

Autumn 2020

# ***FULL CHAT***

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



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*Front Cover: Lisa and Gina go for a dip on one of their impromptu rides across Exmoor*



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# FORWARD OBSERVATIONS



Why it is, after 64 years on this planet, that I find it surprising to see the nights drawing in and the temperature dropping in late October, I really don't know. Is it only in my brain that there lurks an expectation that Summer can just carry on? Anyway, here we go again, wetter, muckier roads, colder, wetter weather, and less light with which to enjoy it all. However, even the Autumn and the Winter throw up occasional delights (you can see through the hedges for one thing) and the

good thing about Advanced riding skills is that you have the tools to enjoy more varied conditions, as well as the judgement to decide when it's not a great idea to be out.

Then there's the wretched Covid-19. What a bore, but too dangerous to ignore. So far we've been relatively protected in the South West, presumably because of our sparse population and lack of visitors or institutions which promote personal contact. I'm sure that I'm not alone in finding that having to think about and alter the way I do countless familiar tasks quite an effort. As more is learned about the virus, it seems to be clearer that aerosol spread is important as well as direct contact, so remembering to stand back from each other and meet outside where the ventilation is good are factors to





plan into what we do, as well as the hand-washing and mask wearing. The extra planning required to ensure that we actually see other people from time to time doesn't come naturally either, but I'm still finding that I get quite depressed when I don't get out and about. Luckily, a ride on my bike and a socially distanced cuppa is all it takes to make the world look a bit more positive, so I have a plan to try to use the club Facebook page to see if there is anyone else out there who's up for that.

Many thanks to everyone who has contributed to this issue of Full Chat. If you haven't sent anything yourself yet, why not give it a go?

The deadline for the next issue will be 15<sup>th</sup> January, 2021.

**Gina Herridge**



## CHAIRMAN'S CHATTER



The focus for me over the next few months is to steer our club forwards through what seems a time of transition. Gone are the big group green rides for the time being and 'hello' to the friendly bubble rides of no more than 6. Not only are we managing this but we are managing to somehow launch 6 groups of 6 on the day! This is 6x ride leaders



and 6x tailend charlies! This is an excellent turn-out considering on a good day pre-Covid, 30 was a good number – so good we needed to split the group into 2. The focus on the green rides is primarily for Associate members. It's proven that attending these rides cements the techniques learnt on an Observed ride and you get the addition of CAKE at the end of the ride. Yes I did say CAKE! We pride ourselves that we are first and foremost a motorcycle club and our emphasis has always been one of friendship, we just also happen to do Road Safety and are affiliated to IAM RoadSmart. So, keeping the small group rides going is of utmost importance. We are now planning to advertise these rides on a monthly basis,



first Sunday of the month. Additional Amber and Red rides are also welcome on the calendar, they just need to incorporate a level of planning to control the numbers by using the so far successful Eventbrite.

Another focus of mine is Recruitment and Publicity. Yes, we are a big club with 284 members - one of the biggest in the country I believe and a high performing one at that. We also have 67 Associates, 15 National Observers and 30 Local Observers. We are successful because we believe our methods of training work well. To keep the club moving forward we need new members!

Currently, we have funds to finance the training of 'under 30's'. This group has been identified as high risk with regards to RTA's. So, the deal is the candidate only pays half the normal cost of the course and we (Somerset Advanced Motorcyclists) refund their payment once they pass their test. So they get the training for FREE! Yes I did just say FREE! The hard part is convincing this age group to make the commitment – we are struggling



to give them away! So, this is where the Publicity/Recruitment thing comes in – how do we put this out there? Get in touch if you think you can contribute and make a difference. Our new head of recruitment Georges will be very grateful indeed.

**Lisa Parsons**

## SAM NEWS



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

to the following members for passing their IAM tests:

- Adam Ledger on 29th August, riding a Suzuki GSXR 600. Adam achieved a F1RST, and was observed by Nathan Beesley.
- Robert Brown on 5th September. Robert was riding a Ducati Multistrada and was observed by Andy McKay.

- John Rodger on 7th September riding his Harley Davidson. John was observed by Lisa Parsons and qualified via the MBP route.
- Richard Padfield on 10th September. Richard was riding his Suzuki Hayabusa and was observed by Andy McKay.
- Tim Barnett on 12th September riding a BMW 1200GS, gaining a F1RST. Tim was observed by Martin Hember.
- Sam Morton also on 12th September riding a Kawasaki Versys 1000, observed by Lindsay Wilson. Sam passed his Advanced test having come straight from the Direct Access training to get his licence.
- Kevin Phillips on 26th September. Kevin gained a F1RST whilst riding a Triumph Tiger 800, and was observed by Ian Wilson.
- Andrew Jardine on 3rd October riding a Triumph Tiger 1200XRT. Andrew was observed by Bob Muckett.
- Richard Barkley on 4th October. Richard was riding his Kawasaki Versys 650, and was observed by Callum Bremner.
- Mikayla Harrington on 17th October riding a Triumph Street Twin, observed by Dan Wright.
- Mihai Caruceru also on 17th October. Mihai achieved a F1RST riding a BMW F800ST, having been observed by Steve Williams.
- Simon Pike on 24th October riding a Kawasaki ZZR1400, observed by Wayne Timbrell.
- Jonathan Denovan-Smith on 26th October. Jon was riding a Suzuki V-Strom and was observed by Gina Herridge and Martin Surrey.
- Jim McNair also on 26th October riding a BMW GS1250 and observed by Jim Donnelly.



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

Congratulations also go to **Simon Greenwood** and **Jules Cooper**, who qualified as **National Observers** on 6th August and 10th October respectively.



### REMINDER TO ALL OBSERVERS:

Could you please ensure that you let me know ([Tullochg@aol.com](mailto:Tullochg@aol.com)) when one of your associates passes their Advanced Test, so that their success can be included in the following issue of Full Chat? This should include their name, the date of the Test and the bike they were riding—their successes will give confidence to other new associates, whilst bike details is just something that we're all interested in, demonstrating the broad church of machinery within SAM!

### CONTACT DETAILS

If your contact details change (especially email address), please inform [sammembershipsecretary@gmail.com](mailto:sammembershipsecretary@gmail.com) 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 previous Committee meetings (held at The Lamb & Lion, Hambridge before Covid restrictions, and then via Zoom Conferencing) can be obtained from the Secretary on request.

## IAM Inform

The IAM RoadSmart weekly bulletin, 'Inform' can now be accessed via a link on the SAM website under 'Helpful Links'.

## I've Started..... So I'll Finish!

*The following article has been sent in by a recent SAM member who started his training with SAM before relocating to Scotland.*

"You could have gone for that overtake, you know" the former Navy aviator turned volunteer Blood Biker said to me. "Had you been in the correct position, that is," he continued, with a wry smile.

It was our first "official" ride as Observer/Associate pairing. Like so many, I've been reeled in with the offer of a free taster ride with an experienced IAM Observer, in this case one Mr Roger Moffat of Somerset Advanced Motorcyclists (SAM), who used to fly helicopters from ships for a living before stepping up to the greater excitement of trying to pass on riding skills to the general public.



Being told to step up the pace and use opportunities to safely overtake and make better progress was not what I'd have expected. I considered myself (secretly) a safe rider, and Roger confirmed that on one of his first

ride reports on me. “Martin is a relatively experienced rider with a mature approach to riding”

Of course, in my head I was wondering if this may just be this impeccably polite gentleman’s way of saying “He rides exactly like the old fart he is.”

More quality time on the road together, and more lunch stop conversations, and I began to realise that what I thought of as safe riding was actually an expression of my lack of skill and confidence. I compensated for my suboptimal techniques and judgment by riding in an excessively defensive manner, which does not an advanced rider make. Safe, legal progress became a focal point of our training together.

I quickly learned that with Roger riding behind me I would get away with nothing. Every botched entry into bends, every overtake, every position change would be analysed during lunchtime discussions, and I would spend the time until our next ride together practicing these improvements during my daily 48 mile commute. My neck ached at times from all the exaggerated (to make them visible to the observer) mirror checks.

Riding my bike daily was invaluable during this time, as it enabled me to





put into practice all of Roger's guidance. Gradually, skills and awareness improved, and progress was made.

I believe there is an important point here: motorcycling is a perishable skill. I cannot imagine, even with the best training in the world, to have made much progress without putting in the regular miles in the saddle. There is no advancement without regular practice.

"You've come a long way, I think perhaps one more ride together and you'll be test ready!" – the words I had been waiting for came sometime at the end of February.... just before I took a break to go on a motorcycle tour in Tamil Nadu, India. Upon returning, instead of booking my test everything came to a grinding halt because of a now all too familiar dangerous virus.

With my job being deemed essential I still had the commute to work to ride, which was some consolation, but formal training with Roger and the SAM crowd sadly came to an end, as by May I had relocated to Scotland. Although I felt I've learned a lot and had my money's worth of training already, it seemed a shame to stop here and not top it off with a pass certificate. I'm not one for collecting badges, but gauging myself against the standards of an IAM examiner felt important at this point – did I really learn as much as I thought I had? I wanted to find out!

The IAM group now local to me is called EDAM (Edinburgh and District Advanced Motorcyclists, in case you're wondering), and when I contacted them they could not have been more welcoming or helpful. Despite struggling with a pandemic-induced backlog of Associates, they immediately offered me an assessment ride with one of their most experienced observers, membership secretary Elliot Beattie. Elliot also got in touch with IAM HQ for me, and helped me navigate the transfer to EDAM and the extension IAM granted to associates who had their training interrupted by lockdown.

The assessment ride with Elliot, through the beautiful landscape of the Scottish border county, was beautiful and illuminating on many levels, and confirmed just how much Roger's guidance has enabled me to improve. Progress is no longer the main issue – in fact Elliot recommended I could dial it back a bit....

Elliot used a video camera mounted to his bike to film my ride, which was a novelty to me and incredibly helpful. He pointed out to me that my positioning tends to be about 30cm too far to the left, but seeing it for myself

on video made it much easier to appreciate and correct.

Having given me some pointers for fine tuning, Elliot nevertheless decided to mark me as “test ready”, and an examiner in the person of Ian “Wigit” Wightman, formerly of the Metropolitan Police Motorcycle escort unit and the Lothian Motorcycle police was allocated to find if I could make the cut.

EDAM’s support did not end here – Elliot got in touch with another group member, Ken Miller, who lives not far from where I’m staying at the moment, and who kindly agreed to come riding with me twice in preparation for the test. More feedback on the finer points of positioning, choice of lines and road reading.



On our final ride together Ken and I linked our helmet coms, and Ken proceeded to give a “tactical rider” style running commentary. Whilst I honestly wouldn’t want to use this on all my rides, it’s an extremely useful experience to have as part of training.

By verbalising the huge amount of information that requires processing in order to make good decisions, it creates an awareness of just how rich in sensory input the riding environment really is, and how sharp we, as riders, have to stay in order to maximise safety.

So after all this time I finally had my chance to subject my riding to the scrutiny of a former elite motorcyclist, and the resulting ride report featured

1s and 2s in about equal proportion. Satisfyingly, “Progress and Restraint”, my former weakness, is one of the 1s. Having learned to safely maximise legal progress, I now slow down because I choose to, not because I lack the skills.

So my advanced rider training has come to an end. Or has it? I still commute daily on the bike, in all weathers (this is Scotland, after all), and there are quite a few 2s to still address,

Of course, any improvement in my riding skills is solely to the credit of my IAM Observers, above all Roger, whilst any errors I still commit in my riding are entirely my own.

I don't know yet what the next step in my development is going to be, but I know one thing: to be an advanced rider, one has to keep advancing.

Safe Trails.

**Martin Giebner**

## **POWDDERSS probably Saved my Skin**

I passed my motorbike test in Nottingham in 1990 and then rode for years and years without any additional training.

When I started my IAM Roadsmart, SAM and Advanced Rider Course journey I learnt many, many things. It was a revelation that I had been cornering in much too high a gear; raising my gaze allowed me to plan more effectively and positioning helped me to start to keep up in the corners with those riders better than me. But there was one thing I learnt which probably saved my skin, and maybe a lot more.



My observer at the time, Bob Muckett introduced me to



POWDDERSS' checks. I'd never checked anything before SAM because that's the job of the MOT guys right? The fact that my nigh on 20 year old Yamaha only got checked once a year had been conveniently ignored by me until then.

The week after Bob had introduced checking the suspension to me every ride, I found that the rear shock was no longer attached as it should have been. The lower mounting bracket on the bike's swing arm was rusty but ok, however the metal on the lowest part of the shock had cracked and then snapped. It would seem that the only thing keeping the two together was my weight and gravity. So when I had put the bike on an ABBA stand to check the suspension, all was revealed. To say I was surprised to see this would be an understatement and I can only wonder what might have happened to me had I not discovered this when i did.

Having spoken to many motorbike mechanics, none had heard of anything like this before. Extracting the lower retaining bolt from the





lower mounting bracket on the swing arm was not a happy ordeal. Vast amounts of WD40, a massive punch and a large ball peen hammer did nothing whatsoever. So I borrowed a mate's blow torch and by heating it up, and cooling it down several times and then using the punch, hammer and a significant amount of brute force I eventually got it out. Needless to say it had seen better days but Western Bolt in Taunton provided a new one for less than £6 and YSS provided a new shock for considerably more.



So lessons for me:

POWDDERSS before every ride.

Check the suspension mounts and the shock absorber retaining bolts to ensure they are not seized (I think that's why the old shock failed but who knows for sure) ..... especially on old bikes.

I'm enormously grateful to SAM and especially Bob Muckett.

**Jules Cooper**

## Picture This!

You are riding to an appointment along the A39 from Blackmoor Gate to Barnstaple on a summer's day in the late afternoon. The roads are dry, visibility is good and there is surprisingly little traffic on the road. You are on time for your appointment. You are approaching a 90 degree left bend on a slight downhill stretch of road, there is a junction to a minor road off to the right at the apex of the bend. For those who know the road this is at Kentisbury Ford.

Visibility through the bend is initially very limited, but past the apex the view gradually opens up as the road begins to straighten. You accelerate out of the bend, change up a gear and suddenly you see horses in the road, a hazard one might



expect in the country. But these horses have no riders, no tack, are not being led or driven. They are loose, 5 of them, not Exmoor ponies but domesticated horses.

You check your mirror, brake to a walking pace and, having avoided a collision with a large animal, start considering your options. There is no traffic behind you, at least as far as you can see back to the 90 degree bend and junction. There is nothing coming towards you but you can only see just beyond the horses because the brow of the hill is less than 100 metres ahead. The horses are milling about in the road, probably considering what to do as there is a fence along the right edge of the road and a hedge topped bank on the left. It is not clear what they might do as two are looking at me, one is facing the opposite way and the other two are casting glances everywhere.





From your local knowledge you are aware that oncoming traffic is likely to be going at near to the speed limit as this is the first opportunity to quicken the pace since leaving a couple of miles of twisting, hilly road.

Your appointment in Barnstable is at the hospital where you are to collect swabs to take to Exeter for Covid testing, the clock is ticking and if you don't get going again within 10 minutes you will be late. What will you do? **Simon Kidner**

(See page 20 to find out how the situation played out)

## Tail End Charlie Process

Tail End Charlies (or TEC's for short) are those orange jacketed bikers who are an integral part of the "Drop-off System", which is the backbone of SAM's group rides. So, apart from being at the back of the cake queue, what else sets these club-ride functionaries apart from the rest of the ride members? Well, it's not just (nearly) always being the last in the line of riders on the route.

For starters I count the number of bikes on the ride. This is an obvious measure and easily done if the TEC positions themselves appropriately as the ride sets off. As rides inevitably spread out it could be possible to lose a member, un-noticed by another rider, and we do have a







duty of care.

A quick count-up at any intermediate pull-ins is easy but sometimes a lot more difficult if cake is on offer at the café stop. The ride leader needs to help in this situation.

Of course the arrival of the orange jacket at a junction lets the marker know that they can leave, but to do this safely the TEC should anticipate that a junction is coming up and slow down enough so that the marker can safely proceed and join the traffic. To expedite a safe moving off for 2 bikes, (one from stationary) the TEC *might*

need to 'block'/ slow down, any following vehicles. [Doing this when circumstances dictate, avoids both bikes pulling in and stopping at a junction, waiting for the traffic to clear and then setting off].

'Blocking', by slowing, is something that I personally elect to do sometimes when a ride is entering a speed restricted zone. We drop down to the new limit but many other road users don't do that. Getting a speeding car mixed up in the ride has its disadvantages and anyway I have the moral high ground. Once into the restricted

zone then I re-evaluate the situation. This is not an essential manoeuvre, just something that I *consider* in certain circumstances.

Being the last in line is how it all works and that means if any ride member stops (for any reason) the TEC will also stop. Petrol stops are not unheard of, and don't take too long, so they are easily handled by the TEC. Other issues that occur include breakdowns and convenience stops. The latter might not always be at a convenience and in those situations I arrange to carry on to the next marker and take over the role until the member catches up. The breakdowns can take a lot longer and each one has to be evaluated in its own right. [I carry a selection of tools and puncture repair kits but again that's my choice]. The beauty of the drop-off system is that it copes with these situations.

The point about any of these stops is that the rider concerned must wait to flag down the TEC – this is especially necessary, as with a lot of new members in the club, it's not as easy as it used to be to spot "one of ours".

One possibility for stops which might turn out to be a bit protracted would be to ride to the next marker, give them the orange jacket and return to the rider who has had to stop and help deal with the situation. Finally, I would always report any 'incidents' to the ride leader at the end of the ride.

Sometimes the ride leader would offer to lead the way back to a location at or near the start of the ride. In these situations it needs to be made clear whether that is still a formal SAM ride and if a TEC will be required. Items that, as a TEC, I would always like to see included in the ride leader's briefing are as follows:

- 1). Anyone who has to stop, for any reason, or leave the ride early should wait for the TEC to arrive and flag them down.
- 2). Markers at certain junctions where the TEC has to keep moving, for their own safety, should be prepared, (even expect), to be passed by the TEC, who will then let the marker come by as soon as it's convenient and safe.
- 3). **Important for Associates:** That the Drop Off System allows for the riders to be spread out and there is no need to "Catch Up". Markers must always wait for the TEC, no matter how long it takes. The above is more or less how I do my TEC duties and I hope that Ob-



servers and others will find my take on it useful.

The view from the Charlie-end is never dull and since I usually have a pillion (*Ed—Tail End Charlotte, aka Pam Fraser!*) then it made sense for me to take the job on and I must say that I now enjoy the role.

As I was asked to put something together for the use of our Observers then I'll take the opportunity to ask those same people to formalise something for the way in which their Associates have approval to go on SAM Green Rides. It's such a useful tool in their training but they should know roughly what to expect. More experienced ride leaders always handle this situation very well but we should be aware that, thankfully, new rider leaders are coming forward all the time.

**Ian Fraser**

## Picture This—How Did It Develop?

This situation might have developed in all sorts of ways. This is what happened on the day, and the thoughts that went through my mind.

Should I stop and try to get the horses off the road or just ride around them and continue my journey? I had visions of multiple collisions between vehicles and horses, so felt compelled to stop. I was too close to

the blind bend behind me to stop where I was. Hazard warning light on. Even if I did would the horses try to break past me and trot/canter towards the blind bend straight into oncoming traffic. I decided to keep moving slowly so as to focus the horses' actions and move them onto a piece of road with longer views thereby affording more reaction time for any approaching traffic. As the road ahead had a blind summit I could not tell if anything was approaching the horses and therefore what they might do with no warning. How far should I drive them? Is there now enough distance behind me and the blind bend for it to be safe for me to stop? I want to make as big a barrier as possible across the road to discourage the horses moving past me back towards the corner, so stop the bike across the left lane and I can stand in the right lane facing the horses and any oncoming traffic. How could the horses be coralled? If the driver of a vehicle coming in the opposite direction saw the horse in time and had similar thoughts to my own we may be able to contain the horses and move them off the road. Or would the vehicle be travelling too fast and scatter, or worse still plough into the horses and me and the

bike? I decided that the safest thing was to keep moving the horses slowly up the road until I had sufficient clear views both ahead and behind me. Then I could stop safely, hope that the horses decided to stop and perhaps have a nibble of the grass on the verge and wait for another vehicle, preferably from the opposite direction, to arrive.

Well nothing came from either direction, the horses were moving along at a gentle pace, the road ahead still had a blind brow which I knew would shortly level out and the view would improve so I was getting ready to stop. Suddenly the horse moved towards the left side of the road, I thought they had seen or heard a vehicle ap-





proaching from the opposite direction. What disaster was about to occur? None. The horses disappeared into an opening in the hedge on the left. Relieved I quickly moved up to the opening and used the bike to partially block the horses escape route back onto the road. The opening in the hedge led to a short track, about 20m which led to a field gate. The horses seemed reasonably relaxed and I was now able to think about securing them until the owner was found. I hoped the next vehicle would stop but several passed without even slowing at the sight of my bike on the side of the road with the hazard warning lights on. Just a motorcyclist having a pee they perhaps thought!

I tried phoning the police but had no mobile signal. Ah, the radio! (the Freewheelers provide riders with one). So I contacted the headquarters in Honiton and explained the situation which they found difficult to believe. At that moment a vehicle did stop and I was able to ask the driver to go to the village to try to find the owner of the horses. Whilst he was gone another vehicle stopped. A worried looking lady got out and it was immediately evident that she was the owner. Armed with a few carrots she led the way to the gate, opened it and the horses followed. After a brief conversation and an expression of thanks I was soon on my way again and arrived only a few minutes late in Barnstaple.

I had never, nor probably ever will again, experienced a similar situation.



I am not aware that this type of thing has been used as a training scenario. Would your training and experience have led you to do it another way? I am very grateful that the training and experience that I have gained through my membership of SAM helped me to consider the factors, identify the risks and assess the options that this unusual and unexpected situation threw at me. There probably isn't a "right" way to deal with this type of incident, all one can hope for is the right outcome – no injuries and no damage.

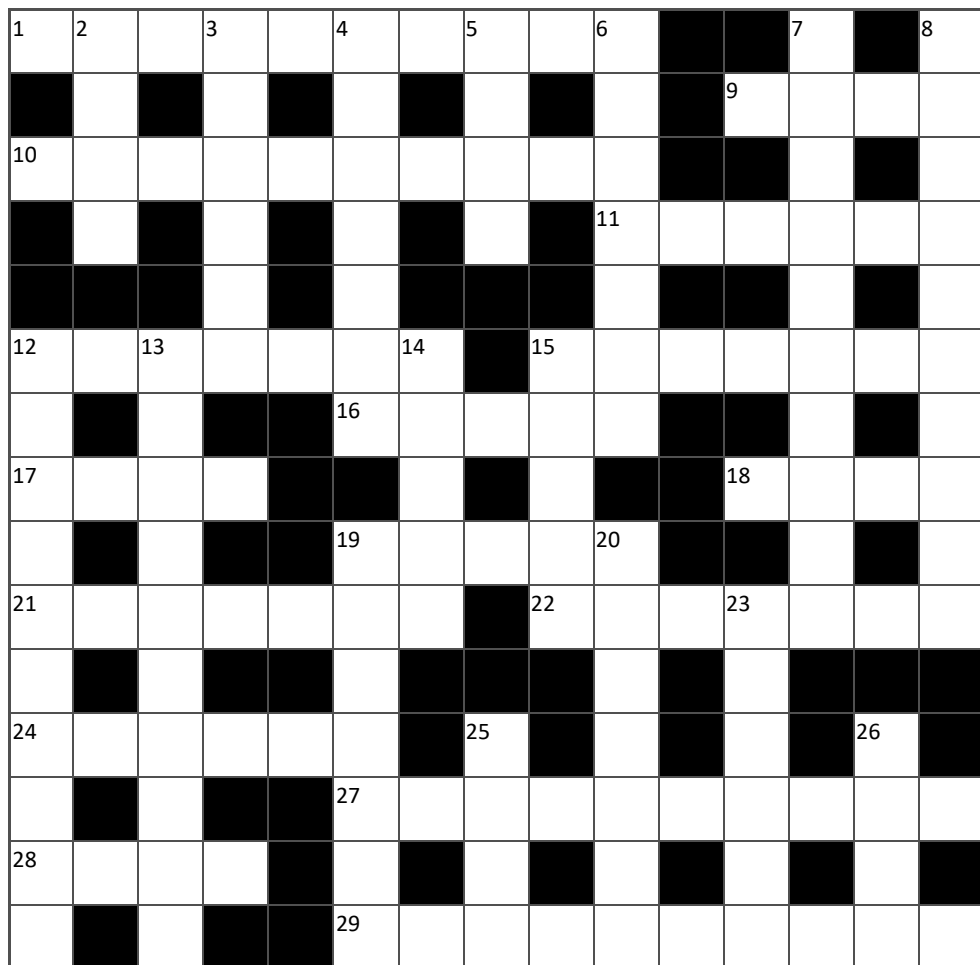
**Simon Kidner**

# FORTHCOMING EVENTS

As you will be aware, Coronavirus has caused the cancellation of all Group Rides in the SAM calendar for 2020 until further notice. However, following a couple of carefully-managed rides in August and October, it is intended (subject to further changes in Covid-19 restrictions) to repeat these multi-ride events on the 1st Sunday of each month. These will be restricted to a maximum of 6 bikes per Group, but hopefully we can arrange multiple Groups for each event. Attendance will be strictly through advance booking on Eventbrite, so keep a close eye on your emails/Facebook over the coming months for advance notice. These will mainly be Green rides (so that the widest range of members are able to join in), and we would encourage all recent associates to join these if possible, as they are a fun and valuable addition to your advanced training. Other rides may well be arranged by members—if so, they will be advertised separately by the ride leader, but will operate in an identical manner to the existing multi-Group rides.



# CROSSWORD



## Across

- 1 Recurring series of events after engine provides means of transport (10)  
 9 District Attorney thanks figures (4)  
 10 Engineers not in east after pass for freeloaders (10)  
 11 Refined UN? Bear is refined (6)  
 12 Supplier chants. Ear hears alternately (7)  
 15 At a single sitting, EFTA to negotiate inclusion (2,3,2)  
 16 Lord, perhaps, but sounds not male (5)  
 17 Help a punt (4)  
 18 Type of poker or headless bolt (4)

## CROSSWORD (cont.)

- 19 Make Clare remove (5)  
21 Follower of King George or French pastry (7)  
22 Happen again to change core dog (7)  
24 Request task; form included (3,3)  
27 Excitable type of piano (10)  
28 Fabricates stays (4)  
29 Asinine teen thoughts include place to drink at club (10)

### Down

- 2 Kapok? A yam inside is all right (4)  
3 Is done playing in legal position on field (6)  
4 Tin supporter; November's set of cutlery (7)  
5 Sailors change clew left to right (4)  
6 Green suit everywhere included bathroom (2,5)  
7 In a state of complete incapacity, pussy has softly convulsive twitch after beer (10)  
8 Remove baffles to increase volume (4,6)  
12 Fit under cash shifting (10)  
13 Range article over stone that is south (3,7)  
14 TV family Leroy adapted (5)  
15 Table transformed! Tra-La! (5)  
19 Car Clio tore open? No, oddly (7)  
20 Brief revolution. Is it to come again? (7)  
23 Alter right for new attack (6)  
25 Sternly, without devious bird (4)  
26 Biter fighter (4)

Solution in next issue

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

## Solution to Summer 2020 Crossword

**Across:** 7 Galactic, 9 Avocet, 10 Oboe, 11 Steadiness, 12 Places, 14 Portions, 15 Choral, 17 Anneka, 20 Estimate, 22 Actors, 23 Sunglasses, 24 Rare, 25 Artist, 26 Rainbows.

**Down:** 1 Carbolic, 2 Sake, 3 Stasis, 4 Mandarin, 5 Coincident, 6 Season, 8 Creepy, 13 Cooling fin, 16 A la carte, 18 Aircrews, 19 Sensor, 21 Square, 22 Abseil, 24 Robe.



# KIT REPORTS

## Supershield

### Cut washing time and protect your bike!

This birthday Peter decided to lean into my rather obsessive bike cleaning by buying Supershield Automotive ceramic bike treatment for my bikes. Supershield use the Supremecoat product, which is bonded to every surface of the bike. Once cured, it repels all forms of gunk with which our bikes are regularly splashed, including bug splats. The ones which do adhere can be easily removed

with just water, and a gentle wipe. So far it has been literally brilliant, with the bikes looking mint again, and my usual cleaning time cut from 1-2 hours to 20 minutes including wiping off the chain oil splash from my Scottolier. Incidentally I was advised to use Muc Off only with great caution on bikes, since it contains a lot of salt, so you have to be sure to rinse it very thoroughly.

The two downsides are: (a) it's not cheap – you are looking at around

£300 for the first bike, with any others done at the same time and place a bit cheaper, and (b) you need to present the bike in pristine clean condition, or be prepared to pay Supershield for their labour in getting it that way. The coating can't bond to a dirty surface. Since Peter didn't want me to end up spending even more time cleaning his bikes



when their grubbiness was highlighted next to mine, we had his done too. It would have to be admitted that we did have to factor in the extra charge to get them in a treatable condition (he doesn't suffer from OBCS i.e. Obsessive Bike Cleaning Syndrome), but they do look amazing now.

**Gina Herridge**



## Klim Altitude



I wasn't looking for new kit....

Just before Christmas last year my husband, Peter, forwarded me a promotional email from Adventure Spec offering big savings on their gear. He had been singing the praises of Klim clothing and it just so happened that the reductions on the female range were quite significant, with a further discount – would have been rude not to look!

So, I sent for 2 sizes of jacket and trousers in the women's Klim Altitude range, that's Altitude not Attitude! Having decided on the correct sizes, this lovely kit re-

mained on the hangers for a few months due to it being winter (not sure it would be warm enough) and lockdown.

I first used the kit on a ride over Exmoor on the trail bikes, taking in a few easy lanes (didn't want to get my new kit dirty!) It was a warm day, but that doesn't always mean I would keep warm (I am a lizard!). The first thing I noticed was the lack of air coming through the jacket, normally I can feel this straight away with my Dainese Zima jacket, unless I have my heated jacket on and plugged in. The second thing was the cooler air coming up my legs!

There are ventilation zips which I actually used, cooling the body down on those rides we did in the hotter temperatures, and there were a few of them early this year. The jacket is a great feminine fit, and longer in the length than my Dainese. This felt strange to start with but I soon got used to it and liked this extra coverage. There is a small pocket on the sleeve, I think they call it a card pocket for quick scanning at motorway tolls. Not going to be doing much of that when there are so many good roads to ride, so I use it for my lipsalve, not lipstick! 2 side pockets and that's it! Certainly, I find the suit lacking in pockets, as generally women's clothing is, I mean, we don't take our handbags so we do need pockets!!

The trousers have no pockets!! I used one of the ventilation zips for a few coins thinking it was a sealed short space, and they ended up on the trouser hem. I am moulding the trousers, they are not perfect for me, they are not quite high enough at the waist, and the gap at the bottom is a bit too wide allowing the air to waft up your legs. Having said that, I love wearing

the suit, it feels quite special.

I thought it would be a summer suit, but having worn my Dainese jacket for the week to the NC500 last month, I think the Klim jacket will be my go-to jacket this winter. It has the room for my heat-





ed jacket, good flexibility and certainly more windproof. However, I will stick to my Dainese Travelguard Lady Gore-Tex trousers as these have a narrower leg at the bottom, meaning less or no draft up the leg.

In summary, I'm really pleased with the Klim kit, particularly as I got it in a sale for just less than half price, it performs well, looks good, and as Gina said, it's not black..... **Kaye May**

## A Whole New Sound

A couple of weeks ago I was off to Cheddar to get the ACF50 in readiness for the winter applications that will be needed over the coming months. As I approached Wedmore, I had a BMW driver totally look the wrong way as he left a junction and pull out in front of me. Already anticipating what was going to happen I had started to slow and was ready to take the road he was coming out of instead of carrying on where I could have broadsided him. I applied the horn and the rather weak and feeble sound that emanated from it was enough for him to stop and allow me on my way without any evasive action.

I arrived at Helmet City at Cheddar and while getting said ACF noticed that they had a Denali Mini sound bomb horn, at £25 it seemed reasonable and certainly worth a try.

Back home some 2 hours later (you know how it is, if there is a long route you tend to take it when

on the bike) it was literally a 10-minute job to swap over. Dimensionally it is bigger than the standard horn on either the T120 or the Tracer, but there was plenty of room to fit it on the Tracer directly where the original one sat. Undo



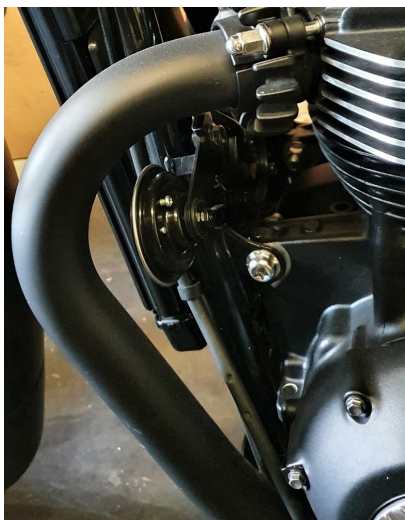


the bolt securing the original to the frame, remove the wires, put the wires to the sound bomb, fit the 2 brackets that come with the kit to the horn and then refix back to the frame. Simple! Ignition on and push the button. What a difference! Definitely louder but the tone is deeper as well.

So off I go back to

Cheddar to pick up a second one for the Triumph, I knew I was going to get one for it when I bought the first one but there was an excuse to go out for another ride!

It took a few minutes longer to fit the Triumph one as the original horn sits facing forward close to the left exhaust. While the Denali didn't touch the



exhaust it was closer, so I just turned the horn around and fitted it the other way. The only thing I think I need to do is to get some black paint and give the facing side of the new horn a quick coat.

£50 for 2 horns, but that is £50 that will alert other road us-

ers to my presence, that is £50 that could save my life. Worth it? You bet!

**Trevor Watts**



## Buying from India—Part 2

After waiting several months for my fork gaiters, I decided that I would try again to order items from India for my Interceptor 650. I needed an oil filter but prices here are around £16-£18 for one. On E-Bay, they range from £12 upwards each,



with the cheapest being in India. As I plan to do all the future servicing, I thought I might as well order five, as one supplier had them for £32.77, free post. I placed my order on 5th Oct. (there are often import taxes to add, and this company e-mailed me to inform me this would be £16.18, which I duly paid). This made a total price of £9.79 each, which seems pretty good as long as they arrive ok?



In contrast to my gaiters, the filters were shown to be moving rapidly towards the UK, on Aramex, and were delivered on 14th Oct. As I mentioned before, the Gaiter delay may well have been down to Covid, so I will probably be ordering more from India until prices here drop.

**Rick Chubb**



# BIKE REPORTS

## MV Agusta F4 1000R



After sitting on one of the first MV Agusta F4 750's when they were launched as a spotty teenage 125 rider, I have been searching a long, long time for a good example of an MV Agusta F4, preferably a 1000R for its power, later tech and better finish.

At the start of lockdown, I bent a man's arm and took his shirt off his back, and found myself a proud owner of a mint, red and silver 2007 F41000R, with under 2,800 miles, still on it's original 2007 tyres.

Blessed with drop dead gorgeous looks, Brembo wheels and brakes, a full MV service history and a loving previous owner. A check-over highlighted the normal for a 'garage queen', the old factory shod Pirelli Super Corsa's had to go, in favour for some new Michelin Power 5's courtesy of Paul Furlong. The light weight of those Brembo rims was astonishing to Paul and me, and a welcome surprise. Slight furring of the tank internals & stale fuel were the only visible clues of a bike that has been stood up.

A safety check revealed not much to be fair, except the preloaded adjuster

on the rear shock had been over strained and its internal drive gear stripped, a common fault with the Sachs mechanism. No problems though, as sag and top free play are spot on for my weight. I may have to budget for a Nitron unit as a replacement.

After going through possible rodent nests in the airbox (none), I took it out for a couple of good runs. Why I didn't sell a lung for one of these before was the question? 'Licking on' through the sweeping bends from Kingsdon to Podimore roundabout she was on rails, the engine noise through those 4 'organ pipes' sounds amazing.

The plan is to do some IAM Skills Days on her, but a run out down the A303 to the Ilchester roundabout saw the rear wheel lock up at 60 on a down change, a bit of the rear Power 5 leaving its mark on the tarmac. She restarted and rode home OK, and I was mindful

of the motor dying at low rpm.

Next week, I retraced my ride, A303, Ilchester, then on to the roundabout, sounding like a bag of nails, same spot, missing and hunting like the tank was empty. I nursed her to Ilchester fuel station to check the fuel level and take stock near some civilisation.

The sedate ride back saw the engine running fine over 3K, but missing at tickover. It seemed to be pumping equally out the 4 tail pipes, so I was already thinking of the diagnostic route to take upon my return.

On the paddock stands, the plan was to eliminate....

- Poor fuel
- Fuel filter blockage
- Vacuum intake leak
- Rogue spark plug
- Coil pack breaking down.

A shout out to Motocorsa saw the service parts next day, and I proceeded to strip the fuel tank unit apart with new seals and new submersible link hoses and filter. So easy on an F4 with quick release Dzus fasteners on the fairings.

With access to the intake system now, I worked through some loose throttle body clamps that could have drawn in unwanted air, checked the vacuum hoses, cleaned the fuel pipes and gave it a general birthday.





The coil packs were on the suspect list, possibly one breaking down internally when hot. All were removed, examined and metered out, all giving the same values, so back they went with a set of new iridium NGK's. I didn't remove the injectors at this stage as the fault went away with increasing rpm.



I put 10ltr of super unleaded in the tank and took her out looking like a 'super-naked' for a cautious ride. All seemed well, so I got her home to put all of the panels back on.

Any further trouble would require pinpointing a breakdown on the ignition side with my oscilloscope. Subsequent rides have been pure pleasure, though not without the expected quirks of a fickle marque, such as the slim fairings struggling to supply the small rad with cool air in traffic, no steering



lock and, and... no that is all! That I can live with.

I'm not a fan of laying a vehicle up for any long period, and this was expected. Question is, do you run and keep it mobile and enjoy it, or park it up and look at it?

Either way, she rides as good as

she looks, and after a few basic checks we're all good and not too out of pocket.

**Wayne Timbrell**

## Honda NC 750 X

This seems to be a Marmite bike, some people take a test ride and come back moaning about how slow it is, it won't rev. Others, like me, realise there is a bit more to this machine, sure the engine only revs to about 7,000, but if kept above 3,000 it pulls strongly. It's comfy, although the seat does not suit everyone. The storage space in the place you expect the fuel tank to be holds a helmet, or a weekend's spare clothes. The upright riding position gives you a good view and although it's not really an adventure bike, it does suit riding standing on the pegs and gentle off road use.



Running costs are pretty good, helped by the fuel consumption which averages around 83mpg, and 8,000 mile service intervals. The original Bridgestone tyres only lasted 6,600 miles and were replaced with Michelin Pilot Road 2s, which with the mileage now over 15,000 still have a couple of mm to go before needing replacement. Sadly, the original chain was shot at only 13,500 miles, despite my using a Scottoiler from new. Either the chain had been assembled dry (one of my Triumphs had this problem too), or the 50 odd horses was too much for it.

Apart from the Scottoiler, I fitted some Oxford Adventure heated grips, a piece of flexible roofing rubber between the swing arm and mudguard to protect the shock, a pair of spot lights as the headlight has a rather narrow beam which leaves the verges in darkness when cornering, a small Shad top box and I have a Givi tank bag. This is more than enough luggage for me.

I have ridden the NC on many SAM rides, and to Wales, Scotland, Germany and last year took Maggie to Spain, along with friends, also on an NC. For this we needed a bit more space so I fitted some well used Oxford Lifetime panniers. This is the only major trip we have done together on this bike but it handled it really well.

It's hard to explain why I enjoy riding the NC so much, but it is easy going, no snatching from the throttle between closed and opening, nice gearbox, no excessive power to catch you out, just a relaxed ride, the sort of bike I hope to be riding for many years. I'll let you know. **Rick Chubb.**

# FOR SALE

## NORTON COMMANDO 850



For Restoration—selling for the family of a friend who's sadly passed away.

Norton Commando 850 with turbo charger, Spartan front end, twin disks, custom built wheels and probably a 5 speed Quaife gearbox cluster in need of total restoration.

Also for sale is a Norton 920 twin cam engine poking out 100 BHP, lots of 850 & 920 parts, probably enough to build 2 more bikes.

Numerous pictures, and a couple of videos, of all the parts are available from Carol if required.

Bike located in Barry, South Wales, but Contact via

**Carol Clark on 07425 161266 or [carola\\_c@hotmail.co.uk](mailto:carola_c@hotmail.co.uk)**

Open to offers (Ed – perhaps another SAM member could give Carol an indication of the value?)







## CAPTION SUGGESTIONS PLEASE!



I'd welcome your suggestions for a Caption to go with this photo, taken on a recent Ladies Ride Out in North Devon.

Suggestions to me at [Tullochg@aol.com](mailto:Tullochg@aol.com), we'll publish the best one in the next issue.

## Tyre Discounts for SAM Members

SAM members are able to take advantage of discounted tyre supplies from 2 local companies, on production of your IAM RoadSmart membership card. **Furlong Tyres** in Yeovil and **A303 Motorcycles** at West Camel (near Sparkford) are well known to many existing members who can confirm the quality of service and products these suppliers offer. Due to the variety of products and add-on services involved, specific discount percentages cannot be listed, but give them a ring with your requirements and you can be sure of a competitive quote.

<b>Furlong Tyres:</b>	<b>01935 425888</b>	<b>Aaron or Paul</b>
<b>A303 Motorcycles:</b>	<b>01935 507620</b>	<b>Bunny (Dave)</b>

**Tel: 01460 259888**

**Mobile: 07860 838989**

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## Summer 2020 Caption



Thanks to Roger Moffatt who came up with the following Caption for the Summer 2020 photograph :

**“I'm a little teapot,  
Short and stout,  
Here is my handle  
Here is my spout  
When I get all steamed up,  
Hear me shout.....”**

## TAILPIECE #14

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

The third time the rider dropped his motorcycle, it wasn't his fault.

The first time you will have read about in Full Chat Winter 2018. The second time occurred during a tight U-turn on a steep slope, when, seeing a car approaching, the rider decided to stop in mid-turn. Now, as was the policy in the local IAM group at the time, his observer had successfully managed to break the rider's left-foot-down habit and have him put his right foot down first. On this occasion, because of the slope, there was a foot of clear air underneath his right boot. The rider, pillion and bike fell down the hill.

On this third event, the rider, with his pillion, was waiting to rejoin a busy, urban road in Austria. They and another tour member had filled up with fuel and were heading back to the hotel after a long day in the mountains.

A possible gap developed in the traffic, but then closed. BANG! They were knocked over from behind by the other rider whose front wheel broke off the rider's right pannier and fired it into the road. The rider held up the bike for some seconds as the engine raced but finally the lean angle was too great and he laid it down. No injuries, some cosmetic damage, amazingly the pannier and attachments were undamaged and functioned fine.

The lesson is clear. If you have traffic in front of you when joining a road, first check they have moved away before you commit yourself.

## Impromptu Ride-Outs



Some photos from members' ride-outs since lockdown #1 eased. Hopefully it won't be long before these can be arranged again.



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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.

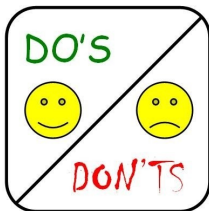
Take care, remember the presence of a group may intimidate other road users.

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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