

Winter 2022

# ***FULL CHAT***

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



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*Front Cover: Richard Pearse cresting Dunkery Beacon during his recent "Woody Bay Express" SAM Amber Ride*



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# FORWARD OBSERVATIONS



Hooray! Finally got out for my inaugural 2022 ride, on 13<sup>th</sup> January with Kaye May. (Thanks Kaye!) With the combination of family visiting over Christmas and New Year, plus feeling a bit under the chemo weather as well as the actual weather being a bit rubbish, I'd not managed to get on my bike for a month or more. And boy, did it feel good. The roads were a bit iffy, since it was quite cold and although a beautiful sunny day, some patches were still wet with that hor-

rible slimy sheen of the salty compound left behind after gritting. I never feel that I've got very good grip on that stuff, and if your tyres don't perform well at low temperatures, it can catch you out. Well, it certainly has caught me out before, anyway. So here we are, in the depths of Winter, looking



for grip on the roads, and hosing the cack and the salt off the bike when we get home. Now that I'm not fit to wash my own bike, I have the added guilt trip of creating another job for Peter if the roads are mucky, so I am giving serious thought to availing myself of Andy Hall's new service. See his article later in this issue.

Many thanks to the contributors for this issue. If you have



not yet sent anything in, please consider it for next time. Any bike related thoughts, or experiences, or test ride reports, or kit reports, hints or tips, questions for the collective SAM hive mind – all welcome. The deadline for the next issue is 15<sup>th</sup> April, 2022.

**Gina Herridge**

## CHAIRMAN'S CHATTER

Hello all, here we are again in my final Chairman's chatter. The time has flowed by since our last AGM and so much has been happening both in the club and outside. As we are fast approaching the next AGM that will be on the 19<sup>th</sup> of March at the Ruishton Inn, I am sure Andy (Secretary) will send this info out very soon. I have had some interest in the vacant positions in the committee that we will be looking to fill at the next AGM, so if you are interested then please do get in contact. The vacancies we have at the moment are Recruitment, Advertising and Taster rider Co-ordination, and Merchandise.

On to the more exciting stuff, we have a number of great events upcoming. First of all our stand at the Classic Bike Show, which Tony Sauer has done a great job of arranging for us. Thanks to the members who have agreed to help us out at the show, I hope you will be able to get some time out to have a look round the show as well.

Secondly, we have the annual South West Peninsula Rally taking place on the 2<sup>nd</sup> of April. I know this is usually very well attended and I know Jez is flooded with orders for tickets through the online shop. This is a huge event for SAM and I am sure you all appreciate the hard work from Jez and the team to make this happen. If you are interested in helping out on the day, I am sure Jez would love to hear from you.



This will be my final chairman's chatter. As many of you know I never set my sights on being Chairman, but due to events that happened it felt correct to stand up, look after the club and get us back to some normality, so I won't be standing for re-election at the upcoming AGM. I know there are a number of very capable people on the current committee and I am sure whoever takes over will do a fantastic job. I would like to publicly say thank you to the committee, both current members and those who have stepped down from positions over the year. You have all helped me greatly over the last year. The club could not be what it is without you.

Janet also has completed the members survey, and I believe there is going to be some further info about this in this Full Chat. There are some great suggestions within the comments. But it is clear that there is appetite for some more group rides, with different start locations etc. I know as a committee we would love to support anything like this, so if you feel like leading a ride please let us know.

For now, it is just for me to say thank you. It has been a pleasure to be the chairperson of the club for the last year or so and I do truly believe this is a great club with so much to offer. Stay safe, **Kev**



# SAM NEWS



CONGRATULATIONS!

to the following members for passing their IAM tests:

Andy Warr on 6th November, gaining a F1RST. Andy was riding a Triumph Tiger 900 Rally Pro and was observed by David Slocombe. Mark Davies on 6th November. Mark was riding a Yamaha Tracer 900 and was observed by Ian Wilson.

Gareth Griffin, also on 6th November, riding a Kawasaki Z1000SX. Gareth was observed by Mark Wells.

Emma Herrod on 18th November, riding a Ducati Scrambler and observed by Jim Donnelly.

Kevin Bowran on 22nd November, gaining a F1RST on his BMW GS850. Kevin was observed by John Eggleton.

Andy Swash on 26th November. Andy was riding a Triumph Sprint GT 1050 SE and was observed by Peter Bayliss.

Dan Williams on 27th November. Dan gained a F1RST on his Suzuki GSX R750 having been observed by Lindsay Wilson.

Michael Frayne, who also gained a F1RST, on 15th December. Michael was riding a BMW R1250 GS Rallye TE and was observed by Andy Bennett.

Jules Bushell on 17th December, riding his Triumph Tiger 800 and observed by Tony Sauer.

Chris Lewis on 8th January riding his BMW 1250 GSA and observed by Dave Eaton.

Chris Denne on 30th January. Chris was riding a Triumph Explorer and was observed by Roy Marriott and Jim Donnelly.

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



## Members' Soapbox

Thank you to everyone who completed the recent survey. I hope that many of the excellent comments and ideas will be taken onboard to enhance our membership of SAM.

### Stats

An average of 65% of members responded "Excellent, no changes needed" to all points in the survey. 65% of members were in favour of an annual social evening, with 6 members happy to volunteer to be part of a team to organise an event.

A snapshot of comments/suggestions:

#### Q1 INITIAL VIEW OF SAM –

"Communication/email replies, lack of responding to replies/questions."

"More online training sessions."

"More needs to be done to attract younger members to the club."

#### Q2 TASTER RIDES –

"I really enjoy giving Taster Rides and seeing them join and pass later is a great feeling to be part of their journey."

"Submit a ride report to the Taster rider and copy in the Taster coordinator. The membership secretary could then take this up and encourage further training."

"My Taster ride went very well,

with good feedback."

#### Q3 OBSERVED RIDES –

"I would have liked to have had the run sheet gone through and filled out in my book at the end of every observed ride as I didn't always get one. It would be a good idea at the end of the ride to just go through and fill it out while it's fresh in your head."

Some Observers need to keep rides shorter concentrating on a particular aspect."

"Collect routine feedback from associates."

#### Q4 GROUP RIDES –

"As a ride leader I much prefer smaller groups."

"The occasional 'same morning multi rides' with fewer riders as we hosted last year."

"I tried to introduce myself to the organiser who was far more interested in chatting to his mates, same at the end of the ride. Need to be more aware of new members being there and involving them."

"Participants often don't follow the advanced riding standards required to pass their test. Also speeding does seem a requirement."

"Can we have an estimated time of finishing."

“Those riding sports or naked bikes need rides that suit their bike types, single track and fords suit the explorer style but may stop younger riders joining in.”

#### Q5 SLOW RIDING DAY –

Lots of members looking forward to attending the next slow riding day.

#### Q6 C & T SESSIONS –

““Bit repetitive.”

What’s a C & T session?”

“Excellent – continuing these online would be useful.”

“More advanced publicity to remind members that they are happening.”

Q7 FULL CHAT – always listening; 37.5% soft copy, 2.5% hard

copy, 22.5% both.

#### Q8 SAM MERCHANDISE –

“Nice selection.”

“Boring.”

“FB post to remind members what’s available.”

#### Q9 SOCIAL EVENTS –

“As a large club, SAM should have more socials.”

65% of members were in favour of an annual social evening, with 6 members happy to volunteer to be part of a team to organise an event.

#### Q10 PRIZE DRAW ENTRIES –

37.5% anonymous; 62.5% draw entries. The winner will be announced soon.

**Janet Short, Members’ Rep**

**Always strive to be  
the best....**



**...but never  
believe you are.**

## 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, then via Zoom Conferencing, more recently at Ruishden Inn) 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'.

## The Masters Qualification—correction

Following comments relating to this article which appeared in the last issue of Full Chat, Callum Bremner has asked for the following clarification to be printed:

*"After speaking to the IAM it does indeed seem that the scoring system has changed in the last 12 months and unfortunately I was not aware of these changes.*

*My current understanding is now:*



26 categories are marked against  
39 points or less for a pass  
No areas to be scored 3  
29 or less to gain a distinction

However: You must get a 1 in  
Slow Manoeuvring, Legality and  
Safety to gain that distinction.”  
**Callum Bremner**

## RIDE REPORTS

### New Year's Day Ride

I fell for it! Jez's email invited a volunteer to lead a New Year's Day run. 'First one in gets it' said the message ('gets it'-what does he mean?), I waited for a day. 'The job's yours' he replied. Good, I enjoy planning, recce-ing and riding a run, and not riding out on the first day of a new year with some mates would be a missed opportunity.

As I had only a week to think it through and cruddy weather likely, I decided to keep it simple, main routes and end the run at a cafe. The route was easy, I mapped it in my mind before checking it on Google maps (asking the great 'G' to plan routes between my points is an easy way to establish accurate mileage before riding). Using a 30mph average gives a fairly accurate time too. I rode the route, modified a bit to cut out some urban Shaftsbury stuff but kept an open mind on cafe-ending as I failed to find a local cafe/pub open on New Year's Day. Silly me. They were all planning a lie in, sooo-

I decided to end the ride at my home, Castle Cary, after thinking through safe and easy parking on my driveway - and asking my partner Marje to serve tea and mince pies. My last jobs were sourcing a few garden chairs (which were unused) and baking thirty mince pies. Home-made mince and pastry, great but bad for the diet - who cares??

SAMmers were asked to text me to confirm a place which helped me keep numbers manageable, and Rick Chubb volunteered to ride Tail Ender. On the morning, I knew I had 14 riders -15 turned up. 12 stopped for tea, no problem - the weather forecast even said 'light showers'. Good so far.

On the day, about five minutes into the briefing I abandoned the sign-on sheet which pulped and tore to shreds under a very damp biro. We had a mixture of Advanced Passers plus a couple of Associates and a good as-

sortment of bikes - BMW, including my year old F750GS, seemed to win the prize. Ideal for a 50 mile jaunt: Podimore, Sherborne, Sturminster Newton, East Stour, Sherborne, Castle Cary. Mostly main roads.

As we left the heavens opened, no word from the Almighty except an hour of pretty hard rain. As leader I wondered how the less experienced of us would manage, but being out front I had no way to check. So I kept the pace steady, predictable and safe for me as much as the SAMmers. All survived, some even texted me later to say they enjoyed the ride. It just shows that I'm not the only rider in the club to have a sense of

achievement, even enjoyment from riding in the wet!

Tea and mince pies were good. By this time we had had about forty minutes of enjoyable dry riding (roads were wet of course and the bikes were covered in it) and were all happy to stop. The last rider left after about an hour and Marje said with surprise 'weren't they all so polite?'. Yes, I said, that's the sort of person a regard for safety attracts. Nice people.

I had a few ZZZsss in the chair later that day - but only after I'd washed the bike and wagged a finger at 'light showers'. Thank you to all those who came, a good way to start the year.

**Andy Hall**



## Morning Ramble

This regular event in the SAM ride calendar never fails to bring surprises with the weather—it was cancelled due to 6" of snow one year, and basked in glorious Spring sunshine another year. The forecast on the Saturday evening before didn't look promising for this year's ride, and I wasn't surprised to have 5 cancellations (from the planned 17 bikes) with the heavy wind and driving rain that greeted me on the Sunday morning. Indeed, if I wasn't leading the ride, I think I would have turned over and pulled the duvet up instead! However, duty

called, so with another 11 riders due to turn up at Podimore, it was on with the waterproofs and set off in the steadily drying conditions. 2 riders (Martin and Alan) were attending their first SAM Group ride, so after an explanation of the Drop-Off system for them, and a Pre-Ride briefing for everyone, we headed off towards Sparkford and Castle Cary. Conditions continued to improve, with the wind easing and the rain stopping as we continued through Butleigh towards Glastonbury and Street before heading back to Langport via Ashcott, Othery and



Seven Bends. We were reminded of the wind as we crossed the Levels on the A361 near RSPB Greylake, the side winds even pushing the BMWs off line, but luckily everyone dealt with the sudden gusts without issue.

Back in to Langport and the end of the ride, in perfect time for refreshments at The Green Lemon café, where the pre-notification at the start of the ride resulted in very prompt service of coffee and cakes. It is easy to see why this café is so popular with members, Observers and Examiners alike. **Graham Tulloch**

## BIKING NEWS

### The New Highway Code — What does it mean for Us?

Well, the short answer is, nothing. If we are already driving and riding to advanced standard, then we are already taking extra care not to endanger vulnerable road users, so you could argue that the new Highway Code provisions are just giving some legal weight to what we already do.

The social media age in which we live means that we are all prey to the business model of Facebook et al, which is to deliberately polarise opinion. Their algorithms specifically give greater weight to negative emoji responses and promote those posts, because they get the most of our attention. (Our brains are set up to respond more readily to any implied threat, so we can't help that.) However, we are advanced riders and drivers, and it's for us to lead the way in continuing to give that extra measure of care to the vulnerable, even if our "chimp brain" is telling us that they don't really deserve it. Just as we'll continue to take extra care around vans and lorries, even though we feel they ought to be taking extra care of us.

The whole "Hierarchy of Vulnerability" thing is just about giving those with the greatest ability to injure others the greatest responsibility of care. I've heard a few comments along the lines of "Yeah, it'll just give bolshy cyclists the legal right to obstruct me in my car, or pedestrians the legal right to wander about with their ear buds in not looking where they are going."



**Pedestrians**



**Cyclists**



**Horse Riders**



**Motorcyclists**



**Cars**



**Vans**



**Buses / HGV's**



While there are belligerent people out there, there are few who are going willingly to risk the possibility of a life changing injury just to prove a point. The new guidelines just fill in the gaps by clearly explaining what is expected of us, cyclists, pedestrians and horse riders included.

If we are concerned to encourage more people out of their fossil fuel burning vehicles and onto their feet and bicycles, we need to make a concerted effort to make them feel safer doing it, quite apart from anything else.

As a side note, I was very interested in how these principles are handled in Jordan, where my daughter lives. There is much less in the way of government provision for the disabled there, and they've addressed the road danger to vulnerable people in the following way: if you injure someone while driving, you become legally responsible for all their related health expenses **for the rest of their lives**. This does not lead to pedestrians carelessly wandering about in traffic, just to everyone behaving with courtesy and consideration. If a car is going fast and is close, I'll wait until there's a big enough gap for the driver to see me, and to respond by slowing down a bit, to give me time to get across.

Helpful links and references:

<https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022>



The full updated version of [The Highway Code](#) is available, free of charge, on GOV.UK.

You can [pre-order an updated version of The Highway Code book](#) online now, and buy a copy at most high street bookshops from April 2022. It has a new cover design so it's easy to recognise.

You can also download [The Highway Code iOS app](#). An Android version is being developed.

**Gina Herridge, Chief Observer Team**

## High Pressure ACF 50 Application

Are you looking to protect your bike during winter, but fed up of getting your hands dirty in the process?

If so, it looks like a solution (sic) could be at hand.

SAM Member Andy Hall will shortly be launching a new service, providing high pressure ACF50 application for motorcycles in the South West. He is currently developing the social media elements, and is a few

weeks away from officially launching, but in short it is a 12 stage 2-2.5 hours process which will be discounted (by 20%) for SAM members to around £50.

As soon as Andy has gone live with this service he'll be including an advert in Full Chat, but in the meantime if you wish to find out more, you can contact Andy on 07916 303951.



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The majority of my working life has revolved around mechanical engineering, from my first Saturday morning job helping in the local garage to the repair, maintenance and service of modern farm machinery. No two days were ever the same, boring it wasn't. Looking back to working in my local garage with cars like Mk2 Ford Escort Mexicos, Mk 3 Ford Cortina 2 Litre GXLs and the like was a privilege. That's where the seeds of my passion for "Spannering" were sown. But it has always been the motorcycle side of things that has been my hobby.

Apart from the servicing tasks on my motorcycles, I have over the last two years bought interesting run down (not basket cases) modern classics and refurbished them and sold them on. Not with the intention of making a huge profit but for the enjoyment and satisfaction of the task.

One such was a '96 Triumph Trident I found via Gumtree. When it arrived it was looking a bit sorry for itself and not running very well. A full service, including valve clearance adjustment, was carried out. The cam chain adjuster spring was broken, and when replaced the engine certainly ran and sounded better.



Some parts needed replacement. The original silencers were rotted out and searching on ebay I found some serviceable used replacements; likewise the footrests were bent, and again good used ones came from ebay. Then I got to work on the cosmetics. I advertised and sold it to cover my costs.





Another one was a 2006 Royal Enfield Electra X Bullet. This machine was in good condition mechanically and cosmetically but gutless to ride. Hitchcocks Motorcycles are R E specialists and supply performance and service parts for all models, old and new. So I fitted their performance carburettor and



exhaust kit and its now a thumper with some go. I still have this bike, it's had a good clean and polish, and when MOTd I shall put it on the market. (Ed—now sold!) **Matt Towill**

## KIT REPORTS

### Bob Heath Vee Wipe

Many motorcycle gloves come with a small visor wiper embedded in the index/forefinger of the left hand glove. This is aimed at wiping rain off your visor in poor conditions, and in theory is an excellent idea. The problem is that many of these (as fitted to gloves in the price range I buy, at least!) are small, and too hard to adequately wipe water from the visor surface.





Look at a car's wiper blade, they're soft and flexible, not solid and rigid.

The Bob Heath Vee Wipe is a soft, flexible wipe that slips over any finger of either glove, but logically slips over the left hand index/forefinger. (Having it fitted on the left hand obviously allows wiping without letting go of the throttle). Being so soft, it forms a good seal on the visor, so a single wipe cleanly clears water droplets from the visor, restoring visibility. It's not perfect - allow dirt or light spray onto your visor and a wipe merely smears the visor, so watch out when following vehicles in damp, rather than wet conditions.



There are 3 sizes of the Vee Wipe (other wipers are available, of course, but I can recommend the Bob Heath one) - small, medium and large. I don't have large fingers, and bought a medium, but regretted it and bought a large one instead. The medium one formed a rather tight fit over the glove finger, and caused pressure on my finger. Unless your fingers are tiny, I'd always buy a large one. A thin rubber strap secures the wiper around the glove's wrist, preventing it falling off your finger (in practice this is unlikely). At £5.99 from Sportsbike Shop, it is an absolute boon in wet weather, and doesn't adversely affect the control of your indicator or main-

beam switches. And despite having used it with my current visor for over 3 years, my visor is still in perfect condition (albeit I avoid using it with dry road dirt).

**Graham Tulloch**





# FORTHCOMING EVENTS

## **Control & Technique "Cornering"**

Sat. 12th Feb. 2022  
10:00 @ Othery Village Hall  
TA7 0QU

## **SAM Green Ride**

"A Winter's Shake Down"  
Sun 13th Feb. 2022  
09:30 @ Southfields Ilminster  
Led by Dave Parker

## **SAM Training - Red**

Observer Training—Session 1  
Tue. 15th Feb. 2022  
19:00 @ Long Sutton Village Hall

## **SAM Amber Ride**

"Breakfast Run"  
Sat. 19th Feb. 2022  
09:00 @ Southfields Ilminster  
Led by Rick Chubb

## **SAM Red Ride**

"Checkpoint Charlie"  
Sun. 20th Feb. 2022  
09:00 @ Cross Keys, Norton Fitz.  
Led by Rob Bartlett

## **SAM Training - Red**

Observer Training - Session 2  
Mon. 21st Feb. 2022  
19:00 on Zoom - email for invite:  
samchiefobserver@gmail.com

## **SAM Training - Red**

Observer Training—Session 3  
Mon. 28th Feb. 2022  
19:00 on Zoom - email for invite:  
samchiefobserver@gmail.com

## **SAM Green Ride**

"March Hares"  
Sun 6th Mar. 2022  
09:30 @ Cartgate Services  
Led by Jez Martin

Please check your email and/or  
the SAM website nearer the time  
for confirmed details of all of the  
above planned events.

## **Control & Technique "Group Riding"**

Sat. 12th Mar. 2022  
10:00 @ Othery Village Hall



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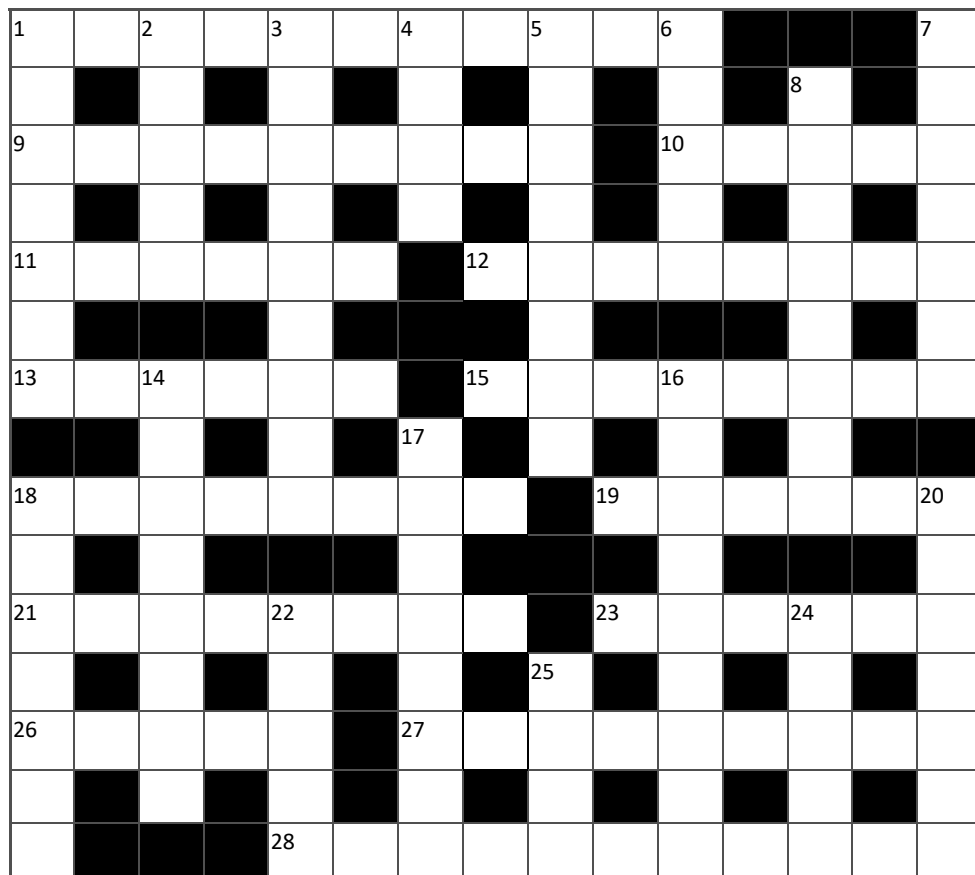
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# CROSSWORD



[23 is a loose theme for half the answers]

## Across

- 1 Former French friend folk test (11)
- 9 George contracted plot before unknown subject (9)
- 10 Classmates' gazes (5)
- 11 In a nice age-group for Geology period (3,3)
- 12 Musical compositions Bacon certified inclusively (8)
- 13 US astronomer is the centre of activity, being less educated at first (6)
- 15 In head visor, yet having the function of recommending (8)
- 18 Between tens and thousands, divisions of a county (8)
- 19 Cupboard key (6)

## CROSSWORD (cont.)

21 Biology, Chemistry, Physics but not Arts (8)

23 Train fish (6)

26 Drunken oldie is lubricated (5)

27 In south, university dead died padded (9)

28 Nit, and scoop popular race at 23 (3,3,5)

### Down

1 Subject adds husband to single arrangement (7)

2 Appease? A note exercised (5)

3 Devious guerrilla (9)

4 Range studied in 9 (4)

5 Cord, I say, shifts to winter hazard (3,5)

6 At first, no single political celebrity convened body that supports young people (1,1,1,1,1)

7 Five eighths of south coast resort left Japanese currency speedily (8)

8 At 23 you'll find your 10 here with 365 days reserve (8)

14 'Very lazy! But do be line-dancing' (4,4)

16 'Iggledy piggledy, so 'e slices two sides the same (9)

17 Sticking in bread, he rings (8)

18 Subject greeting relation (7)

20 Loaded again with learned works (7)

22 For example, greyish-brown rose to gentle push (5)

24 Surpass duo to ring changes (5)

25 Iris Bean discovered literary reference number (1,1,1,1)

Solution in next issue

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

## Solution to Autumn 2021 Crossword

**Across:** 7 Rosalind, 9 Spot on, 10 Agog, 11 Excellence, 12 Chafed, 14 Let loose, 15 Purity, 17 Editor, 20 Scotland, 22 Way out, 23 Perfection, 24 Ha ha, 25 Svelte, 26 Greatest.

**Down:** 1 Longship, 2 Tang, 3 Big end, 4 Isolated, 5 Noteworthy, 6 Voices, 8 Docile, 13 First of all, 16 Thatcher, 18 Roughish, 19 Edging, 21 Cleave, 22 Winner, 24 Hits. [apologies for word count error in 3d and 13d]

# BIKE REPORTS

## A Tale of Three Tigers

Around the beginning of this Century I started to realize that I might enjoy the mountain scenery, whilst touring Spain, if I could sit up on the bike to look around, instead of being leant forward as I had been on both my VFRs and my Sprint. The following year I fitted a bar conversion to my Sprint and did indeed enjoy the mountain passes, with a better view and also a more comfortable ride all round. This got me thinking (I do sometimes!), and with adventure bikes becoming ever more common, I decided to get one for myself. Not wanting to spend too much, I found an early Triumph Tiger 900 and spent a couple of years enjoying that before getting my first Tiger 955, which - after a re-map - became what so far has been the best engine I have known due to it's ability to drive from very low revs, fully loaded, out of tight uphill hairpins on mountain passes. Comfort was good for both Maggie and myself for those long days abroad or the trips to the TT in the Isle of Man. There was a problem though - the comfy seat was quite wide and



made getting a foot down a bit tricky sometimes, which just gave me one or two moments, and got me thinking





about something I could manage a bit better.

Triumph announced the Tiger 800, two versions to begin with, one road biased and the other (the XC) more off road biased, with longer suspension and spoked wheels. I liked the XC as the suspension felt far better. Early ones came without ABS, which I wanted, as it simplifies home maintenance.

So I tried out both at Total Triumph. Just before setting off for our trip to Spain in September 2011, I called in on Total Triumph and saw an orange 800 XC with extras, only 500 miles on the clock and the first service done, at the right price, so I agreed a deal to part ex my 955 on our return.

On the 7th October, I picked up my 800 XC and began what is now ten years of ownership, most of which has been great, but with one or two hiccups along the way.

Although the 800 is slimmer than the 955 I still felt it was a bit tall, so fitted some lowering links to the rear suspension and dropped the front a similar

amount. I also wanted some heated grips and found some Triumph ones on E-bay. Not much else was needed apart from getting out and riding, and solo I found the 800 did everything I expected, but there was an occasional problem. Sometimes, when coming to a stop, for some reason the engine would die. Once fully run in it didn't do it, so I put it down to an ECU not liking my too careful



use of the throttle. On later runs through towns when hot, the engine would again die and I needed to switch off, wait a moment, then try to re-start, which usually worked. This turned out to be a common problem, caused by the stepper motor (which controls tick over) sticking. Since cleaning and dry lubing the linkages this has given no more problems.

Since the original tyres (Bridgestone I think) wore out I have used Michelin Anakee 3s, which last a surprisingly long time, about 11,500 miles rear and 15,000 on the front. Fuel consumption is about 53 mpg. Rear brake pads seem to go in no time, and I know other riders find the same.

Original chain/sprockets lasted 25,000 miles, and the replacement DID should do the same. Apart from having the ECU checked for faults once, the bike has not been back to a dealer. Servicing is not too difficult, apart from having to remove the camshafts to replace any shims for valve clearance adjustment, the manual then says to check the cam chain is central on the tensioner but you just can't see it. After changing seven shims at the 12,000 service, when those clearances were tight, they have needed no further replacement, either at 24 or 36,000 miles. I use a 'Dealer Tool' to connect the ECU to a lap-top, to adjust the throttle balance, check the sensors, check for faults and re-set the service reminder on the dash.

The finish has stood up well to my less than enthusiastic cleaning regime which often sees my bikes not seeing the bucket and brush for months at a time. The only failure has been the indicator stalks which have all fractured in the last two years, but been repaired with superglue and some tubing fitted internally for re-enforcement. My contribution to the Earth's problems is to make everything last as long as possible (I am tight).

For some reason, Maggie does not enjoy getting on/off the 800, so it has not been to sunny Spain or the I.O.M., but it has been to Wales many



times, and also Scotland. It is probably my favourite all round bike these days, although I seem to be getting shorter with age and may eventually swap it for something lower. BUT, not until it stops being fun.

**Rick Chubb**

# CAPTION SUGGESTIONS PLEASE!



I'd welcome your suggestions for a Caption to go with this photo of Rob Bartlett at a SAM Slow Riding Day.

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

## **SOUTH WEST PENINSULA** **SPRING RALLY** **2nd April 2022**

Bookings are going strong already, so if you want to participate, book via the link on the "SHOP" tab on the SAM website. Don't delay, there are limited tickets.

If you haven't done this before, it is a fantastic day out, riding some of the best roads in the West Country and challenging your navigational skills. On your own, and would rather have company? Just put a post on the SAM Members' Facebook page, you're sure to find someone to share the planning, and buddy up with on the day.



# MEMBER'S ADVENTURES

## Morocco on a 125!

Back in 2014 my two cousins, Lyndon and Jim Bull, and I decided to plan a trip from our home in Somerset to Morocco, Africa. I had a Yamaha YBR 125cc, Lyndon had a Honda MX125cc and Jim had a 300cc Vespa. We had a number of planning sessions together, giving us 10 days to complete our round trip - which isn't long with a top speed of 50mph, as we didn't want the bikes overheating! We decided to set off in June 2014 and first caught the ferry from Plymouth to Santander. We went down through central Spain, through Madrid, down to Algeciras, then caught the ferry to Morocco for the day. We then began our trip home, so decided to go up the East coast of Spain via Gibraltar. We made a few stops up as far as Valencia, the main one for me being Águilas, a small Spanish town, as my great Grandma lives there. Once we hit Valencia, we cut across to Madrid and back up to Santander. We stayed at some varying accommoda-







tion from a 1-star Motel to a 5-star 'castle' on our last night. It was the most amazing experience to have done it all on my little YBR125, and in 10 days! I'll never forget it and those that say their bike isn't for touring – well, I challenge you to do it on a YBR125. We all rode for 6-8 hours a day minimum. **Sam Bull**



## Autumn 2021 Caption



This  
issue's  
suggested  
caption  
comes  
from Gina  
Herridge

**“What do you mean, it’s not a cup holder?”**

## 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.

**Furlong Tyres: 01935 425888 Paul**  
**A303 Motorcycles: 01935 507620 Bunny (Dave)**



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## TAILPIECE #18

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

There is one weighty snag with touring in Germany, Austria, parts of Switzerland and northern Italy. The rider and his pillion were wont to stop for elevenses in the morning for hot drinks and cake; however, the custom in these areas was to take cake mid-afternoon. Of course, they did both each day with predictable effects on their waist bands.

However, it did facilitate the quest to find the best carrot cake. The current holder of this title is at Plockton in Scotland at the former station café, now sadly closed. A new café, The Croft, close by in Drumbuie is looking very promising.

In parallel, the search continues for the best hot chocolate - adult version of course; cream, marshmallows and other fripperies don't influence the judges.

For many years this award was held by Le Resto Epicure at the panorama viewpoint at the top of the volcano of Le Puy de Dome, west of Clermont-Ferrand. The summit is approached by a clockwise, helical road, at first through the woods and then breaking out

to magnificent views over the surrounding countryside.

But currently the holder is right at hand at Silver's Pantry, Prockters Farm, West Monkton. They add a couple of unusual ingredients to their hot chocolate that gives them the edge – ask a member of staff.





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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.

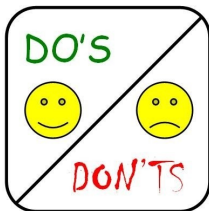
Take care, remember the presence of a group may intimidate other road users.

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

### **FREE TASTER RIDES**

If you know anyone who is thinking of undertaking some advanced riding tuition, and who may be interested in a FREE taster ride, tell them to speak to any SAM officer, or click on the link on the "SHOP" tab of the SAM website.

### **BRISTOL CLASSIC BIKE SHOW**

This takes place on the weekend of 26th & 27th February at the Bath & West Showground, SAM will have a stand in the Edmund Rack building at the Show, pop in and say hello if you are visiting the Show