

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



JANUARY 2020



CHAIR'S FOREWORD

Happy New Year everyone.

At the beginning of a new WHAM year I'd like to thank the key people who have worked very hard in ensuring WHAM runs smoothly and efficiently. Thanks to everyone who is or has been on the committee this year. It's worth saying that many are multitasking and just in case you don't know what goes on....

Vice chair Richard Hewitt continues as a great support. He has also run the brilliant newsletter and filled in as Secretary when Paul Whitcombe stood down.

Eric Reynolds has been our Treasurer for over a decade. Those coming to the AGM will hear how we are doing financially and how we are looking to spend money on relevant activities or equipment this year.

Adrian Wheeler acts as our gatekeeper for new members: sounds simple but requires good people skills.

Alex Hoyle, who with Gary Barnes were joint Chief Observers. Alex is now Chief Observer with support from Gary. We had an enjoyable and useful Observer training day and have group qualified new local observers.

Tony Davis has the most roles: he has continued as 'master' of both routes and the website; controlled our Paypal accounts and is also our GDPR manager.

Paul Gill and Stewart Morehead stood down as Associate Controllers. Thank you guys for your contribution.



CHAIRS FOREWORD CONT'D

Adrian also arranged for us to visit Mick Extant's off road course complete with an interesting night at the pub (What happens on a WHAM trip, stays on the trip!) and a great day's off-roading deep in the Snowdonia countryside (apart from me and a cracked rib!).

In October you've seen here in the newsletter that 16 bikes plus 3 pillions explored Brittany: thanks to Richard for arranging that weekend! We were pleasantly surprised with the roads, countryside and lunch stops. One road was so much fun the "progressive" group did it twice!

Oh yes and the local beer shipped into the venue by the van load! If there was a WHAM prize for the biggest bar bill it would go to Tony Cook but in fairness he bought rounds too! (What happens on a WHAM trip, stays on the trip!).



Unfortunately we had to cancel the Chateau Impney dinner last January: but thanks to Duane Sanger we have enjoyed two great events – the bar-b-q at Adrian's house and Christmas dinner at the Falcon. The Falcon was so good we've already booked – 18th December 2020.

Tony, Adrian and a gang of others put on another great Slow Riding Day at Throckmorton. Here I'd like to mention Dennis Osbourne who secured the airfield again for us. A 'dicky ticker' has stopped Den from riding but he remains a key member of WHAM – so much so we have decided to make Den our first 'Life Member'. Thanks also go to Ali Davis and her team for supporting the day with endless cakes and tea.

CHAIRS FOREWORD CONT'D

Slow riding was won by a new Associate, Mark Bonnes. You may recall we've named the trophy after Richard Mundy who died a year ago. Richard always enjoyed our slow riding day and rode with a proficiency that most of us only dreamed about.

We've continued our Sunday rides from Worcester and Hereford, plus a new start point at Malvern.



Finally for 2019 I'd like to thank our Observers who ensure we can carry out our core activity of training motorcyclists to ride better, ride safer and have fun doing so. Will Morgan has pipped Alex in observer hours! Well done Will! And looking forward to 2020.....

Ducati Worcester will open their doors to WHAM on 4th April and, as already mentioned, we have booked Christmas at The Falcon on 18th December. Richard will be organising another trip to Brittany.

On 25th January, Alex Hoyle and I will be attending a meeting which will decide how to spend the funds left after the IAM had disbanded its 'Central England West and Wales' region. I guess many of you have never heard of the CEWW. It was a regional forum that brought together car and bike groups in meetings that were rarely productive apart from receiving IAMRoadsmart's new policies and the biker's breakout sessions where we discussed best practice. The agenda talks about using the monies for Observer training so we don't know yet how that might impact on our own Observer training this year.

Ride safe!

Ant Clerici



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PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

27-28 May

It was a desperately hot month that long afternoon at the first Bosnian border, despite Tigger sneaking up right near the front of the queue. We had left Makarska early in the morning, riding south and away from the looming Biokovo mountains. The sea at this time of day was milky blue, with island after island to the east suggested in hazy outline worthy of the best Greek myth.

We were now out of the EU for the first time in our long trip, at least for the length of this much-contested 9 km strip of Bosnian coastline. Lunch was at Neum in the pleasant and shady [Laguna restaurant](#). Recommended for good service. And then it was bye-bye Bosnia.

The afternoon's ride took us back into Croatia, along an exceptionally pretty coastline and then following the Neretva River through a fertile flat valley growing a cornucopia of fruit. We were surrounded by limestone hills still, but much more rounded. We made our way down a long downhill with a stunning view of [Dubrovnik](#), and were immediately glad – despite the coruscating 33 degrees of heat and sun – that we'd made the time to pause here.



Yes, Dubrovnik's busy. Yes, it's full of tourists. Yes, it's pricy. And yes, yes, yes, it's stunning. We wandered up and down the long narrow marble steps, and along the unbelievably beautiful traffic-free marble streets and squares, heads craning at breath-taking buildings in all directions. Then cooled off on the chic cool terrace of the classy [Arsenal restaurant](#). One drink each only was affordable here, but thrown in without charge was the chance to watch the beautiful people, and see a replica Golden Hind reverse with incredible accuracy through a narrow watergate. Suspicious skill for a sixteenth century sailing ship. Other boats manoeuvred and fought like London drivers in the tiny stone-walled harbour.

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

We even made time for a photo call with Tyrion Lannister, who I was surprised to find back in King's Landing. Did I miss something in the last series, fellow GoT fans?

Yes indeed, #tallerthantyrion.

A short ride from Dubrovnik took us away from Croatia, the final parting. We were in Montenegro after a short stop at the border where swallows and martins make mincemeat of human constructs like political borders. There were so many of them nesting under the dogana canopy, I felt sorry for whoever has to wash the smart border officers' uniforms.

We spent the night in [Hotel Ellena](#), a large modern roadhouse not far into Montenegro. The eponymous owner explained they were hosting a wedding that day; would we mind eating on the pleasant patio instead of the restaurant? We picked at a huge meal of meat that was advertised by the waiter as chicken; translated into Italian for us by Ellena as rotisserie lamb; and turned out to be a huge pile of barbecued pork from the nuptial feast.



I will confess I did jump out of my seat when gunshots were fired very nearby. Apparently this was merely part of the wedding celebrations, and not an attack by mountain brigands. Back to our large cool room, where our substantial pile of hand-washing dried splendidly overnight.

The next day ended in disappointment. We had planned to stay by the acclaimed Lake Skadarsko Jezero for a couple of nights, and explore the surrounding national park on foot. The park is shared between Montenegro and Albania. The day started well enough, with a short ride along the rocky coast to take a ferry across the bay. The crossing saved us a long road to our next call, the ancient town of Kotor. Only €2 for the pair of us and Tigger.

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018



[Kotor](#) is another of the great jewels of the Balkans bequeathed by the Venetians, and has a lovely if rather crumbling old town. It had the tatty unregulated feel of a place still lifting itself out of the communist era, with some badly decomposed buildings sitting abandoned amongst new development. We found this pattern held throughout the Balkans, even in more advanced Slovenia and Croatia. In the case of Kotor, a genuinely charming historical gem despite the collapse of its more recent history, we felt we were witnessing a happy balancing point midway between institutionalised poverty and over-touristification.

By the way, we thought you'd appreciate seeing the utter chaos that ensues every time we stop anywhere. Even after some ten years of long-haul travel by Tigger. This is the Rider sorting stuff securely to leave Tigger at Kotor after we'd changed into cooler clothes. We use a large metal net that locks and folds down to virtually nothing between uses, which holds our boots, jackets and leather trews. The helmets have their own cable. We're quite expert at this now, and it takes max ten minutes; it just looks like chaos while we do it. And of course there is the contentious issue of the Rider getting out of his skivvies...

Back on Tigger, we wound our way along a meandering single-track coast road. Absolutely gorgeous, and one of the prettiest parts of our whole Balkans experience. Tiny white painted villages were jammed between the aquamarine sea and towering limestone peaks. It was magical, and unexpectedly so.



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PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018



By contrast, the Skadarsko national park and lake were a disappointment. We arrived after a hair-raising ride thanks to very dangerous local drivers constantly cutting us up. We were hot and had pounding headaches. Not to mention how upset Tigger was. The lake reflected a sullen pewter sheen back to the lowering sky, and the surrounding mountains were so bleak and uninviting, even the Rider was eager to move on. We decided to scrub the hiking plans. And so on to Albania....

From the Front Seat

The further south and east out of the larger western half of Croatia, through Bosnia, into the Dubrovnik enclave then to Montenegro, the local driving noticeably worsened.

We continued to see German, Austrian and Slovenian cars but no French beyond Trieste, and very few Italians beyond Split. I reckon this is because in those parts our softer western European cousins have more than met their match in the Grand Theft Auto crazy driving stakes. As more Serbian, Albanian and especially, Montenegrans cars appeared, the worse it got. General advice I've seen suggests one should 'drive defensively'. The same FO advice is to keep to the speed limit. Unfortunately, as our chosen routes wound further up and around cliff-edged curves and mountain twisties, the roads deteriorated along with the speed limits. 50kph was signed for most of 100km, but with bald tyred Albanian lorries and Croatian farmyard pickups pushing us to go as fast as they are capable, and squadrons of escaped Montenegrans psychos in BMWs and families of Albanians in Mercs of every age keen to overtake anywhere, sight unseen, there is little choice except to ride 'assertively' and otherwise keep up with whatever the majority decide. This meant:

- a) ripping the throttle to the max to overtake the heavy stuff as quick as possible,
- b) riding the dusty, pot-holed gutter whenever a Montecrazy Beemer came up fast from behind and:
- c) gesticulating wildly at Montecrazys coming flat out in our lane from the opposite direction.

The further into Montenegro, the worse the driving and the less happy the Pillion. Indeed it got so fraught that by the time I inadvertently took an unplanned excursion down 20km of single track potholes (relying on crappy phone-nav again!) Jacq had entirely forgotten that only a few hours before I'd all but tipped us over by riding diagonally up a much-too-tall curb in Kotor.

Memo to self: To get the pillion to forget something stupid or dangerous I've done, then find something even more stupid and more dangerous to scare the memory away. Result!

To my surprise, once we crossed the border into Albania, the driving seemed to calm down again. True, there was a herd of goats to ride around, followed by stray cows and multiple pony drawn carts, but hey, none of those were actively trying to kill us.

“DON’T SHOW A BRAKE LIGHT!?” - DEL BRITTEN



Thruxton IAM skills day

Talking to a member of my group after the first session on the track; I was the instructor for the group, we were discussing breaking and to my surprise he still thought ‘not showing’ a brake light was the credentials of an advanced rider.

The interesting thing was he was also a member of WHAM, his comments were even more of a surprise for me because, I was his observer several years ago. After reassuring him that I would not have instructed him to use his gears as breaks and thus not show break lights I was interested to hear that he thought everyone did the same! and this could be seen on Sunday ride outs.

In the past some members within the club and the IAM in general there was a misconception that not showing a break light was the credentials of a good advanced rider this, I believe came from an overused and misquoted line in roadcraft which said, ‘an advanced rider uses his breaks less’.

Gear boxes are more expensive to replace than brake pads I reminded him. Using accelerator sense to slow down can be used in some situations but it does not mean you are not an advanced rider if you show a break light to slow down.

Using good observation will identify hazards early and accelerator sense can sometimes be used, however, the use of the breaks is the most effective way to slow the bike down.

“DON'T SHOW A BRAKE LIGHT!?” - DEL BRITTEN

Let's look at the difference between accelerator sense and our use of gears, firstly what is accelerator sense.

Acceleration sense

Acceleration sense is the ability to vary machine speed and response to the changing road and traffic conditions by accurate use of the throttle, so that you use the 'brakes less' or not at all.

'Using your breaks less' does not mean use your gears to slow down

There is a misconception that; by not using your break lights mean you are an advanced rider. Remember **'Gears are for going, breaks are for slowing'**.

Using the gears

The way you use your gears can make or mar your riding. Correct use of the gears depends on accurately matching the engine speed through the chosen gear to the road speed and using the clutch and throttle precisely. This will give you smooth gear changes and greater stability. Avoid selecting a lower gear instead of the brakes to slow the machine down (pages 35 & 104 within Roadcraft).

Braking and changing gear

The sequential gearbox on a bike does not allow intermediate gears to be missed when changing up or down. When speed is lost through braking, multiple changing down of gears is often required. There are two techniques which can be used to do this:

During the later stages of braking, hold in the clutch lever and change down the gears until the appropriate lower gear is selected, then release the clutch.

This technique allows rapid movement through the gears but depends on correctly choosing the correct gear for the road speed and accurately counting the gears. If you select a too low a gear, there is a risk of locking the rear wheel and causing a skid.

As speed is lost during braking, work down through each gear, engaging the next lower gear as its optimum range is entered.

At each stage, accurately match the engine speed and gear to the road speed. This promotes smoothness and avoids locking the rear wheel. With this technique, engine braking helps to slow the machine. The appropriate gear for the speed is engaged throughout and, because the drive is engaged except during changes, the bike remains stable. You also have the option of immediate power if needed.

“DON’T SHOW A BRAKE LIGHT!?” - DEL BRITTEN

You should be able to use both techniques but whichever you use, it must be properly incorporated into your planning.

Releasing the throttle – engine braking

When you release the throttle, the engine slows and through engine compression exerts a slowing force on the wheels. This causes the engine to act as a brake, reducing road speed smoothly and gradually with little wear to the machine.

The loss of road speed is greater when you ease off the throttle in a low gear.

Engine braking allows you to lose speed in conditions where normal braking might lock the wheels. It is also useful on long descents in hilly country.

Engine braking operates only on the rear wheel, but it is an effective way of losing speed. Remember when you use engine braking that this gives no brake light signal to the following traffic.

In normal riding, engine braking can only be used to produce *gradual* variations in speed.

Del Britton
NO WHAM

WHAM AGM JAN '20—RICHARD HEWITT

ANNUAL GENERAL MEETING

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

AGENDA

Wednesday the 22nd of January 2020

At the Falcon Hotel Bromyard Starting at 7.30PM

- | | | |
|---------|---|----------------|
| Item 1 | Welcoming Remarks | Ant Clerici |
| Item 2 | Apologies | Richard Hewitt |
| Item 3 | Approval of 2019 AGM minutes and any matters arising from them. | Richard Hewitt |
| 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 2020 | Chairman |
| Item 10 | Any other business | Secretary |
| Item 11 | Date and time of next AGM 2021 | Secretary |



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WHAM AGM JAN '20—RICHARD HEWITT

ANNUAL GENERAL MEETING

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

MEETING MINUTES

Wednesday the 31st of January 2019

At the Falcon Hotel Bromyard Starting at 7.30PM

Item 1	Welcoming Remarks	Ant Clerici
Item 2	Apologies	Paul Whitcombe
Item 3	Approval of 2017 AGM minutes and any matters arising from them.	Paul Whitcombe
Item 4	Chairman's Report	Ant Clerici
Item 5	Treasurer's Report	Eric Reynolds
Item 6	Election of Committee Officers	Paul Whitcombe
Item 7	Election of Committee Members	Secretary
Item 8	Presentation of Certificates	Chairman
Item 9	Programme for 2017	Chairman
Item 10	Any other business	Secretary
Item 11	Date and time of next AGM	29/01/2020 Secretary



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WHAM AGM JAN '20—RICHARD HEWITT

Present at meeting:

Ant Clerici, Eric Reynolds, Alex Hoyle, Richard Hewitt, Tony Davis, Gary Barnes, Matt Dent, Duane Sanger, Adrian Wheeler, Gerry West, Mike Franzen, Jeremy Davies, Brian Morgan, Mike Boxall, Paul Gill, Ian Barnard, Roger Brooks, Tony Reusser, Phil George, Mark Saxton, Martin Barrett, Andy Powell, Rob Edwards, Mike Chandler, Dave Denning, Val Northcote

Item 2 Apologies:

Jon Rayner, John Nixon, Paul Whitcombe, Ali Whitcombe, Daniel Freath, Chris Norton-Smith, Graham Middleton, Del Britton, Will Hopkins, Steve Hackett

Item 3 2018 Minutes:

2018 Minutes Proposed by Mike Franzen and seconded by Tony Davis

Item 4 Chairs report:

Thank you to the Committee, our chief observers Gary and Alex and the Training Team for their work in delivering another extraordinary year for WHAM.

You will have seen my note in the newsletter about Del and Derek who have stood down from the training team. And you may have seen in ROADCRAFT of WHAM's involvement in training the Triumph staff – that was Del and Derek.

I'd also like to thank Ali Whitcomb, a committee member who is also standing down. Ali has been on the committee with responsibility for the programme.

What's happened in 2018?

A review of our Policies – mainly with respect to IAMRoadsmart policies

- As I mentioned Group riding policy will be presented to the TT for their approval and posted on the website
- GDPR – thank you Tony

Constitution which is ongoing



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WHAM AGM JAN '20—RICHARD HEWITT

We have 19 active observers, who have recorded 776 observed hours, with Alex leading from the front with 121 hours - by far the most!

Our 2018 recruitment effort was via taster rides: through our Facebook page or

Contacts	67
Rides	31
Total Sign Ups	25

It wasn't easy chasing some of those who said they wanted a free taster - so we are probably going to manage this better this year, probably with skills days.

We continue to maintain a high standard of riding – we have 7 members with Masters.

As always, the highlight for many was our Slow Riding Day – thank you Den for organising access
And thanks to the preparation team who moved tyres and cleaned the runways the day before.

We had a perfect weather with 45 riders – looking happy with big grins - including a small contingent from SAM.

Richard Mundy a past winner of the slow riding race trophy sadly died in December; some of us escorted the cortege to Worcester crematorium – has anyone any objections to naming our slow riding trophy the “Richard Mundy cup”?

Observer training day led by Gary and as you saw in the newsletter, we played balloons and rode our bikes! Essential activities to maintain our observer skills

WHAM was invited to join other groups on another training day: held at Devauden in the Forest of Dean on a freezing day: it was great to ride with observers from other groups

In August – that wet bank holiday weekend - some of our observers alongside observers from other groups supported the BMW Rally at Moreton-in-marsh

Derek and Del helped to train Triumph staff – see Roadcraft winter addition



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WHAM AGM JAN '20—RICHARD HEWITT

Radio training continued with all those wanting to be trained now up to speed.

We presented 'Group Riding' to Severn Advanced - and were featured in "Inform weekly" and winter Roadsmart. This was followed up with an on the road introduction for SAM riders.

I had hoped this might lead to a change the IAM's policy – that continues to advocate second rider drop off, but I heard yesterday they were NOT minded to review the current policy? This is disappointing

Our programme of Sunday rides and summer evening rides continued - thank you Tony who not only posts the fabulous routes but also runs our website – and if you ever look at other groups on line, you'll see we have the best!

Our Normandy trip was another success – thank you Richard.

This year its Brittany – speak with Richard - he repots 16 already signed up

Many of you went to Europe, I managed a trip to France, Belgium, Luxembourg, Germany and the Netherlands, next time perhaps with Green card and medical insurance

My insurer says post Brexit we'll probably have to give a 3 weeks' notice for a Green Card.

Some of you ventured further

The Newsletter has covered trips to Morocco and New Zealand, Mongolia and Pyrenees

It also included great articles by our chief observers with timely reminders about limit point etc

Again, if you've looked at what other groups deliver WHAM is the best!

Natter nights have seen great speakers and the quiz.

We've had riders attending Biker Down courses and IAM Skills Days and IAMRoadsmart's forum

PHEW!

But what of 2019?

- Improved recruitment – do the free taster days better

Hopeful of a return to Throckmorton; Den is going to speak with Brian Marshall on our behalf



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WHAM AGM JAN '20—RICHARD HEWITT

On the down side

- Recognised we failed to get support for a birthday night out

Maybe we can look to organise an off road experience

We are open to ideas.....let's hear them once we've closed the formal part of the evening.

Item 5 Treasurer's report

Presented by Eric Reynolds, proposed by Gary Barnes and Seconded by Duane Sanger. Accounts agreed by unanimous show of hands.

Special thanks t Clive Wardman who after sale of motorcycle clothing made a £40 donation to the Club.

Item 6/7 Elections

Ali Whitcombe standing down from Events Organiser saw Duane Sanger stand; proposed by Mike Franzen, seconded by Will Morgan and voted in by unanimous show of hands.

Chair(AC)/Treasurer(ER)/Membership Secretary(PW), proposed by Tony Davis, seconded by Duane Sanger and voted back in by unanimous show of hands.

Entire Committee voted back in by show of unanimous hands after proposed by Mike Franzen and seconded by Will Morgan.

Item 8 Presentation of Certificates

Tony Reusser presented Mark Saxton with his IAMRoadsmart test pass certificate.

Item 9 Programme for 2019

Britany in October, Richard Hewitt co-ordinating. Various ideas as mentioned in chairs report. Any and all ideas to Duane Sanger please.



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WHAM AGM JAN '20—RICHARD HEWITT

Item 10 AOB

Ian Barnard – Clarification of where Gary Barnes had posted tribute to Richard Mundy as Ian hadn't seen. Gary conformed it was on Gary's personal facebook profile.

All noted WHAM facebook was quiet compared to other motorcycle club forums.

Valerie Northcote – asked if moto-Gymkhana could be introduced within slow riding day. Challenge accepted gratefully by Tony Davis, Richard Hewitt, to design something into this years course.

Richard Hewitt – raised the issue of WHAM night out. Various ideas came forward such as Falcon based doo, Hereford based doo, summer BBQ, or even bike camping and BBQ somewhere nice. Events Co-ord. to come up with options and run a facebook poll.

Next AGM 22th January 2020.

RH



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WHAM AGM JAN '20—RICHARD HEWITT

NOTICE OF ANNUAL GENERAL MEETING

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS

Wednesday 22nd January 2020

The Group AGM will be held at the Falcon Hotel, 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: Ant Clerici	Seeking re-election
Secretary: Richard Hewitt	Standing down
Treasurer: Eric Reynolds	Seeking re-election

Committee Members

Vice Chairman: Richard Hewitt	Seeking re-election
Newsletter Editor: Richard Hewitt	Seeking re-election
Membership Secretary: Adrian Wheeler	Seeking re-election
Webmaster: Tony Davis	Seeking re-election
Routemaster: Tony Davis	Seeking re-election
Region Rep: Ant Clerici	Seeking re-election
Events Coordinator: Duane Sanger	Seeking re-election
Associate Liaison Officer: Gary Barnes	Seeking election
Chief Observer Hereford: Alex Hoyle	Committee Appointment

Any fully paid up members of the IAM and of WHAM are free to apply for any of the above posts.



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WHAM AGM JAN '20—RICHARD HEWITT

Nomination Form

For the election of

Worcester & Hereford Advanced Motorcyclists Committee 2020

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 22nd JANUARY 2020

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, please contact the Secretary, Paul Whitcombe by E-mail whamgroupsecretary@gmail.com



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WHAM AGM JAN '20—RICHARD HEWITT

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 Paul Whitcombe on E-mail whamgroupsecretary@gmail.com at least five days before the AGM.



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NEWS—RICHARD HEWITT

Test passes—yes, yes there have been some hardy souls that have been out in this ‘brass monkeys’ weather and passed their advanced motorcycle test.

The 9th January saw Donna Saxton go out with Marcus McCormick and pass, ably mentored by Tony Reusser. Following on from this on the 18th January Mike Smith passed with Tony (from Shropshire), *odd surname—Ed*, with Duane Sanger as Mikes mentor.

Well done to all. Some of may or may not know that both Duane and Tony are reasonably new additions to WHAM’s observer bench and so it’s particularly pleasing to see them getting new members through to test so well.

Donna, Mike, welcome as full members; we hope to see you out on the Sunday runs just as soon as Jack Frost packs his bags.



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THE TAIL ENDS— BY MR ALAN RIDER

Welcome to the New Decade dear Reader. Now this month's column may not delight as some of my earlier ones will have. And yes, we are all entitled to a little self-delusion from time to time. I may disappoint you on two accounts. Firstly my chosen subject matter this month and secondly the news that my opinions will appear less frequently than of late in this esteemed publication.



Why the latter? Well, whilst I enjoy writing as an end in itself, this column is nevertheless a recurring obligation which can feel like pressure and it can also feel a thankless task. I wish to make the point that our Editor has to put the mag together, month after month, and I know for a fact that people who promise contributions do not always keep their word. And that is a pain in the exhaust for him. And while I'm on this drum, I propose that, at the AGM, this Wednesday someone in the audience should call for a vote of thanks to every single member of the Committee and co-opted volunteers including Chief Observer(s), Route Master, Holiday Organisers and so on for the immense amount of work they put in on our collective behalf and for our collective benefit. Because they seldom receive the *public* appreciation they are due. So come on....please, please thank them, individually by name, properly and with sincerity!

You may already be 'off' this column. If so, what follows may well do yet more damage to your sensitivities! Have you by any chance seen the image of the World on Channel 4 News accompanying their lead article on the cataclysmic climate emergency? It was the Globe, our one and only planet, wrapped in Ozzie-like bushfire flames, like a multicoloured Christmas pudding alight with a ton more brandy than I ever afford putting on ours, being a 'tight bottom'. It was a deeply uncomfortable image. Am I alone in feeling a tinge of guilt that my hobby consists of consuming carbon and spitting out CO₂? I doubt it. I don't like acknowledging it to myself, let alone to you, dear Reader.

Perhaps we can console ourselves, those of us with a conscience, that we are saving lives through our skilful training. This is satisfyingly and inarguably true for our Observers and to a lesser extent for all members of WHAM on the basis of we being less likely to caress the tarmac with our butts and cost society money to scrape us up and repair us.

How do I deal with my conscience? Well, I employ a number of psycho strategies in the utterly futile hope something might salve it.

"I mean, I don't fly on holidays, so I'm holier than thou!"

*"**ss off Alan, divide the short haul fuel consumed by the number of passengers and it's minimal CO₂ per person! And the plane's going anyway, it's not as if it's choosing to go.....not like you!"*

"Oh, is that right?"

And then there's my: *'I'm not as bad as him....s/he drives a 3 litre car...ner, ner, ne **ner ner!**'* argument.

"And just how does that attitude help the environment, Alan?"



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“...umm...”

The reality is that I feel selfish, enjoying my steed and the nub of it is that, like sex, once you've done it you want to do it again - don't you (rhetorical). You see motorcycling, air and sex have something in common. They don't seem essential until you aren't getting any.

So what am I to do? Go electric my son! Yes, that may be a part solution if the energy to charge it was 100 percent green, which it almost certainly isn't, and if the poor planet isn't being raped for the rare metals contained within batteries, which it absolutely is. Crikey! I heard they are planning to mine the ocean floor to get cobalt. Holy mackerel! How is that going to help my fish and chips? And let's not dwell on how mining for lithium is polluting water sources and for graphite it's even worse environmentally. Electric is a partial solution, a stop-gap at best.

I could of course stick to the national speed limit all the time. Who does that? If I did, not only might I pass a Masters but my bike would probably do a thousand miles to the gallon and I'd feel so saintly my helmet would grow a halo of self-righteous smugness. Still consuming fossil fuel tho', Alan!

Again, the reality is that you are not going to change our lifestyle as easily as you change your underpants i.e. daily (yes??). Government intrusion or incentive to force us or encourage us to reduce our emissions is largely contradictory and delusional. Go back two decades under Gordon Brown of *"I've put an end to boom and bust!"* (prat!!) to 2001 and it became: 'Get a diesel! More mpg and less CO2 than petrol'. The so-called 'Dash for Diesel'. So we all did. Factories churned out diesels like rabbits drop pellets and then they close up shop when just over a decade later...

'Oh dear! Oh dear! Diesels cause particle pollution and damage local air quality causing thousands of deaths per year*' 'Get a petrol car or hybrid or electric..hurry, hurry...diesels are bad, bad, **bad!** 'Your diesel is worthless now, tough luck old boy (girl)'.

The reality is that many Euro 6 diesel engines with Adblue are pretty damn clean and emit 18% lower CO2 and on average 71% less particulates than equivalent petrol engines**. Incentivise to get all old diesels off the road I say!

The hope is that technology will come up with a genuine, non-polluting, non-raping (who mentioned Weinstein?), affordable, renewable energy production method with accompanying storage and delivery systems. And there are signs this is going to be the case. One of these is an inventor, ex Naval Engineer, in Devon coming up with a new battery solution capable of delivering 1500 car road miles, or so I read***. Believe it...hmm, I sincerely, utterly, desperately hope so.

So there we have it. I have a mate 'Tony', now living in Cornwall, who on investigation some years ago got very depressed by it all. What he came to realise was that all he could do was all-he-could-do, i.e. make every effort to minimise his impact on the planet in every way he could within a lifestyle he could mindfully accommodate. It's down to us individually to make the choices that we can live with.

Electric motorcycle with say 500 mile range?....I absolutely believe there is hope!

Have a great year! Love you all. Alan.



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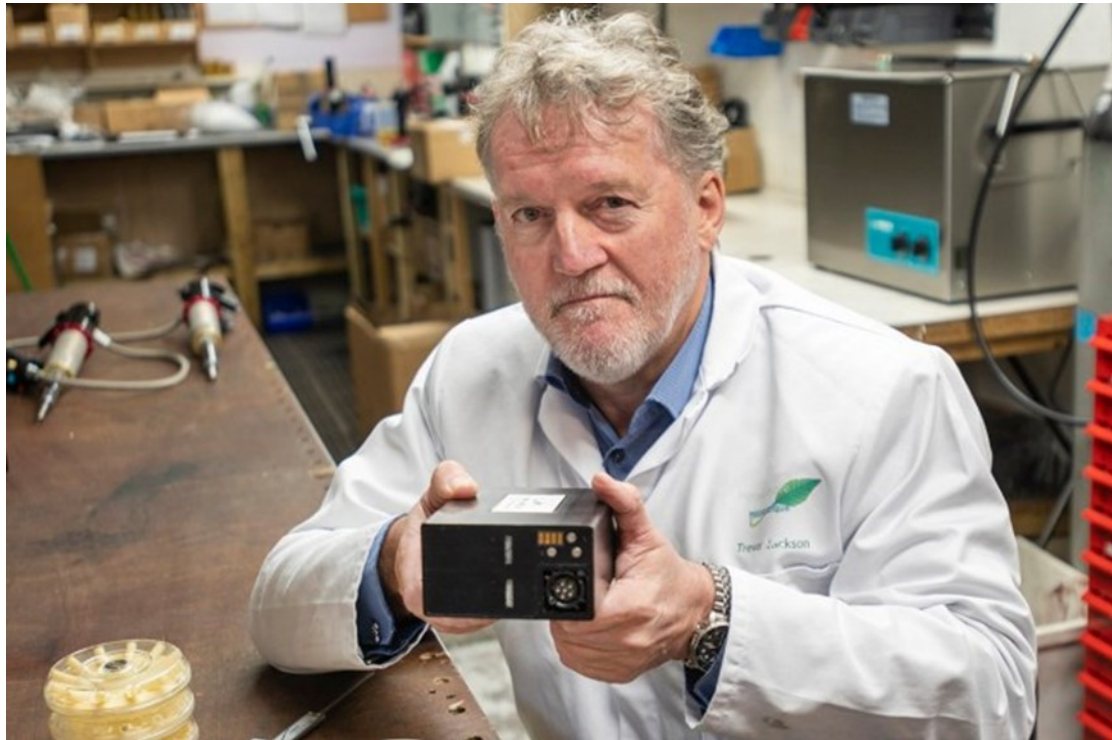
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* <https://www.bbc.co.uk/news/business-34257424>

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<https://www.fleetnews.co.uk/news/environment/2018/06/22/new-diesels-found-to-be-71-cleaner-than-petrol-models>

<https://metro.co.uk/2019/10/21/ex-navy-engineer-built-car-battery-1500-mile-range-10956749/>



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