

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



February 2022

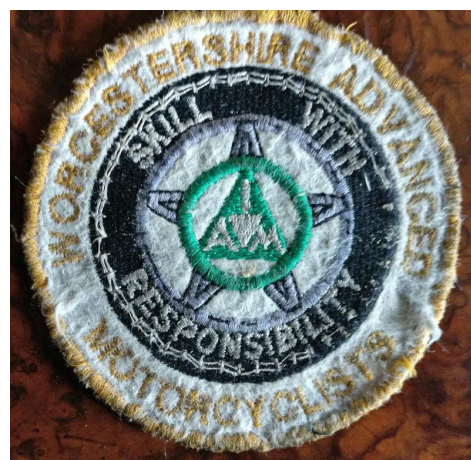


EDITORIAL – JIM ROLT

Hi and welcome to February newsletter. I'm hoping that we will soon be getting the winter behind us, but not today, as we marvel at the exciting storms that are continuing to amaze us!

Are you confused by the new highway code regulations and recommendation? You're not the only one! Get clued up quickly [here](#), or see the full updates [here](#) (massively detailed!)

The other day I discovered an old Belstaff jacket that used to keep me mostly dry, and on it was this badge. It's not cleaned up too badly, I wonder if anyone recognises it? Its from the WAM group which must be the predecessor of this group... I was a member in the 90s when I passed the IAM test the first time, and spent some years observing for them and the Birmingham group (BAM!), which one of our examiners, Marcus, was also very involved in. At that time I also did CBT training for beginners and was a Cardington licensed learner trainer.. How things have changed, I find that now it's almost impossible to become even a local observer! (Must be his age, I hear you cry! Or perhaps he rides the Wrong Bike?)



This month we have our usual [Chairman's chat](#) and [Chief Observer's piece](#), and the [results of the Reader's Survey](#) which I'm sure you participated in a few weeks ago. Also a [special piece from Sam Furminger](#) with a Valentine's theme! I see she is a long term bike lover having had her Honda Shadow 750 for 15 years! I can relate to that having been firmly faithful to me old Hardly Ableson for 33 years now..

Drop me a line and tell me about your long lived bike loves at whamnewsletter@gmail.com. This is your newsletter, and it's the duty of each of us to share a bit now and then, so don't be shy!

Ride Safe all!

Jim Rolt

Newsletter Editor



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CHAIRMAN'S FOREWORD

As I write this it is raining and windy outside. This is pretty representative of the expected type of weather at this time of the year and leads me not to want to swing my leg over the bike on a Sunday morning and head out on a WHAM Sunday ride. However, every Sunday I read on the Clubs Facebook page of Andy Chambers and a few other hardy souls darting in and out of the mud, the wet, and the general detritus left on the roads, whilst firmly enjoying some good riding.

Alex, our CO, has written previously how winter riding can hone one's skills into the Spring but I am afraid I have never taken the bait and preferred a warm duvet on a Sunday morning to heated grips and the prospect of Sunday afternoon requiring me to clean four hours of shite off the Honda Crossdresser.

But there in the contrast between my behaviour and that of Mr Chambers is highlighted one of the benefits of this little 'ol motorcycle club of ours; you do what you want, when you want, and our Facebook page lets us all enjoy reminiscing of "derring do" even if we have not taken part. I do not know if it's these accounts of Sunday morning rides that have upped the members joining the closed page, or whether it was me beating the Facebook drum at the recent AGM, but I have been pleased to see recent joiners to WHAM's Facebook page coming in from parties previously resistant to the wonder that Mr Zuckerberg provides. Remember, you can join Facebook for free, join the closed WHAM Group, under your own name or nickname and with the right security settings no one you know in the real world will ever now you exist in social media land.....

January's AGM was a highlight for me recently. Later in this very newsletter you will see the output and indeed slides from the recent member survey. Old and new faces in good numbers made their way to the Falcon in Bromyard on a cold Wednesday night and I think most people put their hand up and said something during the two-hours we were together. There were indeed some great ideas that have been captured and your committee will be considering how to bring these to life this year.

The member survey too see is you all describe yourselves as happy bunnies within WHAM. But do not forget, if your experience deviates from the positive, I am just a Facebook message away to resolve issues for you.

Exmoor in April is now well subscribed and unless you want to share a room with Mark Bonnes and Andy Peckston, you will need to find a B&B down the road if you want to come. Seriously though, there is plenty of accommodation locally and so do not let the lack of accommodation at the Ralegh Cross stop you from attending.



I will be piloting the Crossdresser out sometime soon one Sunday morning. It was going to be this coming Sunday, but the dreaded Covids are currently Gripping Hewitt Towers and quite frankly all I have been able to commit to this is week getting up and spending the entire day in my isolating covid cave; or so it seems.

Yours in Sport

Richard Hewitt

WHAM Chair

CHIEF OBSERVER'S REPORT – ALEX HOYLE

Riding On Country Roads.

You all get the WHAM Newsletter sent to you electrically, so for my CO article this months I have included a link to a YouTube video about riding on country roads here in the UK, which if you click on the link should take you straight to the video.

They interview a Motorcycle solicitor from White Dalton who specialise in defending motorcyclists when things go wrong.

https://www.youtube.com/watch?v=QtU2ZPFTQJI&ab_channel=44Teeth

They talk about all aspects of riding on country roads, with regards to other road users, pedestrians, horses, cyclists, etc.

Interestingly, some things I had always thought where illegal aren't, and some things I thought were perfectly legal are not.

They also talk about what to do if you come off your bike due to poor road maintenance by your local authority, mud or crap on the road, and about what to do should you have an accident.

Anyway, it's an 18 minute video so go and get a cup of tea and some chocolate hobnobs, and just sit through it, I am sure you will find it well worth your time.

Alex Hoyle



CO WHAM 3260

SAM FURMINGER – LIFE WITH BIKES

It's February, the month where we are forced to think about the love of our lives, dive into card shops of red, and dart into petrol stations to admire their floristry arrangements. I have to say I've never really been one for Valentine's Day, but I was often the one who found a card tucked in my laptop at work, and I'd think, bugger I better go to Sainsbury's lunchtime and buy a card and claim it's been tucked under his pillow all day. "Not my fault you didn't find it until tonight!" It's not just you men you know, I was terrible for it! ;-)

However, I'm not shy of falling in love, and whilst I've never had a biker boyfriend as such, I have loved many motorcycles. Probably not as many as my peers in 30 years of riding, but I've not regretted a single relationship with my two wheeled loves.

At sweet 16, my father introduced me to my lovely brand new little 'pop pop', Honda Vision. All 49cc of her, and you never forget your first. Twist and go, with my violin, strapped to the rack on the back. My music teacher was most amused that my violin case appeared with sticky yellow reflectors on it. I'm sure he saw it as abuse of a sophisticated instrument, and yes sometimes the vibration of the road, meant her G-string would slip, but it was soon rectified.



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The Honda left Norfolk, and we ended up in Manchester together for my university days. Within the first two weeks, we were pulled over by the police, for riding 'gingerly'. The roads were much bigger and busier than in the countryside of Norfolk. We were both in culture shock. Moped crime was high up there and the plate was foreign to them. I had to go to the local police station and show my documents. Great, two weeks in Salford and I get arrested! Ok, I exaggerate a little.

As always, the years go by, and when you look around, you see something bigger. He was older and slightly 'used'. We met when I was feeling low. I was in a relationship with a man who didn't care for bikes, and to escape the oppression, I went out for some air. I ended up in a little Honda shop in Malvern. Our eyes met... a little Yamaha Virago 125cc. A big bowl headlight, chrome, raked handlebars and a cheque book in my pocket. After a bit of persuading, I took the Virago up the road and back and bought the bike there and then. Much easier to ask for forgiveness I thought as I was greeted home, with a 'where the hell are we going to keep that?'



The relationship ended with my boyfriend in 2007, a few short weeks after the Yamaha 'bag of nails' Virago was replaced by my very present love, my Honda Shadow Spirit VT750cc. He had no idea I was replacing my bike, with an even bigger option. Nearly 15 years on, the Shadow and I are still together, and we even survived a whole marriage (she attended my wedding day), and I still love her as much as the day I met her. I had a 'mini me' model made of her, and we used it as our wedding cake topper. My husband had no interest in motorcycles at all, but appreciated I loved a good adventure. He was very good at giving me a push down the hill when her battery was a little temperamental. I miss the laughs we had about that! He has now been replaced with an Optimate trickle charger.

Whilst my Honda Shadow Spirit endured the advanced training and test, showing her true colours to me, I fell more deeply in love. She handled so much better than I ever thought she would. I was convinced when I went to IAM at the NEC saying, I haven't got a big BMW, is that a problem when training to be advanced? I was reassured that no, this would not make a difference and in my view, they were right. My observer's face was a picture when he met her as she was a lot more bling than expected. But soon his Tiger and my Shadow became friends and had great adventures. Tiger even bought her a set of tassels for her handlebars ... but that's another story!



With advanced training, I loved my riding even more, but when the wintery, salty roads arrived, she went into hibernation. I felt lonely and decided I needed a winter 'bit on the side.' I went for the Honda Rebel CM500. Our love was fast, great commuter, easy to flick around but where was my power? It felt like I had gone out for a quick burger when I had steak in the garage..... After a short 8 months, I met Winnie... my Tiger 800 xrx low. How low could I go? I'm still a bit short legged, but I managed to get my leg over. Whilst initially there was jealousy, the Shadow sees the Tiger as an unruly teenage brother, but they get on and accept they both share my love, care and attention. Sadly the human men didn't survive, but my bikes have, so it shows, true love does conquer all!



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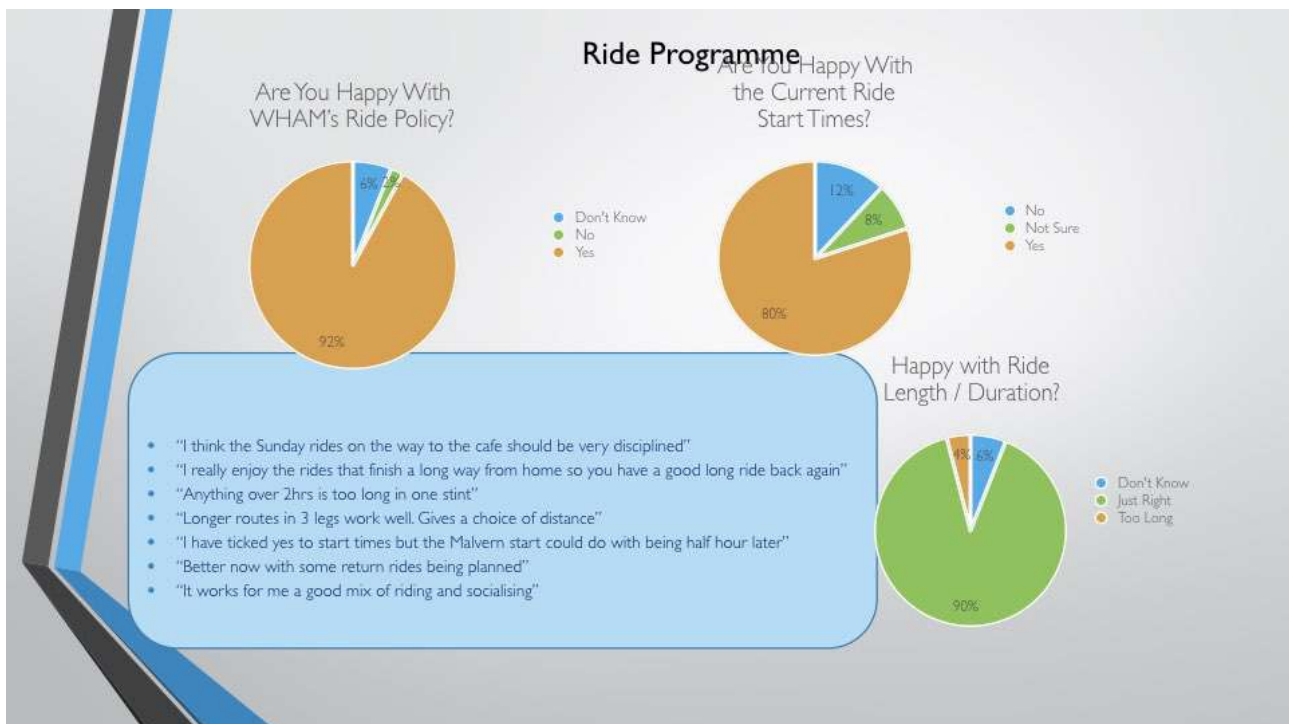
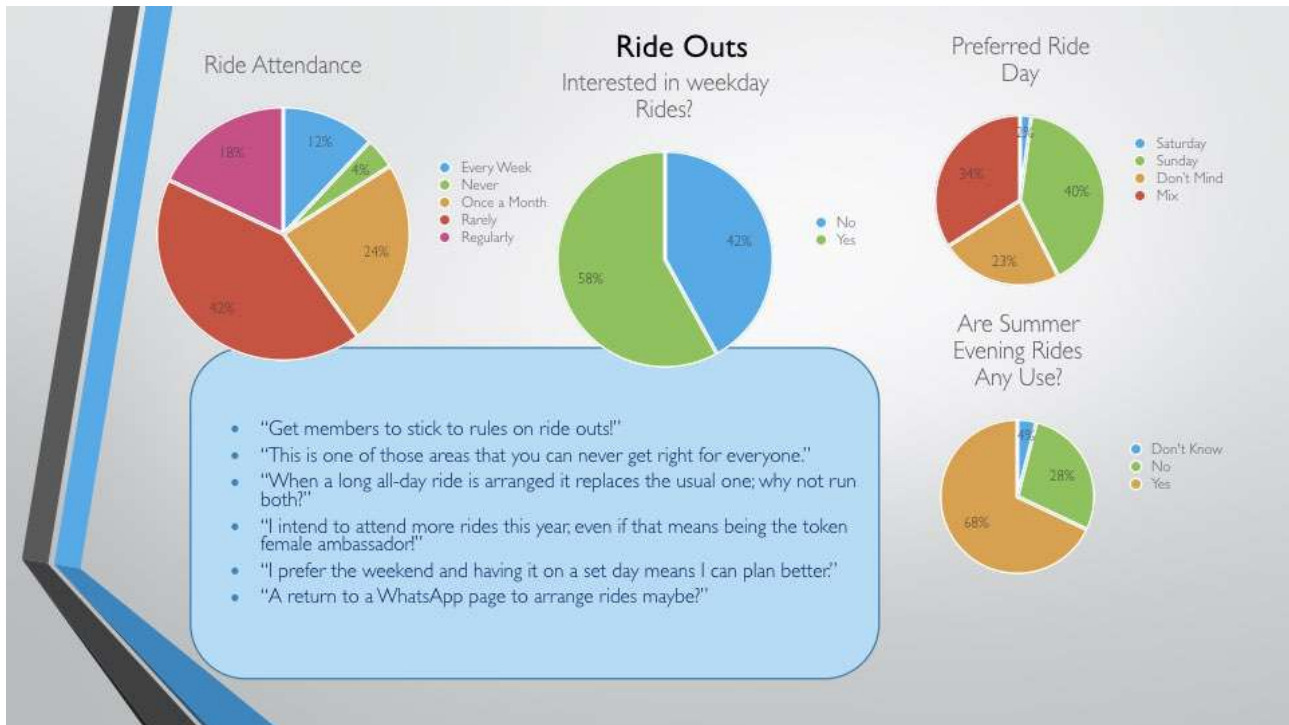


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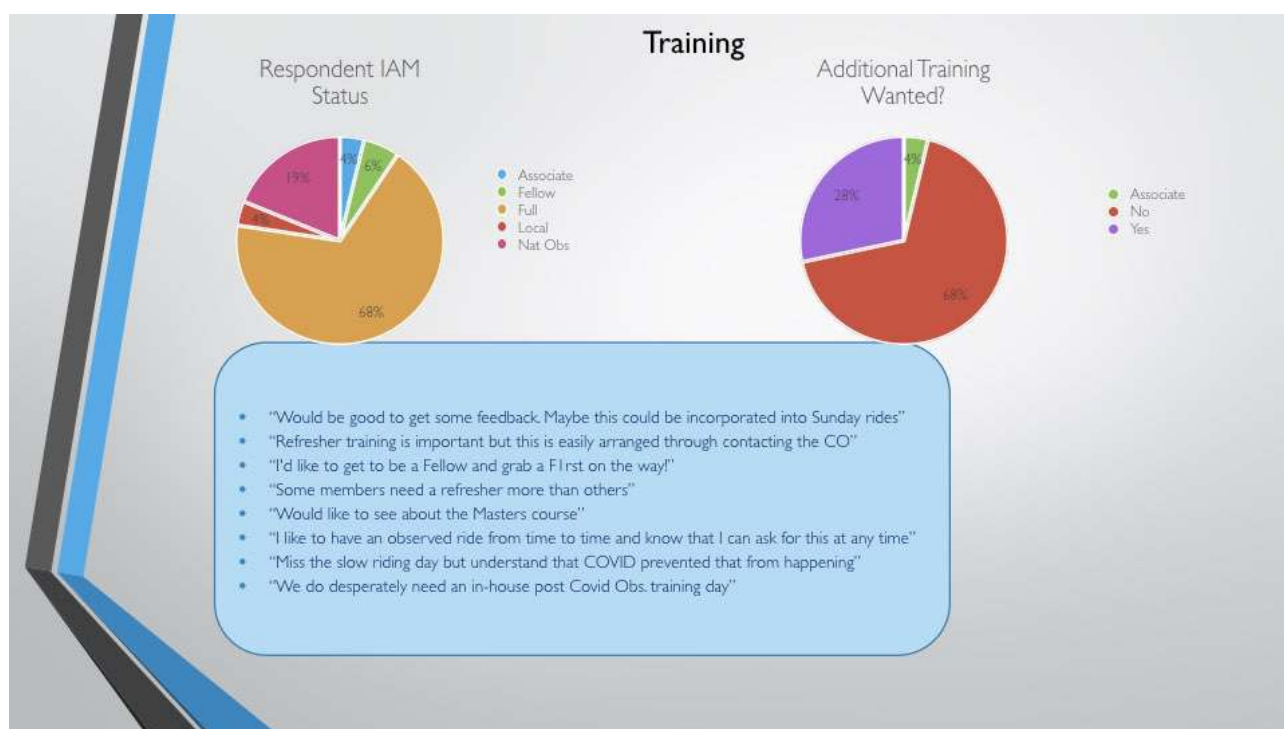
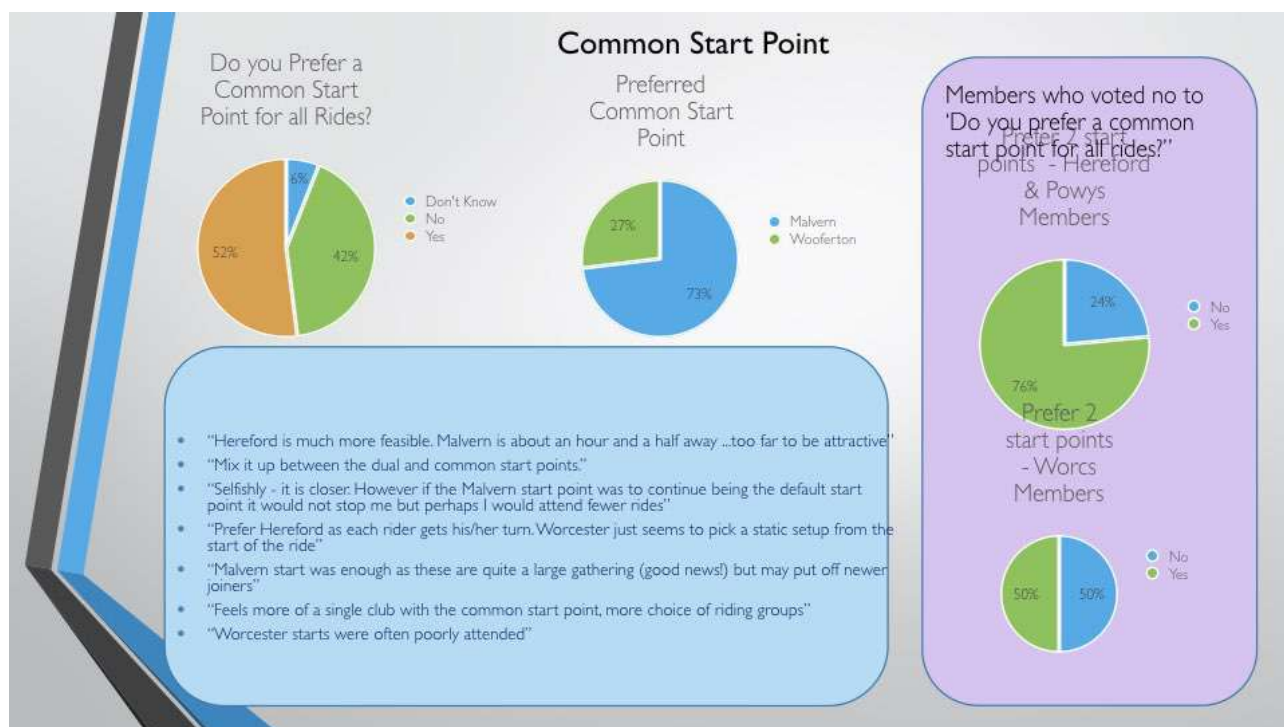
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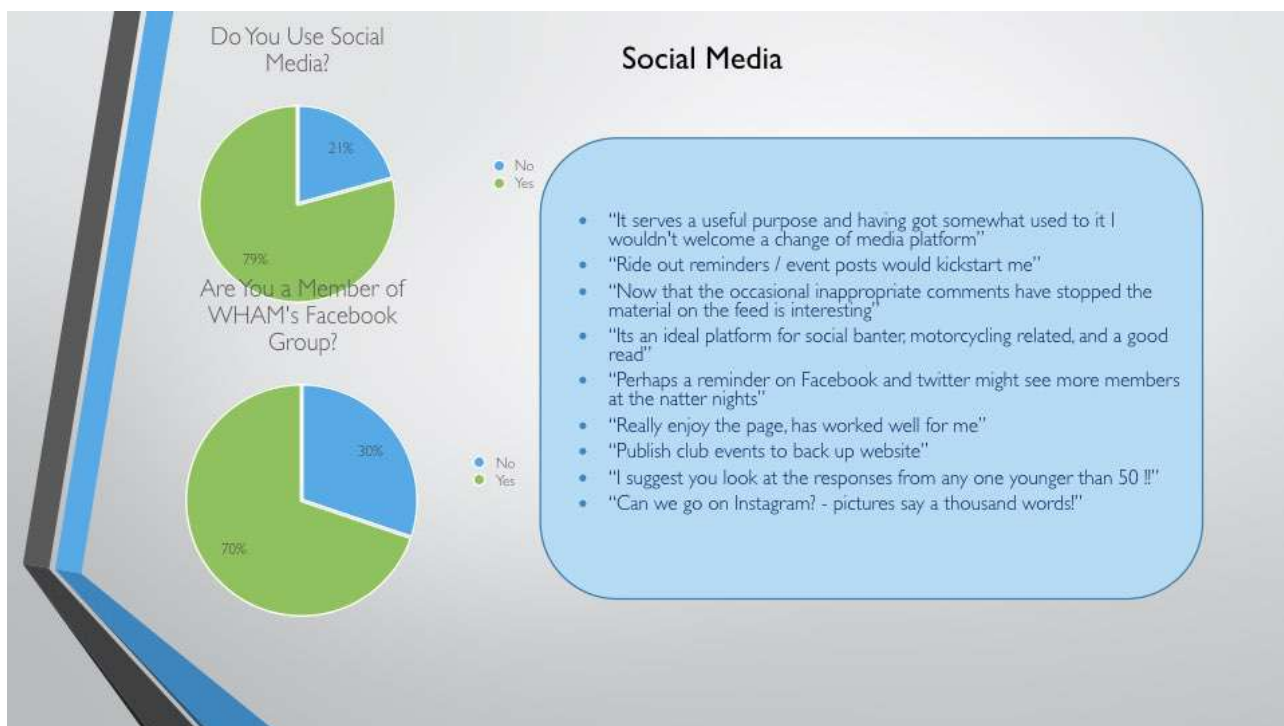
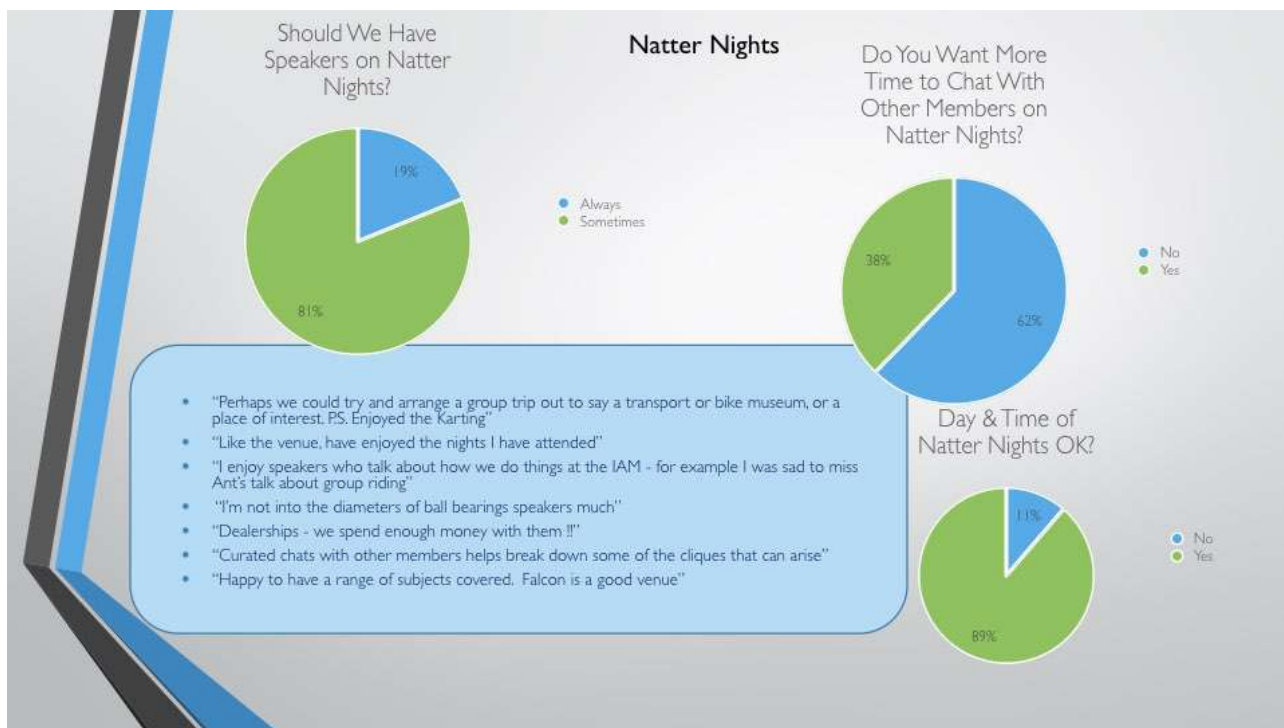


2022 WHAM MEMBER SURVEY



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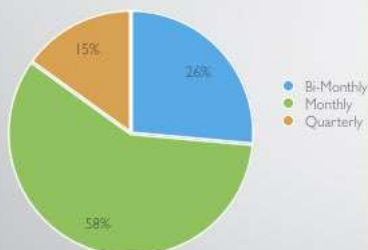




Newsletter

All respondents gave a very positive response except one who would prefer a Forum.

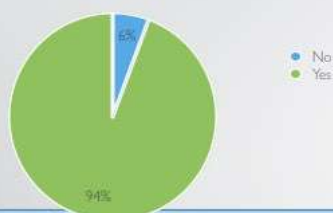
How Frequently Should we Publish?



- Newsletter Content Suggestions:
 - Directory of garages, spray shops etc.
 - Highway Code changes updates, discussions
 - For Sale (and Wanted) section
 - Ride out reports - someone's account of a recent meet, share stories, experience
 - More people offering and delivering content on time
 - A page with all the most useful contact information on it
 - More motorcycle reviews
 - Fewer accounts of peoples holidays
 - Technical tips on bike maintenance
 - Next month's programme of rides and meetings

Website / Comms

Are Our Club Communications OK?



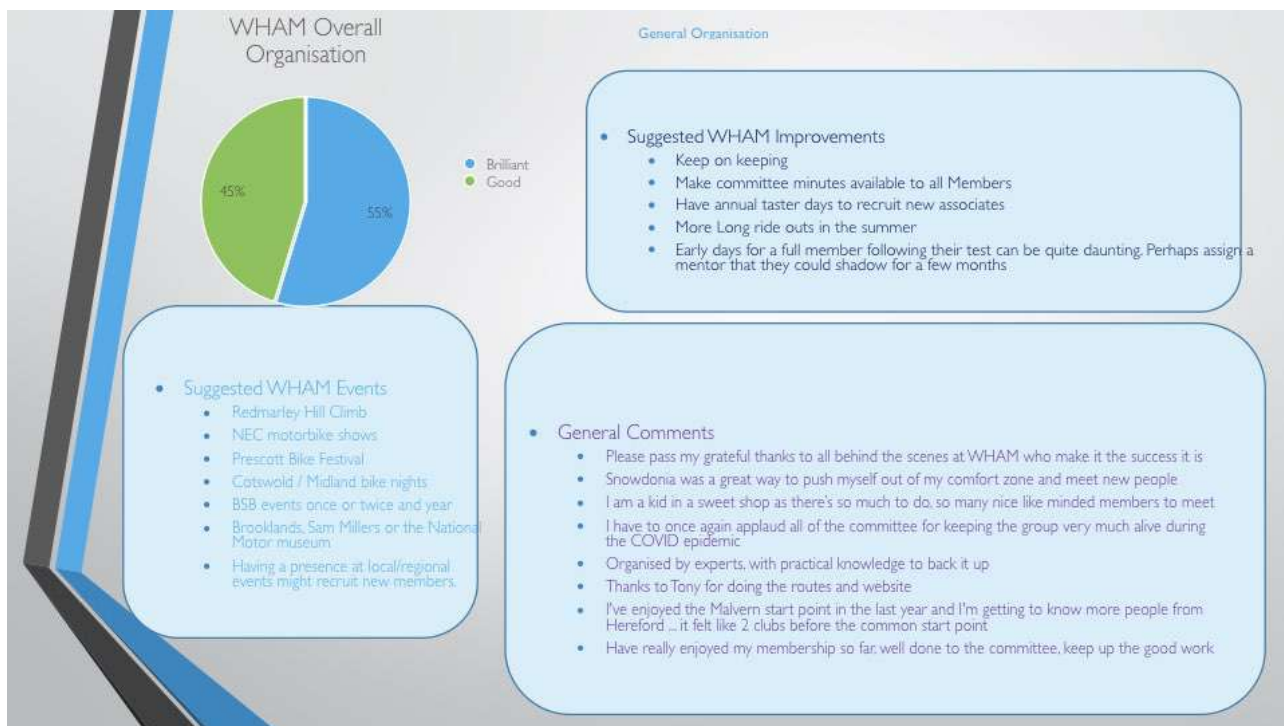
- Comms suggestions:
 - Establish a (free) forum where everything can be broadcast and discussed
 - Publish Committee Meeting minutes
 - Perhaps some insight into decision making at committee meetings could be something that members are made aware of

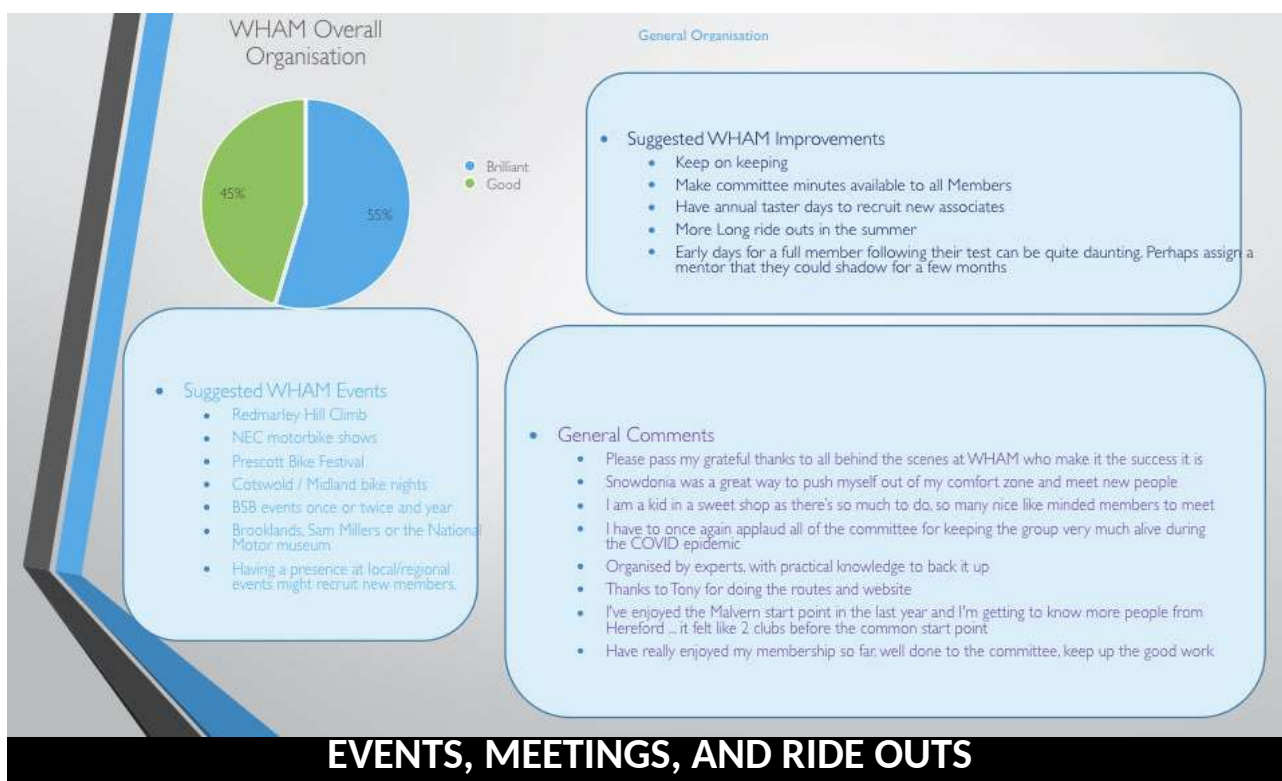
Is The Website Useful?



- Website improvement suggestions:
 - Links to interesting sites / events
 - Adding stuff may be detrimental.
 - For sale Section
 - I think we can afford though to share some of the content - particularly events calendars on Facebook
 - We should try and make sure that all the important issues are flagged up straight on the home page
 - The membership renewal link should be on the home page
 - Get rid of it, and use a dedicated forum.
 - I suggest it could be better to be modernized and why not more attractive
 - Its pretty damn good and I struggle to make any useful suggestions
 - Observer bios very out of date

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There is a WHAM ride every Sunday mostly starting at Malvern. All full members are very welcome to join us, just show up half an hour before the planned departure time (09.00 am in summer time, 9:30 am winter time) and we'll make sure you are allocated to a suitable riding group (we try to match pace and there is no pressure to 'keep up').

The next ride:

Sunday February 27 @ 9:00 am - 2:00 pm

Sunday Ride – From McDonalds Malvern to Craven Arms Cafe.

See the route and further details on the website, [here](#)

The next event:

Row Sentinel – Ian Rivers' Solo Atlantic Crossing, February 23rd, 7.30pm

Ian made an unsupported Atlantic crossing in 2021 rowing single handed and without GPS navigation aids, relying on only a sextant as the main form of navigation. Nobody had previously attempted such a feat. Ian will be here in person to tell us about his incredible adventure.

Ian is a long standing member of WHAM, a National Observer and holder of an IAM Masters with Distinction qualification.

We expect a high turn out for this event and the numbers we are able to accommodate at the venue are limited. Therefore we are asking you to RSVP from the [event page on our website](#), this will issue you with a ticket via email (if you do not receive your email please check your junk folder for wordpress@wham-motorcycling.org).

Please limit the number of guests in your RSVP to two.

THE NEW HIGHWAY CODE UPDATES

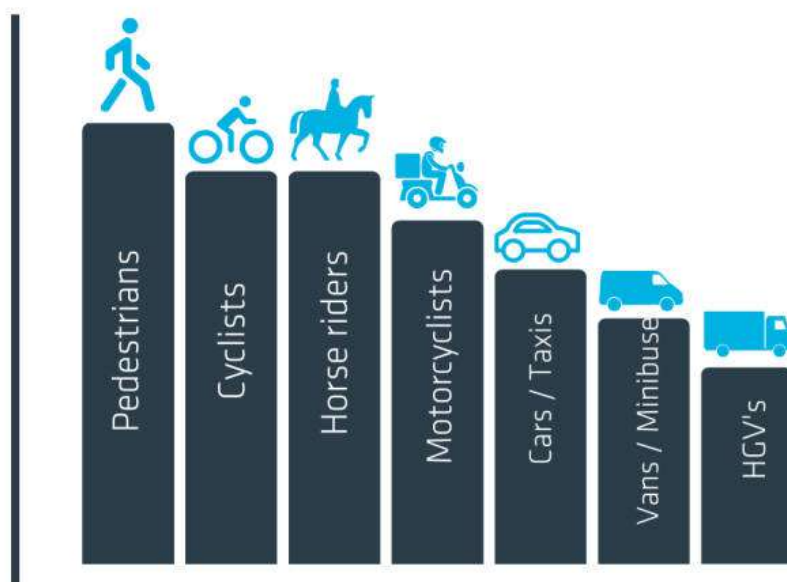
The Highway Code – what's set to change?

The Highway Code is set to change on the 29th January, with eight new rules being introduced as well as 49 revisions to existing rules. Among the changes is a new 'Hierarchy of Road Users' that will prioritise vulnerable road users, such as cyclists and pedestrians, over larger motorised vehicles.

The Highway Code's new 'Hierarchy of Road Users', states that greater responsibility must be taken by road users when sharing the road with the most vulnerable road users. Another major amendment states drivers should stop and give way to pedestrians waiting to cross the road before turning into or out of junctions and also cyclists going straight ahead. The final major change will be establishing guidance on safe passing distances and speeds when overtaking cyclists or horse riders.

What are the 2022 Highway Code changes as proposed?

Rule H1: New Hierarchy of Road Users (illustrated below) Drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This principle applies most strongly to drivers of HGVs, buses, LGVs, cars/taxis and motorcycles. Cyclists and horse riders likewise have a responsibility to reduce danger to pedestrians.



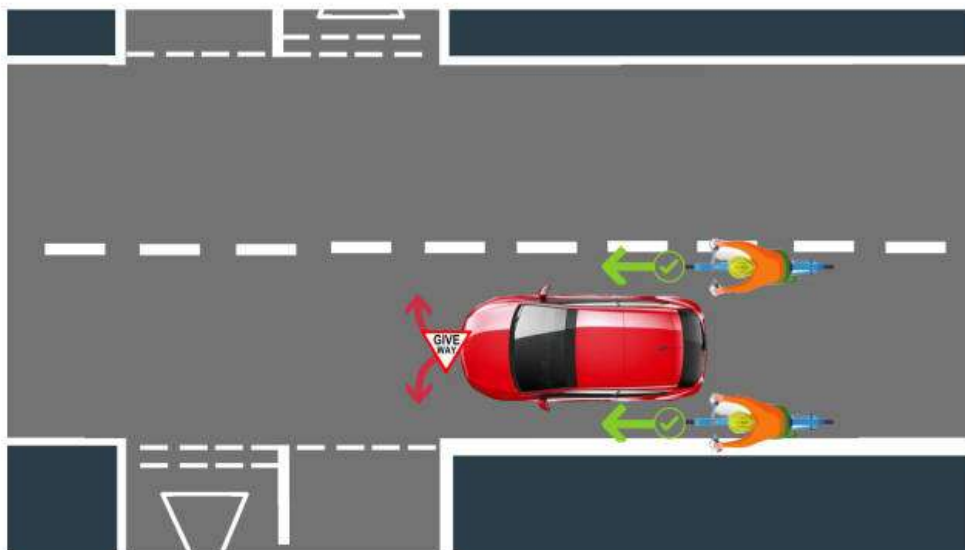
Rule H2: New priority for pedestrians at junctions

At a junction, drivers, motorcyclists, horse riders and cyclists should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. You should give way to pedestrians waiting to cross a zebra crossing (currently you only have to give way if they're already on the crossing), and to pedestrians and cyclists waiting to cross a parallel crossing.



Rule H3: New priority for cyclists when cars are turning

Drivers and motorcyclists should not cut across cyclists, horse riders or horse drawn vehicles going ahead when you are turning into or out of a junction or changing direction or lane. This applies whether they are using a cycle lane, a cycle track, or riding ahead on the road and you should give way to them. Do not turn at a junction if to do so would cause the cyclist, horse rider or horse drawn vehicle going straight ahead to stop or swerve. You should stop and wait for a safe gap in the flow of cyclists if necessary.



Please note: Many of the rules in the Code are legal requirements, and if you disobey these rules you are committing a criminal offence. You may be fined, given penalty points on your licence, or be disqualified from driving. In the most serious cases you may be sent to prison. Such rules are identified by the use of the words 'MUST/MUST NOT'.

Although failure to comply with the other rules of the Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts to establish liability. This includes rules which use advisory wording such as 'should/should not' or 'do/do not'.

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