

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



DECEMBER 2019



CHAIR'S FOREWORD

Mid-winter brings out only the keenest riders along with thermals, heated clothing and ACF50 (other products available).

However, winter rides can be 'a-ma-zing' with less traffic and an absence of fair weather sports bike riders to negotiate (no knee downs in December?).

Riding when the surface is less reliable brings out the best of advance riding techniques as we negotiate the fallen leaves and a mix of dry and wet tarmac. If you venture into the urban conurbations then the picture changes to frantic shoppers and partying pedestrians. Filtering after dark adds another challenge as your bright headlights simply disappear into the background lights of cars and trucks.

WHAM's 2020 is already in planning with an event at Ducati Worcester and natter night speakers being signed up. First up is the AGM on 22nd January followed by a "ask the committee" session – we will be there to listen to your thoughts for next year. Keep an eye on the website for details of these events plus ride outs.

On 29th December we have a new start location for everyone from Malvern Link Mc Donald's (near Morrison's) <http://www.wham-motorcycling.org/event/sunday-ride-malvern-to-queenswood-route30/> when we hope Hereford riders might ride with Worcester riders, and visa versa. On the first route from Malvern Hereford riders will be able to try out the A44 (more familiar to Worcester starts) as it winds along the Teme valley – a superb bit of road!



CHAIRS FOREWORD CONT'D

In the meantime IAMRoadsmart has put out a call for photos.....

Calling all groups - we need your pictures! Starting in the next issue of RoadSmart magazine, we'll be including a regular 'groups gallery', (*apostrophe Ed?*) featuring the very best pictures from your events and gatherings around the country. To include as many of you as possible, the magazine team ask that you send pictures in a square format (an aspect ratio of 1:1, a bit like an old fashioned polaroid picture), and make sure that everything fits neatly into the frame. Show us what you've been up to, where you've been, who you've met, and feel free to get creative with your images. Submit yours by Friday 3 January 2020 to RoadSmart@iam.org.uk. (*Presumably there will be further deadlines for this new regular feature?*)

And finally, congratulations to all of our riders who passed their advanced test in 2019 and full members who have gone onto Masters; also huge thanks to our Local & National observers and our committee for going "the extra mile" in their commitment to managing WHAM and its activities.

Season's greetings and safe riding in 2020!

Ant Clerici

WHAM Chair



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PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

From the Front Seat

Rode out of Pula heading 100km for Brestova ferry port to Cres island. Passed no petrol stations in Pula but assumed there'd be one en route. Should have looked more seriously as fuel warning lamp was glowing and only 30km range showed on the dash. After 15km no stations and no signs so stopped to 'explore' Google maps. Hmm. No petrol stops for 50Km except by retreating to Pula.

Doh.

So returned 15km to Pula and started searching. It took us 20 minutes and two stops to ask before we found one. We did find numerous LPG stations and one half-constructed but closed station, but only one – predictably, v busy – open petrol station. Maybe this explains the nice, moderate, non-Italian style driving we've seen in Croatia. Everyone is saving fuel to make it to the next stop.

I now recall advice I read somewhere ... fill up when you can.

Re-filled, giving us ~350km range, we hit the road again. Starting in the flatish south, as we approached Brestova on the Pula peninsula it got better and better as we



crossed mountains and dropped to the coast. Superb fast, smooth, twisty climbing roads culminating in a mountain-top hotel cafe above the tiny Brestova ferry port where we, and several other local and journeying bikers stopped for caffeine re-fuelling.

The ferry to Cres is quick and easy. So smooth the Tiger didn't need to be tied down – which is just as well as there were no loops or straps to do so, and just long enough for a quick cup of brown coffee flavoured warm water.

The road from the even tinier port on Cres was immediately steep, twisty, rough and at times unprotected from steep drops. I bought a cheap bike-cam in Pula which I'd clamped loosely to my wing mirror – so I captured some of the more exciting bits on video. The only issue being that the Pillion wasn't overly impressed with my adjusting the camera while negotiating hairy, un-protected, clifftop hairpins.

Jeez, where's her faith I ask?

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018



Dashing down to Bosnia

25-27 May

The ferry timetable told us we would dock at Zadar on the Croatian mainland at 11.30 pm, and we had accordingly made special arrangements to arrive late at **Palazzo Venezia**, a stunning little gem of a hotel just inside the town's magnificent Venetian walls. There was no food on the ferry and we'd neglected to buy any in our rush to board, so we dined meagrely on a shared bag of nuts.

The kindest way to describe our ferry is 'local sea bus'. We stopped at so many tiny Croatian

islands, all unannounced, that it was difficult to know where we were, and after six hours when we pulled in for the final time to dock at Zadar – over an hour early – at first we didn't realise we'd arrived. Then of course we had a mad rush to get ourselves kitted up, as inevitably Tigger was right at the front by the bow, with snarling Mercs and BMWs all raring to go behind. Never mind, we thought, we're nice and early for our hotel, and won't our host Veronica be pleased?

Veronica wasn't there when we arrived; neither could we rouse anyone else. The front door of this gorgeous but apparently inhospitable Venetian townhouse remained deaf to our knocks and rings. Finally, I found an emergency number. A surprised Veronica answered, just as her text telling us she had cancelled our reservation as we hadn't turned up by three that afternoon pinged in on my phone. Oh dear. There had been a mix-up. But no problem; our room on the second floor was still available, and unlocked, and Veronica gave us the code for the front door. Sticky with sweat and very tired after our journey, we humped the two panniers, one top box, one tank bag and two helmets off Tigger, through the city gate, into the hotel and up two flights of marble steps.



The room was locked. I stilled the impulse to burst into tears, stumped back downstairs and informed the Rider. We rang Veronica back. She said some words in Croat. 'No problem', she said next. 'Some more mix up. New member of staff. I will be here in twenty minutes to let you in.' The Rider thought he might be able to persuade the recalcitrant room to admit us, and stumped in his turn up the marble stairs. He rattled the door handle and the door obligingly opened. There stood the resident, a lady of mature years who had evidently just arisen from her bed. There was a faint scream when she saw the helmeted figure in black leather, then a flood of English apologies, and more stumping back downstairs. We looked at each other.

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PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

'Veronica' I said into the phone, 'There's someone sleeping in our bed.' It somehow sounded familiar, but I was too tired to care. The Rider had another brilliant idea. He stumped back up to the third floor, and burst into another unlocked bedroom. This time there was no-one in our bed. 'Veronica, we've broken into the third floor room. We'll just sleep here.' She seemed on balance to think this would be fine, but I had put the phone down anyway.



We didn't see her till breakfast the next morning. But although our time in her establishment was short and a little fraught, the hotel is a truly wonderful restored miniature palace, and Veronica clearly an enterprising young mother and businesswoman who has just been unlucky with recent recruitment. We do highly recommend Palazzo Venezia, which was wonderfully located in beautiful marble-paved Zadar, and worth every penny of the €50 it cost. We had to scarpers very early the next morning after only a quick tour of this lovely little Roman city. Sadly we never got the chance to apologise to the lady on the second floor.

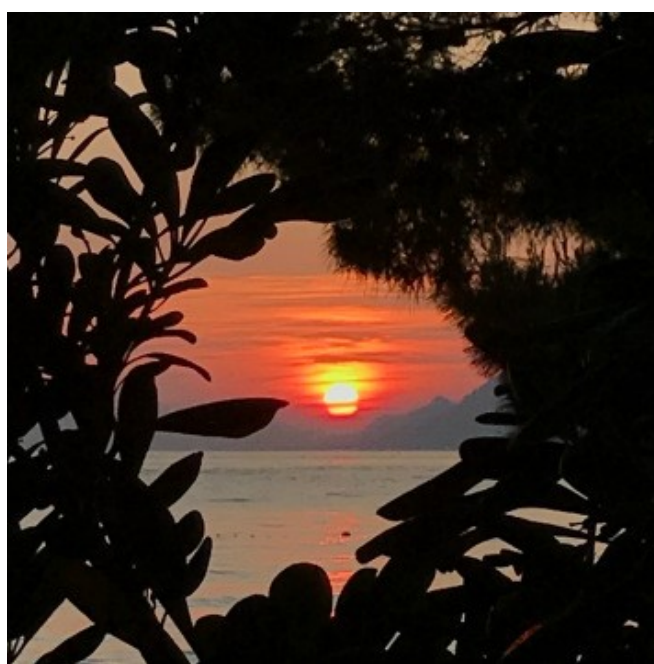


A couple of hours fast riding brought us back to Split, which we'd first visited by sailing boat 18 years ago. The A1 toll road is a fabulous swoop of a road passing through a deserted country of scrub, broom and craggy limestone hills, with great views of Split as the road descends. The city itself was ferociously hot, well into the thirties, and seemed busier than it had been back in October 2000. Still, we enjoyed a quick wander round [Diocletian's Palace](#), and had a very civilised lunch at [Zoi](#) restaurant. I can understand why the local boy-made-good would want to return back home here after re-organising the Roman Empire and generally being busy emperoring.

PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

We continued along a winding coast lined by pink oleanders and the ever-present broom, and ended the day at the beach resort of Makarska. A smallish elderly chap on a moped pulled up next to us as we waited at traffic lights. 'I have room, follow me,' he said, waving at us and weaving around the Tigger. So we did. Nothing if not obedient.

A huge mountain looms close behind Makarska, almost knocking this busy resort into the Adriatic Sea. Marin (contact +385 21612 357), our moped-riding host, led us to his home, where we rented a cool en-suite room for €35. He explained the mountain was regularly climbed. This seemed unlikely to me and fascinating to the Rider, who rock- and ice-climbs when he isn't polishing Tigger. Dinner was at a pleasant beach-front cafe; breakfast a much less edible affair at a ghastly local hotel.



And then it was off again, this time to Bosnia.

From the Front Seat

So what's with the bike?

Our bike is a 2015 Triumph Tiger 800 XRx triple. One of the best pieces of shiny black, matt black and gun metal masterpieces of machined, welded, soldered and bolted engineering perfection to leave the hallowed doors of John Bloor's Triumph of Hinkley Limited (which in itself is easily the best thing ever to have been conceived in Leicestershire).

The XRx is actually our fourth Tiger, following on from a 2000 955i, a 2008 1050 and a 2011 800XC (the one with a bigger, narrower front wheel), interspersed with various other Triumphs, unreliable Aprilias, bouncy (but fun) Yamaha 660s and an unremittingly boring BMW.



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PETE & JAC ROGERS—THE ORIENT EXPRESSO TOUR 2018

The only modern-era Tiger variant we've not owned is the daddy of the family, the Tiger 1200.

I've been asked many times why not the 1200 – especially as we are travelling two-up for 1,000s of miles. Surely bigger is better? And didn't titchy little Ewen McG need a 1200 for his world crossing trips? Well no, frankly. The 800 generates 94hp from its 3 torque rich, long stroke cylinders. It has fancy electronics including ABS and throttle/ traction control modes for Rain, Road, Off-Road and Sport – three of which make riding fractionally safer, and the last of which transforms it into a racing wheelie machine 😊.

Reliability-wise, I have ridden about 40,000 Tiger miles and the only two tiny things wrong have been a temporary missing neutral light (disappeared for 2 weeks then returned) and a surface corroded kickstand mount (cleaned and sprayed in minutes). Otherwise, with just basic servicing it just goes and goes. Economy-wise my Euro4 compliant baby gives 49mpg +/-1 no matter how fast, slow or heavily loaded I ride. Giving about 200-220 miles per tank.

More fundamentally, with 94hp in the bag and weighing 185kg (unloaded) it has sufficient, power and carrying capacity and seat comfort for two of us and three sets of clothes (1 to wear, 1 to wash, 1 spare/drying).

V importantly it is also just within my capacity to pick up after, say, hypothetically, slipping on mud and falling into brambled Cotswold hedges. (That bruise on my thigh didn't feel hypothetical. – *Pillion*) For that reason alone the 800 is worth its weight in back strapping.

I've supplemented the basic bike with Continental semi off-road TKC70 tyres, Kappa panniers (which are easy on the eye and even easier to fit and carry); Kappa top box (ditto); Oxford filler-clip-on tank bag (okay-ish but too tall so it part hides my phone/sat nav); rad, exhaust and rear mud protectors; and a snazzy monochrome union jack scratch protector on the tank.

The only comfort item I've fitted is a 'non slip' rubber mesh seat cover for my shiny-bummed pillion. None of this – even packed to the max and pillioned – makes much difference to the riding experience. The XRx, in my humble opinion, is a 'do everything' bike with more style and less weight than any of the competition.

So what's not to like about our chosen Tiger? TBH, it's very difficult to say... Maybe it could be easier to lift onto the centre stand – I have to de-pannier it first. Possibly a longer front mud guard – to stop more sh1t getting on to the engine? Perhaps better paint on the wing-mirror nuts? But that's all just picky. The only certain change I'd make is a bigger tank range. 250 miles-per-tank would be an improvement worth the extra weight.

Overall, in my long-term and well tested experience, it's a fantastic bike, and (so far) fantastically reliable.



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CO'S COLUMN—ALEX HOYLE

Your Safety is Paramount

Following on from my last article on winter riding, I just thought that I would expand on this issue a little bit more.

At the bottom of the WHAM Events Page: <http://www.wham-motorcycling.org/events/> you will find these words of wisdom:

“All riders are reminded to check the weather forecast before each ride. If the temperature falls below 3 degrees, please remember that the road temperature can be lower and there will be a risk of black ice. In addition, heavy flooding and high winds add considerable risks to motorcyclists. WHAM will not normally cancel rides due to weather conditions, so it is up to each rider to make their own decision whether it is safe to ride or not.

You are deemed to be in control of your machine at all times. Anyone taking part in our group rides is expected to comply with road traffic regulations.”

These words are there for a reason, and that is to make you think about your *own* safety.

We all enjoy our Sunday ride, and at this point I make no bones about referring to my love of a big breakfast (*here we go again!, you should be the size of a house Alex—Ed*).

However, at this time of the year in particular, the weather situation outside may not allow us to do so. And one of the biggest problems in the winter is when the numbers on the thermometer start to head south towards zero degrees.

Now at this point I refer to a situation which happened to me many years ago when I was new to WHAM. I was desperate to get out on a Sunday morning ride and get to the café to get my breakfast. However, the temperature at the farm was around 2 degrees, and by the time I got to the top of our drive it was nearer zero.

Being keen, and relatively inexperienced, I carried on and headed down the hill towards Lower Hope, unbeknownst to me there is a frost pocket in the valley, and just as I was about to approach the end of the lane to the A417, the bike and I parted company because I had hit a patch of black Ice.

So now the bike and I are heading out of a minor road on to the main A417, but thankfully we stopped just in time, I don't want to think what might have happened if we had not stopped. At this point the bike is fairly well smashed up, so very gingerly I jump back on it and try to get back home. I lost the back end of the bike five times that morning, I managed to hold it for three of the slides but fell off on the other two.

It cost me over £700 to have the bike straightened out, courtesy of The Plastic Surgery at Hanley Swan. By the way they're nothing to do with cosmetic surgery for people; it's a bike repair shop, and they did a truly fantastic job on the bike. Since that day I've never ridden if the temperature is around two degrees and going down. It's simply not worth it.



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CO'S COLUMN—ALEX HOYLE

As a rough guide if you look outside, and your road or driveway is covered in frost, and the puddles are frozen, then go back to bed, because it's going to be far too dangerous to try and go out on your bike.

WHAM will not normally cancel a ride, so it's entirely up to you to make that decision, about the conditions, and about whether or not you want to put your safety, or more importantly your life, on the line.

As a rule, we don't generally ride on the main roads very far, and in this part of the country at least, most country lanes and B roads will not be gritted, so the moment you turn off a main road, you could be on sheet ice. You may want to go out, but sometimes you have to let discretion be the better part of valour, there's always next week, when it might be warm and sunny.

Whatever happens your safety is paramount, it is, and it always must be, so if in doubt, leave it out, and stay at home in the cosy.

Alex W Hoyle

Chief Observer WHAM



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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 to 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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THE IAM OR WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



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

Our latest WHAM qualified blood biker, John Nicklin!!

I had a lovely email from John in early December thanking the group for it's mentoring and underlining the fact that you cannot take on a volunteer blood bike pilot role unless you have an advanced rider qualification. I had known when I mentored John that one of his goals was to use his motorcycling skills to "put something back into the community", yet in todays busy world someone actually following all the way through and achieving their ultimate goal(s), should indeed be celebrated. Well done John.

So, if you see a livered blood biker making smooth progressive progress round our way soon look out for the fine figure of a fellow that may well be WHAM's very own John.



OOOPS! - ANT CLERICI

Ooops!

WHAM's newsletter has from time to time included a piece on a riding mishap. The reason for explaining the story of such incidents is to enable others to learn from your experience. So here goes, my December "oops".

But before I start I would welcome any advice as to how I might have avoided this collision, apart from selling the bike and staying at home!

The scenario is M5 northbound between Strensham Services and Junction 7, traffic is slowing then at a standstill across all 3 lanes. Its early afternoon with good visibility. I've been filtering for several minutes. The hard shoulder has emergency vehicles blue lighting their way to whatever has caused the hold up ahead.

As I filter I have dipped heads and auxiliary lights on; I'm wearing a hi-viz vest. Occasionally I use the horn or headlight flash if I think drivers ahead aren't aware of my presence. You know what happens they move across to the white line to get a view ahead or if a space becomes available they might suddenly change lanes without checking their mirrors. Further into the queue the traffic is now at a complete standstill and I come across a truck driver out of his cab, then a car driver standing on the off side of lane three. My progress becomes even slower past drivers on their phones and perhaps even more people wanting to stretch their legs.

As I move between a truck (lane 2) and a prison van (lane 3) the side door of the cell area opens into my path. (Is this an escape?)

Fortunately the door swings open as I hit with handle bar and mirror, I manage to stay upright as I stop. That's how slow I was riding!

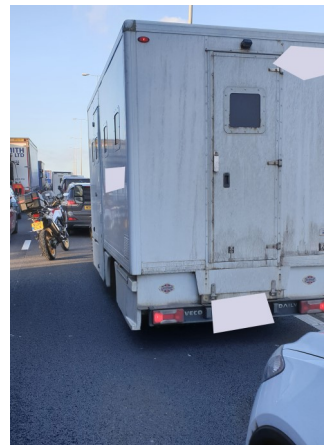
The following conversation with the escort officer (co-driver) took me by surprise.

"I shouldn't have been moving"
"I'm not going to give you my details"
"It's illegal to photograph a prison van"

After I called the police and they spoke with the co-driver so I got his name.

Why did I call 999?

1) Their refusal to give details following an accident
2) I was stationary on a motorway, in a very vulnerable position particularly if the traffic began to move.



OOOPS! - ANT CLERICI

As our discussions concluded the traffic began to move.

The prison van moved off immediately leaving me very exposed to a now moving lane 3, fortunately the truck driver waited, holding back lane 2, until I could put my helmet back on and continue.

The outcomes were scratches on my mirror and handguard, a cut shin (off the door?) and an aching shoulder...and the reinforcement of "expect the unexpected"!

Will this stop me filtering in future..... no.....of course not!



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THE TAIL ENDS— BY MR ALAN RIDER



Well, well it's Christmas – again!

Why is it that I only just bought a tree and now here I am buying one again? Is it age that makes the year go like a 1290 KTM on steroids or is it that my life is busy?

Doesn't the same stuff just come round and round. And now Ed wants me to write a Christmas column. Ha! How do I link this to motorcycling to keep a pittance of relevance for my reader.

Santa riding a GS perhaps, since they are like tractors and can pull Rudolf and his cart of plastic kids junk - and don't get me started on the plastic bandwagon. I mean we can't moan about kids' plastic toys when our bikes spin on oil, run on oil, have oil-derived bodywork, are made in factories heated by oil and on machines running on oil-generated electricity (probably), shipped to your favourite dealer in a truck that runs on oil,enough!

Have you seen that Christmas ad, the Sainsbury's Dickensian one, which features a horse and cart? Did you notice that, for a fleeting second on screen, the copy on the side of the cart says 'Zero Emissions'. What! Zero emissions! No, No, No!. Not only are a gee-gee's emissions guaranteed to cause you a front wheel wash-out but it thuds to land like you'd imagine flying bacon excretia might, gives off fumes that'd get a gardener running for a bucket while the rest of us go for Hong Kong style riot masks, then gets repeatedly and relentlessly ground into the road where it grips like the s**t it is and for months on end....gently whiffing like a wealthy person's horse garage. Oh ya!

Yes, I've got Yuletide attitude. What is it I like most about Christmas?

Family rows! *(oh my, quite where is this going—Ed)*

Gives me the chance to slip away into the garage and fettle my bike. And fettle I must, because come this festive time of year, if you're very, very lucky, your Council will have gritted the roads to prevent you kissing the tarmac dreadfully hard and spoiling your time off work with the agony of a damaged bike that you can't get fixed because the whole world is off!

And when your dealer eventually comes back you won't be able to get the parts because of Boris. But even if you don't fall off, your bike will be relentlessly and thoughtlessly sprayed with salt from all the families rushing to the retail park to squander their hard-earned on a mountain of plastic from the likes of Argos, Poundland, Lidl and Wilko. Or maybe you're an eco-traitor, climate change deny'yer (well, how would you spell it?) and you consume vast quantities of oil just to go shopping in New York.

THE TAIL ENDS— BY MR ALAN RIDER

Back to my point... just make sure you aren't the one engaged in the family bite-back and now you, like me, can slink off, clutching a Guinness and treat your loved one to a gift of ACF-50 (AC12 in our family...'in joke') and if you're wise you'll set about applying it with an earbud. By the time you've finished the first caliper, it'll be time for a second little something and that always helps you cope with members of the extended family that give you a pain in the forks.

And here's another thing. Presents.

What I really, really want for Christmas is always exorbitantly expensive and as unlikely to come my way as my lovely wife saying "*Why don't you go to Las Vegas on your next birthday and have a good time with the lads?*" What I really do **need**, is an Ergo Pro DP Rain Jacket (80 quid) to cover my worn out drop-liner jacket that even manages to leak on a balmy misty morning. And because it's rocking cold and the arthritis in my finger joints swells like a mushroom fed on Sainsbury's cart emissions, I **need** Halvarssons Advance Gloves (in White, please, at 80 quid). Whilst the arthritis hasn't got to my toes yet, alcohol-nurtured gout has got there first so I **need** a pair of Daytona Travel Stars (470 quid) to replace my old boots whose soles are worn so smooth that I don't need to plant my foot on an odious, soft squidgyness to slide onto my withered backside, just stopping will do it.

What am I actually going to get? Socks, pants, liver enlarging beverages that I don't like, a candle (why?), a hand warmer, a hot water bottle, Bike magazine which I won't read because it's about madmen doing wheelies on Puch Maxis and something indeterminate to eat that will give me constipation.

Excuse me now, I'm just off to the chemist for some Senokot.

Have a great Christmas and may Santa bring all the motorcycling gifts you always wanted and if he does, don't dare talk to me until the SRD in June.

Yours in Sport, Alan.



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