



Newsletter April 2018

Congratulations to

Mark Pavey

who not only passed his Advanced Test in March but was awarded a F1RST

&

Howard Biggs

who gained his Local Observer qualification at the end of February.

Congratulations Paul Lewis

You may remember that Paul Lewis was awarded the CWAM Group Award for his exceptional contribution to building and improving the group over many years. Unfortunately Paul was unable to attend the Annual Dinner but Roger Barratt eventually tracked him down to a pub where a somewhat informal but nevertheless sincere presentation was made on behalf of the club.



Wecome to

Lara Collins, Moira Day, Mark Pavey, Dave Pittard

& Tina Quinn

who recently joined us.

50% off IAM RoadSmart e-learning modules for friends and family



Over the next few weeks, IAM RoadSmart will be promoting a special offer on their new interactive e-learning modules. We are offering a 50% discount for members' friends and family on the e-learning modules, which consist of seven interactive sessions each lasting approx. 20 minutes. The modules are designed to help non-advanced drivers boost their knowledge.

The discount is available using code 'MEM18' [here](#) following

[these](#) instructions. If you can't get <https://iamroadsmart.interactyx.com/> to work either, log in as usual and navigate via the *Courses* tab.

March Club Night

New chairman Ian Collard stood in for Ryan Howat who was detained elsewhere. Sadly, a smaller audience than usual gathered for our first Club Night of 2018 but they managed to produce a rousing applause for the three presentations that started the evening.



Dave Bavister receives his Advanced Test certificate from observer Paul Owen



Les Congden gives his associate Phil Mason his Advanced Test certificate.



Paul Harris presents his associate Andrew Battrick with his Advanced Test certificate.

Our speakers for Meet the Examiners were Marcus MacCormick and Charlie Perry who were more than happy to regale us with an anthology of amusing anecdotes accumulated during their lengthy careers in the police force.

Quite a few of our 40+ associates missed a good opportunity to touch base with Marcus and Charlie before their test but those who were there, hopefully picked up some useful pointers that will help them to a successful result on the day. Marcus says everyone starts with a F1RST and any marks lost after that are reflected in the result. The important things are, make sure your bike is roadworthy, your clothing appropriate, don't do anything rash, don't do anything illegal and remember what your observer told you. If you have any queries about what is expected on the

day, ask your examiner before you begin; **they want you to pass.**

After the break Marcus talked about the knotty problem of filtering. He was aided by some videos which produced oohs and ahhs from the audience at appropriate moments. Full details are at <http://www.cwam.org.uk/news/2017%20news/news1016%20Filtering.pdf>

Good to see Gary Green, who soothed my fevered brow as I lay spread-eagled on the tarmac at the end of a very short mock test, back in the fold after a foray into the badlands of Bentleyshire. Another good Club Night. I am really excited about next month when we have **The Rise and Fall of a Speedway Club** with Jeff Davies from Save Brandon, with photographer and sports commentator Dave Rowe.

IAM RoadSmart Skills Days

There are a few spaces left if you fancy some expert tuition on a circuit. When I last looked the days not sold out were - **July 11th** at Thruxton (Ladies only), **Aug 16th** at Thruxton, **Sept 11th** at Thruxton.

To quote IAM "These sessions are open to the public and offer the opportunity to gain more of an understanding about precision driving or riding on a world class racing circuit."

Now I know IAM RoadSmart's raison d'être is to improve road safety for all but having said that I am somewhat exercised by the fact that my fully paid up membership doesn't a) put me near the head of the queue in front of non-members and/or b) entitle me advantageous pricing. Is this an unfair or inaccurate observation; let's have your views in next month's issue.

Book at <https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday>



I found the next item from new social member Alan Finch a real treat, not just because it gave me a glimpse of how I can extend my biking activities as age and infirmity encroach even further on my decrepit body but I only had to make a suggestion that his experience would make an interesting article for our newsletter and it was in my inbox within a couple of days. If only the other 187 CWAMs were so obliging.

The Joy of Three Wheels

For the last 66 years I have enjoyed life on two wheels having started with BSA, Triumph, Velocette and later moving to various BMW models before enjoying the luxury of a Honda Pan European, a Yamaha XJR 1300 and lastly a Yamaha XJ1 1300. But the time comes when stability especially at traffic lights or coming to a stop and getting off and firmly planting two feet without the potential for falling off is of prime consideration. I have now come to that time in life when it has become my prime consideration. However I did not want to give up motorcycling altogether



and as you will realise it was in my blood so to speak. So what to do? I have a friend 20 years my junior but unfortunately is affected by MS who also had to give up riding his BMW 5 years ago because of its weight and his ability to hold it up when stationary, yet still wanting to carry on motorcycling.

The answer for him was to purchase a Piaggio MP3 500 a machine classed as a tricycle on the log book. Having discussed with him in great detail the pros and cons of a three wheeler and to see his enthusiasm for the bike persuaded me to make enquiries and try and get a test ride. A search on the web revealed that there was a dealer in Coventry. Fargo Scooters based in Gosford Village, Binley who after an initial enquiry arranged for

me to have the use of a demonstrator for a day if needed. After 1300cc's how would a 500cc twist and go compare especially as my wife rides pillion and therefore additional weight. I knew of a few very steep roads just off the northern edge of the Cotswolds so made our way there getting used to the concept of two front wheels but riding just like a conventional bike so by the time we reached our test hill its riding pattern was more familiar. Naturally I gave the bike full revs not wanting to stall on the hill but I need not have feared as it sailed up at a fair speed for the size of the engine and bearing in mind we were an approx all up weight of some 30 stones. That convinced me that my motorcycling days had not ended and an order for one was placed and the bike received in September 2016. I am not very technical but for those who would like a little more info, it rides, leans and steers just like any two wheeler but the saving grace is on coming to a stop a switch on the handlebar when pressed locks the front suspension in an upright position allowing you to leave your feet on the running board or if like me putting them to the ground (habits are hard to break) knowing the bike is stable.

As soon as the throttle is opened the suspension lock automatically disengages and normal service is resumed. It also has ABS and traction control. My concern about it being under powered and its reliability questioned is answered for me by my friend who belongs to the Vespa Club of Gt. Britain and attends their international rallies which has seen him on his MP3 over the last few years visit the south of France, Italy, Croatia, Germany and is now planning for a trip to Hungary in 2019 and on all occasions without mechanical failure. For myself therefore only visiting places in the UK should be a doddle. No doubt all of the members of CWAM are too young to need such a bike, but if and when age related issues catch up with you and you still want to keep on riding then do give consideration to the humble Piaggio MP3.



MP3 starts around £7k and the similarly tilting three wheel Yamaha Niken (based on the MT09) is around £11K.

Used not abused crash helmet collection

Don't forget our old helmet collection in support of Red Cross training. Please bring your old helmets to the social nights and Keith Daffern will pass them on to the Red Cross Centre in Coventry. If you are unable to get to our fabulous Club Nights contact Keith and he will be happy to arrange a convenient handover.



NB Helmets should be wearable for training purposes and not battered skip fodder.

Reporting accidents online

Jesse Norman, Road Safety Minister is "keen that we remove the need to report road traffic accidents in person....it ties up police time." The idea is that accidents not involving death or serious injury are reported online. IAM RoadSmart ran a survey on the subject earlier in the month but I see that has now closed.



The government is seeking views from drivers, (and I assume riders), police forces and other interested parties. The consultation document is [here](#) and you can respond to the consultation via the online form at <https://www.gov.uk/government/consultations/new-ways-to-report-road-accidents-to-the-police>

March

Our activities were somewhat curtailed by the weather in March, the worst of which seemed to occur on Sundays. The Group Riding Session, Observer Training and a would-be excellent rideout to Burford all fell victim to the elements.

There weren't quite as many bikes as usual in the car park on Mothers Day but 13 of us were keen to follow Ian Collard along some crackin' roads to Sutton Wharf. Now, I hesitate to say anything because like Old Dobbin the carthorse in the starting stalls at the St Leger, I was in the presence of thoroughbred bikers whose abilities make me unfit to follow in their tyre tracks but I have to say I didn't see much evidence of staggering or bunching-up in 30s which I guess goes to show that the Group Riding Session was a sad loss to our fixture list. (New session scheduled for May 13).



In contrast, the 6 of us who took the tortuous 65 mile trip to 5 Ways Lakes in Shilton with Keith Daffern on March 25, formed a compact configuration which was a delight to view from my vantage point at the rear. There were quite a few times when I saw signposts indicating that we were very near our destination and a warming cuppa but Keith managed to keep us totally confused by turning 'the wrong way' for the best part of two hours.

What a pleasure it was to get on the bike after a couple of weeks out of the saddle even if it did mean wrestling with the hosepipe before garaging the bike. April brings even more opportunities for fun with a blast into Bucks and a wander into Wales as well as unofficial rides on the two Club Sundays.

Bike theft and more from MAG

Paul Lewis brings more news from the Motorcycle Action Group (MAG) to our attention.

Many of you will remember the excellent Paul Ennis who spoke to us about bike security and motorcycle crime in the West Midlands, last year. He reports that thanks to a partnership approach, bike thefts are down and the aim is to continue its reduction and the knock on effect that stolen machines have in other areas of criminal antisocial behaviour. Despite a massive rise in car theft (78% increase in 2017 compared to 2016), West Midlands motorcyclists are still over 8 times more likely to suffer from vehicle theft than car owners.

Meanwhile in London MAG is still at loggerheads with TfL and GLA with regard to opening bus lanes to motorcyclists (an acknowledged life saver) in all boroughs. They continue to contrast the money spent on cycle schemes to that spent on saving motorcyclists lives. Compared to just eight cycle users, thirty-three bikers lost their lives last year but schemes which disadvantage motorcyclists such as narrowing lanes to accommodate cyclists, continue to receive priority.

Find more details on the West Midlands Motorcycle Action Group Facebook Page.

<https://www.facebook.com/WestMidsMAG/>

IAM RoadSmart News

As usual the latest IAM RoadSmart News is [here](#) and their blogs are [here](#). This month, yet again, there is little to get the juices flowing for motorcyclists.

CWAM are offering a fantastic 50% discount on their highly acclaimed Advanced Rider Course, for comparative youngsters under the age of 30. Just £74.50 provides the wherewithal to become one of the most skilled riders on the road. Tell all your family and friends to contact **Mark** for a free assessment ride without delay.



CWAM Events in April						
Sun	8	CWAM Club Sunday	Jaguar Sports & Social Club Fenton Road CV5 9DR Starts 09:00	Associates & Full Members	Not just for check rides but a chance for all CWAMs to get together, socialise and go for an informal ride.	Andy Spencer
Sun	15	Social Ride Out	Long Itch Diner CV47 9QZ Meet 08:30 Leave 09:00	Full Members only	Roger leads members around the Aylesbury Loop (including the Charlbury TT) Good roads and an interesting route. 150 miles. Return by 2pm. Full fuel tank please.	Roger Barratt
Wed	18	Club Social Night	Jaguar Sports & Social Club Fenton Road CV5 9DR Opens 19:30 Starts 20:00	Everyone and guests	Coventry Bees: The Rise and Fall of a Speedway Club with Jeff Davies - Chair of Save Brandon, lifetime speedway fan & Coventry track photographer with Dave Rowe - Freelance sports journalist & Eurosports TV Commentator	Ryan Howatt
Sun	22	CWAM Club Sunday	Jaguar Sports & Social Club Fenton Road CV5 9DR Starts 09:00	Associates & Full Members	Not just for check rides but a chance for all CWAMs to get together, socialise and go for an informal ride.	Andy Spencer
Thur	26	Observer Meeting	Shilton Village Hall. Wood Lane CV7 9JZ	All Observers	20:00 - 22:00	Andy Spencer
Sun	29	Social Ride Out	McDonald's, Arlington Business Park, Tile Hill Lane. CV4 9BJ Leave 09:00	Associates & Full Members	A trip to the Elan Valley. Approx 230 miles. Full details to follow.	Geoff Allen

For all future events check out the [Diary page](#).

If anyone has news to share, tips to pass on, pictures for the gallery or items for sale please mail me (webadmin@cwam.org.uk).



Your website - your news - your contributions!