

Spring 2018

# ***FULL CHAT***

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



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*Front Cover: Entrants leave Long Sutton Village Hall  
at the start of the South West Peninsula Spring Rally*



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## FORWARD OBSERVATIONS



It seems to me that it has been an exceptionally long and horrible Winter. I guess that for me personally the upside is

that I haven't wasted any good biking weather on recovering from surgery, but it's a bit depressing not to see more of the sun. Even now, it's impossible to get the bike out without it getting plastered in mud, and even a Zen bike cleaner like me can have enough of a good thing.

Although one SAM ride has been cancelled, and one Haynes Ride-In attendance also cancelled, it's amazing how much we've been able to do considering how little the elements have helped. The tenth South West Peninsula Spring Rally was a great success with 241 entrants, by far the greatest number ever to sign up. Again, conditions on the day were horrid in some areas, but everyone was very kind about the organization and the welcome they got at the manned control points. We also had a record number of

volunteers to help with the rally – you never know, at this rate Peter and I might get to actually ride it one year. However, we would not have wanted to miss being part of the welcome team at sign in and out on the tenth anniversary; always a great pleasure and privilege.

The Herridge household has a new bike since the last Full Chat; see article on the new beast later in this issue. I almost succumbed to a Ducati Multistrada 950, but it



turns out that I can't bear to part with Shinyu, the little Fazer 8, for the tiny amount he appears to be worth to anyone else. Since he's never missed a beat in 30,000 miles, it seems unduly heartless to virtually give him away for Italian exotica which may well break my heart with its fickleness.

The AGM in March saw a change of Chair: Richard Pearse has proven a very successful Chair over the last two years, and it is with great gratitude, affection and appreciation that we mark the end of his tenure. It's a warm welcome to Jez Martin as our new Chair, as well as a general hope that

there will be a steady supply of volunteers to help out with some of the other stuff he already does for the club.

Many thanks to everyone who has contributed to this issue of Full Chat. The deadline for the next one is 15<sup>th</sup> July, 2018. Everyone in the club is welcome to offer material for inclusion.

**Gina Herridge**



## ***CHAIRMAN'S RAMBLINGS***

Wow! Where did that first month go?

It seems like no time has passed at all and now I'm writing my first Chairman's chatter.....

It would be remiss of me not to thank our outgoing Chairman Richard Pearse for the time he spent as our Chairman and for being my partner in crime in the organising of the SWPSR, he does a lot of work behind the scenes and deserves credit for that.

The club that I have been given the honour to serve as Chair appears to be in rude health, with a steady flow of new members being welcomed by our Membership Secretary Mark Livingstone; now that I'm Chair I get to see these things quietly happening in the background, steadily increasing our overall numbers. With the various recruitment initiatives that have been introduced over the last year and the improved marketing effort, we are set to further strengthen our club with yet more new blood.

It's been a hectic first month in post, with the SWPSR 2018 taking up a lot of my time in the run up, on the day and post rally – I'm still fielding correspondence from the rally in the form of feedback and lost property. Particularly pleasing this year was the support for the event from our own ranks.

Previous rallies have had a small representation from SAM participating, but this year we had a much larger uptake from our own membership, which is very satisfying to see. Another aspect of this year's rally was the number of newer members who were willing to volunteer to assist in the running of the Rally on the day, this is much appreciated. For those of you who did volunteer and weren't used this year, fear not, I will be appealing for volunteers again for next year!



Date for your diaries is April 13<sup>th</sup> 2019, Long Sutton Village Hall is already booked.

March/April is also the time that club subs become due for those who have been a member for more than a year and I've seen the emails sent out by Mark. The observant ones amongst you will have noticed that included in the membership form this year is a 3 option opt-in for how we use your personal information within the club. This is as a result of work that Tom Moore and I have been doing to try and ensure that our club is as compliant as possible with new Data Protection Regulations (GDPR) that become law on May 25<sup>th</sup>. It is important now, that we (officers of the club) have your permission to use your information in a variety of ways, in order to help us to deliver the levels of service that you have come to expect from us. If you simply ignore the opt-in request or fail to return it, then after May 25<sup>th</sup> we won't be able to inform you of the club rides or other club matters that may interest you as a member of the club, so please do ensure you return your opt-in choices to Mark so that we can update our records accordingly.

I'm completing this edition having just returned from another of the club's highlight events – the Welsh Weekend; an annual sojourn to the awesome





biking roads that populate the Welsh mountains and valleys. Rob Bartlett organises this event every year, and every year it gets more and more popular - this year we had 24 attending, enjoying the stunning weather on the Friday and Saturday on spectacular roads and of course the great company. Thank you Rob for organising this event again (and Matt Towill for leading on Saturday) - another great weekend. Next year's

weekend will be held 5-7<sup>th</sup> April 2019. Rob has already booked the B&B in Welshpool.

That's it for this edition, I look forward to seeing you all out and about on our forthcoming events. **Jez Martin**

## **SAM NEWS**



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

to the following members for passing their IAM tests:

- Nathan Beesley on 17th March, riding a Tiger 800 and observed by Ben Everard
- Keith Davis on 25th March, riding a loaned BMW R nineT due to his K1300GT being off the road on the day. Keith was observed by Bob Muckett.
- Steve Saunders, also on 25th March. Steve was riding his Suzuki SV650, and was observed by Lisa Parsons. Steve achieved a F1RST, despite having to take his Test in unknown territory in Exeter.
- Adam Gorton on 31st March. Adam was riding his Yamaha FZ6 and was observed by Dave Parker.
- Peter Bayliss on 16th April, riding a Yamaha Tracer 900, and observed by Lindsay Wilson.
- Guy Viney, also on 16th April. Guy was riding a Tiger 800, and was observed by Graham Tulloch.
- Rod Coles on 24th April, riding a Suzuki SV650. Rod was observed by Steve Joyce.
- Congratulations also go to Nigel Short and Gary Lightwood, who both passed their Masters. Nigel was mentored by Rick Stowell, and Gary (who gained a Distinction) was mentored by Rob Bartlett.



**A huge thank you to all observers for your help in assisting these members to achieve such a great set of results.**



### **CONTACT DETAILS**

If your contact details change (especially email address), please inform Mark Livingstone so that we can keep you informed of the 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 18th March 2018 will be emailed to members.

## ***MAG Representative Opportunity***

SAM is affiliated to Motorcycle Action Group (MAG) and as a result we are given a free full membership of MAG. Since our MAG representative (Rick Chubb) is already a full MAG member in his own right, we have a spare membership for any SAM members who is interested in MAG matters. Please contact Andy Hall, secretary.



## ***MAG Report***

One of MAG's contributors is Kevin Williams, who runs Survival Skills, a motorcycle training operation based in Kent. Over the coming months he will be writing several articles for MAG's THE ROAD magazine on his "Science of Being Seen" (SOBS) presentation, originally created for Kent Fire & Rescue's Biker Down course. He has kindly agreed that we can share this in Full Chat, so I'll be bringing you some snippets in coming issues. **Rick Chubb**

## ***SAM Recruitment Team—Now Recruiting!***



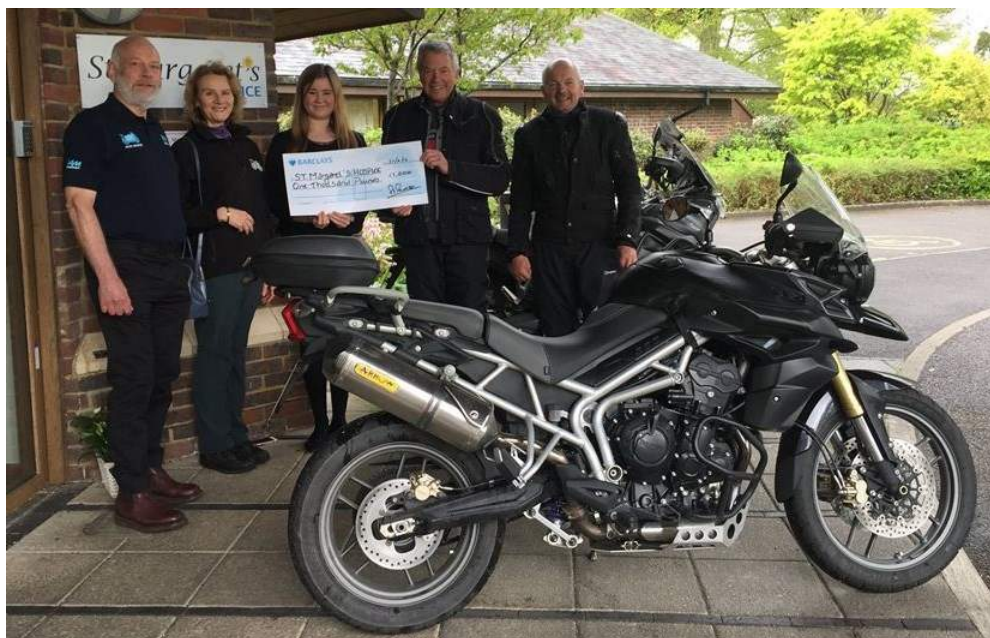
The recruitment team, formed 18 months ago, is open to any members who would like to add their effort and ideas to recruiting new members for the club. Please contact Gina Herridge, 07745 052815 or [ginabromage@googlemail.com](mailto:ginabromage@googlemail.com)"

## ***SAM Donation to St. Margaret's Hospice***

In recent years SAM has made an annual charitable donation. The recipient of the donation is decided on by the Chairman at the time. The donation is made up from donation receipts at events such as C&T sessions and The Pancake Express breakfast ride.

This year Chairman Richard Pearse decided on St Margaret's Hospice to be the recipient of this donation - some of you may be aware that someone close to me received outstanding care in their final days at the Yeovil St Margaret's Hospice.

So on Friday 27<sup>th</sup> April Gina and Peter Herridge, Richard Pearse and myself attended the Hospice and presented a cheque for £1000 from SAM. I am sure you will agree this is an outstanding achievement by SAM members. Well done. **Matt Towill**



## *A Day in the Life of.... A Publicity Officer*

A week to go until the SWPSR 2018 and I have a load of stuff to do today. Already walked the dog, loaded the dishwasher and washing machine, helped wife with various simple tasks due to her broken pelvis making life quite awkward for any movement. Complaints that I am spending too much time on this publicity work ringing in my ears, finishing late at night etc. as I run upstairs to my office.

Today's task is to schedule posts on Facebook for the week ahead. Rather than writing one post every day for a week leading up to the Rally, I am going to write 7 posts and then arrange for them to appear 1 a day over 7 days, via the Schedule feature newly-available from FB.

First I have to decide what my post themes are going to be and they pop out as: beware narrow roads with high hedges if you are new to the area; Dainese's spectacular gift of a jacket to the SWPSR Prize Draw; how to find the Engine Room at Poundbury; Damerell Motorcycles' offer of free coffee to Rally entrants; Hedgehog Motorcycle's generous gift of



a Sports Camera for the Prize Draw; Urban Glow's gift of a Safety Vest to the Prize Draw; JD Racing's gift of a cash voucher against purchases, again for the Prize Draw; can late entrants pay cash on the morning of the Rally? Which is a total of 8!!

Then I have to decide which audience I am aiming the posts at – specific to the Rally or the general SAM Facebook Followers? Specific to the Rally so the posts have to go into the SWPSR Event, not the normal page, because if they are under an Event then all the

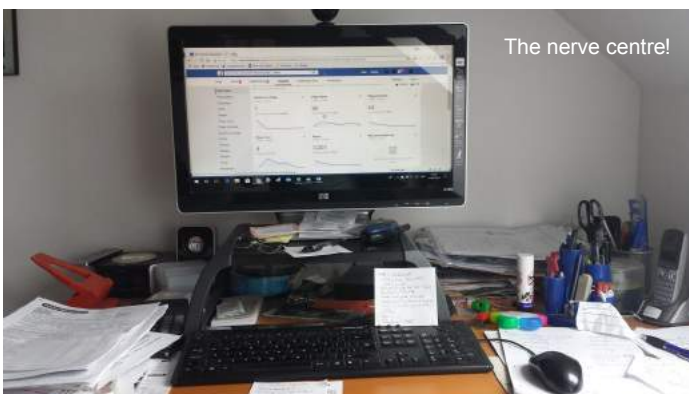
people who have Liked the Event will see a copy i.e. preaching to the converted, and most of the themes will be of interest to them.

For FB post success it is recommended that words should be accompanied by pictures, so I start the process of finding photos, images and company logos on the web that support the themes I want to write about, then download them to my PC for later.

Realise that I am not sure if cash payments can be taken on the day so a quick email to Jez to clarify. Await response before writing post.

Before I do all that I check the progress of previous posts on the main SAM FB page and run through the names of people who have Liked them but have not yet Liked our FB page. "Invite" anyone who has not yet Liked the page to do so. I also check on the FB Statistics page to see how we are doing on number of Likes (447) and Followers (469), plus which posts have created the most traffic recently – one has had over 23,000 views (the white-out post) whereas most only have 2-300 views.

Then I remember the C&T on punctures and realise that it would make a good catch-all promotional post for local riders to make them think about what they would do and get them thinking about how being part of



SAM could benefit them. Using my phone's pictures I craft a quick post with images and publish it onto the main FB page, from where I can Share to a number of local rider groups. For each group I follow the sequence of "Share, Share to a Group, Select the type of group I want, type in their name, Publish". Rinse and repeat 17 times. Now where was I? Oh, yes, this week's Scheduled posts.

But first, contact Bunny Rabbetts at A303 Motorcycles about having my V-Strom serviced after the SWPSR. Booked in for Wednesday 11<sup>th</sup>.

Craft words and add photos for each of the 7 posts and decide to schedule

6 after inadvertently publishing the Hedgehog Motorcycles one instantly. When I finish that work (approx. 2 hours) I notice that I have a reply from Jez and the Cash Payments on the day message is OK to post, so more wordsmithing ensues. Check emails on the other gmail addresses particularly the one I use for the Eventbrite Account. More riders signing up today! Update the mini-guide of dealer details I am creating for the Rally by adding in the dealers' logos found earlier on the web. Work on my personal route scenarios for the SWPSR, using road atlas and Google Maps. Realise not enough hours of daylight for my route timing and that I was planning to arrive at a Manned Checkpoint 45 minutes before it opened! Back to the drawing board.

Somewhere in the above schedule I manage to fit in lunch, coffee and make dinner for 2. Finish at around 20:59, so that's an early finish!

**Ken Octon**

## ***KIT REPORTS***

### ***Textile Kit Cleaning***

Whilst at the NEC Show last year, I visited the Halvarsson Stand to enquire about cleaning my textile outfit – being almost 4 years old, it continues to be completely waterproof, but once wet, the cuff and ankle areas become heavily wetted, dripping into gloves (or onto floors at coffee stops!), and take a while to dry. When asked by their stand rep (a high-mileage, all weather, world-wide tourer) what methods I had used so far, he was astounded that I had never cleaned it in the 30,000 miles I've ridden in it. Their recommendation

was to clean textile garments between 6 monthly (for casual riders) to weekly (which is what they said the police used to do when using their kit). The reason for the arms and legs holding so much water was that – just like the unswept part of a car windscreen – they were usually exposed to the elements, gathering significant road dirt, and it was this dirt impregnated into the outer fabric that was causing the water to be held within the fabric. So no loss of waterproofing, as the internal laminate waterproof layer re-

mained intact, but the outer fabric became like a sponge. This was why they recommended frequent washing to maintain performance. Contrary to my original thought, their view was that frequent washing was beneficial to the performance of the outfit.

With regards to which products to use, I have previously used “NikWax Tech Wash” in

a washing machine to clean textile garments, then a secondary wash using “NikWax TX Direct Wash-In” to re-proof the fabric – fairly straightforward, albeit slightly time consuming. The Halvarsson stand rep suggested a cheaper, simpler and more cost-effective solution was to use “Granger’s Clothing Wash+Repel”, available from most outdoor shops - at around £15 for a 1 litre bottle, this provided sufficient product for many washes.

To avoid contamination from other detergents (which could damage the fabric), the recommendation was to do a plain machine wash (with eg old towels or rags) without any detergent or conditioner, to flush through the lines. Then (after removing all armour and linings) a normal full load 30°C wash cycle with the garment(s), using 50ml of



Wash+Repel per garment. Once the wash has completed, hanging out to dry for an hour or two helps to lose most of the surplus water, but it is then essential to tumble dry at a low heat in order to activate the waterproofing chemicals.

Whilst the above advice was from Halvarsson, the procedure I am sure would apply to any other textile garment, whether laminated or two/three part outfit.

So has it worked? Well, it has certainly cleaned the garments, which once again look like new. But having used other kit since then, I'll have to wait until this month's trip to Scotland to see how effective the cleaning process has been on wet performance – I'll let you know.

**Graham Tulloch**



## RIDE REPORTS

### *Dick Gillard Memorial Ride*

This inaugural Memorial ride was the brainchild of Pete Gurl, former SAM member, who was a great friend and biking companion of Dick, who died of prostate cancer in August 2015. Dick was one of those old school superb riders who seemed to control a motorcycle as naturally as he breathed. You never saw him get out of shape on the road, and seldom saw a brake light. He used to say, "The only reason you need to brake is because you've got home." Having said that, he had ridden since Adam was a boy and learned his craft on machines from an era when brakes were more an indication of a hopeful intention to reduce speed than serious stopping equipment.

It was Pete's idea to gather at Podimore and to ride a slightly circuitous route to Moreton Tea Rooms, opposite the church yard where T.E. Lawrence is buried. Dick was a great admirer of Lawrence, and read much of his work. Dorset was a favourite area for Dick, and we all contributed to his favourite charity, too: Dorset and Somerset Air Ambulance, raising £65, supplemented by Pete to bring the total donated up to £100.

Sunday 1<sup>st</sup> April was the best day of a fairly rotten Easter weekend, and though the roads were not exactly clean, they were mostly dry with only a bit of flood debris washed on to them. In Moreton the sun peered lazily through the hazy cloud and made sitting in the

garden a pleasure for the first time of the year. The ride was focussed, but relaxed and enjoyable, very much as Dick would have wanted.

**Gina Herridge**



Steve O., Dick, Rick C & Matt T at the 2015 Pancake Express

## **FORTHCOMING EVENTS**

### **SAM Red Ride**

"Brecon Challenge"

Sun. 13th May 2018

10:00 @ Severn View Services

Led by Hugh Beamish

### **SAM Green Ride**

"Fish n' Chip Run"

Wed. 16th May 2018

18:45 @ Ilminster Little Chef

Led by Ben Everard

### **SAM Green Ride**

"Pronti Via!"

Sat. 19th May 2018

10:00 @ BP White Post, West

Coker Road, Yeovil

Led by Mik Simonetti

### **SAM Green Ride**

"How was it for You?"

Sun. 27th May 2018

TBD @ TBD

Led by Lindsay Wilson

### **SAM Slow Riding Day**

Sun. 27th May 2018

10:00—16:00 @ Bridgwater Col-

lege Car Park, Bridgwater

### **SAM Green Ride**

"TBD"

Sun. 3rd. Jun. 2018

TBD @ TBD

Led by Janet Short

### **SAM Committee Meeting**

Wed. 6th Jun. 2018

19:30 @ The Lamb & Lion

Hambridge TA10 0AT

### **SAM Amber Ride**

"Cornish Camping Weekend"

Fri.8th - Sun.10th Jun. 2018

Meet 10:00 Fri. @ Cross Keys,

Norton Fitzwarren

### **SAM Green Ride**

"Ride your Other Bike\*"

Sat. 16th Jun. 2018

09:30 @ Ilminster Little Chef

Led by Graham Tulloch

\* any bike welcome!!

### **SAM Green Ride**

"Coast to Coast"

Sun. 17th Jun. 2018

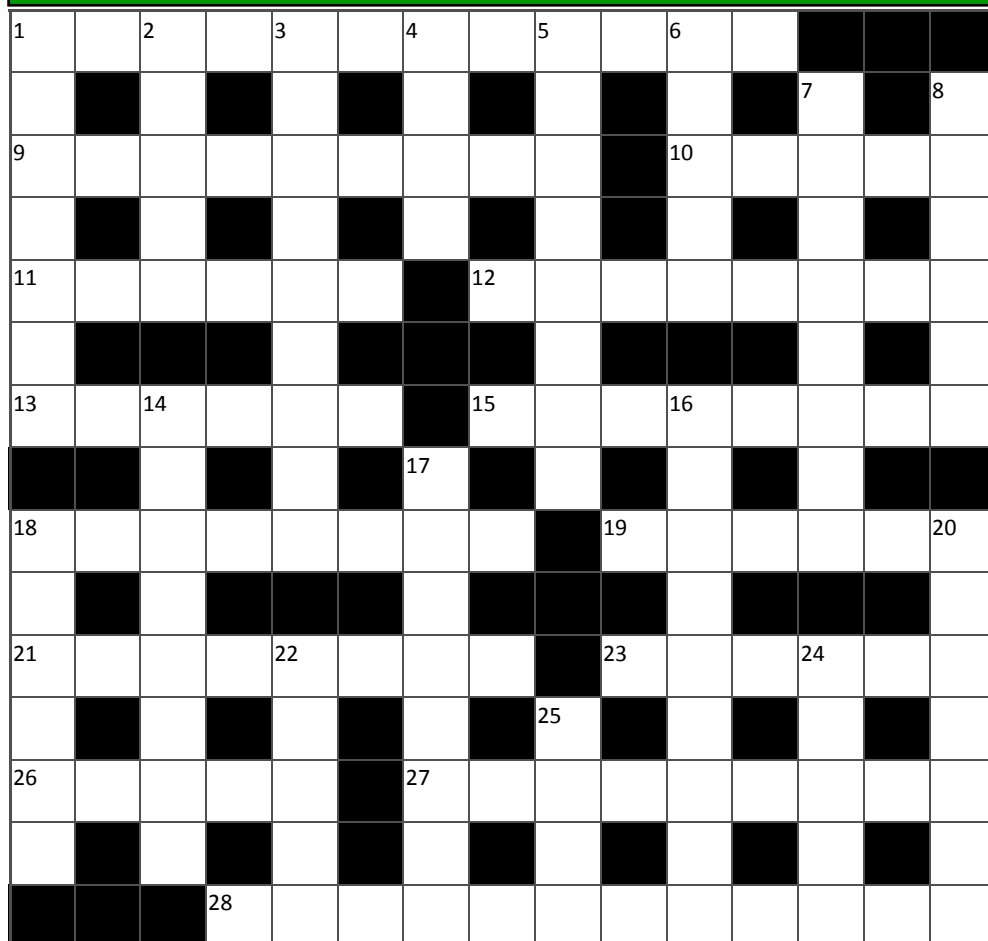
09:00 @ Cross Keys,

Norton Fitzwarren

Led by Steve Schlemmer

**Please check on Events List or  
Website for up to date information  
before Event.**

# CROSSWORD



## Across

- 1** Needed for comedy, needed for snow and camshaft drivers (6,6)
- 9** Milan team, calm, treat air after turbo (9)
- 10** Seal orbiting with bit missing (1-4)
- 11** A thousand groan, broken three-wheeler (6)
- 12** He's a combination passenger and leader (8)
- 13** Principal leg in collision (4-2)
- 15** Simple animal treats zoo to rap (8)
- 18** It messes around low-volume, British bikes (8)

## CROSSWORD (cont.)

- 19 In pleas I desire whispers (6)
- 21 Top team result of rear wheel gripping again (4,4)
- 23 Midday meal takes a small boat (6)
- 26 Leads West with current about South (5)
- 27 Initially a light, unpainted metal is needed in umpteen motorcycles (9)
- 28 Scooter brand course is Queen's supporters (12)

### Down

- 1 Victory is a British brand (7)
- 2 Bikers (not cyclists) exhibit engine (5)
- 3 North American luxury cars surround a hill for story tellers (9)
- 4 Custom bike not for each cut of meat (4)
- 5 Everything in place and completely sane (3,5)
- 6 Ruth's ma-in-law changes in a mo (5)
- 7 For example, inlet ports joined and made size different (8)
- 8 Time and varied things to be discussed (6)
- 14 Flying machine takes gold to banking system (8)
- 16 Stylish home going North after opera conductor (9)
- 17 Top, US city politician shows bright light at front (8)
- 18 Brave to rearrange Wham! OK! (6)
- 20 Revolutionary in disordered mess makes plans for action (7)
- 22 Harley bar or seat for cry-baby (5)
- 24 Sound back in partial adhesion (5)
- 25 Four parts of Ducati air intake for example (4)

Solution in next issue

*Many thanks to Steve Schlemmer for submitting this Crossword Puzzle.*

## Solution to Winter 2018 Crossword

**Across:** 1 Dragstrips, 6 Boot, 10 Spoke, 11 Epicyclic, 12 Signpost, 13 Audio, 15 Raiders, 17 Disable, 19 Nigella, 21 Reserve, 22 Scrap, 24 Cylinder, 27 Amplitude, 28 Hydra, 29 Tank, 30 Steelworks.

**Down:** 1 Disc, 2 Anodising, 3 Sheen, 4 Reeboks, 5 Printed, 7 Oiled, 8 Tachometer, 9 Bypasses, 14 Crankshaft, 16 Elliptic, 18 Bartender, 20 Account, 21 Relieve, 23 Ripen, 25 Nohow, 26 Cams.

## ***Matt's Easter Exmoor Ride***

As the miserable winter weather continued into April, the heavy rain over the Easter weekend meant that – unless we all swapped our bikes for submarines – Matt's planned "Spring Ford's Run" was always in some doubt. So 9 bikes and waterproof-clad riders turned up at Cross Keys, prepared for the worst, but all rather glad when Matt decided prudence would make a ride across Exmoor more appropriate for the conditions. And as usual, with Matt's expert knowledge of the area, we were treated to a fantastic ride, winding through every type of road imaginable, threading through the remaining snow, and finding temporary Fords created with flood water on "normal" roads where tarmac used to exist.

Being a Red ride, everyone was prepared for the worst the weather and conditions could throw at us, but with the rain mainly holding off for the morning, we were treated to a wonderful wander through some



Adam Evans giving his bike a wash

of the most beautiful scenery in the country. Maybe we can have an "Autumn Fords Run" this year then, Matt?

**Graham Tulloch**

## ***Welsh Weekend***

After what has seemed the most unsettled first four months of a year ever, late April finally came good, and although our meeting point at Sedgemoor services was cool (temperature-wise, that is!), I think we all felt the forecast was

promising. We split into small groups to get the motorway and old Severn Bridge part behind us, and then regrouped at Chepstow to begin the trip proper.

First stop at Bronllys for fuel and a bite to eat, sat out in warm sun-



shine - this is more like it. On to Clun, and another break for refreshments, then Welshpool and re-fill the bikes before checking into our B+B. After a cuppa and clean up some of us walked down to town to join the others for a noisy evening of food and drink.

Saturday dawns bright and sunny, and after a good breakfast we get kitted up and assemble outside for the day's briefing from Matt, who gives us an outline of his route. Our first stop is the Tea Room at Bala Lake (narrow gauge) Railway, then on to Spooners Café at Porthmadog and more refresh-



ments to the wonderful sounds and smells of steam engines from the Festiniog and Welsh Highland Railways. After another great day of mainly deserted, twisty roads we arrive back at Welshpool for a repeat of eat, drink, sleep. Sunday dawns a little cooler and after another super breakfast we settle up and gather for Rob's



ride home briefing. Setting off on damp roads we are soon on the brilliant road south of Newtown (wonder how the new by-pass will affect this road?) and on to the breath-taking, (and now sunny) route through Abergwesyn Pass, up the Devils Staircase and round Llyn Brianne to our final tea stop at Llandovery.

As I intended to keep going now, I waved goodbye to Rob at Crickhowell and rode the rest of the way home alone.

What a great trip - nearly all dry, fantastic roads, great company, two very



competent ride leaders, several accomplished tail end charlies, and David at the B+B, thank you all. Were there any low points? Some of the roads were very dusty, and some badly pot-holed stretches too. But even those had me smiling. **Rick Chubb**

## TECHNICAL



### *Short by name, Short by Nature*

When the queue started for handing out legs, I must've been chatting, all the long legs had gone, only short legs available, but at least I got a pair. So many lovely bikes, but alas too tall to even get upright from the side stand, let alone test ride.

Last year I did get to test ride a naked 650 Kawasaki and ordered the Ninja KRT, despite being on tiptoes. Before delivery, I took the seat to Larry Piper at Sparkford and had lots shaved out. Not only did it mean I could get the balls of one foot on the ground, but it was much more comfortable. 2,000 miles through Spain and France and no aching bum! Despite this, if



shortening the side stand. Pit Crew, AKA Nigel, painted it for me.

Now for those people who can touch the ground with both feet flat, knees bent, you're probably wondering what all the fuss is about. Just imagine increasing the height of your bike so you can only reach the ground

there was a camber in the road or I needed to paddle back, it was a bit tricky. I found some longer rear suspension dog bones, supplied by Lust Racing. With dog bones fitted and forks raised through the yokes to maintain the steering geometry, along with the shaved seat, the seat height was reduced from 790mm to 740mm.

What a difference! With one foot down, I was flat footed; both feet, balls of the feet. My bike also felt more stable. A very kind friend did a lovely neat welding job

on the toe tips of size 5 boots and increasing the weight of your bike by, say, 50%. On top of that, imagine that you're also a bit of a weakling! You might now have some idea of my predicament and



exasperation every time I wander around a bike showroom.

The chain was cream-cracked, so I took the opportunity to replace the sprockets as well, add-



ing a couple of extra teeth to the rear. This lowered the gearing, resulting in much better top gear roll-on and acceleration. Being aluminium, it reduced the un-sprung weight, weighing a fraction of the original rear sprocket. Another great transformation both accelerating and, on the overrun, turning into junctions or slow flow on roundabouts.

With mileage at 7,000 miles in just over a year, I'm now on my third set of tyres, the first pair a bit shabby after a Skills Day at Thruxton. Second set had some mileage left, but not enough for a forthcoming trip. New tyres just scrubbed in. Will do a tyre report for the next issue after testing them on a trip to Monte Carlo, a couple of Skills Days at Thruxton and a track day at Silverstone.

**Janet Short**



### ***C&T—Tyre Puncture Repairs***

Over the early months of 2018 many SAM members suffered punctures whilst riding their motorcycles. There are several ways of dealing with this situation.

Firstly, one could call for recovery and face a wait at the roadside for an uncertain length of time for the recovery service to arrive. This would seem the sensible thing to do as most of us have already paid for this, as it is usually part of our insurance cover. But the wait could be for many hours.

Secondly, we could use a tyre fill product which would seal the puncture

instantly as it occurs. This means we would not have to even stop let alone spend time at the roadside.

Thirdly, we could use a tubeless repair kit and repair the puncture at the roadside and be on our way with only a short delay. The choice is entirely ours.

Many of us would probably opt for option three. What became obvious recently was that although we carried repair kits on our bikes, we were lacking the knowledge of how to successfully use them, myself included.

So I arranged an extra C&T session in March with the help of Dale Stote (thank you Dale, [www.bikeseal.com](http://www.bikeseal.com), see ad on back page) and his extensive knowledge of this subject. This was a practical hands on session where we could all try our own repair kits on a demo motorcycle wheel .

This was a very successful session and a lot was learnt by those present. A follow up to this will be included in the Bike Maintenance C&T at the end of the year. Thanks also to Jez and Lisa for organising the venue and refreshments.

**Matt Towill**



## ***BIKE REPORTS***

### ***Honda NC750X DCT***

My NC750 was in for its annual service, and Bransons loaned me the automatic version of the same bike. After a quick rundown of the controls (which do not include a clutch lever or gear lever, but have an added parking brake and some "paddle" switches on the left bar for manual gear



changes if required), I mounted the bike and went to pull in the clutch to start the engine! After reminding myself that a goldfish probably has a longer memory, I pressed the starter and selected



"D" for drive and opened the throttle. Now, the last time I rode anything with an automatic clutch was a Honda C50 back in the 1970's. It takes a while to train your left hand to keep still and at the first traffic lights I went for the clutch again. By the time I arrived home I was happier but did forget to cancel my indicators several times, there must be some kind of mental link between this and using the clutch? There have been several magazine reports about the DCT system and they seem to rave about it in most situations. Personally I found

it frustrating in slow traffic as it would change up and down quite harshly, it felt a bit like being pillion with an inexperienced rider. Once out on open roads the gears changed almost without notice.

Of course otherwise the bike is similar to mine, and apart from the "built down to a price" feel is a great bike in its own way. I tried the "D" drive and "S" sport modes and although it was very wet I left it in sport and don't think the low power would ever be a problem - perhaps on ice or snow I might use "D". Interestingly

in "S" the bike still changed up at lower revs than I tend to do on my manual version.

One other interesting point was the way the gears would change into 6th as you closed the throttle for a bend before realising you were slowing down and not just cruising, then it would go down to an appropriate gear.

Several people asked when I bought the NC and why I didn't get the DCT. At the time I said mainly because I wanted simplicity, and I didn't want something I didn't need. I still feel the same, the dct

works well enough that if, perhaps, using a manual gearbox became difficult for me, then I would consider getting one. **Rick Chubb.**

### ***KTM 1290 Adventure S—My Early Thoughts***

I have previously owned two KTM 990 Adventure motorcycles. I came to KTM after test riding a BMW 1150 GS and KTM 950 Adventure back to back (very useful comparison exercise between two machines if you can engineer it). Both bikes felt good to ride but the KTM won out with its sheer exuberance. I really enjoyed my 990s and rode about 80,000 miles on the two bikes combined. With 47,000 miles on the second one it seemed like the time to look for a replacement machine. I had spoken warmly about moving up to the KTM 1090 Adventure as I saw it as the natural successor and I liked the fact that it wasn't endowed with too much electronic wizardry. So in mid-February Gina and I, along with Tim Radford, took a drive up to AMS in Tewkesbury having booked some test rides (Tim rides a KTM 950 Adventure).

The day was reasonable weather-wise and the guys at AMS told us of a simple loop that had some good bends and quickish A-roads as well as a bit of urban work. I have to admit that I had read some reviews of the KTM 1290 Adventure S and, having looked at one at last year's Motorcycle Live, I had booked a ride on that machine first. Tim rode the 1090 Adventure and Gina was on the 1290 Super Duke GT.

We rode the loop and Greg at AMS said, 'You've got plenty of time, why not swap bikes?'. So without any discussion on our conclusions so far, Tim and I swapped over. Gina was unsure how she felt about the Super Duke GT so she took that for a second lap.

It was on our return to AMS that Tim captured the essence of riding the 1290. We pulled up, took our helmets off and looked at each. Tim uttered his two word review: "F\*&king Hell". Now I'm not one given to swearing a great deal but those two words somehow encapsulated the feeling of riding that machine...don't get me wrong, the 1090 was a fine motorcycle and one that I would happily ride all day but the 1290 had such poise, such style and just so much raw energy...and that was just over a short distance, in STREET mode and STREET damping. I think that Gina knew

there and then that this was going to be the next bike in our garage.

So my new steed now has just over 1000 miles on the 'clock' or, more accurately, the TFT screen (which is a delight). She's loosening up nicely and I feel more at home every time I ride the bike. I



have ridden in DAMP settings on one very wet day and the machine remained settled throughout. The SPORT settings will be tried at Thruxton next month...I haven't felt the need to employ them in 'normal' road riding. Taking it easy (no more than 6500 revs...er, that's easily 100mph I'm assured) before the first service saw 58 mpg. That has dropped back to about 50 mpg more recently but the 23 litre tank gives a good range.

Will I grow to regret the electronics? Well, I hope not and this has been an area of significant improvement in the past 5 years. At the moment, the 1290 is giving me a huge grin every time I ride it. I'll let you know how it goes.

**Peter Herridge**

### ***Yamaha MT-09 SP***

Bransons in Yeovil were holding a promotional weekend over Easter for Yamaha, with goody bags and a chance of a free new bike if you took a

test ride. As I never need much of an excuse to try a new machine, I put my name down for the MT-09 SP, the top spec. model with an Ohlins rear shock and adjustable forks, a nice colour scheme, quick shifter, etc.

Good Friday finds me arriving at Bransons in heavy rain and 4°C so not ideal for riding a strange bike, but at least the roads seemed clean and wet grip was OK.

After the paperwork was completed and a quick rundown of the controls, I headed through Mudford towards Sparkford. My first impressions were of how compact the bike felt, I could easily put both feet flat on the ground (I'm about 5'8"), and to ride, the Yamaha felt more like a 500 than a 900. Despite the very wet conditions the Bridgestone tyres seemed to be having no trouble finding grip,

no doubt helped by the suspension - which to be honest I never gave another thought to, which suggests it was doing a pretty good job. It seemed comfy and as they say, the controls fell nicely to hand.

The next thing I realised was the lack of wind hitting me, even though the bike only has a very small V shaped "screen" above the headlight.

The engine – which had been left in the softest mode and I was not tempted to change it - was smooth and quick. I didn't really get to grips with the quick shifter, being unable to "not" shut the throttle when changing gear, after 45 years of doing so. What did seem



strange was the rather lacking character of the motor compared to my usual Triumph. Perhaps the Yamaha is more refined, but it could certainly do with a more tuneful soundtrack.

One other downside was the position of the clocks, which are offset to the right, but also seem to be in line with the chin bar of my helmet, meaning a tilt downwards to see. With more soggy riders waiting for rides I had to get back, so returning along the same route I caught up with some traffic and found the bike happy to hold a steady pace

without problem; in fact, apart from the above moans about the sound, I couldn't really fault the motor, and it has two more modes which must add to the fun when dry conditions eventually arrive in Britain.

So, a generally good ride and I'm sure the minor gripes would soon be either overlooked or sorted by an owner. I did enjoy the bike despite the wet and would encourage anyone to try one.

Thanks to Bransons, and I promise if I win one I will write a full report about how good it is.

**Rick Chubb**

### ***Harley Davidson Road Glide***

"You've done it on an Indian Chieftain and on a Street Glide .. do it on something different, how about a Road Glide?" – "I've ridden one .. I don't like them ..." was how my discussion with Tim Orr, Eagle Rider UK, started when selecting a bike to ride coast to coast (Orlando to LA) in March 2018. Six months later I found myself looking at a very shiny, almost new, black Road Glide in the car park of Eagle Riders Orlando branch. "Hmm, not a looker I thought to myself". So what did I think after 4287 miles across 8 States of America on her?

I've made similar trips 4 times previously, twice on Indian Chieftains and twice on Street Glides, and found both bikes to be excellent solo tourers more than up to the task with probably the Street Glide being my preferred tool for the trip. The Road Glide would struggle to impress I thought.

First impressions? As I said I don't think it's a looker but others do. Sitting on the bike is undoubtedly comfortable with the handlebars being slightly higher than the Street Glides. All other controls the same and the easily





(more so than Street Glide) accessible pods for charging phone, stashing stuff a nice touch. Quick ride around the block before the trip in earnest. The key difference between this and the Street Glide is the fairing. The batwing of the Street being handlebar mounted while the Roads is frame mounted. I've never owned a frame mounted faired bike, well I have but I took it off, and I found when riding a previous Road Glide the fairing not moving "odd" and a little disconcerting – and I did again.

Once out on the highway the fairing seemed to offer good wind deflection even with the short screen fitted. I saw other Roads with a higher screen and presume this is a HD option. I've always been lucky in that I seem to be the right height for HD's short screens and rarely suffer any buffeting. The 107 cui Milwaukee 8 motor in the bike is a peach. The last Street Glide I toured on had the same and its low down grunt makes riding effortless and at a standstill is much less vibey than the HD's of old. The transmission is still clunky but I found myself dropping back into heel change mode without thinking. All displays and controls are clear and easily se-

lectable and I have to say over the course of the trip the sound system was excellent for helping to pass the unavoidable less interesting stretches of road you come across.

Part of my trip I revisited two of America's greatest biking roads, the Twisted Sisters in Texas, and the Devils Highway (191) in Arizona and formerly designated US666! So how did the bike cope with these? Simple – flawlessly! I think HD have done a great job with their new soft tail chassis with improved ground clearance and feeling much more stable in the bends, especially tight ones. While still no sports bike the Road Glide will carve through the bends far better than most would expect. Both roads left me smiling and at

no point did I feel the bike was out of shape. Where I really noticed the difference to the Street Glide was on open roads with cross winds and crossing the many bridges you find in the Southern States particularly. The Streets batwing tends to be a bit of a sail in these conditions causing a little handlebar wobble, the Road had none.

The bike has two hard panniers fitted as standard, which I used to store waterproofs and other sundries I need quick access to while my main luggage, a waterproof roll bag, fits on the luggage rack. More than adequate for two weeks solo touring I find.

So at the end of journey had the Road Glide won my heart over? Yes – never thought I'd say it but the Street Glide has been supplanted (although that's not to say I won't have an affair with another one!) and I think Road Glide is my new tourer of choice. Having done several 400+ mile days and one 500+, it is genuinely all day comfortable. The tank will easily give you 300 miles range and the motor, chassis etc. all add up to really great package for a trip such as this. I'm a convert!

**Matt James**



Matt (with admirer!)

## MEMBER'S TRIPS

### *Mae Hong Song Loop*

What could be better than getting away from the cold and dark of the great British winter for a week of motorcycling in the mountains of Northern Thailand? I flew into Chiang Mai in mid-February, where, being vertically challenged, I hired a Kawasaki Z300, whilst my friend chose a Benelli BN300...strange taste, I know!



On the road to Pai

We spent a few days visiting places of interest and riding roads close to Chiang Mai, including the Doi Suthep Loop, before heading north-east out of the city to start the famous Mae Hong Song Loop. We took route 1265, the back road to Pai, only recently completed and relatively unknown. Consequently, the

road was unbelievably quiet. We rode through jungle, pine forests and stopped to admire the amazing views of mountains as far as the eye could see; some terraced with rice paddies and fields of strawberries and we saw massive cabbages along one stretch of road. After 90km of seemingly never-ending curves, a biker's paradise, we stopped at the Wat Chan coffee shop, where we met a Brit, a Canadian and an American, who had ridden the road the previous day and were back to ride it again!!

Later as we dropped down into Pai we stopped by some hot springs where the sul-



Hot springs near Pai



phurous smell was overpowering. After the emptiness of the mountain roads the hustle and bustle of Pai was a huge contrast. Full of 'hippy' types and backpackers, we had to be extremely vigilant and use all of our observational skills, as the masses didn't seem to be aware that they were actually walking along busy roads! There's a huge range of things to do in Pai, with lots of adventurous activities like white water rafting. We took in the 'Walking Street' where we tasted many Thai specialties.



Route 1095 on the outskirts of Mae Hong Son

We stayed overnight in a small boutique hotel and were up early to avoid the heat. We set off towards Mae Hong Son on the famous 1095 route, a much faster road than the previous day, snaking up and down over several ridges. We took a detour up towards the Myanmar border, the road twisting and turning through tight switchbacks with some extreme gradients. It felt like the climb up towards the border village of Mok Cham Pae would never end. Finally, the tarmac road became concrete before it turned into a dirt track as we arrived at the border post. A few quick photos and we set off back to Lake Pang Ung and the Pang Tong Royal Forest.



Myanmar in the background

We stopped at the Pala Coffee

House, where we found the owner roasting his home-grown coffee beans; so delicious I purchased some to bring home. Then on the way back to the main road we stopped and ate sweet strawberries at a roadside stall. Then it was back down the steep, twisty road to Mae Hong Son. We stayed at the Piya Guest House where we met a group of expat bikers who were on an off-road tour in the mountains. We found the village quieter and less-commercial than Pai and enjoyed a peaceful meal at a restaurant near the lake.



The road down to Mae Sariang, where we stopped for lunch, was fast, with wide sweeping corners. Lunch over, all that was left was the 200km run back to Chiang Mai. But as we rode out of the village, a young Thai on a moped, clearly not an advanced motorcyclist, rode into the left front of my bike, ripping the fairing right off and leaving bits scattered

down the road behind me. Fortunately, I was able to stay upright and was unhurt. The young lad jumped on his moped and rode off and we were left to gather up the pieces, which we endeavoured to put back together with the aid of two rolls of black insulating tape!

The next section of road was again fast and through the forest. As we descended we followed the river for several kilometres before joining the busy highway. It was fast, but boring riding, along a straight road with lots of traffic until we reached the city limits and crawled through the traffic back to the apartment.

What an adventure! One of the best holidays I have experienced: riding stunning traffic-free roads, enjoying spectacular views, visiting fantastic places, meeting interesting people AND I have the t-shirt to remind me that I did it!

**Linda Hay**



## FOR SALE

### *Motorcycle Hydraulic WorkBench*

Blue with surface rust but fully functional and used regularly. Pumps up from the front and has a removable end for wheel-removals. Shown in photos in a shallow pit but can stand on a flat floor using the detachable ramp to allow motorcycle to be wheeled on. Two small nylon wheels to allow moving. Suitable to take the weight of a BMW twin.



Weight: very heavy (will exceed all top-box specs).

#### **Sizes in cms:**

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### *SAM Embroidered Badges*

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## ***Winter 2018 Caption***



Although the comment about mounting an MT-09 using the “Leapfrog” method came close, thanks must go to Alf Bagshaw for coming up with the Caption for the Winter 2018 photograph:

***“If you think my Tracer’s swingarm looks good, Rick, wait ’til you see how fast I can go on my inline skates!”***

## TAILPIECE #3

**rider** *n*, an addition to an otherwise complete document

*“Off the bike, the rider dressed casually but conservatively – he was no follower of fashion. When he found clothes he liked - a sweater, a pair of trousers or shoes - he’d often buy another, identical pair or even two. He even numbered them on their labels so that he could manage their rates of wear.*

*After many years and thousands of miles of touring, he was also a good packer for motorcycle trips; he had given talks to the group on packing for touring.*

*With the group one weekend, he was travelling light on a two-night trip to the great roads of Wales. When he appeared in casual clothes for dinner on the first evening, he was still wearing his riding boots; other group members commented on his economy of packing, not bringing casual shoes for the evenings. He smiled graciously, but didn’t comment.*

*But when he returned to his room, he did check again and yes, he had indeed packed, from two identical pairs, two left shoes.”*

## CAPTION SUGGESTIONS PLEASE!

Here’s another one for all you budding “Matt” cartoonists out there, taken



at this year’s South West Rally Registration. I’d welcome your suggestions for a Caption to go with this photo. Suggestions to me at [Tulloch@aol.com](mailto:Tulloch@aol.com), we’ll publish the best one in the next issue.

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\*Based on new motorcycle insurance quotes given by Germainetel to UK IAM members since 2007, for those who met acceptance criteria. IAM Surety is available to IAM members who've passed the IAM Motorcycle Test and meet criteria. Policy benefits shown apply to policies arranged with Agnès Insurance through Germainetel Insurance Services. Calls may be recorded for our mutual protection. Germainetel, Souther Place, 4-6 Souther Rd, Belfast BT12 5HB

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.

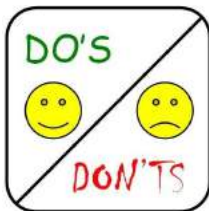
Take care, remember the presence of a group may intimidate other road users.

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 IAM RoadSmart or Somerset Advanced Motorcyclists (SAM). Similarly, goods and services offered do not carry a recommendation from IAM RoadSmart or SAM.

### **The Drop-Off System**

This is the preferred SAM method to control group rides. Each ride 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, as this makes it easier to see following and approaching riders.



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## ***MEMBERS' REMINDERS!***

### **FREE TASTER RIDES!**

If you know anyone who is thinking of undertaking some advanced riding tuition, and who may be interested in a **FREE** taster ride, tell them to get in touch with any **SAM** officer.

### **Committee Meetings**

Every member of SAM is welcome to attend these, which – from June—will be held at The Lamb & Lion in Hambridge. Please feel free to join in, give us your thoughts & ideas, put forward your suggestions on how to further improve our Club. Or just enjoy a night out.

**SLOW RIDING DAYS** — This year's slow riding days have been arranged for Sundays 27th May, 24th June and 22nd July. These ever-popular events will be held in the Car Park at Bridgwater College, Bath Road, Bridgwater between 10am & 4pm. SAM's Training Bike will be there for use by anyone wishing to use it, or use your own bike—the choice is yours. Tell your friends, everyone (including non SAM members) are welcome. Refreshments will also be available.