

Editors Ramblings

It's getting closer to the perfect time for getting out on the bike and enjoying ourselves rather than enduring a ride that can happen over the winter months. Just a few articles this month to hopefully entertain you all but a star in Chris's third instalment looking back on SCAM's first Twenty-Five years. Please enter your pictures, stories etc from anything motorcycling related that you get up to over the next few months and beyond as they will all be accepted gratefully for inclusion for our members interest.

Remember we have our Facebook page – please join and contribute on it - Only for club members – any weird names or business names let us know so we can allow you to join the page.
<https://www.facebook.com/groups/362204533842150/>

Email me on biker5chef@yahoo.co.uk or 07590596380 for WhatsApp sending pictures or texts or phone!

The Highlander

South Cheshire Advanced Motorcyclists Newsletter April 2019



1994 to 2019



A Word from the Chair

Well it's still myself in the chair for another year and very proud to do so for this great group. I am delighted that we had a great attendance at our AGM at The Hawk, it was great to see as it shows the support the committee and Observers have from our members and was appreciated greatly by all. We welcome two new committee members, Dave Cox whom has taken on the Vice Chair position and Neil Jewel a seat on the committee. I am sure we will welcome your experience and knowledge towards running SCAM. Sue Rogers has decided to stand down for now and we thank her for her contribution over the last few years. Jane has stood down from the Treasurers position but is staying a committee member and again many thanks for your time helping out with this important job. With that we have Andrew Gralton taking over the Treasurers position and we will support him in settling into this role.

So, with that we enter into the time of year with our courses starting this month and I wish all our associates the best in their spring course and our fine selection of experienced Observers will be ably managed by Chris.

Have a great year everyone, and please contact me with any queries throughout the year.

Happy riding everybody, stay safe

Gordon



Presidents Page

The AGM was well attended, we have some new blood on the committee, Dave Cox has been elected Vice Chairman, congratulations Dave, Neil Jewell joined the committee, again welcome Neil.

The clocks have gone forward, the nights lighter, the Winter hibernation is over, and it is Spring, the Spring course starts this month and we have a full course, fifteen Associates enrolled, to you all I say Welcome, you will get a great benefit from the skills you are about to gain.

So it is time to remove the blankets from your machine, blow off the dust and ride.

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

Chis Steel

President.

IAM RoadSmart News

Capture images of spring and win £50

For your chance to win this great prize simply capture photos of spring emerging when you are out and about. For more information about how to enter please click on the link. You'll also find driving and riding hints and tips for you to share with non-member friends and family to help them prepare for driving and riding this spring. www.iamroadsmart.com/campaign-pages/end-customer-campaigns/spring-into-action

Our Ambassador Catie Munnings helps us to mark International Women's Day

Hear from Catie as she celebrates this important day and also reflects on her career and provides help for women drivers looking to gain confidence - click on Catie's photo to see the video.

Our Ladies Day at Thruxton Circuit in July has been designed to provide tailored skills development for female motorcyclists, open to all.

<https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday>



Dealer Destination – Preston BMW and Meet the Vlogger Baron Von Grumble

Having spend the last few months in front of a screen watching plenty of YouTube motorcycle related video clips we found out that Baron Von Grumble was doing a six day tour of BMW dealers with an unveiling of the latest BMW S1000RR so seeing as CK and myself were free for an early start to get to Preston Motrorraad BMW to get there for 6pm we thought why not! CK has started to do some You tubing so was keen to be seen with a current “Tuber” We met at Poplar 2000 Services to make our way through rush hour traffic on the motorway up to Preston.



Despite the traffic we got to the dealer in good time before six and got parked up with a good turn out for the meet with plenty more arriving after ourselves. I wish I had known there was going to be burgers and hot dogs going.....and free! Had to rush my dinner down early as well, damn! Well CK enjoyed them though!



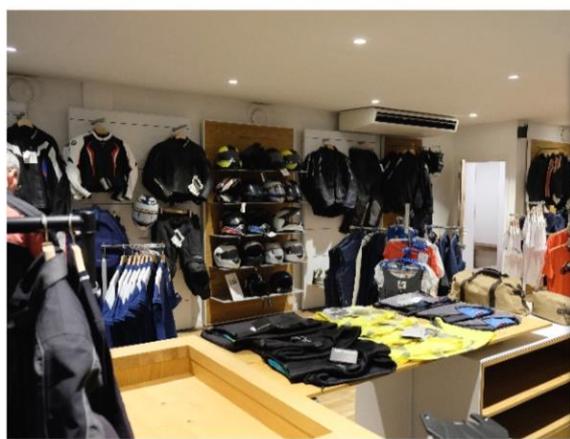
Trying to look like a saint!



R1200GS belonging to BVG plenty of Accessories!

Dealer Destination – Preston BMW and Meet the Vlogger Baron Von Grumble

Baron Von Grumble (Chris Eades) was outside chatting to some of his fans? Followers? Beside his R1200GS while CK was dribbling, not sure if it was the hot dog or The Baron that was making him dribble! We managed to get a bit of a chat with him and he was actually quite humble at the amount of people that had come to see him and normally just being in front of a video camera a more natural experience for him. After that we actually got into Bowker BMW and were greeted by a couple of staff with free drinks for all, even a beer if you wanted. A diet cola for me as adventurous as normal! It was a normal size dealer with all the usual bikes on display. Not as many second-hand bikes as Chester BMW, this may have been to give more space for the audience though. Nicely set out over the floor with a section for clothing, helmets etc.



Nice selection to browse with custom made bikes and always a small bike to make CK look even bigger than he his!

Dealer Destination – Preston BMW and Meet the Vlogger Baron Von Grumble

At one side there was the covered bike ready for unveiling so it was not long before The Baron was introduced to the audience and we were given a count down to the unveiling of the latest BMW S1000RR. A fine machine it is and The Baron as a fan of this bike went through a lot of details of this year's machine with the changes over last years. I was not aware of the Shift Cam technology being used in other engines as well as the boxer twins amongst other details. Lots of questions were asked by the audience before the presentation was finished. A good little evening with a difference and a new dealer visited into the bargain.



The Baron unveils the S1000RR



The S1000RR

That's a sunset!

The Highlander



From Small Beginnings part 3

Here we are Today



1994 to 2019



Having agreed to accept the position of Chief Observer, I was adamant that although we were not professionals, we should be professional amateurs, I had taken for my inspiration again how college courses were run, you applied to the college, paid your fee, and they sent you all the information, dates, and times. This is how S.C.A.M. would run it's courses, they would be twelve weeks long, covering six sessions, with an induction evening and theory evening, similarly observer training would take on a course structure, being a great believer in everyone should have the opportunity to realise their dreams and potential, all members were invited to undertake observer training, Nigel Curtis pioneered the structure of Observer training, continued by others, John Scanlon, and now Pete Mathieson, over the years we have had a great number of observers, all of whom have brought their own style and interpretation to the role, being a voluntary unpaid role, you can only spare the free time you have to the position, hence Observers come and go, to all the observers past and present I would like to take this opportunity to thank each and every one of you for your dedication and commitment, rest assured in the fact that you have contributed to saving lives and improving road safety, which is what we are all about.

We were now in the born again biker period, where a generation of riders who had got married and had to give up riding, had raised their family, had some disposable income and had decided with the approval of wife, partner and children to return to biking, the problem being that having had a 750 in their youth realised that a 750 in the two thousands was a completely different animal, a 400 in the two thousands was more powerful, having said that they were buying Fireblades, and GSXR'S, a whole world of danger, so after a few buttock clenching moments the realisation that additional training was required, I still explain today that when you look at it, the motorcycle manufacturers have spent millions developing their product, the clothing manufacturers invested huge amounts into their product, the helmet manufacturers huge amounts of investment into their product, the one part of the equation that has had the least spent on it, the rider, with only the cost of acquiring a licence, and in some cases that was only pounds, and yet the rider makes it all work, a motorcycle does not just take off to Wales by itself, it needs a rider to engage the relevant input of clutch, gear acceleration and brake, so we were begging to become very busy.

From Small Beginnings part 3



I was processing applications and allocating associates to courses, sending off applications to the IAM and sending off test applications when associates were test ready, the Induction evenings and theory evening were established, Brian Kitson and I were developing a routine, I purchased a projector and the induction evening was put onto a PowerPoint presentation, the associate now paid his or her money and received an information pack with the dates and location of the various sessions, everything was done for them, just as if they had enrolled on an evening class at college, we had a dedicated group of observers, who's availability we knew from sending out availability forms before each course, I was allocating observers to associates prior to each session, so on Sunday mornings at Aldi every associate had an observer, I gave what I called the sermon on the mount, which was the explanation of session requirements, in addition we had developed routes for each session, so everyone started together and finished together at Broxton, it was a busy time for the group and observers, like everything in life it was an evolution, as one course finished we saw areas that could be improved, and so the next course began with improvements in place, various systems were introduced over the years, course completion certificates presented by the group to each associate, as not every associate went on to take the test, and I felt that an associate should have a reminder of their time with the group. Rider training log, various little tweaks, introduced by various people to make the overall experience of rider training more enjoyable and memorable, there was a spell under this born again biker banner that we were processing fifty associates a year, this period was only a few years, but it was hectic and exciting, and I met some great people, some of whom are still members and observer today,

I along with a great group of dedicated observers developed the training into a well oiled machine, as time passed the IAM had to comply with government legislation, the government had legislated that any organisation giving guidance of any kind, had to have a recognised qualification, at this point in time the only qualification was for all observers to become DSA accredited, this would have cost the IAM a fortune as the cost of acquiring DSA accreditation for each observer was not cheap, the IAM looked into the legislation requirements and to put it into a simple form it meant that what we as group do, i.e. train associates to test standard, the format of training had to be laid out in written form.

From Small Beginnings part 3



So the training was consistent throughout the country and from every group, so if you started your training with South Cheshire, but due to, say company promotion were transferred to Devon., you could join Devon group, and the training format would be the same, having looked into various training providers the IAM asked the IMI Institute of Motor Industries to set out in written form the criteria of associate training, and the criteria of Observer qualification, this was where the position of Local and National observer was created, the old Group and Senior Observer status was to be phased out over a period of time, and all group observers had to be either a Local or National by December 2018, this we achieved.

I held the position of Chief Observer for twelve years, not wishing to boast I am proud of my achievements, in March 2013 I stood down and Chris Mannix took on the position of Chief Observer, Chris from his position in the fire service managed to obtain funding from Cheshire Fire and Rescue to subsidise the cost of training for Cheshire East and West residents, this subsidy was fifty percent, the requirement to qualify, was the associate had to complete the course, not necessarily take the test, and be a resident of Cheshire East or West this meant that we had a great recruiting tool at our disposal, the course induction evenings were now being conducted at Crewe Fire station by Chris Mannix and Mark Rogers, with a course presentation evening being held in September at Cheshire Fire and Rescue Headquarters at Winsford, Chris held the position until March 2016, then in March 2016 Mark Rogers became Chief Observer, Mark held the position until due to work commitments had to stand down in 2018, this left the position vacant, we held an observer meeting and asked for applications for the position, the IAM lay out requirements for the position, namely that the applicant must be a national observer.

From Small Beginnings part 3



Of the National observers we had, none of them had the time available due to work and family commitments to dedicate themselves to the position, as the IAM state in the group handbook we must have a Chief Observer, I agreed to stand for election, the observers nominated me, and the Committee approved the appointment I agreed to accept the position until a qualified candidate applied, and I would stand down, for the time being I am a caretaker Chief Observer.

Twenty five years have passed now, since that February evening in 1994, only two people remain in the group from that night Dave Coomber and I, the situation with any voluntary group weather it be the women's institute, local parish council, scouts or girl guides, they only work with member commitment, this group is celebrating twenty five years, hopefully we will see another twenty five years, but only if the next generation of committed members step up to the plate, or will we end up merged into another group and loose our identity, you the members hold the key.

In 2015 I was appointed Group President for services to the group, an honour I am very proud off, I have enjoyed every minute of my association with South Cheshire Advanced Motorcyclists, there have been challenging times, emotional times, but mainly happy times, I would have not changed a thing, having passed my test I wanted to put something back, so I got involved by becoming an observer and all aspects of the group, I am as passionate today as to making a difference as I was then, only time will tell if I was successful, so raise a glass, and here's to the next 25 years.

CHRIS STEEL



From KTM to a BMW!

The KTM must have known that it was being traded in as the day after I had agreed the deal it decided to have a fit and not start! Great! Just what I need, different key tried as keyless ignition could have been a fault but no going there so the RAC were called out to see if they could breath life into the orange dragon? 24 hours later they came and tried life support, but none found without power being permanently connected to the bike. Power off the headlight was staying on, so this seemed to be the problem. Nothing they could do so it was another recovery firm ordered to take the bike away at ten at night for overnight storage before making its way to Sheffield and the nearest dealer. A week later they eventually looked at it and found the ECU had managed to develop a glitch and needed to be re-flashed and hey presto all ok. Glad it was all under warranty and a bit of correspondence from KTM customer service to get the new battery needed free of charge as the dealer was not being cooperative! Mmmm..... maybe it's a good thing the bike is going now a month or so before the warranty runs out!

The day eventually came for picking the bike up in Sheffield and going to Allan Jeffries for the new bike so CK was called into action for taxi duties and the KTM picked up it was up the M1 and a last ride to remember but not for the rip roaring adventure bike it was but for the wild wind that was whipping across making it a more than interesting ride which gave thoughts of will I make it in one piece to the dealer? Well I did get there and CK did confirm that I was leaning over quite a lot even going in a straight line!

Here at last to pick up the new toy, now as mentioned last month I wanted a bike with a more solid front end, so the choice was the new BMW R1250RT. A test ride earlier confirmed it had that feeling I was after and with the new 1250 engine gave a nice amount of power delivered very nicely.



From KTM to a BMW!



Paperwork all completed, and the bike rolled out and operations explained it was time to get out on the RT and get used to it. Five hundred yards later, fast food outlet rolled into, well it had been hours since breakfast and we bikers love a bit of fast food! Fed it was all go and GPS programmed to stay off motorways I headed west through some nice Yorkshire villages with just the one big hill to go over Holme Moss which was interesting to say the least but the RT was nice and stable compared to the KTM.

Since then the boys have been out putting some miles on the bikes running it in down the A49, A44 and A483 some cracking roads where being restricted to 5,000 RPM did not stop the fun to be had and kept the GS and Triple at bay so very promising for when all the 134 horses could be let out. Soon the two weeks were up and nearly 1000 miles it was back to Allan Jeffries for the first service which was a reasonable £100 but the £145 for a new rear tyre (bloody nail!) was not so welcome, it was just nicely run in as well!

So more fun has been had out in Wales going over to Llyn Brenig Reservoir last weekend on some great roads we had not been on for a good while. The BMW has lived up to all expectations and more with its surefooted handling which not as sharp as the KTM suits my personal taste better, it has all the toys apart from keyless ignition which is not being missed and is not as tall as to give me vertigo and feel that a U turn is a possibility and not a barrel over Niagara Falls challenge!

Now I am ready for this year's holidays in comfort I will report on the RT in future newsletters.

The Highlander

New Members – Welcome

Andy Fewtrell, Richard Downes
Jim Pittman, Edward Liptrot,
Royston Emery



Club Events

MONTHLY CLUB NITE

Last Thursday of the month at the Hawk Inn in Haslington by Crewe – starting August– Our own version of Conversation Street, I'm sure there will be plenty of discussion and maybe some of it repeatable too! 8pm onwards all welcome.



Club Website Information

We have fresh hands going over our website

<http://www.southcheshiream.org.uk/> reorganising it and updating the diary and Gallery to start off with.

We are now hosting the photographs through our Flickr account to make it easier to upload these and manage them. Link here: -

<https://www.flickr.com/photos/155059034@N08/albums>

So please any pictures taken on any club or interesting bike ride out send them over to Geoff Highfield at gh@highfieldassociates.co.uk or directly to Richard Kinsey at: richard.kinsey@tiscali.co.uk with a brief description and they will arrange for these to be put on to it. A Long or Short story will get a selection in the newsletter for an article too!

If you hold them in a Microsoft programme/file such as "Pictures" you can select the ones you want to send, right click on the mouse on one of them and select "send to", left click on "send to" and left click on "mail recipient". You will be asked what size pictures you want to send. Click on "large". An email will be formed in Microsoft Outlook. Complete it in the usual way and send to me. Use of this method significantly reduces the size of the picture so that several can be sent together.

If you hold them on a smart phone you can mail them directly but in small groups. Some smart phones such as the iPhone will ask if you want to reduce the size of the bundle if it is too big.

If you want a note of recognition/ownership for the photos, please tell us.

Holiday pictures, Presentation Evening, Anniversary Ride Out, Christmas Meal, A date with "Just Jane"? (Interesting) and more are there already.



Group Events

Sunday Ride Outs – NEW SUMER TIME its 9am from Costa Coffee at the Grand Junction Retail Park - CREWE - arrive early with a full tank of fuel. Usually 150-200 miles but if you want to do a shorter one we will not take offence at you turning back early.

Wednesday Evening Ride Outs – The first and third Wednesdays start from Starbucks, Holmes Chapel Road, Middlewich - next to the Shell garage. The second and fourth start from The Little Chef, Radway Green Road at junction 16, M6. All rides start at 7pm. Try to arrive about 15 minutes beforehand with a full tank of fuel. There are fuel stations close to both start points.

Last Thursday of the month – Club Night – The Hawk Haslington - 8pm onwards

Other Events of a two-wheeled nature

5-7th April WSB Aragon Spain

10-14th April MotoGP Texas USA

12-14th April WSB Assen Holland

19-21st April British Superbikes Silverstone

2-5th May MotoGP Jerez

10-12th May WSB Imola Italy

16-19th May MotoGP Le Mans

That's all this month

Hope you all get out on your bikes to give us some more stories

The Highlander

