



South Cheshire Advanced Motorcyclists

January 2022 Newsletter

News and Diary Dates

Controversial new Highway Code rules apply from 29 Jan.

Manchester bike show 29/30 January, at Event City.

New SCAM newsletter editor takes over from Ed Liptrot, a difficult act to follow.

Thursday 17 February: Committee meeting at the Hawk, Haslington. Members welcome to observe.

Thursday 17 March: AGM zoom meeting for all. Details next month.

Unpaid annual subs due NOW

Message from the Chairman

Welcome to a New Year and let's hope that we finally get back to normal in 2022. We also have a new Newsletter editor, Dave Creedy. Thanks, Dave, for taking it on and thanks to Ed for doing your stint.

It's certainly been a difficult couple of years for us with drastically reduced associate numbers resulting from Covid but those associates we had during 2021 produced some good results.

There was also obviously very little in the way of social events for members which the committee realised and hence the freeze on membership fees. So, thank you for your patience.

Going forward, the aim will be to keep our members engaged with the group, both in relation to keeping up our riding standards and the reintroduction of more social events where we can get together.

In terms of riding standards, as the weather improves, we'll organise some ride outs to blow those winter cobwebs away and get back up to standard.

The *Continuous Development Programme* will continue for anyone who would like a couple of sessions with an Observer or Masters Mentor.



The Observer ride out experiment last year, with a more progressive advanced riding standard, seemed popular, so I aim to make this a regular event and open it up to all members. Dave Coomber's popular regular Sunday and Wednesday ride outs will of course continue, along with Howard's Tuesday morning ride outs for our retired members.

If you have any suggestions for destinations, route, or if you'd like to lead a ride out, please let me know. If you have any GPX files, even better.

We plan to hold an Observer Course in March, so if you fancy taking the next step by becoming an Observer, let me or Pete Mathieson know. In order to qualify Candidates will just need to undertake a short assessment ride to show that their riding standard is at test standard and have good communication skills, the rest is up to us. It's not easy but it is very rewarding.

There haven't been any presentation evenings for a couple of years, so we plan on making this year's presentation evening a little more of an event. We're hoping to find a suitable venue, have a guest speaker and buffet. It would be nice to have a good turnout of members and if it proves popular, we hope to make it

an annual event. It's anticipated that this will be held in late March/ early April.

I'd like to revamp the monthly social evening, perhaps riding to a pub beer garden or having guest speakers. Again, any suggestions will be very welcome.

Obviously, we need to attract associates too, so we plan to hold recruitment events at suitable biker meetings, so we'll need volunteers to help out.

The year will end as usual with a Christmas meal, as they seem popular (sorry about the C word).

It's over to you then, the more involvement we have from our members the more we'll all get from the group. If you have any suggestions of group activities, please get in touch, all ideas are very welcome.

Don't forget also, the AGM in March where you can have your say on how the group progresses.

Look out for Facebook and Newsletter announcements, please support any events and let's have some safe and enjoyable times on our bikes.

Dave Cox



Message from the President

Firstly, I would like to wish you all and your families, a very Happy New Year; I hope you had a good time with family and friends over the festive season, which seems just like a memory now we are into February already.

So now we look forward to what the year holds for us; will we be able to take in a foreign motorcycle holiday or not, have we set other goals such as undertaking masters training, or just to get out on the bike more often this year? Whatever you have decided to do, let's hope we can do it, Covid is going to be around for years to come, don't let's become a prisoner to it. We must remain vigilant and keep taking appropriate precautions, but let's get out there and enjoy our motorcycling, whether it be for work or social.

I would like to express my appreciation and thanks to Ed Liptrot for his spell as newsletter editor, thank you Ed for your sterling work, and to thank Dave Creedy for agreeing to take over as Editor, I for one look forward to seeing his work in print.

I am looking forward to this year. Having had a stroke last May, a cholesterol level of 6.5 and high

blood pressure, I had to rethink my life style and went on a healthy eating regime. Last December I had some blood tests and other tests and was informed my cholesterol level was 3.6. I am hopeful that a loss of two stone in weight combined with healthy eating and medication means that I should have a more stable and healthy year.

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

Chris Steel

Message from the Membership Secretary

If you haven't yet paid your annual subscription and returned a membership form, please do so now.

Payment can be made by cash, by cheque or by CHAPS internet banking transfer to **South Cheshire Advanced Motorcyclists, Sort Code: 54-10-17; Account number 36603198.**

Many thanks to the members that have paid. You should have received a confirmation email from me if you've both paid AND returned a form.



If you have paid but not returned a form, please complete the attached membership form and return it to:

gh@highfieldassociates.co.uk

The form is the only opportunity I get each year to confirm your details are correct.

Please inform me when you have made a payment as bank statements take some time to catch up and it will stop you receiving reminder emails.

Geoff Highfield

Feature

Important changes to the Highway Code

On 29 January new Highway rules will come into force that place responsibility on those able to do the most harm to lesser mortals but does little to protect the most vulnerable who are unable or unwilling to mitigate the risks that they face on the roads.

[The Highway Code - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/attachment_data/file/1037306/table-of-change-to-the-highway-code.pdf)

The table of changes to the Highway Code is well worth a read.

[https://assets.publishing.service.go](https://assets.publishing.service.gov.uk/government/uploads/system/u)
[v.uk/government/uploads/system/u](https://assets.publishing.service.gov.uk/government/uploads/system/u)

[ploads/attachment_data/file/1037306/table-of-change-to-the-highway-code.pdf](https://assets.publishing.service.gov.uk/government/uploads/attachment_data/file/1037306/table-of-change-to-the-highway-code.pdf)

The amended Highway Code is aimed at improving the protection of pedestrians, cyclists and horse riders by introducing a hierarchy of responsibilities from the heaviest to the lightest mode of transport.

The changes have roused controversy from the motoring world, especially concerns about how cyclists might exercise, and possibly abuse, their new found powers. That bicycles may be unexpectedly encountered outside their allocated lanes adds a potential new hazard to all road users.

New priorities for pedestrians crossing junctions will, for example, require more judgment from vehicles making right turns. There is a potential for shunts caused by rapid braking which could be largely mitigated if vehicles maintained separation and adhered to speed limits. However, ahead of the new rules being implemented, I have witnessed cars and vans courteously stopping and giving way to pedestrians at junction crossings in the Lakes, more so than in the past. Changing human behaviour takes time and it will no doubt be a



challenge to implement the new rules in busy cities with commercial pressures on vehicle activity.

The Roben's report (1972) found that increasing the weight of laws and regulations was ineffective in improving workplace safety; why should life outside the workplace be any different? The way forward was to make individuals and their employees responsible for identifying and minimising hazards. Importantly, an essential element of change management was recognized, that is, training and refresher training in hazard and risk mitigation but there is no substantive mechanism for such a process in this instance. The new highway rules rely on individuals absorbing information, interpreting the rules and making on the spot decisions without any formal training and practice.

I look forward to feedback from riders on the implementation and suggestions on how we can do our bit to help improve knowledge and demonstrate good roadcraft.

Editor

Ride Outs

Guided tours

Fancy an organised tour of Wales, then look no further than Maja's website:

<https://majasmotorcycleadventures.co.uk/>

She's agreed a £50 a head for a day tour. Minimum of 4. A chance to explore new routes.

Neil Jewell

Howard's Tuesday Rides

If you are retired, have flexible working or are otherwise available on ANY TUESDAY, come and enjoy a RIDE with like-minded bikers.

Members can be found at Costa on Dorothy Flude Retail Park, Lockitt St, Crewe CW2 7BB at 9.30am; a new meeting place as the previous venue delayed opening until 10.30am due to staff shortages. I usually put a notice on Facebook on the Sunday prior to say I am going. However, anyone can come and just have a coffee and a natter, something we bikers love.



Anyone can request where they would like to go; all full members can lead. A 10.00am departure for a couple of hours ride then lunch and a return journey. What's not to like about that?

At this time of year, the roads are filthy but our tyres are more capable than any of us. I know diesel and ice are a problem but not to Advanced bikers with our observation skills. So, get the bike filthy then enjoy cleaning it.



A positive benefit is that you keep, and increase, your riding skills all through the winter leaving you ahead of the game in summer.

It is a great opportunity to get to know one another, especially for me having moved to Cheshire from Yorkshire. This does mean I have intimate knowledge of some superb ride outs in God's own County. If you fancy some long days in the saddle or overnight trips, let me know.

Don't forget, there is no such thing as bad weather only bad clothing!!

One recent Tuesday, after consulting our thoughts on the weather, it was Go West! I had checked a biker cafe in Wales; their website said it would be open. I normally plan all my routes and then download them to the Garmin but on this day, I was lazy!! So, I put said cafe as my destination, set Garmin on adventurous routing and away we went.

It certainly was adventurous taking us on many single-track lanes which hadn't seen vehicular transport in some years, grass down the middle, gravel, animal deposits and potholes. Said cafe was, yes you have guessed, closed along with most of Wales. But the Bison Cafe was open and very nice.

The bikes looked as though they had been in an all-day ploughing contest, the mud got to places I didn't know the bike had. It is a good job I enjoy cleaning it. The ride was preceded by a period of strong winds and there were lots of trees down. Following lunch, we decided to go to J&S Northwich for a cup of tea and to check that there was nothing that we



needed to buy. Luckily, only a cup of tea was required. I forgot to mention the self-tapper in my rear tyre but the repair was successful, yippee.

On Tuesday 14th it was a bit misty but the sun won, except on high ground. We toured Staffordshire, Derbyshire and Cheshire and again were successful in enjoying ourselves and received a 1st class honours degree for getting our bikes and gear absolutely lathered in mud.



“All-Year Riding” can be fun, so make it a New Year’s resolution to come and join us, we don’t bite! We do laugh a lot, we don’t criticise skills but we shall provide you with enjoyable riding in all weathers, well, provided temperature are above 5° C.

Howard Payne

Biking Adventures

The Great Scottish Petrol Hunt – the End Game

The first episode of this adventure in the Southern Uplands was published in the November 2021 SCAM newsletter. Chris Steel and Ian Cunningham had booked three nights in Moffat. Two weeks before the trip, media frenzy and misinformation triggered panic buying of fuel leading to supply shortages. Nevertheless, the intrepid pair set off to brave a potential fuelling nightmare and survived to tell the tale. Chris continues....

Wednesday 6th October, I arose and looked out of the window, which is the norm on holiday to see what the weather holds in store. It had been raining but was clear at that moment in time. Ian and I went down to breakfast and engaged in conversation with Dave our host, who is knowledgeable in the local weather patterns. He informed us of where to go and where to avoid, offering us one of his routes. This time we thought, why not, let’s try one. Dave asked if we had Sat-Navs which he took off us and downloaded a route onto them. He called the route the ‘magic mushroom’ due to its shape on the map. Having got changed into our



riding attire it was time to visit the petrol station which, hopefully, still had petrol. We rode onto an empty forecourt and filled up with no problem. Tanks full to the brim, it was now time to tackle the magic mushroom [Ed. Reminds me of a trip to Amsterdam].

We headed south riding alongside the A74M then turned left and wound our way round Beattock, Johnstonebridge, and onto Eskdalemuir. The roads were a mixture of single track, with passing places which are never there when a logging truck is encountered, and fast sweeping A and B roads. The villages, towns and features passed included Cacerbank, Hawick, Peebles, Talla Reservoir, Cappecleuch and Moffat. The weather had been a fabulous 16°C, tropical for October, the route perfect and the scenery spectacular. Having returned to Moffat, we pulled into the petrol station and filled up ready for our return home the following morning. Again, there was no problem, straight onto a pump and topped to the limit.

Back at the hotel Dave enquired how our day had been. Just perfect, we said. We followed our usual routine of shower, change, walk round

Moffat, drinks at the bar and a bottle of wine over dinner.

Ian and I both came to the same conclusion that we love Moffat and the surrounding countryside, so much so that we intend to return in April 2022. We retired for the night, in readiness for the trip back home.

Thursday 7th October, rise and shine, a look out of the window to see rain, not a good start. We showered and went to breakfast. Dave greeted us in the dining room, and he informed us the rain was in for most of the day. We had planned to return down A-roads through the Lake District and pick up the M6 south of the Lakes, but seeing it was raining, that was going to be no fun at all. After looking at the map we decided to parallel the M6 and pick it up just north of Tebay services.

We went to our room, packed our kit and prepared for the wet slog home. We paid our bill, said farewell to Dave our host and set forth. The journey home was uneventful with rain continuing until just south of Tebay, after which it began to brighten up. By Preston it was sunny and warm, which continued until we reached the warmth of home.

What had started out as a trip in full trepidation and fear of running out



of fuel, had turned out to be an enjoyable three days away with no drama or fuel worries at all. I don't know what all the panic was about, it was just an adventure.

If you are considering a trip to Scotland, Ian and I can highly recommend the Buccleuch Arms Hotel in Moffat. Dave Smith, the proprietor, is a keen biker and has many routes on his computer for your enjoyment. Book early as this is a popular hotel.

<https://www.buccleucharmshotel.com>

Chris Steel

Editor's Plea

Many thanks to this month's contributors.

Ultimately, the newsletter is only as good as the material you provide, so please tell 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. If time is tight, feel free to jot down some notes or rough text, email it to me and I will tart it up. Please attach

photos separately, ideally with a list of captions.

david@creedy.net

For Sale/Wanted

Motorbike 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 or barter. 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.