer covers:

1. A re-test after 3 years of passing the advanced test
2. A re-test where the member is aiming to improve their result to a 1stPass
3. A re-test for WHAM riders requiring an IAMRoadsmart re-test in order to comply with their Blood Bike qualifications.
4. Masters for suitably qualified members

### Support

Support falls into two categories: tuition and funding.

### Tuition/mentoring

We will offer observed rides prior to any retest.  
Masters has its own arrangements for mentoring

### Funding

### Re-tests

WHAM will provide the full cost of a re-test subject to an assessment of the rider by the committee, supported by the observer team, which includes:

An application form (see below)

An assessment ride, if required

Any active LO or NO

Any WHAM rider who is a Severn Freewheelers Blood Bike rider currently performing Blood Bike duties or wishing to return to duty





# WHAM SUPPORTS RE-TESTS—ANT CLERICI

## Masters

WHAM will cover 50% of the cost of the Masters or Masters re-test for active observers and any non-observers who comply with the Chief Observer's criteria as set out below.

## What's the catch?

As anyone can apply for a retest or Masters, this is all about making sure WHAM supports group members who are active within the group.

## How will this work?

By demonstrating a continued involvement with WHAM through participation (Sunday rides, natter nights, social events etc) and ideally making a positive contribution to our group (organising, having a designated role, helping etc)

## Duration

Initially, this programme will run to the end of March 2021 when we expect the annual surge in associates that will keep all of our observers fully occupied.

Subject to affordability with a review by the committee in March 2021

## RE-TEST/MASTERS APPLICATION

See WHAM website for application form.