

# CWAM



# NEWSLETTER

## Month 2022

CWAM

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

Congratulations to .....

**Simon Quantrell** and Observer Alan Sprung

**For another successful Advanced Test**

also

**Susanne Taylor** and Observer Tess Pugh

**Laura Walker** and Observer Alan Sprung

**Chris Spindler** and Observer Nev Clark

**For achieving F1RST's in their Advanced Tests**

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

This issue may well have been my last, as I decided in October to cancel my IAMRS subscription and not to continue my CWAM membership. After lot's of interesting ride-outs during my training as an associate, family commitments and my dislike of riding in winter conditions mean that I am now spending **much less time in the saddle** and *(as my wife constantly reminds me)* I seem to spend way more time here on my keyboard, editing this, which is crazy when there are so many jobs to be done around the house. *(Sounds familiar? I couldn't really offer a good counter argument, so she had me convinced Ed.)*

However, some of the 'great and good' of CWAM have persuaded me to reconsider. I have therefore just refreshed my IAMRS membership and am now back 'in the fold'.

I must get out more with CWAM. Let's see what 2023 brings! **See article, page 7.**

# Official Club Ride outs in October

**Roger Barrett** ~ Wednesday 2<sup>nd</sup>

**Ride out to the Bicester Loop**



Although this was a new route it borrowed heavily from the Aylesbury TT route that I ran a few years ago. It just needed slight modification to add a few links together to form a complete loop as you can see from the picture.

Thirteen turned up for the ride which included a few last minute bookers who were no doubt keeping an eye on the forecast. Can't blame them I suppose, I used to be like that before I got some proper kit! An Autumnal ride invariably means changeable weather but in the end we stayed dry the whole time.

This was one of the longer mid week rides that I do and at nearly four hours it required two stops, one at the excellent Old Shed café at Charlbury (pictured) followed by a second at McDonald's in Buckingham.

There are some great sections of road around the Oxfordshire and Buckinghamshire area and for the most part they remain well surfaced and repaired to a high standard.

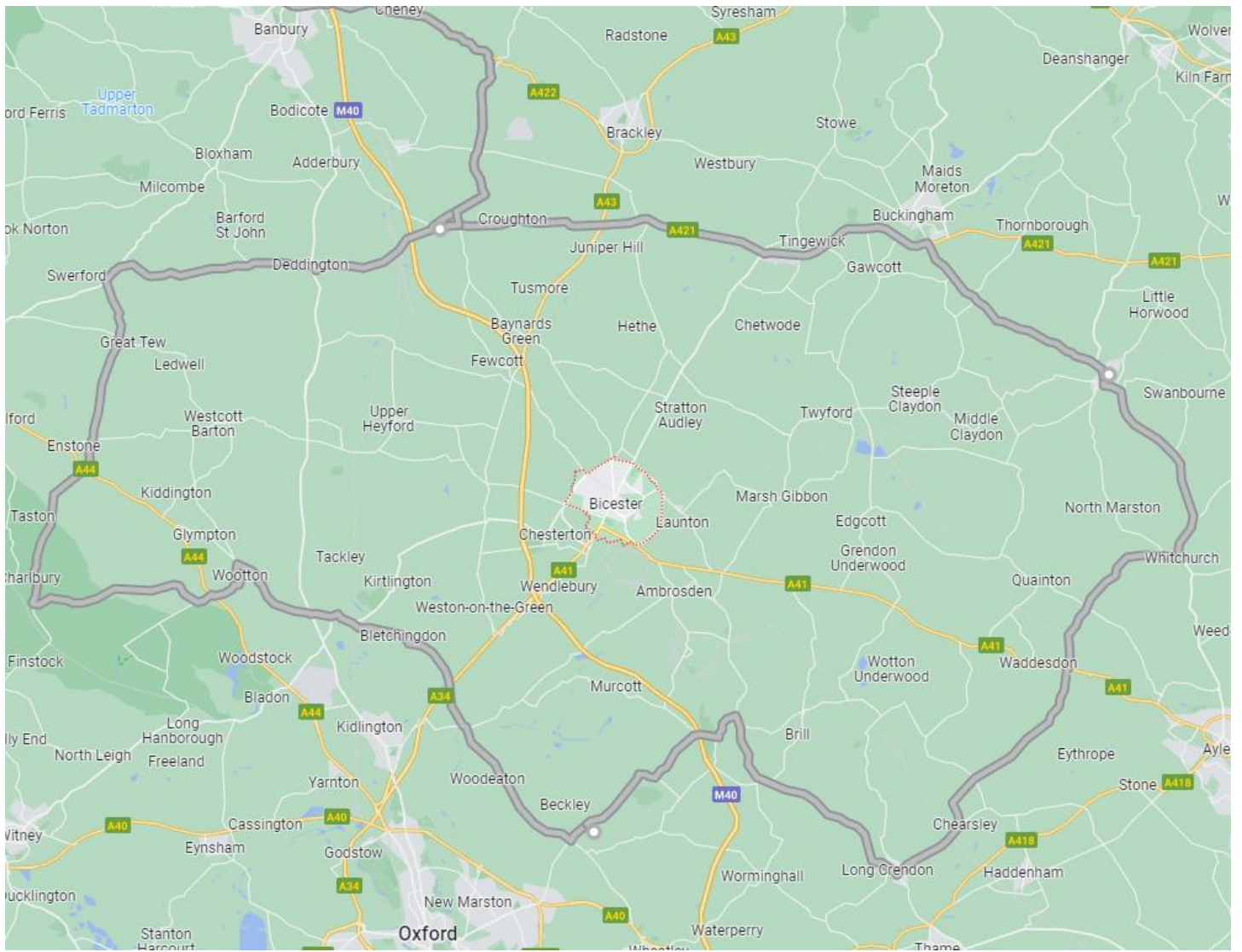
Although traffic was light we did get a little stuck behind it at times but it was more to do with the variable levels of riding skill and experience within the group than anything else.

All in all it was another excellent day out in good weather, on good roads and with good company. What more can you ask for?

Roger

Excellent map of the route around Bicester below.





**Mike Darby ~ Thursday 10<sup>th</sup> Ride to Bletchley Park**

A great day out today at Bletchley Park, heart of the WW2 code breakers!  
 It is such an interesting place and not enough time to take in everything on show.

Imagine, you're employed to do a top secret job which resulted in the war possibly being shortened by 2.5 years, but you were not to tell ANYONE, that's husbands, wife's friends any details whatsoever, not even where you worked, THEN at the end of the war you still couldn't tell anyone about the extremely important job you had during the war. Many employees have now gone to their graves taking their secrets with them.

*(Sadly, Alan Turing was driven to an early grave because of his personal secrets Ed.)*

There are some truly amazing stories to be read and all so very clever.

Thanks to all those who came along, Mike Darby.





## Colin Chivers Sunday 20<sup>th</sup> The Gunpowder Plot trail 'themed' ride-out

Fully documented by Nick Lilley



I'm always pleased when associates join rideouts and it was good to see a couple of them on the Gunpowder Plot Ride. Hopefully they enjoyed it as much as I did, certainly it provided great experience as we travelled a good mix of roads. Trundling down towards the hospital from McD's I was apprehensive, thinking that the dazzling low sun was going to be an unwanted distraction but fortunately, either by luck or design, that was far from the case.

First on the itinerary was Coombe Abbey where, protestant James I's nine year-old daughter, Princess Elizabeth (later Queen of Bohemia) was living in 1605. As well as planning to demolish the Houses of Parliament and kill the king along with his brothers, Catholic conspirators plotted to kidnap Elizabeth, raise her as a Catholic and set her on the throne. They were nothing if not ambitious.

In Dunchurch, peering left, I managed a quick glimpse of the half timbered, black and white building that was once the Old Lion Inn. It was from there that a group of conspirators would have set out for Coombe Abbey had the plot not been abandoned following the news of Guy Fawkes' failure. Although some fled, the rest, Catesby and Digby amongst them, cobbled up 'plan b' and left on a hapless venture to collect weapons from Norbrook House, hoping to rally other Catholics to their rebellious cause.

Norbrook House, a moated grange, was used to shelter Catholic priests as well as store weapons and gunpowder. The original building was demolished shortly after the conspiracy, so nothing to see there. I think it was located to the west of the Hampton Lucy to Sherbourne road which supplied us with a lovely stretch of resurfaced tarmac.



On such a beautiful morning even crawling behind a real old Dobbin for several hundred yards wasn't too much of a hardship although there was distinct lack of little brown mavericks winking their eyes for the Rogers and Hammerstein fans in the peloton.

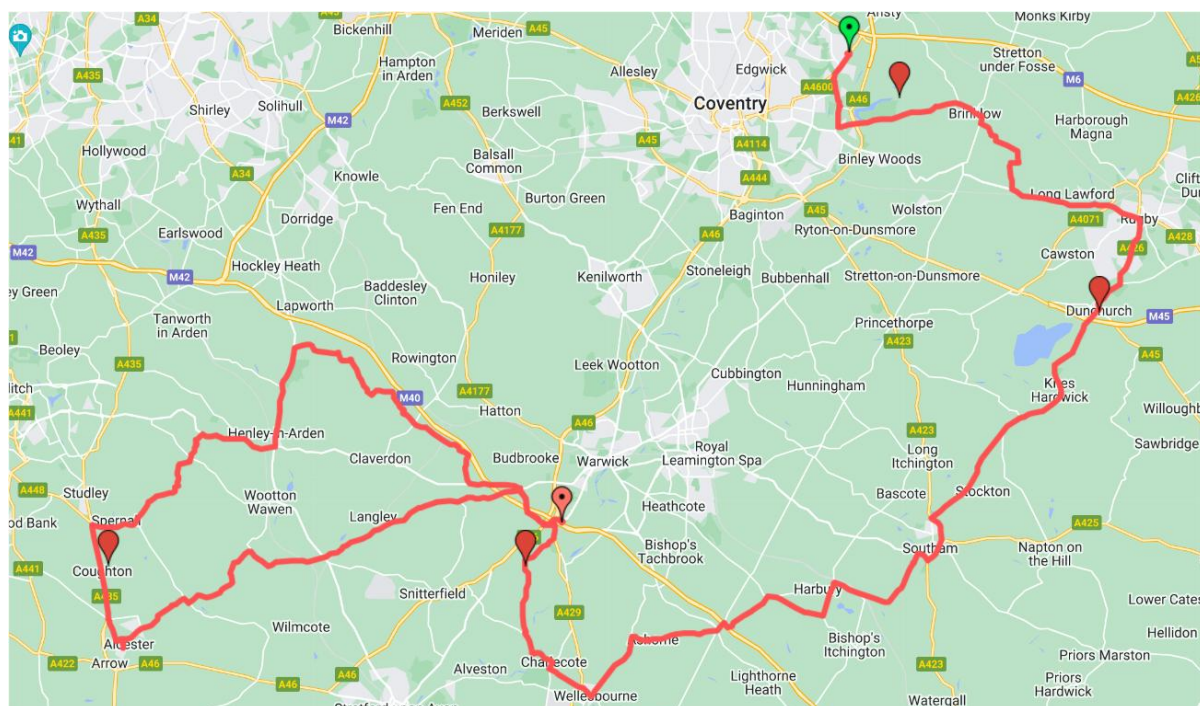
Shortly after an amiable alfresco break in Alcester, I spotted the sign to Coughton Court car park but for some reason missed the house, a significant landmark, completely. At the time the estate was rented to the optimistically named Everard Digby. He used the house as an arms and ammunition store for use in the uprising which was to have followed the Westminster fireworks. It was in the splendid, hexagonal turreted gatehouse that news of the plot's failure was received on 6th November.

Finally, although yet again I didn't see it, we passed Bushwood Hall near Lapworth. This part-timbered, moated manor was the birthplace of Robert Catesby, one of the main conspirators.

Nothing to do with the ride but vaguely interesting; he fled with others to Holbeche House, west of Dudley, where he survived an explosion caused by fellow fugitives attempting to dry damp gun powder beside the open fire. His good luck held as although shot and killed in the courtyard during a skirmish with the Sheriff of Worcester's men, he escaped being hung, drawn and quartered, the fate of the surviving plotters. Forgiveness was not high on the agenda in those days. His body was later exhumed and decapitated, his head being stuck on a pike at Parliament House but by that time he was past caring.

Though some of the links may have been unfamiliar, if not invisible, they provided a great excuse for a ride. Unlike the enterprise of 1605, John plotted a flawless course that was perfect in its execution.

The route. [https://www.google.com/maps/d/edit?mid=1IRMtnw2FBJrdvkWi\\_ubhyh1-UkihXaE&usp=sharing](https://www.google.com/maps/d/edit?mid=1IRMtnw2FBJrdvkWi_ubhyh1-UkihXaE&usp=sharing)



*(Nick, thanks for such a detailed ride out report and history lesson*

*Ed.)*



Well, I'm reliably informed, this was a first for a club night, with one of the guest speakers, Kate Jenkins, appearing on Zoom.

The proceedings started with our very own Steve Krikler (Alias Dr. Steve, who incidentally, as a consultant surgeon, should make you feel very reassured if directly behind you, on wet, slippery, autumn ride outs.)

His screen presentation began with a cool PowerPoint trick, designed to catch his audiences' attention and once it did so, he maintained it, effortlessly, throughout.

He was describing his need for, and his search for, the perfect oversuit; a search that eventually led him to Kate Jenkins from the bespoke clothing company **Hideout** in Essex (*hence the need for Zoom, to talk to her Ed.*)

To illustrate just how well made Kates' clothing range is ~ i.e. not only water-tight, but air-tight Steve made us laugh with a surprising fact which, as I probably can't use his 'f\*\*\*' word in this publication, paraphrases as ~ if you 'pass wind' in one of Kate's creations; that little expulsion of methane will still be in there, to remind you, when you remove the suit at your destination!

Towards the end of his presentation, Steve, very impressively and with great panache, removed his suit in a matter of seconds, to reveal his work clothes which it is designed to protect. Someone then asked him how long it took to put it on, so with somewhat less panache, Steve skilfully donned his suit in just over a minute. See how [here](#).

After hearing how many weeks her bespoke clothing takes to make, no-one dared to ask the price, but clearly in Steve's case, as for most of her customers, their need outweighs any cost considerations. If interested, some prices are on their website, see link below.

Kate Jenkins also proved to be an excellent speaker, especially when it transpired that all the slides that she had prepared; to help with her presentation, could not be displayed on our screen. This might have flustered many, but she seamlessly continued and although only her second time presenting on Zoom appeared very confident and professional. Rather too much for me to reproduce here so this is the [link](#) to her website which explains it all and more.

The success of this Zoom meeting, (technical gremlins aside,) means of course, that we can, in future, cast our net for speakers farther and wider. (*In hindsight, before the next one, maybe have a dummy run with one of the committee pretending to be a guest speaker and the person initiating the Zoom meeting in the room, i.e. not remote, on holiday Ed*)?



Footnote:- Bob Langford kindly pointed this out. It is a [link](#) to a report on the BBC about a Police Motorcyclist involved in a serious collision, whose life was undoubtedly saved by wearing one of her creations. She said they take the airbag system out of its waistcoat and build it into the Police Kit that they make....

## 1st Anniversary Edition

Yes, against all odds, this is my first anniversary edition. So, what has this 'Rookie' biker and equally 'Rookie' Newsletter editor managed to achieve in his first year?

Well, from the feedback that I have received, not a lot ~ but thank you for the kind comments from the handful of people that I know still read this, since I took it over.

I started out by reading all, (*all 40*) of Nick's past editions still available on the CWAM website to find out what kind of things 'real bikers' like to read about (there were some surprises) so I then asked Google how I should go about producing a Newsletter. Google suggested a strong corporate Logo and headings, lots of images, standardised font and text size, and for content, just think about your target audience.

The Logo idea was easy. As we are a branch of IAMRS it seemed sensible to copy theirs.



I thought this would be instantly recognisable, yet I still had to explain why I had chosen these big blue headings, (*which I didn't realise until too late made the formatting much more difficult!! Using Word's default headings allowed Nick to easily use 'page breaks ~ which I now can't ~ Doh!*)

I've also had no trouble sourcing plenty of images, there is usually the obligatory group photo on every ride-out to show who was there (*hopefully **BEFORE** they put their helmets on!!!*) and often inside the venues where it is easier to identify members and what they eat.

I didn't have the 'Lucky 13 cartoons' which featured in so many previous editions, but quickly substituted them with the 'Memes' (*Which, surprisingly, not everyone likes.*)

I try to keep the same font and text size (with the odd cheat) to help with formatting.

As for the content ~ I have had suggestions about using articles from publications such as BMF, Bennett's Insurance etc. but my thoughts were "If members are 'computer savvy' enough to read this Newsletter then they can just as easily access these publications themselves." I have, therefore, tended to concentrate on activities directly connected to CWAM and its members, which cannot be read elsewhere. Am I right?

Anyone with a club related issue can ask for it to be included. For example, I was asked to draw attention to our Facebook page, to persuade more members to use it.

I felt that I had done that request proud, but feedback suggests otherwise, as a **third** of our members **still** don't have it. As campaigns go it wasn't a success, which is why I have now included the 'Spotted this month on Facebook' section for all those of you who were not swayed by my convincing arguments and otherwise would miss-out big time!

I also couldn't ignore the constant pleas in the back issues for ride-out leaders, so I took it upon myself to run a campaign, spread over **three** editions to redress this balance. I had several likely characters in mind and I honestly don't think that I could have made it any easier for them to 'have a go' ~ even putting my money where my mouth was by running one myself along a route and to a destination totally unknown to me! Another very disappointing result! None of those that I expected would take up the mantle actually did. *(Well, one did, but she 'jumped the gun' ~ didn't wait for the final part which would really have helped her, resulting in a disappointing experience which seems to have put her off for good now.)* I have concluded that CWAMers don't respond well to campaigns.

I must add here, that we don't appear to be short of rideouts now, but that could be put down to 'post Covid' enthusiasm. We also have a new genre of rideouts ~ on a different week day ~ themed ones, where the destination is every bit as important as the ride. I don't claim any credit for that because I'm quite sure that **Mike Darby** was always destined to become a prolific ride-out leader, article or no article. He even manages to squeeze many more in on Sunday mornings *(although my 'cheeky' initiative of announcing them on Facebook a few days beforehand was only ever intended to encourage 1st time rideout leaders. If this idea is adopted routinely it could spoil the old 'spontaneity' for Observers without check rides that Sunday Ed.)*

So, there we have it, expect another year of pictures and comments about who are the 'movers and shakers' in our CWAM group. If you think I have got the balance of content just right then feel free to treat me to a 'bikers butty' sometime, to show your appreciation. If, however, you feel that I've got it all wrong then by all means tell me what you think there should be more or less of instead.

Perhaps I'll draw attention to some of the articles in BMF from now on if there is something of special interest, but leave members to access it themselves?

**N.B.**, as they do take rather a long time to edit ~ to those of you who have great adventures abroad and want to share them (and why wouldn't you?) ~ in future I may not have the time to place all your photos at the correct points in the text *(it can take ages!!)* so maybe just an odd one in the text with a gallery at the end will be acceptable?

## Motorcycle Memes anyone?

This one was 'borrowed' from Colin Briggs' Facebook post in December last year, too late to go in the Newsletter, but I thought ~ Hmm.....that might be worth keeping if I'm still doing this in a year's time!



*SPEND CHRISTMAS WITH YOUR LOVED ONES*





*(Or, for those of us without heated grips, probably just the one season from now on.*

*Ed.)*

## An important message from John Chivers

*Regarding the ad hoc ride-outs on Club Sunday's, can whoever is taking the lead on these please consider that these should be suitable for riders of all abilities within the club? They should always be welcoming to associate members in particular.*

*Especially given the time of year, please stick to roads which are manageable for club riders of all abilities and avoid roads which are treacherous, have a poor surface, or are likely to be covered in leaves, mud, or farm 'produce'.*

*If you want to lead the ad hoc ride, ideally recce the route as close to the Sunday as you can to ensure your route is available and it doesn't cause you or other riders any nasty surprises.*

*If in doubt, just stick to the main roads.*

*Thanks for your cooperation in this and for keeping us a welcoming club.*

*(Certainly not one of John's priorities but I hope he doesn't mind me adding ..... and try to choose cafés that, as well as cake, also sell 'biker friendly butties' bursting with pig products!*

*Ed.)*

Incidentally ~ **as if to prove John's point** ~ the last 'Ad Hoc' ride-out of November led by one of our most experienced ride-out leaders, on a tried and tested route, nevertheless proved to be such a disappointment (**as reported on Facebook**) that it was not deemed worthy of mention in this issue, precisely because John's advice to 'ideally recce the route as close to the Sunday as you can' had not seemed necessary.

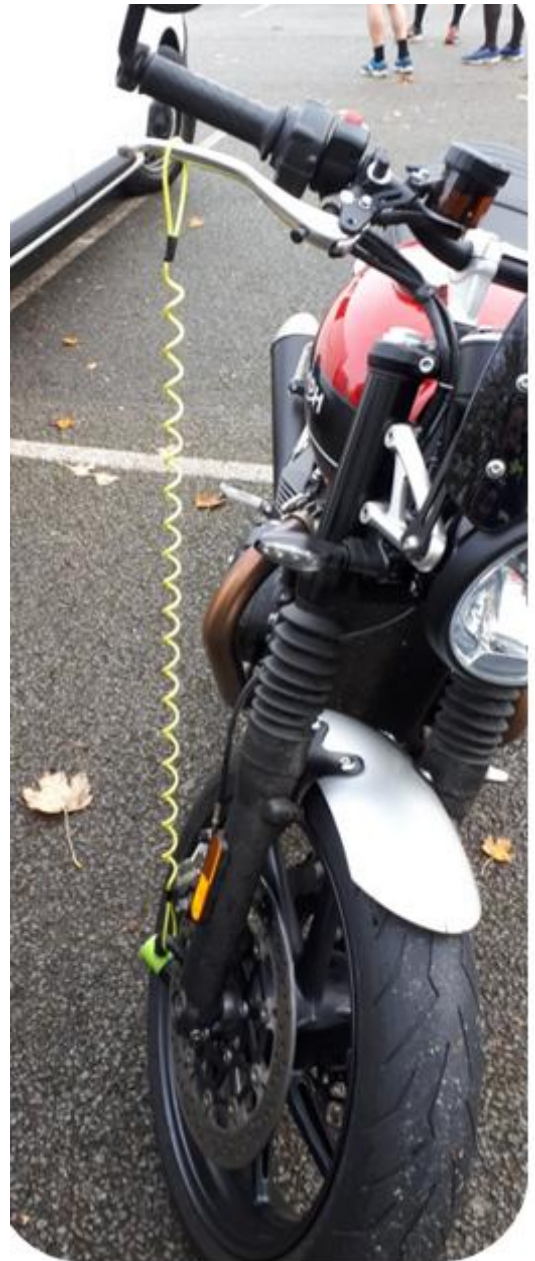
# To guard, or not to guard ~ that is the question.

Owing to the current number of bike thefts, the committee have decided that it would be prudent to guard our bikes on Club Sundays.

I first heard about it early in November when Nick Lilley did the first stint, meaning that he missed going on the ride-out. I felt this unfair so I offered to do a stint as well. Someone in the committee must have felt sorry for him too because they moved the goal posts. Now you only need to stay out there until the ride-out sets off, so the new neighbourhood watch is only from 09:00 to 09:45.

I questioned whether it really was necessary (*though who am I to question a committee decision?*) after all, we are hidden away down a long drive, not visible from the road. (A naive thought as they probably wouldn't be your average opportunist thieves).

Surely we could all just use our locks as (only) one member already had. Some told me that it was OK because they had their steering locks on but I'm sure Andy Spencer would be the first to say that would not deter determined bike thieves!!



Someone had even left his ignition key on the saddle!!! Looking for a new bike and hoping the insurance company will pay for it perhaps?

So, do we start another campaign to simply raise awareness of this issue and get members to use a proper lock or are there enough of you prepared to take it in turns to do **a mere 45 minute stint** to guard all of that valuable hardware a couple of times a year?

There are 24 Club Sundays a year, so we only need 12 volunteers. What's it to be?

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

Sorry if some of the text on these screen shots is too small to read on your phone.



Dave Shakespeare

1 d · 🌐



For the commuters amongst us, the first salt of the season went down on the road network lastnight 🚗



Another excellent video from John, rather too detailed for the likes of me and because of his target audience, facts and figures all have to be given in both Imperial and Metric. Owing to our Governments' crazy dash to be first to 'net zero', we'll all have to face up to the fact that the near future is electric ~ (Roger, even Ducati have their MotoE.)

Once the charging issues improve further there surely shouldn't be such reservations, as electric vehicles are known for their amazing acceleration and isn't that the best thing about bikes?

It's nice that bikers like John have spent years going through all the 'testing / teething troubles stage' for us and can share their knowledge so well.

This is from Nov. BMF news.



The UK wants to ban the sale of new fossil fuelled motorcycles from 2035

Posted on 18 July 2022



John Chivers shared a link.

Admin · 15 November at 08:54 · 🌐

I know that this bike has piqued the interest of a few fellow CWAMmers as a potentially first true electric sports tourer with rapid charging capabilities.

These are my thoughts, having taken it for a spin back in August.

Ahh, remember those hot, summer days?!

The bike will be at Motorcycle Live in a few days for those who want a personal close-up.



YOUTUBE.COM



David Buchholz

John really enjoyed the video, I will be heading to the EEC stand at the NEC next week to have a look at both the Experia and the Ribelle though I suspect the Experia would suit me better personally.

Like Reply 1 w



Dave Shakespeare

Great review John. I really want to try one of these but I'm a bit frightend I'll want one!

Like Reply 1 w



Keith Daffern

14 November at 09:23 · 🌐

Bridge update at Ansty.

The canal Bridge on the main road is closed for the for seeable. Workmen there thought it would need a new Bridge.



Nick Lilley

Admin · 13 November at 13:26 · 🌐



Living the dream with CWAM in murky Wistow which I am reliably informed is not far from Leicester. Thoroughly enjoyable ride, thanks Howard for a great route. We counted them out and we counted them back again; sadly the numbers did not tally!



John Chivers shared a link.

Admin · 12 November at 19:38 · 🌐



Quite a few of us use the Cardo PackTalk Bold in the club and in the fullness of time batteries will inevitably lose their capacity or die completely.

You can charge the PackTalk while using it (I did this on my LEJOG trip back in June with a power bank in my jacket pocket), but ultimately the battery will die.

Even though I'm no dab-hand with a soldering iron, I repaired a supposedly unserviceable dashcam with a £5 battery from eBay a couple of years ago and I'm noticing that my PackTalk Bold is starting to give me a low battery warning after an increasingly shorter period (still a few hours, mind).

Emboldened by my dashcam repair, when the time comes and the battery is shot I don't plan to throw the thing away, as Cardo would probably prefer we do, so I did a quick search and lo and behold, found the video below, with the full battery replacement process detailed.

Now, I will reluctantly give this ago myself when I need to, but there is also the option to send your unit to the chap demonstrating the replacement in the video.

Alternatively, if there's anyone in the club confident in soldering, maybe it's something to consider doing for club members (for an appropriately reasonable fee, of course).

I'm sure other units can be repaired similarly.

Something for the next newsletter, perhaps, [lan](#)?

See  
repair  
[video](#)  
here



David Buchholz shared a link.  
5 November at 19:00 · 🌐

<https://youtu.be/44uNW1SdvDA> required viewing for taking part in a Nick or Mike Rideout 😊



YOUTUBE.COM

### Wheelspins Vs. Traction control

GTR1400 shows what and how good the TC is

👍👍 You and 2 others

4 comments Seen by 120

Sandy Hubbard shared a post.  
5 November at 15:22 · 🌐



### National Road Rally ▶ National Road Rally

5 November at 11:29 · 🌐

I CAN NOW ANNOUNCE THAT THE ACU WILL BE ORGANISING THE WELSH NATIONAL ROAD RALLY ON 13TH MAY 2023; THE 90TH NATIONAL ROAD RALLY ON 1ST & 2ND JULY 2023 AND THE S... SEE MORE

Mike Darby  
6 November at 18:45 · 🌐

In search of the next dream, I wanted to have a recce to a great little cafe in Malvern called "The Kettle Sings", which I had heard had great views over the surrounding countryside and didn't disappoint. The little track leading off the main road however, was character building, but we managed to get down it ok. Word soon got out prior to the recce and was joined by Mark, Keith, Nick and Dave Shakespeare. Some great A and B roads from MacDonalds, Alcester led us to our first comfort break back at the cafe in the Morgan motor works then onto the cafe.

I decided to take us from Malvern to Caffeine and Machine, Warwickshire, via Evesham, where we enjoyed a final drink, before heading back home for lunch. We were blessed with great weather, stunning views and a plan for another future ride out to boot.



Dave Shakespeare  
3 d · 🌐

Are you aware of the speed limit changes in Wales next year?

From the 23rd September 2023, ALL 30mph zones will be reduced to 20mph.

👍👎👎 You and 5 others

7 comments Seen by 93

😲 Wow

💬 Comment

📧 Send

Top comments ▼



Write an answer...



Ian Collard

Is there not some discussion about whether some local authorities may not do it??

Like Reply 2 d



Dave Shakespeare **Author**

Ian Collard Good question, I was quoting from an email sent to me from DVSA. But I have just found this - <https://gov.wales/introducing-default-20mph-speed-limits...>

The actual link to this website cannot be shared.

Not sure why.

# CWAM events in December

**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 4 <sup>th</sup> 9:00 am	<b>A Dave Shakespeare Sunday rideout</b>	Starbucks North Drive Thru, Southbound, A46, Warwick Bypass, Budbrooke, Warwick CV35 8HA, UK to 'The Oily Rag' Gloucester
Wed 7 <sup>th</sup> 9:00 am	<b>Rogers first Wednesday rideout</b>	Scant details to date, so please refer to the events diary nearer the time.
Sun 11 <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 18 <sup>th</sup> ? am	<b>A Proposed Rideout</b>	-Please contact John Chivers if you would like to lead a CWAM rideout.

## Paul's back in Thailand again!

It was a very long journey as I did 3 flights in one day to Chiang Mai. A lot of tourists now travelling back to normal I would say. I've got the same bike back, the Suzuki 650 V Strom, unfortunately it had a flat battery.

So it's good fun bump starting the bike in about 90° temperature but I've sorted it now. I was asked to take a motorbike tour group hire bikes for a ride as the bikes had been standing for three years due to Covid.

We went round one of the local famous rides, the Samoeng Loop about three or four hours long. The bikes have suffered from just standing there, all 650 V Stroms. Four of us did the ride together.

I've been here just over a week now it was a very





long journey as I did 3 flights in one day to Chiang Mai. Then I went for a ride with my friend Matt, who is a Californian guy who is an ex-business man and a drug dealer (he tells me it's legal in California). He was trying out the Africa Twin. I also ended up at a Thai birthday party, it was really good fun, everybody was very drunk it poured with rain but they just carried on dancing in the street.



I've been to beer o'clock, which is the normal Friday night meeting which quite a lot of us attend now as per the photo.  
*(I can certainly see the attraction. 'Living the Dream' Thai style. How the other half lives!!! Ed.)*

The GT memorial ride which takes place every year occurred on the weekend of the 5th of November ~ a long ride round the Mae Hong Son loop 375 miles nearly 2000 bends. We stop on the Saturday night in Mae Hon Son and remember the friends that have died. Their ashes are placed in a Chedi (stupa)





This year was particularly poignant, as one of my good friends Keith had died in a motorcycle accident in June in Chiang Mai so we remember him as well.



This is me and Keith March this year.



I rode up there on my own as I find it easier and rode back with one of my California friends it was a lovely ride.



The service with the monks was really good and very interesting, there's a lot of chanting and lovely words said about those no longer with us.

*(In hindsight, as I don't want to have to re-format this section at this late stage .....*

*Sad though this is for you Paul ~ from our readers perspective ~ perhaps in future, let's just focus more on the 'party atmosphere and great routes' to be experienced in Thailand' in keeping with the upbeat nature of the CWAM Newsletter?  
Ed.)*



on the 'party atmosphere and great routes' to be experienced in Thailand' in keeping with the upbeat nature of the CWAM Newsletter?



Group ride to Chiang Khong



The thai party and the temple at night Mae Hon Son

As you can imagine a few beers were drunk that night and old memories shared!!!



Just picked up this triumph ~ very nice.



# 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 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](#)

## From BMF News

Thanks to Ian Collard for reminding me that there are other interesting things going on in the World of motorcycling, outside of this Newsletter.

E.g. in BMF's Newsletter.

### Greater Cambridge Partnership Calls Motorcycles A Noisy Safety Risk

BMF News 31 October 2022



Cambridge justifies high charges for a Sustainable Travel Zone by calling motorcycling a noisy safety risk. BMF says these proposals are a poorly justified move against motorbikes.

A new consultation from the Greater Cambridge Partnership (GCP) has suggested that motorcycles are a safety risk, are noisy and that they conflict with cyclists. They have therefore proposed a charge of £5 a day for motorcycles travelling in and around Cambridge (please see the [map](#) for the area affected).



# Motorcycle Kit Goes Green

BMF News

15 November 2022



We're all told that reducing mankind's carbon footprint will affect every area of life – well, now some motorcycle kit is looking more sustainable, with biodegradable body armour and jackets made from recycled plastic bottles.

The body armour has been developed by **RE ZRO**, a UK firm set up by three friends, two of whom are ex-3DO, the well known flexible body armour made in Brighton. "A lot of the protectors on the market these days are still made with polyurethane," said co-founder Alex Yellowley, quoted in MCN. "Manufacturing of this, in itself, is quite a dirty process, produces a lot of gas and produces a lot of release agents. You can reconstitute it into things, but you can't create a performance product from that." He added that polyurethane is "barely recyclable," and that if it ever ends up in landfill, it won't break down.

Made from a single polymer, RE ZRO is claimed to be 100% recyclable and fully biodegradable – in landfill, it would break down completely in 3-5 years. In an environment swimming with microbes but little or no oxygen (typical landfill) the microbes will do the work, breaking the material down into biogas and biomaterials. The purple armour is currently being tested for CE levels one and two, and the founders say it could be used for any armour application.