



South Cheshire Advanced Motorcyclists

April 2022 Newsletter

News and Diary Dates

Keep abreast of upcoming activities and dates on South Cheshire Advanced Motorcyclists Facebook page.

Ride outs every:

Sunday 9.00am Costa, Grand Junction, Crewe.

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

Wednesday 7.00pm Shell petrol station, Middlewich

Embroidered South Cheshire Advanced Motorcyclists leisure wear now available (see later).

Chester Motorrad have confirmed that they are moving away from the BMW franchise to become Chester KTM.

The government has confirmed this week that possible new vehicle anti-tampering laws won't be retrospective.

For Committee contacts, forthcoming ride outs and course events see:
<https://www.southcheshiream.org.uk>

Heavy Metal

The first major social event of the season was held in the evening of Friday 1 April, a great social occasion with good food and good company at Sandbach golf club. When I arrived at the other Sandbach golf club (I didn't know there were two) and there were no other cars there, I half thought it was an elaborate April Fool's joke and that I'd been had. However, Google came to the rescue and I was directed to the correct venue, arriving just in time to enjoy my curry order.

Tastefully framed certificates were awarded to recently graduated Associates and a talk by Rapid Training coach, Phil Barley, entertained and edified the gathering. Phil emphasised that he, and us all, never stop learning and improving our riding skills. He went on to describe the types of training programmes available and the differences to IAM that were complementary. I for one, could benefit from my performance



envelope being stretched by a Rapid coach.

The following day, a ride out of coaches and members, was a fitting start to the season, being well-organised, well-managed and well-attended. Neil Jewell led magnificently and has written an account of the ride from his viewpoint (see later). He also filmed the ride (see links) and, due to the second man drop offs, everyone will have ridden behind him at some time so view the video and admire your positioning. Howard Payne accepted the less glamorous, but equally important, position as tail-end Charlie and he has written an account of life at the back.

Many thanks to both for their professionalism and jobs well done.

Editor

Message from the Chairman

Hi all, it's been a quiet month for me bike wise as I've recently changed jobs. I now work for the Driver and Vehicle Standards Agency as an examiner, so it meant I was sent on a five-week course in Glasgow to qualify. Consequently, I was only home one day a week and she who must be obeyed always seemed to

find something that needed doing instead of riding a bike.

I went thinking it would be easy as I've been doing advanced rider and driver courses for over 30 years. Little did I know that their idea of 'advanced driving' is completely different to what I've been taught! Basically, I've had to unlearn everything I thought I knew, basically you need to remember you're dealing with learners and adjust your expectations accordingly.

Anyway, course finished and now up and running testing full time. Already this week, two have run red lights and today I had to grab the wheel to stop one hitting a parked car! He then got upset that I failed him!

So, it goes to prove poor drivers are out there, so be very, very careful!

The season is now well underway with the start of the Spring course and an Observer course with Pete Mathieson.

We also had a great night with a presentation evening at Sandbach Golf with a very interesting talk from Phil 'Bunson' Barley, a trainer with Rapid Training and a really tasty meal. Hopefully, next time we'll have a few more associates there to present certificates to.



Presentation evening with top brass, guest speaker and deserving recipient.

Keep an eye on Facebook for future social events with guest speakers and ride outs.

Dave Cox

Message from the President

May already, where is the year going? I have been out on my motorcycle now the teething problems have been resolved. It was satisfying to do some observing on the first session of the Spring Observer training course.

Those of you who did not attend the presentation evening, you missed a fabulous occasion. When we hold the next one, make a point of attending. I was appointed team photographer for the evening; Neil has posted some of them on our Facebook page.

Now that Europe is opening up, it is time to start planning trips further afield. I have just returned from four

days enjoyable motorcycling in Moffat.

I am often asked about foreign touring. There are a lot of organised tour operators who will do all the planning and accommodation booking for you. You just pay your money and turn up. Having said that, I recommend to those who have never toured abroad before, to book a trip to the Picos de Europa, sailing from Plymouth to Santander on the overnight ferry, departing Plymouth Sunday afternoon 4 pm, and arriving in Santander Monday lunchtime. Potes is a handy stopping place with plenty of accommodation; self-catering and hotels. Spend some time surfing the net for a deal that suits you. The benefit of doing your own thing is that there is no fixed agenda. If you feel like having a lie in and strolling round Potes for the morning then you can. The Picos are about 100 miles from Santander and soon reached. Then, having put your toe in the water of foreign travel, you may decide to become more adventurous next year. I have been touring Spain and Portugal for the best part of 20 years and have never been bored. I would recommend staying in the northern parts as the further south you go the hotter it



gets; it's alright if you want to flop out on a beach but on a touring holiday I want nice weather and not to boil in the bag. I am happy, along with Ian Cunningham, to recommend places to stay and visit. I highly recommend overseas travel.

That is all from me for this month.
Safe riding.
Chris Steel

Ride Outs

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

Howard Payne

JOIN THE WEDNESDAY EVENING RIDE OUTS

Starts from the Shell petrol station, Middlewich **at 7.00p.m.**

THE CLUB'S 2022 SEASON START

The Jewell in the lead

On the 2nd April a ride was planned as a rust and dust knocking off jaunt to get ourselves familiar with what roads look like again and possibly each other too.

I (was) volunteered to lead the route and had some suggestions from the committee as to a suitable loop to take. Several options were put forward from Simon Weirs excellent book Bikers' Britain the most suitable, however, was deemed to be too close to our training routes so another hybrid version was required.

I am a Garmin user and use Basecamp to plan routes. I find this works best when coupled with google maps, actual maps, and snippets from Simon Weir himself. I set about planning a four-hour trip between 100 and 120 miles, linking some nice roads together that took in everything from towns & villages, to sweeping corners and hairpins. The aim was to try and avoid the roads most travelled and hopefully giving everyone an enjoyable and challenging ride out.

I had a destination in mind that was Carsington Water, a reservoir that



was built between 1980 and 1991. It can hold 7,800 million gallons of water and is 31 metres deep when full. I have visited here before and know that the facilities and café would be welcome. I did not know about the £1.50 parking charge but for a day it is not unreasonable.

On the way there I had planned a quick pit stop in Eccleshall, to pick up anyone that had been strung out and maybe a quick cup of tea. However, the sight and smell of bacon and sausages was too much to resist and we stopped for some breakfast at Fletchers Garden Centre. The first leg of the route took us along familiar roads to Nantwich Lake then across to Woore via Burleydam and on to Eccleshall. Highlights were traffic lights being out, a Vectra not wanting to adhere to a 30 limit, a black BMW U-turning in the middle of the road as we approached and being overtaken by a cyclist.

The Second Man Drop Off System seemed to be working well and I was getting into the swing of pointing out where to place people for the best view – it was my first time after all.

Setting off from Eccleshall with full bellies and empty bladders we headed into the unknown, towards stone and Ashbourne picking up

some lovely B-roads that really sharpened up the road reading skills. A few overtakes were available and taken and it was great to see that this didn't leave anyone behind; we are all advanced riders and capable of making progress when required. At the front I was enjoying looking in the mirrors and seeing a string of headlights following me. Feeling like the pied piper I carried on and clocked a pheasant standing in the middle of the road (position 3) our eyes locked and I knew that one of us was going to have to move. As it happens the stupid bird was sat on a nice right hander so there was no danger of me being on a collision course, the only danger was if it decided to head for the hedge on the left or right. I was confident that the 330kg GTR1400 plus rider would win any game the bird wanted to play so maintained my course after issuing an audible means of approach. We both lived to tell the tale and but I shall forever refer to pheasants as suicide chickens. Video here... <https://youtu.be/UpoGQtfVzrw>

Arriving at Carsington water we headed for the cafes and enjoyed a relaxing, if slightly chilly, 30mins off the bike. Then it was back together for leg three to Congleton McDonalds. Chosen because it



Bikes abandoned at Carsington in the rush for facilities and lunch.

would be a good stopping point if the day was too long and also familiar enough that if we lost anyone, they would find us easily. After a few turns I noticed that there wasn't so many in the following party but trusting the second man drop off system I carried on. After a while it became apparent that maybe I had left stop two before everyone was ready or that the system had gone wrong. I decided to pull up and wait. And that was where a flaw in the second man drop off system became evident. After a long wait, a posted rider had become worried that the last man had passed him so left his station, that had the knock-on effect of scattering the herd. Tail end Charlie tried to round up the cats but a few had slipped the net. Something to put right for next time but no harm done as we all (eventually) arrived in Congleton.

As the day was getting on and the fourth stop was back in Crewe, we decided to finish the trip at Congleton. I for one enjoyed leading

the group. It was a new experience for me personally and I've taken a few points away with me. The second man drop off system is great until it goes wrong then it isn't. It's the first few turns after setting off that can cause people to get strung out. You need to have a good supply of people behind you when entering a town so that you can drop them off rapidly and allow the bunch to follow.

Would I do it again, yes. Do you want me to? I hope so.

Leg 1 video here.

<https://youtu.be/AJW-G3qyejQ>

Leg 2 video here

<https://youtu.be/v4-NyztPtQs>

Leg 3 video here

<https://youtu.be/cZkuCjngfps>

Neil Jewell

The Back Payne

9.30am was the time, Costa Grand Junction the meeting place. Nineteen bikes and riders, all sparkling in the spring sunshine, with dry road surfaces to travel. Ok it was a bit dusty if you want to be picky!

Neil Jewel planned and led the ride. We had good clean roads which was a change for all of us who have been on my Tuesday excursions! From my



position as tail end Charlie, it was great to study every one's riding style. Most were on the mark perhaps a few not always in the best road position but hey it may have been their first ride of 2022.

A Pan European's riders observation skills were tested when seventeen bikes had passed a silver car waiting to exit from a property on our left when the driver decided it would be a good idea to set off and turn right across the front of us. Fortunately, we are well prepared for the SMIDSY people these days. I saluted the plonker who was very lucky that it was advanced riders bearing down on him.

We had a coffee stop in a garden centre before moving on to Carsington Water for our lunch stop. After lunch, one or two departed the gang to make their own way home. The rest of us left but we were very strung out as it took a while to pay for the parking. We had our first blip and lost a few due to a junction marking mishap. I was fortunate to have Neil's route in my Sat Nav so just followed the route to find one of us coming the other way. I gave chase to the escapees but the rest were too far gone to catch up with so I returned and joined the route and

found the group waiting. We headed to McDonalds in Congleton where eventually we all regrouped, happy with the day's outing.

Thanks to all who took part.

Remember, you can have as much fun every Tuesday, so please join me then if you are able.

Ride safely.

Howard Payne.

Bike safe

After a few years of dormancy, "Bike Safe" is



back and available to us with the Cheshire Constabulary. Being a person who enjoys riding his bike, as well learning everything he can about the skills of riding and bike handling, it was a "no brainer" for me so I signed up. The first stage was to receive an email confirming one class session and one observed ride plus a collection of videos to watch prior to the first session and these included:

- 1- Introduction
- 2 - Attitude
- 3 - The system of motorcycle control
- 4 - Observation
- 5 - Cornering
- 6 - Overtaking



- 7 - Filtering
- 8 - Junctions
- 9 -Group Riding
- 10 –Hazards.

There was enough viewing to fill an evening, with reminders of things forgotten over the years. My first test was in August 1963 then the IAM test in 2001. There are certainly moments that you think, “oh yes I have made that mistake.”

The classroom session was led by Andy Griffiths (“Griff”) the senior training officer for Cheshire Police. He talked for four hours YES four hours and I can say, without a shadow of doubt, he was so interesting with excellent presentation skills it seemed to pass in no time.

There were plenty of comfort breaks with coffee and tea available. It was a very well attended evening with some sensible banter and a few personal anecdotes which related to most of us.

My observed ride was 11.00am on a Saturday morning; the weather was fine & dry and there was sufficient tension to keep me focused. It was emphasised that the law must be obeyed at all times, which was a taken.

A couple of comments were made. Firstly, don’t overtake when passing a lay-by as the car you are overtaking could do anything and, secondly, when cornering, keep to the line on corner entry and don’t cut from inside to outside track then you don’t cross any debris in the centre of the lane. I do tend to cut from the centre of the road to the apex on left hand bends but only if the road surface permits. I am sure we all take care to look out for debris, grit, cow dung, potholes and loose surfaces due to the poor state of some of our roads. Without such observation skills we would not be still riding. So, there are a couple of points for me to keep focused on.

I know I use my gears a lot to keep me in the correct gear for circumstances and the brakes to finish where the gears have reached their limit. This is the “Bike Safe” way also. However, for those who attended the superb presentation evening you will remember that in Rapid Training “brakes are to stop and gears to go.”

Was Bike Safe worth £65.00? You bet it was.

Howard Payne



Social and riding

I think social and riding events are important to riders for fellowship, sanity and to maintain skills. I am keen to learn what members would like to see arranged. I would also like to encourage more members to join the Tuesday ride outs which I started. The most regular attendees are retired or semi-retired and I am surprised there are so few. If you would like to join us but the choice of day is not suitable, please let me know which week day you prefer.

You can contact me via the club page on Facebook or email:
howard.payne163@gmail.com.

Let me know what will get you out and about, but if its line dancing you are after, you are in the wrong club!

Don't forget bike riding is good for our mental health, I certainly know it is a great comfort to me.

So come out and play on Tuesday's, develop your skills, make progress and experience green lane coaching.

Howard Payne

A Tuesday ride out

Tuesday 4 April saw a group of four heading to Ironbridge with the indomitable Howard in the lead.

He has the knack of selecting a medley of road widths, surfaces and shapes that makes for an exhilarating, progressive ride with the occasional surprise for us all.



Bikes patiently waiting at Ironbridge while their rider's lunch.

We travelled along the best that Shropshire can offer to arrive at the fascinating Ironbridge industrial heritage resort. We parked by the world's first cast iron bridge and sought a tea room. Lunch planning is fundamental to any ride in my view.

Editor

Feature

How far is two seconds?

Having taken my bikes to be MOT tested, I realised how little biking I had done in the last year so I thought that I ought to brush up on my knowledge. Off came the dust of the IAM Roadsmart Advanced Rider



Course book. On page 9 it says, 'Position themselves at least two seconds behind any vehicle they are following.' Initially, I struggled with this. After all, what does two seconds look like at, say, 30mph?

If I am less than two seconds away then I could end up repairing a set of front forks, and I haven't done that since 1966. More than two seconds and the gap will immediately be filled by a VW Golf driver. As I was in 'Refresh my memory' mode I called upon my O-level mathematics, and that precedes my knowledge of front forks. Travelling at 30mph is actually 44 feet per second. Let's approximate it to 15 yards in old money. So, in two seconds, at 30mph, I'll have covered 30 yards. Now I may not know what 2 seconds looks like but I certainly know what 30 yards looks like. It was the exact distance I was always behind everyone in the school sports.

So, if 2 seconds at 30mph is 30 yards then at 60mph it is 60 yards. At 50mph it's 50 yards and so on. I wish someone had told me that at the beginning!

Mike Hayden

Club Merchandise

Please see below for the link to your Club shop with a few 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 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

Pannier luggage for BMW R1200RT £75 ONO the pair, a bargain as they retail on Amazon at £90 each. Tel. Dave Nixon 07729790314

Email: sandave1945@hotmail.com



For Sale

A brand new, never been fitted, tank bag for a BMW R1200 GS Nov 2006 to July 2013. Large, pointlessly sitting in my wardrobe when someone could be making use of it £65.

Tel. Chris Steel 07773480492.



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.