



South Cheshire Advanced Motorcyclists August/September 2022 Newsletter

News and Diary Dates

Keep abreast of upcoming activities and dates by regularly checking the Facebook page of the South Cheshire Advanced Motorcyclists Group.

Ride outs every:

Sunday 9.00am Costa, Grand Junction, Crewe.

Tuesday 9.30am Costa, Dorothy Flude Retail Park, Crewe.

1st and 3rd Wednesday in month 7.00pm Starbucks, near Shell petrol station, Middlewich

2nd and 4th Wednesday 7.00pm KFC Radway Green, Jn 16, M6

On a 5th Wednesday, no ride out

Look smart! Embroidered South Cheshire Advanced Motorcyclists leisure wear (see later).

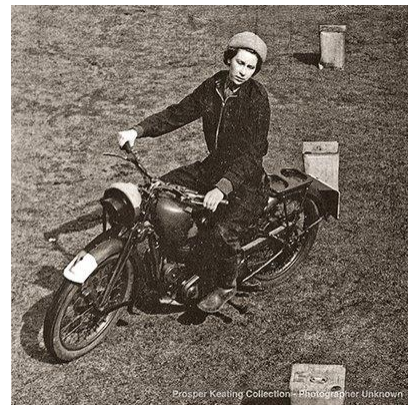
For Committee contacts see:
<https://www.southcheshiream.org.uk>

The newsletter is now a bimonthly publication. The next one will be issued in November. Your articles and stories are urgently awaited, please get writing!



At this sad time, we join the nation in remembering Her Majesty, Queen Elizabeth II, and would like to express our appreciation for her lifetime of dedicated service. We send our sincerest condolences to the royal family and those close to her, and all who were touched by her throughout her illustrious 70-year reign.

She was the rock which bound our country even through the most turbulent times, a constant of vitality, dedication, compassion, common-sense and reason. We thank you Ma'am, rest in peace.





Heavy Metal

The aim of the Club newsletter is to record the outcome of events and the achievements and adventures of members. It provides a platform to share ideas, ambitions and motivation. Social media such as Facebook and WhatsApp inform members about upcoming events, immediate aftermath and provide a chat facility. In contrast, the newsletter preserves the long-term institutional memory of the club and is aimed at binding the membership. Ultimately, the newsletter is only as good as the contributions so please help us to strengthen its impact by submitting more of your stories, moans and ideas. We already have some magnificent reporters but would like to see more.

A few of our members have become quite adept at throwing their bikes on the ground. It appears as you get older, bikes get heavier. While bikes (but not necessarily aging bikers) still perform well when in motion, as soon as gyroscopic support is removed they can become untameable beasts. That set me thinking about how technology can aid low and zero speed stability.

Retractable low speed stability wheels have been fitted to

heavyweight lumps made by Harley, Honda, Indian, Kawasaki and Yamaha. However, in general, they only seem to work satisfactorily on level surfaces. They also add weight, cost and complexity. Sadly, demand is probably too weak to warrant further development and refinement of the technology. Additionally, such aids are anathema to the purists.

As a bike slows, the gyroscopic effect of the rotating wheels is lost and it becomes progressively more unstable. Research has been undertaken to explore *the potential of a gyroscopic stabiliser for the stabilisation of single-track vehicles, at low and high speed as well as during braking*. Both single and twin counter rotating gyroscopes have been studied. Apparently, the original bike handling characteristics are largely unaffected when counter-rotating gyroscopes are used. You will be relieved to learn that *a suitable mathematical model has been developed and stability has been investigated both by eigenvalue calculation and time domain simulations*.

[\(19\) \(PDF\) Gyroscopic stabilisers for powered two-wheeled vehicles \(researchgate.net\)](#)



If there was a wish to promote wider use of motorcycles as an alternative to gas-guzzling cars, as expounded by the BMF, such technologies can only help.

Editor

Message from the Chairman

It's been a fairly busy month on the training front since the last newsletter. After a couple of minor hiccups, we've had some good passes from the Spring course. Well done to all. A particular mention goes to Ian Skeldon who passed with a coveted F1rst.

Unfortunately, we don't seem to have many associates for the Summer and Autumn courses, which is disappointing.

As we had the opportunity though, we've had some really worthwhile Observer training sessions with Steve Ellis our Area Service Development Manager. Like everything else if you don't practice, skills deteriorate with time, so I was really pleased that the sessions were so well attended. It showed how our Observer Team are committed to rider safety, so thanks to you all for coming.

The shortage of associates meant that the way we deliver training has

been reviewed. As you know we've usually used the group guidance approach with days set in advance on a Sunday morning. Only having small groups meant this wasn't practical, so we've moved to one-to-one training which has advantages over group training but also, it's fair to say, some disadvantages. One-to-one is something we've often done in the past when associates missed sessions, so it's not a big change.

In future, an associate joining us will have a short introductory session with an Observer where they are welcomed to the group and IPSGA explained along with what we expect from them. They are then allocated to an Observer who will take them for all their sessions.

About halfway through the course they'll have a progress check from a different Observer to see that they are on track and finally, at the end of the course, they have a pre-test assessment to see if they are at test standard. Once deemed test ready, the group will support their applying for a test.

One disadvantage of the one-to-one format, in my opinion, is the loss of the social advantages of meeting in a group. As a way of making up for this, next Spring we'll start a regular



monthly formal group ride-out where we can all get together and practice riding to an advanced standard. We've had some practice ride-outs and they've proved popular; I'll keep you posted. Fear not though, these ride-outs will be in addition to Dave Coomber's rides, so there should be plenty of opportunities for you to get out.

If you have suggestions for destinations, or better still GPX files, please send them to me.

I hate to be the first to mention the C word but apparently, we need to start planning for a Christmas get together. Any suggestions for a venue will be welcome.

Dave Cox

Message from the President

Here we are in September already, where has the time gone, my knee is slowly recovering, although it will take time. The pain and discomfort could take up to twelve months to go, and here was me thinking six to twelve weeks. Am I naive or stupid, or both? Anyway, I am back at work and have been out on the bike a few times, so it is not all bad. I hope you have all been taking advantage of the good weather we have had and been to some exciting places. Why

not tell us about them, it does not have to be bike orientated, just tell us about your enjoyable happenings.

That is all from me for this month, short and sweet, so until next month, safe riding.

Chris Steel.

Ride Outs

3rd Saturday Ride-Out

It was another great sunny day and I had the bright idea to send out the GPS route. In hindsight it turned out not to be my best idea.

We headed across country to our coffee stop at Cafe 19 in Calver. But before we got there the plan started to unravel when all, bar Neil Jewell and I, decided to follow the GPS route rather than our standard second man system. As I kept to the main road, my GPS route took a left fork. However, I missed the fork, checked my mirror and Neil was behind me. As we were on the main road the junction did not need to be marked. Unfortunately, everybody else took the left fork even though it wasn't a marked junction!

The lesson learned from this brilliant idea is don't send the GPS route out



then only the run-leader knows when he has “cocked-up”

Luck was with us as nearly all met up at Café 19. The exception was Andrew who unfortunately was lost. Sorry Andrew.

On to Ladybower then over Strines Moor to *The Last of the Summer Wine* country of Holmfirth and the Carding Shed/Oilcan Cafe for our lunch stop. Being Saturday, we should have phoned ahead as there was no room for us. I can hear you all saying aaaaagh! However, we could enjoy take-away sandwiches so not all was lost. Then, on to the top of Holme Moss for an ice-cream after which we started to separate and shed riders until three of us arrived back at MacDonald’s in Congleton.

We had good luck in that most of the roads were traffic free which allowed for a progressive ride. The second man drop off system permits every rider to travel at their own pace which is essential as we don’t want anyone riding outside their comfort zone; that’s when things can go horribly wrong.

Ride safely.

Howard

RIDE OUT EVERY SUNDAY from Costa Coffee, Grand Junction retail Park, at 9am.

*Dave Coomber, Ride Coordinator
01270569439*

RIDE OUT EVERY TUESDAY – a couple of hours then lunch. Comfort stops as required. Meet at Costa on Dorothy Flude Retail Park, Lockitt St, Crewe CW2 7BB at 9.30am for 10am departure.

Howard Payne

howard.payne163@gmail.com

JOIN THE WEDNESDAY EVENING RIDE OUTS – note the 2 venues:

The first and third Wednesdays start from Starbucks, Holmes Chapel Road, Middlewich - next to the Shell garage. The second and fourth start from KFC, Radway Green Road at junction 16, M6.

All rides start at 7pm. Please arrive around 10 minutes early with a full tank. There are fuel stations at both start points. **There is no ride out when there is a fifth Wednesday in the month.**



Tech Stuff

Kaoko throttle stabiliser - first impressions

Having ridden a bike with cruise control I was keen to explore the possibility of adding a similar capability to my Africa Twin. There are several options ranging in price from less than a tenner to several hundred pounds for full aftermarket cruise.

Obviously, being a “westender” at heart, the bling solution was a non-starter and big hands rule out the cheapy clothes peg lookalikes. This led me to forking out £95 for the, impossible to pronounce, Kaoko throttle stabiliser.



Installation

The Kaoko is bike specific and mine was the model designed to fit the AT with Barkbusters, as I say, specific. You get the threaded twisty bit, a couple of plastic thrust washers

and some spacer washers. The instructions tell you which thrust washer to use to suit the bike and the code is moulded into the washer.

I loosened the bar clamp and removed the end bolt of the Barkbusters, took off the bar end weight and replaced it with two washers, the thrust washer and Kaoko twisty bit. After that, replace the end bolt through the whole assembly, tighten up, then snug up the Barkbusters bar clamp making sure it is clear of the brake lever.

Operation.

How does it work? Well, the twisty bit is two parts, one threaded into the other. By turning the outer



knurled part, it becomes wider pushing the thrust washer against the throttle body, effectively making the throttle stiff, thus resisting the spring that normally closes the throttle when you let go. You can still manually close the throttle easily.



To engage the device, you grip it with your little finger while accelerating (it takes a while to get the correct initial setting). To disengage, reverse the process.

My first use was on a 250-mile run around Wales, so included urban, country and 70 mph roads.

Initially, I found it awkward to use along Crewe Road. The device only fixes the throttle, not the speed and my DCT created some entertainment as, at 30mph on the undulating road, it likes to change gear, hence speed.

On country roads I was quickly able to get the hang of setting the device, but found it less useful on twisty roads where frequent gear changes were needed.

Where it really came into its own was on the A55 coming home. I set the throttle and made small adjustments as needed to keep to an acceptable speed. Rhualt Hill required a bit of extra management.

Conclusion

I think it will stay on my bike, it's sufficiently unobtrusive for all of the uses my bike is put to, including off road riding. It was very easy to fit and does what it's designed to do. I understand similar devices are available for less money, but I

understand they come without the bike specific thrust washer. Check, as this is the bit that interacts with the throttle body.

Andy Fewtrell (Fruit)

Features

A thoroughly certified advanced rider!

Why do we do Advanced Riding? Why do we do pay money to have some training and then get a certificate? Ask every rider in the country how good they are and they will undoubtable say, "above average" so why bother? What is the drive?

As advanced qualifications go I probably have more than most, this is the story of the why and the why not.

I passed my bike test in 2000. After I passed, the training team told me to go away and then come back in a few years and they would really show me how to ride. I did nothing about it for 12 months because I didn't own a bike!

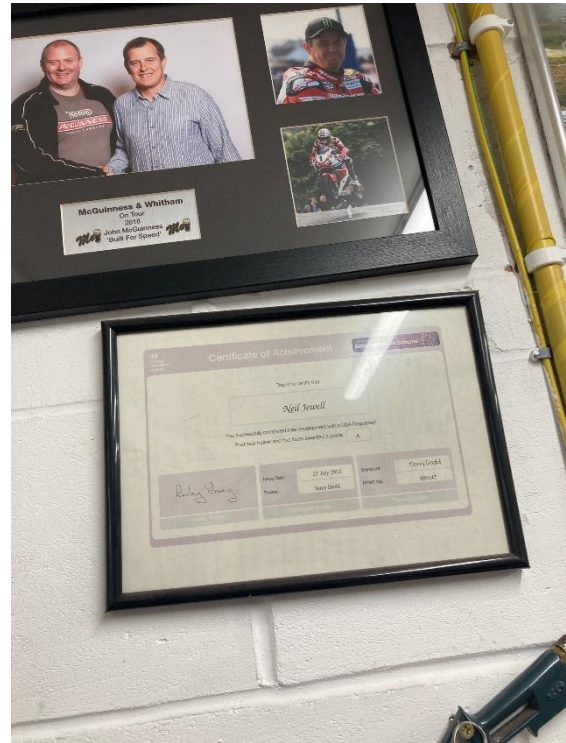
I purchased my first bike, a Bandit 1200 and decided to look into some extra training. The group I trained with had closed by then but I was still



intrigued as to what this extra training was.

Some years went by and I stumbled across the Enhanced Rider Scheme (ERS). There was a chap local to me who offered such training and I made contact. He explained the course would be a week long and cost over £1000 so I immediately thought no thank you, I can already ride a bike. After some negotiation the ERS trainer said it's a 3-day course minimum and several hundred pounds, again I shirked and he said OK smart arse, let's do a day as see how you get on. A date was set, I arrived in my freshly ironed Hi-Viz Jacket and he asked me to ride as I normally would do. Nobody EVER does this. So, I just rode on my best behaviour as if being followed by a police car. After a few miles he pulled me up and said, "what the hell was that?" I told him I was on my best behaviour to which he said follow me. He took off like a scolded cat using advanced road positioning, not really giving too much attention to national speed limits and overtaking everything we came up behind. It was at this moment I understood what my original training had meant. This was what really riding was all about. I loved it. The rest of that day was spent

making a lot of progress, talking about vanishing points and having



coffee stops. We arrived back and the chap signed my forms off there and then and I got my first certificate through the post a few days later, Graded A.

I'm now an Advanced Rider, I'm in the club my insurance renewal comes around and I proudly tell them that I'm an Advanced Rider I have my ERS certificate (graded A) and that they should give me a massive discount. "No", they said. "We don't recognise that, you need IAM or RoSPA."

"Arse", I said.

A year or two went by and the thought of the IAM started to grow



stronger so I took the plunge and joined the South Cheshire Advanced Motorcyclists, you may have heard of them. And I went through the paces of my training sessions. I'm sure there are a few that can remember me as an associate and more still that are trying to get over it. Either way, all the observers were a great bunch and I put in for my test after five sessions. I was massively disappointed that I didn't achieve the coveted F1rst. Not getting a F1rst was a huge wake up call. It told me I'm not as good as I thought I was and that there is always room for improvement. I know I needed to improve and wanted to keep learning from the observers that had done such a great job so, I enquired about becoming an observer.

There was quite a few of us on the Observers course and I remember the around the table introductions, standard stuff who are you and why do you want to become an observer. As the spotlight went around the room the overwhelming reason was "to give something back," hmm I thought my reason is purely selfish, "I want to get better myself," I proposed and then seeing the reaction of my fellow trainee observers, I hastily added, "and to give something back, of course."



Observing is great and there was a good bunch on that course. We had lots of interactions with each other picking faults, debriefing, commenting. Every time I got some feedback, whether for an on-purpose error or not, I felt myself improving. It was just what I was after. I would recommend becoming an Observer to anyone because it improves your own riding while improving someone else's. A win-win.

So now I'm getting a taste for the certificates, there is still more to learn, there are still more certificates to get. The National Observer Qualification, "does that have a certificate, yes, great, sign me up." The Masters, touted as the highest



civilian qualification available. “Yes Please! I’ll have some of that.”



My Masters Mentor was from Preston, so I had to travel there for the sessions, one of which was a slow riding day with the Preston IAM group. I was made a fuss of. So, this is your Mentee, come on then show us some slow control. Before I knew it, I was taking part in a slow control day. Full lock figure of 8’s anyone? After three sessions my mentor said he can’t really pick me up on anything else so I booked my exam. Mr Steve Ellis is the examiner for Masters and, when we had a chat, I mentioned that I’d only really been with the IAM a few years and only had three sessions with my Masters Mentor he was going to call it off. I mentioned that I’d had a three-hour ride to get to him that day and that

wasn’t an option. We set off on what I believed to be an already failed test. Anyway, I couldn’t have done too badly as I got a distinction! Quite proud I was too.

Ever been in a pub and someone says, “yeah but RoSPA is the harder test. That IAM stuff is too easy.” Well, that happened to me and try as I might, I had no experience of RoSPA



so I was never going to win that argument. That made me call RoSPA. I explained my situation and that all I wanted to do was the exam. No training, no club, just the test and off I went. I didn’t ride any different to my Masters Ride. It was a shorter exam and on roads that I was familiar with. I got a Gold for that one and have since won many a pub



argument with the answer, have you done both? I have. And a smug grin.

So, is that it? What's next? Got to keep on getting better, right. I still didn't have a F1rst and that was bugging me. As a Member of the IAM anyone can apply to do their test again to upgrade. It's a no jeopardy thing. If you fail, no problem. If you pass then you could get a F1rst. Great, I thought let's do that.

As I arrived for my Test the Examiner was going through the paperwork and it became clear that there had been a mix up at head office. This wasn't a simple re-test this was an actual test. Therefore, if I failed, I would be stripped of all previous qualifications and have to start again. No observing, no masters nothing. No pressure then!

Thankfully, I finally got a F1RST and signed up as a fellow member as Master Mentor so that I would need to get requalified every 3 years – same as RoSPA. – just to win that argument.

With all the Qualifications apparently done I was getting restless. Surely, there is more to learn, more to do, become better. So, I looked at the British Motorcycle Federation (BMF). They do a Blue Riband test which they market to

those that already have some advanced riding knowledge and want to expand their skills. I went for that – didn't bother with the training only the exam and got top marks there too. The next stage was to become an examiner for them. I did that test recently and only dropped one point for not picking up lack of rear brake use in the first 10 minutes. There were more obvious issues to deal with first like dangerous lane discipline but we live and learn and that's what it's all about for me.

That's a lot of words to answer the question, which one is best/hardest? The answer... you best find out for yourself.

I'd like to finish by saying a huge thank you to all those that have helped me along the way, for answering my questions and allowing me to observe you ride which is always a pleasure and I learn something every time.

Neil Jewell

Some like it hot – a Luxembourg Tour

Following my solo North Coast 500 tour last year, I thought it time to venture onto the European mainland. Research showed that a third-party



organised unescorted trip could be both easier and lower cost than a self-build version. [RideWithUs organised motorcycle tours guided or self guided holidays \(ridewithustours.co.uk\)](https://www.ridewithus.co.uk) attracted me with a Luxembourg based adventure featuring the Ardennes and the Moselle Valley. A return Channel Tunnel crossing, half board accommodation in Vianden and GPX routes from Calais return and for daily rides were included. After making a booking I was approached by Richard Downes and Ed Liptrot who expressed an interest in joining the trip. I agreed immediately and had no regrets. My wife was greatly relieved too as she thinks I'm a disaster waiting to happen. It was the first riding holiday in Europe for all of us.

We all had Sena communication systems which were easily linked and thus the need for stops could be flagged, route finding discussed and an indelible team spirit forged. This revolutionised the ride in my eyes. Our systems allow up to four riders to be connected, an ideal maximum number for a group. Larger numbers of riders, conceivably, could be accommodated in independent groups of four.

We departed the Crewe area at 10am with a three-stop strategy, routing via the A500 and A50 to join the M1. The journey was broken at Leicester Forest East, Toddington and at Thurrock services on the M25. The rolling lorry park on the M20 was virtually deserted. Entering Folkestone, Ed peeled off to stay with family while Richard and I continued to the Premier Inn. We dined at the bar having discovered that we could eat immediately there as opposed to in the restaurant which would have meant an intolerable wait. An aging "Hell's angel" on a mammoth bike tour of the Alps chatted to us.

Morning brought an uncomfortably early start. The group gathered at 5.45 am to hunt down the Tunnel. Three jaded brains missed all the signs the first time and a tour of Kent was in the offing before we sensibly backtracked and picked up the obvious markers. I'm convinced the signs are removed at night to confuse the enemy.

The Tunnel check-in process is very efficient. Simply, key in your unique booking code, answer some daft questions and take a printed card designed to hang on the rear-view mirror of a four-wheeled vehicle.



Richard was first through and accepted passage on an earlier train than was offered to us but it made no difference. After winding through the parking area, we arrived at the UK passport booth then advanced to the French side where we were processed very rapidly. The bikes queued together until all cars had been boarded. We were guided into a gaping aperture where the entrance turns looked worse than they were. There was plenty of room on the train. We chatted to our fellow travellers and I started to appreciate the wide spectrum of characters in the biking world.



Underneath the Channel

We emerged in a foreign land and headed along express ways towards Dunkirk, travelling some distance before stopping for fuel, coffee and croissants.

The rock bottom dining experience was achieved at a garage in Belgium where sausage rolls were consumed

at a picnic table next to the fuel pumps.

Riding on the right was not a problem; shoulder checks were essential for survival, especially to the left. We had soon learned that an overtaking indicator means that I am coming out right away and if we wanted to overtake, we had to do the same.

Our preordained route took us onto country roads for the latter part of the journey, a pleasant relief after the hustle of motorway riding. It wasn't long before all started to fall apart due to a road closure. Our satnavs couldn't agree so after a few diversions we elected to follow only that of the leader. Nevertheless, we still managed to lose Ed a few times.

There was a remarkable improvement in road quality as we left Belgium and entered the Grand Duchy of Luxembourg. Sweeping bends led us into a valley, the bends tightening as we approached our attractive destination. Busy cobbled streets, across a bridge then a steady climb to the Belle Vue hotel. After checking in, our bikes were securely parked in an underground garage. It was very warm.

The hotel was situated conveniently in the town, offering large rooms and



balconies. There was a pool, sauna and treatments available, none of which we used: by the time we returned each day we were either too knackered or too ready for the bar - the local beer was perfect for rehydrating. There was a set three-course menu for dinner which proved satisfactory and ample. Breakfast was a buffet with plenty of choice.



Clervaux castle

On the following morning we had a lie in and took breakfast at 8am. The day started with a ride to Clervaux castle which we ignored and instead looked at a church which was locked. The route continued to busy Bastogne, famous for its defence by the 101st airborne in WW2. Coffee and hat shopping completed, we rode a short distance to the newest Bastogne war museum which made full use of audio-visual technology to entertain and educate. Reception kindly allowed us to store helmets

and my jacket in a cupboard while we looked around. A delightful ride



Bikes posing in front of Vianden castle

back to base was interrupted for a photo stop.

Ed had a rest; Rich went for a ride and I took a cable car and walked through the woods to the castle and back to the hotel.



Chairlift at Vianden

That evening I mentioned that my apparel was not ideal in the hot conditions, especially the leggings. My heavy jacket had lots of vents and was adequate provided that I removed it when we stopped. It was agreed that on the morrow we



would ride into Germany and visit Louis in Trier, a well-known motorcycle clothing shop.

A feature of Germany that we couldn't resist was the opportunity for unrestricted autobahn riding where personal speed records could be safely and legally broken on a clear road.

The shop was in the industrial part of Trier; we missed the historic town with its Roman remains. I bought a pair of biking jeans and looked at mesh jackets which were either too small or monstrously large. The jeans fastened the wrong side, maybe because they drive on the wrong side I thought. There was plenty of room for my rear too. Very strange, anyway they were cool and comfortable.



Fairytale castle at Cochem

We toured the Mosel (Mosel in Germany, Moselle in France) valley and ate an uncharacteristically

healthy lunch (for Richard and I) at Traben Trarbach. The next town on the itinerary was Cochem with its spectacular castle but it was hot, busy and a parking nightmare so we left.

The sunny, steep sided Mosel valley was covered in vines. Picturesque villages adorned the riverside. It was the hottest day of the trip and the cool of the forest on the homeward leg was most welcome as were the hairpins that marked the final descent into Vianden. A shower, wringing out the riding gear and into the bar for rehydration. The three-course dinner menu was announced once we were sat at the table. We had no cause to request an alternative but we felt that had we done so, some flexibility would be forthcoming.



Assisting the police

The plan for day four was to go to Thionville in France so Ed could practice his eloquent mastery of the



language. We set off on the delightful curvy road down the valley, arriving in Reisdorf to be welcomed by two motorcycle policemen. Being law-abiding citizens there was nothing to fear – or was there? We were each invited to display our driving licence and insurance documents. Naturally, we had all brought the necessary documents on our holiday. Richard had the foresight to bring his with him on this day, Ed had only his driving licence and, not to be outdone, I had left all mine in the hotel. Ed and I were not allowed to move our bikes. We gave Richard our room keys and he gallantly returned to the hotel to collect the offending material while we waited and chatted to the junior of the two police officers. He was a keen biker and suggested how we could make our onward route more interesting. Fines paid, lessons learned, we were on our way. Had we still been within the EU our details could have been checked on the EU database. That day we crossed the Maginot Line without meeting any resistance.

The evening sport was trying to guess the dinner menu. Being the last day, our hopes were for steak. Instead, we were served with fish pie without potatoes. For Ed and I it was

a mere side show as we concentrated on demolishing a vineyard's worth of the local Moselle wine.

The panniers were packed and the bikes prepared for the journey home. Lovely cool sweeping valley roads started the day with the heat building for the interminable motorway thrash to the Tunnel at Calais. We arrived ahead of schedule, checked in for some random departure then joined the boarding process for the first train.

Ed went to stay with his family while Richard and I booked into a quirky hotel in Folkestone. It had everything we needed except shower pressure and competent management but the food and beer was satisfactory. Before dinner, a shower was necessary after peeling off sweat-soaked clothing. We walked to the cliffs and descended to the promenade and beach to enjoy pure, fresh sea air. However, the exercise did little to address the battle of the bulge arising from a week of indulgence and the dinner and full English breakfast to come.

We had not seen a drop of rain for the whole tour, only bright blue skies with heat building through the day. Hour stints on the motorway



between leg stretches and water kept us alert.

Ed remained in Folkestone. Richard and I stopped at Cobham services on the M25 followed by two further stops. The motorway services were so busy we wondered if people were holidaying there. The M6 was abandoned at Stafford and we headed for Eccleshall and pleasantly bendy roads towards Crewe to blow away motorway blues; a delightful end to a wonderful tour taking in France, Belgium, Luxembourg and Germany.

Itinerary and ride distances

Date	Route	Miles
Sunday 7 Aug	Crewe – Folkestone	260
Monday 8 Aug	Calais – Vianden	275
Tues 9 Aug	Clervaux and Bastogne	101
Wed 10 Aug	Trier, Traben-Trarbach and Cochem	184
Thurs 11 Aug	Reisdorf (police!), Thionville	117
Friday 12 Aug	Vianden- Calais	270
Sat 13 Aug	Folkestone- Crewe	268
	Total	1475

The Magnificent Seven Ride Again, Part Two

It was Monday morning and for once there was no Monday morning blues. As it had been dark when we arrived at the hotel it was time to take a look at our surroundings. Ian and I had shared a room in a tower, no not the Tower.



I opened the window. There was a babbling brook flowing past the hotel and Dave Nixon in the middle of the patio area, well you can't have everything can you. We gathered in the dining room and discussed the proposed ride over breakfast. It was going to be a leisurely ride to Baden Baden, approximately 275 miles. John Brady can do that without stopping, but as we were on holiday, we decided to take it easy and enjoy the scenery.

We set off at 9.30 and John Brady led, as he had some idea of the route having done it a few times before. We stopped for coffee in Cochem, a



beautiful town located in the Mosel valley, a truly spectacular place, well worth visiting.



Refreshed with coffee, we refuelled the bikes and continued along the Mosel. The vines were blooming on the hillsides and in a few months would be converted into red and white nectar ready for our supermarket shelves.



We stopped for lunch in a little village where the service was exceptionally slow. Lunch turned into two hours and the food came with huge white asparagus tips coated in an unknown sauce. Even John Brady didn't eat all his, and he eats almost anything.

Time was getting on and despite deciding to take it leisurely we were only half way there. It was time to get a wiggle on. John took us to the outskirts of Baden-Baden then had another attack of where am I. I took over and we arrived at our hotel at five thirty. We had a team talk and decided to get changed, jump into a couple of taxis and have a drink or two in Baden-Baden, take a look around then return to the hotel and eat at nine.



We had a drink in the centre of Baden-Baden and then did the tourist bit. I can recommend it as a destination, truly spectacular. The shops are expensive so it was window shopping only. After another drink it was time to go back to the hotel for dinner. We discussed the day's events and thought about the following day. A route taking in Germany, Switzerland and Italy was planned. John had a good idea of the route and explained that in Switzerland



you have to buy a pass for the motorways, a kind of toll ticket that lasts for twelve months and costs about £30. The penalties if you are stopped and don't have one are so severe it was the cheaper of two evils. We turned in for the night having had another good day finished off with good food, wine and company.

TO BE CONTINUED

Chris Steel

Club Merchandise

Please see below for the link to your Club shop with various items of apparel now available, beautifully embroidered with the Club logo:

<https://customsportskit.co.uk/other-clubs/south-cheshire-advanced-motorcyclists/>

Editor's Plea

Many thanks to this month's excellent contributors. Keep telling me about your biking adventures, bloopers, ambitions, bike reviews, new kit, top tips, personal sale items and any bike, riding or road related issues that are, or should be, a matter for concern. Please attach photos separately, ideally with a list of captions.

david@creedy.net

For Sale/Wanted

Why not sort through all those unused items, which seemed essential at the time, and turn them into cash. Alternatively, if you are desperately hunting for an item, send the details for listing in the next issue. There is no charge for advertising personal items. Don't forget to include your contact details.