

# WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



March 2024



## EDITORIAL – JIM ROLT

Is the winter over? It doesn't look like it although we are now, according to the meteorologists, officially in Spring. As I write this I see snow on the ground! It can't last, can it?

This month we have our new committee in full swing, with lots of energy for new ideas and activities. Donna Saxton, one of the new intake, [introduces herself](#) below

Fancy a ride out with some purpose? As well as the WHAM events on the [club website](#) there are other opportunities too. I was alerted to the [Wales Round Ribbon](#), a one day ride in, you guessed it, Wales.. on Sunday 7<sup>th</sup> of April. Its a bit like the National Rally, but more local. Choose a start point and then visit 4 other checkpoints during the day. It looks like fun, I've signed up, only a tenner and its all for the Air Ambulance... go on, give it a go..!



In this issue lots of goodies, first some words from [chair Tony Davis](#), followed by the first offering from [Richard Hewitt](#) in his new role as Chief Observer, as you will see he has lots of new ideas and fresh energy for the role.. Ant Clerici has a [fresh review](#) on a rather unexpected 2 wheel conveyance. Is it a motorcycle? You'll have to be the judge of that. Finishing off this month some [items for sale](#), check them out, it looks like bargain time to me!

Finally of course the usual whingeing, pleading and generally cajoling from me. Any input you'd like to make to the club is eagerly awaited, any thoughts, questions, or points of view, even any bike related bits and pieces you like to sell, or buy. Just let me know at [whamnewsletter@gmail.com](mailto:whamnewsletter@gmail.com).

Ride safely and enjoy!

Jim Rolt, Editor.



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## CHAIRMAN'S FOREWORD

Hi everyone and welcome to the latest Newsletter.

I've had a good first couple weeks of my chairmanship (am I allowed to include the 'man' bit?) with lots of supportive messages from members old and new which is very encouraging. As you will know by now, we have also had a change in Chief Observer with Richard Hewitt taking over the reigns from Alex Hoyle. I've known Alex for years and he has always been the most consistently nice guy and an talented rider. Alex brought a quiet professionalism to the CO role and WHAM's test past record proves that his approach was the right one. I think everyone will join me in wishing Richard well in his new role and I am 100% sure he will continue the level of professionalism that Alex brought and will maintain WHAM's high standards.



I am very aware that our group is run by a bunch of people who give up their time for free, be that Observers, Committee members and others stepping up to help. After 20 odd years of group membership it still amazes me how achieve so much without anyone on the payroll. I guess its down to a common interest and camaraderie, something I am determined to foster.

Now that the new committee is in place we will start to work on the programme for 2024 in earnest. If any of you have any suggestions on events you would like to see (and help to organise!) in 2024 please let me know. As ever, our Sunday ride programme is still active during the winter months and, provided the weather is not really awful there are always a good amount of riders who turn up. If you are thinking about joining us please don't hesitate. You can contact me directly if you are unsure and I'll make sure you are looked after on the day.

See you on the road!

Kind Regards,

Tony Davis

PS: My email address is [tonyzzr@hotmail.com](mailto:tonyzzr@hotmail.com).

## CHIEF OBSERVER – RICHARD HEWITT

### Hello!

Having thought I was taking a break from monthly article authoring duties I am sharpening up my pencil again this month and taking the baton from Alex in authoring the Chief Observers piece.

We said it at the Christmas Party, the AGM, and within committee; but it is appropriate for me to say something again. Alex has had a very successful four years as CO, and I aim to pick up where he left off and provide seamless leadership and service to our Observer Corp. and importantly continue to ensure that associates receive high-quality mentoring and test outcomes. Alex has kindly said he will continue to support this goal in any way he can.



I am writing this in February on the basis I take over on 1st March and at that point I was going to write to all Observers and “lay out my stall”, as it were. However, it seems appropriate, and for the benefit of all, that I make this an open letter here with some of the ideas I have had, as briefed to the committee whilst they were considering who to appoint as CO. I aim in effect to start a conversation with current and prospective Observers.

In my mind there are two elements to the CO role that carry equal importance in their impact on the club: communication skills and technical competence.

### Communication skills

Alex Hoyle has delivered consistent results over the last four years, and I would be looking for evolution, rather than revolution going forward. Alex and I have collaborated closely with each other over our time in our respective roles and Alex has confirmed that he will collaborate with me going forward in support of activities in the Hereford patch. I will be looking to lead a project to standardise the content of pre-test ‘check-rides’ and in Worcester I will be seeking support from a number of senior Observers in support of ‘check-ride’ duties and I would be looking to supplement Alex’s activity in Hereford with support from at least one other senior Observer. I would not be looking to reinstate a training team.

The Observer corp. is and has to remain a team and I believe I have the communication skills to ensure that we build on the competence we have.

In addition, in the last three years we have significantly improved relations with our local Examiners and indeed IAM HQ. I personally have excellent relationships with several Examiners, Area Delivery Service Managers and indeed the Operations team including the IAM’s Chief Examiner Richard Gladman. WHAM has also built good working relationships with RAMG, BAM, Warwickshire, with the chair and CO at RAMG wanting to discuss doing more next year sharing training events with WHAM.

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I think my consultative, yet decisive style, will suit WHAM going forward in the CO role and I think the committee knows I am capable of supporting the committee with implementing the agenda it decides on. I will not go 'off-piste' with my own agenda.

I have agreed with Richard Gladman that WHAM will meet with him in early 2024 to discuss how the project Tony Reusser led on group riding can be incorporated within the online IAM's documents' toolkit.

Finally, on communication, I believe the relationship with the IAM and Examiners is key to ensuring WHAM has a voice when policy is being discussed, and more importantly, maintains the best experience and outcomes for associates. I will ensure we maintain regular and positive yet honest communications with the IAM.

## Technical Skills

My qualifications contain:

1. National Observer – current
2. Masters with Distinction – current
3. Masters Mentor – current
4. Radio trained - current
5. Bikesafe Observer with West Mercia Police
6. IAM Rider Skills days Observer – in-training
7. I am up to date on the revised Highway code and the current edition of Roadcraft – easy to type, time consuming to achieve

## Proposed Events

We have already agreed a date for 2024s' slow riding day, an Observer training event, and I would like to supplement those with annual one-on-one quality assurance sessions with all Observers and myself, as CO, throughout 2024 and beyond.

In terms of other events, rather than being prescriptive here, I am looking to collaborate with the committee, gain their input into what else we need to achieve with our Observer corp., prior to announcing anything outside of committee meetings.

We will move forward through discussion. Whilst I am now going to engage with current Observers and hear their ideas, challenges, needs, I am also aware that we always benefit from having new Observers enter Observer training. Alex and I, Del, Brian Morgan, Paul Whitcombe, I could go on, have maintained the same entry path to Observer training and I think it has served us well in the past and should continue. If you want to step forward for Observer training you first need to underpin this need with a very obvious ability to 'give' to the club.

Observing is time consuming yet fulfilling and whilst it is the individual that puts the time in I have always thought it a privilege to be trusted by WHAM, the IAM, to deliver mentoring to new associates equipping them with the skills to keep them safe whilst enjoying their motorcycling. The tried and tested way to state you are fit to start Observer training therefore is:

- ✓ Involve yourself in the club – go on group rides/group weekends away, engage with multiple four-person riding groups, i.e. do not merely ride with the same people every week. By doing this you will also build relationships with many existing club members/Observers.
- ✓ Maybe propose or organise an event or two; maybe a weekend away, or a ride, or a go-karting event (or similar).
- ✓ Draft an article for this newsletter.

We are not trying to set a bar too high; but we are trying to train people who can qualify as an Observer AND have shown they are available to find regular time to be able to take on associates on an ongoing basis.

I will ensure next months article is a return to more technical matters. For now, I am looking forward to speaking with all Observers over the coming weeks and getting stuck in to 2024.

Thank you for the opportunity.

Richard Hewitt

WHAM Chief Observer



## MEET THE COMMITTEE – DONNA SAXTON

**Hi!**

Apart from a couple of my teenage years on my Yamaha Passola, my two wheeled fun was as pillion for over 25 years. On reaching a certain age I decided that I had reached a 'now or never' moment with regards to riding my own. I booked my CBT and I was hooked. I gained 18 months road experience on a Honda Grom before passing my A licence when I moved on to a Kawasaki Z650. I currently have a Ducati Scrambler 800 and a Honda Rebel 500.

Having been a member of the IAM & WHAM for 4 years now, my goal is to become an Observer and to give others the safety, confidence & joy that the system has given me.



As a member of your committee, my aim is to aid Duane in continuing to bring interesting, informative and fun events to you.

Please feel free to contact me if you have any specific requests or suggestions on topics you'd like us to consider for our natter nights or in general.

Donna Saxton

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## ANOTHER BIKE REVIEW – ANT CLERICI

### Another bike review.....?

Some of you will have read the free bike paper  
“MoreBikes”

In the Feb 2024 issue they look at e-bikes; not  
electric

motorbikes but e-bikes; the ones you have to  
pedal!



It appears that motorbike manufacturers  
are on the case: Ducati (yes, Mark),  
Fantic, GasGas, Yamaha and even BMW  
have taken time out from developing  
another bigger GS. Their e-bike is under  
£3k!

After riding Tony Reusser's e-bike around a car park a few weeks ago I decided to buy an e-bike.  
I'd been planning this for a while and had done my research.

I can hear you thinking.....lazy e-bike rider (other insults available) or perhaps not?

Apparently those with e-bikes ride more frequently than those with non e-bikes. And you do have  
to pedal to engage the motor so there's physical exercise involved but without the hill climbing,  
lung bursting effort required without a motor.

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With a euro crate



Space for 2 small kids

I now have a '**Cube Longtail Hybrid 725**'

CUBE was founded by Marcus Pürner in 1993 in the Fichtel Mountains of north-eastern Bavaria (only 160 miles from BMW's HQ!) It's the estate car of e-bikes with capacity for 200kg (including rider and bike). It can take 2 small kids or a load of shopping or stuff for the tip.

As with all (legal) e-bikes in the UK the motor assists as you pedal up to 15.5 mph (or 25 km/hr) then you can go faster but it's using muscle power. My bike has 26" wheels so handling is stable and when pointing downhill it freewheels well.

Storage is via a front rack (20Kg max load) and the rear carrier that has seats for 2 kids but also takes a standard 600x400 Eurocrate: perfect for the weekly shop.

Now for the technical bit.

The battery is a Bosch 725 watt hour battery which powers a Bosch Performance Line CX motor with 85 Newton metres of torque – yes 85Nm! More than a Triumph Tiger 850 Sport which has a mere 82Nm

The Bosch Smart System is clever and manages your input (pedalling cadence and power) via a carbon belt to the even more clever Enviolo continuously variable hub gear transmission. Dutch of course! <https://www.youtube.com/watch?v=6xY2S-9gjHI>

- ✓ It's automatic with no manual shifting required.
- ✓ It's inside the rear hub with virtually zero maintenance



Enviolo automatic hub gears



Replacement bell and the controller switchgear



So new there's no front rack



Frame storage and the Bosch battery and motor

The App allows fine tuning of the output from the riding modes: Eco, Auto, Sport and Turbo and offers basic but also impressive navigation via a small screen on the handlebars. The display includes my speed, battery gauge, power, cadence.....Km to go.....riding mode....etc

Stopping power is provided by Magura Hydraulic brakes.

The only disappointment so far is that the standard bell is pathetic so a replacement is already mounted on the handle bars.

If I can charge the battery when our solar panels are working it's a very green vehicle (yes, I know don't forget embodied energy, battery manufacture etc) So, for me, this adds up to a game changer: local journeys can be done without using our 100k mileage diesel VW camper, parking is free and it's even easier to help out with Worcester's 'bike buses' and join 'critical mass' rides if I'm free.

Certainly the fastest way across Worcester City and it is a fun ride!



## READER'S ADS



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**Helmet (never worn) £50.00**

**Jacket £35 ONO**

**Boots £10**

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