



South Cheshire Advanced Motorcyclists

March 2022 Newsletter

News and Diary Dates

1st April 2022 at Sandbach Golf Club, 7pm for 7.30pm start: Annual Presentation Night. Guest speaker, buffet and certificate presentations. Please notify Geoff if you are going. Optional £5.00 contribution welcome on the day.

Saturday 2 April starting at 10am from Costa Coffee, Grand Junction Way, Crewe CW1 2RP. An Observers “blow the cobwebs away” spring ride out around the Shropshire Loop but open to everyone that has passed the advanced test. It will be led by one of the National Observer team. If you wish to take part, and you will be very welcome, please let Dave Cox (coxy2106@hotmail.co.uk) know so we can have a rough indication of numbers. Turn up about 15 minutes early with a full tank of fuel.

Heavy Metal

A vision of the future of personal transport is of autonomous vehicles, not owned by individuals, summoned when required. Apparently, our cars spend most of their lives standing on the road or drive doing nothing. I guess the same can be said of our motorcycles. The big difference is that most of our cars are used purely as travel tools of convenience whereas a large number of bikes are kept purely for leisure and sporting activities. However, whatever the usage, we are in the first throes of a revolution in energy and transport and will all experience change. Autonomous motorcycles have been developed, as demonstrated by BMW with a R1200GS in 2018. While some say that a computer can act faster and more reliably than a human rider and is therefore safer, it kind of defeats the aim of enjoying the exercise of skill. I guess if you overcooked a situation, the computer could cut in and sort you out but wouldn't that be



counterproductive by suggesting an invulnerability for which the limit was unknown until it was too late. Just as with cars, the control technology will slowly be introduced and new riders will become increasingly technology dependent for survival. So, how does rider safety training fit into this changing world? Let's look at the analogy of the airline pilot. Ever how complex the automatic control systems on an aircraft, a pilot still needs the training and ability to handle and safely land an aircraft when aids have failed. Likewise, a safe rider must be able to manage a bike with autonomous aids disabled. So, no change in the near future but in the longer term, who can tell.

Editor

Message from the Chairman

I am looking forward to a ride out with observers and members on Saturday 2 April to launch a new season of activities. The proposed route is the Shropshire Loop.

<https://youtube.com/watch?v=EQMDhJGWcaM&feature=share>

We will be using the second man drop off system to minimise the chances of losing anybody.

How It Works

Each group will have a designated 'Ride Leader' and a 'Tail End Charlie'. The positions of these two riders will not change throughout the run. They will be introduced to all the riders in the group at the start of the run, when the leader briefs the group on the ride.

Whenever, or wherever, there is a change of direction at junctions, and all roundabouts, the rider, immediately behind the leader (from here on referred to as the 'Marker') will indicate the direction taken by the leader. He stays as a Marker for all the following bikes. The Marker should pull in at the side of the road, in a safe place where he/she will be visible to the rest of the riders, so the direction can be indicated to all the following riders. It is most important that the Marker stops in a position where:

- It is safe to do so;
- They do not put themselves at any risk;
- They do not obstruct any other road users;
- The rest of the ride can see them clearly as they approach the direction change.



The Marker should clearly indicate the direction taken by the leader, **using hands**.

When the Tail End Charlie approaches the Marker, the Marker should proceed in front of the Tail End Charlie. The Tail End Charlie should leave enough space for this to happen. If it is not safe to pull out in front of the Tail End Charlie, then the Marker should re-join the traffic when possible and take up position in front of the Tail End Charlie as soon as it is safe to do so. It could happen that the number two rider (The Marker) forgets to mark a direction change – in which case the next rider (Number three) should take it upon themselves to be the marker, and mark the direction change to prevent the chain from breaking.

This approach involves the entire group and the Marker gets rotated from front to back and naturally moves back up to the front until it is once again time for them to mark a junction.

Some points to be noted:

- If you are unsure on any aspect of the ride, always ask for advice or

clarification. Safety is always paramount;

- Please arrive with a full tank of petrol and an empty bladder;
- Inform the Leader if you are running low on petrol during the ride;
- If you are unsure as to whether you should mark a junction, then mark it anyway. It is better to mark a junction that doesn't need marking than not to mark one that does;
- A roundabout, or crossroads where you do not have priority, should be marked by parking in a safe visible position on the **exit**. For the avoidance of doubt if a junction or roundabout is not marked, the default action is to continue straight ahead;
- There is no need to play catch-up. With the drop off system there will be a Marker waiting for you at the next junction for as long as is needed;
- Everyone should keep a safe distance behind the rider in front;
- A staggered riding formation may be adopted where appropriate to aid forward visibility and transit through traffic lights;
- Avoid 'follow my leader' riding/convoy style riding, which could lull you into unsafe/unaware riding. **Ride your own Ride!**;
- When you are the Marker, wait for Tail End Charlie to arrive, even if this



takes a long time. There may be a breakdown further back which you are unaware of. If necessary, switch off your engine. **Do not leave your position!**

- The group may sometimes become very ‘strung out’, causing anxiety to some riders. The Leader may then decide to stop, in a safe place, to allow the group to re-form before continuing;
- In extreme circumstances, the Ride Leader may decide to reverse the route and ‘collect’ all of the Markers back to the point where an incident has occurred. The Marker must mark their junction/roundabout until told by the Ride Leader to move and then what is going to happen;
- If you want to leave the group, inform the Leader and Tail End Charlie at a rest stop. If unavoidable, you may pull into the left in a safe, visible position and wave other riders past; when the Tail End Charlie arrives, he/she will stop and you can then inform him/her that you are leaving the group and why;
- Riders are reminded that they must obey all relevant UK road traffic laws. They are to observe the Highway Code and heed the warnings displayed on roadside signs and signals (e.g., local and national speed limits);

- And finally, be sure to listen to your Ride Leader before the start of the ride to ensure he/she has not made any changes to these procedures. Obeying these simple rules will ensure that group ride outs will be safe and pleasurable.

Courtesy of Peterborough and Cambridgeshire Advanced Motorcyclists

Message from the President



Well, it is that time of the month again, Spring is in the air, and motorcycles are emerging from their winter hibernation. I would like to thank all the members who attended the recent group promotion event at J&S, it was



great to see everyone and catch up with you all.

The weather was fabulous and there was a wide variety of bikes coming and going at J&S. It is amazing just what a choice of machine there is out there. However, some of the clothing worn by riders and pillions left much to be desired. There was a young lady perched precariously on the back of a bike wearing a mini skirt, boots, jacket and helmet. She might have been making a fashion statement but had there been an accident it would have been life changing for her. Given the fact that there is kit available to suit all incomes, there is no excuse not to wear the appropriate clothing. Dressing to impress is not recommended. That is all from the group aspect, now I will continue with my pontifications.

Having had the battery replaced on my BMW and a fault identified on the ignition switch, I finally got a call from Dan the service manager at Jefferies informing me my new Ignition switch had arrived. I arranged to go and have it fitted on January 29th. I left home at 7.30am allowing plenty of time to make a

9.00am appointment. The weather was dry with a slight wind blowing. There were no real dramas en route, apart from the wind increasing in intensity with every mile covered. By the time I arrived at Jefferies, at 8.55am to be precise, it was blowing a hooley. I checked in at reception and had a coffee in the waiting area. As I sat there, looking at the shiny new machines on display, a wheely bin blew past the window on the main road, not a good sign. To make things more interesting the rain decided to make an appearance. An hour later my bike was ready and it was time to go home. Outside, conditions were now borderline hurricane and monsoon. I thought about waiting to see if the weather abated. But what if it got worse? I decided to go. I have ridden in poor conditions before but the combination of high wind and rain was a whole new experience. Negotiating the Bradford ring road was nerve shredding. At one point, when attempting to remain stationary at traffic lights, I was being blown backwards. Having survived that, I joined the M62 and was exposed to the open moorland. The wind battered me around like a piece of paper. I adjusted my speed



to 40mph and took refuge behind an artic. Despite the screen, the movement from side to side was alarming and there was no respite even after dropping down from the summit. The battle with the elements was relentless. Having eventually reached the safety of home and having time to reflect on the experience, I was reminded of the first question you should ask yourself whilst doing your risk assessment: is my journey essential? With hindsight, it was not; we don't appreciate the true force of nature. On a positive note, my ignition switch was ok and I survived to enjoy it.

That concludes this month's trials and tribulations. Stay safe out there.

Chris Steel

Ride Outs

RIDE OUT EVERY SUNDAY from Costa Coffee, Grand Junction retail Park, at 9am at the moment, changing to 10am when the Spring course starts.

Dave Coomber

Howard's Dusty Ride Outs

Howard's rides start from Costa Coffee, Dorothy Flude retail park, Lockitt Street CW2 7BB at 9.30am on Tuesdays.

Now that the motorbike season has officially started on 1st March, we hope to see a few more joining us, if

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. Anyone can choose a route; all full members can lead.

Howard Payne

only for a coffee, as riding is not essential but no matter what the weather it will be enjoyable. It is a great chance to ride for a couple of hours, have lunch and, you guessed, a couple of hours ride back. As the daylight lengthens, we may extend our routes but you don't have to ride all the way, you can just come for part of the day.

We are free and easy and enjoy talking as much as riding. Get the bike checked over, make sure you can still fit into your kit and get your riding back up to speed. You will also



be able to hone your bike-cleaning skills as we seem to excel at getting our bikes filthy. A few weeks ago, we were asked if we had been off roading. We hadn't, the farmers had very kindly brought their fields onto the roads for us!

1st March was a beautiful day, perfect for a ride to Bala for lunch. I let my new Garmin XT sat nav loose with its adventure routing. Lesson learned, I shall stick to planning and downloading my own routes in future. On our return journey we headed for J&S Northwich. At one stage our progress was arrested when we encountered a hunt (trailing?) and were surrounded by fox hounds. You never know what is round the next corner.

See you soon.

Howard Payne

Editor's Plea

Many thanks to this month's contributors.

Please 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

BMW R1200RT with pannier luggage and matching BMW top box.

Only £7,250

Tel: 07729790314

Email: sandave1945@hotmail.com



For Sale

Dual USB socket for a BMW motorcycle (plug and play). New and unused, £25 ono.

Email: david@creedy.net

Tel. 07425656161



Wanted

Ian Skeldon is seeking a competitively priced used motorbike, presumably for winter use. If you can assist, please let Ian know

at: ianskeldon@hotmail.com or telephone: 07943 503355. I'm sure he will be delighted to hear from you.

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.



South Cheshire Advanced Motorcyclist Annual Presentation Night

1st April 2022 at Sandbach Golf Club
7.00-7.30 start

Buffet and Certificate Presentations

Guest speaker

Phil Barley, Pro motorcycle Coach at Rapid Training will introduce a concept born in 1997 when a group of ex-racers, who had moved on to become police riders, decided that there was a serious need for a fresh approach to help riders reach their full potential through group training and bespoke individual courses. A lively debate is anticipated!

Please inform Geoff of your intention to participate by 23rd March, and your food choice. Optional £5.00 contribution welcome.

Choose from

Chilli & Rice

Beef Hot Pot

Dijon Chicken

Chicken Curry

Vegetable Lasagne

Steak Pie

Served with either savoury rice, dauphinoise potatoes,
saute potatoes or salad

Selection of Breads

All food is freshly prepared in a kitchen where nuts and other allergens are used, If you have any concerns, please contact the golf club regarding the ingredients in your food.