

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



FEBRUARY 2021



CONTENTS

Welcome to the second newsletter of 2021! I don't know if you've found this too, but time seems to be moving so fast just now.. perhaps it's something to do with the groundhog day nature of existence at the moment.

Anyway, this month we have some smashing content for you; as well as the regular items from the Chairman and the Chief Observer there are the minutes of the recent AGM, an introduction to the club secretary Tony Reusser, a great article from another newer member, Sam Furminger, and a final goodbye from our outgoing Chair, Ant Clerici.

CHAIRMAN'S FOREWORD



Well hello!

As one of my favourite US Country singers would say, "I'm just so pleased to be here!"

Where to start? It is twee I know, yet important and appropriate, for me whilst receiving the Chair's baton from Ant to thank him for his three years in the hot seat. During lockdown 1 last year Ant attempted to contact each and every member by telephone and enquire as to their wellbeing. This action provides an ideal example of the care, attention, indeed affection, Ant holds for WHAM and whilst I know he is sad to be standing down I am sure he will make a continued positive impact on this little club of ours.

The club for me has always been a place where I can enjoy myself whilst also learning new stuff, growing as a rider, and putting some pro-bono charitable effort into the betterment of riding standards within Herefordshire & Worcestershire.

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Over the last ten years I have developed a theory about the tension that exists between a club of excitable bikers and the structure, standards, and professionalism IAMRS demands. For easy explanation, these two competing priorities seemingly balance on opposing ends of a virtual seesaw and the trick is to keep the seesaw perfectly balanced so that each end floats harmoniously just off the floor. Ensuring the weight distribution remains constant, not shifting on the seesaw, consequently protecting against someone being sore and grumpy at being unceremoniously bounced back down to earth.

I believe it is the club Chairs role to protect and enable the balance between an enjoyable club atmosphere, not too stuffy nor raucous neither, versus the structure that association with IAMRS requires. This will be my goal over the course of the next three years, and I ask you all to help me along the way. My door is always open to you all.

Right, to business...

C-19

This topic currently penetrates our lives like a nasty smell. It enters every conversation, every thought of whether something can be done or not, and every 'daydream' of a WHAM "roof of Wales" day long ride.

Your committee will move immediately to get all club activity back on just as soon as the myriad of interested parties say we can. Be in no doubt of that. In the meantime, and whilst engaging on the now ubiquitous Facebook, please protect your friendships with other club members by posting considerably whilst offering individual opinion as to what you believe to be 'right' during these weird times. Online public arguments are difficult to unwind...

I am keen to understand what it is you all want from WHAM and so we are currently working on a new membership questionnaire to send you online. We have also ruminated as to whether now that we have got a zoom license, we can run an online quiz. We have even talked about a WHAM trip (although I think this is a long shot this year). So, stay positive, C-19 will be behind us at some point and we will be back out on our bikes enjoying ourselves.

To close, Jim asked me to explain why I go by a different name on Facebook and why does Tony Davis shout 'Gibbons' every time he sees me. Well, I must report, much to many's surprise I guess, this is not an ego thing. My business interests extend to providing services into some hot and dusty places overseas. I rarely travel (who does now) to these places myself yet for some reason the services seem to attract the attention of way too many dreamers, scammers, journalists and the best way for me to avoid their emails etc is to fly anonymous online. I am not even going to mention the name here as that would defeat the purpose, but if you know, you know, and if you do not, you will hopefully figure it out.

Yours in sport.

Richard Hewitt

WHAM Chairman

CHIEF OBSERVER'S NOTES – Alex Hoyle

Failing to Indicate

DRIVERS may face a hefty £2,500 fine for failing to indicate when turning into a junction due to a little known Highway Code rule.

Most drivers know they must indicate to inform drivers of their intentions and avoid possible accidents. However, motorists must remember they still need to use their indicators even if there are no other cars around them.

Pedestrians must also be considered with indicators playing a vital part in their decision making when crossing the road.

The Highway Code has warned pedestrians do have priority over vehicles when they cross the road.

It warns drivers must “wait for them to cross” the road completely before attempting to continue driving.

The Code states: "Signals warn and inform other road users, including pedestrians, of your intended actions."

Drivers can be issued heavy £2,500 for driving without care and attention

“If a pedestrian is already halfway across the road you’re trying to turn in to, they have priority, and you need to wait for them to cross.”

Road users could be charged with "driving without due care and attention" if a pedestrian is injured after failing to indicate.

This would see drivers issued between three and nine points on their driving licence and a fine of up to £2,500.

A penalty for dangerous driving can also be issued in circumstances where pedestrians were put in serious risk.

Dangerous driving penalties can range from an unlimited fine, a driving ban and even two years imprisonment in serious consequences.

Ben Smithson, car insurance expert at USwitch has warned drivers could even invalidate their car insurance policy for making the simple mistake.

He said: “Failing to use your indicators to signal is not only confusing for other road users and pedestrians but also dangerous.

“The negligent act would invalidate your car or bike insurance if you were to be involved in an accident and there would likely be harsh consequences as a result.”

The RAC has previously warned inadequate or excessive indicating can land road users in trouble.

They warned there were several ways in which indicators could cause confusion among road users and pedestrians.

This included forgetting to signal at all, forgetting to cancel it after a turn or signalling too late.

A 2017 survey from YourParkingSpace found not indicating before making a manoeuvre was the one thing drivers were most infuriated about.

London is one of the most dangerous cities to drive in

A total of 72 percent of drivers surveyed said this annoyed them, followed by 71 percent who picked mobile phone use when driving.

Mr Smithson warned many drivers were simply "unaware" their bad habits could be illegal and lead to penalties.

He said: "It's not uncommon for drivers to pick up bad habits on the road, even if they have been driving for years, however many are unaware that they could be illegal and dangerous."

Please indicate to me if you agree or not.

Alex W Hoyle

WHAM Chief Observer

NEW FEATURE!

As a newer member, I'm well placed to know the questions of, er, newer members..

Like many of us, I joined up last summer, and of course there hasn't been much in the way of opportunities to get to know other people in the club. So in the absence of the usual get togethers, and even the Sunday rides, perhaps we can use the newsletter to help out a bit in this respect!

It occurred to me, after the AGM the other day, in which I recognised few faces, that it might be a good idea for the members of the committee to introduce themselves here.. I've had a good response from them, so without further ado here is the first one, kindly supplied by Tony Reusser, our club secretary.

Take it away Tony!

Ed

"MEET THE COMMITTEE" – Tony Reusser, WHAM Secretary

In the Beginning:

I first became aware of the IAM when I thought it would be a good idea to refresh my driving skills when in the early noughties my daughter was learning to drive. I immediately saw the benefits and after passing the advanced driving test I wanted to do the same for Motorcycles which I did in 2005. Sometime later I became a National Observer (2017) and Secretary of WHAM just over a year ago.



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Why WHAM:

That's simple they are brilliant. Supportive, skilful, experienced, friendly, knowledgeable and when group riding, because we all do the same thing, very safe. The members bring their enthusiasm and ambition to develop their skills, enjoy the camaraderie, and the Committee endeavour to make the experience enjoyable for everyone in the club.

I know my ongoing development as an advanced rider has made me safer, smoother and more skilful, as well as being more knowledgeable. As a result it's enhanced the pleasure I get from riding and to do it with likeminded people is a bonus.

I also owe a big debt of gratitude to various Chief Observers and other experienced riders over the years who have taken the time to support my riding development. You know who you are.

A Hobby for life:

Initially for me it was all about the bikes. How they worked, the technology. I've been lucky enough to renovate a few over the years. Those that I've rebuilt included a BSA C15 (early 70's), Seeley Honda750 Frame kit transplant (mid 70's), Suzuki GT500 (early 2000's) and most recently converting a BMW R60/6 to 800cc.

However, the aims of the IAM and WHAM to champion improvement in road safety and rider skills means I've also pushed my own development by taking Rider Training Courses at Thruxton, Mallory and Cadwell Park, plus WHAM's own slow riding day. I would encourage others to do likewise and continue their skills development. This year I hope to go for my Masters qualification!

Current Bikes:

The bike I use on a daily basis and for Observing is a KTM 1090 Adventure, which is a brilliant bike and as I get older, much lighter than the RT's and Pan's I've had in the past. My guilty lockdown secret is a recently acquired 1995 Yamaha XV750 Virago! There I've said it.

Adventures:

Having dual nationality (English & Swiss), my first motorcycle adventures were to visit cousins in Switzerland when I was 18 on my Suzuki GT500 Titian two stroke. What a great bike that was. Thirty years later I restored one that had been in the back of a friends garage in Poole. I've completed the same journey a few times (before the kids came along in the late 80's) on various bikes; Honda 550, Seeley Honda 750, Honda CBX1000-F2, but not recently.



(Seeley Honda somewhere in France)

After a short break from biking when career and family life took up all my available time, it was time to start planning bike trips again and being more adventurous.

2010 Eaglerider trip - All I want to say is that despite what you may have heard, Harleys work well in America. A two week trip started and finished in Los Angeles, via Yosemite National Park, San Francisco and back to LA via the infamous coast road Highway 1. We both really enjoyed the trip and my adventure spirit had been ignited!

2015 USA Coast to Coast to Coast 8130 miles in under a month

“Full Fat Tours” what a great name, was a really big adventure for me. Big mileages, big country, big weather, big everything. Six of us exported our bikes in containers, mine was a Honda Pan European. Six weeks later we flew out to New York traveling very light and off we went to San Francisco, turned round and came back again. I wrote about that trip in the



Newsletter 5 years ago and it's available along with a short promo video if anyone is interested.

(Bonneville Salt Flats photo, I'm on the right)

2018 North Island New Zealand - This was on my own. I hired a BMW GS, put my tooth brush in my rucksack and went round the coast of North Island for 10 days. What a country! The roads out of town are mostly deserted, in good condition unless you go off-piste which was fun for a few miles. The people



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friendly, the scenery epic. Do it if you can one day. Caroline my wife flew out to join me as I came back into Auckland and as you might expect I was supervised from then on. We hired a car for the rest of the trip!

WHAM's future:

As you have no doubt realised I have seen a number of Club officials come and go over the years. I guess in the early days I took for granted the effort of these hardworking volunteers. They all had one thing in common, they were passionate about their IAM motorcycling and I encourage you to get involved when you can to share a great experience. Our recently appointed Chairman Richard and the current WHAM Committee are no different.

We all hope lockdown ends soon and we can get back in the saddle. Ride safe.

“If you fall off, that's your fault” - Sam Furminger

Thank you for the warm welcome to WHAM; it has meant a lot and it was good to get in a couple of rides before Christmas and National Lockdown to meet a few of you. The banter is already flowing on the 'Book of Face' and I am sure there will be plenty more 'muff' jokes at the Chairman's expense to come.

I have been asked to write a background piece about me, as I have come across the borders from IAM group Severn Advanced Motorcyclists (SAM) and arrived at your door... like an orphan in the snow, you took me in and offered me shelter!

I hope you are sitting comfortably, then I shall begin. I was introduced to the concept of motorcycling when I was 8 years old, when my father's only form of transport was a red Honda C90. My father said, 'As soon as you're able, get your licences as you learn quicker when you're younger, and it will cost me less.' He went on to say, 'you don't want to be like your mother, who can't even ride a bicycle.' I noted all that he told me. Meanwhile my mother tried to sit me down and teach me knitting, to no avail. If it didn't have wheels, then it wasn't happening.

We had moved to a house that happened to be 21 miles from my school, which meant the only way of getting there was by motorcycle. I was given my first helmet. It was a racing open faced helmet with a huge peak. In all weathers, Dad would take me to school. When shielding to keep warm, my peak would dig in to Dad's back. After this was highlighted, I would look to one side and then when my neck ached, throw my head back and turn to the other side so not to dig him in the back. We moved house again and I had to move schools this time. The school was within cycling distance, so after passing my ROSPA cycling proficiency, pedal power got me on the road. I still hadn't learned to knit but I had built up my road sense.



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One day, my father went out on the bike, and it was getting late, and Dad had not got back. We received a phone call saying that Dad had a motorcycle accident. The windy storms had blown him off his bike, just as an ambulance was passing. It was dark and he was tired. He broke his arm and collarbone. The bike never came home. Dad had decided he was not going to ride again, and he has stuck by his word. My only regret is we never rode together.

My 16th birthday arrived and to my delight my father had bought me a CBT and my first 49cc Honda Vision scooter. My friends' parents gave my father a hard time, claiming he was irresponsible to put me on a death trap. My father's response was one I would never forget. 'So you're happy for your daughter to get on the back of a boy's motorcycle? I'm not and she won't, if she has her own motorcycle. If



she falls off, that's her fault, and I won't have to chase after some stupid boy with my shot gun!' The irony is my Mother, used to ride on the back of Dad's bike as youngsters. He would have to drop her off at the top of the road, so her Mum didn't find out.

Passed the CBT and happily rode to Sixth Form with a violin case strapped to the back, covered in reflective stickers. I was deemed a little quirky as I was a rare phenomenon i.e. a woman on a motorcycle. None of my female friends rode, so it has always been just one of Sam's things.

One day, my Father asked me to run an errand to the market town of Swaffham which was around 20 miles, including a new stretch of dual carriageway on the A47. He wrote out the directions and taped them to my bike. It was the biggest ride I had done and I screamed every time a lorry passed me. In Norfolk, this was the nearest I got to a motorway! I will never forget the squeal of my little engine – 35 mph was quite heady in those days! I took my car test at 17 but was yet to get a car, so the moped was still a vital part of my freedom... and no, I had not been on the back of a boy's bike!

I took the moped to university in Salford, near Manchester. In the first week I was pulled over by the police for 'riding gingerly.' The roundabouts were bigger, the roads were bigger and I was in culture shock, so I wasn't quite the local, blasting around. They checked the bike to see if it was stolen – it was registered to Norfolk but my story matched.

After university, I had a car, and a heater was very attractive. I worked all over the country over the years, and the car was there. My moped had gone on to pastures new ... well my younger sister took custody, and also managed to have a motorcycle accident at a junction. I was gutted my little bike had been hurt. Oh, my sister was fine.

For 5 years, I had no motorcycle and whilst up in Manchester (again), I found myself at a motorcycle school asking to do what we called then the Part 2 test. I remember training on a Yamaha SR125, getting it up to 70, as the instructor was shouting, 'go, go, GO!' in my ear. I passed second time, in a snow storm, but was restricted to 125cc's for 2 years before I could move on to bigger bikes, which I did.

Eventually I moved down to Herefordshire and bought a 125cc Yamaha Virago. It rattled like a bag of nails but I loved posing on it. One day, it was my turn to have an unscheduled dismount coming out of Colwall. It was January, the road was greasy and I misjudged a reverse camber hill and went down on my side, sparks flying. A woman stopped and came over with herbal remedies, trying to drop them on my tongue. I assured her she would be better to help me lift the bike off my foot. Once released, I rode the bike home thankful that my leather jacket and boots had done their job. However, put it this way, I've worn protective trousers ever since, as I had torn my ligaments in my knee and my best trousers were ripped to shreds. Skin and concrete are not a great combination. But, no broken bones, so I counted my blessings.

Eventually, I grew out of my 125cc, so in 2007, I bought myself a birthday present – we share the same birthday on the registration document (except the year of course) – my Honda Shadow Spirit VT750. She caused a lot of intrigue amongst folk as it was the brand new model at the time, with the slimmer front wheel. I couldn't park up and walk away, as I would be approached by



many people and children keen to talk about 'the shiny bike.' I told my father on the phone and he said, 'you were meant to grow out of this motorcycling.' Then I rode her over to Norfolk to show him, and he said, ok I get it now. She is beautiful. One careful lady owner and she's still

mine at nearly 14 years old. Fondly, I call her an 'emerging classic.'

I went to my first motorcycle rally in Grantham on my Shadow; tied my tent and luggage to the pillion seat and sissy bar. The chaps called to say they were waiting for me down the road. I sat on my bike, moved it off the side stand as I centralised it, and the bike carried on until it laid on the ground on the other side. My phone was in the pannier on the ground so I couldn't call the lads for help. So I stripped off the luggage and picked her up for the first time. Something I have done many times since as she likes to sleep. Being my first rally ride and the only female, I knew this would be the butt of jokes all weekend. Instead I received great respect as she's quite a heavy bike and I don't look that strong physically. So the worse thing to happen that weekend was to get gaffer taped to a park swing and to an older gentleman with his trousers around his ankles. Not a sight I will forget. With my rally virginity taken, as a group, we clocked up some fun miles all over the country.

Rolling on a few years, in November 2017, I went to the NEC Motorcycle Live and signed up for my advanced riding training with IAM. I had wanted to do this for around 20 years but never had the confidence, or I thought, the bike to do it. I thought only BMW spaceship bikes could do advanced. I bit the bullet, thanks to my husband handing over his credit card, saying, just get her signed up. My heart was in my mouth – I could never be an advanced rider or could I?

I joined Severn Advanced Motorcycling and was assigned an observer. It was March 2018. It was minus 2. I had no heated grips, no heated clothing and my fingers were in so much pain. Me being me, just denied being cold and I tried to 'man up' in my womanly way. He lent me his inner gloves which was a nice thing to do so clearly my bravado was transparent. I could not understand how he was doing this weather and it wasn't until some months later I learned he has heated EVERYTHING!

After my assessment ride, it was established there was much to do. I was the classic 'rubbish first half, much better second half' rider. I needed to develop consistency. I took myself off to Derbyshire for a weekend to negotiate the Cat and Fiddle and practice, practice, practice on unfamiliar roads, and by night, to read my training book in the hotel bar. I was the lone woman traveller on a mission. It was worth it to see my observer's face. I needed to find my mojo and I worked hard to improve. However, the glory did not last long as he insisted on taking me to Stroud. The sat nav let him down when a bin lorry had blocked the road. 'Take a left here and we will go around the block and join the road further down..'

Mini dual carriageway lanes with grass down the middle, reverse camber hilly corners, mud and loose gravel and no sign of the road we were supposed to go back on. We vowed never to talk about what happened in Stroud as I struggled to forgive him. My chrome was a disgrace – the shame.... But I got round it, if anything to prove a point, and negotiated every challenge. After a few more sessions, the day came to book my test.

I did my test on a really hot baking day and Martin Hillier took me on a lovely route, all of which, he recited back to me in the debrief. How does he remember all that stuff in such detail? I learned the happy news, I had passed. I had to get directions home though as I did not have a clue where I was at the time. Luckily it was no where near Stroud.

I was proud of my cruiser managing to get me through advanced level as it's not renowned for its rapid acceleration or nimble cornering. For commuting purposes I bought a Honda Rebel 500 to get me through winter riding, which I owned for a year, before I grew out of it. Triumph were doing a special open day to show off their "low" range. I had a ride on a speed triple and loved it but I wanted to do more long distance riding, and winter riding, so I met the perfect Tiger 800 xrx low for little legged me.

It was like Christmas, with its posh TFT display, cruise control, and heated grips. My Shadow felt very dated in comparison. So Winnie was born. The name is another story. I broke the news to my father, that we had a new addition to the family, one he is yet to meet, due to COVID. But once we are free to roam again, I have a trip to Norfolk to do.



My riding skills grew so much from when I first went out in minus 2 in March 2018. I worked hard for my Advanced qualification but I don't regret a moment. I've ridden great roads, met great people and for me, it is my favourite form of mental escape from day to day life. What's next? I'd like to do my F1rst and then my Masters but I mustn't take 20 years deliberating it this time! Procrastination is the enemy! However, learning to knit can wait.

AGM MEETING MINUTES

Wednesday the 27th of January 2021

Zoom Meeting Starting at 7.30PM

Item 1	Present & Welcoming Remarks	Ant Clerici
Item 2	Apologies	Tony Reusser
Item 3	Committee Introductions	Ant Clerici
Item 4	Approval of 2019 AGM minutes	Tony Reusser
Item 5	Actions arising: AP1 Support for Re-tests	Ant Clerici
Item 6	Chairman's Report	Ant Clerici
Item 7	Treasurer's Report	Eric Reynolds
Item 8	Chief Observers Report	Alex Hoyle
Item 9	Election of Group Officers	Tony Reusser
Item 10	Handover to new Chairman	Ant Clerici
Item 11	Election of Committee Members	Tony Reusser
Item 12	AOB	Richard Hewitt
Item 13	Date of next AGM Meeting (26 th January 2022)	Richard Hewitt
Item 14	Meeting close (General discussion)	Richard Hewitt

Item 1 Present & Welcoming Remarks

Ant Clerici

Ant Clerici, Richard Hewitt, Eric Reynolds, Alex Hoyle, Del Britton, Gary Barns, Matt Dent, Paul Whitcombe, Alison Whitcombe, Tony Davis, Sam Furminger, Mark Saxton, Lynne Sherwood, Daniel Freeth, Rob Edwards, Will Morgan, Alan Anderson, James Rolt, John Powell, Andrew Peckston, Richard Stilwell, Ian Barns, Paul Gill, Andrew Culley, Ken Anderson, Steve Hackett, Andy Chambers, Simon McGowan, Matt Sheen, John Nicklin, Gordon Price, Gerry West, Christopher Lawton-Smith, Peter Rogers, Duane Sanger, Ian Stockwell, Craig Shaw, Peter Relf, Roger Brooks, Christopher Brown.

Ant warmly welcomed the 39 club members who logged into WHAM's first virtual AGM via Zoom. He mentioned that this would be his last meeting as Chairman after his 3 year tenure, and many years on the committee in one form or another. Adding that it had been a privilege and thoroughly enjoyable, but also the credit should go to the membership that had worked to make the club so successful.

He then covered some of the technical aspects of Zoom that the participants could use to communicate during the meeting.

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Item 2 Apologies

Tony Reusser

Apologies were received from: Phil George, John Nixon, Chris Brown

Item 3 Committee Introductions

Ant Clerici

Ant briefly introduced each committee member in turn and they made themselves known to the meeting by a real or virtual wave, to assist new club members know who's who.

Item 4 Approval of 2019 AGM minutes

Tony Reusser

2020 Minutes proposed by Andrew Peckston and seconded by Matt Sheen, using the thumbs up on Zoom.

Item 5 Actions arising

Ant Clerici

AP1 Support for Re-tests.

Ant confirmed to the meeting that financial support for member retests had been discussed at Committee during the year and agreed.

Item 6 Chairman's Report

Ant Clerici

Chair's report - as published in the January 2021 WHAM Newsletter

Standing down after 3 years as WHAM chair naturally leads to retrospective thoughts. So here are my notes about what happened "on my watch". But first, I would like to emphasize I did very little of the following but was a privileged participant, so thank you to the committee and all of you - our membership.

In 2020's IAMRS group review we have ended up with 'Commended' across all criteria.

"A good performance standard which achieves the competency areas being assessed and does not require any additional action".

Robbie Downing's summary said: *"WHAM is a well-run group that causes me no concern. They are willing participants when working with adjoining groups and have a structured approach to training and recruitment. It's refreshing to see a positive succession plan which will secure WHAM's future for many years to come. I can see the Group continuing to grow, perhaps not quickly due to the current financial climate but I do believe they have a positive future."*

What does that really mean?

The main areas are:

- **Training:** our National and Local Observers is WHAM's expert core, led by Alex Hoyle and his team of experienced observers. We have shown that our observer team is delivering a great programme of individual training and other events such as slow riding.

Our 2020 summary, despite lockdowns, is over 500 hours of observed rides which relates impressively to our 2019 of 602 total!



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• **Communications:** I've always thought we have the best website and best newsletter. If you don't believe me then trawl other IAMRS groups! The newsletter has always provided a great mix of technical (occasionally nerdy?) articles, travelogues and humour. Thanks Richard!

Richard's role as editor moves to Jim Rolt (subject to the AGM's election)

Our closed Facebook page has grown with, as I write this, 120 members out of around a total of 150 in WHAM.

• **Ride outs:** Tony Davis has a key role within WHAM creating and publicising our ride outs. Always making best use of the region's best motor biking roads with biker friendly café stops. We've also introduced Malvern McD's as a start point.

Many IAMRS groups don't ride every week! Our programme of Sunday rides, Summer evening rides and day rides is possibly the most comprehensive opportunity to practice our skills with like-minded riders.

• **A social group!**

Well perhaps not so much in 2020 but once restrictions allow there's a load of great ideas for natter nights and social events. However for those who can remember we did have Christmas at The Falcon and trips to Belgium and Brittany.

• **Supporting our membership**

People are taking up our offer for re-test training and we continue to support Severn Freewheelers.

• **Accounts:** We are financially sound!

Thanks to Eric Reynolds, who is also an important interface with IAMRS's database, and with assistance from David Curzon our auditor, we are in a good place with sufficient funds to be able to run some great events in 2021 and beyond.

And so inevitably to the pandemic. We ran two special COVID newsletters with the second summarising information arising from a phone round of all of our membership during the first lockdown. I managed to speak with 100 of you! And with the future looking better with the roll out of jabs WHAM is in a strong position to ensure we make best use of our new found freedoms....they can't come quick enough. But first 'lockdown 3' to endure....

Finally, a huge thank you to the committee. It takes a small but dedicated team to keep WHAM on the straight and narrow. My best wishes to the new chair!

Item 7 Treasurer's Report

Eric Reynolds

Eric led a review of the year which he said had seen our expenditure drop significantly due to the restriction in club activities due to the Corona virus. This has increased an already health balance of current assets. Questions were invited from the membership and the resultant discussion focused agreement that the moneys should be spent on the members.

Our auditor David Curzon would be sent the accounts in due course by the treasurer.

Balance Sheet 1st Jan 2020 to 31st Dec 2020

Fixed Assets	This Year				Last Year		
	Equipment at Cost		£7,060.78		Equipment at Cost		£7,060.78
	Depreciation		£6,138.00	£922.78	Depreciation		£5,638.00
Consumable Assets							
	Observing Stationery (5)		£100.00		Observing Stationery		£100.00
	Club clothing		£0.00		Club clothing		£0.00
	HI Viz Jackets (11)		£89.60		HI Viz Jackets		£49.55
	Current Account		£6,588.04		Current Account		£3,620.40
	Unpresented Cheque		£16.00				
	Deposit Account		£4,811.68	£11,605.32			£4,809.96
Current Assets				£12,528.10			
Equipment Table							
	Equipment	Purchase price	Accum Deprec Last Year	Deprec This Year	Accum Deprec This Year	Current value	
	Gazebo	£139.00	£123.00	£0.00	£123.00	£16.00	
	Banner Sign	£85.00	£85.00	£0.00	£85.00	£0.00	
	Video cameras	£2,000.00	£1,950.00	£0.00	£1,950.00	£50.00	
	Radios	£3,808.48	£2,680.00	£500.00	£3,180.00	£628.48	
	Projector etc.	£1,028.30	£800.00	£0.00	£800.00	£228.30	
	Miscellaneous	£39.00	£20.00	£10.00	£30.00	£9.00	
	Totals	£7,060.78	£5,638.00	£500.00	£6,138.00	£922.78	

Income and Expenditure

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**1st Jan 2020
to 31st dec
2020**

	Surplus/(Shortfall)	This Year	£2,969.36		Last Year
Income	Membership Fees	£2,132.40		Membership Fees	£2,074.88
	Skill For Life	£589.00		Skill For Life	£1,209.00
	Donation for recruitment	£500.00		Donation for recruitment	£500.00
	Gift Aid	£316.59		Gift Aid	£324.36
				Slow Riding day	£104.32
				Donations	£1.00
	Interest on Deposit	£1.72		Interest on Deposit	£2.39
				Misc	£9.99
				Annual Dinner	£154.16
		Total	£3,539.71		Total
Expenditure	Room Hire	£45.00		Room Hire	£150.00
		£39.00			£510.05
	Retest Support			Members Perks	
				Observer Training	£190.00
				Slow Riding day	£355.06
					£1,025.00
				Incentive for recruiting Associates	
				Insurance	£145.00
	Observer vests	£57.71		Observer vests	£317.31
	Web Charges	£178.64		Web Charges	£182.34
		£250.0		Auditors Fee	£12.00

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		0			
				Annual Dinner	£154.36
				Committee Expenses	£13.05
				Donations to Other Bodies	£100.00
				Free Taster Facebook	£30.00
		Total	£570.35		Total

Item 8 Chief Observers Report

Alex Hoyle

Dear WHAMers,

All things considered, in the end we managed, and I am not quite sure how we did it, but we did, to get nineteen associates through their advanced test.

Considering that we lost most of the first half of 2020, personally, I think that is a truly fantastic achievement by our group observers.

So, at this point I must say a huge thank you to all the observers and also to the other members of the group who in the end came up trumps (excuse the Presidential pun) and made it into a pretty good year, despite all the rules and restrictions we have had to deal with.

The Sunday morning ride out regulations meant that we had some new and interesting routes provided by some different members. I went out on several of these new routes and it was a joy to ride around on some different roads. Again, many thanks to all those both from Hereford and Worcester who stepped up to the plate and sorted out some new rides for us.

Finally, we always have a bit of a competition between the observers as to who did the most hours.

Firstly, I should say that as Chief Observer I did in fact record the most hours, but then you would expect me to, as I not only training associates, but do lots of check rides for other observers, and assessment rides of new associates, so I can't really win it, can I. (It's also my main source of food.) So, cue the drum roll.

In third place, with 49 hours observing, Ant Clerici.

In second place, with 52 hours observing, Tony Reusser.

And our winner with a massive 83 hours observing and four, yes four, test passes Rob Edwards. But very well done to all the observers no matter how much or little they managed to do in the year. Thanks again.

So, Stay Safe and Take Care.

Alex Hoyle

WHAM Chief Observer

Item 9 Election of Group Officers

Tony Reusser

Tony briefly informed the meeting that there were 12 members of the committee. Three were



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Officers; Chair, Vice Chair and Secretary with 9 other members. Their roles were identified on the meeting notes sent to the membership and also mentioned individually by the Secretary. No new nomination forms had been received in the last 5 days, but three had been received over the past few weeks for the following posts: Chairman (Ant Clerici Standing down after 3 years), Vice Chairman (Richard Hewitt standing down from both Vice Chair and Newsletter Editor) and Newsletter Editor.

Nomination of Richard Hewitt as our Chairman. Proposed by Gary Barns and seconded by Tony Reusser.

Nomination of Paul Whitcombe as Vice Chairman. Proposed by Richard Hewitt and seconded by Tony Reusser.

Nomination of James Rolt as Newsletter Editor. Proposed by Richard Hewitt and seconded by Ant Clerici.

The above nominations were unanimously carried in a vote by the meeting using the zoom thumbs up.

Item 10 Handover to new Chairman

Ant Clerici/Richard Hewitt

The handover to the new chair was initiated with a gift that was introduced by Richard before his speech of thanks to Ant for all his hard work over the last 3 years. Ant was delighted with a Caricature of him and his beloved Bikes over the years.

Richard went onto say that Ant had led the Club, the Committee, with care and inclusion and that doing so within 2020, with C-19 restricted club activities, had been quite some achievement.

Richard specifically thanked Ant, on behalf of the whole membership, for his action of telephoning each and every member with 2020, asking how they were, and providing reassurance that as a club we were there to do everything we could, as colleagues, to support each other through C-19 in 2020 and beyond. Richard said this was the mark of a caring Chair and that he would try hard to emulate Ants approach.

Item 11 Election of Committee Members

Tony Reusser

The remainder of the Committee member posts identified in Item 9 and on the notes accompanying the meeting, were all covered as one item with no disagreement. The continuing roles were again proposed by Andrew Peckston and seconded by Matt Sheen and agreed by the meeting.

Item 12 AOB

Richard Hewitt

Richard opened AOB with a brief review of his biking background that had led to his Chairmanship today. He outlined an optimistic future as the world opened up again and what that might mean to WHAM. Mention was made of the benefit of our closed Facebook group and how it had helped bring back our Sunday rides back from Lockdown1, from some new starting points that helped

integrate the Hereford and Worcester riders.

Our sound finances would be used for the members, not only to continue to develop rider skills and experience, but to enjoy the comradery of the group in a range of activities identified by the group. Such as camping and hotel based trips, home and abroad. Natter night resumption, Slow Riding Days again, Guest speakers etc.

Richard invited the meeting to identify ideas that could be considered when lock down permitted. At this point Andrew acknowledge the call he had received from Ant during lockdown which he had much appreciated.

Ideas List from the Members:

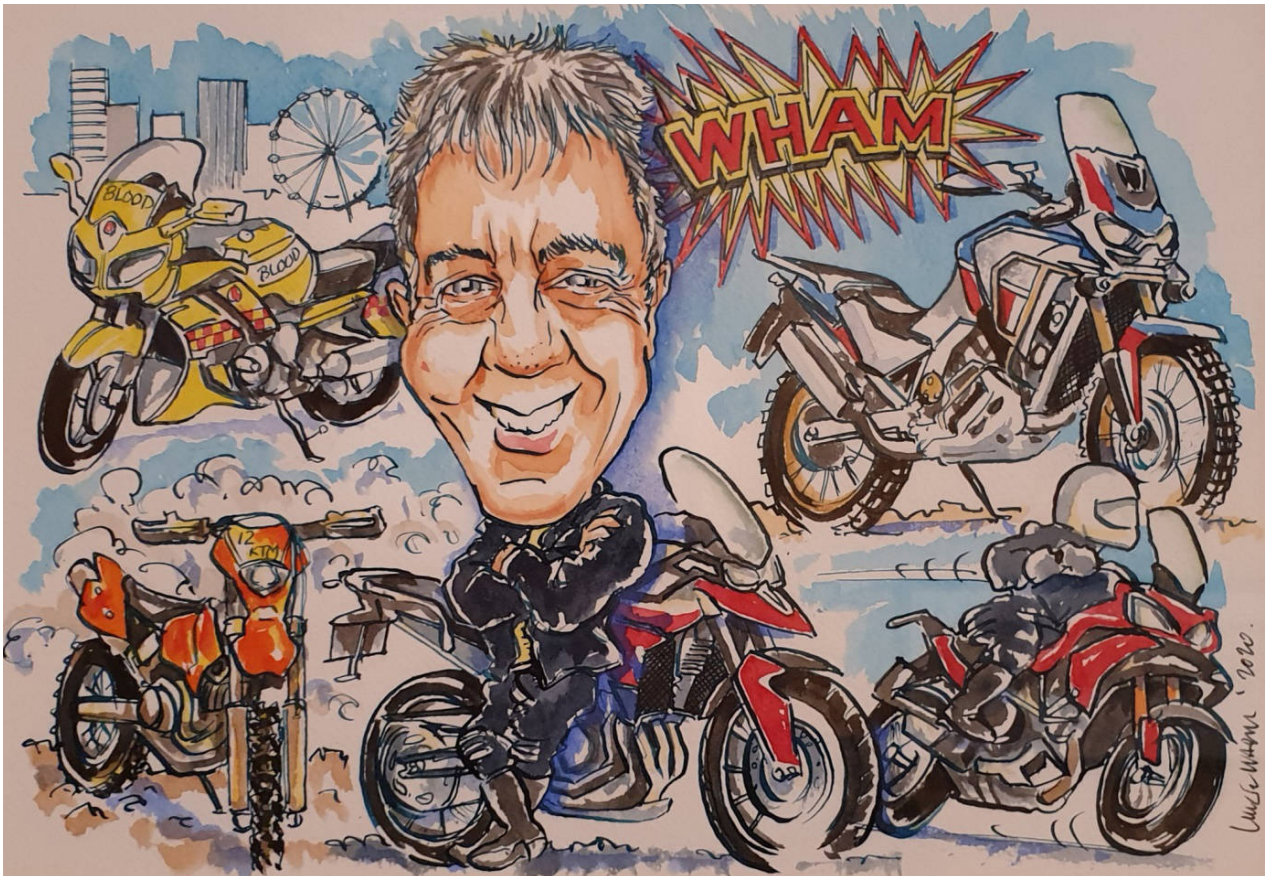
- Eric suggested refresher rides with an Observer post lockdown for those who want them.
- Christopher suggested that these refresher rides should be conducted by Observers from Hereford riding with Worcester members and visa versa, to again build comradery and ride different roads.
AP1 Richard. The committee to discuss how to set up Refresher Rides after lockdown for those that request them.
- Jon Powell a new Associate Member asked how the Observer allocation process worked and what would happen. Alex Hoyle CO explained what would normally happen and what he could expect post lockdown.
- Our Chief Observer stated that he was always available for a check ride, including Sundays, if members what to contact him directly.
- Someone asked why there was no annotation next to £250 in one of the expenses fields. Eric explained that his was the gift item for our outgoing chairman. Appropriate annotation would be made prior to auditing.
AP2 Eric to add this detail to financial statement.
- Will Morgan asked if the committee could look into the prospect of hiring out a Race Circuit for a WHAM organised skills day. A Monday or Friday was preferred.
- Del Britton mentioned that IAM organised Rider Training Days were also likely to be available again post lock down.

Item 13 Date of next AGM Meeting (26th January 2022) Richard Hewitt

Item 14 Meeting close (General discussion to follow)

...AND FINALLY... from Ant Clerici

My time as WHAM chair ended at the AGM as Richard Hewitt took over. For those unable to join us that night here is the cartoon presented to me. It shows a collection of my recent bikes.



I'm sitting on my Triumph 900 GT PRO which has been in lockdown so the only bike I've ridden recently is the Blood Bike, even then I had to exchange the BMW for the 4WD car as the temperatures plummeted. The other three are a DCT Africa twin, a skills day image of the 1200 Multistrada and the rib cracking KTM from that eventful weekend in the forests of N Wales.

Thank you everyone!

AFTERWORD

That's all for this month folks, a huge thank you to all the contributors, what a great collection of members we have!

If you have any comments about the content, or anything you'd like to say, please get in touch. Without you, next month's newsletter could be very thin, so please tell us about your biking, your bike, what you think of WHAM... anything really!

Contact me here: whamnewsletter@gmail.com

Have a great month,

Jim Rolt, Editor