

## WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



March 2023



### EDITORIAL - JIM ROLT



Here we are in March already! I went for a ride into Wales with John Cross, recently joined NO and thoroughly good egg. He too is following the Masters path and we went out to practise and pick holes in each other's technique. Needless to say, great fun was had and some stunning scenery above Newtown demanded we stop and enjoy the view for a while.. John's BMW has the biggest fuel tank I have ever seen, I reckon the range must be near 1000 miles, - he doesn't often fill it up



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though as it makes the bike heavy ! :)

Talking of the Masters, I've had many conversations with WHAM members offering tips and advice, all of which has been much appreciated. On recent Sunday runs I've had time on the road with Ant, Gary, and Eric, to name but a few, and countless chats and discussions with many members at our breakfast stops. What a great bunch of people we have in this club! Test day is the 21<sup>st</sup> so keep your fingers crossed for me that I don't do something stupid!

The AGM has been and gone (see the [minutes below](#)), it was a great meeting with many emotional goodbyes and thank yous to Eric Reynolds, who has now stepped down from his very long standing role as the club's treasurer. Many accolades were given and various tokens of appreciation were bestowed upon the happy man.. Well done Eric, and a big welcome to the new man to take over the post, the excellent Andy Peckston!

Elsewhere in this issue: [Chairman's Chat](#); A repeat of an oldie but goodie on the [Limit Point](#) from the Chief Observer; Meet the committee this month features our new Secretary, [Andy Chambers](#); a short addendum to the [Riding with Wild Animals](#) piece from last month; [The minutes of the AGM](#) for your study and elucidation; and finally a brief and hopefully infrequent reappearance of the controversial [Alan Rider](#).

Your contributions of all and any kind are as ever most welcome, contact me at [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

Enjoy the riding!

Jim Rolt - Newsletter Editor



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## CHAIRMAN'S FOREWORD



Thanks to all those (circa 40) members who made it out to the Falcon in Bromyard for the WHAM 2023 AGM recently. I think we'd all agree it was a harmonious affair punctuated by members sharing (somewhat differing – if not conflicting) opinions on “Making progress”, shall we say. I'm going to save next months column to talk about that, but for now a run down of your new Committee:

Chair – me - staying for one last year at the helm, thank you for your support.

Secretary – Andy Chambers - already making his presence felt with excellent weekly ride round-ups on Facebook. Professionally from the building trade Andy brings to his role a wealth of practical project management experience, together with an ability to get people to do things properly and is clearly therefore going to be an asset to the

committee.

Treasurer – Andy Peckston – has dived into membership renewal activity with aplomb and from some of the exchanges there I can see a clear, decisive, and fair approach being exercised.

Alex Hoyle – Chief Observer – keeping Observers allocated, motivated, trained and up to date on all current procedures. A safer pair of hands in this role I could not wish for.

Vice-Chair – Matt Dent – stepping into this role was a very pleasant surprise for many existing committee members. Matt brings with him an ability to clearly say it as it is; and always ensures that a voice is given to those that perhaps don't speak as loudly as some others.

Duane Sanger/Mark Saxton – our two ‘event’ supremos! Remember, when we have a successful trip away, or go karting event, it will be one or both of these guys who will have spent time making sure things go off smoothly.

Jim Rolt – Newsletter Editor – Jim quietly goes about his business on a monthly basis pulling together content for members to enjoy. This is not an easy role, and I would urge you to contribute articles as you can.

Simon Tibbetts – Membership Secretary – Simon is stepping into Matts previous role and being the first point of contact for perspective new members. A relative newcomer compared to some, yet wasted no time stepping forward and offering to get involved.

Tony Davis – Webmaster/routemaster – bringing up the rear as usual, Tony will for yet another year ensure we all get to the café on time and over some excellent roads.

Paul Whitcombe, Eric Reynolds, and Tony Reusser are all standing down after offering the club fantastic service in the roles they undertook. Thank you.

AGM minutes appear later on in the newsletter, and I would just like to mention that we have a number of events being planned for this year; some of which are already on the website:

- Wednesday 28th March – satnav use/Q&A natter nite
- 5th August – slow rising day at Madley – come and hone your manoeuvring skills
- tbc – Weobley go karting
- Early September tbc – long weekend trip to the South of the Republic of Ireland

See you out on the road.

Richard Hewitt

WHAM Chair

## CHIEF OBSERVER – THE LIMIT POINT – ALEX HOYLE

### Limit Point of View

I've recently taken on a new associate, and whilst going over the basics with him I started to talk about corner entry speed and the limit point of view. To my surprise he said he had never heard this expression, so I went into more detail with him, to try and explain that the LPOV is the only real way we have of assessing the road ahead and how fast or slow we should be going.

Have you ever found yourself braking into a bend simply because it was sharper than you originally thought? If you have, then you may want to consider how you can actually go about assessing the severity of bends because if you get it wrong the consequences are potentially serious.

There are several clues we can take from the surroundings to help us. The most obvious are the road signs and markings, but there are other less obvious ones: Did you know that, in the UK, virtually every approach to a bend is accompanied by a change of centre white lines to 'hazard' lines; these are long white lines with short black spaces and in many cases they will have a cat's eye between each line? Hazard lines are also placed where side-roads join larger roads.

Other clues are the line of the trees, hedges, buildings, street lights, chevron boards, telegraph poles and even skid marks on the approach to bends, indicating past mistakes. The position and speed of other traffic can also provide you with valuable information.

As advanced riders we use a technique called 'limit point of view' to assess a bend on the approach. The limit point of view is the farthest point along a road to which you have a clear and uninterrupted view of the road surface ahead, i.e., the point along the road where both sides of the carriageway appear to meet in a point and become one.

To use this technique simply ask yourself as you approach each bend, "is the limit point coming closer?" If it is then you will need to start reducing your speed on the straight until the point where your speed and the speed at which the limit point appears to move are the same. On every bend the final bit of analysis is when the limit point begins to move away from you and your view opens up. This is the point you can begin to accelerate away from the bend. In IPSGA this would be the acceleration phase but remember don't chase the LPOV as this will only make you get

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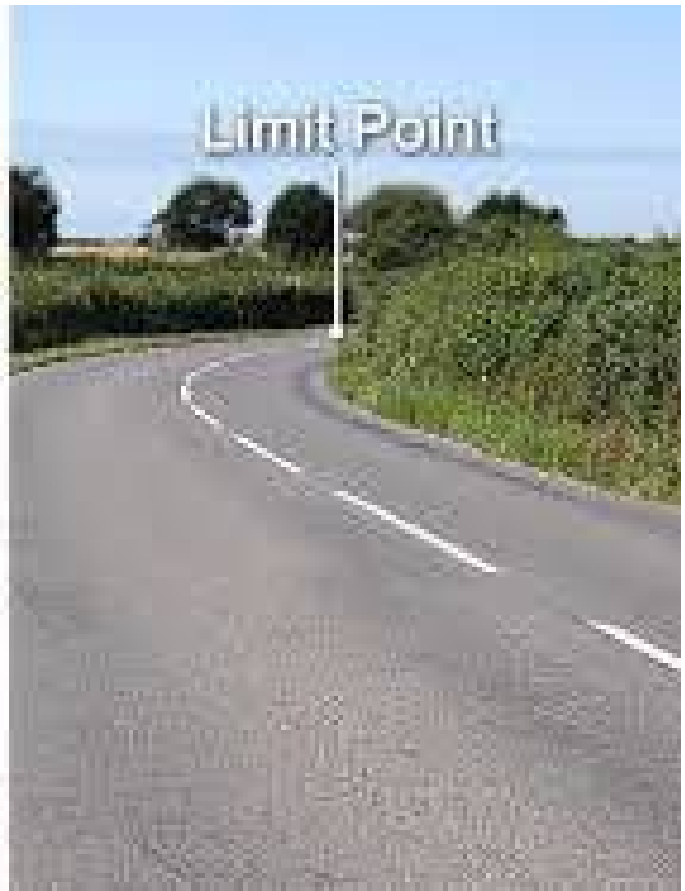
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faster and faster.

The technique of 'limit point analysis' takes a bit of practice but it will help you to link your speed with your range of vision and allow you to stop in the distance you can see to be clear on your side of the road.

Try to remember the saying: 'Brake on the straights – steer on the bends'



The LPOV on the straight is as far as you can see, way, way in the distance. On the right hand bend on a two-lane main road, it's actually for safety reasons your side of the white line. The actual LPOV is by the right hand hedge, but you can't go there.





So, for this image, I would be as far over to the left as is possible and safe to do so. I would go in deep and then start looking to the right to see the road open up in front of me. Don't turn the bike to soon or you will cut off the corner, and end up crossing the imaginary white line, this would put you in the decapitation zone on a main road, and that's not a good place to be.

My thanks to BAM for providing some of the words, I could not see the point in reinventing the wheel when someone had already done it.

Alex Hoyle WHAM 3260 Chief Observer

If you agree or disagree you can contact me at: [alexwhoyle@gmail.com](mailto:alexwhoyle@gmail.com)

## MEET THE COMMITTEE - ANDY CHAMBERS – CLUB SECRETARY

So, where to begin.....

My motorcycling history runs us back to the mid 70's and was a natural progression from several push bikes I had as a very young lad. my first encounter of motorcycling was off-road, and it was a 50cc Italjet scrambler similar to this one.



It belonged to a friend on mine and was the dogs dangles. I recall the thrill of picking up speed without the effort of having to pedal, it was amazing. That was it, I was hooked, and although it would be some years before I was to have my second encounter, the next encounter was the clincher.

So into my teens another friend had a Yamaha XS 1100 which was a road bike that he used to race, it was converted to the "Kenny Roberts" yellow and black coachwork and it was shaft driven. I was without age or licence so the only option was to go as pillion, but that was thrill enough, the sheer power, acceleration and feeling of speed was just awesome.

At 17 I passed my driving test and bought a VW beetle which was great and taught me so much about mechanics as it broke down all the time, but was designed to be repaired at the side of the road which turned out to be really handy, because that's where I was most of the time.

My patience soon dwindled, and I looked for a more cost-effective mode of transport, which arrived in the form of a brand-new Kawasaki KE125, which I loved, until it was stolen, ridden until the fuel ran out and then dumped, the police brought it back, but it was never the same again.

A few mates and myself then used to do a lot of off-road riding and frequently fell off, and landed in trees, however that was where I learned to ride, in all weathers on all type of ground conditions, dam good fun!

There was then a huge hiatus which ended in October of 2011 when a friend arrived at work on a Yamaha TDM 900, it was a great looking bike and reignited my fire.



I needed a bike back in my life, but needed to go through the CBT, I bought a Kimco 125 similar to this one, and soon passed my test. My motorcycling career was re-fuelled, a Kawasaki Ninja 600, a Suzuki 1250 bandit, 2 Kawasaki Z1000 SX's and the beast that is the KTM 1290 Super Adventure s completes my portfolio, so far. In 2014 I joined WHAM, observed by our current Chief Observer Alex Hoyle, it was not long before I passed my advanced test, thanks Alex. Over the past 8 years I have thoroughly enjoyed being a member of WHAM and after becoming an

Observer myself, I have enjoyed giving something

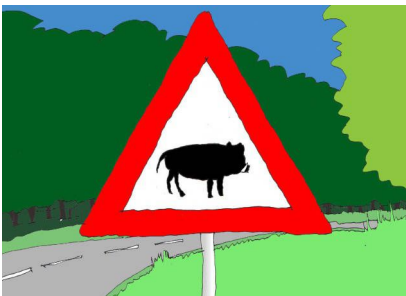
back to the club and hopefully passing on the skills that could potentially save a life. So, to Christmas 2022 with the January AGM looming, I was asked if I would take the position of club secretary. I was honoured to be asked and quickly agreed, At this point I would like to thank my predecessor Tony Reusser who missed the AGM as he was abroad on holiday and missed out on the recognition for carrying out the secretarial duties last year, I am sure that you will join me in thanking Tony. I am looking forward to 2023, with trips already being arrange for later in the year, Ireland, Exmoor again possibly, and our other annual events, slow riding day, and not mention our Sunday morning ride outs. Thank for taking the time to read this and I look forward to seeing some new members and some of our longer standing members we don't see very often over the coming year.

Andy Chambers

07946 104316

## ADDENDUM 'BIKES AND FAUNA'

On Sunday someone kindly reminded me of an omission from January's article.



We were in the Forest of Dean (Route 35) where Wild Boar has become common. However they are nocturnal and secretive so do they present a threat to us bikers? A Wild boar can stand up to 80cm at the shoulder and weigh between 60-100kg. There are about thirty-five road traffic accidents involving wild boar in the Forest of Dean each year so 'yes' and probably about the same threat as deer. A 100kg of wild boar will have you off the bike if you are unlucky and hit one, but I wonder if the main threat is

trying to U turn off road where the boars have turned over the soil to make a soft lumpy verge!



## FOOTNOTE – ALAN RIDER

What on earth is wrong with bikers today? When I learned to ride we were taught the 'Hendon Shuffle'. Today you don't see it, even among the most revered riders. Here's what it is if you are young and haven't been educated:

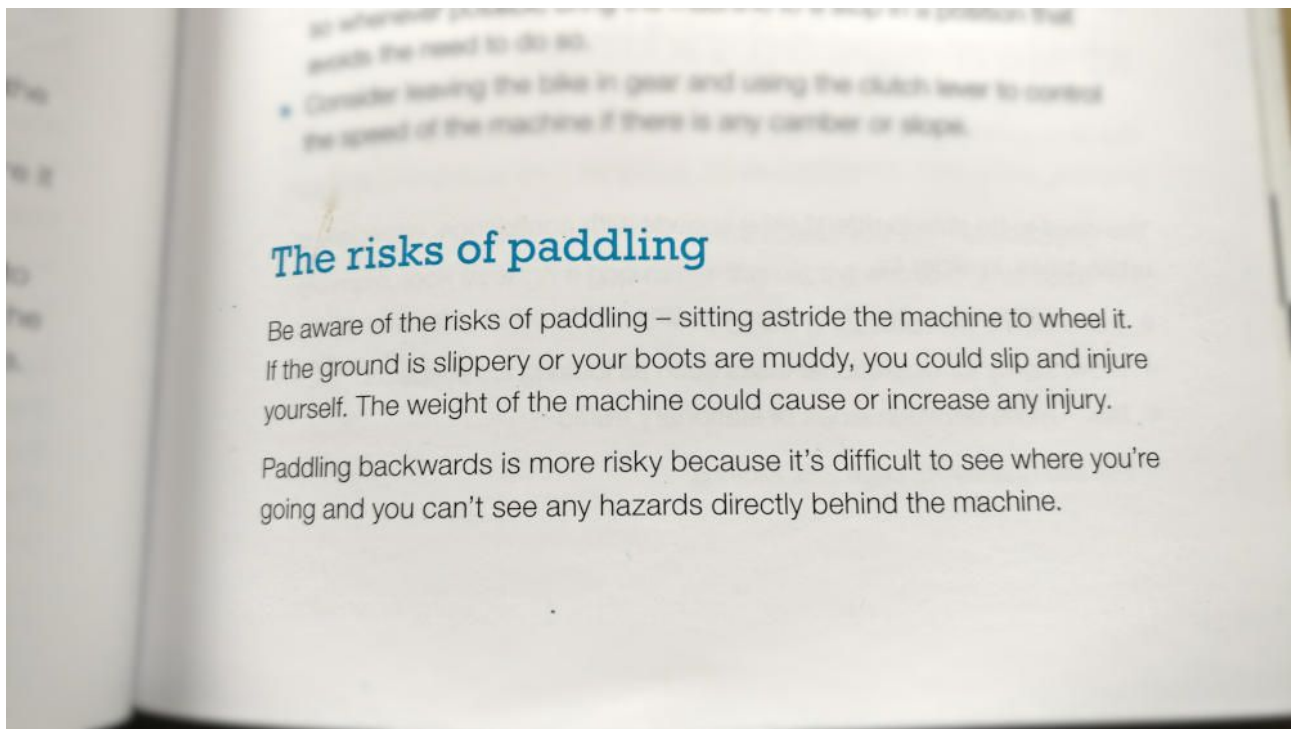
When you come to a halt, the final braking is done with the rear brake alone. Because the rear brake is milder, it's kinder, it allows you to stop smoothly without the forks diving. As you come to rest down goes the left foot only. Elegant. Controlled.

Professional. If the stop is for more than a few seconds apply the front brake, change feet and pop the bike into neutral. Then back into gear and change feet again so you have control with the rear brake as you pull away. Makes hill starts so easy. (Actually this is the half shuffle, there's more if you want to get pedantic, but don't let's bother!)

But nowadays nobody seems to know which way the bike will fall, and they arrive with both legs dangling out like a migrating goose and come to a ragged stop on the front brake. This practise used to be greeted with hoots of derision and much mirth... Is it now OK because most bikes have linked brakes and all kinds of fancy electronics so skill is no longer required? Of course off they go the same way looking for all the world like a 16 year old pizza delivery rider on his first L-plated scooter, retracting the undercarriage some way up the road. Hilarious...

The other day on a group ride we arrived at the destination and some geezer comes up and tells me to clean my riding gear! Hey buddy, if you ride all year round in all conditions your gear does look a bit used after 30 years..





And another thing. We used to wheel our bikes backward standing beside the machine; better control, better view, safer altogether. The image above is page 133 from the current Roadcraft, yet most advanced (and other) riders don't follow this advice. The other day I was sitting innocently on my bike sorting out my heated gloves after a Sunday morning breakfast stop when a very senior club member started paddling backwards towards me. No, he didn't stop. He kept coming till he collided with my bike. There was a crunch of plastic. That wasn't enough. He didn't look behind at that point, but then started pushing and as near as dammit had me off the bike, it was all I could do to stay on board as I gave a loud verbal warning! What's the world coming to?

## 2023 AGM MINUTES



ANNUAL GENERAL MEETING  
WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS  
MEETING MINUTES

Wednesday 25<sup>th</sup> January 2023

At the Falcon Hotel Bromyard Starting 7:30pm.

1. Apologies

John Powell, Paul Whitcombe, Val Northcote, Matt Sheen, Nicolas Fowler, Duane Sanger.

2. Sunday Ride start venues.

Discussion regarding the start points for the Sunday rides and how things might be changed to accommodate all parties from all areas. Following some discussion it was agreed to mix it up and start from Worcester, Hereford and Malvern on random rotation.

3. Slow riding day.

The inclusion of the venue at Madley was generally deemed a great success and great thanks went to Andrew Culley for his hard work leading up to the day and securing future use of the estate for next year and many more to come.

4. Examiner Natter Night

As a natter night event we discussed inviting a local examiner to cover some vital points that they look for during the exam process; or more generally riding alone or in group. Non-Observers expressed an interest in having this kind of information given to them first hand.

5. Communications Manager



Richard Hewitt and Sam Furminger to have a discussion with regards to what might be needed to improve communication inside and outside the group.

#### 6. Group Riding

Tony Reusser and a small group are currently formulating on a proposal to make newly passed associates more welcome on the first Sunday ride after they pass; the proposal is to be put before the committee.

#### 7. Sunday Morning Low Numbers

Our mission as a club is to make the Sunday rides more attractive to all of our membership and get the numbers up for both the Sunday rides, and the events throughout the year.

#### 8. Treasures Report

Eric Reynold gave his last accounts as treasurer following some 15 years in the post. The accounts were proposed by Alex Hoyle and seconded by Jim Rolt. Eric hands the batten over to Andrew Peckston who takes the role over for 2023.

Eric was joined by five previous Chairmen who served during Eric time as Treasurer, speeches were made by some of the past and present Chairmen. Eric was thanked for his dedication to the role, and his longevity. I am sure that you will join me in thanking Eric for standing for so many years and wish him well. Eric received a certificate from IAM to commemorate his service to WHAM and IAM.

It was great to see Brian Morgan, Stuart Poole, Ant Clerici and Derek McMullen join Eric and share a storey or two.

#### 9. Chief Observers Report

Alex started by thanking all the observers for their continued support in training our associates. The three top observers were congratulated for their commitment and the hours spent in training, Alex announced the top three as 1<sup>st</sup> Place – Rob Edwards 2<sup>nd</sup> Place - Ant Clerici, and 3<sup>rd</sup> place - Will Morgan, Alex thanked each of them and stood them a pint at the bar.

#### 10. Appointment of officers

The positions of Chair, Secretary and Treasurer were nominated,

Chair – Richard Hewitt agreed to stand for another year.

Treasurer – Andrew Peckston takes the role from Eric Reynolds.

Secretary – Andy Chambers take the role from Tony Reusser.

These appointments were proposed by Tony Davis and seconded by Tim Snelson.

#### 11. Committee Members

Paul Whitcombe stands down from Vice Chairman, thanks to Paul for his commitment to the post for the last few years.

Matthew Dent stands down as Membership Secretary to take the post of Vice Chairman.

Tony Davis continues as Webmaster.

Alex Hoyle continues as Chief Observer.

Jim Rolt continues as Newsletter Editor.

Membership Secretary role - Simon Tibbetts was proposed by Stuart Poole and seconded by Eric Reynolds.

Mark Saxton and Duane Sanger continue as events managers.

#### 12. Events for 2023

Discussion took place and suggestions made for some possible weekends and trips away, suggestions included:

Ireland, The Isle of Man, returning to Exmoor, and various other locations.

Also, the possibility of organising some Saturday rides to places of interest.

#### 13. Any Other Business

Tim Snelson, as “a younger member” (his words) asked how we might encourage some younger associates into the club and asked how we might engage younger motorcyclists after they have passed their national compulsory test, to help lower the accident rates in younger motorcyclist.