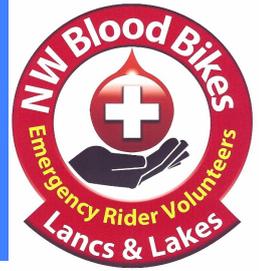




**The Queen's Award  
for Voluntary Service**

[www.nwbb-lancs.org](http://www.nwbb-lancs.org)

# June 2016 Newsletter



## **The Queen's Award for Voluntary Service**

*The MBE for volunteer groups*

WE'VE GOT IT ☺☺☺

2<sup>nd</sup> June 2016 is a date to be noted by all volunteers at NWBB Lancs & Lakes because that is the date after which we can tell the world that we, collectively, have been awarded the QAVS, which is the equivalent of the MBE, but for a group rather than an individual.

As a result Denise and I were invited to Her Majesty the Queen's Garden Party at Buckingham Palace on Tuesday 24<sup>th</sup> May 2016. We went, along with 6,998 other guests (well she does have a big garden ☺) and hopefully represented us well.



This award is a massive thanks to you all at NWBBLL, it is recognition of the hard work we have all put into this, to make us the largest and busiest Blood Bike Group in the UK and I was privileged to have represented you.

Thank You doesn't seem to cover it, but think of it this way, every member, be they Rider, Controller, Fund Raiser, etc., has contributed to us coming this far and everyone should be so proud of our achievement.

The official presentation is scheduled for 4<sup>th</sup> July 2016, at Lancashire County Hall. The presentation will be by Lord Shuttleworth, the Queens Lieutenant and I will let you know more when I do. But for now, share this news with the WORLD you all deserve it.

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### **Also at the Palace:**

Brian Lord (member North) attended the Garden Party with his wife Glenys, Why? Because Glenys has just been awarded the MBE for services to Education. Congratulations Glenys.

*"Volunteers Who Care"*

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Glenys being bestowed the title by the Lord Lieutenant of Lancashire and Brian at the Garden Party.

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### **The Good & The Sad, all on the same day:**

The 24<sup>th</sup> May 2016 was also a sad day, especially for the family of Malachi Mitchel-Thomas, a young up and coming bike racer, who sadly lost his life on the 14<sup>th</sup> May 2016 whilst competing in the North West 200 road race, in Northern Ireland.

Due to the expected number of mourners, either on bikes or cars or both, North West Blood Bikes Lancs & Lakes were asked if we could help with Marshalling.

Graham Miller, our Secretary, took this on board and liaised with both the Funeral Directors and Lancashire Constabulary and together we escorted and marshalled the final ride, with both Police bikes, our liveried bikes and with many of our members being static Marshalls at certain junctions between Rivington Barn and the Crematorium at Chorley.

It was expected that there would be some 400 bikes and several cars, but the final number was not established, but there were far more than 400 stretching out for the best part of 2 miles.

It has to be said that Graham Miller did a fantastic job in organising it and has accepted thanks for NWBB L&L from both the Funeral Home and Lancashire Constabulary. WELL DONE GRAHAM & ALL WHO HELPED.

R.I.P. MALACHI, I hope we did you proud.

Our sincere Condolences to Malachi's family and friends.



### **Further regarding the funeral:**

I think all who were involved in the funeral deserve a big thanks for giving up their time:

**Riders:** Graham Miller (Lead), Carl Farber (Rear), Andy Gilroy, Kevin Sansom, Warren Bolton, Pete Haworth, Haydn Williams, Malcolm McDowell, Scott Miller and Bishop Michael in his car.

**Static Marshalls:** Neil McCall, Alan Barrows, Paul Cull, Andy Houghton, Russell Curtis, Pat Thorsby, Michael Hockney, Paul Barran, Colm Carton, Andy Lancaster, James Robinson, Frank Fitzgerald, Andrew Smith, Alastair Taylor, Dave Cumming, Ray Edwards, Nigel Bunney and Steve Pickering.

Special thanks to **Sue Wolstenholme** for being the perfect Controller on the day, even making sure everyone did their bit and got home safe. Well done Sue.



***"Volunteers Who Care"***

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The following quote has come from a friend of Malachi's family (and an ex colleague of mine) Steve Simpson:

*May I take this opportunity to thank you and your team for providing such a professional escort service for the Funeral of Malachi, I have spoken to Kevin his father who has asked for me to forward his sincere thanks and he apologises for not contacting you in person, but I am sure you will understand.*

*"We appreciate that you are all volunteers and that time is precious to all of us, so for so many of your team to turn out and provide such a quality service was very much appreciated."*

*Thanks again, on behalf of Kevin family and friends.*

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### **Now for something completely different:**

In the interest of fairness to all members we have decided to advertise vacant posts in this newsletter and these are the first two 😊

#### **Fylde Area Manager:**

As you know Lee Townsend has been voted in as the Vice Chairman for this year. Lee was the Area Manager for Fylde with Pete Haworth who is Deputy AM and has been looking after the position whilst Lee was on holiday.

If anyone other than Peter, (who's already taken it on board) fancies taking on the role of Fylde AM, please contact Kevin Sansom ASAP if you've not already done so.

#### **Controller manager:**

Also Neil McCall has come on to the Committee too so leaves a vacancy as Controller Manager, which Duncan Oag has taken on board, but if anyone else fancies the role please contact Kevin Sansom ASAP if you've not already done so.

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#### **Blue's & Two's:**

This year we have run 3 B&T's courses increasing the number of riders able to ride the liveried bikes

with the ability of using the Emergency equipment, we now have 80 qualified riders.

Hopefully we will be running at least one more course later in the summer for those riders who have passed their advanced bike course or have been re-assessed within the last 3 years. We will be asking Area Managers to put names forward when a date(s) have been decided.

#### **Whilst on that subject:**

Something to be aware of. We are not allowed to use the Hard Shoulder of the Motorway, unless express permission has been gained from the Police at that time.

The reason for this, is that the Hard Shoulder was designed to allow a safe haven for broken down vehicles or sudden illness, and to allow a route for Emergency vehicles attending the scene of Road Traffic Collisions on the Motorway, it was never intended to allow other Emergency vehicles to pass through, going somewhere else.

Another reason, pertinent especially to motorcycles, is the amount of debris on the hard shoulder, which does cause punctures, and I know that all too well 😊

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**That's it for this month, except for  
one last very big**

**THANK YOU 😊**

**Remember**

**NO JOURNEY IS SO URGENT  
AS TO PUT YOUR OWN LIFE  
AT RISK**

**Paul** (Founder, Chairman & Trustee)

**If I've forgotten something, forgive me, (but let me know, I can always do a supplement) or if you want something including in the newsletter? Feel free to Email your copy (text and images) directly to me, [chairman@nwbb-lancs.org](mailto:chairman@nwbb-lancs.org)**

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