

**Spring 2016**

# ***FULL CHAT***

**Newsletter of Somerset Advanced Motorcyclists  
Group No. 1241**



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Front Cover: Rob Bartlett takes the lead of  
the SAM Welsh Weekend in April 2016



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## **FORWARD OBSERVATIONS**



April is such a great month. Even though the weather hasn't been exactly tropical (other than the odd downpour), the rapid extension of the hours of daylight seem almost suddenly to present us with more riding opportunities. It's light until nearly 9 o'clock! I know that can hardly be news, since it happens every year, but somehow it always takes me a bit by surprise, as if on some level I'd started to believe it was going to stay Winter forever. As participants in the Rally found a couple of weeks ago, the road conditions are about as diverse as they could possibly be, with everything out there from new, smooth, sticky Tarmac to pot-holed Neanderthal style tracks with sudden washes of stones and gravel, clay from tractor tyres and dollops of manure from muck spreaders. Maize silage planting will be coming up any time now, so it's situation normal for us: assume nothing about any stretch of road surface you cannot actually see,

and plan for a large oncoming vehicle blocking your path around every bend.

Having handed the Chair's position over to Richard Pearse's capable hands at the AGM, I can say that I found it a great privilege to lead SAM for the last two years, and remain grateful to everyone who gave me so much support. My health and stamina are steadily improving, which is obviously a good thing, even though I've felt a bit frustrated and disappointed that it's taken this long. Really, move over breast cancer, I've got a life to live. There are changes afoot from the IAM, both a rebrand to IAM Roadsmart and the introduction of





new support materials to help the training of IAM test candidates. Neither of these things is likely to affect the way we run the club, and I am certain that SAM will go on providing its blend of welcoming friendliness, expertise and opportunities to enjoy our bikes for many years yet.



Many thanks to all those who have sent contributions for this issue of Full Chat. If you have yet to contribute yourself, consider doing so - everything is welcome, articles, hints, tips, photographs, opinions. Email me or Graham Tulloch, or phone or write. The deadline for the next issue is 15th July, 2016. **Gina Herridge**

### **CHAIRMAN'S RAMBLINGS**

As I take over the vacated chair I would like to take this opportunity to thank Gina for her last two years stewardship of our club. If membership numbers alone were the measurement of her success then our record membership numbers speak for themselves.

But as in life generally it's always much more than just the numbers. Gina's enthusiasm for all things SAM is commendable and I felt that under her chairmanship the inclusiveness of our club was extended in many ways. One example that springs to mind was tagging and leading a Green ride to a Red or Amber ride thus allowing

all club members to participate in a morning's ride out to a common refreshment point.

So thanks again Gina and three cheers to you. My aims will be



similar, to keep the club on an even keel and to maintain our inclusiveness to all motorcyclists that share our passion.

I will also try to leave my blinkers locked away at home. For example, if someone had told me six months ago that a 125cc bike would be fine on a group ride I might have raised an eye brow. Yet it has been demonstrated to me that in the right hands it's just fine.



One of our flagship events, the South West Peninsular Spring Rally was extremely well attended this year with entries up 25% over last. I do believe this event is a huge credit to our club. Entrants come from all over, without referring to maps I believe the furthest travelled this year was from Heysham in Lancashire. I would go as far to say that we deserve credit from Somerset Tourism for selling a lot of Hotel & B&B rooms over the weekend. A rough estimate for the combined total miles travelled by the competitors would be in the region of 25,000 - 30,000. It could be more! The only incidents I heard about was, one puncture (fixed by Grahams M/C's) and a couple of bikes that went over (no serious damage) in lanes, one doing a U turn the other came across a local that doesn't move over for motor cycles (we came across this character while doing a Check Point Charlie I seem to recall). And one brake calliper detached itself from a Pan European with 140,000 miles on the clock and required recovery.

While on the subject of the Rally I received a letter (yes, not an email) from a regular entrant David Collier from Hertfordshire who competed on a 1969 Triumph Bonneville (and received a Gold Award) thanking SAM for putting on the event, and one SAM member in particular. I have lifted the following paragraph directly from his letter:

*"Plus a special thank you to a SAM member, I only know as Ben (young with a large beard) whom we flagged down, in pitch darkness on the*

Quantock Hills (some sort of Bermuda Triangle effect had us and our sat-navs totally confused). He stopped, then led us back in the direction he had come from to show us the elusive marker post, then he led us back, approx 20 miles to Langport. Now that's the Spirit of the Rally Award surely?" So well done Ben Everard and thanks from the Rally Team, also commiserations on the fact that you missed out on your own Gold Award by just a few minutes at the Ilfracombe check point. For those planning to take their bike to Europe this summer with the thought that their insurance policy includes breakdown cover recovery should the worst happen, a word of caution. I read in another bike club magazine of a rider whose ECU packed up in Portugal. A



replacement would take at least two weeks to obtain. The insurance company (one of the main bike insurers) declined to undertake the recovery on the grounds that it was not "cost effective" for them. To arrive at this decision they had taken into account that the bike was a non-runner and applied a bike valuation to that effect, and the valuation is theirs alone. It wasn't

that they took a decision to pay out rather than recover. They weren't going to do either! I'm off on my first trip to the USA at the end of this month, motorcycling of course. I'll let you know how I get on next time. Safe Riding.

**Richard Pearce**



## SAM NEWS



to new members:  
Caroline Ashworth,  
Patrik  
Koniuszewsky,  
Julie Comer, Bryan  
Landeryou, Ken  
Octon, Justin Dodd, Ian and Pam  
Fraser, John Watson, Antony Wood  
and Mark Goodman



To Euan Carpenter riding his Suzuki Bandit, who passed his test towards the end of February.

Thank you to all observers for your help.

When you pass your test, please inform Graham Tulloch or Gina Herridge so it can be included in Full Chat to encourage us all.



### CONTACT DETAILS

If your contact details change, (especially email address) please inform Mark Livingstone so that we can keep you informed of latest news and events.

## Committee Meetings

(i.e. what we are doing in your name; all members are welcome to attend Committee meetings to keep an eye on us. Equally, if anyone has a comment to make on any matters mentioned here, please contact a committee member to let us know.)



The minutes of the last Committee Meeting held at The Old Pound, Wearne on 8th March 2016, and of the AGM held at The Potting Shed on 31st March 2016, can be found on the website in the members only area.



## My "Measuring Somerset" Experiences

When the Measuring Somerset challenge dropped into my email box last Autumn the idea appealed to me. Having 4 + months to complete the tasks meant no pressure, I could choose a "suitable weather day" or two, and during the winter there are not so many competing attractions as the Summer. I hit the print button and waited for a suitable (sunny) day. That suitable Sunday duly appeared some weeks later, nothing else pressing to do so out with the maps and a leisurely trip of North Somerset was planned out. My wife enjoys treasure hunt type events so fortunately I



had company. Our first destination was Lympsham and a measurement taken from the Sports Club notice board. The format is that at each location four possible measurements were provided by Steve, out with the tape measure, tick the

measurement we believed to be correct, and on to the next. Next stop Cheddar, find the Bradley Cross sign, then a water plate, found one, measure it, there is a measurement on the sheet that exactly matches so we must be correct, onward. Next stop Chewton Mendip, distance between the stone pillars of the Churchyard gates, we have a match so another tick.

Next location Norton St Philip, so head off in that direction. It's lunch time by now, keep an eye open for a suitable stop, our luck is in as we soon come across a farm shop with restaurant and it's busy which is a good sign. We have a snack and a cuppa and refreshed press on to Norton St Philip. We are looking for Tellisford Lane and an old sign post with "Somerset" on the column. Well I spot Tellisford Lane but overshoot, a u-turn and there is the sign, measure the word Somerset, we have a match, next stop Witham

Friary.

At Witham Friary it's a case of measuring the "welcome" carved into the entrance step to the churchyard.

On to Cucklington, find the VR1897 railings, measure the tapered tops, another match, press on. Marston Magna and another sign post to locate and measure "Somerset" on the column. Our final destination for day one is North Perrott, measure the cross section of the Cricket Club sign and head for home. The light is beginning to fade as it's dark by 16.30 at this time of year and starting to get chilly. A successful day, half the locations visited, we should have this challenge completed by Christmas..... or so we thought.

The second leg took place some weeks later and while the weather was not so good we were due a day out. Our aim this time West Somerset with the first check at



Cannington, we found the cemetery gates or so we thought but the measurements given made no sense. A helpful couple who must have been puzzled as to what we were doing measuring their cemetery gates offered an alternative about half a mile away, bingo they made sense. On to West Quantoxhead, just leaving Holford on a left hand bend disaster almost struck, the rear of the bike kicked out and then went like jelly, I realised instantly that it was a rear puncture. Fortunately there was a gateway to pull into as we were just beyond a bend in a vulnerable position. When I found the offending item in the tyre I realised why it had deflated in a couple of seconds, it was a hollow tubular piece of metal. I made a half hearted attempt at removing it to effect a repair before deciding to call my recovery service (for the second time in 12 months) that's included with my insurance.

The recovery vehicle arrived within half an hour and we were on our way home. Incidentally, I estimate this "inclusive with insurance" vehicle recovery has saved me somewhere around £400 pounds in the last 12



months. Last summer one of my “elderly” bikes expired with a faulty kill switch leaving Poole bike night, not having the correct size tools with me meant another “out of hours” call out.

Fast forward a few weeks and we set off again, destination West Quantoxhead where we need the internal measurements of a water trough to calculate the volume. Then on to Wooton Courtnay to get the size of the memorial plaque.

Simonsbath is our next destination where we collect the actual as opposed to the indicated car park width restriction. Lunch time approaches, we had intended to visit the tea rooms at Simonsbath for a snack but they were closed, their loss, as we headed for the Exmoor Forest Inn just around the corner where I had as good a mushroom soup as I have ever had. Refreshed, destination Hawkridge where the roads were in a very muddy state, due in part I think to some road closures which affected our route, the bike was plastered and we were well splattered. Here we had to estimate the height of the church tower, we were struggling until my wife spotted that the gutter down pipes were in equal lengths, measure one and we had it. Home to hose the bike and ourselves down via Chipstable where we measured the distance between the gate pins on the memorial gate. Just two destinations remained for a future date at Ford Street and Combe St Nicholas, and we collected these two a couple of weeks later.

The task was complete. Thanks go to Steve Schlemmer for providing an enjoyable activity for the winter months. I hope he can provide a similar challenge for next winter.

As some of you know Rick C and I shared first spot for the coveted prize, a gallon of Muc-Off, (a most appropriate prize for a winter activity). A draw was held at the AGM and I was the fortunate winner. However Rick if you ever have to go to Hawkridge again in winter you're welcome to call in for a liberal coating of the magical pink solution.

**Richard Pearse**



## **SOUTH WEST PENINSULA RALLY REPORTS**

### **Rally Tales**

Last year, my first SWPR was quite successful in hindsight with only one cock-up chasing a village in Devon, of the same name as the one I should have been looking for in Cornwall a couple of hours previously. But I still finished with Gold and a Lands End award; this year was to be different.

I fancied a ride 'up this end' of the South West so when the final instructions turned up I plotted a route that took in the manned checkpoints at Ilfracombe, Princetown and Dorchester. The chosen unmanned locations were not far from the primary route with only a few times when doubling back would be necessary, they were; Crowcombe. West Quantoxhead, Luxborough, Withypool, Simonsbath, Umberleigh, Inwardleigh, Ashmill, Marystow, Lydford, Venn Ottery, Kerswell, Cotleigh, Evershot, South Perrott and home.

Now at this point I should mention that I said to a good friend that 'the South West is my backyard', I barely need a satnav; how that was to bite me on the a\*s! For some reason that I haven't yet worked out, I lazily just wrote the location names down and abandoned my normal method of writing down the map references, again, a mistake.

So after an excellent bacon sarnie at Langport, I tapped in Crowcombe and off I went. The satnav took me across the moors to Taunton then along the Minehead road to Crowcombe, I already knew that in the checkpoint

questions I needed to find a carpark near Dead Womans ditch 1 1/2 miles up the Nether Stowey road. Long story short, I found car parks but not the one described?! I even spoke to some other riders



who were equally mystified however I knew that there were other options close by so I pushed on to a dead cert. West Quantoxhead is known to me! I used to drink at the Windmill when a student and a friend went to school at St Audries Manor when it was a school years ago. I would have laid money on the bronze animal at the gate being a Stag (the question asked) and sure enough it was. Here I took time out to do a little restructuring. Luxborough was fine and not far so that stayed but I added Brompton Regis to substitute for Crowcombe, everything was cool and I was back on track. After Brompton Regis however, I entered Withypool and headed off to find a road closure; now a good friend once said to me that there is no such thing as a closed road on a weekend so to test this I carried on to find a JCB firmly wedged across the road with Heras fencing cable tied to it! Even with my Trials riding experience, this was a dead end. I turned around and found another way. At Withypool I entered Simonsbath but the satnav didn't recognise it?! This was bizarre as it is a very well known Exmoor town; I got out my map book and blow me the

bleedin' map book didn't have it either; I got out my smartphone and googled it but the smartphone couldn't find any 'Gs' or signal, so that is two things it is cr\*p at, being a phone and being smart! So I reverted to 'dead reckoning', I was dead sure that I reckoned it was west of where I was and eventually I did pick up a signpost proving that. After Simonsbath I headed for Ilfracombe to arrive late (by my own schedule) at my first manned checkpoint to have a little rethink. I was already late by my own reckoning and somewhat flustered by the lack of help from my satnav or mapbook.

Umberleigh and Inwardleigh were where they should be but Ashmill wasn't, neither were Marystow or Lydford and they weren't in my useless map book either. Something near panic set in and I just picked the next place that was found by the satnav and headed for Buckland Monachorum then doubled back for another rethink at the second manned checkpoint, Princetown.

At Princetown I resorted to plotting places that were accepted into the satnav to pick up the pieces but unfortunately I already knew that to hit the 6:00pm close time at Poundbury was now impossible. I

set off for Ermington then Rattery and Venn Ottery and was making good time despite the traffic. Kerswell was a waste of time but I needed it having lost so many other bonuses. I arrived at the very strange Poundbury, feeling like I had walked on to the film set of 'Honey I shrunk the kids', 20 minutes late but took a photo of it in the hopes of blagging it at the signing off table; not to be!

I rode the last few checkpoints without the satnav because I really did know where these were and got to the finish very fed up with myself for not doing a better job. One of my rugby heros in a post match interview said ' we never make the same mistake twice but we do have an uncanny knack of finding new ones'. This was how I felt; by my stupidity I had converted a 306 mile route into a 325 mile route that actually came in at 375miles after various cock-ups.

On a positive note, the bike was faultless! She had been playing up a bit and I even spent money at a dealer, a first, to get it sorted.

**Pete Churchill**

### *Two Pork Pies and a Snickers Bar – My SWPSR*



Miles covered – 381.

Manned checkpoints visited – Poundsbury, Ilfracombe & Princetown. Unmanned – 15.

Loo stops – 2, Tarr Steps & Ilfracombe.

Petrol stops – 3, Taunton, Crediton & Ilminster.

Visor cleans – 2, one with my helmet still on my head at Ilminster petrol



stop.

Liquid consumed – 700 ml of water.

Wrong turns – 1 at the final checkpoint.

Times went into a bend slightly too hot – 1 on the road into Crewkerne.

Biggest fear – not being able to find a petrol station!

Maps used – 3, scales were 1:50,000 & 1:130,000.

Time spent on the road – 12 hours.

Most tedious section of road – Ilfracombe to Barnstaple on the A361. It was mostly a 40 mph speed limit. I should have considered the B road. Best roads – Mortonhamstead to Princetown. Two Bridges to Ashburton. Tropiquaria near Watchet to Dulverton via Brompton Regis. Tarr steps to Simonsbath.

Trickiest Checkpoint – The Coldridge clue! 'What are the numbers on the fire hydrant' – what did a fire hydrant look like? Luckily a friendly local person pointed out the offending article (wasted several minutes here looking for something totally different!)

Most frustrating section – Following the VW Transporter out of Dulverton towards Tarr steps along a lovely narrow twisty valley road for a mile or two. Needless to say I took my opportunity when offered.

Best bit of kit on the day – my 'Ultimate Ear' ear plugs – even with these I felt deaf when I reached HQ.

Advice for future Gold attainees : Plan your route carefully in advance. Have a couple of extra checkpoints planned in, just in case. On your map, line up the checkpoints with a marker pen.

Don't stay too long at checkpoints, fathom out the clue then go! Personal observation – When you get tired you think you are going faster than you are. Maintaining speed in a national speed limit on an A road felt like 80mph, when it was barely 60mph.

**Lisa Parsons**



### ***This is typical of the letters of thanks sent by Rally participants***

Hi Richard, I just wanted to write and thank you for a great day out on Saturday, the whole experience was superb from walking into the start to leaving the finish, just so slick and easy, not the ride though that was tough. Your whole team were superb and we have learnt a lot about how we do things to how you run your event. We shall certainly be pinching some ideas. I have done a little write up on our Facebook page - link below - and will be putting your details onto our website in the coming weeks ready for next year.

[https://www.facebook.com/page/s/Biker-Rallies/1538344373078749?skip\\_nax\\_wizard=true&ref\\_type=log\\_out\\_gear](https://www.facebook.com/page/s/Biker-Rallies/1538344373078749?skip_nax_wizard=true&ref_type=log_out_gear)

Barbs, Stefan and I have made some new friends, ridden some of the best roads in the country that match my favourite stamping grounds in Scotland and the Isles, we have seen some beautiful countryside and seen some fantastic quirky places, just what the doctor

ordered. Suffice to say that we will be back again next year and we are already looking forward to it.

Our website is:

[www.bikerralliesuk.com](http://www.bikerralliesuk.com).

If you have a promotional page/picture that you would like me to enter into our site then please send it and I will happily spread the good word for the SWPSR.

Barbs and I are looking forward to the day when we need help to book in entrants at the start and see them in at the finish, but it is only our fourth year and we have a hard core plus a few others.

Once again our heartfelt thanks to you and the whole team including the lady with the catering, which was delicious, and if you can make it to our event in June we would be only too happy to see you there.

Cheers again, **Rob, Barbs and Stefan**

***Biker Rallies are organising their Rutland Scatter Rally on Saturday 4th June. Check their website for further details***



## BIKING NEWS

### The Highway Code – ONLINE for FREE

I've just come across the government website that hosts the Highway Code online. <https://www.gov.uk/guidance/the-highway-code> It's free and contains all current updates, the most recent being March 2016. Further you can subscribe to have any new updates emailed directly to an email address of your choice, you will never have any excuse in having out of date information again!

I've also downloaded it to my mobile, which works fine and could be of benefit to Observers. Note, this Highway Code applies to England, Scotland and Wales; there is a different version for Northern Ireland.

**Paul Dyer**



## FORTHCOMING EVENTS

### New Members Induction Evening

Wednesday 4th May 2016  
19:30 @ 5 St James Park, Yeovil

### Committee Meeting

Tuesday 7th June 2016  
19:30 @ The Old Pound, Wearne  
nr Langport TA10 0QJ

### SAM Green Ride "Stress Free & Social"

Sunday 8th May 2016  
09:30 @ Durston Elm Garage  
Led by Rebecca Thresher

### SAM Red Ride "Master's Route"

Sunday 15th May 2016  
10:00 @ Cartgate Services  
led by Peter herridge

### SAM Green Ride "Fish n' Chip Run"

Wednesday 18th May 2016  
18:45 @ Ilminster Little Chef  
led by Ben Everard

### Slow Riding Skills Day

Sunday 22nd May 2016  
10:00 - 16:00 @ Swater  
Road, Bridgwater  
TA6 4PZ (TBC)

**sorry, now cancelled**

## RIDE REPORTS

### Rick's Breakfast Run

When you read this all thoughts of winter riding will be a distant memory – heated gloves and jackets will have been shelved for the season and Spring will have definitely sprung! Rick's rides are always 'top notch' and Saturday 20th February's Amber ride didn't disappoint. The meeting point was the Little Chef and a 0900hrs start. The weather was murky but no forecast of rain, even though the roads were damp with last night's downpour. The temperature was approximately 6 degrees. Ten of us gathered round to chat while Dave wrestled to get the size medium 'tail end charlie' orange jacket over his shoulders. My memory from Rick's briefing was that he declared very smugly that everyone will end up with a dirty bike! The route was made up of a series of unclassified roads interspersed with A and B roads. When he declared he'd recce'd most of the unclassified roads on his bicycle just to be on the safe side, I reckoned we were in for some pretty technical riding. The route took a clockwise direction south through Kingstone to the A30, then right. At Cricket St Thomas left onto the B3167 then left on to the B3162 through Winsham and Drimpton to Broadwindsor. Rick stopped us at the top of Pilsdon so we could look south towards Bridport. I took some photos but the view was gloomy because of the low cloud and grey sky. The opportunity to stop and take pictures was very much appreciated and should be taken on board by other ride leaders. Graham's stop for Glastonbury Tor a few weeks back was a splendid idea. From Pilsdon we headed off along an unclassified road through to Sadbarrow Pound and then left past Sadbarrow Mill. Rick found us some really good single track road with some very good technically challenging slippery descents – some of which were more suited to a mountain bike. Through some research I found that Sadbarrow is mentioned in the Domesday book - Good old William the Conqueror would have found this place a lot easier to get to on a horse!

From here we dropped onto the A35 and rode through Kilmington then another right onto another single track road over Stockland Hill to the A30. When we reached the cafe at Barleymow's farm shop, just outside Chard our bikes were well and truly dirty! The cafe scored well on the 'getmeserved quick&cheap' scale. Rick had pre-booked us all a table which should be congratulated on. Andy Hall, Dave Watson, Dave Willmott, Ian Gyatt, John Hooper, Alister Finely, Jez Martin (and Henry who was pillion) and myself thoroughly enjoyed this Saturday excursion – and to top it all it didn't even rain! Thanks Rick.

**Lisa Parsons**

### *Weekday Wander*

I think I'm right in saying it was Gordon Carpenter who suggested at a recent committee meeting that a midweek ride would be a good idea, as some members were unavailable for weekend or evening rides. Along with several others I agreed to lead a midweek ride to judge interest as I am happy to have any excuse to get the bike out.

John Hooper had already taken a few of us to Portland Prison Cafe and a very pleasant event it was. My plan was a round trip to take in some of the hills of West Dorset to enjoy the views and mainly quiet roads, off the beaten track, so I visited Maria's Pantry and warned them I would be bringing maybe 5 or 6 bikers for a cuppa. The 12th April dawned bright and sunny and



when I arrived to fill up at Southfields, I could see one bike already parked waiting. Tony had arrived nice and early, and before long we were joined by eleven more plus one pillion. After phoning Maria to warn her of our number we took to the roads and I hope all enjoyed the route and the snack stop. As often happens, some decided to carry on riding, making the most of what turned out to be a sunny day all day, despite a forecast of rain! The rest of us with other commitments headed for home past the two highest points in Dorset and finally split at Perry Street. Thanks to all who turned out, I'm sure the weather had some bearing on this, but it looks like I had better start planning the next one.

**Rick Chubb**

### *KIT REPORTS*

#### *Speedo Healer (or bringing the 'Pan to Heal!')*

On my first observed ride with Lindsay Wilson I was keen to impress, not least because inter-service rivalry means the Army Air Corp will be all over Fleet Air Arm indiscretions, I am keeping the Pan glued to the speed limit on the Yeovil-Sherborne dual carriageway. First de-brief and raised eyebrows as I was asked "Just how fast were you doing?". "I was doing 70 mph honestly, ok maybe 72 mph" I confessed. However, Lindsay reckoned my speed was more 64/65 mph and a check against GPS confirmed my speedo was over-reading by around 9%.

Ok, so what, we all know speedos generally over-read, in

doing so they give us a buffer against the speed limit. Well, yes, but don't we all take this into account when we blast along the motorway at 75/77 mph? I had a number of issues with the Pan's relatively large speed discrepancy. Firstly, trying to convince Lindsay I was making efficient progress where road conditions allowed. Secondly, the cost of servicing was going to come round 9% quicker. Thirdly, there would be an impact on resale value of a mileage inflated by 9%. Lastly, having flown aircraft for 35 years it just seemed common sense to have an instrument providing an accurate



indication.

After some research on the web I found a piece of kit called the HealTech Speedo Healer (<http://www.healtech-electronics.com>). Although it required me to strip off all the Pan's panels to find the electrical lead and socket from the bike's speed sensor, it was a relatively simple task to plug the kit in series and stow it under the seat. With the respective speedo error now set my Pan indicates true mph, I just need to refrain from

blasting along the motorway at 75/77 mph!

Not that I have any desire to change sprockets on the Pan, but if you had a racing bike and wanted to play tunes with the power/tq output by changing cogs this device would sort out the speed indication issues for you, and once installed is a doddle to adjust.

**Roger Moffatt.**



### *Lasertrack Wheelspin*

I have one of these and it works really well -

<http://www.mandp.co.uk/index.php/default/lasertrack-wheel-spin.html>



I can't apply a paddock stand single-handedly (which may only be an issue for us ladies?) [Or not - Ed] This is a lot smaller than a paddock stand, and sits happily on a shelf in my shed. It means I can clean my wheels all the way round, but the main advantage for me, having only a side stand, is for lube-ing the chain. It's chunky, not flimsy. Portable for

touring – tho' a bit heavy because of the big steel ball bearings – and adjustable; and demountable. Good value for the money.

**Greer Avery**

## *BIKE REPORTS*

### *2016 Triumph Speedmaster*

Considering the price, you get a lot of bike for your money. This 'entry level cruiser' doesn't feel like a lesser bike; she is not underpowered, doesn't feel like a budget bike, she is cool and still has big bike appeal. There are no reliability issues to worry about, she has the big custom feel without the overbearing heft of a bigger capacity cruiser and she is still more than quick enough for my needs. I use the bike every day for both

work and pleasure and she does both extremely effectively. She is happy nipping about in town traffic, she is nimble enough to make country roads a pleasure and she makes short work of the bits of motorway that I have needed to deal with so far. The mid-sized engine configuration has meant that the fuel consumption doesn't wipe me out either! For me, moving from a V twin to a parallel twin has meant quite a change in focus and riding style. The fuel

injection, also new to me, makes the bike a lot more reactive to small inputs to the throttle, consequently it took me a little time to master long sweeping





corners without feeling that I was having to constantly adjust the speed. I also found that the tighter suspension set up took me some time to customize to my own requirements and I found myself constantly understeering. It seems like many, including me, have found that the standard exhaust is just a little too quiet for my liking, I have opted for the 'shortie' pipes, still legal but they add a little more drama to the ride. I added the knee protectors to the tank, not for comfort but for me, like the beautiful matt grey finish, they add to the classic look of this classic bike. The last change was to add more light for whilst the bike is on dipped headlights, I have added the front fog lights but set them to focus the beam just a couple of metres away from the front wheel, this allows me to more easily see and negotiate the sea of potholes and speed bumps that are quickly becoming the normal road surface in any built up area. If you like the cruiser/custom riding position and grew up loving the Triumph brand, as I did, then aesthetically this bike is perfect! Having admitted that it has taken some time for me to get used to the differences between this bike and the many different bikes (including old Triumphs) that I have ridden in the past, the juice is well worth the squeeze. Now she is a joy to ride; I feel the confidence to lay her down into corners and to gently squeeze her out the other side, I have the acceleration required to get me past the inevitable slow movers on the country roads and I have full confidence in the solid set of brakes and suspension that allow me to come to a safe, controlled stop in plenty of time.

The Triumph Speedmaster is a beautiful bike with classic good looks but modern fittings and I can recommend her to anyone for whom riding pleasure is an important part of the trip.

**Paul Common**

### *KTM 1050 Adventure*

It's Graham's fault! "Would you like to go to the NEC Bike Show? We have a spare seat in the car." How could I refuse Graham's offer? I was not looking to change my bike but some time was spent between the Triumph, KTM and CCM stands. The machine which caught my

eye was the KTM 1050 Adventure.

On returning home I researched this machine, and not getting a straight NO, but positive encouragement from management, in January I arranged a test ride on a 1050 Adventure.



On the day the weather was cold and wet and I could not get a real feel of the machine. I understand now why European motorcycle makers launch their bikes in some warm and dry Mediterranean country.

So that's how things remained until March when I arranged another test ride at another KTM dealer. This time the weather was much better and the roads were dry. I was able to really test the 1050 this time and my mind was made up. I would trade in my 800 Triumph Tiger for a new 1050 Adventure. The deal offered was not good enough, so I walked away.

About 3 weeks later I received an email from the KTM dealer concerned. They offered a deal on a 6 month old 1050 with 700 miles on the clock that had had its first service. The deal was done and for a reasonable charge the bike was delivered to my door. I have not had chance to put many miles on it yet but it handles well, has ample power throughout the rev range and the riding position is comfortable. The coming summer months will see if I have made the right choice. We are lucky to have such a vast array of bikes from many manufacturers, so it makes sense to try something different.

**Matt Towill**

### *TECHNICAL*

#### *Fitting Oxford Premium Hot Touring Grips*



As you may have gathered, I was very pleased with the installation of the Oxford sport hot grips on to my Triumph Sprint ST (Full Chat



Winter 2016).

So I decided to fit a set to my other bike, a Honda Crosstourer. For this installation, I chose the Touring version as these grips measure 120mm, the same length as the original Honda Grips, which means they don't have to be cut down.

Fitting the hot grips to the Honda bars was far simpler than on the Triumph. Both the original Honda grips are stuck on and there are no ridges of bumps to remove from the throttle tube. With the old grips and glue removed, the hot grips slid into place at the first attempt, with no dressing of the bars required. Simple!

The tricky part was running the wiring along the bike back to the battery under the seat. The wiring would need to run inside the frame spar, so it was off with the Tupperware (side

panels!) and lift up the tank, which hinges from the rear. Note the official Honda Factory tool for raising the tank (aka – piece of curtain dowelling rod)!

After connecting up the wiring, the next task was to fit the heat controller. Unlike the Triumph, I couldn't fit it on the left hand side, because the parking brake's in the way; I bet that's



got you thinking!! Being an auto, Honda thoughtfully provides a parking brake, so that you can park on a slope without the bike rolling away.

Therefore, I mounted the controller on the right hand side. So it was out with the 3mm alloy sheet again to fabricate a mounting bracket. This was duly sprayed satin black (Halfords rattle can again)!

There was just enough room to mount it so that there was adequate clearance from the kill



switch and without blocking the view to the brake master cylinder sight glass.

While I had the side panels off, I noticed that Honda have thoughtfully provided a blank accessory connector which has two circuits; a permanent live and a switched live through the ignition with a shared earth. The idea is that you then purchase a Honda sub quartet harness and connect up their accessories to it, such as satnavs, 12v sockets etc.

I enquired about this sub quartet harness at my local dealer and not only does it cost 'an arm and

a leg', it still has to be re-soldered to work properly. So I bought the necessary wiring and



connectors and made up my own sub harness. The red connector is permanent live and the blue connector is the switched live. The clear connector block is the original Honda part that plugs in to the main wiring loom. As you can see, I've fitted a 12v socket (via the red connector), mounted to one of the fuel tank mounts. This is from the Touratech catalogue and comes with its own wiring and fuse.



The 12v socket is particularly useful for connecting an Optimate battery charger to, saves removing the seat and using jumper leads. Also, I can charge my mobile phone (tucked in the tank bag) while on the move.

The blue connector for now is just tucked inside the fairing panel. This will be used to wire in a satnav (switched through



the ignition). I've already fitted a ram mount and just need to decide upon the best satnav to buy.

I have no experience of satnavs, having never used one. If anyone can point me in the right direction with some recommendations, please send me an email at 2shorts@btconnect.com

**Nigel Short**



## **BIKING MEMORIES**

### ***"A Little Something for your Tea"***

***More biking memories from Steve Schlemmer***

My father's work at Cadbury's in Bournville was in the Buying Office and in 1946, after he was demobbed from the RAF, he returned there. One of his duties was to visit suppliers and approve materials before they were sent to the chocolate factory.

He had a 1938 Triumph Tiger 80, 350cc single, girder forks, solid rear end, single seat. Many everyday items were still rationed, including petrol, but if his visit wasn't easy by public transport he was allowed to have some of the firm's petrol and use his motorcycle.

The year of 1947 had some extreme weather. Early in March one blizzard dropped 16 inches of snow on Birmingham and it stayed frozen in the streets for weeks; at the other extreme, late May early June was very hot, over 30C (nearly 90F).

One afternoon during this heatwave he set off for a farm near Evesham on his motorcycle to approve a consignment of fruit. It was very hot and he rode in his shirt sleeves (no cap or flying helmet) with his jacket rolled up in his ex-RAF blue haversack over his shoulder. It was thirty miles or so including some unsealed roads. The visit went well and he appreciated the homemade lemonade offered by the farmer's wife in the cool kitchen. Just as he was leaving, the farmer

produced a small brown paper parcel and pressed it on my father saying 'Just between us, Mr Schlemmer - a little something for your tea'.

Gratefully, Father put the parcel in his haversack, did up the two metal buckles and slung it across his back. With a wave he was off, still in his shirt sleeves, bouncing down the farm track and the unmade roads for the run back home. As the journey progressed it became hotter and hotter and by the time he was home his shirt under the haversack was stuck firmly to his back.

As he came through the door he called 'Hello, Penny' (which wasn't Mum's name but he always called her that) 'I'm home; look what I've got for tea.' At which point he swung the once pale blue haversack off his back to reveal a massive red stain, on the bag, on his shirt and down his trousers where the strawberries had vibrated into liquid and drained through his jacket and the bag.

**Steve Schlemmer**

## **MEMBERS' TRIPS**

### ***End-2-End JOGLE Challenge 2015***

***Part 2 of Nick Griffin's epic Fundraising trip***

**(Continued from Winter 2016 issue)**

To avoid motorway (which proved to be sound judgement) we joined the A6 at Carlisle and headed down over Shap summit. At Shap there were traffic lights (in the middle of nowhere) on the high pass where we experienced what can only be described as a phenomenon. Whilst slowing and stopping for the traffic light we had a steep high face on our nearside but there was a very strong wind coming off it!! So much so it was a bit of a struggle to ride smoothly. We carried on







into Kendal for a comfort stop, granola bar and water where we were accosted by a chap who had obviously enjoyed his evening out but was trying to get home to his wife. After he flagged down a police van (I think he thought it was a taxi) he was sent on his way. After consuming another delicious granola bar washed down with a bottle of water we were on our way once again but not before Steve lost one of his earplugs. Despite searching with a head torch it was nowhere to be found. Luckily he had some spare disposable ones to hand.

It wasn't long before we were pulling into Lymm Services to enjoy a cup of tea, rest and catch up with Maggie and David. After a planned extended stop we set off into the darkness, which soon became very, very dark and very wet. The extended stop stood us in good stead for the next 160 mile leg of the ride to our planned refuel stop at Chepstow.

All refuel stops were planned with 24hour access with Super UL fuel and to fit in with our route. It was apparent that more and more independent petrol stations had closed which makes planning refuel stops all the more fundamental.

The most direct route from John O'Groats to Land's End is 874 miles but would mean riding on motorways of which I am not a fan. Consequently (and thankfully) our planned route avoided motorways as far as possible but increased the mileage to approx. 920 miles but was a small price to pay.

It was now well and truly daylight (05:00 hrs) and had stopped raining, for now. There was no way to avoid it - we had to ride on the M5 motorway south to make progress and get past Bristol. This is where we struggled. The traffic on the motorway was light and it soon became hard to maintain concentration, after all we had been on the go since midday the previous day!! At this point we left the motorway and took to the A38 to regain concentration and route us to Tiverton Services for our next planned stop. It was here that Matt T. joined to ride with us but not before I sent him an urgent text message to say we were about an hour ahead of schedule if he could still join us. In the meantime we had a hot beverage and lay on the grass in the early morning air. A stark contrast from just a few hours earlier. It was good to see Matt and after a quick chat we refuelled for the last time and set off for Land's End. Instead of 'blatting' down the A30 I elected to ride the excitingly named Atlantic Highway (not as spectacular as the name suggests) again to help with concentration levels and my

evasion of motorways/dual-carriageways.

Maintaining our steady pace we bade farewell to Matt at South Moulton, from which point on the weather got steadily worse. It was an odd mix of rain and fog, you wouldn't think it possible!! I had arranged to meet Tim Soper near St. Columb Major however, never having ridden this road I had no idea where we were or how long it would take to get there. I called Tim to explain but couldn't really tell him exactly where we were!! All credit to Tim for waiting patiently in the layby in such miserable weather. Thanks Tim. We eventually found him after what seemed hours, now that we were 'close' to finishing. Traffic levels were increasing and the weather was no better. Locals were venturing out to do their weekly shopping and Grockles and Emmetts abound!! Hey ho!! We maintained our steady pace. A quick comfort stop (somewhere) gave me the opportunity to give a live interview on Radio Teesdale with my youngest brother, who is a radio presenter, and his

wife Jules. As we were a little ahead of schedule I thought I had better call my wife Dorothy to alert her, Dianne and my brothers Chris and Mark that we were getting close, very close!! We learnt afterwards that they were nowhere near ready at that point and had to make all speed to get to the Land's End Visitors Centre. The excitement was building after 20 hours riding and over 900 miles the end was figuratively speaking (reality was much different!!) in sight. Hopefully it would not be too long before we could declare "Challenge Complete" and collect in over £1000 for Macmillan Cancer Support. Back down to earth where the three of us rode the last few miles from Penzance, which seems to take forever and a day that in the fog took even longer.



Arriving at the Land's End Visitors Centre I was stopped and asked to pay for parking. Just what I needed at this time when I was now feeling a tad jaded, a little cold (despite heated grips

and seat) and stiffening up. As I started to get my glove off Steve reminded me that we on a charity bike ride at which point we were waved through with a congratulatory cheer and smile. It wasn't until we were within about 20 feet that we saw a row of smiling, cheering faces emerge from the fog taking shelter under the arch of the Land's End Visitors Centre entrance. It was a fabulous and memorable sight. I made no attempt to park my bike I just stopped at the reception committee in the middle of the road, parking could wait. We had done it!! After months of planning, re-planning, riding over

700 miles to get to the start and circa 930 miles of the challenge it was over. It felt great. At this point the excitement was on hold. We were tired, cold and in desperate need of a cup of tea.



Thank you's:

Thanks to Dorothy and Dianne for their absolute faith and support in what we did from initial planning to completing the challenge.

To my little sister Maria and her husband Tony for sending us on our way at John O'Groats.

To my older sister Maggie and David for giving us a boost before we tackled the night stage of the ride.

To my brother Chris for driving down from Darlo, chauffeuring Dorothy and Dianne down to Cornwall and being part of the reception committee at Land's End.

To Mark for joining the reception committee at Land's End.

To Matt and Tim for joining us on the ride.

Thank you to everyone who sponsored me on Just Giving. Total raised including Gift Aid was over £1700.

Thank you to DNA Computers and CAG Safety Management



Solutions for their financial support with fuel costs. Last but by no means least to Steve O, my ride buddy, who as soon as I mentioned the idea pledged his support and rode with me. It meant a lot, a hell of a lot. Cheerzen.

Questions/reflections:

Did I enjoy it?? At the time – mostly. Night was a bit miserable. Afterwards yes it's quite an achievement. Would I do it again?? Yes. The Scottish highland roads especially are fabulous. Would I do anything different?? Yes, ride it in the opposite direction. The Iron Butt Association provide a lot of information on their website on long distance riding. Planning - 7 P's!! What more can I say!!

**Nick Griffin**



Thank you for your articles and pictures. I am sorry if I was unable to fit them all in. Please keep them coming: [Tullochg@aol.com](mailto:Tullochg@aol.com)

### SAM Code of Conduct

All riders participate at their own risk.

Turn up on time with a full fuel tank.

Listen to the brief about the intended ride.

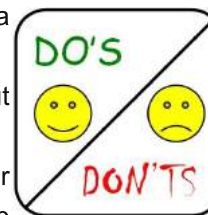
Take care, remember the presence of a group may intimidate other road users.

Ride with the safety of every other road user in mind.

If you wish to detour or leave before the end of the ride, let the leader know.

Ride cancellation is rare, but in extreme conditions the decision rests with the ride leader. If the ride is cancelled the leader should ensure that someone is present at the advertised start point/time to inform any rider who turns up.

Non-SAM partners, friends and guests are welcome to join rides.



### Colour Code of Rides

**Green** – Ride open to all SAM members. Shorter rides, typically of 2 hours duration, with stops. Aimed at getting riders used to group riding. There is usually no overtaking within the group, except when a slower rider specifically signals the following rider to pass.

**Amber** – Ride for test ready associates (Observer's discretion) and test pass holders. Riding over varied conditions, usually between a half and a full day of riding.

**Red** – Test pass holders only. Riding over more challenging conditions. Riding can extend over a full day, sometimes longer.

The ride leader will brief each ride to ensure all riders are aware what's required of them.

The views expressed in this document do not necessarily represent the views of the Institute of Advanced Motorists (IAM) or Somerset Advanced Motorcyclists (SAM). Similarly, goods and services offered do not carry a recommendation from IAM or SAM.

### The Drop-Off System

This is the preferred SAM method to control group rides. Each rider has a 'leader' and a 'sweeper'. Once underway, riders do not need to keep sight of each other, as route deviations will be marked. This is achieved by the 'leader' indicating to the rider immediately behind that a junction is to be marked. This rider (the 'marker') pulls up in a safe and visible position, and indicates the route to all the following riders. The 'marker' then re-joins the group just in front of the 'sweeper'. Everyone on the ride – except the 'leader' and the 'sweeper' – then takes turns to be the marker as they take up the position behind the 'leader'. Headlights are kept on, making it easier to see following and approaching riders.

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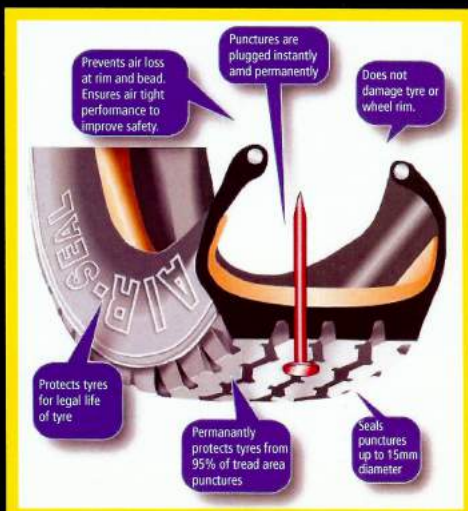
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