

# CWAM



# NEWSLETTER

## September 2022

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

Congratulations to .....

**Stuart McArthur** and Observer Keith Daffern

**Wayne Smith** and Observer Digby Carrington-Howell

**For their successful Advanced Tests**

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

Incidentally, without fail, on every ride-out, someone says to me "Oh, so you're the Newsletter Editor. Can I just say how much I enjoy reading it?"

Clearly then, most of the membership don't recognise me even though the photos of 'members with roles' are proudly displayed on our Web page under 'Who's who'.

So, Margaret Damen kindly took this photo of me, at the Super Sausage, so that in future I might receive yet more positive feedback to encourage me to continue a while longer as Editor of what, unfortunately, remains for me an arduous task at the end of each month.



# Recent Club Ride outs

## John Chivers to Worth Valley 31<sup>st</sup> July

A potentially rainy ride turned into a mildly moist ride for parts of the outbound journey, but all things considered, and given the anticipated forecast, the weather gods smiled on us.

We took a route avoiding Burton and Derby and instead headed up into Derbyshire via Ashbourne and then on through Buxton, where we took a break, and Glossop, before climbing Holme Moss and crossing into Yorkshire.

Following a quick stop to take in the somewhat cloudy view over Yorkshire from Holme Moss, we continued on a revised cross-country route (recce runs are always worth doing - fortunately, I was aware of road closures) to Mytholmroyd for the designated fuel stop, then via Hebden Bridge over the great A6033 moor road to my old home village of Oxenhope and finally its more famous neighbouring village, Haworth.



We parked again in the lesser-used Brontë Village car park, which affords easy access via a public footpath to the top of the famous Main Street







and headed straight for some refreshment, opting to sit in the garden of the Cobbles and Clay café for a lunch, as the weather improved.

By the time we set off on the return leg, shortly after 14:00, the weather was much improved and we headed back over nearby Penistone Hill, back into Oxenhope, then over the old moor road (now much improved since it was resurfaced, but Garmin still considers it a track and won't let you navigate over it using default settings) into Halifax. An unexpected road closure did cause me to plan in a route change through the centre of Halifax which wasn't in the original plan, but worked out fine.

The other road closures I had discovered on my recce route made me decide to brave Huddersfield for the return journey and it turned out not to cause any problems for us.

Heading back through Last of the Summer Wine's Holmfirth, we climbed Holme Moss once again and, with the weather now much improved, opted to stop again for the now clearer view.



Back on the road, we returned the way we had come as far as Glossop, but then headed for Snake Pass, the intention being to follow a different return route through Derbyshire, via Ladybower Reservoir and then down to Matlock. However, as we climbed Snake Pass, I could hear some heavy breathing over the intercom, followed by the words, "I need to stop, John."

We pulled into a layby at the top of Snake Pass and I walked back from the front to check all was ok, only to find one of our group laid out on the floor. Fortunately, he was responding to conversation, but looked pale.

Again, fortunately, there was a 'doctor in the house' in the form of our very own medical expert, Steve Krickler, who did all the right things, checking pulse rates and looking over our patient. After a few minutes and a rest, our patient said he was feeling much better. The consensus was he'd overheated in the warmth and essentially 'fainted'.

With relatives in relatively nearby Sheffield, we decided it would be best to abandon the rest of the planned route and just see our CWAM brother safely to Sheffield, then head back on the fastest route (down the M1), as time was pressing on. In the event, and as I was in communication the whole time with him, he said he felt much better by the time we got to Sheffield, and he wanted to head home anyway, so we all continued together, establishing that if he felt tired at any point, we'd just pull in to a services.

As we neared the A5 turn-off for Hinckley, we went our separate ways, the remainder of the group continuing down towards Coventry while our recovered patient and I headed to Nuneaton and then went our separate ways.

So, the lesson we can take from this is always take Steve Krickler along on your rides! That, or perhaps its time to look at some basic first aid/medical training for us CWAMers. I can't speak for others, but the last first aid training I undertook was some time ago.

Anyway, medical excitement aside, it was an enjoyable day and visit to Haworth and thanks to those who came along.

### **Roger Barratt** to the Super Sausage on Wednesday 3<sup>rd</sup>

Having decided to do the Super Sausage Café ride out again I was nervous that people had had enough of it or, of more concern, that the roads in skint Northamptonshire would have deteriorated to such an extent that we wouldn't enjoy it. I did smile on the recce ride because I saw a roadworks sign that said "road patching in progress" – which is obviously different to road "repairs" or "re-surfacing". At least they are being honest about it!

The roads were not too bad in the end although it did mean compromising your ideal riding line at times in the interests of comfort as well as safety. The rural roads we take for granted were just not built for the volume and weight of traffic we get nowadays so all too often the outer tarmac sinks nearest the verges. It's all part of developing your riding plan though so hey ho.

We had a good ride down which was extended by travelling towards Banbury then detouring off through Cropedy to take the A361 north before turning right at Charwelton to pick up the road through Preston Capes. We then turned off to the right at Blakesley so we could miss the centre of Towcester by dropping through Silverstone and Whittlebury to pick up the A5 before riding down in lovely CWAM formation to the Super Sausage café.

Surprisingly we were the first bikes to arrive which ensured good seats with the fifteen of us sat outside in the gazebo together enjoying great service from the kitchen.

Coming back was largely a repeat of the outbound route except we went straight on at Charwelton this time to pick up the ever popular Welsh Road at Priors Marston to take the express route back to Southam.

All in all another good morning out with a mixture of familiar faces and as always a few new ones juggling work and working from home schedules. Will definitely do it again.



P.S. we followed a Google Street View car filming through Preston Capes so sooner or later CWAM will be appearing on Google Maps. I'll keep an eye out for it.

*(And here it is, just in time for the Newsletter.*

*They decided not to use the image with Roger and I waving enthusiastically at the camera, but Hey, Ho, life is full of disappointments!*

*Clearly pictured are Roger, Nick, yours truly and Richard Taylor in perfect staggered formation.*

*As usual, if you find Roger's maps useful, you'll find it lower down.*

*Unfortunately for those of you not on Facebook, I have not had time to republish all the ride-outs on our groups' Facebook page and so have only included those ride-outs which were submitted as articles Ed.)*



I took the opportunity to get this rare photo of Nick, as he is usually behind the camera.

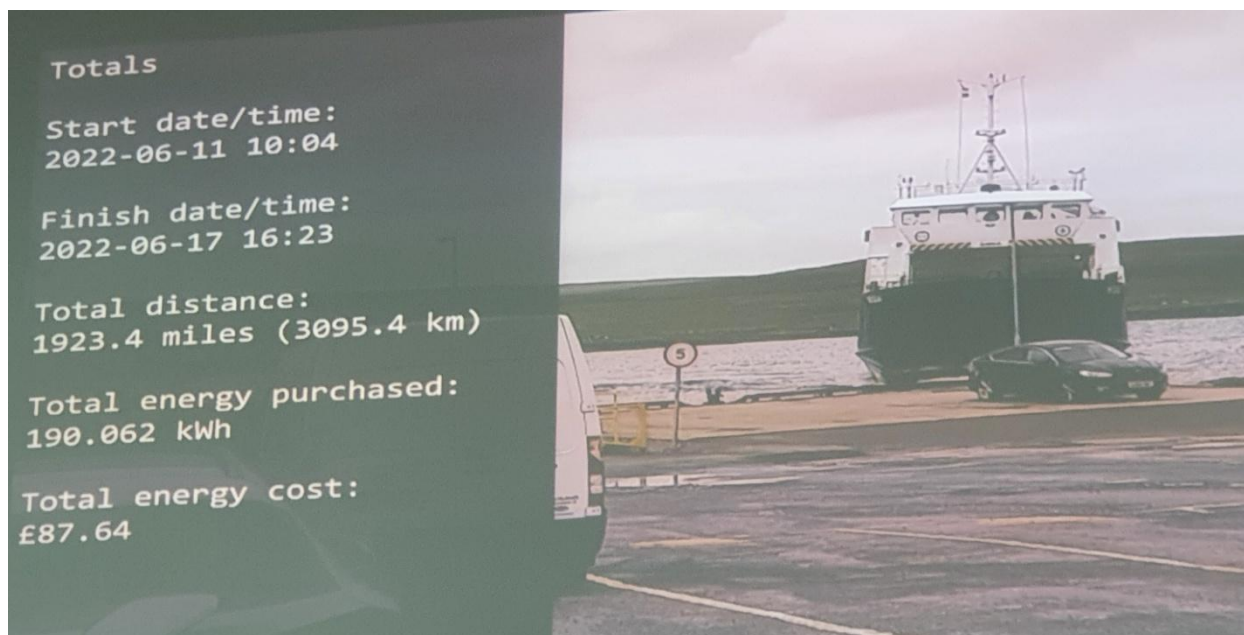
He is looking surprisingly happy, (disguising his displeasure rather well), considering they don't sell cake at the Super Sausage, so he's only partaking of coffee.



In a break from tradition, as an experiment, to encourage more of you to read right to the end of the Newsletters, the main photos from Club night are on the last page.

The topic, based on Electric Bikes, was led by John Chivers, our very own 'EV Visionary'. He spoke initially about his epic trip from Lands End to Shetland with chum James for a mere £87, (with the current price of petrol), because he didn't need any!!

I couldn't make it but someone kindly sent me this photo of his Stats and John wrote the paragraph below on our Facebook page.



Thanks to those who've approached me and said how much they enjoyed the talk on Wednesday's social evening. I'm sorry that it was mainly me talking through the electric motorcycle journey James and I undertook from Land's End to the top of Shetland in June, but so glad James took a vital role in the second half, where we opened up to more general questions on EVs and renewable energy solutions. James' technical knowledge around EVs really is second to none, and as our own Andy Spencer uses the kit he sells, James genuinely does his job driving all over the country to service EVs in an electric car himself (a converted MG 5 EV), racking up hundreds of miles a week.

He modestly mentioned that he and his wife, Kate, have a YouTube channel and if you're interested in the EV side of things more generally, their content is really worth a view. The latest video on their channel is on the new Energica EXPERIA model - a sports touring bike that on paper is ideal for me but launched shortly after I ordered my Energica EVA Ribelle!

Anyway, the link to James and Kate's channel is as follows:  
<https://www.youtube.com/user/James0852>

*(I know even less about electric bikes, but I do know that they are the future and that we need visionaries like John to trial the early experimental versions, until they develop sufficiently to attract the majority of 'Petrol Heads'. The Government will no doubt make it increasingly difficult to buy/use petrol that they will become the 'Norm', but in the meantime, perhaps the manufactures should make them look less 'alien', more like a proper bike, by encasing the motor in plastic fins, including dummy chromed plastic silencers and adding a huge base speaker so that you can make it sound like a 'proper' bike. Perhaps a 1500 'V' twin when cruising around town, and then maybe a **Ducati**, when out on the open road ~ just saying.....*

Ed.)

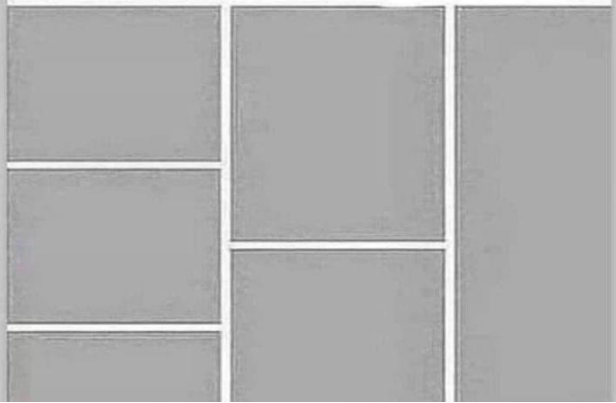


# Motorcycle Memes anyone?

I have so many Memes now; I need to publish more per month, just to get through them all.



Pictures of me letting you ride my Motorcycle...



## **CWAM Members' Day**

Sunday 11<sup>th</sup> September

Starting at 1pm and finishing late afternoon at Shilton Village Hall

A great afternoon out for CWAM members, associates and their families. We may not have the scariest rides or the dodgiest dodgems but there will be games for all, both indoors and out, with the opportunity to score points – and we all know that points mean prizes.

Skittles, darts and who knows what else, as well as fun and frolics for all ages outside on the field – weather permitting. The one certainty is that we will have food supplied by the best caterer in the Midlands, Lee West, who was so highly praised last year. Refreshments will be free but you will have to pay for any drinks bought at the licensed bar.

Arrive by bike, car, push-bike, horse or even walk - just be there and enjoy. Last year we enjoyed a fantastic turn out, so please come and join us, meet up with friends and their families and help us do even better this year.





# Annette and Alan Jelleys' Grand European Tour

## Trip stats'

Mileage: Alan on his BMW R1200RS 4,560; Annette on her MT09SP 3,997.

Duration: 60 days, 35 of which were riding days and only a total of 4 hours riding in light rain (apart from two 5 minute heavy downpours!) (21/04/22 - 19/06/22)

Route: UK- Rugby to Portsmouth, overnight ferry to Caen, France then on to Italy.

Caught the 22 hour ferry from Genoa, Italy to Palermo, Sicily.

Rode across Sicily via various stayovers. Caught the ferry back to mainland Italy (the 'toe')

Weaved our way up Italy and into Austria and on to Germany along the Alpine Road and onto the Black Forest.

Returning home via Luxemburg, Belgium, France, UK.

Generally avoided toll roads and motorways. Predominately small 'A' roads and 'B' roads with plenty of twisties, hairpin bends and mountain passes.

Riding temperatures: Low 1.5C. High 38.5C. Average 26-28C

The MT09 indicators fell out three times! I put it down to the heat and poor road surfaces shaking them out and my engine management light came on one day, believed to be the air pressure sensor getting upset at too many mountain passes! Otherwise no issues and POWDERS did their job.

## Trip highlights

This trip was planned to celebrate our release from 40+ years of blood, sweat and toil earning a living and our new found 'Extended Leisure Time'. This was back in 2020, but we all know what happened next. So after rebooking the trip twice more we finally set off on a beautifully warm sunny day, and yes it did bode well as the sun shone on us the whole trip!

This was my (Annette's) first trip riding a motorcycle abroad and I settled straight into it, though it did take a few days to get used to leaning my bike into roundabouts the 'wrong' way and right hand bends were tighter than I was used too. Needless to say neither of us ended up on the wrong side of the road and we managed to avoid the insane Italian riders / drivers. Palermo was definitely the worst place where you were constantly passed on both side with a clearance, circa 1.5cm, yes 1.5cm! Vehicles going against the traffic, through red lights, you name it we probably experienced it during this trip. All I can say is thank you very much to the IAM, IPSGA and special mentions to Mark Ford and Digby, our observers, for teaching us so well.



## SAT NAV Hell:

Before I mention our love hate relationship with SAT NAVs I would also like to thank John Chivers for his SAT NAV online tutorials which were a god send in helping plot our routes around Europe.

Road numbers are different between good old fashion road maps (which we took for Italy, Germany and France) and the SAT NAV. Actual road signs in Italy often don't show the road number until you are on the road leading to some 'lucky dip' guessing at roundabouts/junctions.



Alan's SAT NAV would duly confirm it would follow the uploaded GPX file and then immediately go to the nearest motorway even though it was set not to use them! Still haven't figured out what's wrong.

Annette's old SAT NAV did follow the GPX route but struggled with the heat, often not turning on until 10 mins' down the road or would tell me to go as the crow flies or detouring down single track 'unused' roads! But isn't this when we create the best memories?

One particular road did just that. In the middle of nowhere the road became increasingly bad: 1-2ft deep subsidence cracks in the tarmac across the road, no tarmac, etc.



Then Alan, who was leading (thank god!) encountered four mad dogs who tried repeatedly to bite him for what felt like a mile or so. Luckily when I went past they lost interest, phew!

Then came the bull! Yes, immediately after a bend, in the middle of a narrow enclosed road, was a large, long legged bull now in panic mode because there were two 'alien' things sat purring in front of it. After initially stopping Alan slowly crept forward, once alongside it the bull kept pace with Alan. No matter what speed Alan did, slow, stop, it mirrored him. When Alan tried to accelerate away (remembering the roads are that bad that he couldn't go too fast) the bull kept pace. This seemed to go on forever. Following, I was experiencing three emotions: hysterics, this really was a 'Carry on' moment and I wish I could have videoed it, a bull galloping full pelt alongside Alan. Fear for Alan's safety and, Oh my god! I have also got to get passed the bull.

Well, what happened next, you couldn't guess it, the road ended! Yes, no road, no tarmac just a pile of rubble to stop you doing a 'Dukes of Hazzard' off the end of the road and dropping 12 feet! The bull is now dancing around in a frenzy as he was now corralled between Alan and I.

Eventually he made a break for it and ran past me without incident, phew again. But there is no road so that means we had to go back the way we had just come. So with trepidation we did just that, the SAT NAV however insisted for miles that we turn around and go back to the dead end. To our relief the bull had vanished and the dogs couldn't be bothered to get out of the middle of the road, they just lay there, bored with motorcycles now. Just when we think we could relax, we go through a stream and as we round a left hand uphill bend were engulfed by a now panicking flock of sheep. The Shepherd, driving a car, lets out two young boys, 8-10yrs old



with shepherd crooks and they coax the sheep past us. This was the most unusual riding day of the trip.

## Roads

The road conditions in Italy were awful and definitely worst in the South. Sunken roads (1-2ft drops in tarmac), missing sections, hardcore instead of tarmac, volcanic ash, many cobbled streets, cyclists especially on the mountain passes and my hairpin nemesis. See photos.

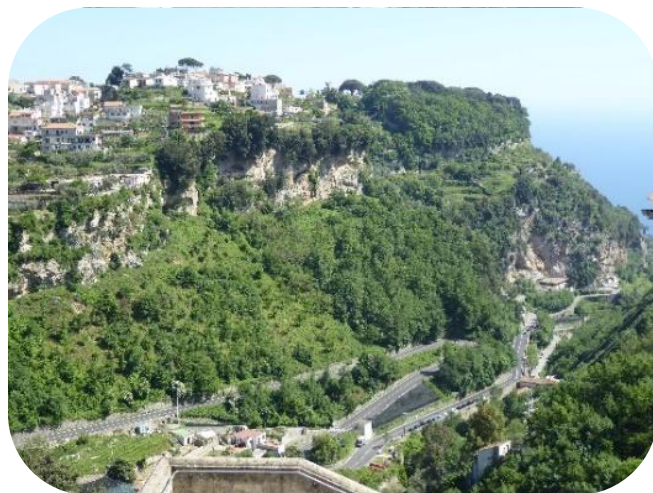


Not forgetting the freshly painted ferry floor that transferred blue paint on to our tyres after riding up then down ramps, a U-turn, up another ramp, a U-turn, park then reverse to get off, oh joy. The rest of Europe wasn't perfect but often better than the UK.

## Trip to supermarket

8 hairpin bends plus 10 notable bends as per view from our patio see picture.

Throughout Europe we had so many of the roads to ourselves and so much open space, it made returning to the UK with 15 miles of M20 road works, filtering half way around the M25 and queuing to get into an overcrowded service station seem like hell and we wondered why we didn't we stay in Europe longer.



*(It clearly adds a fabulous new world of opportunities for biking if your spouse/ partner loves it too!*

*Ed.)*





3,997 miles riding was with full luggage. One day we did three mountain passes, circa 100 hairpins! Needless to say that day we saw a lot of motorcyclists and some amazing scenery. The only difficulty was finding somewhere to stop and take a picture capturing it all, sadly we often failed☹. As you can see from the pictures, everywhere was stunning and the coffee shops were interesting too.



Now we can't wait to do it all over again☺





## Associates only group ride

Nick suggested recently that it would be good for more associates to go on group rides, (good experience) but not everyone agreed. Then I received this from John Chivers, a great idea!

*There have been enquiries as to an associates-only group ride taster session. I'd like to organise something along those lines, but would like to hear from those potentially interested in participating (obviously associates only).*

*The idea is to run a relatively short group ride preceded by a run-through of our group riding techniques in a relaxed atmosphere away from any feelings of intimidation which some may feel on our normal group rides.*

*Once I have the names of potentially interested, I'll look to organise something.*

*Any interested associates please contact John at [cwam@johnchivers.com](mailto:cwam@johnchivers.com)*

*(John, I hope you'll include practice marking junctions. As an associate, I ruined the return leg of Zoe's very first ride-out and almost one of Nick's. Riding at number 3 and 2 respectively, (as associates are advised to do) I know how easy it is to lose the rest of the group!!*

*Ed.)*

**IAM** RoadSmart News

As usual the latest IAM RoadSmart News is [here](#),

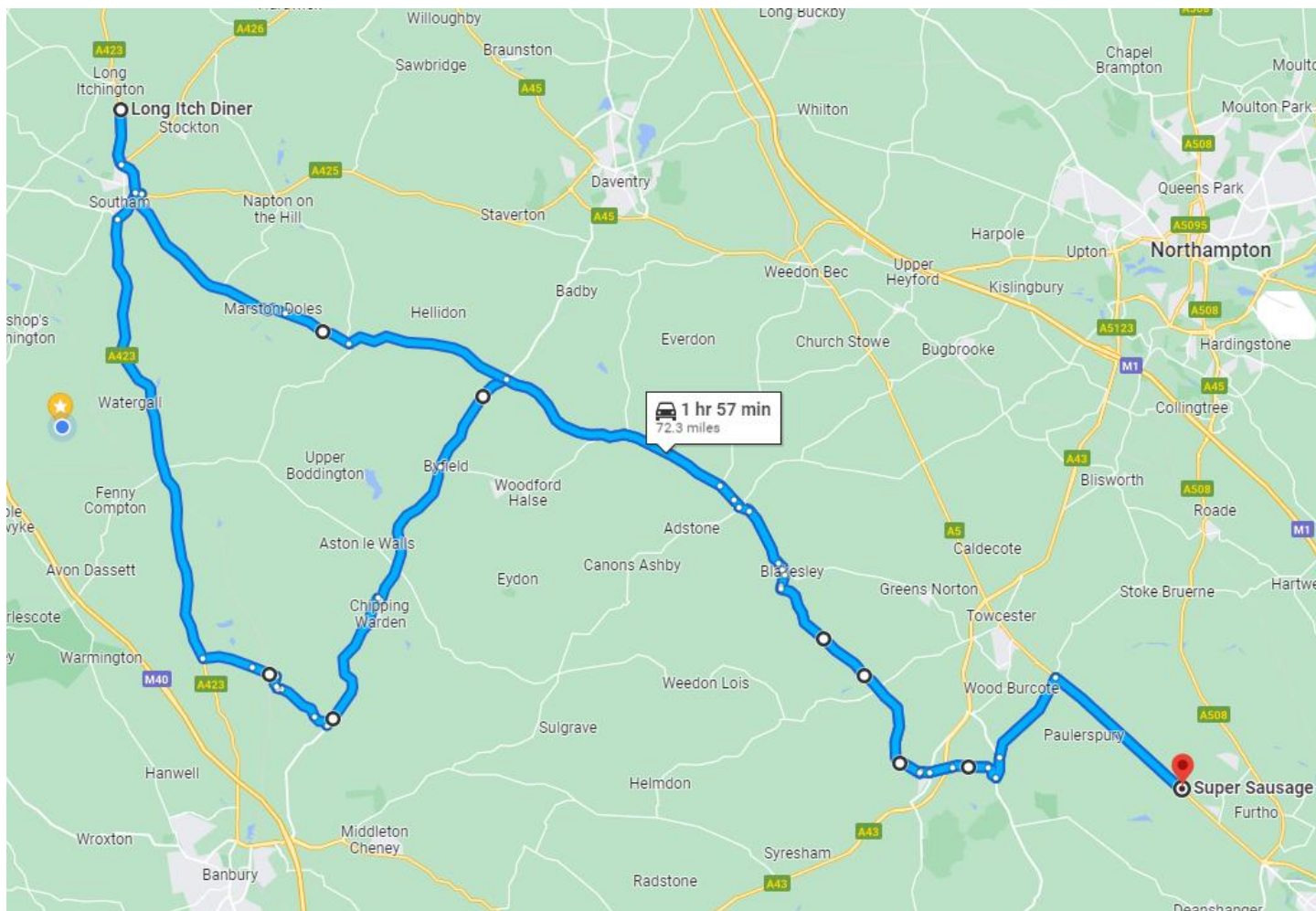
their tips and blogs are [here](#)  
and their Facebook page is [here](#).

# CWAM events in September

For the very latest up to date information click on this direct [link](#) to the events diary on our website. Please note that it says "To view details of any event left click the text"

when	what	where
Sun 4 <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
Wed 7 <sup>th</sup> 9:00 am	<b>Nick Lilley leads Roger's ride-out to The Old Prison, Northleach (really good cakes)</b>	Starbucks Southbound, A46, Warwick Bypass, Budbrooke, Warwick CV35 8HA Leaving at 9:30
Sun 11 <sup>th</sup> 1:00 pm	<b>CWAM Members Day games for all, both indoors and out and excellent FREE food!</b>	Shilton Village Hall From 1:00 pm until you are full, tired, or both
Wed 14 <sup>th</sup> 7:30 pm	<b>CWAM Club night</b>	For more details, please click on the web link above and on the event itself (The free raffle is not mentioned!)
Sun 18 <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
Thur 22 <sup>nd</sup> 7:30 pm	<b>Mike Darby leads a ride including a fabulous tour of The Morgan Motor Company</b>	Leaving McDonalds, Alcester B49 6PQ at 9:45
Sun 25 <sup>th</sup> 9:00 am to 5:00 pm	<b>Ian Collard leads a 250+ miles full day ride to bracing Skegness.</b>	Yet another Ride out slot filled! McDonald's, 1 Dodwells Rd, Hinckley LE10 3BZ Full details if you click on the web link above and then on the event itself





Rogers route to The Super Sausage

*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!**

To unsubscribe from the CWAM Newsletter please click [here](#)

My thanks to Ian Collard for this article.

He occasionally sends me emails of Newsletter fodder that he spots in BMF News.

This one is topical in that the proliferation of 20mph zones was mentioned by Nick and Geoff Allen only this week on Facebook.

I realised back in the 70's, when I first got into electronics, how easy it would be to automatically control vehicle speeds by simply painting white lines across the road, spaced according to the speed in that zone. Triggered by a light sensor under the car, the electronics could then govern the engine revs. However, although it could have been far cheaper than erecting and maintaining the millions of speed signs, getting the public, car manufacturers and Government to adopt the idea was just a pipe dream.

50 years on, with GPS Technology, it would be much easier to implement automatic speed control, especially with the new range of smart electric vehicles. We've seen powerful lobby groups bring major roads to a standstill. If an anti-speed lobby group is vociferous enough, laws would be changed and our days of observing road signs and, for motorcyclists, enjoying ride-outs in the same way could be things of the past!

I'm guessing that local councils will fight it tooth and nail though, because goodness only knows how much money they can make with those speed traps near to road signs overgrown, in summer, by roadside vegetation.

## Surrey County Council To Pilot 20mph Limit On Rural Roads

• **BMF News**

*14 August 2022*

Surrey Council is to pilot a new 20mph limit on some of its rural roads, in a move thought to be the first in the UK. Until now, most 20mph limits have been applied to previously 30-limit urban and suburban roads only. Many smaller rural roads still use the default single-carriageway speed limit of 60mph, which has been in place since 1977.





Unease about 60mph rural roads has been growing in local government circles. The Association of Directors of Environment, Economy, Planning and Transport (**ADEPT**) which is the association for top local authority directors in transport, economy and planning, has been highly critical, stating it is, "of particular concern." Surrey County Council refers to the higher fatality rate on rural roads, which account for 43% of the UK's traffic, and 57% of road deaths, with drivers, motorcyclists, cyclists and walkers suffering about 10,000 deaths and serious injuries a year. Surrey's pilot scheme would be restricted to 80 square miles south of a line from Guildford to Dorking. Although the Council has not detailed exactly which roads would be affected (nor when the pilot might begin) it's unlikely the A25 would be included – the Council is currently consulting on whether to reduce a 50mph stretch of A25 to a 40mph limit.

**Matt Furniss**, Surrey County Council cabinet member for transport, infrastructure and economy said: "This project is an important opportunity for us to improve the safety of our rural roads in the south and southwest of Surrey and ensure that the most appropriate speed limit is applied to each. Most rural roads in the area are still subject to the national speed limit of 60mph, which is inappropriate for these types of roads."

**Jim Freeman**, Chair of the BMF, commented: "The BMF accept that the constant pressure towards Vision Zero, whether openly stated or implied, will mean that speed limits are under constant review, particularly in urban areas. However appropriate the '20's plenty' approach may be in, say, North London, in rural areas, where distances are far greater, it seems excessive, and likely to increase road users frustration levels."

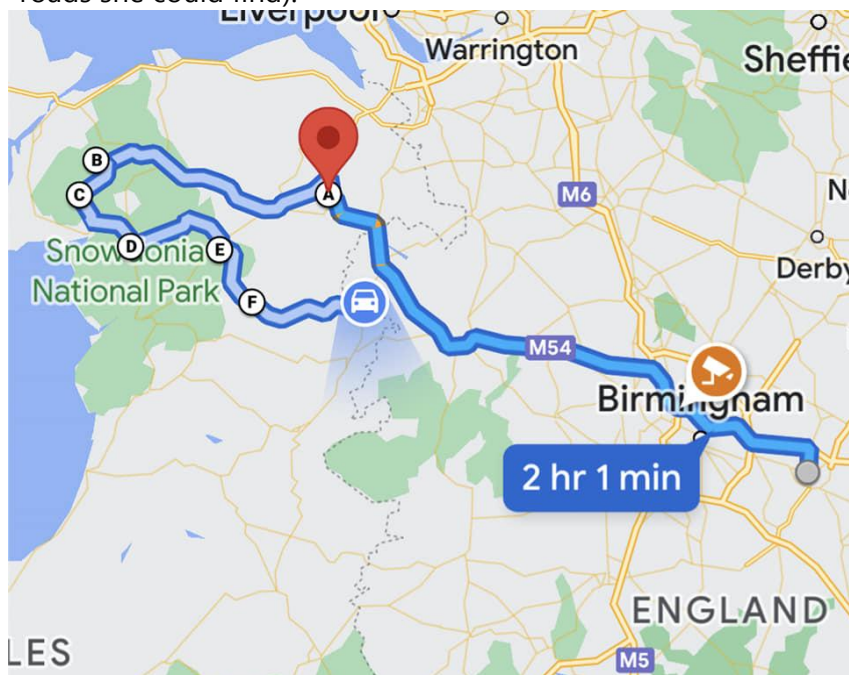
Written by **Peter Henshaw**

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

Colin Brink shared the one below.

Also, I for one, appreciate it when Andrea Smith shares her route maps with us.

(Horseshoe pass and Ponderosa, tea and cake at the highly recommended Cafe Siabod (Capel Curig) dodging tourists on the Llanberis pass, then back to Llanymynech via whatever mountain roads she could find).



Unfortunately not allowed by 'CBNC'

The  
'CWAM Board of Newsletter censors'.

At this eleventh hour I don't have time to re-format, so I have just covered it with this text box.

Even after 10 months I am still struggling to understand the subtleties of their censorship rules!



Chris Tudball, receives his certificate from his observer Les Congdon.

And here's John and James, perhaps pondering over their response to a question about EV's?

