

## Editors Ramblings

Another rainy day in front of the computer is certainly making up for last years weeks of sunshine, still days in between though to get out on the bike. This is your newsletter which the committee can keep you up to date on any group news or events but also for you to share your motorcycle adventures, trips or an interesting story or two. It can just be a picture from your day out or holiday if you do not have the time to write a story. Let's see some member contributions to the newsletter as we all

Did you get out? Remember this is your newsletter and although I will give you some group updates it's for you as well to let us know what you have been up to on your bike either training or holidaying or what you have encountered when out and about. A review of something you use on the bike maybe. Please do not be shy any contribution is welcomed.

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/>

# South Cheshire Advanced Motorcyclists Newsletter Sept 2019



1994 to 2019



## A Word from the Chair

I have been Mr postman this month getting a few badges out in the Chester area although some addresses are harder to get into than others! Flats with buzzers are great unless you just need to deliver something and there are no letter boxes outside, might just need to get a stamp on that one. Stoke area this month so keep an eye on your post folks for your badge!

The Observer meeting last week had Steve Ellis doing a presentation on the IAM's latest initiative to get more test passes and therefore more retained members with the "Membership by Portfolio" path to be qualified by the group and not an examiner. This was a very interesting talk and cleared up a few misconceptions on the diluting of the test standard. This also gave the observers more information on how each session should be marked to clear up any inconsistencies going forward as this will help to give any decision on an associate gaining a pass. More on this when we have observers lined up for this in the new year.

And wasn't that Bank Holiday fantastic? I had a great couple of rides, did you? Please let your fellow members know of your trips out with a picture or two or even A short story.

Please contact me with any queries you may have.

Happy riding everybody, stay safe Gordon



## Presidents Page

Here we are September already; the Summer course is almost completed and the Autumn course fast approaching.

I would like to remind the Associates on the Summer course that they can use sessions of the Autumn course for any additional training if they require, please let me know by the Tuesday prior to the session that you would like to join in, as I allocate and inform the Observers on the Wednesday prior to the session that they are required.

I received a call from Chas Tennyson one of our National Observers, informing me that due to family commitments he was standing down as an Observer, I fully understand his reasons, and on behalf of the group, and the many associates Chas has given guidance too over the years, to thank him for all the time and dedication he has given the group, it is only with people like Chas that we can deliver the skill for life course on behalf of the IAM. Chas personally thank you for your time, commitment, professionalism, and friendship over the years, and on behalf of the group many thanks for all your time. Chas has informed me he will remain a member and come out on social rides when he can, I wish you well for the future.

It won't be long before the bike show is upon us, and the annual trip to the NEC, where some of us will fall in love with our next machine, or the scantily clad ladies draped over them, which ever your preference, it is a good day out, I shall make the pilgrimage, and see what bargains are to be had, I will write an article afterwards.

I have arranged our annual course certificate presentation evening for the associates on the Autumn 2018 course and the Associates on the Spring and Summer courses 2019 for Friday 18<sup>th</sup> October at Winsford Fire Station 7oclock, to all the associates on the courses please make every effort to attend, and bring family members as well to celebrate your achievement, I know Geoff will contact you all individually, I look forward to seeing you there.

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



Chris Steel.

President.



## The History of the Motorcycle Telescopic Fork

There seems to be a connection between aircraft landing gear and motorcycle telescopic suspension. **BMW** equipped two 1935 models, the R12 (photos) and R17, with its hydraulically damped telescopic fork, and also used such a fork from the beginning in developing its supercharged 500cc road racer.

Messerschmitt's M29 airplane of 1932 employed cantilevered telescoping struts to support its two main landing wheels, and at this same time retractable landing gear was becoming a necessity on emerging high-speed aircraft. Telescopic construction combined the stiffness of fair-sized tubes with generous travel and compact internal location of damping systems.

Through almost the entire between-the-wars era of 1919 to 1939, motorcycle front suspension had been the girder fork. A pair of girders, usually fabricated from small tubing, extended upward from the front axle to join the steering yoke by means of four short pivoting parallelogram links. Damping—if any—was provided by scissors-type dry friction dampers. The early bugaboo of the girder fork was a “clashing” as the mechanism hit its stops on rough roads. Later, various remedies such as negative springs or rising-rate geometries were added to soften or prevent this.

The death knell of the girder fork was the rapid adoption of more powerful brakes in the late 1920s and early 1930s, which placed very concentrated loads on the fork links and their bushings.



## The History of the Motorcycle Telescopic Fork

Early attempts to build telescopic forks were criticized for:

Low stiffness. I well remember placing a 1950s **Triumph** front wheel between my knees and finding I could twist the bars through a surprising angle. And they would stay where I had put them!

Brake dive. Telescopic forks are pro-dive because, angled as they are, one component of braking force acts to compress the fork.

Partly to escape this dive tendency, in the late 1980s independent designer John Britten revived the girder fork, implemented in carbon fiber and using rising-rate linkage (in the mid-1980s, fork dive was shown to actually improve braking by lowering the motorcycle's center of mass).

In 1937, Velocette's racing engineer, Harold Willis, and his friend, aircraft landing-gear pioneer George Dowty, designed a motorcycle telefork that was not produced until 1949. Both **Norton** and AJS/Matchless designed teleforks during World War II and were produced once the war ended.

US landing-gear specialist Menasco is said to have assisted in the development of **Harley-Davidson**'s first teleforks.

Landing-gear manufacturers not only had hydraulic damping technology available, but they were able to perform the precision cylindrical or centerless grinding necessary for smooth, low-friction motorcycle fork tubes.

Since the 1970s, dozens of ingenious alternatives to the telescopic fork have been built, tested, and even raced. However, the same combination of robust simplicity and long travel that made telescopic suspension struts attractive for aircraft continues to do the same for the motorcycle.

By [Kevin Cameron](#) Cycle World

March 23, 2015

The Highlander



## The Balkans: Croatia – Bosnia – Slovenia – Part One

Well the time eventually came for the annual trip abroad and we had been waiting a long time since we decided on this tour and destination. It was almost a year ago when we had discussions on where we were going to go to for our next trip. The Balkans got the nod with it being a long tour and going where we had not been before and a better do it now before we get to old for it! Wow what were we expecting?

As ever with the more time you have to prepare/think about something, the more you bring up what ifs! The main topic was what we were going to take gear wise as we were traveling all over Europe and no doubt varying temperatures and weather conditions. Well to cover all bases and the RT's plentiful luggage capacity I was able to take my full gortex suit and boots plus mesh suit and light boots. The only casualty from this was the drone missed the boat as it takes up a lot of space. Think I need a smaller one for holiday travels!



Can you get closer to the hotel?



The first of many coffee and cakes!

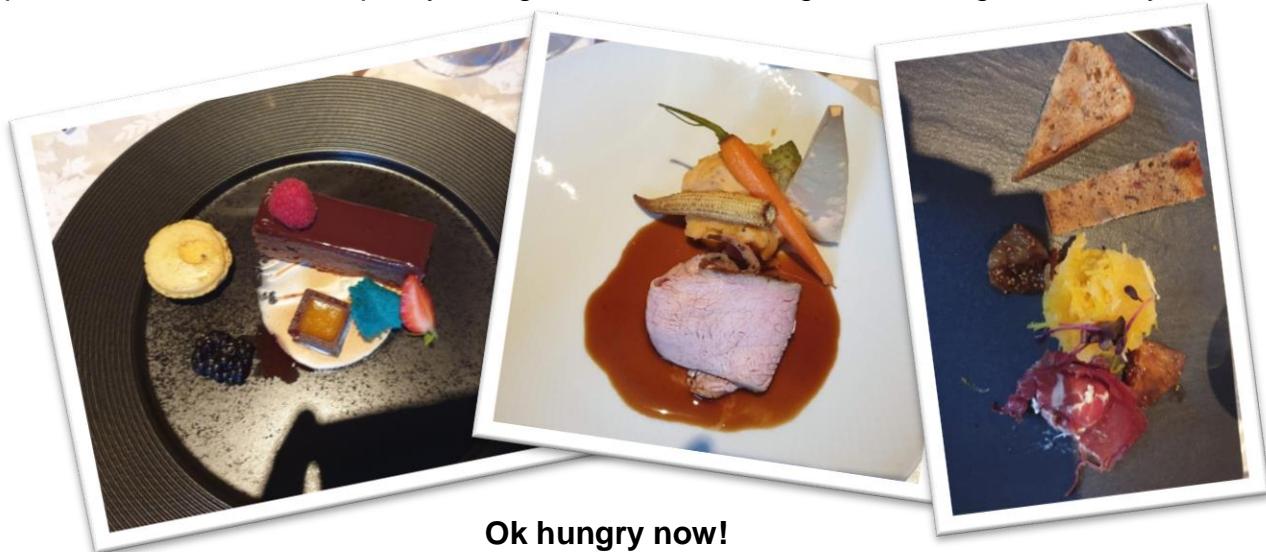
We were going to travel at least 3,250 miles so I had new tyres fitted as my half-worn set may not have made the full trip and more prone to a puncture as well. PR4GT's fitted and the bike all cleaned and packed we were off to Hull to catch the overnight ferry to Zeebrugge. As ever with a journey starting in the UK it was a crap day and the gortex got its first use, surprise surprise! I picked up Spoons and CK at the services and we made our way to Hull to meet with Terry and Andy from our group at CK's favourite restaurant McDonalds for a brew and some Victoria sponge freshly made by yours truly and as far as McDonalds knew was gluten free he he. It was still raining but starting to fair up luckily for us queuing up for the ferry and we managed to board relatively dry. The crossing was drama free and not like the night before where you certainly needed a strong stomach and not much food. No problem for us as we got good value from the meal deal! A few beverages in the lounge and meeting a few more on the tour before we settled down for the night. Zeebrugge reached we were off the ferry and our elevated gantry safely and out of the port and a day of autoroutes and dual carriageways through Belgium, Luxemburg and into Germany and our night's stay at the Radisson Blu Hotel on the outskirts of Ettlingen.



## The Balkans: Croatia – Bosnia - Slovenia

This being a long tour of two weeks away I was determined to get some exercise in every day so on with the running shoes and a gentle run through the picturesque business park! And back was enough after a long day on the bike. Jogging back into the hotel meeting the rest of the group exercising their hands with a drink in them! The buffet dinner tasted all the nicer after my little run.

The next day we still had 270 miles to travel so it was a mixture of rural forest roads, Austrian mountains and valleys, Autoroute and forty-seven miles in a bit of the B500. It was a pity that we had a bit of rain at that time which spoiled the all to brief section that we were riding on as it was the highlight part of the day, oh no luck today then! Nothing exciting today then but into Austria and a vinaigrette purchased, yes it is a Vignette but hey sounds just as continental and more tasty! Hotel reached in Reid im Oberinntal Austria, a quaint little town where winter brings this place alive as it is between some perfect mountains for skiing. A slightly more picturesque run before dinner along the river and around a water park was ticked off. We had a nice wood panelled room with separate bed space perfect for the occasional snore fest in peace. The food was well presented and ala carte quality with great service and a great evening was had by all.



Ok hungry now!

Day three and we are now getting into some proper motorcycling country and roads and there was a lot more of a positive vibe from everyone in looking forward to the days riding. After a bit of autoroute we got our first pass and the Brenner Pass it was which goes through the Austrian-Italian border at 1,370 metres and has been one of the most important passages through the Alps since ancient times. The weather had definitely got its act together now and the gortex was well and truly packed away for the much more comfortable air suit in the increasing temperatures. It was a bit more main roads till we got further into the Dolomites and more valley roads then the Passo Campolongo in Italy and with challenging hairpins coupled with some challenging road surfaces at times it was a concentration test to keep the momentum up while negotiating the various hazards on a fully laden bike but we were well rewarded with some great parts of the road and wonderful views as we made our way up and over this pass.

## The Balkans: Croatia – Bosnia - Slovenia

We entered Arabba and our lunch stop with the realisation that we had been here a couple of years ago on our Austrian Dolomites tour! I had a feeling I was recognising the area but not till I saw the restaurant in the square and the memory of the tasty Calzone Pizza we had then. History repeated then with said pizza polished off in my finest style. A bit of Pass fact – its 1,875 metres in height in the South Tyrol area in the Dolomites.

Some more valley roads and autoroutes took us to Treviso near the coast in North East Italy, it has many canals, not quite Venice which is just to the south though! Our hotel for the night had its own secure parking area which did not give you a good impression of the hotel which luckily was much better itself. Keys for room collected it was up to the room and..... uh oh a double bed! I have said before CK is a good friend but not that good! So down to reception and let them know to get it sorted. Hmmmm... sort it out yourself? We have given your key to another couple, go and get yours from them! Yes of course I will do your job for you, off I went and knocked on to inform of the mistake and could we please have your room and here is the key to the other room? Well a tired and hot half-dressed woman does not make a good sight and definitely not a happy one on her side too! Room sorted I was out on the road for a little run, once across the busy main road! It was getting hot now in the 30's and maybe the heat had got to me but I managed to get my directions a bit out on the return to the hotel giving me a bit more of a workout than I was expecting!



At the bottom of the Passo Campolongo

## The Balkans: Croatia – Bosnia - Slovenia



Austria looking good in  
The sunshine with  
Mountains in the  
background

Well I have eaten it twice so  
Here it is again, Calzone Pizza!



At the bottom of a sweet pass  
Getting our breath back!

More next month -The Highlander

## Roadsmart Inform News

Horses and how to pass them is one of the latest tips from the IAM – full article here -  
<https://www.iamroadsmart.com/media-and-policy/news-and-insights/blog-post-details/hold-your-horses!-how-to-pass-horses-safely-on-the-road/2019/08/06/hold-your-horses!-how-to-pass-horses-safely-on-the-road>

### IAM RoadSmart motorcycle groups can save almost 50% on the Michelin tyre pressure monitoring system

Ahead of the launch of a 10% discount on the Michelin motorcycle tyre pressure monitoring system to all IAM members, we have a very special exclusive offer for our motorcycle groups and members. Fit2Go Ltd are offering us a near 50% discount on orders of twenty or more units. The usual price is £79.95 ex VAT but we can order for just £41.95 ex VAT, a saving of £38 per unit! This offer is only available on orders for twenty or more motorcycle units placed before the end of August 2019. We hope to have a car offer for our members and groups in the near future. To order please contact Daniella Broadfield by phone, 01543 629034, or email, [daniellab@gx2technologygroup.co.uk](mailto:daniellab@gx2technologygroup.co.uk).

### The work commute - motorbike or car?

Gary Bates, IAM RoadSmart marketing manager, discusses what bikers should keep in mind when on the road in rush hour. Read his blog here -

<https://www.iamroadsmart.com/media-and-policy/news-and-insights/blog-post-details/the-work-commute-motorbike-or-car/2019/08/13/the-work-commute---car-or-motorbike>

## Welcome to our latest Associates

Colin Eagan

Andrew Parkes



**congratulations!**



## 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.



## Group Events

**Friday 18<sup>th</sup> October - Annual course certificate presentation evening** for the associates on the Autumn 2018 course and the Associates on the Spring and Summer courses 2019 for at Winsford Fire Station – 7pm

**31<sup>st</sup> October – The Hawk Haslington -Premier Care Motorcycle** – All Year Biker  
Motorcycle care talk by Barrie Walters – Everyone who attends this talk will be entered into a draw for an All Year Biker treatment of their motorcycle!

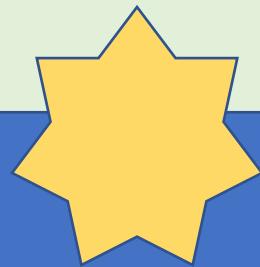
**Sunday Ride Outs** – its 9am from Costa Coffee at the Grand Junction Retail Park - CREWE - arrive early with a full tank of fuel. Usually 150-200 miles but if you want to do a shorter one we will not take offence at you turning back early.

**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.**

Please support this as we will be looking on closing this if we do not get any takers!





Fancy winning an “All Year Biker” treatment for your motorcycle? Well come along to the Premier Motorcycle Care evening at the Hawk on Thursday 31<sup>st</sup> of October for the presentation by Barry Walters on what this entails for your motorcycle and how it benefits it. Everyone attending gets entered into a draw for a free treatment (for their bike!)



#### **Other Events of a two-wheeled nature**

6<sup>th</sup> Sept – Gawsworth Jesters Charity Ride-Out

6-8<sup>th</sup> Sept – WSB – Portugal

6-9<sup>th</sup> Sept – BSB – Oulton Park

13-15<sup>th</sup> Sept – MotoGP – Misano Italy

15<sup>th</sup> Sept – Darley Moor Racing – Derbyshire

20-22<sup>nd</sup> Sept – MotoGP – Aragon Spain

20-22<sup>nd</sup> Sept – BSB – Assen Netherlands

27-29<sup>th</sup> Sept – WSB – Magny-Cours France

28-29<sup>th</sup> Sept – International Dirt Bike Show – Stafford Showground

29<sup>th</sup> Sept – Distinguished Gentleman’s Ride – Youles Motorcycles Manchester



That's all this month

Hope you all get out on  
some more

The

Highlander

