

CWAM



NEWSLETTER

August 2023

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

Congratulations to

John Casserly and his Observer Neil Harrison.

On his Birthday too, a nice present indeed!

Alex Durnea and his Observer Andy Duncombe

Tim Carey and his Observer John Chivers

For their successful Advanced Tests

Also

David Harbour and Observer Paul Harris

Lee Pillinger and Observer Keith Daffern

For their F1RST Advanced Tests

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

Thank you to all those who got in touch to say how much they enjoy the Newsletter, sorry if I haven't had time to respond personally. Also, thanks to all those who contributed articles to once again swell these pages. Sorry Chris, but your official ride-out to Barnsdale on the 30th will be too late to include, as it would create so many problems with the formatting below.

New members, please read my comments on the very last page.

Official Club Ride outs in July

Roger Barratt ~ Wednesday 5th

Ride out to Cotswold Barn Café

It was a new destination this month ~ the Cotswold Barn Café near Stow-on-the-Wold.

It's a nice café although a little pricier than the usual given its location.

There is a large covered outside area which we took over as there were 21 of us this month, 13 of whom had only booked in the last 48 hours!

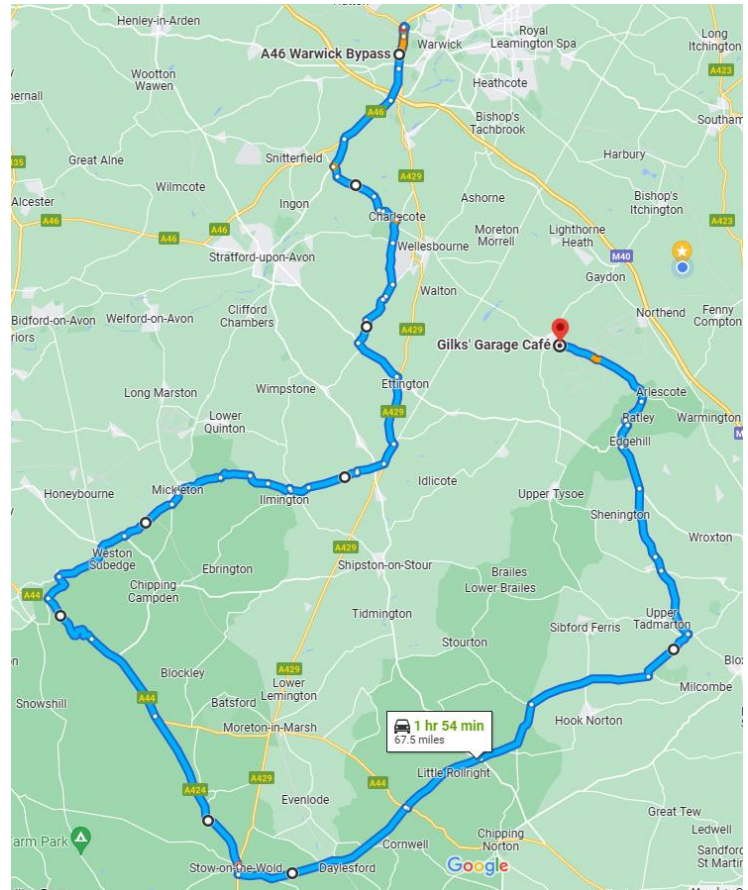
The forecast beforehand had been changeable but the weather was good in the end and although there were some dark clouds and wet roads around the café itself we managed to escape the rain completely.

We took a circular route from Warwick to include some pretty villages, ending up in Kington as you can see from the map.

The group got split up on the way back unfortunately, mainly because someone didn't wait at a junction for the person behind so they didn't know where to go. It's a shame when this happens as it spoils the ride for everyone so please do read and follow the group ride out guidelines if you're going to go on a CWAM ride out.

The usual details are [here](#).

Another good day overall though and as usual with CWAM, great company as ever.



(This ride also included Fish Hill, near Broadway and because of unexpected road works on Edge hill; we enjoyed Sun Rising Hill, twice, in both directions. Martin Nee kindly invited me along, as his pillion, until I could sort out my bike's fuel starvation problem. So I got to practice perfect pillion poise at 35 degrees lean angle. Ed.)

A view inside the café.



Nick, in a photo! Pointing the way to the toilets before we set off again.

Below, the whole crew, without helmets!



Dave Shakespeare ~ Sun. 16th **The Dambusters rideout to Ladybower Reservoir.**

Nick Lilley wrote on Facebook

Living the dream with CWAM at Ladybower Reservoir and travelling most of the 'wiggly lanes' in Derbyshire whilst keeping relatively dry.

A smashing day out, thanks to Dave S for devising such a convoluted route.

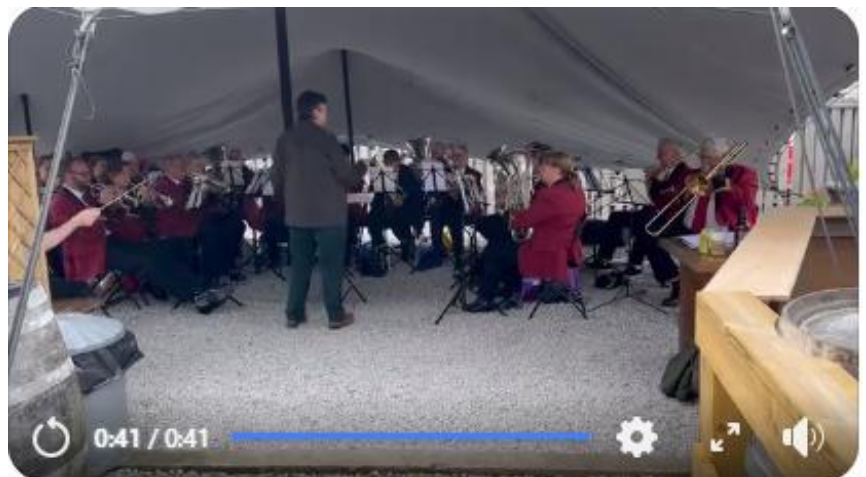


Stuart Hardie added

Really enjoyed my first ride out with the CWAM group today. Some really good roads along with great company.

Dave, thanks for planning the day, plus laying on this brass band at our lunch stop!!!

(Stuart also included this video on Facebook, but I haven't yet worked out how to export videos embedded in Facebook Ed.)



Starting with the presentations, as can clearly be seen, these first three were all **First's**

Christopher Spindler with Simon Oakley, standing in for his Observer Nev Clarke



Dylan Watt with his Observer John Chivers.

Suzanne Taylor
with her
Observer Tess
Pugh



Peter Schofield
with Chairman
Mark Lunt
standing in for
his Observer
Martin Williams.



Graham Ball with his Observer Chairman Mark Lunt.



Richard Coker with Chairman Mark Lunt standing in for his Observer Mark Ford.

As seen above, the evening started with the usual presentation of certificates, with a bumper crop of 6 public presentations made on the night, plus one more framed certificate handed over to our resident "International Man of Mystery" who declined the publicity. (I mention the latter not to embarrass the person but to make the point that if you don't want to have a presentation, then there is absolutely no requirement for you to have one and so well done that man for having stated his preference.

(That said, I do like to make these presentations, as it is a way for the club to celebrate the successes in our core business, so I am glad that most do want to have one.)

The guest speaker was John Young, a member of the Iron Butt Association. He confirmed for us that to become a member you have to have ridden a documented 1,000 miles in 24 hours. He achieved his with a business trip to the continent, following which he duly received his membership number. This was some years back and his membership number was in the mid-30,000's, so it is clear that there are quite a number of these Iron Butt'ers.

(I think the Association have missed a trick. They should have called it a Society: The IBS, they just keep going.) *(Ha, ha, very amusing, LOL Ed.)*

Getting his IBA membership was just the start of it for John. He had discovered at an early age that he had a talent for endurance on a motorbike. So he decided he would go for the ultimate challenge and enter the 2011 Iron Butt Association USA Rally: 11,000 miles in 11 days. And, what's more, he'd do it on a 1969 Triumph Trident, which would turn out to be about 30 years older than the next oldest bike on the rally. The bike graced us with its presence too.

Unsurprisingly John had ridden it down from his home to the Jag., so that he could show us the various alterations that he had to make for the event to give it any chance at all of finishing. "To test it, I just popped up to John O'Groats." (I'm glad to report that in an uncharacteristic trait for a Meriden Triumph it failed to drop any oil on the floor, so we are still welcome back at the Jag.!)

The premise for the rally was to start in Seattle, reaching three checkpoints by given times, one of which was the end point in California, but en-route visiting all the contiguous states of the USA (ie. Alaska, etc. wasn't included).

Having been given the task the evening before the start, it was up to the competitors to map out their own route. John brought the map he used with him and had it up on the wall to help illustrate his talk. Basically, he went from the northwest coast right across to the northeast coast, headed south to Texas and then back across to California, with various twiddly bits to catch different states as he went. See below.





One of the anecdotes he told was of one of the officials who, on seeing this ancient Triumph setting off on the first leg, made an aside to someone "If that thing gets to the first checkpoint you can call me Sally." The guy is still affectionately known as Sally.

John recounted various other anecdotes about his trip, for instance; up North, in a storm, **the bike throwing a chain and having to work in the dark, wet and cold to replace it at the roadside** – a job that would be tricky in a warm workshop, let alone in those conditions. Baking heat and sand issues in the desert, with the sand having infiltrated the carbs to such an extent it was frankly nigh on a miracle that the bike went at all.

And, towards the end, being approached by other bikers during a fuel stop, to ask if he was one of the Iron Butt Rally participants. He wasn't showing any flag or anything else to identify him as such, so asked why these bikers thought he was? The answer: "We've been riding this area on holiday and have met some other participants – you've got that same wide-eyed stare!"

Amazingly he did complete the Rally within the time permitted and so has now been awarded the coveted three-digit IBA membership number, which is reserved for successful Rally participants. This is an achievement of which he should be immensely proud, as it almost borders on the super-human as far as I am concerned. Yet he told his stories with self-effacing charm and humour, which made this a really memorable Club Night.

Indeed, I don't remember any other Club Night that has created such a buzz, both on the night and on the Club Run the following weekend when people were chatting about it and recounting the bits they found most amusing and / or awe-inspiring.

So, well done to Dave Shakespeare, our Social Events coordinator, who made the evening happen.



Even better, Dave is now friends with John and so is able to ask him to come back and enthral us with accounts of some of his other long-distance forays for a future Club Night. I hope he will and I for one will make sure I am there. I wouldn't want to miss it.

And finally, a thank you to all the generous CWAM'ers who were there on this night. John didn't want a speaker's fee. Instead his sole request for speaking was to be able to pass a bucket around for his favoured Childrens' Hospice Charity.

As a Committee we had decided we would give £50 of the fund that is available for speakers' expenses as a donation, so that was put in the bucket. However, the day after, we received a thank you note from John to say that the bucket total had achieved £162. Well done folks.

Mark A. Lunt.
Chairman.

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

Simon Brown was so pleased with the job that Moto Valet did on his bike, that he posted it no less than three times. I tend to avoid adverts, but it got me thinking ~ if they can do that with badly rusted wheels, could they do the same with my pitted forks?



Martin Payne posted a funny video, does anyone know how I can copy and paste, (and therefore share), videos from Facebook?





Mike Darby

19 July at 22:07 · 🌐



Evening ride out to the Bibury motor hub brought us to an eclectic mix of makes and models of motorcycles. A Wankel engine Norton was perhaps one of my favourite. Richard took the lead on the ride back to Shipston on stour down some great routes from the hub. A truly enjoyable evening ride out!



Kosha Maya

Top contributor · 16 July at 18:44 · 🌐



Living the dream too - in sunny Wales!
The sun's shone on us all day 😊 I can't believe it 🙌



Kosha Maya

Top contributor · 9 July at 09:45 · 🌐

Excellent service at Shilton ★★★★★

10/10 for pose!



Dave Shakespeare
18 h · 🌐

Hi All,

I'm just fishing for initial interest on this.

I am in the midst of planning a potential rideout to and around Gloucestershire via the usual concoction of A and B roads and the odd grass growing in the middle country lane!

I would also like to satisfy my own dark curiosity of visiting Gloucester Prison, so thought of combining the 2.

I am in the middle of discussing a group price for admission to the prison but cant get an awful lot further without numbers.

So, would be grateful if those interested would tick the box.

The admission fee per individual right now is £15. So we know it certainly won't be anymore than that, but obviously I'm going to try for a cheaper tariff based on numbers.

<https://www.gloucester-prison.co.uk/>

Dave

Yes I'm interested. 75% >

No Thanks. 25% >

Behind Bars Motorcycles
5 July at 17:14 · 🌐

As we have said before we get all sorts of bikes visiting our workshop, but this one is a bit special, a lovely bit of engineering.

#broughsuperior #behindbarsmotorcycles #midlandmotorbikers #kenilworth



Nick Lilley

Admin Top contributor · 9 July at 14:40 · 🌐

Living the dream with CWAM, enjoying entertaining company at Foxton Locks after a cracking rural route where the left over milk churned into butter and best of all the sun made an appearance. Super Sunday morning, thanks John.



David Buchholz
Top contributor · 17 July at 21:56 · 🌐

Day 1 of the Roger Tour of Wales without Roger completed, highlights for me were the run from the Ponderosa down to the A5 and over the top of the Bala Mountain (have I got that right?) both of which were completed without seeing another vehicle heading in the same direction. Fantastic day on the bikes with my lad with the weather being reasonably kind to us.



David Buchholz
Top contributor · 18 July at 20:30 · 🌐

Day 2 of the Roger Tour of Wales without Roger
Well today would best be described as character building. This morning the heavens opened in the truest Welsh fashion and after over 2 hours riding we ended up back in Borth from where we started whether this was operator error or my sat nav app decided to shit the bed is open to interpretation!
At this point we decided to abandon going to the Propellor Cafe and instead head for the Owls Nest. Well you would think that Nick had p... See more



David Buchholz
Top contributor · 19 July at 19:29 · 🌐

Day 3 of the Roger Tour of Wales without Roger
Today was a good day, I managed to follow the route almost exactly as intended and we had a cracking ride home apart from catching a bit of traffic now and again.
A massive thanks to Roger for sending me his files to use.



Roger Barratt Top contributor
Glad you and Mattie enjoyed it Dave. The route came from Simon Weir whose website I would definitely recommend. Download routes usually for £1. Just watch out for the odd misplaced point and override with common sense 😊 <https://www.simonweir.co.uk/>



SIMONWEIR.CO.UK
Simon Weir - Motorcycle routes

Like Reply 1 w



Motorcycle Memes anyone?

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Gloustershire RoSPA Low-Speed Skills Event June 4th

My thanks to Candice Davies for this great article which was sent on June 11th. It should have appeared in July's Newsletter. However, that edition was too large to include it.

Considering her obvious motorcycle skills, Candice surprisingly starts her article with ...

I have no special talent. I am only passionately curious.

- Albert Einstein

I stumbled across a Facebook group called "The Rider Development Group".

A one day, free Low-Speed Skills event was shared.

In the description they commented Moto Gymkhana UK couldn't make it, my curiosity was peaked, what kind of event would this be? A cross between Low-Speed Skills and Moto Gymkhana? I had to find out.

I jumped on the bike, and left the Midlands via the Fosse. With a quick pit stop in Stow for breakfast, I left via the B4068 (cracking road) towards Andoversford, taking up the A436 then the A417 before the last leg on the A38 through Gloucester until I arrived in Berkeley. The best riding conditions have to be first thing Sunday morning before everyone's woken up and decides to leave the house and crowd the roads.

I pulled up and immediately joined a group down in the "Refresher Area". First task, a piece of wood, no longer than the width of a tyre, was set in front of our rear tyre. The task was to smoothly use the clutch to roll over the block from a stand still position, without disturbing the block, a test to gauge our level of basic bike control.

Next up. The main skill of the day was explained. Holding the clutch at the biting point; letting it slip while holding revs. We would set the clutch and throttle to be able to drive the machine slowly and smoothly forward, controlling the speed via the rear brake only. As we did a few laps of the refresher area, getting to grips with the foundational skill of the day, you moved onto obstacle courses.

You then moved onto other challenges if you felt ready, choosing what course you fancied next.

When learning to ride an obstacle course - there is another aspect to low-speed riding you have to add.

Head and eyes in the direction you want to go in - a massive improvement can be seen in performance when someone grasps this concept after struggling prior.

*(This is something I've always struggled with Candice, as my brain tells me that if there is an obstacle on the ground that could dismount me ~ it will be out of sight, i.e. where I am **not** looking. On a training course you can scan the area first to check that there are no obstacles. However, when performing a 'U' turn in a road you **know** kerbstones are there! Ed.)*

The courses were set up with cones, different colours marking the entrance and exit points. There were also different coloured cones to help with directional planning, where you aimed your gaze, to make the next turn. They were extremely well laid out courses because of this.

Once you understood the concept, you could figure out the next course similarly.

This event held the largest assortment of obstacle courses I'd seen set up at once (I've not been out much, so it may not be a lot to others!), spanned across a massive car park. The one's included in this event were "Figure of 8's", "The W", "Slow Race", "Braking Exercise", "Snowman", "The Big O", and the "Intersection" in addition to the refresher area! (pictures attached for obstacle layout). You had a horn sound every 10 minutes to remind you to switch it up and try another course. On every course, an instructor was there to demonstrate the course (beautifully - like poetry in motion), to reiterate the 3 techniques involved in slow riding and to coach you through the areas you were struggling with.



The team of instructors and volunteers displayed excellent coaching skills, their unwavering support, patience and confidence was great to watch unfold as they brought the confidence and capabilities out of the attendees. There were a lot of recently passed full license holders learning to get to grips with their machines. A few on CBT licenses wishing to gain experience before going for their full license, and many more having years of experience wanting to continue to learn and push themselves.

There's a real sense of camaraderie among fellow enthusiasts, which is why I thoroughly enjoy events like this. We come together to push ourselves out of our comfort zones in order to continue to build our skill set. Curious to find out how we do, and how we can continue to improve.

A big take-away for myself was the "Braking Exercise" - using a progressive braking pressure to load the front before full pressure is applied to achieve an effective emergency stop in a controlled manner. An exercise I hadn't practiced at all or thought of as a low-speed skill/exercise.

And a skill I was to use on a blind right-hand bend the very next day, as a Land Rover overtook a cyclist on my commute - fair enough he did give the cyclist a full cars width - though on a blind corner completely on my side of the road! I couldn't believe it! Only the day prior I had practiced confidently stopping at roughly the same speed.

My plan moving forward is to test my braking distances at varying speeds to build up a muscle memory I've not actively worked on before, but to also visually see the distances I'm capable of stopping in.

What if it were a blind bend at 50 mph? What if I were at an increased lean angle? How much of a distance could I stop in if I needed to straighten up out of a lean angle and *then* stop?

Stay curious and keep learning folks!

Massive thanks to Stephen, the Chair at the Gloucestershire RoSPA group who organised the event, took pictures and welcomed all with infectious enthusiasm. There is another Autumnal event, dates TBC. I hope Moto Gymkhana UK manage to make it, like they did last year in October.





Even with the helmet on, this must be Candice.





British Motorcycle Federation News

This section was influenced by Ian Collard

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



Ace Café to Close Early



Ducati launches instant low-seat Multistrada

UBCO Launch Ultimate Adventure

Other news 18 July 2023



Forget 1000cc+ 'adventure bikes.' The real way to have an adventure off the beaten track could be this, the humble 30mph UBCO. Hailing from New Zealand, the utility UBCO has been around for several years, but the maker has just launched a road legal adventure version, aimed at thrill seekers rather than sheep farmers and fence erectors.



Designed as a practical working tool, the electric UBCO's unique feature is two-wheel-drive – easy to do with a hub motor at each end. It's also able to act as an energy source for power tools – just plug into the lithium-ion battery and you're away. The small battery comes in a choice of three sizes (2.1, 2.6 or 3.1kwh), and UBCO claims a range of up to 75 miles, reflecting how little juice is needed for trickling along off-road at low speed. Like its workaday original, the UBCO Adventure is limited to 30mph, but it still looks rugged enough for some serious off-road going, with an exposed tubular steel frame designed to take racks front and rear, offering no fewer than 19 mounting points.

Hate to say it, but the UBCO looks so uber-practical we can see it being treated as an urban accessory in the hipper parts of Hampstead.

Jim Freeman, Chair of the BMF, echoed that: "As 'urban accessories' go this one's actually really useful, although I'd have to say Dalston, Hackney and points east are probably the hip areas these days, Hampstead's very much old Skool. No mention of price, but hopefully, given its workmanlike origins, not too outrageous."

Written by **Peter Henshaw**

Two pieces of good news – not only are motorcycle thefts falling but the proportion of bikes being recovered is on the up. Figures from the Motorcycle Crime Reduction Group reveal that 9492 powered two-wheelers were stolen in January-May 2023, 2.6% down the same period in 2022. That doesn't sound much, but May was the third successive month which saw a decrease in thefts. Of those stolen, 58% were motorcycles and 42% classed as scooters or quad bikes.

For more details, click the link at the top of this article

Motorcycle Thefts Falling

Other news 16 July 2023



CWAM events in August

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 2 nd 09:30 to 14:00	Rogers 1st Wednesday of the month Rideout	To the AV8 Café, Cotswold Airport, near Cirencester. 110 miles in total on good A & B roads with plenty of time to look around the site.
Wed 2 nd 17:30	Committee meeting	Virtual, on Zoom
Sun 6 th 09:00	CWAM Club Sunday	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS
Wed 9 th 19:30	CWAM Club night	At Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS Presentations and socialising
Sun 13 th 08:30	A John Chivers rideout	To Braintree Electric Forecourt
Wed 16 th 09:30 to 15:30	A Zoe Haywood rideout	A Showstopping Rideout including lunch at Shobdon Airfield near Leominster. Full details in our events diary
Sun 20 th 09:00	CWAM Club Sunday	Please park sensibly/courteously at Jaguar Cars Sports & Social Club, Fenton Rd, CV5 9PS
Sun 27 th ?	A possible Rideout	Please contact John Chivers if you would like to lead a CWAM rideout.

To all of you new to the club since last September, there has been a long standing effort to persuade more members to run ride-outs, which are the 'life blood' of the clubs social side, therefore helping to maintain such a vibrant group. Many ride-outs are led by our team of Observers or Committee members, but you might have some interesting routes that you would like to share too.

It can be quite daunting organising and running your first one, so to try and help, I wrote 3 articles, starting in the June 2022 Newsletter, detailing ways to get involved.

About this time Mike Darby burst on to the scene with a new genre of themed ride-outs ~ both innovative and frequent ~ all to the benefit of the club. (I'd like to think that he was influenced by my articles but I doubt I can claim any credit, Mike is the sort of dynamic chap who would have done it anyway).

Is it something you have ever thought about? If the Jet Stream ever heads back North this year, we might just get enough reliable spells of nice weather for you to give it a try.

Such a shame to waste all those 'still relevant' Newsletter articles. So please read the articles which are still available on our website. Click here for the [link](#) and scroll down to June 2022.

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).

Your website - your news - your contributions!

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THE END