

Summer 2022

FULL CHAT

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



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Front Cover: Tom Moore looking for SWPSR clues on the recent Cornish Camping Weekend, near Mylor Yacht Harbour



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FORWARD OBSERVATIONS



So, Full Chat has come around again, and as I write this, we are enduring/enjoying baking temperatures and all that they entail. As someone who grew up in Australia and who often had to work in these temperatures, I've picked up a few tips on coping, which I've put into a brief article later in the issue.

You have to love summer if you're a motorcyclist. It's ok riding in the rain or cold if your kit is up to it, but who hasn't felt the sheer joy of riding on a summer day or evening? Warm dry tarmac, the country in all its loveliness, and you and your bike, flowing through it, tipping into bends and powering through them, the thrilling sense of the bike's eager engine propelling you forward. It's scarcely even a chore to wash the insects off the bike compared with the endless winter struggle against mud and salt. Fancy going to the seaside for chips or ice cream? Well then, let's do it. Fancy an early ride when it's cool and there's no traffic about? No problem.



So what is out there to spoil our fun in the sun? Well, for starters, for some unaccountable reason, it's perfectly legal for cars, caravans, massive agricultural machines, bicycles and horses to share our playground. It's really hard not to feel frustrated and annoyed when you come to your favourite series of bends only to find your plan for swinging sweetly through them blocked by another road user. As advanced riders, we still need to put on the intention of riding with patience and restraint, as well as skill and awareness, every time we put on our helmets. Our



fellow two-wheeled brothers may also be out to play, and not all of them have grasped how vulnerable we all are. Summer is also the season of reckless riding and completely inadequate kit for some bikers, so they need to go on our list of potential hazards with everything else. I love the feeling of warm air blowing over my skin as much as anyone, but I'd rather deal with dehydration than gravel rash. So let's keep to our protective gear, and if we are lucky enough, live to see another summer of glorious riding.

Grateful thanks as always to the contributors for this issue of Full Chat. Please consider sending us something for the next one: it doesn't need to be War and Peace - small interesting snippets also make Full Chat more interesting for the rest of us. Report on your bike, your kit, services you've used and whether you'd recommend them, adventures, lessons learned from incidents witnessed, or situations we could all reflect on. The deadline for the next issue is 15th October, 2022.

Still hanging in there with my health, thanks to those who've contacted me and called around for a cuppa.

Gina Herridge

CHAIRMAN'S CHATTER

Well, what can I say, it's here at last, my new steed has arrived. Like a child with a new toy, I could not sleep on Friday 8th as I had to be up early to catch the 0600hrs train from Crewkerne to Waterloo. I boarded the train with helmet in its bag hanging around my neck and two big holdalls with all my kit in. We set off, and I looked out the window and contemplated the world with a bike. Well, that did not



last very long as the answer was obvious.

We rattled along, the sun was up, and the countryside looked beautiful as I started to doze off, thinking about riding home with wind in my hair and bugs in my teeth. We stopped at Woking, and I thought I had gone to another world; the platform was packed like a swarm of ants. From a train that was empty to a train with standing room only. Back to reality, one stop later was Clapham Junction, and as quick as the train filled up, it was empty as everyone got off. These London people are very strange. Anyway, the train pulled into Waterloo only 2 mins late. So with 2 big bags and helmet, I started to walk towards the tube station as I needed two trains to get to Park Lane. It was hot, and I thought, no, I am going to get a taxi. I knew it might be a bit more expensive, but it was hot, and I did not want to be on a Tube. A friendly taxi driver who turned out to be a biker, we had a chat about bikes. On getting to Park Lane, the bill was £20. As I said, I knew it might be more but perhaps not 1000%; anyway, I was cool and calm.



I located my salesman, and he then took me to my new steed, which was $\frac{1}{2}$ mile away in an underground car park. This massive car park was located on the opposite side to Park Lane but was still $\frac{1}{2}$ mile away by car. After going through 2 barriers, we came to a big locked gate, this was BMW's compound, in an NCP car park in London! I looked and could not see the end of the car park in either length or

width, it was that big and full of BMWs. They were not new ones but second-hand and company cars. This locked compound must have had 300/400 or maybe more cars. I did ask the salesman if he knew how much BMW had to pay, and he replied that he was not sure, but it will be in the 10s of thousands per month. It was an amazing space that just went on and on and on.

Anyway, I got to my bike, locked away in a side compound, and she looked good. We went through the pairing of phones etc., as I needed the sat nav for the homeward journey. I then removed the seat, which is a one-piece seat. Those who know, BMWs come with a split seat. Unless you ordered a split seat, which I was told was very expensive, this might only apply to the K1600. I turned the high bracket to its high position and tried to put the seat back and it would not fit, no matter what we did. Well, the salesman (who was not the one I usually deal with, as he had covid) was a little lost. After 5 mins and

getting hot, another salesman appeared. When we asked him, he stated that you could not do that anymore as BMW have stopped selling bikes where this adjustment can be made because you have to order (at no extra cost) a high set version which is a standard seat with more padding to make it higher. Well it did make some sense. So we returned the seat to normal, and it fitted. I then got on and started to leave London for the open road, it took its time as the West End was its normal heavy traffic, but we muddled through.

I read that the running in was to be done at max 5000 revs and try not to use motorways. Oh, dear!

It was hot, and I was already starting to smell, so I ignored the motorway bit and headed for M3, but max 5000 revs; this could be tricky. But I did not have to worry as I could keep to 3000 revs which was about 65 mph, so no issues. It was a very gentle ride home, and I found that even being off a bike for nearly 6 months, I felt like it

was only yesterday; there were some things I had to think about a little bit earlier but not many. The bike fitted me like a glove, and I knew where my knees were meant to be tucked into the tank recess point. I have found the bike very comfortable for a person of my size. I am looking forward to its first service on 24th and then being able to be free again. Unfortunately, Jackie might have something to say about that.

Well, enough about me. The weather has been fantastic, and we have all been getting out on the well-received club rides, and in most cases, we have had to split the ride into two groups. I am always happy to see more significant numbers of the group out and enjoying a morning or day out together, swapping stories and having a good time. This is what we are about, but with this heat wave, there are things to think about, one being human factors. I am thinking about the rider's ability to ride for extended periods with dehydration. It is imperative to keep hydrated, and knowing it; you can become dehydrated without knowing it until it is too late. I have put in a small chart giving you the signs and symptoms of dehydration to make you think it does not have to be a hot sunny day to get dehydrated, as this can happen on a warm day with any direct sun.

We have two events coming up. The first is the Hog Roast on 20th August. All proceeds are going to St Margaret's Hospice. As you have been told, it is £5 per head, which I will collect on the night, and you will then get a raffle ticket to exchange for your food. No ticket, no food. Please bring cash and the right amount as change may be difficult. If you want to come, there are still places available for the night; please drop me a line or text on 07813786427.

The second is a Road Safety Talk given by Avon and Somerset Police at Othery Village Hall on Oct 29th starting at 09:30 for coffee, the talk begins at 1000hrs. This talk will also include some input from Sam Ledger, who lost her husband Adam at Wrantage two years ago.

So please look at these events and dates. If you would like to attend, please text me on the number above.

Right, I am off to wash and polish my bike.

Martin Surrey

SAM NEWS

CONGRATULATIONS!

to the following members for passing their IAM tests:

Ben Carroll on 23rd May. Ben was riding a Honda Hornet CB600, and was observed by Rob Malton.

Peter Rowe on 7th June, riding his Yamaha MT07. Peter was observed by Georges Dupuis.

John Edwards on 9th June, achieving a F1RST. John was riding a BMW R1200GS and was observed by Graham Tulloch.

Mark Stoddart on 17th June. Mark also gained a F1RST riding his Triumph Tiger 900, and was observed by Steve Williams.

Rob Perry on 5th July, riding a BMW K1300GT. Rob was observed by Dave Parker.

Fiona Boston on 19th July, achieving a F1RST. Fiona was riding her Ducati Multistrada and was observed by Martin Hemmer.

Sam Bull on 28th July. Sam achieved a F1RST riding his Yamaha MT07, and was observed by Bob Muckett.

Steve Bell on 1st August, riding a Yamaha Fazer 600 and achieving another F1RST. Steve was observed by Linda Hay.

Mike Stiffall, again on 1st August, gaining another F1RST riding his BMW F800GS. Mike was observed by Simon Greenwood.

Andrew Harries, also on 1st August. Andrew was riding a BMW R1200GS, and was observed by Andy Bennett.



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

CONTACT DETAILS

If your contact details change (especially email address), please inform **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 can be obtained from the Secretary on request.

Merchandise

My name is Linda Hay, I am a new SAM committee member, taking on the role of Merchandise Officer at the last AGM. The club offers a range of SAM merchandise: baseball caps, beanie hats, hoodies, fleeces, soft shell jackets, T-shirts and polo shirts, all with the SAM logo embroidered on them. We also offer a long-sleeved base layer top, but without a logo.

New members will have spotted many of us wearing various items of SAM clothing on group rides and wondered how to purchase them. At the moment most of the items are available to purchase from the SAM website. Click on SHOP and you





Hoodie



Baseball Cap

Zippered Fleece

will see what is available. Currently, not everything is available online. I am planning to liaise with our IT Lead, Jez Martin, to get the remaining items added as soon as possible.

The garments are all good quality, wash well and are supplied by Eversocle-an, a local company

based in Yeovil just across the road from Bransons Motorcycles. I am planning on placing an order early in the autumn. Keep an eye on the Facebook page as I will be posting reminders regarding merchandise on there. If there are additional items that you would like to see added to the range, please let me know.

A big thank you to our models: Lisa Parsons, Pam Fraser and Nathan Beesley.

Linda Hay



Ladies Soft Shell Jacket



Polo Shirt

The Importance of Being Flexible

Having passed my IAM test in Kent decades ago I come from the school of always doing a shoulder check before committing to a right turn, it saved me at least twice in my early days as mirrors on a R100RS were less than well designed for someone 6ft tall! It is a habit I have maintained to this day. Last week turning right off a main road with no on-coming traffic, as I started to move my head, I noticed a car approaching the give

way, something just did not feel right even though they had stopped, I binned the idea of a shoulder check and tried to make eye contact with the driver. At which point they started to move off stopping again with the front wheels a metre over their give-way line! Was it my hint of eye contact, the horn warning or my change in line that got their attention? Who knows, maybe it was just my lucky day? Either way I was happy with my decision... **Peter Baker**



The Benefits of Group Rides

Having been off the road due to health since June 2021, I started riding again in spring this year. Over the months I have re-built muscle memory, achieved a decent level of physical stamina (sitting on anything hard can still be a problem) and mental concentration. Next step, a ride with like-minded people, and I re-joined the Wednesday Wander, ably led by Andy Bourne. I always find group rides thought provoking, particularly with the drop off system where you get to see different riders in front and be-



hind... It is not a case of who is better or quicker, I look at what is different, have they seen something I have not? Could I have taken a better approach to the hazard? Has my gaze been far enough up (or down) the road? As someone who rides mostly on their own it is always a happy re-education to read the road and watch the motorcycles in front, not just falling into a bad habit of only watching those in front! Finding new roads/cafes and making new acquaintances is the icing on the cake!

Peter Baker



BIKING NEWS

MAG News



The following 2 articles have been sent in from our Secretary, Andy Bourne, and relate to 2 important issues currently being debated by MAG.

MAG fires first shots on motorcycle ICE Ban consultation

The Motorcycle Action Group (MAG) has fired its first shots in response to the motorcycle ICE ban consultation. MAG is demanding dialogue far beyond the scope of the consultation. An initial meeting established fact about potential outcomes to the consultation. MAG sees no potential for a good outcome within the scope of the consultation process. Following the publication of the much-delayed consultation on 14th July, MAG arranged an initial meeting with Department for Transport (DfT) officials. The meeting took place on 21st July. Firstly, officials confirmed that the consultation will not consider questions of 'if', only of 'when'. 'When' is proposed to be 2030 or sooner for 125cc and smaller bikes. For larger capacity bikes the proposal remains as no

later than 2035. Arguments for dates beyond 2035 are highly unlikely to win favour. The officials said a date beyond 2040 is entirely off the table. Secondly, with respect to claimed technology neutrality, only battery electric, fuel cells or hydrogen are viewed as options. Hydrogen burnt in Internal Combustion Engines (ICE) is considered to be highly unlikely. Finally, carbon neutral liquid fuels for ICE is considered to be nothing more than a short-term transition fuel for existing ICE. The DfT rules out synthetic or bio fuels as a solution for the continued sale of new ICE. MAG's Director of Campaigns & Political Engagement, Colin Brown, commented: "None of this came as a surprise to me. I made MAG's opposition to the proposed policy clear. MAG is representing

the views of its members and, we believe, the vast majority of bikers. We will engage fully in the consultation process, but there is no path to a good outcome. The discussion needs to go far beyond the limited scope of the consultation. We have formally submitted a request for an urgent meeting with the Minister with responsibility for the decarbonisation of transport, Trudy Harrison MP. If necessary we will continue escalating this all the way up to the new Prime Minister. First shots have been fired and MAG is mobilising for a period of intense campaigning.” MAG is seeking a far wider discussion on decarbonisation and the future of transport as a whole. MAG Chair, Neil Liversidge, will lead the Ministerial meetings, backed by both Colin Brown and Lembit Opik (MAG’s Director of Communications & Public Affairs). In the meeting request sent to Trudy Harrison MP, Neil wrote: “I must state that The Motorcycle Action

Group (MAG) is following the wishes of its members and the wider motorcycling community in opposing this policy. I appreciate that this may place us at polar opposite positions, but I feel it is essential that our position is clearly explained and considered in a wider context than the current consultation scope allows. The measures as proposed will curtail individual freedom, damage the UK economy, worsen energy security, and reduce living standards for tens of millions of people, without helping the environment at all. Our solution will enhance everyone’s quality of life and be better for the environment, the economy, and our security as a nation.” A second meeting of the UK Motorcycle Forum (UKM) has been scheduled for 11th August. The MCIA has been quick to express disappointment about the inclusion of 125cc bikes in the 2030 slot. MAG is far beyond expressing disappointment, and will fight on.

MAG asks Essex Police to promote Filter Friendly campaign

The Motorcycle Action Group ((MAG) has asked Essex Police to amend their advice to motorcyclists not to filter through traffic, branding it dangerous and counterproductive to road safety.

MAG’s activist network picked up the offending post on the Essex police Facebook page where it was drawing a large volume of complaints from

bikers. Within a matter of hours, MAG asked Essex Police to amend their advice with MAG National Chairman, Neil Liversidge, writing directly to Essex Chief Constable Ben-Julian Harrington QPM. Neil stated: "Nobody doubts for a second the genuineness of Essex Police's intentions, but this is bad advice and needs changing immediately. There is a certain type of car driver - and all of us who ride motorcycles have encountered them - that hate motorcyclists and are envious of our ability to make progress through traffic jams while they sit and stew. These are the people who see us coming in their mirrors and reposition their cars to block us. For the police to say, "it's dangerous, don't do it," runs the risk that the 'haters' will feel justified in their behaviour and after they have knocked us off, will point to the police advice and say, "It's your fault - the police have warned you." The advice also risks poisoning the minds of magistrates, Judges, and potential jurors who might, in the future, sit on cases where a car driver has knocked off a filtering biker. It may even lead to bias amongst police officers themselves, and CPS prosecutors. MAG's 'Filter Friendly' campaign <https://www.mag-uk.org/filter-friendly/> has been developed in conjunction with officers in Northamptonshire Police who assisted us in making the video and support the campaign. We have been particularly grateful for the support of Nick Adderley, Chief Constable of Northamptonshire Police, and NPCC lead for motorcycling, for his enthusiasm and assistance. Hopefully, Essex can talk to Northants."

Riding in Hot Weather

The really big hazard for us is dehydration, leading to heat stress and even heat stroke in our bike kit, and those who have been able to get themselves mesh vented kit will be blessing the day that they did. Even in that, though, if you have to stop in traffic or get off your bike, it's suddenly like being in a sauna. Many of us have the added problem of the bike throwing hot air at us, and once we

stop, there's no wind to take it away. Remember that if you feel cool enough on a moving bike, *it's because you are evaporating sweat, and you will still dehydrate.* Dehydration interferes with our alertness, speed of thought and decision making, and heat stress adds other physical symptoms to that, notably intense fatigue. Heat stroke is a knock-you-out illness with potentially life threatening

changes to your body chemistry.

So it's not just a case of toughing it out – as with all adverse weather conditions we encounter, we need to think about how we can control the risks to an acceptable level, and if we can't, stay off the bike. If you do have to go out, plan in frequent breaks every half an hour. Make sure you have or can get some water, both to drink (better to sip small and often) and to sponge off your inner clothing so you get some cooling that is not dehydrating you at the same time. Many riders think that soaking themselves and their kit down is going too far, but you'll only do it once to be convinced of its benefits. In temperatures over about 26°C you'll dry off in about half an hour, 40 minutes tops, so you don't need to worry about still being wet when you get there. I also soak my buff, which I wear over my hair anyway, but I'd be wary of wetting your helmet lining unless it's really easy to remove for washing: it's liable to make it smell.

Finally, other road users all have the same problems! Look out for poor decisions, aggression from short-temperedness, and generally wayward unexpected actions. Keep focussed on situational awareness to spot any odd behaviour. So:



1. Can you ride when it's cooler instead?
2. Allow longer for the ride to give yourself time for cool-off breaks.
3. Make sure you keep drinking watery drinks. Aim to sip smallish amounts otherwise you'll just make extra urine and also too much water can mess with your body salt chemistry.
4. Sponge off your neck, arms, anywhere you can reach and dampen your kit with water.
5. Don't forget sun cream!
6. The shade is your friend. Always stop in the shade if you can. Even in a traffic queue if possible.

7. If you feel at all unwell stop in the shade, get your bike kit off and don't resume the ride until you feel ok.
8. Carry a sunhat – it makes an amazing difference if you do have to get off your bike in the sun.

Gina Herridge

Service Report - Furlong Tyres

Many SAM members will already use Paul Furlong for their tyres. He will fit your tyre to a loose wheel for £25 plus the tyre price or has an adjacent garage area with a bike lift so that you can ride in, have your tyres done while you wait, and ride home again. For this he charges more per tyre. Paul offers a discount to SAM members, and as tyres are priced differently, this is not a flat rate, but to be honest, getting a good deal on the price coupled with his level of service make it a bargain.

For me the things which really distinguish Paul from many other service providers for motorcyclists are much more important than price alone.

First and foremost, Paul does not talk down to female riders. This may seem a trivial thing for most of you, but believe me, as a female rider, I get absolutely sick and tired of being treated as though I am stupid and/or ignorant. The fact that Paul is happy to discuss the technicalities of tyre performance with me makes for an illuminating conversation while I waited for my tyre, not to mention increasing my confidence in the ones I chose for my bike.

Secondly, Paul is generous with his vast store of knowledge about tyres. You know that you can take his advice with confidence – he has personally tested literally hundreds of tyres and he knows which tyres do which jobs well on which bikes. If you fancy a big fat sticky track tyre for a bike on which you commute all year round, he's going to warn you that in the cold and the wet, it won't reach temperature and won't perform well. While I was there a young rider and his girlfriend arrived on a 125, (their only transport) concerned that the

condition of their rear tyre was not up to a weekend's running about before Paul would have time to fix the situation on the Monday morning. After asking what exactly they were expecting to do on the bike in terms of speed and distance, he was able to reassure them that they didn't need to worry about that level of use.

And Paul goes the extra mile, too. My year-old bike had had the front spindle fitted with virtually no grease and it was already showing signs of corrosion. He cleaned it off and greased it for me, also checking the brake pads while the wheel was out.

All in all, I came away thinking that I'm never buying bike tyres off the internet again. With the care and knowledge that Paul provides along with the tyres, I'm more than happy to give him the business, knowing that he'll look after me. **Gina Herridge**

RIDE REPORTS

Black Mountain Ride

I had been watching the weather forecast for the week prior to the Black Mountain ride back in July, things were looking good at the start! But history tells me not to count my chickens, especially in Wales on the Brecon Beacons, and I was right.

I have been leading the annual Black Mountain ride for some years now,



the idea started when I saw Top Gear doing their normal stuff and driving over the pass. I also knew the area from my earlier life.

The A4069 heading north from Brynamman goes over the top of the Black Mountain, which is on the west of the Brecon Beacons National Park. On a good day the views are stunning.

8.30am twelve of us set off from Sedgemoor Services heading for the old Severn bridge on the M48. It was dry, but as we headed into Wales the clouds darkened and it started to rain. Into Usk, Abergavenny and following the River Usk through Tallybont-on-Usk and onto the A40 at Brecon. Staying on the A40 to Trecastle and left onto a single track road taking us over some moorland - still raining! - and on to the A4069.

This is near the start of the pass, heading up along some nice twisty roads when dry! Heading on upwards past the tree line and onto open heath land. The wind picked up and the rain was driving even harder than when we entered the low cloud base, visibility was down to no more than 50m. The sheep were cowering out of the wind and rain behind any shelter they could find. Over the top of the pass and down the other side to our usual turning place, a very quick stop to regroup.

Back over the top of the pass and a quick stop in the car park for a photo for posterity and onto Llandovery for a very welcome all-day breakfast and a mug of tea, some even had Sunday roast!!!

Back on the road and the rain was easing off, the roads were drying out and the stretch from Abergavenny through Usk to Chepstow was dry. Happy days.

We filled up in Chepstow and said our goodbyes and went our own way home.

I clocked up 300 miles door to door, some others even further, and I just about dried out by time I got home.

Thanks to all the hardy folk who joined me, it can be very nice on the mountain "on a good day"!

Rob Bartlett

"Ride Your Other Bike" Ride

09:30 on a summer Saturday morning at Ilminster services is not an ideal time to start a SAM Green ride, especially one where 28 bikes/riders have registered to join it! Need to check the Events Calendar for next year and change this, I think.

However, a detour round to Costa on the other side of the Southfields roundabout a couple of days before the event showed there to be much more space to congregate, offering safe parking for all 28 bikes and without the



ridiculous reverse 1-way traffic flow that has been introduced to the main Services.

With such a large number of bikes, 2 Groups was inevitable, and Matt Towill and Rick Chubb kindly managed Group 2 between them. With Del Fowler providing Tail End Rider duties for the 1st Group on his Harley Davidson trike, we set off through Ilminster for South Petherton and the Levels, aiming to avoid any major tourist routes, on our way to The Secret Teacup café in Langport. The 40 mile route took in a range of quiet country lanes, plus a few open twisty stretches offering riders the opportunity to warm up their tyres.

Having arrived at Langport, there was an opportunity to peruse the range of “other bikes” – my own classic was unfortunately still without an engine, awaiting reassembly of parts after a bottom end rebuild, so it was business as usual for me with my Explorer.



Prize for the oldest was certainly Jim Donnelly's BSA Goldstar, complete with race gearbox, and according to those being deafened behind him, he was definitely enjoying his ride, even managing to avoid his jeans being sucked into the gaping



mouth of his Amal carburettor! Del's trike was undoubtedly the most different "other bike", although I think he wished he'd changed his suspension set-up before crossing all the speed humps in Lower Som-

erton! Roger's GoldWing had to win the "Comfort" award, whilst Richard's Z900 would surely have walked away with the Concours award (if there was one) – you can see why



this so often graced the VJMC stand at the Bristol Classic Bike Show. Dave's Street Triple's colour scheme certainly stood out from the crowd, whilst the rest of the Group



spread their loyalties wide, with machines from BMW (including Mark's new F900XR, just out of the wrappers), Aprilia, KTM, Yamaha, Triumph, Suzuki, Honda and Royal Enfield all making an appearance. We really

are an eclectic bunch.

Refreshments weren't the quickest at being delivered, but basking in the sunshine while we waited was hardly an effort, and eventually eve-



ryone got fed and watered with good quality food and drink.

An enjoyable ride for everyone, but maybe next time I'll try and avoid a summer Saturday – and I may even have my

“other” bike to ride! Here are a few more photos from the day. Apologies if I have missed anyone’s pride and joy! **Graham Tulloch**





FORTHCOMING EVENTS

SAM Green Ride

"Warm Morning Ride"

Sat. 13th Aug. 2022

08:30 @ Morrisons Bridgwater

Led by Trev Watts

SAM Amber Ride

"My UDDER Ride"

Sun. 14th Aug. 2022

08:30 @ Waitrose Crewkerne

Led by Lindsay Wilson

SAM Green Ride

"A Relaxing Evening Ride"

Wed. 17th Aug 2022

18:30 @ Southfields Ilminster

Led by Rick Chubb

SAM Committee Meeting

Thu. 18th Aug. 2022

19:30 @ The Lamb and Lion,

Hambridge TA10 0AT

All members welcome

SAM Red Ride

"Early Breakfast Run"

Sat. 20th Aug. 2022

07:00 @ Southfields Ilminster

Led by Rick Chubb

SAM Hog Roast

Sat. 20th Aug. 2022

19:00 @ The Leather and Lace,

Chilton Polden TA7 9EW

All Members Welcome

SAM Green Ride

"Mad Dogs and Englishmen"

Sun. 28th Aug. 2022

09:00 @ Cockle Moor Langport

Led by Andy Spiers

SAM Green Ride

"Saturday Fever"

Sat. 27th Aug. 2022

09:00 @ Podimore Services

Led by Andy Hall

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

SAM Slow Riding Skills Day

Sun. 4th Sep. 2022

10:00 @ Bridgwater College

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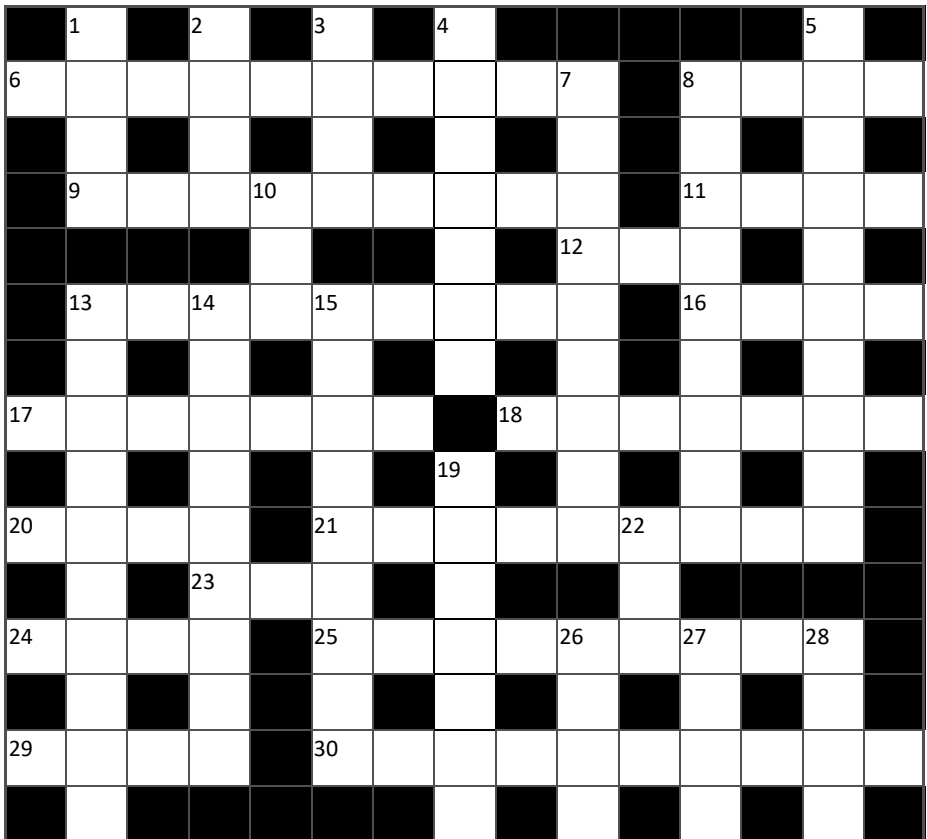
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- 6 Angry exchange puzzles (10)
- 8 River goddess (4)
- 9 German city ordeal not right but necessary (9)
- 11 Luck is fair to the listener (4)
- 12 Likewise to a greater extent than is required (3)
- 13 An orca men cooked on the west coast of Ireland (9)
- 16 Fleece piece (4)
- 17 Confused, chaste, left school, bag (7)
- 18 Crazy fruit (7)
- 20 Artist follows celebration for explorer (4)
- 21 Clearly, bishop's seat includes six of French National Trust (9)

CROSSWORD (cont.)

23 Manage escape (3)

24 Dry river bed in Iowa district (4)

25 Excite mimic given time (9)

29 Hook's bosun seems drunk and without a shilling (4)

30 Load-bearing sets off support; takes rather unusual conditions to upset rigid, alloy lintel (10)

Down

1 Short, short cheese (4)

2 Small cooking measures in salts psychrometers (4)

3 Bird observed initially in south, west and north (4)

4 A right competitive appearance (7)

5 Manner of speaking a railway reference book (10)

7 Muslim leader's domain, Muslim leader consumed (9)

8 Tell worker to be whistle blower (9)

10 Very long time a Scotsman heard (3)

13 Alcoa to farm something containing insignia (4,2,4)

14 Drink of the Gods in English fruit (9)

15 South, after Team South East, break for refreshments (9)

19 I arrive refreshed at warm coastal district (7)

22 Nothing found in an illusion (3)

26 Former clearing house for HE applications primarily used coded card analysis (1,1,1,1)

27 Border a bar (3)

28 Two thirds of rubber ages (4)

Solution in next issue

Many thanks to Steve Schlemmer for submitting this Crossword Puzzle.

Solution to Spring 2022 Crossword

Across: 7 Go camping, 8 Ferry, 10 Pedaloers, 11 Island, 12 Café, 13 Appendix, 15 Tickets, 17 Touring, 20 Start off, 22 Eire, 25 Kansas, 26 Passages, 27 Bendy, 28 Pay a visit.

Down: 1 Money, 2 Malaga, 3 Opponent, 4 Unusual, 5 Recliner, 6 Transient, 9 Limp, 14 Air travel, 16 Kerbside, 18 Overseas, 19 Off peak, 21 Ouse, 23 Roadie, 24 Denim.

Cornish Camping Weekend

This annual event, organised by Rob Bartlett, is held every June, with the prime aim of finding clues for the following year's South West Peninsula Spring Rally (SWPSR). Covering Somerset, Dorset, Devon and Cornwall, the SWPSR invites riders to look for clues at named Checkpoint locations throughout the South West, a bit like a Treasure Hunt, so every year we need to find fresh and up-to-date clues across the region. For those clues in the local counties, checkpoints can be gathered during day rides (plus a couple of Checkpoint Charlie SAM rides). For the more distant parts of Cornwall, however, distance prevents these being obtained during day rides, so it's a per-



fect excuse for a weekend away!

Meeting on the Friday morning, the ride involves picking up a selection of clues en route for a couple of nights stay at Perranporth Camping and Touring Park. With an easy walk in to Perranporth, breakfasts and evening meals are catered for by The Green Parrott, a Wetherspoons pub in Perranporth, who also offer SAM a venue for one of the 4 manned Checkpoints on the Rally. On-site facilities only therefore require a kettle or two for the inevitable refreshments.



Saturday becomes a leisurely ride around Cornwall, visiting interesting locations and documenting clues for the Rally - depending on the number of riders, we may split into 2 or more groups, allowing



coverage of a wider area, but wherever we go, suffice to say numerous stops for coffee, lunch, ice creams etc are high on the priority list.

Sunday morning means pack up, and after breakfast at The Green Parrott, the return ride to Taunton involves another meandering trip through Cornwall and Devon, picking up more clues.



Don't fancy camping? Not a problem, there are plenty of Guest Houses in Perranporth. Why not give it a try next year? Especially as in June, you can usually beat the crowds.

Graham Tulloch

BIKE REPORTS

Harley Davidson Nightster

Having recently had the opportunity to take out the 1250 Sportster S and being totally underwhelmed by it, our local HD dealer offered me a ride on its junior sibling, the Nightster. The Sportster S has a great motor (I also loved the Pan America version of it) and a good chassis completely let down by the bobber/balloon wheels and tyres fitted. Even the smoothest of bends require plenty of “positive input” to negotiate. It’s undoubtedly great up and down Malibu sea front (or Weymouth).

The Nightster is a sleeved down (975 cc I think) version of the same motor with only one variable exhaust valve, not two as per the 1250. The chassis is very different, and most importantly so are the wheel and tyre sizes (bobber style ones gone). It’s a wholly different bike to ride. The engine spins up in an almost Ducati way. It has great punch and torque where you need it. While not a sports bike, a Sunday blast with mates



would not leave you feeling left out.

All good then, except this is now HD's entry level bike in the UK and it's circa £14K. Finish on the whole is good BUT the wiring around the headstock is a bit of a rat's nest, and looking around the engine, especially the belly pan, reveals a great deal of exposed cables, wiring and tubing – not really what you expect on a bike of that price. Drop £2-3K and I think it would be good value.

As per the 750cc range they released a few years ago (also good bikes), I'm not sure who this is aimed at. Despite being a good bike, HD purists will hate it as they did the V-Rod, Buells and those 750's. Second-hand air cooled Sportster prices will surely rocket as the entry level bike of choice. Speaking of the V-Rod – spoon the full fat 1250 motor into this chassis, call it the Nightster-S or similar and I think you have the true successor to the V-Rod.

A great bike, slightly over priced but 8/10 I would say.

Matt James

Yamaha FZ750

Written from memory so may not be strictly accurate?

During the 70s and 80s, bikes gained horsepower but little in handling ability, partly due to tyre technology lagging behind, but also due to most bikes still having frames that changed little in design since bicycles first had engines installed - narrow gauge steel tubing bent and welded or brazed together without much thought about how stiff they were. Older riders will remember how most bikes would wobble and weave without too much provocation.

Around the 80s, frames began to be designed in such a way as to improve handling and took several forms, Yamaha and Kawasaki both used a frame that used extra tubing outside of the usual parameters and in 1986 I took a demo ride on both a GPz900 and an FZ750. Both were a revelation compared to my CB750 F2 Honda which often felt like there was a hinge in the middle, they also were far quicker. Not sure why but I preferred the Yamaha.

Soon after, I found a red and white FZ advertised in London for a good price, the seller was planning a holiday in the West Country and offered to



deliver the bike. Being one of the early models it had a half fairing and the optional panels to convert to a full fairing. I think it had done about 3,000 miles and over the next few years I added a further 30,000 or so on many rides with SAM, race meetings and to the Isle of Man.

As with most of my bikes, servicing was part of the fun, and although there were 20 valves to check I never needed to adjust any. I don't remember having any problems apart from a high-speed puncture on the Honiton by-pass one day, probably a bit more than I should have been going but no drama getting to the side of the road and putting a plug in to get me home. A great bike, but things were moving on apace, and in 92 Honda introduced the Fireblade and the FZ was traded in.



Times and finances change and in later years I bought two more FZs, the last one blue and white, 11 years ago, off E-bay, a bit tatty and I spent time giving it a good service and a few repairs to the fairing and brakes. It came out on a few SAM rides and went to Poole once or twice, but never got the use it deserved, so last year I decided to sell. Advertised on free adds it brought a few responses but no sensible offers and I was on the verge of mothballing it again, but first using it for the annual Coast to Coast charity ride, when I had a message asking if it was still for sale. Four days later it was gone.

Rick Chubb

CAPTION SUGGESTIONS PLEASE!



I'd welcome your suggestions for a Caption to go with this photo, taken on the recent Cornish Camping Weekend

Suggestions to me at

Tullochg@aol.com, we'll publish the best one in the next issue.

KIT REPORTS

A Good Value Motorcycle Dash Cam Kit

I've been hunting for a good front and rear dash cam kit for the new bike, and being tight arsed and not always necessarily going with the best brands, came across the Viofo MT1 on Amazon at £230, a mid-priced set up.



On opening the box, I was presented with a vast array of choices for mounting the cameras to my bike, and the feel of quality build. I mounted the front camera just below the headlight in the oil cooler nacelle, and the

rear centrally under the rack which give great views fore and aft.

The main DVR unit is the size of a small, slim leather wallet with short cable tails to which the cameras, GPS, power loom and a neatly designed dash remote, plug in with colour coded



plugs. The plugs themselves have a small diameter, so easy to thread through the bike and hide behind panels. The cameras have an index mark to align them level, and can easily be adjusted for that perfect view.

Once wired in with its integral fused loom, the system wakes up on ignition and starts recording on an endless loop. I've selected



selected 2-minute loops which help download speed for using on observed runs. The DVR pairs via an app on my Android phone very well, and has impressively fast access to view each file recorded on your journey. It is so quick and convenient, I can review footage in seconds to share.

What impressed me more was after a ride last night, I downloaded a 2-minute file in only about 1 minute and was able to WhatsApp this to the associate of the particular event later in the evening, or screen shot the paused image. Very helpful in training.

The DVR communicates via WiFi to the phone. The HD footage downloaded (which can be encoded with your registration, GPS speed and coordinates, date and time) is very good, not 4k, but colour, contrast, smoothness and lighting all coping well. (Image resolution quality drops during conversion to WhatsApp, though content is more important than quality.)

Wayne Timbrell



MEMBER'S ADVENTURES

Germany — It's a Walkover

It was a good excuse. I walk every Easter to Iona with a group of friends and always get a return invitation to walk in Europe. This year the invite was four days walking in the vicinity of Bonn and the Rhine. The crow flies about 500 miles each way from home but who needs an excuse to make it a return trip of fifteen-hundred over five days on my 750GS? Perfect!



Paperwork and preparation were not too onerous as my existing travel and breakdown cover both include EU travel.

I plotted a non-autoroute journey on my TomTom without too much thought or detail, planning to rely on the sat-nav. The navigation went well until TomTom told me (several times) it would disconnect in 12 seconds, I nursed it until, in a foreign land (maybe France or Belgium, you can't tell nowadays), I dismounted and found the fault which was easily traced to a disturbed fuse. Then I bought a map. Speed limits on D-roads, I found, are tortuous - my lazy navigation meant an onerous, repetitive succession of 80, then 50 and often 30kph limits. I later found that the N-roads were far better for long distance travel and that splitting the sat-nav into several separate journeys using autoroutes to navigate around cities and setting a new plotted route between big conurbations using nicer, N-roads, allowed more enjoyable travel over long days while still using autoroutes to pass the knitting of big cities.



Blkes transcend language barriers!

I spent six or seven hours in the saddle each day and really appreciated the relaxed riding position of the GS, excellent panniers, plenty of room and a tolerable saddle as long as I kept my balls (of my feet) on the (foot) pegs. I was continually mystified though as to why such an excellent bike has such a poor quick-shift. Fuel averaged about 70 mpg and I really appreciated the digital dash which I set to read as kph (what **does** TFT mean?).

The all-day riding was punctuated by half-hour rests for coffee and croissants in the towns highlighted as 'touristique' on the maps. I enjoyed several nodding, mono-

conversations with other bikers at these stops. My best stop however was fulfilling a long ambition to sip coffee in front of Reims Cathedral. I chose the best hotel, parked the GS on the pedestrian square and negotiated the bill from 26 to seven euros. The sun shone and for a half hour, I was posh and well-breakfasted.

I guess the biggest adventure was in France. I ignored a repeated series of yellow signs with inscrutable French text; I often wish that ignoring problems was a good substitute to solving them. Eventually I passed a 350 Guzzi and rider poring over a map and finally was confronted by a completely barred road, fresh, soft



tarmac and a huge yellow machine blocking my way. Shortly, Mr Guzzi pulled up, we exchanged glances and he then rode onto the parallel walkway which was a full foot higher than the tarmac. I followed. We rounded a

blind corner hoping against hope not to meet a frau and pushchair as the pavement was just a metre wide. It ran for about a km and ended abruptly alongside the resumption of the old road. It was by now a full two feet higher than the road and blocked by a clay-caked, riveted claw-shaped bucket disengaged from a JCB. Mr Guzzi, who had no panniers, enduro-ed up the steep bank on the countryside and passed the bucket. In deference to my seniority, I stopped, unmounted my two panniers and squeezed past the offending bucket while Mr Guzzi, silent and smiling to his new companion, dismounted, walked back past the bucket, picked up my panniers and carried them through to me. A lovely moment!

My favourite roads were two in particular:

I deliberately plotted a local road shadowing the Rhine for about twelve miles or so. Despite being low on water this year, the size and strength of the current and industrial sized barges which push downstream three at a time, cannot fail to impress. With such a strong natural force being part of



their landscape controlled and harnessed, I cannot wonder that in history, nations have thought themselves invincible. The sunshine, the views over the river, its ferries and staves, the reclaimed flood-lands and empty lanes were a joy.

A glance at the map showed roads west of Strasbourg to be convoluted and bloomin' wiggly. I rode over 30 miles without changing as high as fifth gear and revving at times, up to 7000, Rob Bartlett would've been proud of my engine-braking. There were plenty of other bikes about but little other traffic, no urban limits and an awful lot of trees, rocks and rivers. There were also plenty of hairpins and '*lci accident*' signs (see the pics), a good reminder to stay in control. I was careful to negotiate all bends at a speed that might allow me to stop in an emergency; it's all very well scraping the pegs, but I like to feel safe and in control - good old SAM.



Having met my buddies and walked for several days along the Rhine, sweated in the high twenties, feasted my way through several picnics, sampled sausages and sauerkraut and listened to oompah-bands, I was glad to make my way home. Riding alone allows me to travel at my own pace and choose my routes, although it



foregoes the pleasure of friendships, learning and sharing; win some, lose some. It was a great way to travel - who would want to be at Bristol Airport for hours to endure the queues and security when you can ride alongside the Rhine? Good choice, good trip, great bike!

Andy Hall

Spring 2022 Caption



This issue's suggested caption (of SAM members queuing for an ice cream in Llanberis during this year's Welsh Weekend) comes from Peter Herridge:

"Eight 99's and a full Welsh for Mr Bartlett please."

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
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TAILPIECE #20

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

Number 20:

It had been a brilliant ride down through the Ardennes and eastern France, discovering the underrated Jura, skirting Switzerland and finishing via Annecy, Ugine and Megève. The rider and his pillion arrived at their pre-booked, self-catering chalet in a small hamlet near Chamonix just before 1600. They needed some supplies, so they headed into the village on foot. There was a small convenience store in a franchise owned by Carrefour allowing small outlets to benefit from central marketing and purchasing power. Along the lines of 7-Eleven, its name, “8 à Huit”, promised twelve hours opening, seven days a week.

As they approached, it became clear that the little shop, in defiance of the franchise poli-



cy, was in fact closed. On the door was a small notice which translated as ‘**Open 0800 to 2000:** (closed 1230-1700)’. The varied opening hours were typical of French independent thinking. In southern Europe, many shops close during the heat of the day, and rider and pillion needed to wait only about fifteen minutes till reopening time at 1700.

However, as they waited, the rider read the notice again. In the four days since leaving home, they had rather lost track of the days and it was in fact now Sunday. Further reading of the notice revealed the complete message. ‘**Open 0800 to 2000:** (closed 1230-1700; closed 1230 Sundays)’

Ah. Plan B?

IAM Inform

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



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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.

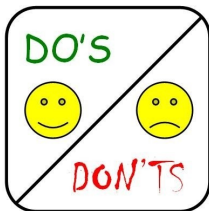
Take care, remember the presence of a group may intimidate other road users.

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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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.

SAM SLOW RIDING SKILLS DAY

The last of these ever-popular (and extremely valuable!) events for this year takes place on Sunday 4th September at Bridgwater & Taunton College on Bath Road, Bridgwater TA6 4PZ. Open to all riders, come along between 10:00 and 16:00.

Pre-booking advisable (look out for booking details)