



Mean, green and very clean

**SOUTH CHESHIRE ADVANCED
MOTORCYCLISTS**
December/January Newsletter 2023

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News and Diary Dates

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

Member/Observer rides

Provisionally, first Sunday in the month starting in April. Details tba.

Ride outs every:

Sunday 10.00am Costa, Grand Junction, Crewe (changes to Spring programme in April).

Tuesday 9.30am now at Costa, Jack Mills Way, Shavington, Crewe.

Monday 13 Feb Jamie Whitham evening and social, Duke of Gloucester, 7.30pm.

Monday 13 March Mike Ransom evening and social, Duke of Gloucester, 7.30pm.

Wednesday 29 March AGM, presentations and supper, Duke of Gloucester, 7.30pm.

Look smart! Embroidered SCAM leisure wear (see later).

For Committee contacts and newsletter back-numbers see: <https://www.southcheshiream.org.uk>

If you haven't paid your subs, or told Geoff that you have paid them, please do so NOW.

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

Heavy Metal

The British Motorcycle Federation are campaigning for exemption of motorcycles from low emission zone charges in all cities. The argument is that it will promote motorcycles as a lower emission and lower congestion alternative to cars. However, manufacturers pursuing development of electric motorcycles for city use would not necessarily support such a view. As the overriding government policy is to reduce pollution in populated areas, the BMF suggestion might have short-term value as a transitional measure but clean air ultimately requires electrification.

Changes in the bike market are imminent. While western motorcycle manufacturers, such as Harley and BMW, are diversifying into smaller bikes, Chinese manufacturers are moving into larger machines for export and the pricing is likely to be disruptive to the international market.



This month's big news is that J&S Accessories, Oakmere, Northwich have opened their new, salubrious toilets which will bring added comfort to our senior members.

Editor

Message from the Chairman

Welcome everybody to the first newsletter of the New Year.

Our last social event of 2023 was a Christmas dinner at the Peacock. Apparently, the chef took the evening off and the remaining staff struggled to deliver our meals in a timely fashion. Nevertheless, it was an enjoyable social evening.



The weather outside is awful but at least the days are getting longer and the new season isn't far away.

On the training front it looks promising that it might be a busy year, as we already have four new associates eager to start their

Advanced Rider Course with us. Welcome Kit, Jenny, Chris and Paul, I'm sure you'll enjoy your course with SCAM.

Whilst mentioning training, I had a seminar last week with Steve Ellis, our ASDM (Area Service Delivery Manager), and other Chief Observers. There are several changes coming which will affect our Observer Team. The qualifications Local Observer and Local Observer Assessor are to be discontinued from 2024 and all Observers will be trained to what is currently National Observer standard.

In effect, there's no real difference for us, as all our Observers are already at that standard. The only change is that instead of being internally assessed, anyone wishing to qualify as an Observer will be externally assessed by either our ASDM or an NOA (National Observer Assessor).

I'll be arranging an Observer meeting to go over the changes in more detail, as well as some refresher training.

Looking forward for this year, we're hoping to expand our social meetings. Howard Payne has been



appointed Social Secretary and has already started monthly social meetings at the Duke of Gloucester with guest speakers. There was a brilliant turnout at the first with over 25 coming along.



The next social event is an evening with Jamie Whitham on 13th Feb and there is still a couple of tickets left at £20 including buffet. If you haven't got yours, be quick. We are restricted to numbers, so it's strictly ticket only.

We plan to hold a regular group ride out on the first Sunday of the month in addition to Dave Coomber's usual Sunday and (in Spring and beyond), Wednesday rides and not forgetting Howard's Tuesday Coffee and Cake Ride.

If you have suggestions, GPX routes or you fancy leading a rideout, please let me know.

We have well over 100 members, many of whom we rarely hear from, if that's you please come along to either a social evening or rideout, it would be great to see you.

Dave Cox

Message from the President

Here we are again, another New Year. I hope you all had a great Christmas and I wish you a happy New Year. Hopefully, your New Year's resolution was to spend more time on your motorcycle. Anyway, a New Year brings new hopes and aspirations. Whatever the year holds for us, let us hope it is filled with happiness and joy.

The recent weather has not been suitable for biking, what with snow, freezing temperatures and torrential rain. I have not been putting many miles on the clock but hopefully the weather will change as we venture into the year. In any event, my riding will be curtailed as by the time you are reading this, I will have had my right knee replaced. Yes, I had my left one replaced last June and now the right one. I am a glutton for pain and punishment but I have an event to look forward to - a riding holiday



booked for June/July in Spain. It has been over three years since I was last there and with two new knees who knows what will happen.

I hope to see you out and about during the coming season, take care and stay safe.

Chris Steel

Important Message from the Membership Secretary

A reminder that the Group's annual subscription became due from 1 January. (Thank you to those people that have paid so quickly following my email – you should have received an email acknowledging the payment). A membership form is attached in the Appendix. Let me know if you have any difficulty and I will send you a Word version.

You can make payment in a number of ways as shown on the form. Please try to complete and return the membership form to me as it's the only way I usually find out about any changes of address, phone number, email addresses etc. If there are no changes drop me an email saying so.

If you want to pay in cash or cheque, I will be at the social on the 13 Feb

for the Jamie Whitham talk. If you want to pay by bank transfer to the account and sort code shown on the form, please tell me you have done so – it can take up to two months for a bank statement to be received so if you don't tell me don't complain about the reminder messages you will inevitably receive.

A note to the associates that joined the group and who are working on a 1 to 1 basis with their Observer or who were doing so but have now passed the test (congratulations) you **do not** need to pay subs to the Group until this time next year. If you are unsure ask me either by email or phone 07973 848383.

Many thanks, Geoff Highfield.

Social events

Social second Mondays

Social meetings will be held every second Monday of the month, unless advised otherwise, starting at 7.30pm at the Duke of Gloucester, just off the big Crewe Green roundabout, Beswick Drive, Crewe, CW1 5NP. Some meetings will be purely social and others will include an invited guest speaker.



A fantastic start for the social calendar was made with a well-attended inaugural Monday social meeting at the Duke of Gloucester pub on Monday 9 February. 24 members appeared for a good natter and to buy tickets for the Jamie Whitham and buffet event on 13 February.



Forthcoming Monday social events

13 February: an evening with Jamie Whitham and a buffet supper. Tickets are available from Howard Payne at £20 each. Profits will go to

a charitable cause.

This promises to be an extremely fascinating and entertaining evening. If you haven't already bought tickets and want to go, contact Howard.

James has had an impressive motorcycle racing career in which he won many competitions. He raced for Suzuki, Yamaha and Ducati. He survived many crashes and injuries and fought serious health problems. After retiring in 2003 James became a TV sports commentator and launched a track training programme. He also operates Crosland Moor international airfield, Huddersfield.

13 March: an evening with Mike Ransom.

A chance encounter at a café in the Peak led to us inviting this grand old inspirational gentleman of trials riding fame to speak at a Club social. has so much to tell.
<https://trialsguru.net/2015/10/22/mike-ransom-francis-barnett-ace/>



Ride Outs

SUNDAY OBSERVER/MEMBER RIDES as notified on Facebook and by email.

RIDE OUT EVERY SUNDAY from Costa Coffee, Grand Junction retail Park, at 10am until 1 April

*Dave Coomber, Ride Coordinator
01270569439*

RIDE OUT EVERY TUESDAY – a couple of hours then lunch. Comfort stops as required. Meet at Costa on Jack Mills Way, Shavington, Crewe CW2 5UZ at 9.30am for 10am departure.

Howard Payne

howard.payne163@gmail.com

Tuesday rides will run all year round except when there is a risk of ice, drowning or the wrong sort of leaves. Check on Facebook for updates.

The restart of Wednesday evening ride outs will be announced later in the year.

Gadget Corner

Howard's handy hints

I have for some time been looking for a low cost and convenient way to connect electrical extras to a bike. Common practice, where there is no dedicated terminal, is to connect straight onto the battery.



Eventually, after years of on and off research, I came across WAGO blocks as used in household wiring. Each block has connectivity so one lead from the battery onto a five terminal Wago gives you four connections. Use one Wago for live and one for negative. Lift the flap cut the wire correctly, insert and secure, job done. Perhaps a dab of silicone on the end to make sure it is watertight and success is almost guaranteed.

Howard Payne



Features

Motorcycle Live 2022

We missed the opening weekend, when the luminaries in the world of motorbikes parked up and gave the event that frisson of celebrity, along with their endorsement. There were a few there apparently - celebrities. For those of us who have come later to the passion, if it wasn't Charley Boorman, Steph Jeavons or, God forbid, the Missenden Flyer, they may not have been recognised anyway.

No celebs then, as our visit was midweek in place of the Tuesday Rideout. Many of those SCAM members who meet at Costa, most Tuesdays, before taking to the road, met instead at the NEC in Birmingham. Sensibly, most of the Group 'let the train take the strain', while a couple of us rode the biting air of an M6 November.

Parking was excellent; indoors and expansive. Free for bikes, or included in the price of the ticket - whichever. There was the lightest of touches from marshalls at the entrance to the hanger, who allowed a logical system of rows to develop

organically. So, if you wanted to leave early, you could find your bike and go.



On entering the exhibition space, it was understandable why we spend so much time and money on motorbikes. While it's the rush of adrenaline and release of endorphins that draw you in, the aesthetics of the machines and their accessories keep you there. The updates and application of new technology give the whole scene depth - the qualities that grab you physically, intellectually and financially.

The food court came first. It was basic, while the food vendors offered variety. There was something for everyone. The spoons had a familiar dullness about them - a film of fresh(ish) grease. A thoughtful detail to settle the clientele. Perfect really. It was where

the Tuesday riders met up incidentally - Howard, Dave, Rob, Richard, Phil, Frank, Cliff and others. They were all there at some point.

In the many exhibition halls, you could find all the accessory providers that you would expect at a national trade show (there were some outstanding deals on offer - if you're planning for a helmet replacement, for example, it's worth putting November in your diary for month of purchase), but these were embellishments. The bikes in their volume, their staging and their accessibility were the stars.

The Bikes



Perhaps the most important thing about Motorbike Live was the range. Bikes for all ages, stages of riding, taste and aspiration were available to see, to walk around, to touch and

to throw your leg over. It may be a fair to say that the majority of SCAM riders have a leaning toward adventure tourer type bikes: comfortable, capable, durable and reliable (you always end up at the sea, as the saying goes). If this is who you ride with, the chances of seeing alternatives close up is rare.



Motorbike Live had this. You can see the list of manufacturers on the website: www.motorcyclelive.co.uk



Perhaps this is the point of the show. You can begin to imagine yourself daring to consider an alternative ride. A smaller bike - maybe a second bike or just easier to manage and more



economical. A bigger bike - perhaps making that leap into four figure cc. Or, an alternative bike...

So, here's the deal with a major event such as this. If you want to squeeze every drop of value out of the visit, go with an open mind, look at what's on offer and start to connect the dots. Here's one way.

I was drawn to the Indian stand at the show and stroked their freshly revamped bike - the bobber they call Chief.

Have you seen [The Long Way Up](#)? In it, Charley Boorman meets up with a Panamanian guy who keeps old bikes alive. He's humble, happy and not materially well resourced. In their meeting he dances to the rhythm-of-the-beat-of-the-splutters-of-a-deep red-Harley. He turns a large bag of blingy spanners into something compelling; instantly desirable. He gave back to Harley a cache that it may previously have lost.

We become comfortable and predictable when we're over forty, say... we ride a Triumph, a Kawasaki, a Honda or even a BMW.

Go to the show next year. Go as a free spirit. *Sit on the Indian Chief* and

turn your mind to the inspirational Harley guy, in his clearing in the Central American Rainforest. Then open your mind to allow in that dream you always had about taking a *massive American ride* down the length of the Pan American Highway, from Alaska to the Darien Gap. Meet the people. Marvel at their irrepressible optimism, their kindness and ingenuity. Then get back on your bike and glide your way through a rising cloud of fluttering, light winged jungle creatures parting a path through the beauty of the rainforest. Then ponder this: If an Indian Chief causes a storm in Birmingham, a butterfly flaps its wings in Panama. Do it.

Ed Liptrot

Size isn't everything

Cognitive faculties fade with age while, surprisingly, good looks get better. Motorcycling is demanding on brain processing from a wide range of rapidly varying inputs. Any slight increase between input, realisation, decision and action increases risk of an unplanned, and potentially unpleasant, result. So,



what can the aging demography of bikers do to increase their survival chances? The answer is to allow for increased thinking time which can be achieved by reducing speed on approaching hazards and minimising distractions. Many modern bikes are loaded with technology to protect the rider from all that extra power that we don't need most of the time and to distract attention from the road ahead by providing all sorts of information that bikers managed without for decades. The attraction of electronic technology to manufacturers is that models can be "updated" without incurring massive tooling and material costs.

A chunky big-engined bike, like my RT, can be a joy to ride but once static is challenging to the mature rider due to declining muscle strength. Taking all such matters into account I decided to find a more basic machine that is light and manoeuvrable and red. I was easily lured by an attractive naked, red Honda CB500. The published performance statistics implied that a sacrifice of a few seconds in acceleration would give me a gimmick free ride, significantly lower

fuel burn and lower emissions than my BMW panzerwagen. I would be able push it around as easily as a bicycle. On paper, provided I work the gearbox, there should be no problem maintaining pace. In addition, I assumed no pillion. The one factor I have yet to evaluate is drag on a naked bike with a miniscule fly screen. In my teens, a 500cc bike was considered a big machine and I never felt my Matchless twin was underpowered even two up. The change in perception over the years is a reflection of excellent marketing of the notion bigger and better.

Table 1. Specification comparison

Parameter	BMW R1250RT	HONDA CB500N
Power	100kW @7,750rpm	35kW @8,600 rpm
0-60mph	3.0 sec	4.34 sec
Emissions	110g/km	80g/km
Max power/weight	0.358	0.185
Kerb weight	279kg	189kg
Top speed	124mph	112mph
Seat to peg distance	480mm	460mm

On receiving permission from management, I committed. The argument I put to convince myself was a depreciation rate less than



inflation and supply problems which will help to maintain value.

What a joy on the road but until the bike is run-in, I won't know whether I will be able to keep up with my fellow bikers on a ride out. And, if I can't what then? Try harder! Will I be able to live without the rock-like stability and barn door wind and weather protection that I get from my RT? No, not totally but the big beast will still be there for touring.

Editor

SMIDSY – “Sorry mate I didn't see you”

When I got my first petrol powered transport back in 1963, that gives my age away, as you could ride a moped back then at sixteen. It cost me ten pounds and it had a 50cc two stroke motor. The machine came complete with compulsory pedals, sparkplug which oiled up and an exhaust pipe which gunged; I did more pedalling than using engine power alone.

It did, however, get me on the road to bigger and better things that I only truly got to appreciate when years later I became a 'born again biker.' The time elapsed between starting

biking and restarting was filled with cars because girl's preferred cars and the consequent family filled the rest of the years.

We always planned to start biking again once the boys left home but they kept leaving and they kept returning so I christened them the 'Boomerang Boys.' In the end, we just got on with things and bought a bike. followed by both boys having bikes and we had some great times. My son, Chris is now a BSB marshal.

Anyway, back to the moped and my first SMIDSY I was going for some fish and chips, riding slowly as it was uphill, when a car turned right in front of me. I grabbed the powerful front drum brake and went straight over his bonnet. Thus, ended my first bike.

Jump to 2012 and Moto GP Assen. While I was riding to the GP, my wife Audrey took the caravan to Bridlington where I called before leaving for the ferry from Kingston upon Hull. I had all the time in the world and was doodling along as it was around school leaving time. I was on the main coast road and there was a road on the left at right



angles with a stop sign. A white van and Range Rover were in front. Both turned left but there was a Volvo estate car (nothing against Volvo's) waiting to exit the junction. The driver wrongly assumed nothing was behind the two vehicles turning in, as I was invisible to the driver, but I could see the rear of the car. I moved over towards the centre of the road and because the oncoming traffic was stationary, due to the lead car wanting to make a right turn, the car on my left exited the junction just as I arrived, hitting my pannier, sending me sliding towards the oncoming traffic. Luckily, because I was crawling, I stopped before hitting anything else. The bike was damaged beyond economical repair and I was successfully repaired at Hull Infirmary!

Move on to 2019, and early one lovely Tuesday morning I set off for a day of riding. Picture the scene. There are two lanes coming up to some traffic lights which are at red. On my left is a double entrance petrol station with a single decker bus between both entrances. Neither is specified as in or out as the pumps are at right angles to the

road. I was slowly approaching the red lights, trying to arrive as they changed to green. Disaster was imminent. From in front of the bus, and completely out of my view, exited a Nissan Navarra that drove straight into me and down I went. There was no apology, no MOT, wrong insurance company and the driver was not the owner of the vehicle but I did get it sorted out. The bike went to 4TH Dimension; never ever let your bike go there. Check your insurance company or broker has no connection with this company before you insure with them. If you are with Bikesure when you have an accident their call number is actually 4th Dimension. Also, check that your insurer will transport you and your bike home. I say this because my son was left at the side of the road in the middle of nowhere to find his own way home. We insure the bike, not you. YOU HAVE BEEN WARNED.

I suppose three SMIDSYS in 65 years is not too bad. Ride safely.

Howard.



Neil's Projects

Life after FLOOF, part 3: The Dullvile Project update.

Welcome again, avid reader, to the disturbing daily drudgery distraction that is the Dullvile Project. It seems like many knuckles have been skinned and healed since I started this folly. I am however nearing the end, reaching the goal. I'm about to put the Dullvile to the ultimate test of man vs. machine. No, not the Dakar but a much worse and harsh environment... the road.

Recap: the Honda NT650V came to me in way back in September of 2022. It sat outside in the garden, killing a patch of grass and slowly becoming one with nature, until the time came for it to be wheeled, flat battery'd and flat tyred into the garage. The reason it came to live with me is because it jumped out of first gear; it was un-loved, un-wanted and needed to be scrapped. Luckily for me it also came with a spare engine. The spare engine was the original. It had been replaced by the previous owner with an item from eBay because it had been run without coolant. The top end needed a rebuild and another engine

worked out cheaper than even a set of gaskets. The eBay engine however was a dud. Even though it ran fine, first gear was not usable as even with the most delicate clutch release it would jump into neutral. Long story short (long versions available in back issues of this newsletter) I made a good engine out of the two bad ones and that brings us to the present.



The gearbox swap was not without its challenges. Turns out the engines were from different years and slightly different models with slight variations between them. Some good, such as the stronger gearbox design. Some bad and they required some serious surgery to make fit. However, eventually the two halves of the crankcases where reacquainted and the engine mounted back in the frame.



The Carbs have had a full overhaul, a full strip down and a sonic bath. The Fork seals were leaking so badly that the fork oil was non-existent. So, these were replaced and fork oil replenished but more on this later. The bodywork was refitted with stainless steel fasteners and the MOT station was contacted to set a date.

Having owned the bike since September, my first ride on it was to the MOT station in December. I did my POWDERY checks:

- Petrol...old, about a pint and a half in the tank smelling of varnish. That'll do.
- Oil...a mishmash of dregs from random cans found in the garage, 5w30, 15w40, fully synth and diesel oil all went in. Perfect.
- Water... the original radiator had not one but two leaks but the replacement, made from Chinaesium, was working, Great.
- Drive... the shaft drive had been greased and the diff treated to some lovely 75w90 that I found on the shelf. Lovely.
- Electrics...the front near side indicator bulb was not

indicating. Shorting a battery across the bulb confirmed that was fine so a Dremel with a fine wire bush bit ate away the green corrosion on the contact and the bulb flashed again. The switch was stiff and lazy and a healthy squirt of contact cleaner brought that back around. The electrics were good to go.

- Rubber... The tyres had life in them and the date stamps confirmed that they are both manufactured later than 2015 that'll do. The air was replaced and they were deemed good.
- Yourself... how was I feeling, I was excited, the MOT is a battle of wills, have I done just enough without spending too much...

I snicked the bike into first gear and did my rolling brake test. Oh dear! That might be an issue.

The MOT went well. The facial expressions of the tester saying more than the final certificate. The brakes, although good enough to pass the test, were in his words, "crap". The indicators nearly let me down but after some furious switch wiggling redeemed themselves. A pass is a pass is a pass. It certainly



wasn't a F1RST (maybe if I was blonde....)

On returning to the garage with my fresh certificate, I removed the front brakes. The previously leaking fork oil had soaked into the pads and the discs were oily to the touch. New pads and seals all round, a rear piston and a can of brake cleaner were ordered and that resolved that issue. I waited for the first of January and insured the bike for a pleasing £28. Then taxed it for a less pleasing amount.

So now fully legal (and with brakes) I set out this week for its first test ride on the wet muddy backroads of the surrounding area. You can see that ride here, done in the style of Allen Millyard (Like and subscribe): <https://youtu.be/kefSloegkA0>

So, what is next for the DullVile? Sell it? keep it? Use It? Fully Restore it? Fit ironic aero wings all over it then cover it in fur and ride it to Knockhill on the 20th June and upset the track day hero's then ride it home? We'll see. Watch the full build project here:

<https://youtu.be/jbxUtNf4hP4>

Neil Jewell

Great Rides

The Magnificent Seven Ride Again, Part Four

Wednesday morning and the great thing about being on holiday is you have time to have a leisurely breakfast, providing you beat John Brady to the dining room. Don had checked the map and identified a promising route into the mountains. We set off, taking our time as we ascended the mountainous terrain to view stunning scenery. We just



happened across a small village at nearly 11am, ready for coffee, and ice cream. We sat in the sunshine and watched the world go by. The map was consulted again and a place identified for lunch. Our mystery tour continued through small villages and along winding mountain roads. We arrived at our lunch stop just after 1pm. It was clearly a tourist



spot in summer and a ski resort in the winter. We eyed up the various hostelrys for lunch, two shut, two open, one with no customers and one with customers. Working on the principle of others know best, we sat down in the crowded restaurant at a nice corner table outside. Drinks were ordered and we enjoyed the glorious views while discussing the morning route. I thought it would be nice to have a picture of the gang so stood up to take a picture, could not



quite fit everyone in the shot, took one pace backwards and went base over apex due to a prickly bush in the way. Fortunately, it broke my fall and no damage was done, and all the customers had a good laugh, to say nothing of the stick from the gang. Having regained my composure, we had our lunch and took a stroll round the resort, taking pictures as mementos. We discussed the route

back; rather than retrace our steps an alternative was identified and it was not to disappoint. I found myself trying to imagine the whole place covered in snow, with lots of skiers meandering down the mountain. Don't ask me why, I should just have just accepted the view bathed in sunshine, it was perfect as it was. We arrived back at base camp just after 6pm.



Ian Cunningham had problems with his bike again, this time the bulb monitoring system had informed him a headlamp bulb was out. He had brought a spare in accordance with the regularity requirement. It took four people twenty minutes to fit the replacement [Ed. Many hands make light work!] before going off to get showered and changed for the evening.

John Brady was barred from having any input on where we were going to



eat. We strolled along the front and checked out the menus at the various restaurants, having had a couple of drinks along the way. John Bailey made the decision and we sat down to eat. Compared to the evening before it was a fabulous meal. What made it even more amusing was it was two doors down from the evening before. What I really enjoy about these evenings is there is no rush, you have nothing else to do but enjoy the food and conversation and watch the world go by.

We finished the evening off with a stroll round the harbour and another drink and made our way back to the villa for a respectable time of 10pm. Sitting around, we discussed the next day's ride which would take in another mountain with spectacular views. We retired for the night.

TO BE CONTINUED.

Chris Steel

Club Merchandise

Club shop

Tap the link below to enter 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

For sale

Rider/passenger intercom
Cardo Freecom 1 Plus

Easy to fit and use. Ideal for GPS sound and phone. Selling due to purchase of a built-in helmet system.

Only about 18 months old.

£50.00

Contact david@creedy.net



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. Please include your contact details.



Appendix: Membership renewal form



South Cheshire Advanced Motorcyclists Annual Membership Renewal 2023



I wish to re-join/join the South Cheshire Advanced Motorcyclists as a: -		
<input type="checkbox"/> Full member	<input type="checkbox"/> Associate member	<input type="checkbox"/> Friend
of the Group for the year 2023		
I enclose the appropriate fee as indicated below: -		
<input type="checkbox"/> £12-50 Full membership renewal	<input type="checkbox"/> Free - Associate - as note below	
<input type="checkbox"/> Cheque payable to South Cheshire Advanced Motorcyclists	<input type="checkbox"/> Cash	
<input type="checkbox"/> Paid bank transfer: Sort Code: 54-10-17 Account No: 38803198; Pay: South Cheshire Advanced Motorcyclists		

NOTE: Associates joining the Group after 30 September 2022 are members until January 2024

Personal Details:

Name:	
Address:	
	Post Code:
Telephone: Home.....	Mobile:.....
Email:..... <small>(Required for all members with Email Access)</small>	

I confirm I am a member of the Institute of Advanced Motorists. My National IAM RoadSmart membership number is: -

..... (Required from all full South Cheshire AM members)

Note: membership of both IAM RoadSmart and the Group is essential for insurance purposes.

I confirm I hold a valid UK or EEC motorcycle licence, valid road tax, insurance cover and MOT when applicable. My bike is legal and roadworthy. I understand that it is my responsibility to ensure that I am adequately insured for my participation in any Group activity including Observed Runs and that the Group will not provide Insurance cover. I shall accept full responsibility for my riding, personal safety and conduct at all times. The Group will not accept any responsibility of any kind for any personal or material damages incurred by and during participation in any activities organised by the South Cheshire Advanced Motorcyclists Group.

Signed:..... Date.....

NOTE: Any member who is, for any reason, disqualified from driving/riding must notify the Group Secretary immediately.

The Group is not registered under the Data Protection legislation but retains information on individual members as provided by the IAM with the exception of date of birth. This kept on a secure desktop computer and is used by the group for management purposes only and is not passed on or sold to another party. When a member leaves the group the record is destroyed.

Please complete in full and return with payment details to: Geoff Highfield, Membership Secretary, 47 Broad Walk, Wilmslow, Cheshire SK9 5PL or Email: membership@southcheshiream.org.uk .