

# CWAM



# NEWSLETTER

## October 2022

*CWAM* first, our successes ~ our raison d'etre

Congratulations to .....

**Steve Harbon** and Observer Ian Chapman

**Faraz Tabatable** and Observer Paul Harris

**For their F1RST Advanced Tests**

Going to press, so any further passes this month will be announced in the next issue.

**This article in BMF News caught my eye,** particularly as I intend joining the VMCC in March, (as my bike will then qualify), in the vain hope that one day someone might have let me have a ride on a real classic bike.



"The Vintage Motorcycle Club (VMCC) has opened the doors of its extensive garage, offering free loans of a whole range of classic and vintage bikes, from a 1923 Matchless 350 to a 1989 Yamaha FJ1200. The scheme is only open to VMCC members, but anyone can join the club – 12 months individual membership currently costs £42. You don't even have to currently own a bike to join, though members taking up the loan scheme will need a motorcycle licence. "We want as many people as possible to experience what it's like to ride an older motorcycle," said the VMCC's Chair, Mario Costa-Sa, "and this is the way to do it. There are some restrictions on some of the older bikes."

Whoopie!! Riding one is no longer a vain hope for any of us ~ Happy days!!!

# Club Ride outs in September

**Nick Lilley** ~ Wed. 7<sup>th</sup> Nick kindly covered for Roger on this first Wednesday ride-out. *(He also sent this excellent write-up, featuring snippets of his classic writing style, which was a simple copy and paste job. If only all articles were like this! Thanks Nick, but then you know firsthand what its like. Ed!)*

## Associates, if you enjoy riding you'll enjoy CWAM's rideouts – even those to Northleach.

Let me say straight away that although I enjoy leading rideouts it doesn't mean to say I'm good at it. I've never organised a full days ride, I know my limitations and I salute those who take us to Haworth, Cheddar, Wales and Skeggy. I select a route I know I will enjoy riding and hope that those who follow me will not be disappointed. 16 years ago, I was as a newly born otter atop Tom Pearce's grey mare recklessly careering towards Becher's Brook, wobbly, lacking confidence, horribly incompetent, inwardly screaming, and definitely not unfrightened. Nevertheless, I joined as many rideouts as I could simply because I somewhat perversely enjoyed riding. Although I'm sure most of my fellow riders must have inwardly groaned when they saw me approaching, I was always welcomed and my minimal riding abilities accommodated. Such inclusivity is CWAM's strength and because of my early personal experiences, it's something I wish to foster. As a group we can adequately cater for both the less demanding and the more progressive rides.

This is why I was so pleased to have an associate join us on a midweek ride to Northleach in September. We may have been few in number *(As it's holiday time for many O.A.P's, when schools are back Nick. Ed.)* but we were great in enthusiasm as we made our fairly uneventful way from Warwick to The Old Prison Cafe.

Of late there appears to be a willingness that verges on the eager, for councils to sanction road closures at the drop of a hat. And so it was on our return leg, that despite having travelled the route only a few days previously, I was dismayed to see a road closed sign at the junction to Turkdean. The 18 miles cross country from there to Chipping Campden are without doubt amongst my favourites as the lanes cut through large open fields with wide-skied views across Gloucestershire.

There were just 300 yards to the only other turning to Turkdean. Should I surrender to logic and suffer the monotonous slog up the Fosse for half an hour or yield to my inner Steve McQueen and jump the border fence? If I failed, my only penalty would be the ignominy of a U-turn rather than months of baseball bouncing in a solitary cell. And so it was, as the two guys with panniers seriously reconsidered my leadership qualities that we found ourselves squeezing, like





toothpaste emerging from its tube, passed a piffling unmanned trench which stretched across 90% of the road.

Another unexpected road closure in Ilmington found me unwilling to push my luck a second time especially as we had caught up with the rain. So we returned over Loxley Hill along part of our outward route which is something I endeavour not to do. Thanks and apologies to those who joined me, even if it was for the last time.

I am leading to The Ox Shed at Cotswold Park Farm on 9<sup>th</sup> October if any associates wish to join me. No instruction, no mentoring, just a quick briefing and hopefully an enjoyable morning's ride although any newcomers should view John Chivers' excellent "Social Riding Guidelines" video beforehand. See <https://youtu.be/266jw7gQVk>. NB you will not be required to negotiate the eye of the needle so don't be put off.

**Mike Darby** led another excellent 'themed Factory tour' ride out on Thurs. 22<sup>nd</sup>



**Stop press 4** more photos of this visit just arrived on the News desk, no time to fit them in here so please see the final pages.



And why is Mike so enamoured with the Morgan factory?

Possibly because 10 years ago he decided to treat himself to one of their iconic three wheelers .....



.....and I was lucky enough to have a ride out in it on the 20<sup>th</sup>!

Difficult to describe the acceleration from that 2 litre engine, in such a light frame, but if it had wings, it would take off!!

Another dream ticked off on my bucket list.



**Ian Collard** ~ Sun. 25<sup>th</sup> To a very bracing Skegness.

Just back from "living the dream" with a spectacular group of CWAM's in Skeg Vegas. Weather stayed fine, although bracing!!

And of course the fish and chips hit the mark. Some even dipped in the sea!! Thanks for the company, especially Geoff Allen for doing a cracking job as tail end Charlie.







Delicious, but can we manage to eat it before the Skeggi wind turns it stone cold?

Encouraged by Nick, I attended, as Marcus is well known as an amusing and informative speaker, though I confess I was totally lost when he described the types of bikes they have used over the years and the routes around Birmingham. He might as well have been talking about football! But then that's just me, everyone else seemed to follow.

He recounted how he crashed a Police motorcycle a short while after it was issued, and all his mates were taking photos of him lying in the ditch for the 'Idiots gallery' back at work.

Did I hear correctly that although he broke his collar bone, he rode it back??

Marcus decided to change the planned theme of his talk somewhat, following the death of the Queen, focussing instead on VIP escorts, as we were seeing a great deal of them on the news coverage. I did understand the need for the convoy to keep moving, as a VIP is a sitting target in a stationary vehicle, but was surprised to hear the penalty for trying to overtake the convoy and therefore going anywhere near their car. The occupants of the third car in every convoy are armed to the teeth because it would be so easy to plant a magnetic bomb onto the VIP vehicle. This is not just a deterrent, you would be shot, no questions asked!!

In a rather sexist way, he described why motorcycle **VIP escorting** is still a male dominated profession. There are, of course, Female Police motorcyclists but they often cannot handle the standard issue bikes so if, for any reason there was a problem with their lighter bike, a replacement could not easily be obtained at short notice from the local force. Such a situation is not be welcomed by the other members of the 6 man (person) team as one short would create real operational difficulties. At which point, and the most amusing part of the evening for me was when one brave soul put his hand up and suggested that the male riders might therefore consider riding lighter, 'female friendly' bikes. Marcus's face was a picture!

Either Marcus is as well known as Nick told me, or he must have done an excellent job at the Shilton family open day, rallying the troops to attend Club Night, because it was a packed house.





# The World's Largest Female Biker Meet

24<sup>th</sup> July

Still relevant though somewhat delayed, Zoe Eastwell, sent this article from the LADAM Newsletter which only comes out every other month, hence the delay. Better late than never, thank you Zoe.

This event took place at the Triumph Factory in Hinckley on the 24th July. The intention of the organisers was to break the record for the greatest number of female bikers gathered in one place on one day. They already hold the record for an event at the Raven's Café a few years ago, but wanted to increase it to make it more difficult for groups in other countries to beat.



Although they fell short of the 2,000 bikers they were hoping for, they smashed the record with 1,549 riders being counted between 10am and 3pm, raising £6,000 in the process for Leicestershire Bloodbikes and the Air Ambulance.



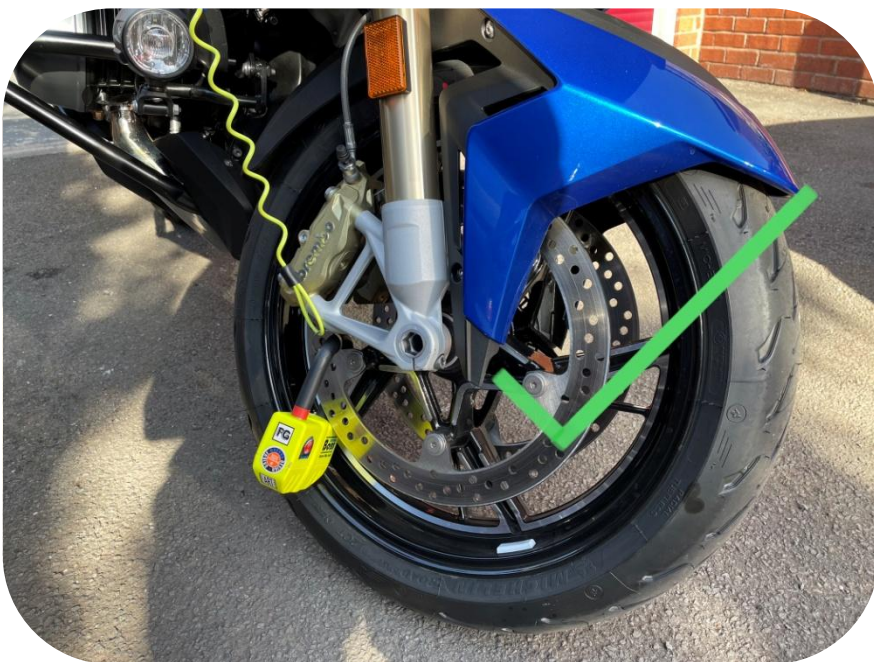
LADAM paired up with CWAM to man the IAM Roadsmart stand and saw a steady stream of riders interested in doing advanced training, many of them sent across from the Bike Safe stand. The IAM had provided leaflets with a special discount, along with a good supply of pens and wristbands. We haven't had an update with the number of people who signed up using the discount, but will share this in the next newsletter. From what some of the marshals observed, quite a few of the ladies who were riding could do with advanced training!

**Unfortunately, the event was marred by a spate of bike thefts from local hotels and at least twenty bikes were stolen over a couple of days.** This does seem to be on the increase locally, so be aware of this and take steps to protect your bike.

It was so bad to have to read that last paragraph, though it provides a link and increases the relevance of the following article kindly sent in by **Mike Darby**.

"Where possible and if I remember of course, I always try and take my disk lock along and attach it to my pride and joy when parked up somewhere remote. Not so much when out on a ride with CWAM, but when I'm out with a friend or on my own I like to secure the bike as best I can and add as much deterrent as I can. Now although most disk locks come with a bright fluorescent cord to add to it, and your brake lever, as a reminder, not all do, and I'm sure if distracted, the results could be disastrous and expensive if it's not removed.

If the lock is placed far from the calliper as in this picture, then the inertia on a ride off could be enormous, as the lock travels half way round the wheel and meets the calliper with great force resulting in damage to disk, calliper, and wheel, also resulting in potential injury to the rider.



However, if the lock is placed close to the calliper as in this picture, then such a disaster may be reduced as the initial lockup may result in just a stalled engine and hopefully minimal damage to wheel and brake components.

Just a thought, and worthy of mention”

*(Incidentally, it took several attempts, until I got this. Mike couldn't understand why I hadn't acknowledged it. I simply hadn't received it. This is not the first time, please bear in mind, if you ever submit an article that Emails sometimes don't respond well with text and Hi-Res photos, even though these were under 3MB Ed.)*

**IAM** RoadSmart News

As usual the latest IAM RoadSmart News is [here](#),  
their tips and blogs are [here](#)  
and their Facebook page is [here](#).



## Motorcycle Memes anyone?



Smile it's damn near the weekend!







## Spotted on Facebook this month .....

 **John Chivers** shared a link.  
Admin · 6 d · 🌐

What I did at the weekend. Snowdonia 360 with my old mate and CWAM member resident in Wales, Chris Thompson.

He sensibly rode his Africa Twin and I thought it would be fun to ride my Energica EVA Ribelle in a part of the country with some of the worst electric vehicle rapid charging provision. 😊

I thoroughly recommend the route. I think I preferred it to the North Coast 500, though in fairness the weather was better than it was when we did the NC500.



**JTC EV TV**

**Snowdonia 360 on Energica EVA Ribelle Electric Motorcycle**

The complex block contains a Facebook post and an advertisement. The Facebook post is from John Chivers, an admin, shared 6 days ago. The text describes a weekend ride on the Snowdonia 360 route in Wales, mentioning a friend Chris Thompson and the Energica EVA Ribelle electric motorcycle. The advertisement below features a black and red Energica EVA Ribelle motorcycle parked on a wooden deck overlooking a lake and mountains. A map of the Snowdonia region is overlaid on the right side of the image. The text "JTC EV TV" is written vertically on the left, and "Snowdonia 360 on Energica EVA Ribelle Electric Motorcycle" is written at the bottom.

*(Thanks John, I didn't know about this. You learn something new every day. I'm far more likely to accomplish this one day, than the NC 500 Ed.)*



## Spotted on Facebook this month continued.

Mark Lunt also took the opportunity to sit in one of Mike Darby's fab cars, though I guess not lucky enough to have a ride out in it?



Andrea Smith was out and about yet again. She seems to have great, invaluable, local knowledge to the West of our region. I haven't met Andrea on any ride-outs yet. So is she, as it appears, a committed lone rider or has she led any ride outs to Wales before my time?

Perhaps I could persuade you to write an article for the Newsletter, Andrea. The Pro's and Con's of riding solo and some more detail about your favourite routes in Wales than we can see on your frequent Facebook posts ~ to make it easier for the 'rookies' among us to explore Wales?

## CWAM small print



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 ([newsletter@cwam.org.uk](mailto:newsletter@cwam.org.uk)).

**Your website - your news - your contributions!**

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# CWAM events in October

**For more detail on any of these events, please click on this direct [link](#) to the events diary on our website.**

**NB** it says at the top "To view details of any event left click the text"

when	what	where
Sun 2 <sup>nd</sup> 9:00 am	<b>CWAM Club Sunday</b>	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS
Wed 5 <sup>th</sup> 9:00 am return 2:30 pm	<b>Rogers 1<sup>st</sup> Wednesday of the month Rideout</b>	To KOTI café, Chipping Camden. For more details, please click on the web link above and on the event itself
Wed 5 <sup>th</sup> 7:30 pm	<b>Virtual Committee Meeting</b>	Zoom
Sun 9 <sup>th</sup> 9:15 am	<b>Nick Lilley leads a rideout to Cotswold Farm Park</b>	This ride will be associate friendly, as Nick is very keen for more of you the join in. Why wait until you have passed? This is extra experience.
Wed 12 <sup>th</sup> 7:30 pm	<b>CWAM Club night</b>	Biker Down first-aid theme. For more details, please click on the web link above and on the event itself
Sat 15 <sup>th</sup> 9:00 am	<b>John Chivers' Proposed Associate Rideout Session</b>	For more details, please click on the web link above and on the event itself
Sun 16 <sup>th</sup> 9:00 am	<b>CWAM Club Sunday</b>	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS
Sun 23 <sup>rd</sup> 9:00 am return 2:30 pm	<b>Dave Shakespeare leads a 150 miles round trip for rail enthusiasts</b>	To the Whistle Stop Café, near Swindon.
Sun 30 <sup>th</sup> 9:00 am	<b>CWAM Club Sunday</b>	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS



Mike Searle kindly sent this article of his fabulous trip in August.....

I Thought I would put a little report together of our trip to Porto in August.

3 members of CWAM + a non CWAM rider were on the trip with wives.

We travelled to Plymouth on a day that predicted heavy rain and managed to escape with a 10min shower so a great start.

24 hours later we landed in Santander and began the tour in earnest – 1st night in the Pico's mountains at Pejanda – small Spanish Guest House – no English but great food and refreshments and stupidly low prices (a theme that continued for the whole trip). The road in – CA-281 – was stunning and 1 of many great roads to be ridden.



Next day and off to Braganca in Portugal for a 2 night stop – 6 hours of stunning roads, varying from baking hot plains to mountain bends and more bends and more bends! Dropped on an Ice Cream Café with homemade ice cream – what's not to like, you would think? But one of our party is the only person I know who does not like ice cream – no names no pack drill!

Braganca is a small rural town with a pretty centre with the usual bars/café's and restaurants. Day off the bikes for most of us but out intrepid explorer Dave Burrows did take on the Simon Weir loop I had plotted out, although he let slip his GSA did have to lie down for a short rest at one point!

Following a re-charge we were onto Porto – again superb roads apart from the last hour when the Portuguese demonstrated that the UK does not have the monopoly on congested, poorly maintained roads.

We had gone up market for our 3 nights here (HF Ipanema Park) lovely hotel for anyone heading this way. Porto for those who have not had the pleasure is centred around the old town with the commercial 'port producing' side across the river Douro. A customary bus tour was taken, many miles walked, great food and drink consumed together with a compulsory glass of port or 3. I do think that it works on a bike tour, especially with passengers, to take a few days R+R at various points.

From Porto we head back inland, following the Douro Valley on the famous N-222. Again a fantastic road, sweeping up and down the valley sides as it lead us to our next

stop in Peso da Regua alongside the river. A smaller town this time but we still managed to fill our time on the 2 nights we stopped.

The longest days travel was now to be tackled – back to the Picos at Boca de Huergano at 1400M – we did motorway for a couple of hours to 'break the back' pulling off into a small Spanish town – not sure of its name but we dropped on a little 'Cantina' with a mad lady chef – great tapa's and then she brings out her special Paella FOC for us to try – the total bill for all 7 of us was about 30euro food and drinks – madness. When we arrived in Boca de Huergano we realised that we had passed it a few years ago on a previous Picos tour and we were on the Potes and Pannes road for those who know – again stunning, stunning roads/views and riding.

Last day and off to Bilbao – as we left Huergano we headed towards Potes and I had the pleasure of a young calf wanting to race me down the mountain – makes a change from cyclists in the Alps I suppose! We were riding above the clouds as we came down into the valley, a surreal experience that we had not been lucky enough to encounter before. A final blast on motorway into Bilbao and we got straight on the ferry and were in pole position for the exit and the Border Force queues at Portsmouth.



All in all a fantastic trip, a tad warm at times, but more than made up for by the sticky tarmac and generally superb roads. If anyone is intending to head off in this direction, I would be more than happy to share the routes and accommodation, all of which was spot on.

*(Sorry, I didn't have time to fit all the photos in with the text Ed.)*













## Extra photos gallery

**David Buchholz** kindly sent these extra photos from the Morgan trip.

Unfortunately they arrived just too late to include with the original article, without totally upsetting the formatting.

*(Had they arrived sooner, I may not have decided to pad it out with the photos of Mikes' Morgan 3 wheeler Ed.)*





