



Jamie meets Fluff

SOUTH CHESHIRE ADVANCED MOTORCYCLISTS February/March Newsletter 2023

Contents

News and Diary Dates	1
Heavy Metal.....	2
Message from the Chairman and Chief Observer	3
Message from the President .	4
Group Annual Membership Subscription	4
Social Second Mondays.....	6
The AGM.....	8
Neil's garage: Quad Quandaries	9
The Dullvile saga continued. Part 4. The new FLOOF emerges.....	12
The future of motorbike reviews	15
The Magnificent Seven Ride Again, Final Part.....	17
Appendix 1: A.G.M NOTIFICATION.....	22
Appendix 2: Membership renewal form	24



News and Diary Dates

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

Training Rides

Sunday 26 March. Observers only training ride. Costa, Jack Mills Way, Shavington, 9.30am.

Sunday 16 April. Group ride for all members and associates. Costa, Jack Mills Way, Shavington, 9.30am.

Social Rides every:

Sunday 10.00am Costa, Grand Junction, Crewe (meeting time changes to **9.00am on 2 April**). Will merge with monthly Group rides.

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

Wednesday evening 7.00pm starting on 5 April at Starbucks, Middlewich.

Forthcoming Social Events

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

Monday 17 April Meet the Examiners and buffet, Duke of Gloucester, 7.30pm.

Look smart! Embroidered SCAM leisure wear.

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

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

For information on social events and Tuesday rides contact Howard Payne howard.payne163@gmail.com

For information on social rides on Sunday daytime and Wednesday evenings contact Dave Coomber, Ride Coordinator
Tel. 01270569439

Urgent: Will the associates, who completed training last year, that plan to attend the AGM & presentation evening please notify Geoff Highfield by 18 March so he can prepare their framed certificates.

gh@highfieldassociates.co.uk

The newsletter is now a bimonthly publication. The next one will be issued in May.



Heavy Metal

Continuous development is a consequence of a wish to learn new riding skills and refine safety performance. The IAM course is, therefore, not an end in itself but the first stage of a journey. Regular riding with my fellows has taught me a great deal. My confidence in hazard management and making decisions has improved. I can maintain concentration all day provided I take regular breaks and hydrate and eat regularly. A few daft things arise but less frequently than in the past. I think I've now got the edge over aging but for how long?

A snapshot of how I probably rode as a teenager came to me during a recent late afternoon ride. A tractor and trailer ahead were using more than half the road width. A novice motorcyclist was tucked in behind the trailer, sensibly showing no inclination to attempt an overtake as he had no forward view. The unit stopped suddenly to allow an oncoming truck to pass. The rider reacted by applying full lock, collapsing the bike and spreadeagling himself across the road. I hurriedly parked and leapt off

my bike quietly rehearsing biker down training in my mind. The poor lad quickly dragged himself up before I had chance to assess his condition. He started to fuss over his bike which I insisted on moving off the road. He seemed unhurt. Damage to the bike was superficial but the rider was clearly shocked and unable to absorb any information related to the accident. I persuaded the young man to take a break and chatted to him for a while. Recommendations about leaving a gap, avoiding the front brake when stopping under full lock and signing up for an IAM course fell on stony ground. He was only interested in getting his bike to a mate who would advise him on repairs. He was calm when he left. I would like to think that he learned something from the incident and became a better rider for it.

I had tested my vulnerability a few times while in my teens. A shoulder brushed against an unexpected oncoming vehicle on a right-hand bend taken too near the centre line. My throttle cable had snagged when turning in a car park causing bike, pillion and me to hurtle into the back



of a car and collapse in a heap. I feel guilty to this day that we hurriedly righted the bike, straightened the errant cable and disappeared before the driver appeared.

Falling off wasn't a big deal at the time. I'm a little less flexible and a bit more sensible now. The proviso that you learn from your mistakes has an important corollary – provided that you survive. Ab initio safety training, BikeSafe and the various advanced riding courses are all aimed at learning to avoid and mitigate hazards to ensure survivability. This help was not available in my youth but it is now and I wholeheartedly plead that motorcyclists of all ages and persuasion take advantage of it.

Editor

Message from the Chairman and Chief Observer

The social evening with Jamie Whitham proved a great success. His insights into racing were fascinating and his rich collection of stories and anecdotes entertained all. Jamie fielded questions from the audience effortlessly and authoritatively. It was a great night with a great biker buffet.

The programme to upgrade all our local Observers to National Observers, as required by IAM, will start on 26 March with a rideout to refresh the team. We will meet at Costa, Jack Mills Way (just off the Shavington bypass) at 9.30am. This event is for Observers only.

Monthly Group rideouts for observers, members and associates will start on Sunday 16 April, meeting at Costa, Jack Mills Way at 9.30am. Dave Coomber's Sunday ride will be merged.

The Bike Safe initiative has been relaunched in Cheshire where the police will be supported by Observers from various IAM groups in and around the county. This safe riding training should act as a feeder to the more advanced IAM training courses that we run. Neil and I will deliver classroom training and arrange Sat/Sun rideouts to support the scheme.

A "Meet the Examiners" evening will be held at 7.30pm on 17th April at the Duke of Gloucester, Beswick Drive, Crewe, CW1 5NP. We will be joined by Andrew Bloomer (Examiner and National Observer Assessor), Jed Lloyd and John



Geraint Hughes (Examiners) and also by Neil Rowley our newly appointed Area Service Delivery Manager. The evening is really a must for all associates in training and all observers. I look forward to seeing you there. It should be a good evening and there will be a buffet. Please let Howard know if you are going to ensure there is enough food for all.

Behind the scenes, the Committee is eternally striving to arrange events and activities for you as well as working to further the mission of raising safety standards of motorcyclists. Please support them and the Club by attending the AGM and presentation evening on 29 March at the Duke of Gloucester. Associates who graduated last year will be awarded their certificates and we would also encourage associates currently under training to come along. Again, there will be a buffet. Please let Howard know if you are attending to assist the catering.

Dave Cox

Message from the President

Here we are again, another month closer to, hopefully, better weather.

Spring is round the corner, let's have happy thoughts about getting out on our bikes and enjoying them,

I have not been out on my machine, due to my second knee replacement surgery. I am still having physio and experiencing some pain but it will ease with time. I am hoping to be back on the bike in the next couple of weeks - I will keep you posted.

I would like to express my thanks to Howard Payne for arranging the Jamie Whitham evening. It was a great night and nice to see it so well attended. I know there are other speakers in the pipeline, so please keep on supporting the events.

That concludes this edition, enjoy your motorcycling and stay safe.

Chris Steel

Group Annual Membership Subscription

As members know the group annual subscription is due on the 1st January each year. This is different from the IAM RoadSmart's annual subscription which can become payable at any time during the year depending upon when you became a member. You must be a member of IAM RoadSmart to be a group



member. The IAM subscription notification can be confusing. You receive a letter and new membership card so you might think you have paid the subscription. It is, however, a request to pay so if you have not set up a direct debit or standing order you need to pay.

At £12.50 the group subscription is now substantially less than the cost of a tank of fuel and, in this day and age, almost less than the cost of a packet of cigarettes.

There are exceptions to the need to pay the group's subscription: - If you are an honorary member you do not pay. If you joined as an associate after 30th September, you do not pay until the January of the second year after joining. i.e., if you joined after the 30 September 2022, you do not pay until January 2024. The associates' subscription is included in the fee paid to IAM RoadSmart. Unfortunately, members and associates who join earlier in the year pay the following January as they had the opportunity to obtain substantial benefit from membership.

The subscription can be paid via electronic banking, standing order,

cheque or cash. Some tolerance is allowed but the group must pay its way and has to absorb costs for other things such as training/recruiting, assessment rides, room rentals, postage, insurances and observer jackets.

At least two members have set up a standing order to pay sometime in February which is within tolerance given that there is an "undertaking" to pay. Everyone, including committee members, must pay the subscription so it is not acceptable that some members avoid the issue. There are exceptions, life members and honorary members do not have to pay.

It has, in the past, been suggested that the membership fee be deducted from money owed to an individual by the group. This could be fraught with problems and so is not possible.

Members that have not paid their subscription by mid-March are sent a personal reminder then, at the end of March, a final reminder. If the subscription remains unpaid the individual is removed from the membership list without further reference. You might wonder why



you have stopped receiving information about group activities and the newsletter!

We also ask that a membership form be completed when major changes to personal information have been made. This, often, is the only time that we get to hear of changes in address, phone no. and email addresses. Yes, it is a bore but it is necessary. The form (Appendix 2) also contains an indemnity paragraph which is required for insurance purposes and a statement about Data Protection responsibilities. So, if as yet you have not paid please do so as quickly as possible.

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.

13 Feb: our second social event of the year featured Jamie Whitham who regaled us with wonderfully entertaining stories, rich with humour, and described the trials and tribulations of motorcycle racing.



James won three British titles and for well over a decade was a world-class rider, competing in World Superbike, World Supersport, Endurance and Grand Prix. He suffered hair-raising crashes, serious injuries and - most gravely of all - with lymphatic cancer. He inherited an airfield and an interest in flying from his father, another colourful character, who also supported his racing ambitions, Jamie continues to operate and fly from *Huddersfield International Airport*, also known as Crosland Moor. If you want to know more about his exciting life, get hold of a copy of his book, *James Whitham*,



What a good do! The book was co-authored by his good friend Mac McDiarmid with a Foreword by Carl Fogarty.



Jamie is not only an excellent raconteur but also a great all-round guy. He responded well to a bombardment of questions from the floor. Arguably, the highlight of the evening for him was an introduction to Neil's beautifully adorned Dullvile (front cover). The catering was excellent and nobody went hungry.

13 March: Mike Ransom regaled us with inspirational tales of trials rides in which he enjoyed considerable



success. He took us back to the 1960s and his formative biking years, the hardships, challenges and high points.

At 86 years old, Mike now prefers tarmac to rivers, rocks and ditches. He retains a collection of nine bikes including his former works Francis Barnett.

He observes at trials, participates in classic motorcycle runs and has a particular fondness for Scotland.

<https://trials-guru.net/2015/10/22/mike-ransom-francis-barnett-ace/>





Forthcoming Monday social events

17 April: the third Monday in the month (because the second is Easter Monday). Meet the Examiners.

This event provides a wonderful opportunity for all associates to meet an examiner and to soak up every bit of detail they can. Observers and other members can discuss their thoughts, mindful that we all need to look at the bad habits inevitably developed over the years and glean tips on things that we possibly have not thought about for a while.

Meet at the Duke of Gloucester at 7.30pm for 8.00pm. There will be a buffet. Please let Howard know if you are going to ensure catering needs are met.

9 October: advance notice.

Howard has arranged for Simon Carter & Barry (Baz) Urand from Pirelli to come to our meeting on 9th October.

The AGM

The Group AGM is to be held on Wednesday 29 March at the Duke of Gloucester 7.30pm for 8.00pm. The necessary formal notice is attached

as Appendix 1. Please read it.

The AGM will be followed by presentations of certificates to last year's associates who completed their advanced training. COULD THE ASSOCIATES WHO PLAN TO ATTEND PLEASE NOTIFY GEOFF HIGHFIELD BY 18 MARCH SO HE CAN PREPARE THEIR FRAMED CERTIFICATES. gh@highfieldassociates.co.uk

All members, please support your committee by attending and be assured of a grand social event plus a wholesome buffet once the formalities are completed. Let Howard know if you are attending to ensure that all will be catered for.

Ride Outs

On Tuesday, 21st Feb, eight riders appeared at Jack Mills Costa, thirsting for coffee and adventure, the largest turnout so far this year. You may ask who is left to go to work and expand our economy? My response would be that the motorcycle, accessory and clothing businesses are being stimulated by our activities as well as our major contributions to keeping catering emporia afloat.

Howard led we know not where,



other than for key features such as the backwoods of Congleton, Ladybower reservoir, Snake Pass, Glossop, Woodhead Pass and Strines. We had lunch at a very competitively priced, heaving, basic café in Glossop followed later by afternoon tea and cakes at the more sophisticated Café 19 at Calver. Second man drop off had not been planned but our resourceful riders spontaneously adopted the process where feasible and where not, the leader pulled over to gather the troops. Outbreaks of double yellow lines around junctions thwarted some drop offs where the second man was unaware that a turn was imminent. Tail-end-Richard kept order in the ranks. Most importantly, we enjoyed ourselves, behaved impeccably, were well nourished and avoided parking fees.

Editor

Neil's Projects

Neil's garage: Quad Quandaries

Well, avid reader, the roads have been frosty and covered in slime, the slime on the roads is covered in grime so what better way to spend some time than in the garage dealing with grime and slime.

The latest project was a poorly Quad



bike from a member of the group who asked me to have a look over it. It would start but not rev. It was happy at tick over but would not accept throttle. We suspected the carburettor was at fault.

Carbs are wonderfully simple in

concept but have been made increasingly complicated over the years. The basic principle of operation makes use of the venturi effect to pull fuel into the air stream caused by the induction stroke of a



downward moving piston. In order to run well at all engine revs and loads, modern carburetors can have many circuits that they switch between at different speeds. The idea is that they meter the correct amount of fuel into the air stream thus maintaining efficient combustion. It's not uncommon for a carb to have three (or more) circuits that overlap slightly as engine speed increases. This first circuit is the idle

circuit. This controls the tick over – which was working fine, the next would be the intermediate or progression circuit bridging the gap between the idle and the main circuit. The quad would not accept any revs so the carb needed a strip down. Often a poorly running carburetted engine can be fixed with a strip and rebuild as the jets, tiny orifices within the carb, can get blocked by the smallest of dirt particles.

Quads are great, they are very basic and should be reliable. This one was a single cylinder four-stroke 450cc machine. Access to the carb was easy enough once all the Tupperware had been removed. Quads, especially farm quads, are always destined for a hard life so many of the components are designed to be as water-tight as possible. They are easily serviced with only a few basic tools. The engine oil and filter were changed and the front and rear diff oil too, as it is 4WD.

The air box was removed and then the single carb was taken off to the bench to investigate. The exterior condition of a carb has zero effect on

its operation but it can give a good clue as to what you might find inside and this was no exception. I warmed up the sonic bath and borrowed the good lady's toothbrush and set to giving it a good clean on the outside before disassembling the carb. On removal of the float bowl, it was plain to see that there was a lot of dirt where it shouldn't be.



The manual primer pump had also disintegrated so that needed replacing. So, with all jets and floats and internal gubbins stripped apart it all went into the sonic bath in carb cleaning solution for a good 40 minutes at 85°C.

While that was pickling away, the

petrol in the tank, which smelled like varnish, was drained and the tank washed out. The internal tank filter was checked for splits and cracks, washed and put back.

The jets were blown out and the carb was re-assembled, some fresh E5 dinosaur juice added. The quad burst into life on the touch of the button. And then a big red light illuminated on the dash.

Sensing impending doom, I cut the motor and researched the warning light. It turned out to be the engine oil temperature too high warning which didn't add up as the bike was stone cold. Believing that I'd snagged a wire or shorted a sensor I set about rectifying that issue. I tested the oil temp sensor at the back of the engine, that was fine. I kidded the electrics into thinking that the sensor was operating by earthing out the wire in the loom and hey presto the light came on and the fan started. Then it stopped. Then it flickered. Then it did work. Then it didn't, then it wouldn't, then it would when I didn't want it to. The only thing that would cause an erratic temperamental problem like that would be the brain that turned the



light on and controlled the fan. Quads need to be water resistant so a standard relay would work but it is not good for them, instead they use sealed modules, probably with some circuitry inside. I diagnosed this as faulty and sourced a new one from Honda. Then, immediately after seeing the price, I went onto eBay and ordered a spurious one for a quarter the price from America! Same with the primer pump. Top tip, always put the OEM part numbers into Google, you'll be amazed.

The parts arrived and plugged straight in and the erratic warning light is fixed. The root cause was most likely E10 fuel being left in the quad for extended periods compounded with lack of use and filling from an old jerry can that most likely had some water contamination from condensation. The Fan Module is known to be a problem child and causes the symptoms I was seeing.

The Dullvile saga continued. Part 4. The new FLOOF emerges.

Avid reader, the news you've been waiting for, the Dullvile project is very nearly complete. We're at the try-our-best-to-kill-it-to-see-if-it's-

reliable stage. Yes, I killed it.

Knowing the correct way to do something and then not doing that, because you've got away with it before, can be a rewarding, cost saving and time saving way to live, except when it goes wrong. Then you'll have twice the pain, cost and time to put it right again using the correct way that you should have done it in to start with. It's a question of risk and reward. It's playing the averages. It's betting against the house. Problem is, one day you'll lose.

After an initial successful test ride of the Dullvile it was time to add some character. Honda, build great bikes, the Deauville IS a great bike. It's nice. It's economical, it's pleasant. It's not however what I would call... fun.

I have a reputation of being somewhat of an idiot. It's fair. I have a history of taking mundane machines and making them a bit more exciting, a bit more fun and totally stupid. This started with the original Gruffaloscoot. A step through scooter I covered in fur and rode to the Isle of Arran and back. Then the CB500; you will recall the hilarity of the track day on that when



I covered it in fur. It seems only fitting and true to some sort of accidental personal brand loyalty that the DullVile also gets covered in fur. When choosing what sort of fur to cover your bike in, I find it helps to have three too many gins then go on eBay and do a search for Faux Fur then go to bed and forget all about it. Needless to say, a purchase must have been made because a sack of fur arrived and it was quite a surprise to me as I couldn't remember ordering it at all!!



It begins. All the body work off again, patterns cut, fur attached and stuck back on. But it was missing something. That little bit of je ne sais

quoi. The Honda is not a fun bike, covering it in psychedelic shag pile made it better but remember it's starting from a very low point. It still needed more. It needed a quadrasonic sound system.

Speakers were acquired, a cheapo car stereo was sourced, the built in panniers became bass boxes and the inner front fairings housed the midrange and tweeter speakers. The stereo is tucked away in the glove box. It was time for a ride out in all its hairy glory. With Richard Clayderman belting out of the speakers we set off into the sunset to upset the locals in Nantwich. It was while waiting at the lights outside Kennedy's American Diner listening to Clayderman's rendition of Ballade Pour Adeline that a red light appeared on the dashboard...

Knowing the correct thing to do was stop and investigate, I set off home and ignored the engine temperature warning light. Safe in the knowledge that everything is air cooled if you go fast enough, I made it back in once piece and in time to see the last dregs of coolant evaporate into steam and drift away.

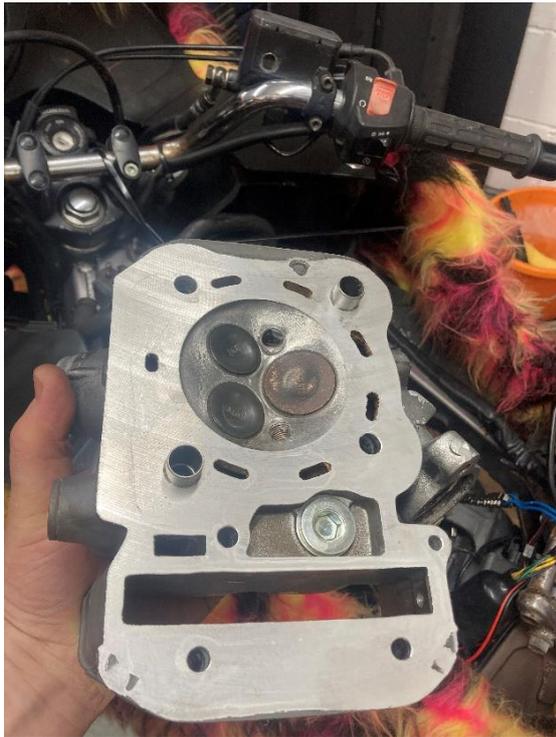
There were no obvious water leaks, I



had already replaced the radiator and hoses so what had caused the overheat? The fur? Nope, I didn't believe it. There was still plenty of air flow in and around the radiator and I had confirmed that the fan operated as it should, previously. Dejected and already suspecting the worst, I let the bike cool down and considered my options. The next day I removed the tank, now covered in fur and full of fuel, and opened the radiator cap, added water back in and then thumbed the starter. This is a quick and easy way to diagnose a problem. As suspected, with the radiator cap off all the water was blown straight back out of the cooling system signalling a blown head gasket. My mind returns me to the point in the build where I study the cylinder head and think to myself, I should get that skimmed, it looks a bit bad. Then thinking ahhh it'll be alright, what's the worst that can happen. My heart sinks. The V-Twin has two head gaskets, the front one is a huge job to get to, the rear one is less of a huge job to get to. The correct thing to do is to replace both after having both heads skimmed. We already know I won't be doing that. I need to diagnose which head has blown. The

correct way would be to pressure test and leak down test each cylinder in turn, noting the readings and scientifically deducing the one at fault. What I actually did was remove the easiest to get to spark plug then fire the bike up. It ran happily on the front cylinder, the rear one chuffing like a train, I watched the water in the radiator cap it was happily sitting there. This is good news. It means that the rear head gasket was at fault as there was no pressure in this cylinder now it couldn't force its way into the cooling system. To confirm this, I jammed a sharpened stick into the spark plug hole while the bike was running and blew all the coolant everywhere. A successful diagnostic test.

To change the head gasket, the air box needed to come off again. To get to the air box screws the side panels needed to come off again. Ordinarily this would be easy but these are now encased in 3" long shaggy fur which hides all the fixing screws and is not something I want to be taking on and off if I can help it. Somehow, I manage to get to all the bolts to remove all the things that need to come off to remove the head and as



it turns out the barrel, which also wanted to come off again, even though I didn't want it to. I had the head skimmed (they machine off the nasty stuff until there is a good flat surface again) bought another head gasket and put it all back together AGAIN.

Let's see how long it survives this time.

Neil Jewell

Features

The future of motorbike reviews

Could the demise of reviews as we know them be imminent. Read to

the very end to find out why...

"If you were to trade in your Triumph Tiger 900 for an original BSA Goldstar, that I considered for a fleeting moment, you would be making a significant change in the type of bike you ride. The Triumph Tiger 900 is a modern adventure tourer, designed for long-distance touring and off-road adventures. The BSA Goldstar, on the other hand, is a classic British motorcycle from the 1950s, designed for racing and performance.

The BSA Goldstar is an iconic motorcycle, with a reputation for speed and handling. It has a classic look, with a single-cylinder engine and a sleek, streamlined design. Riding a Goldstar is a unique experience, and you would undoubtedly attract a lot of attention on the road.

However, there are some downsides to trading in your Tiger 900 for a Goldstar. The Goldstar is not as comfortable as a modern adventure tourer, and it doesn't have the same level of technology and features. You would need to make some adjustments to your riding style, as the Goldstar is not as forgiving as the



Tiger 900 when it comes to handling and performance.

Another issue is reliability. The BSA Goldstar is a classic bike, and it requires regular maintenance and attention to keep it running smoothly. You would need to be prepared to spend some time and money on keeping the Goldstar in good condition.

So, what's the best solution? Well, the answer is simple – why not have both? Owning both a Triumph Tiger 900 and a BSA Goldstar would give you the best of both worlds. You could enjoy the modern features and performance of the Tiger 900 when you want to go on long-distance tours or off-road adventures. And, you could enjoy the classic style and racing heritage of the BSA Goldstar when you want to take a spin on a beautiful day or take part in a classic bike rally.

Having both bikes would also give you the flexibility to choose the bike that's best suited to the type of ride you want to take. If you're planning a long-distance tour with lots of off-road sections, the Tiger 900 would be the obvious choice. But, if you're planning a shorter ride on quiet

country roads, the Goldstar would be the perfect companion.

In conclusion, trading in your Triumph Tiger 900 for a BSA Goldstar is a significant change, and there are pros and cons to both types of bikes. However, by owning both bikes, you would have the best of both worlds – the modern features and performance of the Tiger 900 and the classic style and racing heritage of the BSA Goldstar. So, why limit yourself to one bike when you can have two?"

With the briefest of instructions from me, the above piece was written in seconds by Chat Open AI. An artificial intelligence software package freely available on t'internet. Knowing that this was not written by a bonafide biker, or a human being indeed, how does that change the piece? Does it make any difference? Do you feel short changed?

If we don't know what's real and we don't know what's not, how can we know what's what? It's not the future - it's the present and now it's the past.

Ed Liptrot - or not?



The Magnificent Seven Ride Again, Final Part

We assembled at breakfast and discussed the days ride. Don, being a bit of a master at route planning, had identified a nice route taking in a scenic mountain range. Once John Brady had eaten everything in sight, we made our way into the bright morning sunshine and mounted up. First, we had to get across town and into the countryside, this is where having a group of seven becomes tricky. As we negotiated our way through town there were many sets of traffic lights and despite the best skills in the world it was inevitable that we would get split up. Well, two of us Martin and I. I had lost sight of the main group and turned right down a filter lane when I should have gone left. Rather than ride around haplessly we stopped and I checked my phone. Mobile phones are a good invention. Don had left a message and told me where to head for and that the group would stop and wait for us. It was just by sheer luck that I managed to navigate to where the others were waiting, no skill, no brilliant navigational skills just sheer luck that we found the rest of the gang. Having all managed to

regroup we continued. The traffic was quite heavy and some advanced filtering was called for. I could just imagine all the motorists saying bloody foreigners as we passed them. We eventually turned off onto a country road with a large mountain range in the distance, the sun was out and the views were stunning. This was the life. As we started to climb the temperature dropped. The snow was getting deeper as the road wound its way up the mountain like a giant tarmac serpent. We pulled into a lay by to take in the view which was breath-taking. The road we had just travelled up was laid out like some sort of giant carpet. In the distance the railway station and roads were visible similar to the view you get from a plane.



As we stood taking gazing into the distance, we spotted an old bath. John Bailey and Dave Nixon had to sit



it in to have their picture taken. Who dumps a bath half way up a mountain? Having taken our pictures, we pressed on to the summit where there was a large car park and a café with the ubiquitous gift shop. Dave Nixon approached who was admiring the view and asked him in a French accent with English words if he could take our group photograph. The man looked at Dave and in perfect English said sure no problem. I had seen him get out of his English registered car but didn't have the heart to tell Dave. I just let him make a prat of himself, serves him right for running over my glasses the year before.

Having had coffee and looked round the gift shop we decided to find somewhere for lunch and set off again along the mountain road until coming across road closed signs. We continued, passing a large restaurant which in the winter was probably the epicentre of the skiing fraternity. At the restaurant we learned that a landslide a few miles further on had blocked the road, hence the road closed signs. We had lunch and Don checked out the map to come up with a new route, which he duly did,

which involved some back tracking but it was all part of the adventure.



We left the restaurant and retraced our route then picked up the alternative way home. The views were stunning, the roads quiet and the progress moderate. Why rush when on holiday. The beauty of motorcycling holidays is that no-one cares what time you get back. We eventually encountered the outskirts of Cannobio and once again were cursed with separation. Nevertheless, we all managed to return to the hotel. After a frank discussion about the etiquette of waiting for people, we changed for dinner. Informal wear was the order of the evening. We strolled down to the restaurant that we had eaten at the previous evening as the food was good. John Brady's choice of restaurant was usually bad so why ruin our last night in Italy. We ate,



drank, and watched the world go by. On reviewing the days, ride we all agreed that the route and scenery was just perfect.



Time for a stroll followed by coffee and ice cream. We took a final walk round the town and paid the cash machine a visit as our hotel only dealt in cash. On the morrow we had a long ride back to Baden Baden to look forward to. Don and John Brady had discussed the route and it was agreed to make progress on the fast dual carriage ways and get to Baden Baden in good time so that we could make an evening of it in the city.

We assembled as we have done every morning in the dining room and partook of our last breakfast in Italy. Having eaten well, as we would only have a snack for lunch, we settled our accounts in cash, nudge, nudge, wink, wink, and set off for Germany taking in a last view of the lake. I remember wondering if we

would ever return to this great spot. The trip back up to Baden Baden was progressive and uneventful. We made good time and arrived about five o'clock. The plan was to eat first, then go into town and make a night of it.

We found a nice bar in the centre of town and watched the world go by. There is something about people watching I find fascinating, especially when you don't have to worry about work the next day. Despite the intention of exploring the night spots we took a short walk and ended up back at the bar. Having had a few more drinks we made our way back to the hotel and discussed the route back to Christian's the next day. As it was a relatively short distance, we would take the scenic route and enjoy our last full day of foreign travel.

During breakfast we discussed the possibility, if we managed to get to Christian's sufficiently early, of taking in a lap of the Nurburgring. Well, it would be rude not to as we were in the area. We took our time as there was no rush. The views were great. Unfortunately, it started to rain and this was where my boots



decided to leak. I also remembered that the last time I rode the ring in the wet, I crashed. The outlook was not good when we arrived at the Nurburgring. There was an open air concert going on, so there was no access to the track. Not very often am I glad to be disappointed but this time I was. We pressed on to Christian's hotel. However, Christian had arranged accommodation for us at another hotel as he was fully booked and a member of his staff showed us the way there. We checked in having arranged a time for Christian to pick us up for dinner. We went to our rooms and I emptied my boots out of the window, explaining to Ian that if I do nothing else before next year's trip I will buy a new pair of waterproof boots. Having covered all available heat sources with our wet clothes, we showered and changed for the evening and went downstairs to wait for our transport.

We were informed that as we were departing early, the proprietor would leave some coffee making equipment out for us. It was also suggested that we pay our bills in advance which was duly done.

Our last night was spent having a great meal and a few more drinks but not too many as we had to leave at six in the morning in order to catch the ferry. We ate well and enjoyed the company, discussed the holiday in general and even dared to think about next year. Well-fed and watered, Christian ran us back to our billet. I set my alarm for five and drifted off to sleep.

After what seemed like five minutes, the alarm was sounding. We tried to be as quiet as we could, so as not to wake the other guests but have you ever seen John Brady trying to be quiet. He makes more noise than usual. We went down stairs to find that that the landlady had got up and prepared a breakfast of boiled eggs, ham, cheese, bread rolls and coffee. What a star, I could not see that happening in the UK. She even suggested, via mime as she did not speak English, that we should make some sandwiches for the journey, which we did. We left all our change as a tip for her generosity and set about loading up. As six sounded on the church clock we slipped anchor and made a dash for Calais. The trip was progressive and quite tedious.



Being early and a Sunday morning, traffic was light and we arrived at the port by 10.45, nice and early for the noon sailing. Better to be early than running late. We tucked into our sandwiches and waited to be loaded which, when it happened, was very efficient. We were soon on our way back to blighty. I checked with John Brady that he could read Dartford Crossing, as he missed it one year and took us into London. I would not be following him this time if he did. We arrived at Dover and with a sense of sadness it was just let's get home. The ride was uneventful except for a Ferrari Enzo on the M25 doing well past the ton with a German registered Fireblade up his exhaust pipe. Then, the Enzo driver pressed the pedal to the metal and disappeared into the distance. Ian and I stayed together and made our way home, back to the reality of a pile of bills to pay and work to look forward to. Every year you seem to wait ages for your holiday and then before you know it, it's over and just a memory. Well, there's always next year. My thanks to John Brady, John

Bailey, Don Wood, Dave Nixon, Ian Cunningham and Martin Rowlands for making the trip another memorable one. I still look at the pictures and smile, a great trip, here's to the next one.

Chris Steel

Many thanks to this month's excellent contributors. Your articles and stories are urgently awaited, please get writing!

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.

david@creedy.net



South Cheshire Advanced Motorcyclists

Appendix 1: A.G.M NOTIFICATION

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Twenty-ninth Annual General Meeting of *South Cheshire Advanced Motorcyclists* will be held at 8.00 pm [7.30pm registration] on Wednesday 29th March, 2023 at The Duke of Gloucester Crewe, Beswick Drive, Crewe CW1 5NP to enable the Officers of the Group to present their Annual Report and Accounts for the year-end for approval by the Group Full Members and to conduct an election.

Secretary's Name	Ian Cunningham	Date	25.01.21.
Address	18 St John's Way, Sandiway, Northwich, Cheshire, CW8 2LX Tel 01606889721; Mob 07545656078 iantcunningham1200@gmail.com	Group Number	5213

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote instead. A proxy need not be a Group Full Member.

CURRENT OFFICERS

All Officers retire annually and may offer themselves for re-election

Chair	Dave Cox	Will stand
Vice Chair	Neil Jewell	Will stand
Secretary	Ian Cunningham	Will stand
Treasurer	Andrew Gralton	Will stand



COMMITTEE NOMINATION FORM

Nominations are invited from Group Full Members to stand for committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend committee meetings regularly.

NOTES

You may not stand for the Committee if the law debars you from being a Charity Trustee.

Only Group Full Members may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary at least seven days before the election by 19th March 2023. All Officers and one-third of **all** other Committee Members must retire annually by rotation and may offer themselves for re-election by Group Full Members.

OFFICERS

Name	Position	Nominated by	Seconded by	Signature of Nominee
	Chair			
	Vice Chair			
	Secretary			
	Treasurer			

COMMITTEE Members

Name	Nominated by	Seconded by	Signature of Nominee



Appendix 2: 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: 38603198; 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 .