

Summer 2018

# ***FULL CHAT***

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



**iam**  
RoadSmart



**SOMERSET**  
Road Safety

## SAM Officers

Chair	Jez Martin	07590 368808
Secretary	Andy Hall	01963 350452
Treasurer	Alistair Gee	07779 126388
Membership Sec.	Mark Livingstone	01278 653361
Events Coordinator	Jez Martin	07590 368808
Observer Co-ord.	Paul Dyer	07974 747921
Taster Coordinator	Roger Moffatt	07812 061793
Publicity Officer	Ken Octon	07970 114619
Sponsorship & Advertising	Andy Spiers	07876 102602
Full Chat Editorial	Gina Herridge	07745 052815
Team	Graham Tulloch	07825 201650



Follow on Twitter  
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*Front Cover: Dale Stote and Jez Martin performing synchronised manoeuvres at a Slow Riding day*



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## FORWARD OBSERVATIONS



It seems such a long time since the last long hot Summer that I've had a persistent sense of being transported to

some foreign place, delighting in the sensation of warm air in the evenings and in having a holiday from my usual constant battle to stay warm enough. The bike seems to grip and grip, making for relaxed, assured riding. The only dirt I need to worry about is flies; corrosion has gone on holiday. It has, though, taken me a bit of effort to get my head around replacing concerns about cold with those of hydration and cooling, and I still fill my water bottle and then leave the blasted thing on the counter instead of putting it on my bike. As we've not planned any time abroad this Summer, though, having the climate come to us is a real gift. If only the Spanish roads could magically come here as well...

There's been a thread on the club's Members' Facebook page about the necessity of continuing to wear proper protective kit in hot weather, and it's reassuring to see so many SAM members who have commented agreeing that some level of protective gear is required. There do seem to be riders out there who are under the illusion that when the temperature goes over 20°C your skin turns to kevlar and there's no need to worry about clothing. I remember the Dainese company commenting 20 years ago that while protective-



ness of gear is important, so is comfort: if you are so uncomfortable and distressed by your equipment that you are at greater risk of making an error, it's not protecting you as much as it should. Vented kit is a boon, but if you get stuck in traffic it's still no fun sitting on your own personal heater while you wait to get moving again. So, as we say in the Comfort Zone episode of Control and Technique, be prepared to spend time and effort keeping yourself as comfortable as you can on your bike and take regular rest and refreshment. If it's a hot day and you feel OK while moving, that's because you are evaporating *a lot* of fluid to keep cool. In other words, you are dehydrating by the minute.

Many thanks to all who have contributed to this issue of Full Chat, please keep the offerings coming in: Reports, opinions, stories, technical developments and issues, interesting items, organisations or products are all welcome, with pictures if possible. The deadline for the next issue is 15th October, 2018.

**Gina Herridge**

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

As I write this we are still continuing our Summer heatwave, which has provided us with idyllic riding conditions to encourage us all to get out on our machines and go and explore the fantastic countryside we are privileged to live in or near.

I myself have recently been up to Scotland with a group of 11 riders to complete the NC500. We were blessed with good weather for the entire trip and every time we stopped we were saying the same thing; what stunning countryside and quiet roads there are up in the far north, it's just a pity it's so far away. I definitely plan to visit again, but might take a more leisurely route up and back.

Having said that, I was reminded just how much stunning scenery we have so close to home when on Rob Bartlett's Fish 'n' Chip run to Minehead on the 4<sup>th</sup> August; the view from Dunkery Beacon was just fabulous. As far as club matters are concerned, I recently asked for two volunteers to help lighten the load on our long-standing Membership Secretary Mark Livingstone, and I'm pleased to report that we had a number of volunteers for the two roles. Nathan Beasley is taking on the club merchandise role, so he will be the contact now for all of your club clothing needs, I'm sure





he will be approaching this role with all of the energy and enthusiasm he displays naturally! The role of Deputy Membership Secretary has been filled by Lisa Parsons, who I'm sure will be able to provide the back up and assistance to Mark to ensure we maintain the high level of service to our membership that has been the hallmark of Mark's tenure.

Thank you again to all of you who volunteered and stepped up to say that you would like to be more involved in helping in the running of the club. Trust me, if you want to be involved, there will be plenty of opportunity to do so, as I continue my strategy to implement succession plans for the longevity of the club. Whilst you are waiting for the next call for volunteers, if you really want to contribute to the running of the club, why not come along to the committee meetings? It's important for the health of the club that new faces attend the committee meetings, so new ideas can emerge and the regular committee members are held to account. We hold them in the Lamb and Lion, Hambridge, so please do come along if you can spare an evening at the pub!

**Jez Martin**

**(Next committee meeting is Wednesday 12th September at 19:30hrs - Ed)**

## SAM NEWS

CONGRATULATIONS!

*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:

- Noel Fry on 17th May, riding a Moto Guzzi California and observed by David Bates
- Mark Lithgow on 19th May, riding a BMW RT1200. Mark was observed by Richard Pearse.
- Martyn Hambling on 15th June. Martyn was riding his BMW K1600GT, and was observed by Lisa Parsons.
- Dave Hanks on 30th June riding his KTM 990. Dave was observed by Paul Goulder.
- Georges Dupuis on 27th July, riding a Yamaha Fazer 600 and observed by Martin Surrey.
- David Moffat on 30th July, achieving a F1RST. David was observed by Andy Spiers, and was riding his BMW R1200R.
- Darren Jones, also on 30th July. Darren was riding a Honda 750 and was observed by Martin Surrey.
- Chrissy Ward on 7th August, riding a BMW 650 and another successful associate observed by Martin Surrey.
- Kathy Horniblow on 9th August. Kathy was observed by Roger Moffatt, and was riding her Yamaha MT-07.
- Graham Holland on 14th August, riding a BMW GS1200 and observed by Paul Dyer.
- Congratulations also go to Peter Herridge and Paul Dyer, who both passed their Masters Tests with Distinction on 24th May and 9th June respectively. Peter was riding his KTM 1290 Adventure S and Paul his BMW GS650.



**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 Lamb & Lion, Hambridge on 6th June 2018 will be emailed to members.

## ***BIKING NEWS***

### ***Don't Be a Numpty!***

Hello everyone, how is the hot weather suiting you? In February this year I was rear ended off my bike, the consequence of this was that my bike was written off. At the time I was wearing complete correct biking gear, including boots. I was stationary when I had my accident and despite this and wearing the correct kit I still sustained fractured ribs, cuts and bruises

and pulled ligaments in my foot, just think of how I might have been injured if I wasn't wearing kit.

In this hot weather I get asked a lot, "Aren't you roasting?" I usually reply, "Yes, but I've got all my limbs, and I'm alive." Now I'm sure we've all seen those clever people who think it's OK to ride in t-shirt shorts and sandals, and that it will never happen to them. I think the word I'm looking for is Numpy.

Wearing the correct kit no matter the weather saves lives, be sensible out there, wear your kit, open the vents, take the lining out, there are ways to be safe and cool.

**Jackie Unsworth**

### *Asia? No, just Exeter!*

When moving out of university most people call in the taxi of mum and dad, but unfortunately that wasn't a luxury I could afford this year. In a desperate attempt to get all the clobber from Uni back home, I decided a tower inspired by the motorcyclists I've seen in Nepal would be the only way. In a desperate last ditch attempt I strapped my kit to the bike and made my way, very cautiously, along the A303 from Exeter. Just goes to show panniers aren't everything! Whilst it was an effective technique, I definitely



would not recommend - it unsurprisingly had a rather dramatic effect on braking, handling and overall performance of the bike. An entertaining picture, but not one that will be replicated in a hurry!

**Adam Evans**



## *IAM Ladies' Skills Day—Thruxton 2018*

Last year I attended the Ladies Skills Day and, whilst very nervous to start, I learnt loads. This year was even better as I was looking forward to it, knew what to expect and was excited by the anticipation of meeting Maria Costello. The day exceeded all expectations.

The welcome and introduction (in the lovely new building) was excellent, covering everything and more. We then moved into our groups. My instructor's on and off track direction, advice and briefing was great. Talks between track time were informative, funny and presented with enthusiasm and energy.

On track, I was trying to work out who was behind me, then realised it was Maria Costello! Oh boy, who could not be in awe of such an amazing lady and to find yourself on track with her!? Maria had a quick chat when we pulled into the Paddock and then later in the day, followed me again, overtook and signalled some advice, then gave me a fantastic briefing. This made my day and gave me lots to work on (as there always is).





Through the Facebook page "Motorbike Women" (6.6k members) I met up with a couple of ladies at the Skills Day and exchanged messages with them afterwards. They both thoroughly enjoyed the day too. One, I believe, signed up for the IAM course on the day which was marvellous. They were both wanting to improve their cornering and commented on a picture of me coming through the chicane. I sent them this message –

*"Three years ago, I was rubbish at cornering, fought every corner - wrong line, gear and speed. My husband persuaded me to go to a*

*series of IAM talks. When the speaker said: "We all understand counter or positive steering don't we?" Out of the large audience, I was the only one to put a hand up and say "No." After a brilliant talk on counter steering, a light came on! This spurred me on to take the IAM course and the speaker, by coincidence, was my examiner. Attending for the second time this week was pure joy! I would never have ridden through Spain, across the Pyrenees and down to the South of France without the skills achieved through the IAM."*

Hopefully my experience helped the two ladies to realise that they

can achieve their objectives and not push themselves too hard. They're already looking forward to next year with lots planned in between.

Another high point of the day was a lady on a 125cc with 'L' plates at the Skills Day. Sean was probably spot on when he said that she would learn more from the day than anyone else. This got me

thinking about new riders and how much they could benefit from IAM Skills Days. Hopefully the IAM will follow up on a suggestion to offer discounted places to DVSA test ready, or passed within the last year, riders. Let's hope so.

Here are a couple of pictures from a memorable day!

**Janet Short**

### *Not-so-mobile Comms!*

Note to self.....when partaking in a green ride over the Mendips, and you see a stranded biker parked up on the roadside walking up the verge, consider giving a thumbs up to see if he needs assistance. But it's always a good idea to keep your peripheral vision open to spot his iPhone before it passes under both of your tyres as you take your eyes off the road! Oooops.

**Wayne Timbrell**



### ***Solution to Spring 2018 Crossword***

**Across:** 1 Timing chains, 9 Intercool, 10 O-ring, 11 Morgan, 12 Chairman, 13 Head-on, 15 Protozoa, 18 Metisses, 19 Asides, 21 High side, 23 Launch, 26 Wires, 27 Aluminium, 28 Sympathisers.

**Down:** 1 Triumph, 2 Motor, 3 Narrators, 4 Chop, 5 All there, 6 Naomi, 7 Siamezed, 8 Agenda, 14 Autogiro, 16 Toscanini, 17 Headlamp, 18 Mohawk, 20 Schemes, 22 Sissy, 24 Noise, 25 Duct.

## *Close Shaves—Avoiding the Unavoidable*

Non-bikers and some fatalistic bikers believe that some collisions are unavoidable – if that moving or stationary object has your name on it, you will collide.

I, on the other hand, believe that there is always some action you could take, or could have taken, to avoid a collision. For me, any other philosophy would make riding an unacceptable risk. After all, in a potential collision situation, riders can choose from two actions: either change position or change speed or both. Here are some examples.

### **The mattress**

On a breezy day, I was riding in a line of cars on a two-lane, single carriageway between high hedges with a line of traffic approaching the other way. In the approaching line was a Land Rover Defender with a mattress tied to the roof. When about 100 yards away, the mattress broke free, lifted in a high, graceful back somersault and

started to descend into the road. The car in front was going to miss the mattress which seemed to be targeting me. I slowed and took up a central position in my lane so that I could pass the mattress to left or right as appropriate. Fortunately a gust of wind caught the mattress and carried it over the hedge into a field on my right. The whole episode took about three seconds, by which time both lines of traffic had slowed gently to about thirty mph. Had the mattress landed in my lane it might have been seen as unavoidable. However, I believe I would have avoided it.

### **The spare wheel**

On a streaming, wet day in heavy, fast-moving traffic in Rouen, turning right at a junction, the car in front dropped its spare wheel right into my wheel tracks. Unavoidable? Certainly too wet and slippery to brake sharply but of course the spare wheel was sliding left



so a gentle closing of the throttle and aiming at the right side of the object kept us clear and upright. I didn't see what happened to the traffic on the other side of the road.

### **The white line crosser**

On a long, gentle, right-hand bend in heavy traffic on a three-lane single carriageway, heavy, approaching traffic was overtaking down the centre lane towards me. I was riding alone in my lane. In the distance I saw an approaching car begin to drift very slowly to its right into 'my' lane. The traffic behind it slowed. I slowed. If the errant car continued to drift I could leave it to my left on the verge. A driver's natural reaction, however, is to turn back to their own side. If the car pulled back in line I'd have to leave it on my right. I judged that stopping wasn't an option as I'd be unable to move laterally. I favoured keeping left and leaving the car to my right. Unavoidable? At the last moment, almost completely in my lane, the car returned to its own side. I passed safely and slowly to its left. I felt that I had, at least, significantly minimised the risk of being in a collision.

### **The diesel spill**

Fortunately it was early in the day and I was sharp. I had been making good progress and was following a slower car, the overtaking opportunity developed, I moved up, indicated right and opened the throttle smartly. Just as I pulled out the rear wheel lost adhesion and snapped left, I instinctively corrected and after one more slide to the right, the bike straightened and I was past. It might have been diesel or wet tar, either way had I gone down, it might have been considered unavoidable. However, did I need to accelerate so firmly? Could I have moved right before accelerating? Could I have taken an off-side position where I could have seen the road surface ahead?

### **The wild boar**

We were ambling through France in a dense forest; there were warning signs for wild animals. We slowed a little and rode close to the centre line. Suddenly, ahead of us, a large, wild boar charged across

the road from our left, across the wide verge and empty lane. A simple roll off the throttle was enough to give it space. Had



it run straight at us, would that have been unavoidable? We'd slowed down, we'd left as much space as possible, and I guess that most wild animals would avoid a collision if possible. On the A1 three lane, dual carriageway in heavy, 70mph traffic in both directions, I once saw a deer at full speed cross all six lanes. The deer missed all the cars, all the cars missed the deer and all the cars missed each other.

**The SMIDSY** (see also Full Chat Winter 2018, p14)

Probably the most common close shave where minor roads join the road you're on. Unavoidable? Vary your position, vary your speed, don't proceed till you're confident the other vehicle has seen you and is stopping. If necessary, slow down and stop, especially in urban areas. On a handful of occasions over the years I have stopped and the other driver has not seen me, waiting there, until after they have pulled out.

**The reversing truck**

I had been following the articulated container truck for some distance down a single track road with passing places, between steep, Devon banks. There was no opportunity to overtake – patience. We approached, down hill, a T-junction onto a two-lane but narrow road. The junction was on a bend of the wider road. I stopped a couple of bike lengths behind the truck on its offside rear corner. I could see

down the side but there was no room to pass. The truck indicated right and edged forward, and then started its right turn. I stayed where I was. When it was almost clear of the junction, there was a loud horn signal from a third vehicle, the truck stopped and immediately reversed and started back towards me. Now, I always fit a loud horn on my bikes. When you need to use the horn the standard little beeper is useless. I pushed that horn, I felt my life depended on it. The truck kept coming, almost to where it had first stopped. Another truck passed right to left on the wider road and 'my' truck just drove away. I'll never know if the driver saw me, or heard my horn. I'm convinced

that if I'd followed the truck down the hill when it first moved away, then a collision would have been unavoidable. I avoided it.

### **Conclusion**

Of course, you could be struck by lightning, or the bridge could collapse just as you were passing over it, or Monty Python's one ton weight could fall out of the sky on top of you. However, the probability of these events is tiny and they could also occur in that major part of your life when you're not riding. For all other 'unavoidable' events when riding, assume you have a choice to avoid them and make sure you take that choice.

**ANON**

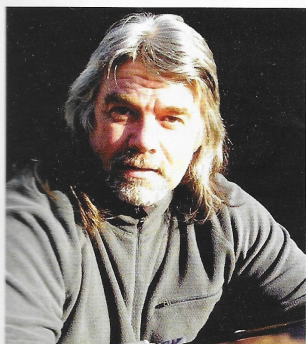
## **MAG**

As mentioned in my last MAG report, MAG contributor Kevin Williams, of Survival Skills, publishes regular articles in MAG's "The Road" magazine on his "Science of Being Seen" (SOBS). These were originally developed for Kent Fire & Rescue's Biker Down Course, but Kevin has kindly agreed to us reproducing them within Full Chat. The first one follows.

**Rick Chubb**

# To be seen or not to be

More realism from  
Kevin Williams



Last issue saw the relaunch of my column, and it was good to receive some emails from people happy to see it back. Over the next few issues I'll be looking at the thorny problem of motorcycle conspicuity, and why drivers don't always see motorcycles at junctions. In the moments leading up to a SMIDSY, we can usually see the car. We can often see the driver. Ergo, we assume the driver should be able to see us if he looks properly. It's the obvious, common-sense, conclusion. It may be obvious, common-sense... but it's often wrong. In fact, in over one-third of collisions involving a car and a two-wheeler, the bike was out of sight at some point of the run-up. Before I go any further, I want to make clear that explaining how and why drivers make mistakes is NOT shifting the blame for the SMIDSY collision to the motorcyclist. The driver still has a responsibility to avoid making mistakes, but as the ones far more likely to get hurt, what matters to us is seeing it coming and getting out of trouble if there's the remotest chance. Mid-emergency, blame is irrelevant. We can leave the lawyers to sort that out later.

**'Stand in front of your motorcycle, hold your hand up in front of your face and see just how close you can get and not see your own motorcycle'**

As I said in my first column for MAG years ago, 'it takes two to tangle'; if the driver sets up the circumstances in which a collision CAN occur, we still have to RIDE INTO IT for it to happen.

So let's start by understanding just how a motorcycle can vanish from sight. A typical motorcycle is one-third of the width of a car and can easily be hidden, particularly on busy city streets. Maybe other vehicles block the driver's view, particularly if we are filtering or moving alongside parked vehicles. We can vanish behind a tree, a telephone box, even people standing on a street corner. Maybe you think the answer is that drivers should look harder for bikes but it's not as simple as it sounds.

Have a think about what we all do when pulling out of a side turning - we're looking left and right, back and forth, possibly watching ahead if we are at a crossroads, probably keeping an eye on cyclists and pedestrians too. Although we do this almost without effort once we're through the learning stage, even motorcyclists pull out in front of other bikes. In Thailand, one-quarter of the collisions at junctions involve two bikes!



Sometimes the bike is obscured by the car itself. The framework supporting the windscreen - the A pillars - are significantly thicker on modern vehicles. Those in my partner's car are about the thickness of my palm. Stand in front of your motorcycle, hold your hand up in front of your face and see just how close you can get and not see your own motorcycle. The distance should alarm you. So if the driver looks in our direction and his view is blocked by the A pillar, he's not going to know we're there.

Imagine approaching a car already waiting to turn at a junction. If the side turning comes in at a right angle, then the driver will look out a side window. If the driver's waiting to turn into the side road, he's looking out the windscreen. But what if the side road comes in at an angle, or the driver has angled the vehicle? At the right (wrong?) angle, the A pillar can partially block the view down the road. And from your palm experiment, you now know how close that narrow motorcycle can be and invisible. The B pillar supporting the doors can play the





*OK someone is going to write in and say, 'you're not looking at your bike anyway, you're looking in the other direction so why bother putting your hand over your eyes?' Ah yes well; look it's not easy producing a magazine while trying to get home from Istanbul and having to set up shots like this by yourself you know. You try it some time; yeah go on, let's see you do better.*

same trick when glancing back over the shoulder.

There's a second, more complex, situation known to sailors as the 'constant bearing' problem. Here's what happens. If two vessels are sailing on a collision course, then there's no movement across the background - the bearing between them stays constant. So if a collision is to be avoided, one or both has to change speed or direction. Now, think about a bike and a car both moving towards a junction. If there's no movement across the background, then it's harder for the driver to spot the motorcycle in the first place. But if their relative movements result in the bike staying hidden in the blind spot created by the A pillar, then it will be invisible almost to the moment of collision. This seems to explain many roundabout collisions and near-misses. Most of us approach a roundabout hoping to keep moving, so we look, don't see anything, and drive straight onto the roundabout. That's when we discover that there's been another vehicle in the blind area the entire time. As bikers we don't have to ride into these collisions. In the run-up, we usually have a better view of what's going on than the driver. It's rare we have no view of the car that's about to pose a threat. So work out the driver's likely line-of-sight. If we can see the front of a car (but not the driver) then our bike isn't where the driver

can see it. If we can see that the A pillar is sitting directly in the driver's line of sight, then we can anticipate he can't see us. And then do something proactive to avoid the 'looked but failed to see' error making mincemeat of us. We can slow down, change position, sound the horn and be ready to take evasive action. To say that too many riders fail to take these simple precautions and consequently get caught out isn't blaming the rider but it's hard not to think that our response in an emergency needs to be better than ending up in a heap repeating the tired old complaint "the driver didn't look properly".

We've been saying that for one hundred years and it's not solved the problem yet.

**The 'Science Of Being Seen' is a presentation created in 2011 for Kent Fire and Rescue's 'Biker Down' course by Kevin Williams. I deliver SOBS at least once a month for KFRS and a modified version of SOBS is delivered by many of the Biker Down teams around the country. I toured New Zealand in February 2018 delivering SOBS on the nationwide Shiny Side Up Tour 2018 on behalf of the New Zealand Department of Transport. Find out more here: <https://scienceofbeingseen.wordpress.com>**

## RIDE REPORTS

### *Pancake Express*

This was the 15<sup>th</sup> running of this event, and a heavy mist greeted us at Langport for our 7am start. 18 bikes turned up, so after a briefing we set off through the gloom, heading for Podimore to collect the re-



maining 12 bikes starting from there (thanks to Paul Dyer who had already conducted the pre-ride brief).

With Matt Towill once again offering to lead the 2<sup>nd</sup> Group, the Groups set off 10 minutes



apart, following the now well-trodden route through Marston Magna, Sherborne, Wincanton, Charlton Musgrove and Gillingham, to a rest stop at Mere. From there, up across the top of the Deverills before heading through Maiden Bradley, Gare Hill, Bruton, Wyke Champflower, Castle Cary, Keinton Man-deville and Somerton, following the smell of the pancakes which were already coming off the griddle at Wearne. Francine was on hand there to help out with the drinks, allowing Alison to focus on producing a never-

ending stream of pancakes (she only stops when the pancake plate stops being emptied!).

By the time we arrived back at Wearne, the mist had lifted, the sun had come out and the temperature had risen, so we could all enjoy lounging around outside putting the world to rights. Thank you to all who came along, and particularly for the near £200 collected for St Margaret's Hospice.

**Graham Tulloch**



## Slow Riding Events 2018



A selection of photos of participants enjoying the first two SAM Slow Riding Skills Days this year.



## ***FORTHCOMING EVENTS***

### **SAM Green Ride**

“Mad Dogs & Englishmen”

Sun. 26th Aug. 2018

09:00 @ Kelways Inn, Langport

Led by Andy Spiers

### **SAM Slow Riding Skills Day**

Sun. 26th Aug 2018

10:00—16:00 @ Bridgwater College Car Park, Bridgwater

### **SAM Green Ride**

“Dorset Dogleg”

Sun. 2nd Sep. 2018

09:30 @ Podimore Services

Led by (TBD)

### **SAM Amber Ride**

“Wilts Wander”

Sun. 9th Sep. 2018

09:30 @ Podimore Services

Led by Hugh Beamish

### **SAM Committee Meeting**

Wed. 12th Sep 2018

19:30 @ The Lamb & Lion

Hambridge TA10 0AT

### **Somerset Road Safety Motofest**

Sat. 15th Sep. 2018

Fleet Air Arm Museum, Yeovilton

### **SAM Red Ride**

“Exmoor Hairpins Ride”

Sun. 16th Sep. 2018

08:00 @ Ilminster Little Chef

Led by Matt Towill

### **SAM Green Ride**

“September Evening Ride”

Wed. 19th Sep. 2018

18:30 @ Ilminster Little Chef

Led by (TBD)

### **SAM Amber Ride**

“Woody Bay Express”

Sun. 23rd Sep 2018

09:00 @ Cross Keys, Norton Fitz.

Led by Richard Pearse

### **SAM Red Ride**

“Exmoor Breakfast Ride”

Sun. 30th Sep. 2018

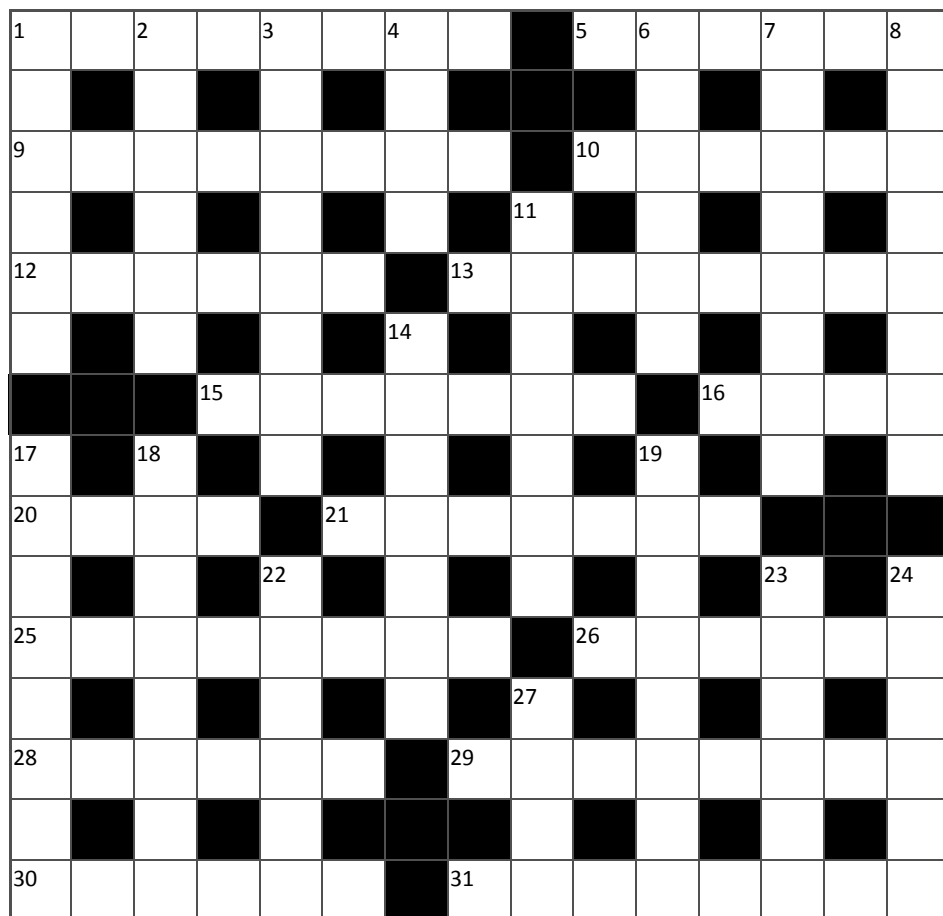
08:30 @ Ilminster Little Chef/

08:45 @ J27 Services M5

Led by Matt Towill

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

# CROSSWORD



## CROSSWORD (cont.)

- 20** Brand with four rings bought 5 (4)
- 21** Bike trick reduces horizontal distance between front and rear wheel (7)
- 25** Arctic Ocean features Clean Energy Investment Framework leaders sole restructuring (3,5)
- 26** Aim for anger after Cleopatra's killer (6)
- 28** Most of 26 changed and left like a sort of staircase (6)
- 29** Interview spectators (8)
- 30** Mercenaries Kawasaki models (6)
- 31** Famous Wookiee king replaces toilet and changes result of poor posture (4-4)

### Down

- 1 and 17** Bill, Arthur and his brothers handle advisory amendments (6-8)
- 2** RAF? On the contrary (6)
- 3** Pianist left off free church (8)
- 4** Gas engine once included (4)
- 6** Manoeuvres. Maggie never made these (1-5)
- 7** Alright is wrong! OK? (3,5)
- 8** Train in framework short of river (8)
- 11** Thwart temp per replacement (3-4)
- 14** Boot support measure before parking, for example (4,3)
- 17** See **1d**
- 18** Commercial hospital raised sound grip (8)
- 19** Fool in Mendips ticked off (8)
- 22** Film star with one number replaced by a fine wool (6)
- 23** Alfresco dining sounds like a choice cut (6)
- 24** 'Sleepless in Seattle' due to this flight flash effect (3-3)
- 27** Female relative prepared fish (4)

Solution in next issue

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



## 1931 Norton CS1 Starting Procedure

Whilst my relatively new Triumph T100 starts easily with a press of the button, I thought readers might be interested in the procedure I need to use on my 1931 Norton CS1—simple, really!!

**Bill Southcombe**



1. Take machine off stand
2. Turn on two petrol taps
3. Turn on oil feed tap
4. Set ignition lever at TDC (Important)
5. Set choke lever as required
6. Set air lever to normal
7. Gear in neutral
8. Tickle carb until petrol just emerges from top of float chamber
9. Depress exhaust valve lever (positioned where clutch lever is on modern bikes)
10. Kick over engine twice
11. Release exhaust valve lever
12. Ease engine onto compression (good compression test!)
13. Good hard kick letting go of exhaust valve lifter at mid-travel.
14. Adjust steering damper
15. Select first gear
16. Move off
17. Adjust ignition advance and air lever as required



## ***Tyre Report***

Following my article in the last Full Chat, here are my thoughts on the tyres that have been fitted to my Kawasaki 650 Ninja KRT, over the past 15 months and 10,000 miles.

The original equipment tyres were Dunlop Sportmax D214s. These felt quite wooden and lacked feel. Their wet weather performance didn't exactly inspire confidence either, so these were replaced at 3,000 miles.

Next to go on were a set of Metzeler Roadtec 01s. These have an excellent reputation for all round performance, especially in the wet. This proved to be the case and the bike's dynamics and handling was transformed. The only slight downside is that they have a flatter profile, so a little more effort is required to turn into corners.

I did 4,000 miles on these tyres and whilst there was tread left, there was not enough to last a forthcoming trip to Europe.

Next to go on were a set of Metzeler Sportec M7RRs. These were recommended by Nigel, as he has them fitted to his S1000R. These have been the best tyres yet and have now covered 3,000 miles. They are a higher profile than the Roadtecs and tip into the corner with ease, as befitting a sports bike!

On the M7RRs, I have ridden to Monaco and back, done a track day on the GP circuit at Silverstone and completed two skills days at Thruxton, so the tyres have had some fairly hard use. However they are holding up well and have maintained their profile and wear is even around the tyre. Wet weather performance is also equal to the Roadtecs.

I expect to get another 1,000 miles from these tyres and will replace them with exactly the same. Recommended.

**Janet Short**



## ***BIKING MEMORIES***

### ***What Bike do You Ride?***

I now get my best ideas taking my dog for a walk. Before starting to learn how to ride with the IAM I must admit that ideas would flood through my head when out for a ride, or even racing. Lack of concentration? – well, maybe, but it is important to keep the brain ticking over. With SAM, now that I am concentrating on my riding, my head is filled with IPSGA and LPOV. What speed am I doing?,

remembering to slow down with the throttle/brakes only (difficult) and what lane do I use on this complex roundabout? Anyway, the thought that occurred to me the other day, with dog, was about the price of our motorcycles and the motives for buying them.

The article that had started this thought chain was an old Norton catalogue on their 1931 range. The best that Norton could offer



was the 500cc CS1, an ohc single that had been created when in 1929 draughtsman Walter Moore left Norton for NSU, taking his ohc TT winning design with him. A team of experts at Norton - Arthur Carroll, Joe Craig, Edgar Franks and Stanley Woods - set about the design of a totally new machine, the CS1 Norton (later to become the International and Manx) at an inauspicious time following the Wall Street crash and the start of mass unemployment. Unlike other manufacturers Norton had decided to go for the best, assuming that race success would sell bikes, and thus eschewed the 150cc class that had been invented by a Government intent on keeping machines on the road. The price for this superbike was £69 or, at a rate of about 100:1, about £6,900 by present day values. There are few superbikes at this price available now so maybe the criteria was misjudged. In 1931 it would have taken a skilled a man earning the average wage of £2.10s a week 28 weeks wages to buy a CS1. So what of today's bargains? A superbike now will leave little change from £20,000. If the average wage is £25,000 a year, then it would take 42 weeks to achieve one's dream. Of course, the immediate counter would be that to compare a 1000cc 4 cylinder 200 bhp machine with all the electronic aids that we have been persuaded we need to get to work, cannot compare with a 500cc single cylinder machine with drum brakes and half a dozen control levers. But do we lust for our machines because of technical detail, or peer pressure, or because we intrinsically look for the best that is available? The wow factor. Does the modern man aspire to a luxury machine, or is he more interested in having a roof over his head and food in his stomach? Sales of superbikes would indicate that the demand is ever strengthened by TT and Moto GP success, and the price of superbikes continues to escalate, as do the technical specifications, showing that the demand is there.

Of course, there is more available money in our society now than 90 years ago, and more people from all walks of life are likely to look for a superbike, rather than a machine for work or low cost transport. Of course we are talking about new bike prices. You can get a Fireblade or GSXR-1000 for £1000 now and have as much fun, especially on a Track day when everyone is aiming to go in the same direction. Or you can spend a quarter of a million on a 1920s Brough SS100. For pleasure I can still remember the face of a club rider who had just finished a Lap of Honour at the Classic TT

on his immaculate, and clearly much loved, Black Shadow. What pleasure that had given him, and totally equal to a Hickman 135mph lap in his estimation.

I guess the acid test is what does the bike do for you when you see it on a new day? Beautiful lines (a contemporary thrill), potential or price? After all, you expect something more for your buck. ABS brakes, traction control, Fly-by-wire, Akrapovics, and a shiny handcrafted aluminium tank, or an exact model of the CS1 that Stanley Woods had just won the TT on, complete with 6 control levers and a dozen actions to get it going in the morning. Take your pick. Love of our bikes cannot be written in words alone.

**Bill Southcombe**

### ***Bum Pads***

I never had a chance. My Grandfather had practised for the 1911 TT but had fallen foul of the Shepherd at Keppel Gate (Kate's Cottage) – there was a gate in those days - one early morning practice. The gate had been left shut and the first three riders did not realise this until too late. Then in rural Somerset in the 1950s the senior engineer at our Village Glove Factory, Bob Dunston, owned two Nortons – a 16H with sidecar and a model 18. Both pre-war and in perfect mechanical condition and oily rag appearance. He also had an enviable quantity of ex WD N.O.S spares. So I helped with his bikes, and spent my school days dreaming of Geoff Duke, Surtees

and Nortons in the TT. The Norton International was the bike of these dreams.

So at 16 I acquired an old Bantam, then a C11, and finally a 1937 International which I kept in a pub. My first ton was on this gorgeous machine on the A37 near Lydford (legal in 1958), and Weston Zoyland airfield could be used for (illegal) track days. But this was now the 1960s and I longed for a racing machine with telescopic forks, and clip-ons, CR gearbox, hump back seat and rear sets. I did not realise what I had! I converted the Bum Pad, that appendage on the rear mudguard, into a dual seat, fitted ace clip-ons and flew. My next bike



was a 350cc Manx and road racing beckoned.

After a lifetime in the RAF, and work in the Middle East, I retired to Somerset. Road Racing had changed. The object of my dreams, a 500 Manx, developed less bhp than a learner bike in 2003. Top racers were riding on 200 bhp machines and the days of turning up at a Race Meeting, removing the Headlight and having a go were long past. I bought a pre-war ES2 at an auction, paraded it a few times in the IOM and had fun on GSXRs at Castle Combe Circuit – now with THREE chicanes added and on a machine that had 2 ½ times the bhp of my dream bike. The ES2 in the IOM was on full chat for most of the time and I needed to stretch out to get my profile down. The bum pad off my CS1 fitted and the whole experience was a bit more relaxed, except for the bumpy bits near Glentrammen when I had to stand on the footrests to control the rigid framed machine. So that got me thinking. When were Bum Pads first used for Road Racing (not Brooklands) and why? Well the why was the simple part. You cannot stretch out seated on a saddle and your neck hurts if you double up to reduce your profile. Also you might fall off the seat onto .... the rear mud-guard. Why did the pre-Great War riders just use saddles? The surface of the TT course until 1922 has been described by Rem Fowler, the twin class TT winner of 1907 as atrocious. Few miles of tarmac roads, mostly chalk, with the climb to Snaefell like a river course, and beyond Goose-neck there were three cart ruts to use over a grassy track to the Creg. Quarry Bends was taken in second and there were too few places to relax. There were no Bum Pads when racing commenced in 1921 but the first sight of them was probably in 1926 on the 600cc Douglas and the 1927 Norton CS1. Graham Walker's 1928 Ulster winning Rudge had one, as did Jimmy Simpson's lap record holder AJS in the 1928 TT. By 1930 they were obligatory and changed little until the advent of the dual seat and now familiar racing "Manx" type seat of the Featherbed era in the late 1940s.

IOM records show that road building in the 1920s became the largest expenditure of Island funds. After a major slum clearance project in Douglas in 1922, the island had considerable unemployment and a housing problem, for the lucrative wartime internment of 24,000 foreign nationals had ended in 1918, and the holiday trade, despite attracting upwards of half a

million English holiday makers, only lasted for 4 months in the year. Fishing had all but finished and the mines at Laxey closed. Emigration in the period 1921-1931 was 11,000 out of a population of 60,000 in 1921. Most industry had ceased; the new house rebuilding project of 150 homes was only commenced in 1926. So to transport the holiday makers from the major towns of Douglas, Peel and Ramsey, and give work to the unemployed, an ambitious major road building project was initiated in 1922, with a much needed direct tarmac road constructed from Ramsey to Douglas via Snaefell, and the major inter-town roads surfaced by 1925. The Railways had by this time been taken over by The Manxland Bus Services. Smoother, safer, faster roads in the TT meant more speed; more speed needed a smaller frontal area; prone riders needed to stretch out and so the Bum Pad entered the world. Then of course with the motorcycle becoming more available to the normal man, rear footrests gave the Bum Pad the role of another seat on the bike and on road machines they were moved back, and fitted with springs, and dunlopillo to rest the passenger on the pillion; a more correct name than before.

A long way from my juvenile attempts to transform the bum pad to a dual seat. By the way, a warning for our older members: do not put the word "Bum Pads" into the Internet – you might get a shock on the modern interpretation of this vintage aid.

**Bill Southcombe**

## ***MEMBER'S TRIPS***

### ***Corsica avec Carol 60ans Anniversary***

We have been riding bikes together since our late teens and covered most European Countries at some point in time. Our favourite places are Sardinia and Corsica. Should you ever get enough time to make the trip then these places, including taking in Sicily, are well worth the effort.

So June the 1<sup>st</sup> being Carol's 60<sup>th</sup> I could not think of a better treat than to head off to Corsica. After all, over the past years we have been more times than we can mention to the IOM, Canada, Med Islands, Scotland, and always on her birthday.

Come May 28<sup>th</sup> we head off to Portsmouth after cutting the grass and wa-



headset bike to bike coms for some peace. Anyway, I treated Carol to a trip down the Champs Elysses and under the Arc de Triumph. To be fair it was not such a difficult

tering the necessary, re-checking, locking up this and that. We catch the overnight ferry to Le Havre. As there was a delay on the ferries the customs killed time by hauling all bikers to the sheds and searching for whatever. Mrs P was not happy as it took nearly all day to squeeze her wardrobe into her top box. We find this the best way of crossing over the channel as you arrive fresh and early to set off. We arrive on a warm, dry, sunny day. Now I never use Auto-routes, but as our time was tight we headed towards Paris, and the Sat Nav had all the planned routes imported. Lesson number one - towns and cities never move, so a road sign is more important. But I fell into "follow the pink line" direction on the Sat Nav. Mistake. It was at this time I would gladly have had faulty

detour.

After our detour we head out towards Montargis on the D93 and continue to Clamency. From here there is such a scenic route on the D944 and rolling countryside to Autun for our 1<sup>st</sup> overnight. Just as I finish booking in to our Hotel and re-acquainted myself with the French language there is the most horrific thunderstorm, known in French as "Rage elec".

Next morning it is damp but no need for waterproofs. I do a POW-DER check on both bikes, lube the wife's Scrambler chain. Our destination for the night is Briançon. Now day one should have sent signals that the Sat Nav was not doing what I expected, and after an uneventful ride through Chalon and the outskirts of Lyon we end up riding along what can only be described as the South

Circular of Grenoble - frustrating when you can see the Autoroute adjacent. Anyway, another day trip to the outskirts of Grenoble with those wonderful mountains ahead awaiting our presence. We pick up the N91 and head towards Col du Eautarel - what a fantastic road. Racetrack tarmac, little



traffic and I let go of the lead that has been holding back the Tiger up to now. Michelin road attack tyres worked very well. The Tiger even with that 21" front wheel handles superbly, but you must

have the front fork settings and rear shock set up for your weight etc.

If anyone fancies a 3 day stay in Briancon you cannot go wrong. There are 3 main loop rides that can be taken covering some great mountain passes.

Next day we head out to tackle the Col de Izoard. It's fresh but dry and the sun is up. I had not turned on my comms set and did not hear the good lady tell me she saw a road side digital sign say col Izoard Ferme. I'm off and getting into the bends. After half an hour we meet the Route Barree. After sorting out the comms we do a detour and find the Col de Vars. We stop

for a morning coffee and meet a couple from Herts. He is on the phone doing an amazing deal and she is reading a book. It's always like this she says, he never shuts off. Lesson number 2, never take the work phone on holiday, or just have your phone turned off. You





cannot afford to take your eye off the game on these roads. We meet some Netherlanders at the summit, all on BMWs. Lovely bunch of guys and they all thought Mrs P was 60 that day so they start kissing and hugging and well, OK guys that's enough, now



take a photo of us, can you?

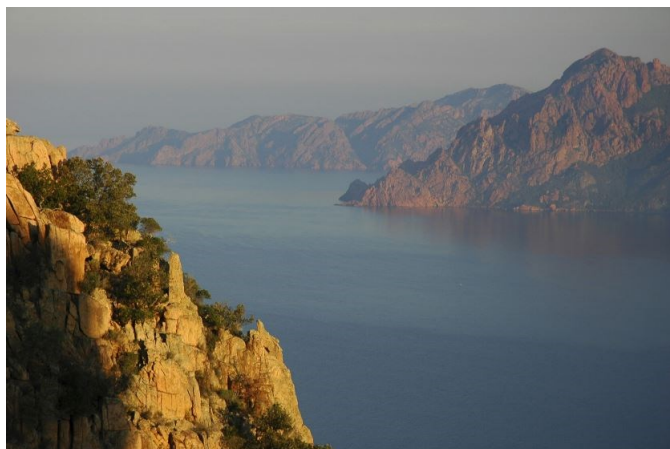
We head into Genoa and meet two of our friends who have been on a Pan European event in Luxembourg. They are the surprise company and after greetings we board the Moby Dick ferry for our overnight to Bastia in Corsica. Note of warning, never leave anything on your bike that deck crews can break into. They are only after cash but the damage they do is upsetting, every motorbike had been tampered with in some way

or another.

Next day we arrive in Corsica. We fuel up and head up into the hills on the Col de Teghime and cut left onto a minor road to see some ancient church and roman ruins. Great care needs taking as coaches on site tours will go down any road wide enough. From Olleti (where we have brunch) we head towards Morozzaglia on the D71 – narrow, but such wonderful views and very demanding. We end at Calvi for fuel. Carol's bike is our gauge for a derriere rest, drink and refuel - that is normally about 110 miles. No need to rush out here. It is blistering hot. We head for Galeria via the D81, a so-called bypass, but what a great bypass, long flowing twisty rolling bends. We check into our Airbnb,

but not over impressed - our so-called sea view was taken by balancing on the stair rails leaning over the stair well. Great restaurant found with simple good wholesome food and plenty of local ale. It's not easy to get a dark beer but amber local brews are just fine.

1<sup>st</sup> day of June arrives, we come down for breakfast and the lass running the B&B has set up a champagne breakfast with strawberries, cream and a shop-bought cake with candles. Mrs P was well pleased. Today is her day and she tells me we are going two up. Well it's been a while but anything to please her majesty. We head up into the hills and find a river with a little white water and shallow pools. We have a picnic and laze the day away, so scenic is Corsica. The next day we take a trip to Calvi and ride the worst coastal road ever, the D81a. Such beauty but the road surface



was dreadful. It is part of the Rally de Corse. We head for Propriano. The coast route towards Ajaccio is brilliant, and we stop for brunch at Porto and have a moment of respect to one of our dear friends who loved this spot. When we end up in Propriano it

is 'Scorchio'!. Our new apartment for a few days is cool, all kitted out but no Wifi, as 4g is no problem out there. We chill out for a couple days but I get the itches and have to go for a ride in them hills. Red rock with the sun reflections make for a wonderful scene. I find some tracks used by the world Rally de Corse. Brilliant, and the Tiger behaves with settings set for off road. Time to spin the wheels. Having nearly over-cooked it a couple of times it was time to head back for some food and beer and calming down. To close our stay on Corsica, you could spend a month here and still only touch the surface.

5<sup>th</sup> June and we catch the ferry from Propriana on an overnight to Marseille. We tie the bikes down ourselves with string - not like good old Britta-



Rocamadour

ny Ferries. We arrive in Marseille about 7.30am next morning, still warm dry and a little fresh. We pick up the N558 and head south west. A detour around the area known as the Carmargue, known for wildlife and wild white horses, is taken before we head towards Nimes. It is at this point that the comms headsets start playing up. Now in all honesty it has been great being able to talk and make decisions whilst riding between us, but when it goes wrong it is neither a blessing nor annoyance. I can hear the boss loud and clear, but she cannot hear me. So a few fraught exchanges when we stop are bound to happen.

We end up out of Nimes and again the Sat Nav took us through the centre. We are rewarded by the route up to the area Cevennes then Gorge Tarn. But the weather

changed and we ended up in a thunder storm and rain of biblical proportions. I wear Army Goretex over-trousers when required. 100%, yes 100% waterproof. We end up in Rodez for the night and end up dining at a Vietnamese Restuarant. Same as any other Asian food from my point of view. From Rodez next morning we head North West. We take in Rocamadour for mid-morning brunch. Rocamadour is a small village built into the hill side. The roads round here are awesome. Our route continued North West and followed the Richard Lion heart Route. Again so picturesque with buildings and castles dating back to the very early dark ages. Our destination is "Motobreaks", a biker's B&B near Bellac. We pass through Ordour sur Glane en route at a very sombre pace. Our host Chris Price welcomes us with a cool beer. I strongly recommend staying here at some point.

<https://motobreaks.com/> . We have had many a grand time here.

The following day we head for Anger, a short ride, as we had expected a heavy night. The route North picks up the Loire River and the northern bank offers some spectacular views. Angers does not disappoint as this offers plenty of culture, history and arts. A quick visit to the castle and then some food and local ale. We are all getting tired and looking forward to being home. I carry out another POWDER check and all is well apart from a loose wing mirror on the Scrambler

9<sup>th</sup> June, and we still have a day's ride back to Le Havre for a late afternoon ferry to Portsmouth. We head north up to Laval and the road we take (N162 via Chateau Gontier) has all kinds of hidden speed cameras, disguised beyond belief. From Mayenne we seem to be heading into a storm. It was another storm of lightning and rain worse than Moses ever saw. It was a close call as to whether to abandon and heave to, but at Falaise (home of William the Bastard) we stop at the castle and market and the rain stops.

Off to Le Havre and catch the ferry via Autoroutes. As we round up our holiday and travels we all agree that France does offer some great riding no matter where you start from. Yes its warmer south of the Loire and mountains offer great fun, but everywhere offers virtually traffic free roads if you are bold enough to take them.

**Dave Parker**

### *Long Weekend Trip to Adenau*

Matt Towill, Tim Radford and I recently spent an enjoyable long weekend ride to Adenau in Germany, organised by fellow SAM members Steve Orledge and Nick Griffin. Having never ventured east on my bike before it was good to have Steve and Nick leading the way, and after meeting at Wincanton we

rode to Dover for the ferry to Dunkerque. On arrival we found our hotel for the night, ready for the ride to Adenau the following morning.

Friday morning finds us heading from France, through Belgium to Germany, with the scenery getting better as we get into the hills. Ar-





riving in Adenau it's good to lose the bike kit and stretch the legs with a walk up to the Nurburgring circuit. Some pretty quick cars are circulating and I get my first look at this famous track. It's not just on the track that you find the supercars as the town is full of them, but it was good to note the driving on public roads was very courteous, especially to pedestrians. The evening was then finished with a meal - and of course some beer! Nobody seemed to have much energy on Saturday after travelling in the 30° heat of the two previous days, so after another look at the circuit and chilling out in a café a siesta was in order. Then Tim, who was the only one of us wanting to ride the "Ring", caused the only rain of the



weekend as it poured down. Once the storm had passed we joined him at the track entrance while waiting for it to dry. Tim then prepared for the lap and rode to the gate where his pre-paid ticket failed to work - was somebody trying to tell him something? Eventually he was off and after watching him go by we made our way to the finish to meet up. Not long after he returned, the circuit was closed due to an incident, so he was lucky to have got around between that and the rain. More food and beer followed. Sunday was spent riding some of the wonderful roads of the area, and of course chilling out in a café, before returning for more food and beer in the evening (although not much drink with tomorrow's ride to think about). After an early breakfast we are off on the first half of our return trip

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## It's All Relative!

**Spotted by Steve Schlemmer outside a Shopping Mall in Washington State. Wonder where he'd park if he had his trailer on!**

home, with some fun on the Auto-bahn and traffic around Brussels before getting back to Dunkerque. A short wait before sailing back to Dover, some food on the ferry, and then only 200 miles to home once back on English soil. I arrived back just as it was getting dumpy, about 9.45pm and only felt tired, luckily, for the last 3 miles. My NC750X again impressed on this trip. I thought I would find it hard, but apart from a bit of bum ache all went well. 1113 miles in total, maybe not a lot to some of you Iron Butts but enough for me. Thanks to the others for great company.

**Rick Chubb**





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## ***Spring 2018 Caption***



Alf Bagshaw has once again stepped up to the oche with the Caption for the Spring 2018 photograph, :

***“Hey, steady on Jez, let her keep it. You did say that if it's on paper, it's not covered by GDPR!”***



## TAILPIECE #4

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

*“Some years ago, GPS navigation devices were just becoming available; the rider was a late adopter. When touring, he still enjoyed studying maps, plotting routes and writing his own road books which he kept visible in the transparent cover of his tank bag.*

*A key advantage was that the rider always found the best riding roads during the day on tour. Conversations over a beer showed that GPS users were often taken on quicker, boring routes, missing the twisties and the scenery.*

*A key disadvantage, however, was that, while GPS users rode straight to the hotel in the destination city each afternoon, the rider was quartering the locality, looking for the address, sometimes in high temperatures or rain, and arriving half an hour later than necessary.*

*However, another upside soon became apparent. After dinner, when conversation turned to going out, or to what to see before leaving in the morning, the rider was suddenly very popular as he knew the directions and distances to the bars, the cathedral, the castle, the market, the beach – in fact all the places he'd been riding round while lost that afternoon.”*

## CAPTION SUGGESTIONS PLEASE!



Here's another one for all you budding "Matt" cartoonists out there. I'd welcome your suggestions for a Caption to go with this photo, taken at May's Slow Riding day. Suggestions to me at [Tullochg@aol.com](mailto:Tullochg@aol.com), we'll publish the best one in the next issue.





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**SURETY**

\*Based on new motorbike insurance quotes given by Germmarked 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 Agura Insurance through Germmarked Insurance Services. Calls may be recorded for our mutual protection. Germmarked, Boucher Place, 4-6 Boucher Rd, Belfast BT12 6NE



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.

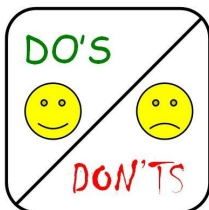
Take care, remember the presence of a group may intimidate other road users.

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 are 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 SKILLS DAY — The next slow riding day is on Sunday 26th August. These ever-popular events are 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.