

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



JANUARY 2021



CHAIRMAN'S FOREWORD

WHAM – a thank you

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 personally 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 cause 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.

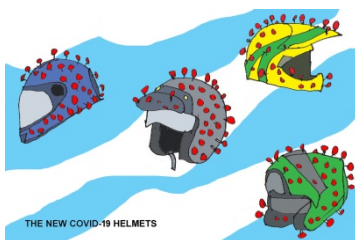
- **Ride outs:** Tony Davis has a key role within WHAM creating and publicising our ride outs. Always making best use of the region's best motor biking roads with biker friendly café stops. We've also introduced Malvern McD's as a start point.

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!

Ride safe!

Stay safe!

Stay genki! (**Genki** is a Japanese word without a direct English translation. It roughly **means** having energy, pep, or health – ED 😊)

CHIEF OSERVER'S REPORT

Sombre Times Indeed.

Firstly, a HAPPY NEW YEAR to you all.

I hope you all appreciated the huge amount of time and effort that went into my December article. Now I am sure most of you will have guessed that the article about Lectoglycerin, $C_5H_8NNaO_4$ being used in the manufacture of both Christmas puddings and MotoGP bike tyres, was in fact the spoof story.

Although, now I look back on them, I think this one is in fact the most plausible of the two; what idiot would try and ride his motorbike on dead slimy wet chicken bits after all.

Incidentally $C_5H_8NNaO_4$ is in fact the chemical formula for Monosodium Glutamate, used to enhance the flavour of many a takeaway. So, congratulations to Eric, who sussed that one out.

Now as I sit down on the 5th of January to write this month's article, we have just gone into our third full lockdown. So, from an IAM and WHAM point of view, everything is now on hold once again.

I remember last March going out for a ride on Sunday the 22nd with some chums, just as Covid was starting to kick off. The following week, the first lockdown started and that was that for the next month or two. I think at that point we all hoped it would be over by the autumn, but clearly that was not to be.

Covid has changed our lives, for the first time certainly in my life, the government is telling me that I cannot do certain things I want to; I can't travel, I can't go on holiday, I can't even go to the pub. All these restrictions are necessary to try and curb the spread of Covid. Whether, ultimately, they prove successful remains to be seen.

Also, some families and businesses have paid the ultimate price and loved ones have died, some have lost their business or job and have now fallen on hard times. That said for the most part, we are managing to get through and keep going, it's simply not what we have been used to.

I heard a saying the other day, which was, "no matter how hard you think this current situation is, it's nowhere near as bad as 1914-1918 or 1939-1945".

I'm very lucky, I am from a generation that has never been forced to go to war. Can you just begin to think of the horror of having to go over the top of the trenches at the Somme. British forces suffered 57,470 casualties, including 19,240 fatalities, on the first day alone. My grandfather fought in the First World war, he was gassed by chlorine, but survived to eventually come home and carry on with his life, my mother told me he never spoke of it. When you think of it in these terms, that starts to put things in perspective compared to the Covid outbreak.

We will get over this, and it may take many months more, and if I am honest, I can't see this being over until much later in the year, so fingers crossed.

The human race is very good at digging in and keeping going. Covid may well go on to be one of the defining moments of my generation, who knows.



That said, and all things considered, WHAM did in the end do pretty well in 2020, we got over nineteen riders through their advanced test, a feat I think we can all be very proud of.

Now please help me out, it's really hard to keep coming up with new and exciting articles about motorbike training, so if there are any particular subjects you would like me to write something about, please let me know and I'll try and come up with something new for you.

So, Stay Safe and Take Care.

Alex Hoyle

alexhoyle@trackdown.co.uk

WHAM Chief Observer

5 days with Severn Freewheelers (Or what really happens on a blood bike duty?)

Having booked my half-week slot on line I was keeping my fingers crossed that our December weather would be kind.

On Boxing Day I collected the bike from Tom at 11am; this was earlier than scheduled because he had completed the previous few days on duty including Xmas Day and wanted to see his family.

Fair enough!

We carried out the handover check of the BMW 1250 RT - an extended version of MPOWDERS plus the on-board kit and notified the co-ordinator.

Co-ordinators take tasks from the NHS and distribute them across the 4 bikes (N.Wilts, Gloucester, Hereford and Worcester). They log when the jobs are received, issued to the rider and then monitor our journey from home to collection to delivery to back home again. With 4 bikes operating 7pm til 7am and all day weekends and Bank Holidays they are the last to get to bed having ensured we are all home safe.

When it's busy we are juggling several jobs at once planning the most efficient routes with respect to the level of urgency.

So I began by riding home and getting familiar with what was to me a new bike. So many buttons! I was home by 1120 and ready to start. But here's the challenge. You have no idea when (or if) you will get a call. It's a waiting game. But on Boxing Day the first call came in soon enough and I was off half an hour later at 1150.



Journey 1 (79 miles)

From home to collect a sample from Kidderminster Health Centre then on to Kidderminster Minor Injuries Unit for more samples which all needed to be taken to Worcester Royal Hospital Pathology. Whilst there I was asked to return to Kidderminster Minor Injuries Unit for more samples for Worcester Royal Hospital then home to thaw out by 1515 for a late lunch.

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Journey 2 (19 miles)

A nursing home in Droitwich needed notes from Worcester Royal Hospital. Miraculously I had a night's sleep – no calls! I had avoided the need to decide if it was too cold and frosty to ride.

Journey 3 (75 miles)

A civilised 0914 departure from home to the Princess of Wales in Bromsgrove with samples for the Alex in Redditch which led to another task taking me to Worcester Royal Hospital via Kidderminster. At Worcester another job from AEC (which had moved although its direction sign had not) to a private house in Malvern. Then home by 1230 for a quiet afternoon....apart from cleaning the bike to remove the salt.

Journey 4 (35 miles)

8pm Home to Kidderminster Minor Injuries Unit for samples which needed to be taken to Worcester Royal Hospital Pathology. I was home by 2120 and thankfully the snow hadn't started to fall....but it did!

I woke to find the road outside white with snow. I let the coordinator know I couldn't ride. It appeared the weather was bad across the whole region.

So plan B?

SFW not only has bikes but 4WD Skoda Yetis.



Journey 5 (33 miles)

I collected the Yeti from Kempsey and was back on duty for an 1127 call which allowed me to collect samples from the Princess of Wales and take them to Worcester. Although the main roads were passable side roads and hospital car parks were white with snow. Home by 1255

Journey 6 (36 miles)

1337 and off again this time to Evesham for samples to be taken to the Path Lab at Worcester

Journey 7 (84 miles)

The Yeti provided transport for supplies for the Air Ambulance based at Strensham. So I collected their boxes from Worcester at the same time as a job for Tenbury Wells. The roads were very quiet at 9pm but frost and minor floods water meant a steady trip. I was home by 11pm

The 29th December saw a continuation of the cold icy weather.

Journey 8 (9 miles)

On duty at 7pm – my first job at 10 past 7. A delivery from Worcester to a private address for someone recently discharged from hospital. The estate roads were covered in black ice. Impossible on 2 wheels but OK with 4WD.

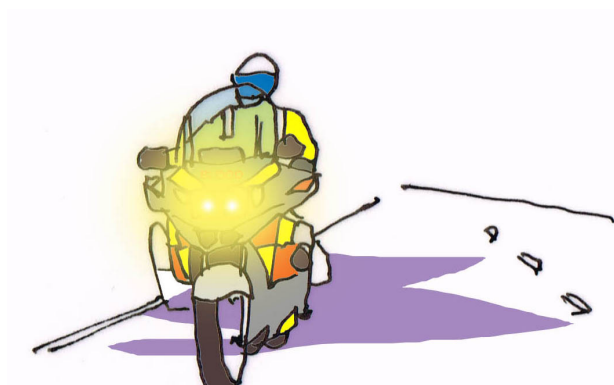
Journey 9 (36 miles)

My last job was at 10pm so back to Kidderminster for a number of samples for Worcester. The hospital was in lockdown so we had to call the porter to gain access. Home by 1035.

All that was left to do the following day was to take the Yeti to the next 'rider', now 'driver' who lives in Redditch.

For those of you who are on the ball you will have worked out I still had the 1250RT in my garage. That was swapped for another bike as it was needed for its 12k service. Tomorrow that bike will be collected.

This winter duty was quieter than one I did in the summer which included helping with a sample from Salisbury to City Hospital in Brum. I was the last of 3 bikes on a relay so I was handed the small box off the M5 jct 7 at around 0325 and rode into a very quiet Birmingham. I got home as dawn was breaking only to be asked to pick an urgent sample from Kiddy for Worcester. Home by 6am!



Riding the blood bike takes a bit of discipline. You are "on show" all the time so keeping to the rules of the road including speed limits is important. However most drivers give you space and there's a certain pleasure in being to park almost anywhere! Looking like the police means you get a lot of second looks and you are often surrounded with people driving with a little more care. A great way to use your advanced riding skills!

<http://www.severnfreewheelers.org.uk/hospitals/our-service.aspx>

Ant Clerici
Chair

ANNUAL GENERAL MEETING

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

AGENDA

Wednesday the 27th of January 2021

Zoom AGM Meeting Starting at 7.30PM

- | | | |
|----------------|--------------------------------------------------------------------|-------------------|
| Item 1 | Welcoming Remarks | Ant Clerici |
| Item 2 | Apologies | Tony Reusser |
| Item 3 | Approval of 2020 AGM minutes
and any matters arising from them. | Tony Reusser |
| Item 4 | Chairman's Report | Ant Clerici |
| Item 5 | Treasurer's Report | Eric Reynolds |
| Item 6 | Election of Committee Officers | Richard Hewitt |
| Item 7 | Election of Committee | Members Secretary |
| Item 8 | Presentation of Certificates | Chairman |
| Item 9 | Programme for 2021 | Chairman |
| Item 10 | Any other business | Secretary |

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NOTICE OF ANNUAL GENERAL MEETING

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

Wednesday 27th January 2021

The Group AGM will be held via a Zoom meeting, 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	2020-21(Ending 27/01/21)	2021-22 (Starting 27/01/21)
Chairman: Ant Clerici	Standing down	Richard Hewitt(Proposed)
Secretary: Tony Reusser		Seeking re-election
Treasurer: Eric Reynolds		Seeking re-election

Committee Members

Vice Chairman: Richard Hewitt	Standing down	Paul Whitcombe (Proposed)
Newsletter Editor: Richard Hewitt	Standing down	Jim Rolt (proposed)
Membership Secretary: Matt Dent		Seeking re-election
Webmaster: Tony Davis		Seeking re-election
Routemaster: Tony Davis		Seeking re-election
Events Coordinator: Duane Sanger		Seeking re-election
Associate Liaison Officer: Gary Barnes		Seeking re-election
Committee Support Officer Mark Saxton		Seeking re-election
Chief Observer Hereford: Alex Hoyle		Committee Appointment

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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 Tony Reusser on E-mail tony.reusser1@gmail.com at least five days before the AGM.

Zoom link to the AGM:

<https://us02web.zoom.us/j/89181092189pwd=VlcrMHNPTitxRk9MVHlnMXFwS2czUT09>

Meeting ID: 891 8109 2189 Wednesday 27th January 2021, 7.30pm



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Nomination Form

For the election of

Worcester & Hereford Advanced Motorcyclists Committee 2021

TO BE HANDED/TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &
HEREFORD ADVANCED MOTORCYCLISTS PRIOR TO THE AGM OR TO THE
SECRETARY (tony.reusser1@gmail.com) ON THE EVENING OF THE AGM ON:

WEDNESDAY 27th JANUARY 2021

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

NEW EDITOR! (subject to AGM)

Ladies and gentlemen, after many years of loyal service, the brave soul of Richard Hewitt has finally migrated from newsletter editor to greater things..

The editor has gone, - long live the editor! Not only am I new to the role, I am also quite new to the club, and what with the current social situation I haven't met too many of you yet; so what better excuse than to introduce myself now..



I am Jim Rolt, and on the left here you can see me proudly enjoying my first bike in around 1967, complete with top of the range Stadium helmet!

The bike here is a Triumph Tiger Cub (1957) which I bought in a basket for £4. I've been building and maintaining my own bikes ever since, thanks to a useful apprenticeship with the Triumph/BSA group, sadly cut short when they went bankrupt around 1970 after pretending that Jap bikes were no threat! However, I enjoyed the apprenticeship, especially a summer in the service department at Triumph Meriden

works where the Friday afternoon dud bikes came back from customers to be blueprinted. There was no timescale on fixing these returned bikes, the only criterion was that those bikes must then be perfect and never give trouble any more. And none of them did! They were actually a decent bike, just badly slung together on the assembly line...

In 1989 I had some sort of aberration and accidentally purchased a (wait for it..) I hate to admit this... but yes... a one year old Hardly Ableson! Evidently I haven't recovered, as I still have her now.. over the 30 odd years I've had her, she's evolved quite a bit and I have her nearly as I like her now. I did spend some time in the '90s racing (hill climb) and placed in the national championship around 4th with this actual bike.. those whose eyes are not rendered blind by uncontrolled mirth may be able to identify where this photo was taken... (clue: not on the UK mainland). So, you'll recognise me by the bike if nothing else; she doesn't blend that easily with the beamers!



Although I am new to this group I first took the IAM bike test around 1990, but life got busy for a while. However, now I seem to have a little more time, so I retook my test last summer helped by the excellent Rob Edwards (thanks Rob), and I've since been on a few of the recent Sunday rides,

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and look to plenty more involvement as the present unlikely situation eases..

Enough about me, now how about you!? The newsletter is needing your input; have you passed or retaken the IAM test recently? We'd love to hear about it.. have you got a new bike, or are you cherishing an old friend? We'd love to hear about it... Have you been on an amazing ride, or done something interesting or unusual related to biking? Again, please tell us all about it. Let's keep this newsletter interesting with lots of different input from you.. send your ideas or questions to me at whamnewsletter@gmail.com or you could ring me on 07792 303037. Let's hope for a return to normal riding patterns soon!

Jim Rolt

Alan Rider's 2021 Wham Col

Well, here we are again. Yes, I've given you all a decent break from my words of wisdom, or rants, should you prefer. This is the last one from me as our amazingly talented and tolerant Ed has packed his bags or at least his keyboard when it comes to the Newsletter.



I mean, come on! Every month for *years*! And he let me have a say, not to mention the occasional get-it-off-my-chest. He's given brilliant service to WHAM and its members. Thank you Richard.

So, what's on my mind that's anything to do with motorcycling?

Not a lot to tell you the truth. Riding has taken a back seat with me (and you) due to Lockdown 1, then I squeezed in some few miles in the summer, and now Lockdown 2, or is it 3, just when the temperature tempts. And have you also noticed how standards of driving and riding were so bad following Lockdown 1. I've seen that many numpties overtaking on double whites and that's even when I'm not out there much.

What is going on? I think it may be a rise in disrespect for what's right and a growing mood against imposed restrictions on our freedoms. Or is it an expression of utter frustration, a sort of venting of anger? Is this another American Import? What's bothering me is the

damage Trump has done to democracy in the USA and by inference around the World among its dictators.

What I fail to grasp is how wealthy, far from young, supposedly educated, overdecorated women fawn for him, are slaves to his mantra. The man is, it seems to me, a corrupt liar and deeply unpleasant. He promotes untruths and denies the blindingly obvious to such an extent and so repetitively that it has become the norm, the usual, the natural, or the **custom** if you will, especially among many Republicans it seems, to believe what he says is true and worse still to act on it viz. haranguing Georgia vote-counting people with fearsome slaughter-competent weapons...****!! And now a deadly raid on the Capitol. Dead People! Dead! Kaputt! It doesn't get worse than that.

I'm currently nearing the end of a book* by Ted Simon describing his round the world trip on a 500cc Triumph in the 1970's. He writes about the diverse customs of various communities he meets and I'd like to quote him if I may.

"Above all it is customary to suspect and despise people in the next valley, or state, or country particularly if their colour or religion (*or political allegiance I might add*) is different. Speaking of the more vicious customs, and of men who should have known better, Saint Francis Xavier said a long time ago: 'Custom is to them in the place of law, and what they see done before them every day they persuade themselves may be done without sin. For customs bad in themselves seem to these men to acquire authority and prescription from the fact that they are commonly practised.' Custom is the enemy of awareness, in individuals as much as in societies. It regularises the fears and cravings of everyday life."

For me this describes the appalling impact of the likes of Trump and other authoritarian styled leaders.

So as motorcyclists, what is there to learn from this. In a word - tolerance.

As Observers we all have to be tolerant, especially of the 'know it all already' variety of Associate. As Advanced Riders we need to be forgiving of others who don't share our wish to keep to speed limits, especially in the built-up, and to respect double whites. But equally we need to beware of what I'm calling 'creeping custom'. We need to prevent selective breaking of the law becoming customary just because lots of us do it...I'm thinking of the 50 limit...yes?? And I'm thinking too of those riders whose custom it is to ride very fast and the need to respect those that don't care to follow suit. They are not lesser skilled riders from 'the next valley', not at all!

And I personally need to try yet harder to understand opinions diverse from mine. To work

to fathom what drives the choices people make - be it Road Behaviour, Brexit, Trumpism, whatever!

Have a great 2021 on your bike, when you can.

And it's goodbye from him and it's goodbye from me. Goodbye.

*Jupiter's Travels. (1980) Ted Simon. Penguin Books



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