

Autumn 2021

FULL CHAT

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



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Front Cover: Heading down from Dunkery Beacon on Richard Pearse's recent "Woody Bay Express" SAM Amber ride.



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FORWARD OBSERVATIONS



As the unexpected October sunshine pours through my windows, I am still smiling at the buzz riding Victor the KTM 890 Adventure yesterday has given me. It's hard to remember that this time last week I was wondering if I'd ever ride again, and whether this might be my last "Forward Observations". Such is life in my health state, where how well I feel and the level of pain can change in minutes. It's certainly true that for me, 2021 has been a year of joy, and

the kindness and attention of my friends in SAM have been such a huge part of that. There is almost nothing as uplifting as a friendly face appearing at my door and spending an hour immersing ourselves in all things motorcycling – that Never-Never land we share through SAM. I never stop feeling grateful for how friendly and supportive a club SAM is, and actively tries to be: every time you approach a new member at a ride and introduce yourself to make them feel welcome, you are a part of that.

There have been lots of SAM based rides taking advantage of the Indian Summer, and it's such a delight that we've been able to get out and enjoy the bikes and each other's company after the long Covid desert of 2020. Covid is still with us, but motorcycling remains a very low-risk activity in terms of exposure to infection. As long as we all remember to be considerate and sensible when we have increasingly to gather indoors, we can minimise the harm and impact on ourselves and others. Of course, there are still the risks we face on the road: Maize



silaging is in full swing, carting mud onto the roads and occasionally blocking them completely as the huge tractors and rigs swing in and out of awkward gateways. Muck spreading is never far behind that, and will intensify into the winter as the weather closes in and the cows have to be brought inside. Every ride requires us to be able to stop safely in the distance we can see to be clear.



Grateful thanks as always to the contributors for this issue of Full Chat. If you've never contributed before, please give it a go – with photos – help us keep it fresh. The deadline for the next issue is 15th January 2022.

Gina Herridge

CHAIRMAN'S CHATTER

Here we are again with another 3 months having passed by, I think it is easy to tell that we are moving into winter now. As I write this, I am sat with a nice warm fire going and I can hear the rain beating down outside, on the first day after the clocks went back the nights are drawing in much quicker.



As we start to see the poorer weather, I always find myself opting for the car a lot more - remembering to give my bike gear some much needed TLC is time well spent. A nice freshen up of the liners that need to go back in and a good check over to make sure all the seams are still ok, so I know if I need to jump on the bike or get called in to complete a shift for the blood bikes, I am

all set and ready to go.

The club is still doing well, and we are seeing several new members joining. Welcome to you if you are one of the people who have joined us in the last three months. We have had a small change at committee level also. Georges Dupuis has decided that the time is right for him to stand down from his Recruitment Officer position as he no longer has the time to be the lead on this. Georges has done some great work for us over the number of years he has held this position, I know he will still support in the background on recruitment. Nathan Beesley has also decided with his impending move to step back from Merchandise Lead. I would like to thank both Georges and Nathan for all they have done for the club in their work on the committee.

This does mean we have 2 positions that are vacant in the committee. If any members would be interested in picking up these positions, please let me know, you will of course be fully supported by the rest of the committee.

I am also working with Andy Bourne and looking for a more central venue to hold what will be our first face to face committee meeting some time. It looks as if we have found somewhere near Taunton that will fit our requirements. We are also hoping that we can use this as the venue for the AGM next year. At the moment we are planning on March the 20th or 27th.



So, pencil in the dates please, this is your chance to have your say on the running of your club.

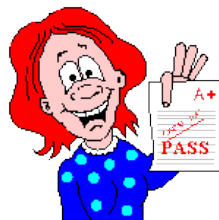
I guess I should sign off by saying (this is the first time I have written this in 2021, it still seems very early) If I don't speak to you as this will be the last issues before Christmas, I hope you all have a wonderful festive season.

Stay safe out there, I am looking for every opportunity to get out on the bike on the

SAM NEWS



to the following members
for passing their IAM tests:



Douglas Page-Symonds on 16th June, riding a Kawasaki 750. Douglas was observed by Dave Eaton.

Zsolt Pomaj on 11th July. Zsolt was riding a Kawasaki Versys 650GT and was observed by Tony Sauer.

Dave Harper on 20th August, riding his BMW R1200RS and observed by Martin Surrey.

Martin Perry on 9th September. Martin was riding a Honda CB1000 and was observed by Georgie Moore.

Stuart Morling on 17th September, riding his 1981 Laverda Jota 1000. Stuart was observed by Andy Spiers.

Carl Gillman on 19th September, riding a Kawasaki S1000 and observed by Lindsay Wilson.

Mark Cooper on 21st September. Mark was riding a Triumph Tiger 800 XRT and was observed by Nathan Beesley.

Kate Hooper also on 21st September, riding her KTM Duke 790 and observed by Jules Cooper.

Andrew Blackmore on 24th September, riding a BMW GS1200. Andrew was observed by Colin Reynolds

Colette McLaren on 18th October. Colette was riding her Kawasaki W800, and was observed by Georges Dupuis.

Brian Hilson on 19th October, riding a Triumph Sprint GT and observed by Bob Muckett.

Ray Martin, also on 19th October, riding his Triumph Speed Twin and observed by Steve Joyce.

Phil Gallo on 24th October, gaining a F1RST. Phil was observed by Dave Parker and was riding a Honda VFR800.

James Ferro on 3rd November, riding a Honda CB650A and observed by David Bates

Nick Furnidge on 4th November. Nick was riding a BMW GS1250HP and was observed by Rab Lavender.

And finally, welcome to Alex Gibb. Alex has recently retired from Avon &

Somerset Police where he was a Police Advanced Motorcyclist and received Membership by Exemption due to his career and experience.

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

Members' Soapbox

A warm welcome to all new SAM members. Please do contact me if I can help – find an answer; raise a query on your behalf; submit an idea - anything SAM related.

It has been a great year for getting back in the saddle with freedom to ride returning almost to normal. What have your riding highlights been? Maybe an epic trip somewhere, exploring new roads and horizons; a day off-roading; a ride with a friend you've not seen for a while? It would be great to hear about any of these in the next issue of Full Chat, with some photos of you and your motorbike, especially from a new member.

My highlight was a track day at Castle Combe, it was awesome! The day was brilliantly organised. Not having been to Castle Combe before, I put myself in the 'New to Track' group, 6. There were only a couple of riders in the group at the introductory talk. By the time group 6 were due to make ready for the first session, a bunch of club racers, who had arrived late, were all put in my group.



We followed an instructor for the first two sighting laps, then it was GO! The racer guys were so fast, passing me on both sides on the straight – I thought I'd parked!! Returning to the paddock, I found myself an instructor for the next session. He was excellent, and certainly helped me improve

for the rest of the sessions. My tyres and I were worn out at the end of the day, but I was buzzing for a week! It really is an addiction.

Janet Short

Members' Rep

2shorts@btconnect.com

CONTACT DETAILS

If your contact details change (especially email address), please inform **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'.

N.O. Training as a Group

Gina Herridge, Chief Observer for SAM trained, as a group, three Local Observers to the National Observer qualification. Thanks to Gina's work, SAM has now gained another three National Observers - in no specific order, Tony Sauer, Roger Moffatt and Georges Dupuis.

We asked our three recently successful National Observers (and one prospective candidate, Andy Bennett) whilst having breakfast some questions about why they either did or might make the step from Local to National

Observer. Andy was able to provide some insight into what an observer might want to know before embarking on the preparation involved. Chief Observer Gina Herridge also added some information. Whilst throughout the training a fair amount of ice cream was involved, we felt that a picture eating ice cream could be a messy one. Turns out eating breakfast was messy for our prospective NOs. {Ed note – comments refer to Tony Sauer (TS), Georges Dupuis (GD), Roger Moffatt (RM) and GH (Gina Herridge)}

What was your motivation for doing the National Observer Qualification?

TS: I enjoy observing and wanted to take it a little further. My two colleagues have given a comprehensive answer and from my part there isn't much to add.

GD: It seems a natural progression and currently only NO's can train membership by portfolio associates, carry Pre Test Assessments and train future LO's. As I thoroughly enjoy observing I wanted to be able to do those extra bits.

RM: If you forgive the pun, I have always considered my motorcycle riding development as a journey.

When I passed and consolidated my IAM RoadSmart Advanced Rider Course, the next step for me was to become an IAM LO for SAM, a role which I have thoroughly enjoyed. It then seemed logical to either tackle an IAM Masters qualification or National Observer. Whilst I see the value of both these qualifications, like Georges, I found the additional responsibilities that the NO qualification brought swung the decision as to which I would tackle first.

How long did it take?

TS: By coincidence, we three, Georges Dupuis, Roger Moffatt (him now with a dodgy knee) and myself all put our names forward to the Chief Observer, Gina Herridge, at the same time. That was in mid March and I had my NO assessment on 24th June. My diary records 6 or 7 ride outs.

GD: From recollection we started after a lockdown so around April. So about three months all in all. We met roughly every two weeks. The length it takes depends on how often you can meet and train.

RM: I think the pace we did our training worked well, starting on the 29th March with an initial meeting at Cartgate Service Area, always ideal to have adequate parking, cafe with indoor/outdoor seating and the essential toilet!



Then followed 6 mentored sessions with Gina, Tony and Georges and a couple of ad-hoc practice rides with Georges, which prepared me ready for test by the 8th July. Yes it could be done quicker, but 3 months is a good yardstick.

"What benefit did you think it had for you?"

TS: The time wasn't important to me. I was enjoying discussing all the aspects of observed riding, meeting with Observers and the company of Gina, Georges and Roger. For most of the sessions we spent less time observing and

riding compared to discussion and rôle play. We were all able to pick up on the riding errors displayed by our dysfunctional Associate played by Gina. We, IAM riders, all spot them each time we go out for a ride. I know I do, even when I'm on my own.

The discussions on Observing that lead us towards National Observer standard were especially useful. We each had a different approach but the goal was the same. We used the same information but the emphasis was slightly different for each of us depending upon where we viewed the source of the riding

error to lie. It was interesting to listen to the discussions with the Associate from the other two and I learned alternative ways to approach the problems put before us by Gina.

GD: The real benefit for me was a complete refresher of my training as I had not observed since December 2020. Training as a group meant I could steal the good observing tips I liked from Gina, Tony and Roger. Also, as a team the support was there throughout, not just on training days.

RM: What better way to learn than in a team all working towards the same goal. Quite often Gina would just act as the catalyst for discussion, allowing us to bounce ideas around about the best way to identify and correct riding errors. The skill in getting the associate to firstly recognise there is a problem area in their riding and then elicit the solution from them does not come naturally, and you often had to work hard to eke that out of Gina with deft open questioning, and boy could Gina make you eek hard. Developing these techniques were hugely beneficial to me.

How challenging did you find it and what was the most difficult part?

TS: I think the greatest challenge was overcoming the fear of the unknown, The National Observer Assessment by the examiner. Why should that be? We are able to put our Associates at ease during their observed rides and to take them to "Test Ready Standard". Our Mentor Gina did not put us under any pressure at all. Although she can be blooming awkward as an Associate who is having difficulties with her riding! It's probably me, I like to worry. I have recently been advised by another very wise Observer that "Worrying is like being in a rocking chair - the movement may be comforting but it gets you nowhere"

In the end whilst the thought of the Assessment was a significant fear and challenge for me, the mentoring from Gina, the support from Georges and Roger and in fact the support from the Examiner Peter Herridge put all those fears in the rubbish bin where they belong. Yes, it was a challenge but we all worked hard on the preparation and Gina would not have allowed us to go forward for assessment unless we were able.

GD: My biggest challenge was trying to keep everything within the timeframe of the exam. The exam is 2 hours and there is no

time to go off on a tangent as I am prone to do. I also wanted the exam to be a reflection of my observing within those 2 hours. Another challenge was Gina playing the difficult associate, this I did find difficult at first but I must say it made the exam go much smoother.

RM: Examination at any level always adds an element of stress to a greater or lesser degree. I think I was reassured that our preparation for the test had been excellent and our mentor Gina was confident that we were all at the test standard. Of course, as is the case when we send our own associates for assessment confident that they will pass, there is always the unexpected glitch, out of character error that can sometimes cause a fail. I think one of the most difficult areas of the test is the choice of route that lends itself to the subject matter. In my case this was roundabouts. Your choice of start point, mid ride debrief and potential demo ride, and debrief point must all lend themselves to being suitable in all weathers, whilst allowing a sample of suitable junctions to be negotiated. As roundabouts are complex junctions, this also required the use of Level 1 intercom

which added further briefing and potential for complication.

What did you enjoy most?

TS: Well, it has to be said it was the company and discussions. Oh and the odd ice cream. What more can a biker want.

GD: The easy-going attitude we all had. For example, I did not feel like training on one planned session and asked Gina, Tony and Roger if we could just have a ride. All said yes to the request and we had a ride where human factors were talked about followed by ice cream. Another very enjoyable aspect was the different personalities, I learnt an awful lot from Gina, Tony and Roger. Great team to ride and train with.

RM: The whole experience was enjoyable, but made more so by the attitude of Gina and my fellow candidates Tony and Georges. It would not have been the same with one to one mentoring, not because Gina would be any less effective, but you would miss the benefit of learning from others and them from you. You build up a comradeship that allows you to support each other improving the learning experience, enjoying the ice cream and supporting each other through Tony's bad jokes.

Are there any key learning points?

TS: At the beginning I asked "What is the difference between an LO and an NO?" I have learned that a well experienced LO is probably not much different to an NO. This NO training has given me the benefit of all those years of observing that an experienced LO will have gained with the enormous variety of Associates whom they have mentored through to Test Standard. However, even an experienced LO would gain from further training to NO standard, (Phew, got that in before I dug the hole too deep)

GD: Quite a few. We never stop learning on motorcycles and the same applies with observing. Stop learning or practising and you are soon outdated. We are lucky in SAM to have such a proactive training team.

RM: I probably learn something from every ride I do, whether that is recreation riding on my own or with friends, or formal riding during SAM training events. I think the most important thing is to be honest and self critical about your own riding, as the perfect ride is very, very seldom - if ever - achieved. Don't ever be afraid to ask for advice or seek guidance from the more experienced mem-

bers, most (if not all) problems have been seen before and there is always someone willing to help.

What are some of the essential personal attributes you think a rider needs to be an effective NO or LO?

GH: A desire to do it well, open-mindedness (neuro diversity et cetera), self analysis/improvement, personal ability, friendliness, ability to encourage, kindness, good communication skills. I would also add that you must be able to ask open questions, and to use the ARC.

What did you enjoy the most about training a team of LOs, and was there any part you found more challenging than one-on-one training?

GH: I thought that training a team made it a much richer experience for all of us, because we were all able to input our thoughts and opinions and it was much better as peer-to-peer training. However, it was more of a challenge, because it was harder to stay on topic and to make sure that we focused our efforts in the most efficient way. There was a lot of chat, and some ice cream involved.

Georges Dupuis

DSAA Cycle Event Marshalling

As some of you will be aware, SAM supported the Dorset and Somerset Air Ambulance (DSAA) on their cycle event on Sunday 5th September 2021. The event started at Washford and concluded at West Bay. I was joined by 9 riders who had volunteered to ride different sections and where necessary give help to the riders. For us, the weather was dry and sunny and there were 250 riders, at the start. The event went off without any incidents and over £25,000 has been raised so far, with more to come. Even though we did not put up banners or advertising etc it was still a good event for us as we spoke to riders and other people telling them what we were doing and a little about IAM and SAM. A letter of thanks from DSAA for our help is on the SAM website. I would like to say thank you to all our riders that helped on the day - I will not name them, but they will know.

There were some funny moments for which I will not go into in any great depth, as far as to say that Kev slipped up saying that he had lost 20lbs and then went on to say he had just had a full cooked breakfast. He then let it slip that it was his birthday, so he was dispatched to get the cakes. Georges pulled, as someone mentioned that they had difficulty getting their base layers off when it was hot - they had to be peeled off, and he volunteered to do it.

Martin Surrey



The Masters Qualification

The IAM introduced the Masters qualification some 6 or 7 years ago now and its 'touted' as being the highest civilian level riding standard (and qualification) there is. You can be your own judge, but a quick Google search about the IAM Masters will show a general consen-

sus that it lives up to this billing.

The Facts

The Masters Mentoring Programme is very similar in structure to the Advanced Course with the Observer / Associate 1:1 relationship. When you sign up (and pay) for the IAM Masters Programme you will be allocated to a Masters Mentor who will (typically) ride out with you on up to six sessions or 10-12 hours of mentoring.

Your Mentor will hold either an IAM RoadSmart Masters qualification or an Advanced Police Riding Certificate and will also be an IAM RoadSmart National Observer.

In SAM there are currently 4 Masters Mentors, Peter Herridge, Gina Herridge, Rob Bartlett and Callum Bremner, all of whom would be pleased to talk to you about the Masters Programme.

The relationship is very much two-way at Masters level with much development around judgement, rather than black and white do's and don'ts. Your Mentor will offer advice, strategies, and discuss with you your ideas and experiences.

In my experience the rides out and discussions that I had as part of my mentoring for the Masters was the best element of the Programme, with the test being the 'icing on the cake'!

The Masters Test

A 90 minute on-road test with two levels of success – Pass or Distinction. The test is carried out by an IAM Examiner on unfamiliar roads of all types. You will be expected to travel to the assessor.

The test includes slow manoeuvring and theory knowledge checks*, and requires a good knowledge of Roadcraft and the Highway Code* (*these two are more likely if you're on-road riding suggests to the Examiner that there is a need to check these aspects.)

You will be assessed against the following **Criteria**:

- a) competency has not been displayed to the required level.
- b) competency has been demonstrated to an advanced standard but there were sufficient minor errors within it, or its interaction with other competencies, to take away from the overall performance. This would also be the correct grade for a candidate lacking the



required depth of theoretical knowledge.

c) competency has been consistently demonstrated to a Masters standard throughout the entire session. This includes the practical and theoretical aspects of the assessment. The candidate demonstrated a thinking approach to the System and applied it in a considered and timely fashion. Each competency meshed seamlessly with others to provide the overall polished efficiency of a Master Rider

and you will be assessed for the following **Competencies**:

- safety
- system
- observations
- anticipation
- planning
- positioning
- hazard management
- eco driving
- vehicle sympathy
- gear changing
- use of gearbox
- acceleration sense
- braking
- steering
- mirrors / rear observations

- signals
- cornering
- overtaking
- restraint
- progress
- smoothness
- human factors / concentration
- knowledge
- legality
- slow manoeuvring
- courtesy

Any area marked as a '3 - requires development' will result in the candidate being unsuccessful.

To pass the test and become a Master rider a score of 39 or less must be recorded (starts at 27).

To obtain a distinction a score of 34 or less must be recorded and a score of 1 must be recorded in the areas of safety, legality, and slow manoeuvring. To be a Master rider you need to be commended in a minimum of 14 areas.

To pass with distinction this rises to 19.

It is possible to be marked as Advanced in all boxes (as an Advanced rider already you should be) but unsuccessful in the overall assessment. Mas-

ters is set at a level where you are required to display a far higher degree of skill in all areas of your ride.

The Masters qualification lasts five years

The mysticism - so what makes a Master's ride?

This is often debated and people typically come up with words like flair, sparkle, smooth, systematic, polished and flowing, quiet efficiency.

Masters riding encourages a detailed consideration of the 'human factors' involved in riding. How these influence your riding decisions and your interaction with other road users. You will be encouraged to develop a thinking and considered approach to your riding, and you will need to be open-minded to new approaches. There is often more than one 'answer' to a riding decision and you will be able to discuss your thinking with your mentor to develop an even greater understanding.

The mark of a Master's ride is perhaps easier to see than to describe but think Roger Federer in tennis and you'll get

some kind of idea. He always seems to be in the right place at the right time with minimal effort, flowing around the corner, because of his planning ahead and how he reads the game – in your case, how you read the road.



As with the Advanced Course, you will be ex-

pected to apply the system (IPSGA) in a timely, developed, and accurate manner, demonstrating well developed smoothness of vehicle control. You will be expected to exhibit a safe, legal, systematic ride in accordance with Roadcraft; applying cornering principles, assessing, planning and executing safe overtaking manoeuvres; recognising opportunities to make safe progress, with observation, anticipation, planning and awareness consistent with your speed; applying sound judgement of speed and distance, with expert knowledge of machine dynamics.

You will be expected to recognise how ‘attitude’ will affect rider behaviour and to identify and manage external influences that may impact on your riding performance

OK, so far so much the same as you would expect of an advanced ride, certainly anyone that gets a 1st. So what sets a Masters ride apart from a damn good advanced ride?

Perhaps this statement from the IAM’s Masters distinction grade criteria sums it up: ‘Each competency consistently meshed seamlessly with others to provide the overall polished efficiency of a Master Rider.’

Your advanced riding skills will be taken as read, what you will need to demonstrate consistently is their application throughout the ride so that each element flows seamlessly. So for example, exiting one corner at the correct speed, gear and position, setting up early for

the next and anticipating and safely executing an overtake on the exit from the second corner as the car is slower to accelerate away. Another example may be taking up the line of least resistance early on the approach to a roundabout, being ready to stop, but prepared to go and, on exiting the roundabout, being in the right position to scan ahead ready to execute an overtake before other vehicles reach the speed limit.

It is not about riding fast, but it is about 'making progress' by the various means that this implies, such as: ready to stop / prepared to go at junctions; filtering where safe; straightening corners where safe; taking the line of least resistance when safe; crisp acceleration to the limit, and riding at the limit when safe; positioning correctly through corners and bends to maximise vision and using the limit point; looking for and taking safe overtaking opportunities; planning ahead to avoid getting 'boxed in' on motorways. All of above do not involve speed per se, but allow an advanced (Masters?) rider to make safe, legal, efficient progress.

Offsiding – it is not expected that you use this technique, especially on tight left hand bends. It is appropriate however to fully use your lane to maximise vision and to use the offside lane when assessing an overtake, and to straighten a corner / roundabout if and when safe to do so.

Trail braking – is not expected. You will be expected to be in the right gear at the right time for each bend.

**Callum
Bremner**



BIKING NEWS

MAG News



The following article appeared in the September/October 2021 issue of The Road, MAG's bi-monthly magazine, and has been reproduced here by kind permission of Ian Mutch, President of MAG.

Rick Chubb, SAM MAG Representative

This article was written by Kevin Williams of Survival Skills Rider Training

Staying alive—If you knew what the mu knew!

The other day I received an interesting email from a former trainee to ask my thoughts on tyre grip. He'd been watching an online video which talked in considerable detail about how modern tyres worked beyond the standard laws of friction.

Now, I'm going to get a bit physical here but don't panic. Although I did emerge from college with a science Masters degree, it wasn't in physics. So, trust me when I say I'll keep it simple, because I need it simple to understand it myself!

But we do need to cover a few concepts and define some terms.

The first thing we need to get to grips with (see what I did there?) is the expression 'coefficient'. A coefficient is simple enough - it's a value that shows how the relationship between two objects works.

In this case, we're interested in the traction generated by a tyre on the road - so we call it the 'coefficient of friction'. This is represented by the Greek symbol μ (pronounced mu).

Next, we need to understand how the relationship between the tyre and

the road surface works, so we need a mathematical equation which is $F \approx \mu N$.

Now, don't panic and switch off. It's really not that tricky. F is the 'frictional force' and N is the 'normal force'. The squiggly \approx simply means 'approximately equal to'.

The frictional force is the resistance to motion. Imagine pushing your fingertip over a sheet of glass then over a piece of glass paper and you'll soon get the idea. It'll slide fairly easily on glass but rip your skin off on the glass paper. That's the effect of the added friction of the rough glass paper.

The normal force represents the weight pushing down (or more correctly being pulled down by gravity) onto the surface. Since an object of large mass (heavy) is

pulled down onto a surface with a greater force than an object of low mass (light), there is greater friction between the surface and the heavy object than between the surface and the light object. Again, think about your fingertip and what would happen if you pushed down gently or harder on that glass paper. Even with a rough surface, with light pressure your fingertip would sort-of slide. But as soon as you apply any downward force, things will get painful. That's friction you're feeling.

So where does μ come into it? μ represents the point at which sliding

occurs. It ranges from 0 (no friction at all) upwards to 1 and beyond.

For example, polished and oiled metal surfaces, such as a well-maintained chain or the cogs in the gearbox, have a μ of less than 0.1, so they produce little friction. But rubber tyres are at the opposite end and can exceed 1.0 on a good surface. That is, for every Newton of mass pushing down, the tyre generates approximately more than one Newton of force resisting sideways movement. Just like the fingertip experiment, that's what we feel as 'grip' as we ride. So far, so good.



Picture:
Continental Tyres

Over to the video that Geoff had pointed me at. It explained the dark secrets of tyre grip, and that modern motorcycle tyres actually produce a coefficient of friction which significantly exceeds 1 because the rubber 'moulds' around the roughness of the surface. The presenter also talked at some length about the effects of the contact patch area and shape, the type of compound used in the tyre, the pressure the tyre is run at, its operating temperature, and the effect of bike set-up and load transfer under cornering, braking and acceleration.

The implication was modern tyres have lots of grip.

But there's a problem. Whilst talking about hysteresis and visco-elasticity and so on all sounds mighty convincing we're forgetting one tiny detail. μ . Remember? That's the coefficient of friction generated by the relationship between the tyre and the surface.

The convincing explanations on YouTube that the construction of modern tyres allows us to accelerate, brake and corner harder than ever, manufacturer claims of grip for their latest tyre, and the glowing knee-down reviews of the newest rubber in magazine tests are all based on one almighty assumption ... that the surface provides the best possible grip for the tyre to stick to.

If the race or test track - which is where tyre manufacturers and journalists tend to do all their tyre testing - offers consistent grip then modern tyres DO perform extremely well.

But we should all know that surface grip on a typical ROAD varies from hero to zero on a metre-by-metre basis. The fact is that no tyre - however much grip it generates in perfect operating conditions - can be any better than the surface it is working against.

Ice has a level of grip that's as close to zero as makes no difference, as I discovered very early in my riding career. Diesel's no better. I've even had a front wheel lock-up braking in a heatwave - the tyre simply ripped the stone chips out of the melted tar.

Even riding on the very latest rubber we can still be caught out by a sudden change of surface grip. I had a huge rear wheel slide in New Zealand in 2018 on a mid-corner patch of shiny polished road surface that had been dampened by a passing shower.

So, I offer only modest apologies for what is a rather techie article.

And that's because it's important that we understand that when YouTube presenters use science to explain why modern tyres work so well on a

good surface, we must also know enough about the science to understand the flipside of μ .

Now you too know what the μ knows! **Kevin Williams**

Kevin Williams is available to give presentations to MAG groups via Zoom? He has a range of talks available including "Science Of Being Seen" (of which a number of such articles has been reprinted in Full Chat), "Crash Course" (which looks at the three 'top' crashes and how to avoid them), and "Learning better biking from aircraft investigations".

The End of Customisation?

SAM Secretary, Andy Bourne, received the following News Update from MAG, and thought members would be interested in the subject.

MAG defends motorcycle ownership with no strings attached. The Motorcycle Action Group (MAG) is set to oppose restrictions on the rights of motorcycle owners to modify their own property. Highlighting a new Government consultation, MAG warns of the potential end of motorcycle customisation, aftermarket parts and even what it means to own a motorcycle.

A recent suite of consultations published by the Department for Transport (DfT) include proposals to give the state powers to prevent riders from making modifications to their motorcycles. MAG has long opposed anti-tampering legislation from Brussels but now the post-Brexit UK Government is making a bid to introduce its own powers to limit what aftermarket motorcycle parts can be bought and sold in the UK. MAG attended an online webinar hosted by the DfT on the consultation. MAG's Director of Campaigns & Political Engagement, Colin Brown, was quick to point out to officials that proposals for electric vehicle charging infrastructure simply failed to recognise that the Government also plans to electrify motorcycles.

Colin said: "I was expecting the lack of motorcycle focus in policies for the charging infrastructure, but the anti-tampering proposals came as a real sucker punch. As the owner of a motorcycle with less OEM parts than aftermarket ones you can imagine my reaction! This renewed attack on the right to do with your own property what you wish is not something that I can see many motorcyclists welcoming. Just look at how many memes appear on social media about pay day and bike parts! I paid good money for the ownership my motorcycle on the understanding that

ownership buys the right to do what I like to it.” MAG will be meeting with Department officials to gain a full understanding of the implications of the proposals before forming a detailed response to the consultation. MAG will also discuss these issues with other groups in the National Motorcyclists Council (NMC) and the industry.

The charging infrastructure proposals can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1020983/future-of-transport-regulatory-review-zero-emission-vehicles-print-version.pdf

The anti-tampering proposals can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1021000/future-of-transport-regulatory-review-modernising-vehicle-standards-print-version.pdf

View from the Saddle

But which one?? It's a nice problem to have, I realise that, when you have more than one bike to choose from. As some of you might know, I have an older Aprilia RSV-R Mille and also a KTM RC8R, both of which I adore, but I'm also particularly precious about them and absolutely hate getting them blathered in crap and will spend hours afterwards getting them back to being pristine, as I'm sure many of you also do; it's all part of the passion of motorcycling!

However, over the last 12 months, having become an observer and having started doing my IAM Masters as well as leading more club

rides, I'm having to go out when the conditions are less than ideal (piddling down and roads covered in farmer's detritus!) and know I have a big cleaning job ahead of me.

As a consequence I'm looking for a third bike! But what??? There are sooo many bikes on the market, both new and used up to circa £7500.....but so many leave me cold!! I might be looking for a more “everyday” bike but it's still got to stir the soul, surely; it's got to be the heart over the head, hasn't it? I won't go into details of which bikes I really don't like because they will be other people's pride and joy; it's subjective, nev-

Andy's grandad's bike seems to satisfy most of his criteria for a 3rd bike!



er objective! For me, it has to be something a little bit different, not overly heavy (preferably sub 200kgs.....so that rules lots and lots out!!) and have some spangly bits on it. Something that makes you stop a while in the garage

just to look at it and not just walk past as you would with a run-of-the-mill car. Oh, and run reasonably smoothly on a constant throttle at low speeds....and that seems to be a big issue with many bikes too as Euro emissions regulations become ever tighter. I don't think I'll offend anyone reading this if I say that earlier in the year I had a KTM 690 Enduro but couldn't get on with it and then had an Aprilia Dorsoduro 1200 but found that it ran so badly, with such appalling fuel consumption, that I ended up rejecting it; perhaps sometimes the head has to have the upper hand in the conflict with the heart! So, hopefully, it will be third time lucky for the third bike! I think I might have found something suitable and hopefully this time it's the right choice.....time will tell!

Andy Bourne



FORTHCOMING EVENTS

Control & Technique "Bike Maintenance"

Sat. 13th Nov. 2021
10:00 @ Othery Village Hall
TA7 0QU

SAM Green Ride

"Autumn Leaves"
Sun 14th Nov. 2021
09:30 @ Cross Keys, Norton Fitz.
Led by Richard Pearse

SAM Red Ride

"Twisties Galore"
Sun. 21st Nov. 2021
10:30 @ Cocklemoor Car Park,
Langport
Led by Graham Tulloch

SAM Green Ride

"Frostie Fingers"
Sat. 4th Dec. 2021
09:30 @ Southfields Ilminster
Led by Rick Chubb

SAM Green Ride

"Santa & The Grinch"
Sun. 5th Dec. 2021
10:00 @ Podimore Services
Led by Roger Moffatt

Xmas Get-Together

Wed. 8th Dec. 2021
Watch for Details!

Control & Technique "Human Factors & The Comfort Zone"

Sat. 11th Dec. 2021
10:00 @ Othery Village Hall
TA7 0QU

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the SAM website nearer the time
for confirmed details of all of the
above planned events.



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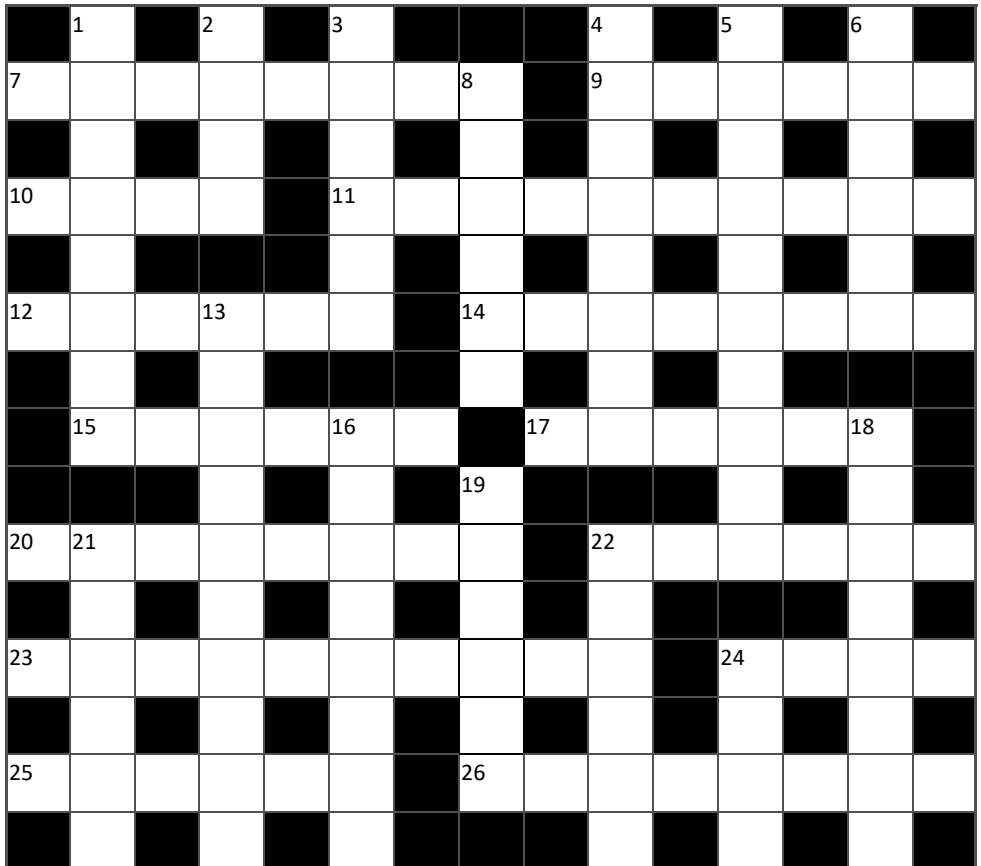
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CROSSWORD



[11 is a loose theme for a third of the answers]

Across

- 7 Quirky island, or one of Will's heroines (8)
- 9 Mark leg correct (4,2)
- 10 Hag, ogre kept enthralled (4)
- 11 Office suite has this; coins left for parking pre-eminence (10)
- 12 New ad chef rubbed (6)
- 14 Unleashed, met moose swopping large for medium (3,5)
- 15 Geller in gym; unknown innocence (6)
- 17 Journalist rode it differently (6)
- 20 Wild, lost and cold north of the border (8)

CROSSWORD (cont.)

- 22 Exceptional exit (3,3)
23 Best, ideal charged particle (10)
24 Funny ... it forms a barrier without interrupting the view (2,2)
25 Slender and graceful? Steel very different! (6)
26 Recreate at rest for example; most accomplished (8)

Down

- 1 Raider's pine craft (8)
2 Spike initially to anyone's nose, good! (4)
3 Binged, drunk, bearing (6)
4 Dai so late; Dai has separated (8)
5 Remarkable! Not Elworthy? Left out! (10)
6 Speaks of sins about nothing (6)
8 Compliant, coiled, flexible (6)
13 Champion firs, to fall respaced (10)
16 The one to be pointed out before church by Queen Margaret, say (8)
18 Quite coarse and rather rude (8)
19 For example, about Director General in kerbing (6)
21 Cling onto split (6)
22 Victor Michael, say (6)
24 Slams recordings paraded on TOTP (4)

Many thanks to Steve Schlemmer for submitting this Crossword Puzzle.

Solution to Summer 2021 Crossword

Across: 6 Summertime, 8 Swim, 9 Ernie Wise, 11 Nude, 13 Blueberry, 16 Amen, 17 Acacias, 18 Per head, 20 Oppo, 21 Interpret, 24 Iced, 25 Identical, 29 Read, 30 Narrow-boat.

Down: 1 Dune, 2 Omen, 3 Free, 4 Riviera, 5 Middle East, 7 Every year, 8 Sunbather, 10 Ice, 13 Backpacker, 14 Unclouded, 15 Brazilian, 19 At heart, 22 Phi, 26 Tool, 27 Cuba, 28 Loaf.

RIDE REPORTS

South West Peninsula Spring Rally

South West Peninsular Rally 2020? 2021? Who knows?

When I lived in Cornwall, I got in to long distance riding, as anything worthwhile in motorcycling was at least an extra 200miles away! (Exeter was exactly 100 miles and usually my first fuel stop.) Also, pressures of work and family meant that I didn't have too

much time away, so often rode home after an event, usually late at night.

Anyway, as a result of this, and through a love of Triumph Triples, I met long distance riding supremo John Young. He also introduced me to scatter rallies, with the South West Peninsular Rally being up there with the best!



The only bike to start with a kick-start!

So the reason behind this preamble is that I decided to ride this year's event on my T150, with John on his T150 Iron Butt Bike (more of that later).

On the day, we arrived in time for a natter and bacon roll and set off together. I had planned a route taking in Poundbury, Okehampton and Ilfracombe as the manned controls with a variety of unmanned in between. I always try to pack in as many unmanned as possible early on as they can be difficult to find when it gets dark. I also note more than I actually need in case of difficulty getting to or finding the required number. Then to cap it all we have had very high traffic volume in the South West this year, so with the weather set fair, I did a last minute reversal of our route, figuring that Ilfracombe needed clearing as soon as possible and leave the relatively easy Poundbury until last.

Our first unmanned check was at the Candlelight Inn in Bishopswood, which I know well. I led out to the main road and joined the fairly busy traffic, then at the end of the Ilminster by-pass, I pulled in to let John catch up but he didn't appear, so I turned back hoping that I didn't miss him on the other side of the roundabout and soon found him in a layby. His bike had started misfiring, the traffic was very noisy and it didn't feel safe so I suggested that he limp the bike to the quieter setting of the Shell station, this we did and started fault finding. We traced it eventually to a failed coil and with this being a very special long distance bike, it had a spare right next to the three 'live' coils (as well as a spare ignition unit etc). However, John and I are old friends and in the close proximity to coffee, more bacon sandwiches and thankfully, toilets, we lost some time.

We eventually arrived in Bishopswood and counted fence posts, then moved on. We then went for Halberton, Bradninch and Silvertown, at which point we should have started head-



The Breakdown

ing North towards Ilfracombe. However John had already told me that his son John was back from Singapore, where he lives, early for his brother's wedding and big John had met his grandson for the first time; what with this and our delay, I knew the he would be wanting to ride home after the event, so I downgraded our expectations to silver and went via Bow to Okehampton. In a couple of places we had been in sight of the M5 and I could see the traffic levels were bonkers so when we pulled into Betty Cottles Inn, I further downgraded our ride to bronze and planned a 'really nice ride' back through Devon, with our final check at Bincombe and then Long Sutton.



We had an excellent ride thereafter, apart from me running very low on fuel and having to get home on E10 petrol in a 50 year old bike, I must say she coped very well but I did drain out what was left when I got home.

We had an excellent day out, managing to dodge the worst traffic and finished with a

meal in the village hall, after which John set off on the 180 mile trip home to Cannock and I set off on the 9 miles to my house!

As a post script, John did the full Iron Butt Rally on his Trident in 2011 and became a legend in doing so, he effectively rode through all 40 contiguous states in 11 days, some 8900 miles I seem to remember; not bad for a fat, bald accountant on a 40 year old bike!

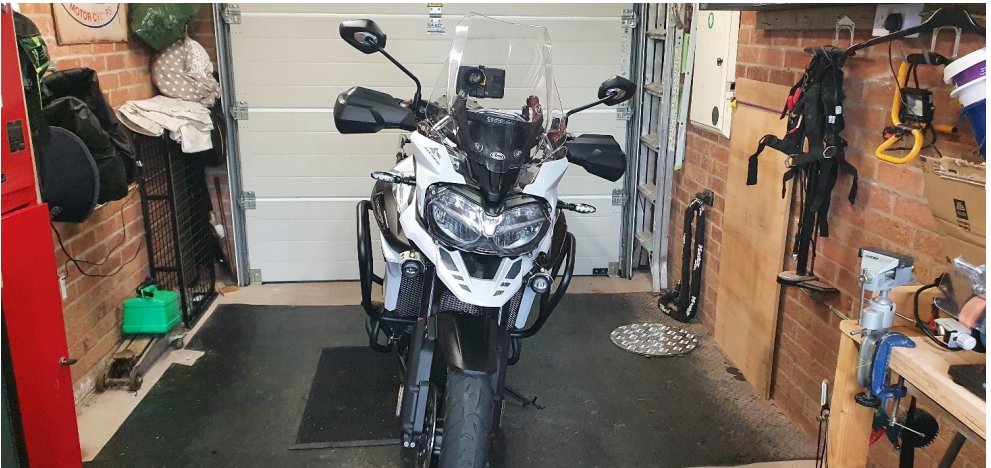
Pete Churchill

KIT REPORTS

EasyTurn Motorcycle Turntable

As with most good things they come to an end. My Yamaha Tracer 900 GT has now gone and in its place is a Triumph Tiger 1200. While the Tracer was by no means light, the Tiger is quite something else, 240+kg dry so with all the liquids and a tank full of go faster juice it has got to top 260kg.

The Tracer was OK (just) to turn on our gravel and concrete drive I knew I could be in trouble with the Tiger so my thoughts turned (excuse the pun) on to how I could turn it ready for the next ride without first having to pick it up from the garage floor/drive/road.

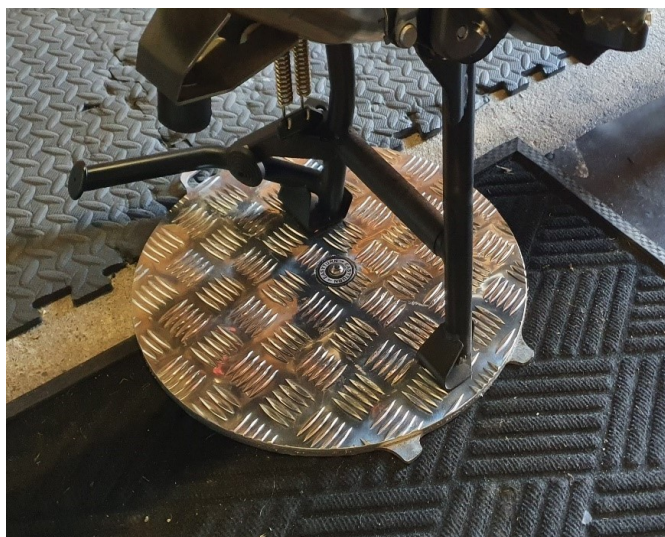


And so started my look into what I could use, a wheeled bike mover? Many choices and styles to choose from and at varying prices. Do you get what you pay for? The cheap one looked no different to the expensive one. Learn to spin it on the side stand? That idea had disaster written all over it.

Then I came across an Easy turn motorcycle turntable. A Choice of 2 sizes 400mm or 500mm, I called into the dealer and measured the centre stand and ordered the smaller one. A couple of days later this arrived.



Keen to try it out, off into the garage and I put it under the centre stand only to not be able to get the bike up on to the stand and therefore the turntable. It was about 10mm thick and that made a huge difference to getting the bike onto the centre stand. Thinking about the problem resulted in a piece of wood about 12mm thick being put onto the floor and rolling the bike front wheel onto it before trying to get the bike onto the centre stand. Bingo! That worked.



As the bike went onto the centre stand it rolled off the piece of wood under the front wheel and made turning the bike a piece of cake!

I have found that if the centre stand is on the middle 1/3 of the turntable (I aim to get it between the 2 lugs opposite the handle) it works well.

The bike can be turned very easily, and it only takes a minute or 2 from start to finish and greatly reduces the risk of damage to either me or the bike! I take the top box off as the width of the garage is such that I think if it were left on it could cause an issue.





I have taken the turntable apart and applied some Silicone grease between the two plates as there wasn't a huge amount in there when I got it, but other than that I have been using it since the beginning of May with no issues at all.

If you have restricted room to turn your steed or just want that extra peace of mind, then this is one route that you could go.

Trev Watts

MEMBER'S ADVENTURES

Bucket List Adventure with your Kids

I'm not sure that I have consciously thought about Bucket Lists, although I suppose that they are just part of the fabric of ageing. Had I bothered to stop and think about an adventure that I would love to experience, then riding motorcycles around Exmoor and Dartmoor with one's two sons would have been very high on the list.

My youngest son Andy has been riding and restoring bikes for years. He now has a Honda Africa Twin. I came back to biking some three and a half years ago and after much trial and a few errors I now have a Triumph Tiger 900. My eldest son Tim obviously felt a little left behind and started down the torturous route to getting a licence 4 years ago, buying a Chinese 125cc. Post covid he managed to pass his test, and in a bid to out-macho us bought a Yamaha Tenere 700.





We decided to celebrate Tim's new licence status and at last owning a grown-up bike by having a boy's weekend on Exmoor and Dartmoor. We met up in Wedmore on 21 July and rode across Exmoor to the Lorna Doone valley, to camp at Cloud Farm.



This is a National Trust campsite set in this beautiful valley. The following morning we rode to Lynmouth to a familiar SAM ride cafe for breakfast. We rode across the moor in beautiful weather only to have a fuel crisis with the Tenere, and according to Garmin the

nearest pumps were in Dulverton, which were hidden away in a back street, which is not what you need whilst running on fumes.

Fuel crisis over we headed to Crediton where we were desperately in need of a coffee break and with absolutely no forward planning, we stumbled upon the Union Road Bikers Cafe.



Suitably refreshed we continued to our next campsite at Hennock on the east side of Dartmoor.

Situated on the side of a hill with sweeping views to the east with the village pub, The Palk Arms, a short but challenging beer dependent climb back to the campsite.

Our final day was riding back along the A30 and A303 before star bursting to our separate homes, and although we had been lucky with previous unplanned coffee breaks, this was Friday morning with the whole of the UK on staycations heading to the South West. Our first venue had a 40 minute wait and the second attempt was

like something out of the 1950s, with equally bad service and coffee, little wonder there wasn't a queue?

It was a totally magical three days, to be doing something that you love - having handed on the thrill of motorcycling to your sons is truly the best Bucket List item of all time.

Chris Mutton



CAPTION SUGGESTIONS PLEASE!



I'd welcome your suggestions for a Caption to go with this photo of Roger "Hopalong" Moffatt at SAM's Big Biker BBQ. Suggestions to me at Tullochg@aol.com, we'll publish the best one in the next issue.

Summer 2021 Caption



This issue's suggested caption comes from Roger Moffatt:

Jules: "So Bob, when you say you have no idea why folk would object to this entrance, have you been to Specsavers?"

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.

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TAILPIECE #17

rider n , an addition to an otherwise complete document.

For many years the rider and the pillion rode together without intercom. A sophisticated vocabulary developed consisting of knee squeezes, kidney jabs, shoulder taps and hand signals close in front of the rider's face. At speeds up to 45 mph, direct speech was possible; the rider leant back and to the right which was the stimulus for the pillion to lean forward and to the left whereupon short conversations could be had.

If they were to move to intercom, they wanted a system not connected to the bike and ideally not physically connected to each other. More and more, riding colleagues enthused about Bluetooth intercom. Despite reservations by both rider and pillion about possibly unwelcome intrusion into the calm headspace of riding they decided to explore possibilities.

Amongst all the emerging systems at the time was a non-electronic kit using plastic tubes. It had a manifold adhered to each helmet, earpieces like a stethoscope and 'microphones' to collect the speech vibrations. It was orders of magnitude less expensive than electronic versions. They decided it was worth the small expense as an experiment. They set an objective of being able to converse at 70 mph.

When the system arrived, quality was good and initial assembly was fine. Keeping the earpieces in place while putting on helmets was annoying and connecting to each other after mounting the bike was a little fiddly, however, at low speed it was a revelation - normal, duplex conversation was possible. What a breakthrough. They immediately agreed that some form of intercom was now essential.

Riding out onto the local 70 mph dual carriageway it became clear that the maximum comfortable conversation speed was 55 to 60 mph. Regrettably, the system failed to meet their specific requirement. However, the biggest snag was yet to appear. At 70 mph, the connecting tubes being a bit short, a connection to the rider's helmet pulled out. The low pressure due to air speed immediately created the most tremendous, painful and deafening noise in the rider's ears; the distraction was unbearable, he had to stop right away and rip out the kit.

Very soon, with the new power of internet shopping, their first Bluetooth wireless intercom was adopted.

'Hang the expense'.

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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

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.

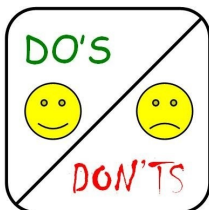
Take care, remember the presence of a group may intimidate other road users.

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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