

# CWAM



# NEWSLETTER

May 2023

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

Congratulations to .....

**Carlos de la Calle** and Observer Martin Williams

**Mark Ivey** and Observer Martin Williams

**Conrad Riggs** and Observer Colin Brink

**For their successful Advanced Tests**

**Nick Sweeney** and Observer Mike Searle

**Tim Gillam** and Observer Digby Carrington-Howell

**For achieving a F1RST in their Advanced Tests**

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

I didn't attend CWAM's last Club Night because I went along to the 'Warwickshire Vintage Motorcycle group' Club Night, in Kenilworth. What a thoroughly nice bunch of chaps (and two ladies) they were too. It seems such a shame that their Club Night and CWAM's are both on the same night, so that those members of CWAM who are in both groups have to choose between them. Nick Lilley didn't make our last Club Night either, so thanks to Tarnya Brink for taking the photos and Mark Lunt for his excellent report.

I was less motivated this month and so didn't start on this Newsletter until the 26<sup>th</sup>! So, **huge thanks** for two articles from Mark Lunt & Roger Barratt and also contributions from Howard Biggs & Ian Collard which made this edition relatively easy to fill. Phew!

# Official Club Ride outs in April

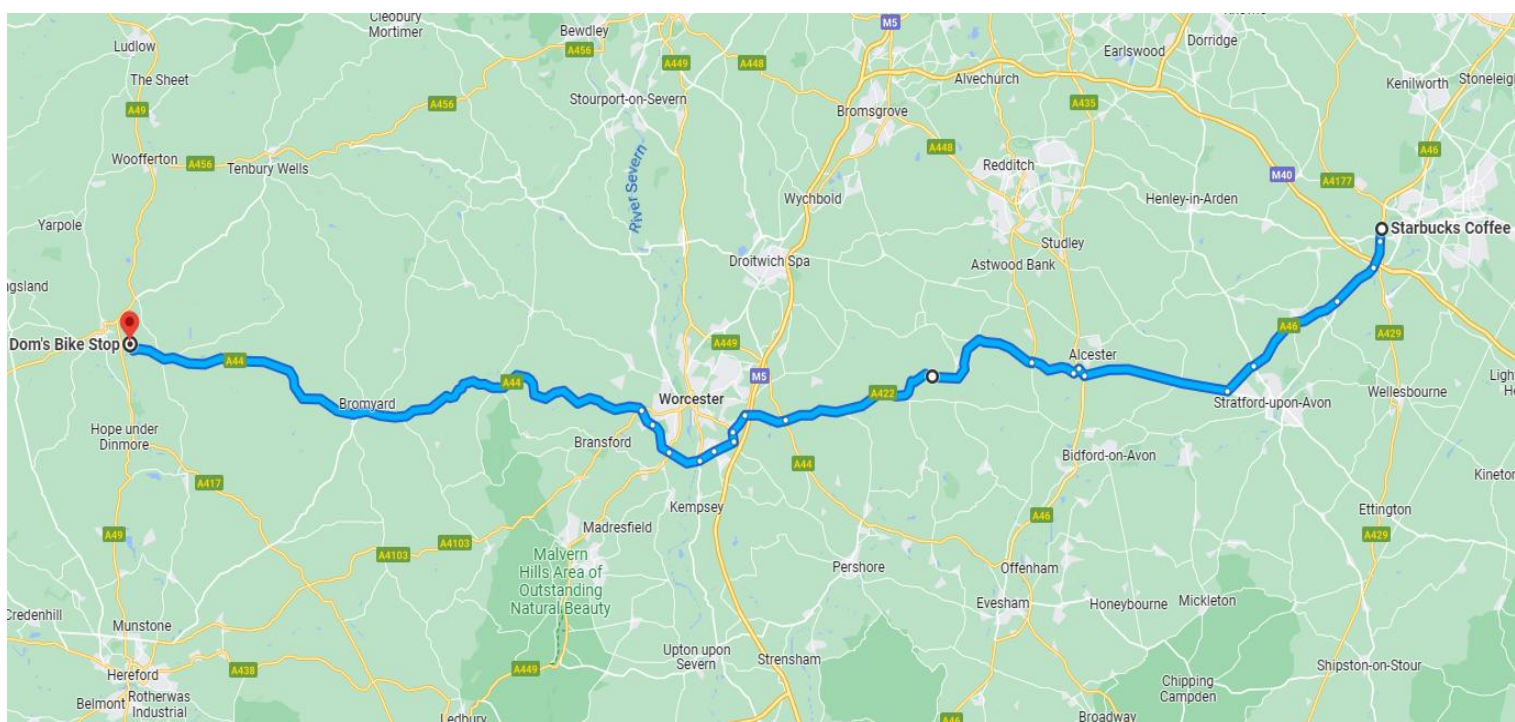
**Roger Barratt** ~ Wednesday 5<sup>th</sup>

## Ride out to Dom's Bike Stop

A new destination for me this month, Dom's Bike Stop just inside the Welsh border. I've been passed it many times but never had the opportunity to stop and check it out. As it happens it was the first day of the café opening this year so our visit was well timed (he spends the winter months leading bike tours in India). With an ever changing forecast we had 15 riders turn up so that speaks volumes for Dom's reputation.



The route was mainly A roads and, on the face of it, pretty much a straight line from East to West and back again. However in reality it included no less than fifteen roundabouts each way!





Whilst roundabouts are a wonderful invention to keep traffic flowing they always have the potential to split a group up as it is often difficult for someone to wait safely to mark the correct exit. Fortunately most of the time we were travelling straight on, so cue an extra briefing before the ride to reinforce people not to wait and mark the exit when travelling straight ahead. Further explain that the default was to follow the road you are on if there were an odd number of exits, e.g. keep following the A46, A44 etc.

When we did need to change direction we just needed to remember to slow down in good time to re-group so that everyone can see where the rider in front is going. In the end only one rider circled an entire roundabout and found themselves behind tail person Zoe so that wasn't too bad!

It was a decent run out at 60 miles each way and for the most part we kept up a good pace and dispensed with family hatchbacks and other traffic when the opportunity arose.

A good morning out and another well supported ride for which I am always grateful.



One of the helmet storage racks at Dom's place. Worth patenting?

I'm always requesting photos for the Newsletter **before** you put your helmets on, so that we can all recognise you.

So, someone on this trip thought they'd 'have a laugh'.

Well, let's turn it into a competition.

Who is this joker?

*(Easy, if you have Facebook and are observant Ed.)*

Answers, on a postcard please, to the usual address.



*(There were no other official ride-outs to report on last month Ed.)*

The evening started with the usual presentation of certificates, two on this occasion. Simon Quantrell passed his advanced test in November last year, with his observer, Alan Sprung.

Sadly Alan has moved to pastures new, therefore couldn't make the presentation himself, so the deed was done by me.

(No doubt with the Little and Large duo springing involuntarily into people's minds – See photo!)



This second presentation was for Mark Cosgrove's pass with a **F1rst** in January

Here with his observer, Les Congdon who unexpectedly made it back from Devon in time to make the presentation.

Congratulations to all concerned.



The "Parish Notices" then went on to mention:

- the forthcoming May Club Night, which is an unusual one taking us to the National Motorcycle Museum but which requires pre-booking to take a place, which is well worth it, given that the Club is subsidising the entry price. You will be getting a full tour with a guide for the princely sum of £5.
- The need for more volunteers for Car Park duty on Club Sundays. Liaise with Simon Brown or any committee member for details.
- Club subs outstanding from around a fifth of members, which is really not fair on Mark Ford, our hardworking membership secretary, who is getting greyer by the moment with having to chase people. If this is you, please pay up. And note that the bank details have changed since last year, so don't just send again to the same payee details as you did before.
- 

The main event of the night, though, was a very informative and thought-provoking talk from father and son team, Steve and Phil Price, who just happen to work for the same organisation, National Highways.

Steve is an IAMRS member (car) and so knows what we are about and so the presentation was pitched at giving us an overview of the organisation, how it operates, its targets and its operational difficulties – most of which seem to be "the nut behind the wheel" as he put it.

This was no corporate spin, it was a very personal view of it all from their 'on the ground' perspectives.

Did you know, for example, that about 1 in 3 "breakdowns" are not actually breakdowns but running out of fuel? Doh!

One part of the presentation turned out to be more topical than expected; Smart motorways. Steve posed the question, why are people so up in arms about Smart Motorways, when the A46, for example, has in parts a 70 limit with no hard shoulder? He said he didn't want to influence people's views but, as you may imagine, this produced some lively discussion, as did other aspects of the night's presentation. Testifying to the success of the evening is the fact that Steve and Phil were still answering questions until about 21.50.

(Not to mention, as well, that it seems the Government were listening and promptly acted upon what they heard!!)

Unfortunately I forgot to take a photo of our guest speakers, sorry about that. It's not as if I wouldn't have had time!

Mark A. Lunt.  
Chairman.

**Project EDWARD**

**Sunday 2<sup>nd</sup>**

**Project EDWARD, April 2<sup>nd</sup>. At Caffeine and Machine, Ettington.**

EDWARD stands for "Every Day Without A Road Death" and is clearly a road safety organisation, the brainchild of a guy, James Luckhurst, who used to be a radio traffic reporter, then self-employed motoring journalist whose interest homed in on the road safety aspect. The project's aspiration is to achieve "EDWARD" and, towards this end, they are keen to draw together organisations that promote road safety; hence we were

approached, via Warwickshire County Council, to see whether we wanted to be a part of the project's bike safety day being held at Caffeine and Machine, the famous petrol head venue in South Warwickshire. As this is our core business, it seemed sensible to go.

So this was the first outing of the season for the CWAM "roadshow"; gazebo, table, flags, literature and – most importantly – people. My, or rather I should say, the Club's thanks, go to the members who volunteered to give their time to, figuratively, waving the flag: Nick Trigg, Mike Darby, Wayne Smith, Chris Tudball, Simon Brown and Simon Mills. (I was particularly happy to see Simon Mills as his other half, Mel, had sent him along with some beautiful blood orange cheesecake for us all. Thank you Mel. Simon, I think you should come to every event!)

We were amongst the other road safety / biking health stands. There were stands from RoSPA, Police, Fire Service, Biker Down, Mental Health Motorbike, Warwickshire CC and the Police and Crime Commissioner's office.

The day itself was bitterly cold, unfortunately. My mouth almost seized up as my face was getting so cold. ("Phew" I heard some say!) It did get a bit better by late lunchtime as the sun put in a very belated appearance. But it didn't dampen the spirits and there was free coffee, so not too bad at all.

From the business point of view, it was a mixed day. Where the event was set up was not the best place, as (for those who know the layout) it was down past their tepee, so rather off the beaten track and only visited by those who were nosey enough to come on down to see what was going on. The result was that we didn't actually do so well on the reaching out to new members front, though there is certainly one I know of who is keen and following through. However, I do feel that there is much prospect of benefit for the future to come from the liaison with other organisations, most particularly the Council and the Police and Crime Commissioner (whom we met on the day). Watch this space for future developments.

So, overall, I think it was an event worth doing and would recommend that if it happens again, we should go again. The organisers have fed back to Caffeine and Machine that it would need to be in a more prominent place, where people could not miss us.

Again my thanks for those who manned the stand. But I also want to thank Ian Collard, who stood in for me on the liaison stages for this event, as I was away enjoying myself for a month in France and Spain.

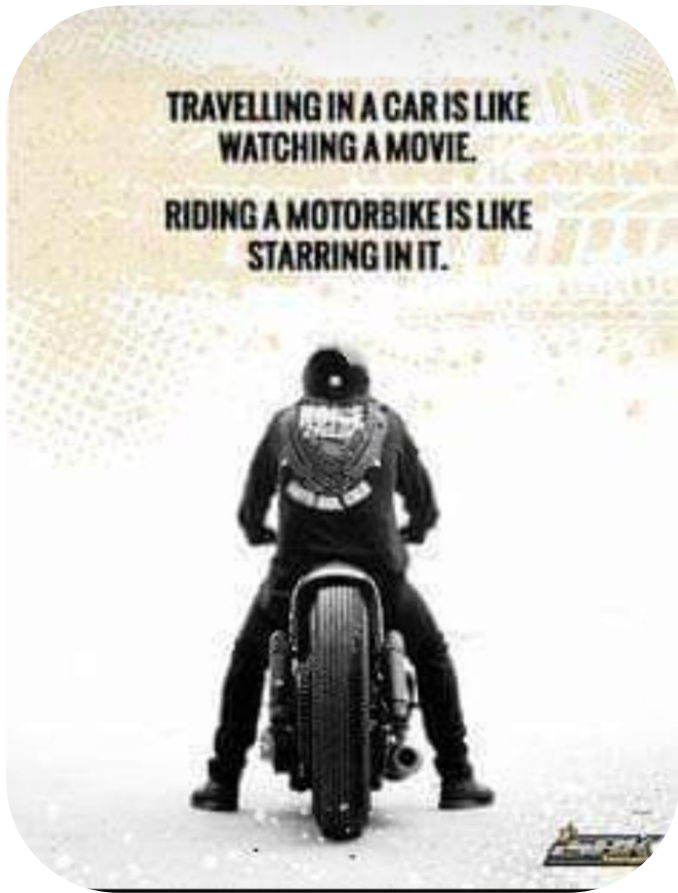


It was Ian's help that got this thing off the ground for us, so thank you Ian.

Mark A. Lunt.  
Chairman.



# Motorcycle Memes anyone?



(Dave Buchholz, I'd like to see 'Shiny Side Up' get this back to standard after a muddy ride

Ed!)

When was the last time your riding was assessed?  
Are you sure no bad habits have crept in?  
Are your observation skills as sharp as they were?

Mark Prior and I spent a day doing a BikeSafe course with Warwickshire Police to try and answer some of these questions. I also wanted to confirm whether I was still riding to the standard to which I have most recently been assessed, and to learn more about the R1200RT which I have just bought but am struggling to get the best out of.

The day ran something like a Sunday morning session between Observer and Associate; an 8:30am meet at Leek Wootton Police HQ with introductions and coffee, then a classroom explanation of IPSGA with videos and discussion points. This was followed by an assessed ride, for which Mark and I were allocated to Rich, the police motorcyclist trainer, making a group of 3. Both of us had about 90 minutes of assessed riding in the lead position, following directions received via earpiece.

We had completed the assessment rides and were back at HQ by 4pm for a short de-briefing, after a thoroughly enjoyable 100 miles on A,B and C class roads.

Actually, we'd finished our assessments 15 minutes early, and Mark requested a demo ride from Rich. Well, if you've ever ridden with a police motorcyclist as the lead rider, you'll be familiar with the experience – it's brisk to say the least, snappy, and go-go-go! I'm not sure, but we may have broken a speed limit or two...

*(Back in the day it was a whole weekend event! I remember bombing down the Foss at a 'zillion miles an hour' overtaking everything in sight, with a Police Motorcyclist right on my tail! Those Sunday morning drivers must have thought "at least that crazy biker is just about to get booked"! Luckily, I had been given the 'heads up' by mates what you could 'unofficially' get away with on the right roads. As Howard says ~ great fun!! Ed.)*

So, what feedback did we receive, what did we get out of it, was it worth it (after all, we're no strangers to IPSGA) and is it worth the £65 fee?

Fortunately, all our feedback was positive, although I was told to tweak my positioning a little in order to make better use of the road width. This, I'm sure, is because the handling of the RT is still unfamiliar and I'm a bit nervous about using all the space available.

Truth be told, I learned more about the RT during the last 15 minutes' dash than I have in the last 4 weeks of ownership, whilst keeping pace with Rich and Mark on some damp, twisty, mainly unfamiliar B and C roads. The advice from all four police riders present on the day was to keep the RT spinning and don't be afraid to rev it hard. Completely the opposite to the way I've always ridden.

Mark was told that relaxing his arms a bit more will help the bike to flow more smoothly into position when going through a series of S-bends, and to sway the hips a little, to the same end. "Relax, with a copper on my back wheel?" was his reply.

After his short, final de-briefing, Rich shook both our hands, saying "Congratulations, you both ride to a very high standard." This standard is only down to CWAM, so let's give ourselves a huge pat on the back, and continue the good work.

For the asking price, you get 1 to 1 assessment of your riding over about 50 miles, it reinforces existing knowledge, it irons out any bad habits which may have crept in, and you have a great day out covering over 100 miles of riding on some cracking roads. Well worth it.



## Try a Classic Bike Day 08/04/23

Last year I saw an interesting post about riding Classic Bikes at the National Motorcycle Museum near Solihull. I thought that might be an interesting experience so I duly asked Santa to deliver and of course he (or she?) did.

I've never ridden an old British bike. I started riding when I left school in 1978 as it was the only way I could afford to get to work. Back then British bikes were seen as unreliable and decidedly un-cool so it was a reliable Honda 125 for me. Since then I've spent my entire biking life on Japanese and European bikes. Ok, I did own a Triumph Speed Triple for a few years but that was a modern Hinckley product, far removed from those of the past.

After a bit of admin I was in - you have to join as a Friend of the Museum for £35 and then book in for a try out day for £15 so it cost £50 all in, well worth it. The Friends Membership lasts for a year and gives useful other benefits such as unlimited free museum entry and access to archives etc (more here [Museum Friends](#)).

I booked myself a place on the 8<sup>th</sup> April Try a Classic Bike Training Day. There would be around 12 bikes to try over a morning, not on the open road but around a U shaped circuit created within the large museum car park. It turned out this was a good call as 20mph was plenty to get acquainted with the right foot gearchanges and unusual (to me) controls.

The bikes ranged from 1930s to 1960s and 175cc up to 650cc. You could ride all of them if you wanted to with 6-8 laps on each. All were hand written on the petrol tank "1 Down" although to add to my confusion some had "1 Up" written on them. It turned out that this corresponded to selection of first gear. Who on earth thought that going Up for first then Down the gearbox for higher ratios was a good idea?

I erred on the side of caution and started out on a 1 Down bike thinking I'd master that first which was a good idea. It took me about fifty yards going slowly before I tried to brake for the first corner using my right foot - Doh! I did remember after that though as the bike didn't slow down at all and nearly ran me through the cones....

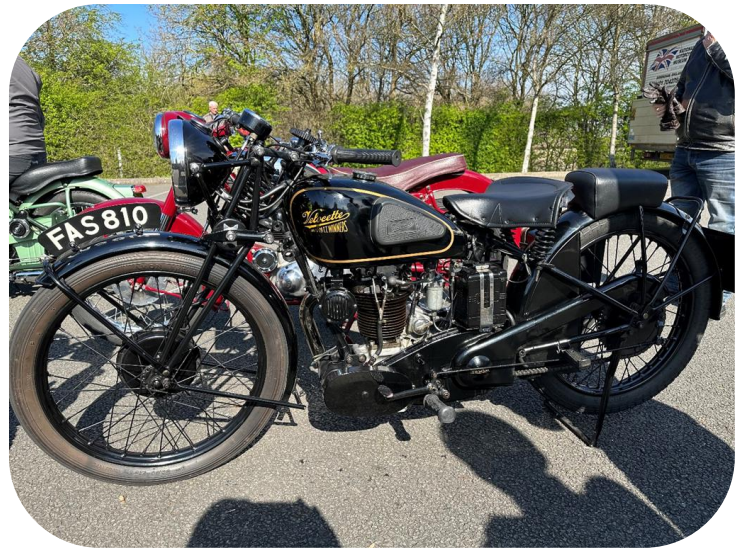
I got comfortable after a few laps as we were only using the first two or three gears and eventually mastered the right foot gear change and even the 1 Up bikes. Practice makes perfect as they say.

It was a most enjoyable day, well organised in a safe environment. They do ride outs on the bikes also (up to 100 miles) so I might look at that next.

I was really impressed by the dedication of the Museum team in keeping these bikes running and working rather than just show pieces. They were all taken off the museum floor the previous week and now they are back there again. One may now have a slightly bent gear lever though....

Some pictures below and a short video is [Here](#).







Missed last month by at least a third of our members, who are not Facebook users.....



Nick Lilley

Admin · 1 April at 13:46 · 🌐



### Welsh National Road Rally

Entries for the WNRR opened today at

<https://www.nationalroadrally.co.uk/welsh/entries.php...>

Basically it's a scatter rally taking place on 13th May in Wales. It's a great, if long day out and well worth the £30 entry fee. Best of all, it's on a Saturday, so you can go to CWAM Club Sunday on 14th as well. What a great weekend!



Nick Lilley

Admin · 2 April at 13:43 · 🌐



Living the dream with CWAM at an unexpectedly informative sojourn in the National Herb Centre café where we learnt that when speed makes everything a blur it's probably time to slow down, not to damage motorway Armco because it's astonishingly expensive to replace, how to control a blowout (tyre not full English) and exploding tyres can be surprising injurious to one's health.



Mark Ford

Admin · 3 April at 20:10 · 🌐



Hi Folks, so we are down to the final 78 .....!!

MEMBERSHIP renewal.

Full members - it's now almost 2 months since we announced our reduced rate for 2023.

Can I please have 2 minutes of your time to let me know your intentions, last one to renew buys the coffee .....

If you are finished with us, can you drop me a DM and I will remove you from the records, Thanks.



6

Seen by 111





Behind Bars Motorcycles shared a post.

5 April at 12:24 · 🌐



IAM RoadSmart

5 April at 09:01 · 🌐

The latest figures from the Department for Transport show that more motorcycle fatalities occur on rural roads than in traffic.

Extra care often needs to be t... See more



IAMROADSMART.COM

### Taking on the countryside

Rural roads are major and minor roads outside our towns and cities, an...



Nick Lilley

Admin · 5 April at 14:52 · 🌐



Living the dream with CWAM and Roger Barratt at Dom's Bike Stop. When I was young, around 1950, my mother knitted me a school jumper in a colour called elephant grey, a shade that sums today's weather quite nicely. I enjoyed the ride a lot more than school, thanks Roger.



Chris Tudball

Thanks, Roger. Good roads (even in the wet!) 👍

Like Reply 3 w



Geoff Allen

SEE wet days can be enjoyable but cleaning up after , !!! 👍

Like Reply 3 w



Steve Johnson

6 April at 10:27 · 🌐

Hello everyone. I have two loyalty tickets to this year's ABR festival, along with all trail access and a car parking pass that I'm looking to sell at face value £222.

23-25th June

I normally go every year, the wife brings the car but doesn't stay overnight as she's a proper lightweight! 😊... See more

😂 1

Seen by 113





**Nick Lilley**

**Admin** · 13 April at 17:52 · 🌐



### Rugby Bikefest 21stMay

If you are interested in volunteering to man the CWAM gazebo at the Rugby Bikefest 2023, please save the date, Sunday 21st May, in your diary. Details will be circulated before too long.



**Nick Lilley**

**Admin** · 18 April at 10:36 · 🌐



To the 50 members who have not paid their 2023 CWAM subscriptions yet – please pay!

Details are in the email circulated earlier this morning.



1

10 comments Seen by 116



**Nick Lilley**

**Admin** · 3 d · 🌐



### The National Motorcycle Museum

This is a reminder that if you wish to join us at The National Motorcycle Museum on Wednesday 10th May, you should book and pay following the instructions in the email circulated on 12th April. We already have 30 but there's undoubtedly space for more.



Nick Lilley

Admin · 2 d · 🌐



## Rideout to Aberdyfi - Wednesday 3rd May

Roger Barratt leads to Aberdyfi for a fish & chip lunch on a 300 mile round trip.

Details are in the Events Diary.

Booking a place on the ride is essential using the link which will be e-mailed to you shortly. Please do not turn up without booking and if you book please turn up.



## British Motorcycle Federation News

This section was influenced by Ian Collard

Here's their web site link to read more  
<https://www.britishmotorcyclists>.



### Hackney Council called upon to deal fairly with motorcyclists as it presses ahead with new 'Poverty Tax'...

Hackney Borough Council in London have broken their promise to commuters, carers and residents who ride motorcycles for work and essential services. Click the red button to read more...

Click to read more

These three articles from the BMF News were 'hand-picked' by non other than Ian Collard for Aprils Newsletter, but it was already way too long, so here they are in May's edition.





## **FEMA - Governments and employers should promote motorcycling...**

The BMF strongly agree with this, we will continue to promote motorcycling to local governments to recognise motorcycles and other powered two-wheelers as a part of the solution for urban traffic problems. We need employers and governments to work together to provide us riders with support for our commute. Somewhere to hang our jackets and a helmet is a simple start, that and safe, secure parking is a provision most employers could provide. Click the red button to read more...

[Click to read more](#)



## **BMF calls for easier decarb plan...**

The BMF, along with the National Motorcyclists Council (NMC) and industry body Motorcycle Industry Association (MCIA), is calling on the Government to allow a less stringent decarbonisation plan for motorcycles and scooters. Click the red button to read more...

# CWAM events in May

**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
Wed 3 <sup>rd</sup> 08:30 to approx 18:00	<b>Rogers 1<sup>st</sup> Wednesday of the month Rideout</b>	An all day 300 mile trip for Fish & Chips at the seaside in Wales
Sun 7 <sup>th</sup> 09:30 to 16:30	A Golden Valley Loop ride out, led by a mysterious person	Enjoy the lovely Worcestershire and Herefordshire countryside with lunch at Tintern Abbey in Monmouthshire
Wed 10 <sup>th</sup> 07:30	<b>CWAM Club night</b>	A visit to National Motorcycle Museum
Sun 14 <sup>th</sup> 09:00	<b>CWAM Club Sunday</b>	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS <b>Bikes guard will be ?</b>
Wed 17 <sup>th</sup> 19:30	<b>Committee meeting</b>	Virtual, on Zoom
Sun 21 <sup>th</sup> ?	<b>A possible Rideout</b>	Please contact John Chivers if you would like to lead a CWAM rideout.
Sun 28 <sup>th</sup> 09:00	<b>CWAM Club Sunday</b>	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS <b>Bikes guard will be ?</b>
Tues 30 <sup>th</sup> ?	<b>Rogers 3 day tour of Wales 30<sup>th</sup> and 31<sup>st</sup> May to 1<sup>st</sup> June</b>	So popular that it is already fully booked up, as you read this.



## 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)).  
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# THE END