

# WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



January 2024



## EDITORIAL – JIM ROLT

Seasons Greetings to one and all! Another year opens with the new opportunities and hopes that this brings. This month you can enjoy the farewell post from our outgoing [Chairman](#) Richard Hewitt and the penultimate offering from [Chief Observer](#) Alex Hoyle, yes, he is going too, it's all change this month at WHAM.

The [AGM is coming up](#) this month where all these changes will be taken forward. You can step up and do more to help your club if you like, you'll find an [application form](#) further down; and if you'd like to add anything to the agenda for the meeting there's a place to do that too. Either way, don't forget to come along to the meeting and have your say at 7pm on Wednesday 31st January at the Falcon Hotel Bromyard.

Also this month there's a thought provoking [report from Ant Clerici](#) on a meeting he attended with some of our members at Worcester IAM car section.



I heard at the annual dinner (which was a great success) that this group has more Masters riders than any other... interesting fact! And recently Paul Ward-Willis completed his journey to the Masters ticket under the expert eye of Del. He offers his [experience and thoughts here](#). If you haven't done the Masters course yet I recommend it as a new year resolution, you will gain some fresh insights and become an even better rider!

What do you think about filtering in traffic? Some thoughts from yours truly [here](#)..

Stay up to date with what's going on at the [events page on the club website](#). Here you'll find details of the weekly group rides which are always excellent fun with groups to suit every mood.

Finally, don't forget your newsletter, I very rarely have too much stuff for an issue, so do help out with anything bike related that crosses your mind. Send to me at [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com).

Ride safely and enjoy!

Jim Rolt, Editor.



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

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## CHAIRMAN'S FOREWORD

Happy New year one and all!

2023 whistled by in an instant didn't it? We were free from the restrictions covid necessitated and yet I never did quite feel we were all back firing on all cylinders, two, three, four, or maybe even six if you fancy it (however I think we're all agreed something in a V formation is the optimum). We've had members gone, going, through some tough times in 2023, and it was heartening to have seen other members rally round and "giving their friends a lift", helping out trying to alleviate whatever issue their friends may have. If you've been one of the people in need, or the people helping out, you know who you are; and as I've said to many, if you need anything, shout up, with such a broad range of skills and attitudes, there is always someone in WHAM who can help with most things.



I went out for spin with some friends just before new year's and one of our number did literally spin on some leaves right in front of me. There was nothing they could do and no real harm was done, they even gained a new nickname (again, you know who you are ?). The innocuous leaf, mulched up with its cohorts on the floor, is not your friend, and so please avoid when out riding.

We've an AGM coming up at the end of January; please see website for deets. Our CO Alex is standing down after several years in-role and I'd like to state publicly here that Alex has been an asset to WHAM in the CO role; quietly going about his business and through the efforts of the Observer Corp. getting great results for associates. If I were writing an end of deployment report for Alex, one word would suffice, "Exemplary"

It's also the end of my mandated three years in the Chairs role and I'm sure some of you will be glad this is the last of my monthly outpourings you'll either have to ignore or bore yourself through!

I am however going to take the opportunity here to thank you all for making WHAM a friendly, high-achieving, fun, committed, place to enjoy motorcycling within. I am sad to be passing over the reins to someone else (probably Matt D unless he changes his mind), yet change is good in that it allows new ideas to come to the fore and move us all forward.

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Thank you all for the support, and for the camaraderie you have shown me.

As for me, as you would expect, I'm going to seek solace at the bar. It's been a blast!

My very best regards for a superb 2024 and beyond.

Richard Hewitt

## CHIEF OBSERVER – ALEX HOYLE

An article from a recent edition of the Hereford Times. I have changed the name of the person, however this was published in full in the newspaper article, but I had no wish to offend anyone.

A BIKER caught illegally overtaking has been fined by magistrates.

Jimmy Nobody admitted one count of failing to comply with solid white line road markings to magistrates in Llanelli.

The court heard that Jimmy had been caught out while riding a Kawasaki ZX 1000 SHF

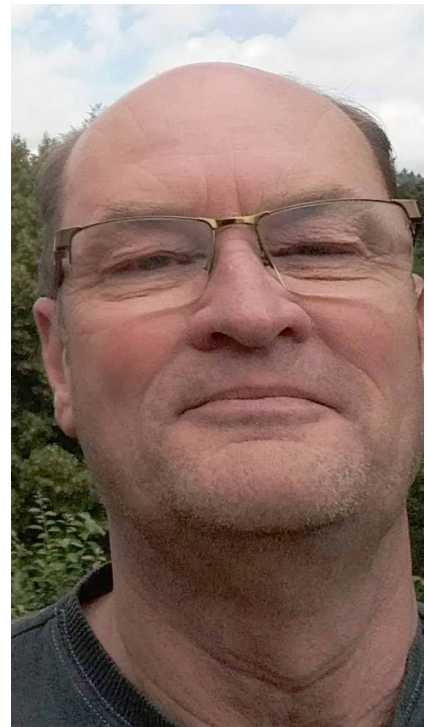
The court heard from the prosecutor that he had been filmed as he failed to comply with the road markings, contravening them by crossing solid white lines to overtake a car on the stretch of road.

He was fined £169 and received three penalty points for the offence, with magistrates saying that they had taken his guilty plea to the charge into account when imposing the penalty.

He was also ordered to pay prosecution costs of £110 and a £68 victim surcharge, which is used to help fund services supporting victims of crime.

This just goes to prove that we all have to be very careful about how we conduct ourselves while out riding our motorbikes. More and more people now have dashcams in their vehicles, be that a car, lorry, van or even another motorbike.

If you do something stupid, like overtaking on solid white lines, or go through a red light, and are



unlucky enough to be filmed, you can more or less guarantee that you will be fined and convicted if that footage is sent into the authorities.

Just some food for thought.

Alex Hoyle

Chief Observer



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## AN UNEXPECTED JOURNEY - PAUL WARD-WILLIS

As I sat down shaking with nerves with my Master's examiner in a McDonalds somewhere off the M5 to receive my verdict, I thought to myself of my journey of how I got here.

At the age of 16 I rode mopeds and geared 50cc motorbikes, then passed my car test and never looked back at bikes again. One wife, two kids and a middle spread later I remembered there was something more...

I spent quite a bit of time explaining to my wife that the CBT, MOD1 and MOD2 were important to me and that the next step was to buy a big bike! I got a Yamaha Fazer 1000cc 2003 and loved it the moment I sat on it. I soon realised that the dream of the open road was severely hampered by my ability to ride the dam thing!

This is point where everything changed. I met Will Morgan (other great observers are available) and he took me through the process of becoming a more confident and competent rider. I loved the whole process of learning from someone who has passion, knowledge and a great deal of experience.

Once I was initiated into the club (WHAM) that's where I realised that I was at the beginning of my journey compared to the other riders. I took the opportunity to learn from others in the group, watching, observing and asking questions. I soon realised that I'd stumbled over some like-minded riders. We rode together as often as possible and we learnt from each other, from Will and from others who would discuss their riding with us.

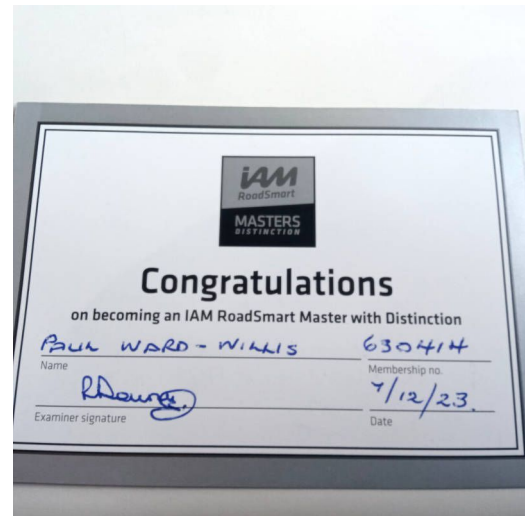
Then, suddenly one by one these riders started taking their masters and reporting back positive messages. On top of that, I could see these positives in their riding and I thought to myself... I want some of that!

I took the plunge and was assigned Del as a mentor. He took me from a nervous rider to a positive rider and a confident rider. Through the excellent sessions with Del, I could see and feel the progress I was making and I enjoyed that feeling.

Then, sitting back in front of my master's examiner he asked, "What was the purpose of your ride to day?"

I could honestly answer, "The cherry on top of the cake.." The test was just simply a step in the progression I could see and feel myself. What ever happened on the test didn't really matter, because the process through the training sessions with Del was the highlight of the master's programme itself.

I now know the masters is not the pinnacle of riding, it's just another step on the journey to experience more fun on a bike and I have now a greater chance of getting home in one piece. I can honestly see the improvement in other riders who have gone through the master's programme





get better, more confident and more assured as they put into practice what they have learnt.

So I know for me, my journey is just beginning and my love of riding has increased and I can't wait to practice what I've learnt to get better at riding and to keep on learning.

Paul Ward-Willis

## AN EARLY XMAS FEEST – ANT CLERICI



Last night a handful of WHAM members attended a talk at Worcester Advanced Car Group. It was good of them to invite us along with other local (car) groups. The speaker was Graham Feest whose CV regarding road safety is extensive and includes membership of PACTS (Parliamentary Advisory Council for Transport Safety) and as a former IAMRS "Head of road safety".



He talked about road casualties and how those stats are made up. He went on to discuss the driving test and other aspects of current road safety thinking (even if ministers have been sitting on new legislation and we won't see anything new until after the next General Election).

He then outlined the most common causes of collisions and what increases their severity.

Why do people crash? What goes wrong?

Here's the top 10.....every one of which has a relevance to us bikers...either because we can be guilty of the same faults or when riding defensively against others. In terms of risk assessment this is a key list.

1. Failed to look properly; including the increasing chance of being distracted by other tasks whilst driving. In particular the management of new technology with in car touch screens and their endless menus to navigate.
2. Failed to judge other person's path or speed. Bikers represent a small "target" making this more difficult.
3. Driver/rider careless or reckless or in a hurry
4. Poor turn or manoeuvre
5. Loss of control
6. Slippery road
7. Exceeding the speed limit: reduces the time available to assess hazards and act accordingly
8. Pedestrians failed to look properly: have they seen/heard you?
9. Travelling too fast for conditions
10. Sudden braking (leading to a loss of control)



Obviously driving/riding under the influence of alcohol and through the ever increasing use of drugs makes all of the above a realistic consequence.

I came away from the talk with three things:

1. "Interpreting the road is difficult".

Graham talked about the complexities of some junctions particularly when riding in new places or when Highways have changed the layout.

He mentioned driving/riding with "tolerance" recognising we all make mistakes.

2. The danger of repetitive tasks.

We are all familiar with the danger of 'switching off' on familiar roads and this leads to inaccurate driving/riding. Yes a lot of collisions happen within a few miles of home!

3. Current agenda is for "Active travel" with an "Integrated safe systems Approach"

Part of the carbon and health agendas to reduce local journeys by car where appropriate.

(I'm fortunate living in WR1: I'm definitely within a 15 minute city!)

Ride safe

Ant Clerici

## FILTERING – JIM ROLT



What about the image above? Is the bike in a legal position? What would you do from here, move up ahead or wait? Answers and opinions more than welcome at [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com)

Filtering is something we all (I suspect) do, but would you risk it on test? I know I didn't! But it must be one of the big benefits of biking in the UK, we are allowed to do it and drivers will mostly help out as you quietly make your way through the traffic. Apparently though, if you try it in the USA, you will at least make drivers very angry, and quite likely they will try and take you out..

So, lucky we are, how to do it the Roadcraft way?

Filtering is an overtaking manoeuvre, see p36 of the training manual or Roadcraft page 227 (shown below). But are you confident to do it on IAM test? You don't have to... get it right and it's brownie points, get it wrong and it's a fail..



If you decide to filter:

- take extreme care
- watch out for debris, objects or loose gravel, especially on parts of the carriageway that aren't often used
- keep your speed low – you need to be able to stop suddenly if circumstances change
- always identify a place where you can rejoin the traffic flow before you move out
- make yourself visible – consider using a dipped headlight
- be ready to brake and/or use the horn
- use the opportunity to make progress but be courteous and avoid conflict with other road users.



Never use your hazard warning lights when filtering – this is illegal and causes confusion.

Don't use your main beam when filtering. If you feel you need to use your main beam, consider whether you should slow down.

Watch out for and anticipate:

- pedestrians crossing between vehicles
- vehicles emerging from junctions
- vehicles changing lanes or making U-turns without warning
- vehicle doors opening
- reflective paint and studs which could throw the bike off line
- traffic islands
- other bikes also filtering
- the tyres of a car turning in your direction.

When approaching two lanes of slow-moving traffic (e.g. on a dual carriageway), anticipate:

- vehicles changing lanes
- vehicles jostling for position
- traffic joining the rear of the queue.

Be mindful of these possible hazards before joining the queue and filtering.

# NOTICE OF AGM

## NOTICE OF ANNUAL GENERAL MEETING

### WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

Wednesday 31<sup>st</sup> January 2024

The Group AGM will be held at the Falcon Bromyard, 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:** Chairman: **Richard Hewitt** Standing down **Matt Dent** proposed

Secretary: **Andy Chambers** Seeking re-election

Treasurer: **Andrew Peckston** Seeking re-election

#### **Committee Members**

Vice Chairman: **Matt Dent** Standing down **Tony Davis** proposed

Newsletter Editor: **Jim Rolt** Seeking re-election

Membership Secretary: **Simon Tibbetts** Seeking re-election

Webmaster: **Tony Davis** Seeking re-election

Routemaster: **Tony Davis** Seeking re-election

Events Coordinators: **Duane Sanger** Seeking re-election, **Mark Saxton** Standing down, 2<sup>nd</sup> role withdrawn

Chief Observer: **Alex Hoyle** Standing down - Committee Appointment

# Nomination Form

For the election of

Worcester & Hereford Advanced Motorcyclists Committee 2024

TO BE HANDED/TO ANY OFFICER/COMMITTEE MEMBER OF WORCESTER &  
HEREFORD ADVANCED MOTORCYCLISTS PRIOR TO THE AGM OR TO THE  
SECRETARY ON THE EVENING OF THE AGM ON:  
WEDNESDAY 31<sup>st</sup> JANUARY 2024

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

## 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.

Any member can submit items for inclusion in the AGM Agenda. Items need to be submitted to the Secretary Andy Chambers on E-mail [andy.chambers@btinternet.com](mailto:andy.chambers@btinternet.com) at least five days before the AGM.