

Autumn 2022

FULL CHAT

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



SAM Officers

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Deputy Chair	Georges Dupuis	07999 349667
Secretary	Andy Bourne	07963 775504
Deputy Secretary	John Ridd	07725 115208
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	Callum Bremner	07859 892566
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Young Ambassador	Richard Padfield	07478 675800
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Social Media Lead	Tom Moore	07739 191203
Full Chat Editorial	Gina Herridge	07745 052815
Team	Graham Tulloch	07825 201650



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Front Cover: Mike, Rob, Rick & Sally on an impromptu ride over Exmoor, cresting Landacre Bridge near Withypool.
Photo courtesy of Komposition Matters (Kaye May)



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FORWARD OBSERVATIONS



A fabulous Autumn day after some truly biblical rain yesterday evening is a reminder that the weather and conditions at this time of year are at their most changeable. Driving up from Portsmouth with my bike snugly strapped into the van last night, I didn't envy the three friends who had come to Spain on holiday with us and had to ride their bikes from the ferry. Wet roads, mud, potholes, standing water and now falling leaves. Calculating to "be able to stop in

the distance you can see to be clear" is all the more challenging for having to guess what lies under the leaves, as well as in the puddles of standing water which we increasingly need to spot in the dark. You will note, though, that I'm not suggesting I won't ride, just planning according to what I can anticipate when I get out there.

Spain was fabulous, as I've always found it. We went to our former haunts in the Pyrenees, where there's a satisfyingly good supply of twisty roads, of all kinds of surface. The weather was perfect (the thunderstorms happened at night). The food was excellent, cheap and served by lovely, friendly, welcoming people wherever we went. See later article for full report.

Many of us in SAM are feeling the shadow of sadness caused by the death of long time member and kind, understated, unassuming





stalwart for the club, Nigel Gillard. Nigel lost his life when a car collided with his motorcycle on the A30 near Chard, to the great shock and grief of us all. By the time you read this many SAM members will have attended his funeral on 20th October.

My personal thanks to all those SAM members who have dropped in to see me or have got in touch to check up on me. I remain reasonably well for a terminally ill cancer patient, rather weak, but still able to ride my bike (which, of course, is the main thing). I'm profoundly grateful to have been able to ride in Spain once more, something I thought I'd never do at one point. It's always great to see or speak to club members, it gives me a real lift in wellbeing.

Many thanks to all who have contributed to this issue of "Full Chat". If you have never sent anything to be included, please consider it for the next one: deadline will be on 15th January, 2023.

Gina Herridge

CHAIRMAN'S CHATTER

Another year is nearly gone, and as we look into the winter months some of you will put your bikes away in a box after a good clean and polish, and let them have a rest before the next year's activities.

This year has been a good year with the weather, lots of sunshine and dry weather, and because of that lots of weekend and midweek rides which have been led by SAM members. I would like to thank all the ride leaders



who put themselves out to arrange the rides and make this club what it is, a friendly and inviting group with lots of banter, good humour, cake and coffee. As we move forward we are going to help members who would like to lead rides with guidelines and - where necessary - mentoring. Graham Tulloch has very kindly offered to put some bits and pieces together, which will become available in due course. Anyone can be a ride leader and no one needs to feel that this task is above them, so I look forward to more members taking on the challenge of being ride leaders.

The hog roast in August was well attended by over 70 members, and for me I think that the evening went very well with a good atmosphere, good venue, and good food. As a result of that evening we were able to donate £360 to St Margaret's Hospice, and on the Monday after the event I went to Taunton and presented them with a cheque for £360 on behalf of SAM members, as can be seen by the attached photo. I would like to thank everyone that attended and donated to the worthy cause. If agreed by the committee then I shall arrange another one next year.

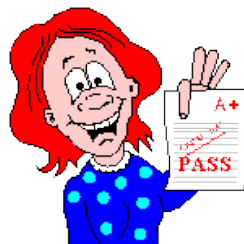
Martin Surrey



SAM NEWS

CONGRATULATIONS!

to the following
members for
passing their IAM
tests:



Mark Scriven on 2nd August riding a BMW 900. Mark was observed by Andy Bourne.

Clive Powell on 26th September. Clive was riding his Suzuki GS1000 GT and was observed by Bob Muckett.

Susy Hansford on 27th September riding her Suzuki SV650S. Suzy was observed by Rob Malton.

David Smithers on 28th October. David was riding a Triumph Tiger 900 and was observed by Colin Reynolds.

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

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.

Volunteers Please!

SAM have once again reserved a pitch at the Bristol Classic Bike Show at the Bath and West Showground for next year.

It takes place over the weekend of 25th and 26th February, and we're looking for someone with the skills to organise and manage the 2023 event, plus volunteers to assist on the stand over the course of the weekend.

Organising our presence at this Show is a complex but rewarding role. We have been lucky to have Tony Sauer manage this event for us over the last couple of years (in addition to his Observer Coordinator role), but he is now looking to hand the reins over to someone else. In order to ensure that the 2023 Show remains as successful for SAM as in previous years, Tony has kindly agreed to continue to support his successor with all the necessary contacts and information for next year.

In previous years we have split each day into morning and afternoon sessions, so that no one has too long a shift to cover. It also means that each volunteer gets an opportunity to view the Show (entry tickets and SAM branded clothing will be provided to all stand volunteers).

If you think you can help to support this key event, **please** contact Trevor Watts, SAM's Events Organiser, on 07713 772209 or by email at somersetadvancedevents@gmail.com.



CONTACT DETAILS

If your contact details change (especially email address), please inform **sammembershipsecretary@gmail.com** so that we can keep you informed of the latest news and events.

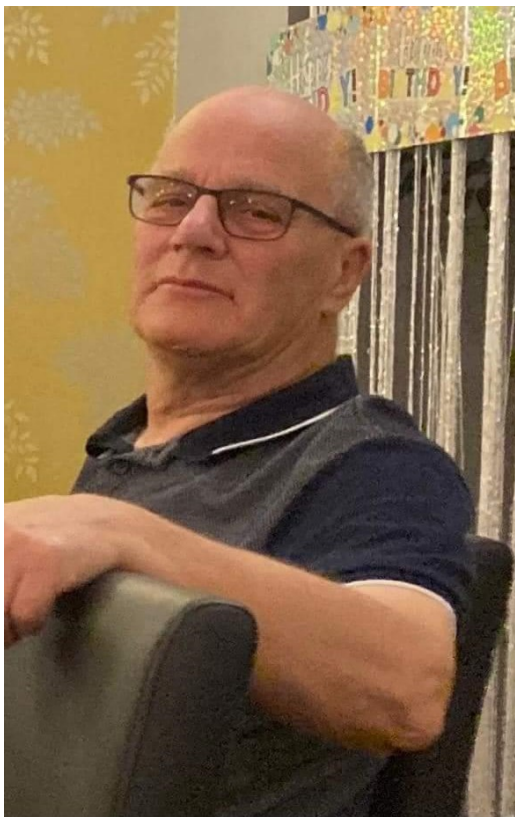
Nigel Gillard Senior - Obituary

Nigel's family lived at the far end of our street where I was born, so I knew him and his family from the start. He was, I recall, the second oldest of eventually seven children but was a few years older than me, so I didn't really have much to do with him at that time. His father had motorcycles and I believe all his sons became motorcyclists. His mother and mine were always friends and often met for lunch, so although our families both left the street, I was kept informed of his family's news.

Like many locals I knew Nigel through his business as an electrician. A few years ago, he joined SAM and I became his observer, and although maybe not taking naturally to advanced riding, he persevered and passed his Ad-

vanced Test. He joined in various SAM events over the following years and was always friendly and willing to chat.

Nigel worked right to the end and would often beep and wave out of his



van window as he saw me out cycling, I am sure he will be sadly missed by many of his customers, friends and family.

Rick Chubb



IAM Thruxton Skills Day - for Cars!

I've been doing tracks on two wheels, on and off, for the past 35 years or so, including numerous IAM skills days at Thruxton Circuit.

However, I have never taken a car around a circuit ever, so what better way to learn than to attend an IAM skills day, in order to discover what it's all about.

As most SAM members probably also drive, I thought I'd do a report on how I got on and the differences in the way the day is run for cars, compared to bikes.

So, dust covers off the car, a quick POWDERS check and there I was a few months ago early one morning, rumbling down the A303 on the way to Thruxton, the V8 rumbling along nicely at about 1500 revs. It made a pleasant change sat in the car in t-shirt

and jeans with music playing, compared to being all suited and booted in race leathers, etc.....

Upon arrival at Thruxton, I headed towards the park fermé via the tunnel under the circuit.

There were a mixture of cars present, including family saloons, hot hatchbacks, some sports cars, a very nice Porsche GT3, a mega bucks looking Ferrari..... and then me in my Ford Mustang.

Registration soon followed and then we were given a briefing on circuit safety and how the day would be run, and this is how it differed from the bikes.

On a bike skills day you select which group you are best suited to - A, B, or C, depending on your experience and confidence level - and then four riders are allocated



to an instructor. Each group then goes out on track one group at a time. On the car skills day, there are no groups. Each driver is paired with another driver and you both share one instructor throughout the day. So for example, I would go out and do six laps of the circuit with the instructor in the passenger seat and then we'd come in for a quick debrief and then he would jump out of my car and into the other drivers car, and so on throughout the afternoon. Car skills days are half-day, as against full-day for bikes. I felt most fortunate to have Mark Andrews as my Instructor, he is an IAM examiner from Solent area and has recorded several Youtube clips on advanced and Masters driving.



Prior to setting off in my car, Mark took me out in his own car, a Porsche 718 Cayman S, for a few laps. He drove with complete precision, nailing every apex and braking, accelerating and gear changing at exactly the same point on each lap. The Porsche, with its mid-engine, was beautifully balanced throughout the corners. Umm, I thought to myself, I've got a lot to learn here!

I've done a good few laps around Thruxton on a bike, but in a car the braking points, turn-ins and points of acceleration are totally different.

So, off we went. Initially I was missing all the left hand apexes by a car's width, because of course you can't see the nearside wing corner. Once I had trusted Mark's instruction to steer when he said to, it started to come together.

My Mustang is a big old lump, with a heavy engine in the front, driving 460bhp to the rear wheels through a six speed manual gearbox, with mini-

mal electronics. So for me, Mark's instruction centred around smooth inputs to the steering, throttle and brakes in order to keep the car nicely balanced throughout.

Throughout the sessions, under Mark's expert guidance I found myself accelerating harder, braking later, but always keeping the steering input smooth, so as not to unsettle the back end!

There was never any bunching up on the circuit, as there are far fewer cars out on track at any one time compared to the bikes; such that I was able to execute a number of good overtakes. Likewise, when the Porsche GT3 loomed in my mirror, I moved over to one side to let him pass.

There was nothing more satisfying than listening to my howling V8 heading towards the rev limiter, then hard on the brakes and block changing back down the gearbox via the electronic downblipper.



At the final de-brief, I had a chat with the other driver that Mark was instructing. He was driving a Mercedes Benz E-class saloon diesel automatic. He had a big grin on his face as he had managed to get the tyres squealing on his car during the last session!

I came away from the circuit absolutely buzzing, having learnt so much about what my car is capable of, in a safe and controlled environment and picking up many advanced driving tips as well. I passed my advanced driving test about three years ago.

I would thoroughly recommend a car skills day to anyone who is interested in improving their driving skills. It doesn't matter what car you drive, you are guaranteed to have a good time. After all, riding or driving, we are all



petrolheads at the end of the day!

For the petrolheads:-

- Ford Mustang, limited edition Bullitt
- 5 litre V8 engine developing 460bhp
- 6 speed manual gearbox
- Rear wheel drive
- Electronic gearchange downblipper
- Electronic magnaride suspension

sion

Colour is Highland green, the same colour as the original Mustang used in the 1968 film, Bullitt.

The reg. no. of that car was JJZ109. I was fortunate enough to be able to buy JJZ223.

I'm a big Steve McQueen fan, still the King of Cool.

Nigel Short

Chelston Park & Gardens Motorbike BBQ

On a sunny Saturday afternoon in August Chelston Care Homes, just outside of Wellington, arranged their second Motorbike Meet to raise money for a charity close to all motorbike enthusiasts' hearts – lots of the SAM team are volunteers – the Freewheelers EVS (Blood Bikes). We also did the ribbon cutting on our Defib machine sited in the main carpark for use

by the local community and our award from the Gold Standards Framework (the homes were nominated for the national Care Home of the year award). Our residents at the Care Home enjoyed an afternoon of looking and talking bikes with all who turned up - happy to talk and show off their machines with people who had either had or knew someone who had had bikes in their pasts. There were lots of smiles from residents, family members and our staff members – great reminiscences and an



enjoyable afternoon of sunshine, talk and food.

Magda, our chef, and her helpers put on a great BBQ spread with cakes and all manner of drinks available – enjoyed by all.

Prize for Oldest Bike a 1936 Model 22 AJS owned by Andrew Grabham.

And Shiniest Bike was chosen by resident Peter, a bright red Ducati Street Fighter owned by Dr Parmvir Nijjar.

Prizes were a £25.00 voucher for a meal at the Beambridge Hotel and Inn and was kindly co-sponsored by them.

Latest numbers are that there were 89 bikes and 32 cars on the day and through donations collected in the tins together with the monies raised from the BBQ (Richard and Patrick Allis-





tone, our proprietors, kindly donated all the food so all proceeds raised on the day went towards the donation) we managed to raise a very healthy £1000.

Our pictures show an array of photos from the day, presentation of prizes by Chaz assisted by Mark Lithgo (Freewheelers volunteer and Wellington town Mayor) and then our presentation of our donation cheque presented by Chaz and Peter to Mark and Paul Lynham.



Our thanks to all who helped and those who attended on the day to make it such a great success. I'm looking forward to next year, aiming for more bikes, more food and more donations.

Thanks,
Deb Judd (SAM member)

BIKING NEWS

World's Largest Female Biker Meet

WORLD'S LARGEST FEMALE BIKER MEET
SUNDAY 24TH JULY 2022



Scan for more details



Live music with



Scan to book



Location:
The Triumph Factory Visitor Experience
Normandy Way, Hinckley, Leicestershire LE10 3BZ

On Sunday 24th July I attended the highly anticipated World's Largest Female Biker Meet held at the Triumph Factory, Hinckley, Leicestershire. The event was organised by Moto Advisor. Their aims are to bring women together as a growing demographic for the motorcycle industry while also encouraging the development of a wider range of products for female riders and inspiring others to live their passion. The organisers set out to break the record for the most female motorcyclists gathered at a single event worldwide, the previous record having been established in 2017 at 1132.

It was a fantastic day, very well organised and with something for everyone. A band played all day; there were clothing stalls, food and drink vendors; there were several stands representing groups across the industry including Mental Health Motorbike; Triumph had a stand with the new Tiger Sport (tempting!) and of course, a huge raffle with prizes donated by too many organisations to mention. The Triumph Visitor Centre was also open.

The record was beaten with a grand total of 1549 female bikers riding



through the gates. Men weren't excluded from the event, and were actively encouraged to come along and support their female friends and partners. A separate area was set aside for them to park so that there was no confusion with the count. The weather was amazing, such a beautiful sunny day!

The attendance of 1549 female riders contributed to the raising of a grand total of £9400. This was shared equally between two charities: Midlands Air Ambulance and Leicestershire and Rutland Blood Bikers. Both groups were there on the day assisting Moto Advisor to help the event run smoothly.

The BBC cameras were also there, filming for a 30 minute documentary entitled 'Our Lives.' If you are interested in taking a look, it is available on iPlayer and is the episode screened on 5th September 2022.

Sadly, the event was tainted by a series of motorcycle thefts from hotels in the vicinity of the Triumph Visitor Centre. Around 20 bikes were stolen in total. My friends and I were very fortunate at our hotel. On arrival we were offered a secure area to park our bikes up. Staff had spotted unusual activity in the car park earlier that day and so they made their secure delivery area available for us ladies to park our bikes safely.

It was a wonderful day and it felt so special to be a part of such a huge event. Every kind of bike turned up: sports bikes, cruisers, adventure bikes, café racers, naked bikes, trikes, scooters, mopeds, sidecar combinations... every kind of bike, plus ladies of all ages. I met many new female riders but also bumped into many old friends. I stayed until the event was over. Finally, my friends and I were able to enter the Visitor Centre without having to queue. We rode home along the Fosse Way, through the Cotswolds, still buzzing from the excitement and energy of the day. **Linda Hay**



BIKE REPORTS

Ducati 950 Supersport S

The first time I saw a Ducati SuperSport was at the NEC Motorcycle Show in 2016. It was love at first sight! I waited patiently to have a sit on it, dreaming of owning such a beautiful bike. Last year an updated model was launched, and it was even more beautiful – better fairing, lights, updated dash and the S model with Ohlins suspension and top spec Brembo brakes.

What a wonderful surprise when Nigel said: “Would you like a Supersport for your birthday!?” “Is the Pope Catholic!?! YES PLEASE!!”

Back in April, when the order was placed, new bikes were in short supply, and I needed a low seat, which was also not in stock. Finally at the end of July, my beautiful red Ducati 950 SuperSport S arrived. Very carefully riding it over our gravel courtyard, we set off on our first ride.

What an incredible bike! Each ride got better and better. A 350 miles round trip to Wales on a variety of roads helped to run it in. Initially a bit lumpy in traffic, but as the miles increased the ride smoothed, and then, finding



some twisties and sweeping bends, the Ohlins suspension really proved its worth. Oh wow, never have I ridden such a superbly balanced, incredibly awesome handling bike. The precision damping and steering are superb.

On familiar, local roads that are bumpy and rutted, the Ohlins glides over them giving a brilliant, smooth ride.

With the low seat, I do get a hot bot! Thought my pants were on fire when the temperature was in the 80s, but no doubt I will be pleased of the warmth when autumn arrives. 600 miles covered in a few



weeks and first service done. Hmm, a track day is calling and sure to be tremendous, but which circuit!? Decisions, decisions!

A thing of such beauty, stands before me. A 950 Supersport, S model, Ducati. Ohlins suspension, A joy to behold. Handles like no other, the ride is pure gold!

A favourite Zen Dog, Enlightenment quote.

(Riding on a motorbike, Instead of in a boat.)

"He knows not where he's going, For the road will decide - It's not the destination... ...It's the glory of the ride."

Janet Short

...did I say how much I love my bike!?

Honda NT1100

Many of you will know that I don't change my bike very often, but after 8 great years and 40,000 miles with my Triumph Explorer I decided it was about time I looked at replacing it. I still love it to bits, but it was time to look for something a bit lighter to see me into my old age—at 1mph and above the Explorer is steady as a rock, but moving it around at rest is challenging for an oldie. I added a Tiger 800 to the stable 5 years ago, expecting the lighter weight to be the ideal future proof arrangement, but whilst the 800 is an excellent bike, it doesn't have the stability, weather protection, torque and comfort of the Explorer. Obviously I don't just need lower weight, I need something with the weight held lower in the frame.

The new Tiger 1200 is a bit lighter than my old Explorer, but based upon what I've read, I'm not a fan of replacing a glorious triple engine with one altered to be lumpier and rougher. And £19k? Some folk may be happy to spend this on a bike, but not me. The Tiger 900 was then the next obvious choice, but already having an 800 in the garage I was looking for something a bit different, a bit more substantial and comfortable.

About this time Rick Chubb passed a Dec.'21 copy of ABR magazine to me, which included all new models released at that time, and - because it was effectively a touring version of the Africa Twin - the Honda NT1100 featured here. It looked OK, had a reasonable retail price, and even looked quite attractive (to me, someone who finds most motorcycles fairly uninteresting in appearance).



Maintaining my usual method of selecting a vehicle (ie research, research & more research), every single review I read apart from 1 approached the NT1100 as a “decent value, sensible but too low powered” machine. Once they'd finished their review, all of them declared it as being one of the most enjoyable, comfortable and fun machines on



cators without looking! However, realising that 90% of these buttons are to manage the very comprehensive dashboard display options and trip computers, it is easy to ignore most of them (once you know which ones are the indicators!)

Heading off into traffic brought my first acquaintance with a DCT box, and to be fair, within a couple of miles I didn't find it a problem. Ian had already recommended I completely ignore the 'D' setting (gets into 6th gear by 30mph!), and instead select S1 (the softest of 3 Sport options). This seemed ideal for "normal" riding, changing up and down smoothly and in a reasonably timely manner, negating the need to make much use of the manual override gear selection. The only real downside I found with the DCT was in filtering and low-speed traffic, where the changes were a bit rough and not always well timed. No major issue, but enough to put me off DCT for the time being.

On the open road, the engine vibration continued to intrude, although after a few miles I was getting used to it. The exhaust note and engine response was quite fun, but the nearly 30% reduction in power compared to my Explorer was very noticeable. It didn't affect my rate of riding, it just meant much more use of the throttle and higher revs than are ever needed on the Triumph. I expected this (after all, I was looking at a 100bhp

machine instead of my 136bhp one), but I was looking at a bike that was 30% cheaper too. As I hardly ever use the top half of the rev range on the Explorer, this lower power really made little difference, and after a few miles it proved to be entertaining to ride, using more of the power available to exploit the excellent handling and grip from the standard Metzler tyres. At the coffee stop, the first thing I noticed was the (standard) panniers and (optional) topbox both needed a key to open them every time. Not an issue with the panniers, but whilst observing, the need to remove the ignition key to access my notes/hat/glasses etc in the topbox would be a pain. So at £550 for a topbox, not an option to be ticked.



Not being one that likes electronics and digital instruments, the dash proved better than I expected, and with 5 different display options to choose from, very flexible. With Apple Carplay and Android Autoplay (or something) as standard, those who are wed-

ded to their smart phones would love it—my view is it's probably something else to get frustrated at, not being able to set it all up! Comfort was superb (albeit I think the demo had the Comfort seat options, good value at £200 for both though), and whilst no handguards are fitted (this is a Touring bike after all, not an Adventure bike), there are small clear plastic “ears” either side of the cockpit, and they do an amazing job at cutting the wind (as do similar blades in front of the foot pegs). Top marks, too, for an adjustable windscreen that - in its top position—virtually cuts all wind blast for someone of my height. OK, it has to be manually moved at standstill, but that's a small price to pay for something with such an effective range of movement.

Returning to Bridge after my Test ride it felt like I'd been riding this bike for years - that was mainly down to a very usable engine, perfect ergonomics (for me) and very secure handling. Is it as good as my Explorer? Well, it has much more vibration, less power, feels slightly less 'planted' on the road and is less exciting to ride. Comfort is similar, if not slightly better; wind protection is slightly better; gearbox is very similar (being smooth, accurate and well spaced); and it's more forgiving in its handling. But my prime reason for looking was to find something more suited (weight-wise) to my advancing years, and in this respect it offered a completely planted machine with excellent weight distribution. Overall, in the price range it sits, and with the level of specification offered as standard, it's hard to argue with it for my type of riding. Add in Bridge Exeter's Lifetime Warranty if

it's always serviced there (a warranty tried and tested by Tom Moore earlier this year), it's no surprise that I was happy to place my order for one, adding the Comfort Seats, Auxiliary Lights and Quickshifter. No, it may not be as entertaining and enjoyable as my Explorer, but it will hopefully suit my requirements for the next 8 years as well as the Triumph has for the past 8. **Graham Tulloch**



TECHNICAL

Chain Adjustment



I used to hold a tape measure or ruler against the swing arm to measure the slack but find this far easier. Just a strip of plastic cut from a carton and marked with 10mm spaces taped to the swinging arm.



Probably a job most of us will tackle so just a few things I like to remember. Measure chain slack in several places and find the tightest point, then adjust this to the correct amount of slack (needed because the rear wheel moves through an arc). Keep the wheel in-line by adjusting both sides an equal amount and after tightening everything up (a torque wrench is wise on the wheel spindle nut), check the slack again in several places. Slightly too slack is better than too tight. **Rick Chubb**

IAM Inform

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

FORTHCOMING EVENTS

Control & Technique

"Group Riding"

Sat. 12th Nov. 2022

10:00 @ Othery Village Hall
TA7 0QU

SAM Green Ride

"Autumn Leaves"

Sun. 13th Nov. 2022

09:30 @ Cross Keys, Norton Fitz.
Led by Richard Pearse

SAM Red Ride

"Twisties Galore"

Sun. 20th Nov. 2022

10:00 @ Cocklemoor, Langport
Led by Graham Tulloch

SAM Green Ride

"Frostie Fingers"

Sat. 3rd Dec. 2022

09:30 @ Ilminster Services
Led by Rick Chubb

Control & Technique

"Bike Maintenance"

Sat. 10th Dec. 2022

10:00 @ Othery Village Hall
TA7 0QU

SAM Green Ride

"Resolution Shuffle"

Sun. 1st Jan. 2023

11:30 @ Cartgate Services
Led by TBA

PROVISIONAL

SAM Xmas Get-Together - Wednesday 7th December 2022 @ 7:30pm

**No ride this year, just a pre-Christmas chance for SAM Members to
have a chat and a bite to eat/drink**

Venue and costs will depend on interest - separate note to follow.

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



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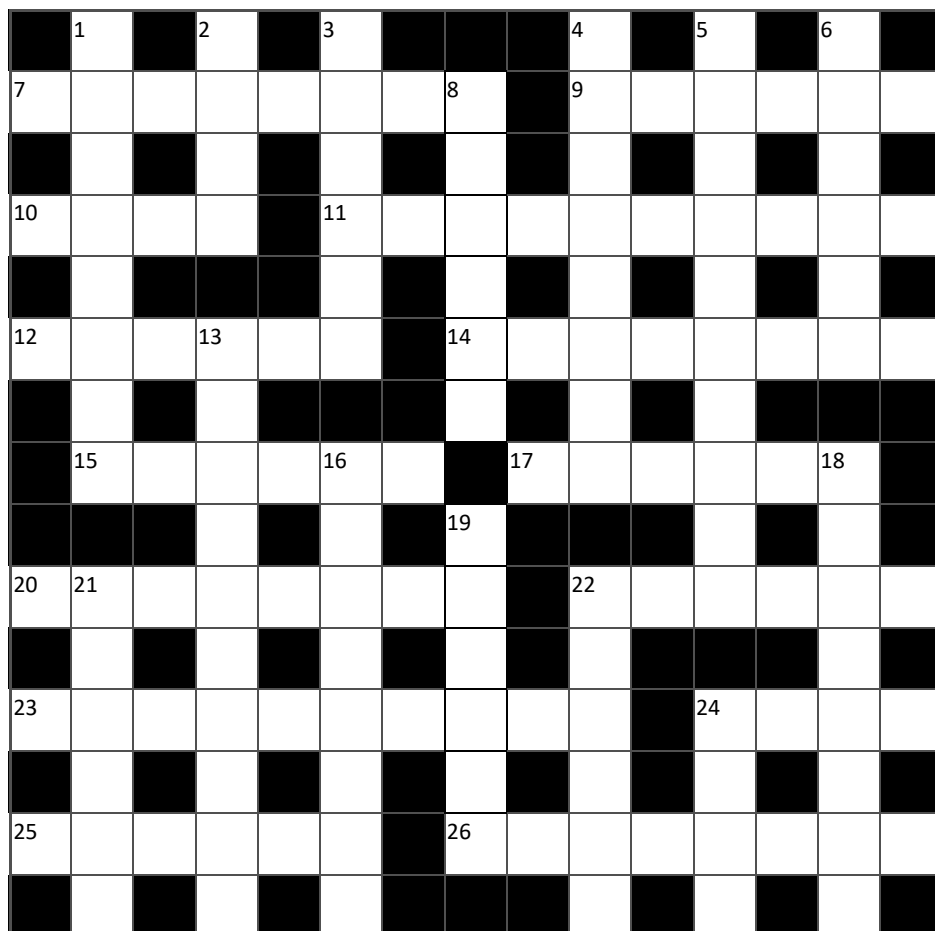
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CROSSWORD



Across

- 7** Whimsical university learner follows female Apartheid opposer – international force (8)
- 9** Dutch ancestry hides fortune (6)
- 10** Fish cake initially replaced by husband (4)
- 11** Applause (sometimes standing) after local novelty (10)
- 12** Lizard found in Antigua naturally (6)
- 14** Surliness of sergeant major follows Cy north, here in France (8)
- 15** Mm... beer changed sides, changed badge (6)
- 17** Black variety of lignite insulate results in tiredness (3-3)

CROSSWORD (cont.)

- 20 Complement potency (8)
22 Bishop Leary fermented grain (6)
23 Thoughtful, I've made it T-shaped (10)
24 Reduce in size articulated wagon (4)
25 Preserve courage (6)
26 If you need to 24d, hope the water is this (4-4)

Down

- 1 Aggressive speech initially heard at rally after new government's unpopular edicts (8)
2 Long for pain (4)
3 CIA and RAF worked together on continent (6)
4 From Tosca – vengeance. Search? Refuse! (8)
5 Fastidious individual (10)
6 On the other side of clue – not like this (6)
8 Extreme folly of United Nations joining confused Cassius (6)
13 Shorten beaver; a bit disorganised (10)
16 English party, right chaser (8)
18 Top island (8)
19 To show or feel repugnance for a psychiatrist (6)
21 In centre more vibration (6)
22 How they turned 22a into beer (6)
24 Walk through water a dew reformed (4)

Solution in next issue

Many thanks to Steve Schlemmer for submitting this Crossword Puzzle.

Solution to Summer 2022 Crossword

Across: 6 Crosswords, 8 Isis, 9 Essential, 11 Fate, 12 Too, 13 Connemara, 16 Rook, 17 Satchel, 18 Bananas, 20 Dora, 21 Evidently, 23 Run, 24 Wadi, 25 Stimulate, 29 Smee, 30 Structural.

Down: 1 Brie, 2 Tsps, 3 Swan, 4 Arrival, 5 Dictionary, 10 Eon, 13 Coat of arms, 14 Nectarine, 15 Elevenses, 19 Riviera, 22 Nil, 26 UCCA, 27 Abut, 28 Eras.

RIDE REPORTS

Woody Bay Express

This ride was originally scheduled for mid-September however I was unable to make the date due to a holiday so I contacted Trevor, our hard-working events coordinator to re schedule and Oct 16 was agreed.

This date change actually worked in my favour as I learned around the same time that the new station café at Woody Bay was still under construction (planning delays) and not due for completion until early October. A takeaway service would have been available in Sep-

tember but better to have the café fully open in case of inclement weather.

The morning of the ride arrived and we were greeted with blue skies and a reasonable temperature for mid-October. 15 of us assembled at the Cross Keys, John R volunteered to be TEC so we were good to go.

Our outward route contained a mixture of B roads with a few lanes to keep us on our toes. We had all types of road surfaces from wet to wet and leafy, some

nice dry sections, and some proper hair pins thrown in for good measure. Our journey took us via Bampton, Exebridge, Dulverton then up on to Exmoor and Simonsbath before crossing the moor that my maps call Exmoor Forest (news to me as it is a bit bleak and no trees grow up there, the only things that seem to thrive are sheep and Exmoor ponies). We then dropped down towards Lynton before turning left towards Barbrook and from there it was





just a short ride to the Café where we spent the best part of an hour having a good old chat. While we were there Simon K who lives nearby called in to see us and it was good to catch up with him. I will give you an ETA next time Simon to allow more time!

The Lynton and Barnstaple Railway (to give it its full title) is a Charitable Trust and staffed by volunteers. They welcome car and motorcycle club runs so I am always happy to deliver a group of thirsty/hungry motor cyclists to boost their funds.

Our return route was a more straight forward one via Chalcacombe, Exford and Wheddon Cross, just as enjoyable, as the roads were in a better condition by then having been dried by the morning sunshine. Those of us that hadn't peeled off to head for home before the predicted afternoon rain made our way back to the Cross Keys for a farewell.

My thanks to all who attended, hopefully we will do it all again next year.

Richard Pearse



MEMBER'S ADVENTURES

Spain

I've ridden my motorcycle in Spain many times, and always loved it. Mainly it is the roads which draw me, but Spain is also cheap compared with France, and I've had some really delicious food at ridiculously low prices. Generally it's been served by wonderfully friendly and welcoming staff, too. And there's the weather, of course.

Back in August, after all the family events to which I'd been looking forward had come and gone, my oncologist said that I needed to get something else in the diary to look forward to. I'm fairly sure that motorcycling in Spain wasn't *exactly* what she had in mind, but that was definitely the thing I most wanted to do, so we booked the trip, more in hope than expectation. By taking the bikes in our H2L2 (i.e. taller longer version) Transit van, we planned to be able to keep our options open if I was not up to riding on any one day. Interestingly, it was cheaper than taking the



bikes on their own, and also allowed us to carry extra kit for us and our friends. Three of our very good friends had said they'd be happy to join us, and slightly to my surprise, eight weeks later I skipped a chemo cycle and I was fit to board the Salamanca,

bound for Bilbao.

The Salamanca is a new Brittany Ferries ship, built in 2021, so still pretty smart. Our outbound crossing covered two nights. We were initially a bit disappointed to think we'd "lose" an extra day of our holiday, but there were a couple of big advantages: It did mean that we set sail at a very reasonable 19:00 and more crucially, arrived at 08:00 Spanish time. This allowed a very leisurely bumble to our hotel, some 200 miles to the East, in

the foothills of the Pyrenees; avoiding the motorways and using some of Spain's fantastic twisty, deserted A roads. Secondly, you also get an additional night's accommodation for no extra money. It turned out that my Garmin satnav was malfunctioning so in trying to follow the route to our hotel, I did end up on some rather smaller, twistier, bumpier, more deserted B and C roads than intended, but Victor the KTM 890 Adventure lapped it all up with ease. If a bike could grin, I reckon he would have done. We love the South Eastern Pyrenees area: there are dozens of twisty spectacular roads within a day's ride, and staying in the same place (if you choose the right



“same place”) gives the advantages of not having to pack up and move somewhere different every day or two. We chose the right place, the Hotel Turmo in Labuerda, a small hamlet a couple of miles North of the mediaeval town of L'Ainsa, on one of the roads leading over a pass into France. Hotel Turmo was spotless, the





food was good, the staff lovely, and had a massive secure underground garage in the basement. All for a very reasonable €510 for bed and breakfast (including the extra for a mountain view) for 6 nights, for the two of us. The only problem for me is that dinner is not

served until 20:00, a full two hours later than my preferred time to eat. 20:00 is actually even a bit early for Spain, one aspect of the country I've always struggled with. A bit of foraging during the day so that I had something to snack on in the early evening solved the problem.



Although the weather was forecast to be rather wet, the closest we got to getting a soaking was a few drops just as we were garaging the bikes to the flashing of lightning and crashing of thunder as a storm broke on the second day we were there. The temperature was also ideal for riding – I've been to Spain and ridden in 40°C, which is challenging to say the least. The mornings were a bit chilly (12-14° first thing) but while we were riding it



was 18-24°C - perfect. I was able to wear my super comfortable aramid stretch “jeans” for the whole holiday, though being a bit of a pessimist, I did take my waterproof textile trousers too.

All in all, a fantastic way to end the Summer. Anyone who has not been to Spain, you really should go if you can. The scenery is genuinely awe inspiring, quite apart from anything else. You will meet a lot of other bikers, most of them Spanish, but plenty from the rest of Europe too. Google Translate is a really useful app when you need to transmit complicated messages or read menus; if you venture away from the tourist traps (where the best roads and scenery are to be found) you won't always meet someone who speaks English. If you are old school, take a phrase book.

Gina Herridge



What I Did on my Holidays

As I sit here with Covid having inflicted its worst on me and watching the rain pouring down outside, it's hard to believe that, just a month ago, I was having a jolly time in France and Northern Spain!

Earlier in the year, I'd decided to join a few friends in Bristol (and members of Avon Advanced Motorcyclists) on a 10 day holiday which they'd organised through Brittany Ferries, although I did make a couple of alterations to the itinerary which suited me better.

Before the start of the trip, I have to say that I felt extremely apprehensive, but I'm really not sure why! Maybe it was because this was the first time I'd been abroad on the bike for several years, 8 years to be precise. And although I'd travelled to Portugal whilst living in Spain, that was different (or at least felt different) because I was already there, if you see what I mean. Maybe it was because I was travelling by myself for 2 days before meeting up with everyone else in Rochefort, again something I'd not done for many years - 2007 it was. My French is totally cr*p, so I worry about that; it's a language I really struggle with! When I started grammar school back in 1966 we had to do French but, like lots of ordinary families at that time, we'd never been any further than the Isle of Wight so what were the chances of a stupid kid from Birmingham ever going to France? So what was the point in learning French?? Little did I know. Kids, eh!!

Anyway, I'd decided to do the Poole to Cherbourg crossing, simply because Poole is just an hour from where I live and the ferry departs at 8.30am, getting in to Cherbourg for 2.00pm, and it's never particularly

busy. But on this occasion, there were more bikes than I'd ever seen previously! I'd booked a small hotel through booking.com (other websites are available!) in a village called Chailland, southwest of Ma-



Chambres d'Hotes Jameliniere, Chailland

yenne, and therefore an easy ride on lesser travelled roads of the Cherbourg peninsula. Thankfully, the owner of the hotel spoke decent English, but I did at least string a few words of French together during my stay; it's rude not to! Basic but clean and quiet (with a garage for the bike!) plus a decent evening meal and breakfast, all for 70 euros! I can live with that. It's really odd how localised weather conditions can be; I was probably never too far away from



the main group (they had done the overnight sailing from Portsmouth to St Malo) but, apart from a short, sharp shower, the journey to Rochefort was warm with sunny intervals. Yet they came through horrendous thunderstorms. I arrived in Rochefort a little before the others, although I did go and fuel up before going to the hotel, then got caught out by all of the bridges being up to allow a ship/boat to get through.

I'd decided to take the KTM 990 SMR over the KTM RC8R which meant fuel stops every 120 miles or so which, I'm sure, became a little irritating to the others at

times. In that respect, the RC8 would have been much better, but it's a bike on which it's far too easy to go far too fast! And I do have form when it comes to speeding fines in France.....er, and in Spain and Switzerland!!

It was nice to be led by a couple of the others in the group over the next two days (to Perigueux and then Biarritz), but the leg from Biarritz to Llanes and the subsequent ride outs were my responsibility, and for some reason this weighed heavily on my shoulders. So when the bike wouldn't restart after regrouping post toll booth, I had something of a meltdown!

Bl**dy new battery decided to part company with the positive terminal! But I have to say that it was a marvellous team effort to resolve the problem, so the coffees, tea and other drinks were on me at the morning stop a short while later, as well as a large slice of an apology for getting in a stop! The fix worked for the remainder of the holiday but I arranged for an FOC replacement on my return home. Motorcycle batteries seem to be my Achilles Heel, I seem to have had many problems with them over the years! A friend of mine has always had problems with warped front brake discs - what about you?

Going back to Llanes was weird

for me. Indeed, once west of Santander, going through familiar places on familiar roads was a little emotional to be honest; it still feels like home. Sweeping down the curves of the N634 into San Vicente de la Barquera in warm sunshine, with the tide in and the Picos off in the distance, well, it's just beautiful. Even so, once we were in Llanes I felt the pressure once more to find decent restaurants, decent tea for one of the guys who will not drink coffee (dear god, that was traumatic in itself!), hoping that everyone was enjoying themselves and hoping that I could still reasonably converse in Spanish. Eventually it improved and, once I'd heard the





verb used by our waitress at breakfast for tea to be served black with cold milk separately and finally had success in ordering it, well, I was chuffed to bits.....it was, however, on our last day on our way back to Santander! I'll just stick with café con leche; way better than crappy Lip-tons tea!

With 8 bikes on the trip, we utilised the drop-off system. Leading a ride was so easy because everyone knew exactly where and when to stop to mark a junction without having to worry about it. And riding in the group was great because everyone cracked on when it was appropriate and, consequently, was great fun. But, most of all, it was the great company and laughs we had that made the trip so enjoyable, and that's what it's all about, surely?

If you ever decide to plan a trip through France and/or Northern Spain, I really would recommend trying to sort out an all-inclusive deal with Brittany Ferries as it can work out to be really quite competitive. You don't have to exclusively use their hotels - I think as long as you book 3 hotels with them you can sort a deal out with them. For 2 ferry crossings (Poole – Cherbourg and Santander – Plymouth, with cabin) and 7 nights' accommodation (3 in France, 4 in Spain) it came to just over £800. Their Club Voyage membership can also help quite significantly too.

Andy Bourne



My First Proper Post-Covid Tour

Every year until Covid seven mates and I would do a European tour. Usually the channel tunnel into France and then a whizz over to the Alps – the record 3,500 miles and 7 countries in a week. That all came to a halt for Covid so this year we were up for something big.



As I moved to Somerset during that time, I talked 3 of my mates into a September trip to Spain via the Plymouth - Santander ferry. Despite the extra cost and 28 hours at sea, it saved us a lot of miles to get down there.



We arrived at Santander on schedule but there were 600 bikes on board, so it took us over two hours to get through passport control - bless Brexit! Then we had a short 100-mile route to Potes in Cantabria – despite the failing light the route was immense, proper curvy with great elevation changes. If this was the type of roads, we would find then great – and it was. We had two nights in Potes, three nights in Segovia and then one last night in Burgos.

This area was better than I expected as it included the Picos National Park – lots of varied landscapes with altitude, forests, lakes etc – very reminiscent of the Alps. I was surprised at the miles of open roads on the plains up in the



hills. Very agricultural and baking hot the week we were there. On our first night, we realised why there were 600 bikes on our ferry as there was an organised rally for the week (*pistonheads*) starting in Potes but then moving to Santander with some real classic machines to ogle in the car parks.





Every day we went out on a route (we have a master planner who did the research in advance) and had 5-8 hours in the saddle – all good if we had regular coffee & cake stops and local lunch somewhere - its tradition! Every night we got 'lubricated' over dinner! Oh, and there was some culture if you like that sort of thing!

Before we knew it, it was time to start the journey home and 24-hour ferry to Portsmouth this time.

We did around 1000 miles so quite short in the distance for us but that was the ferry saving around 1,500 miles. Overall the roads were great, the food was good, and the weather was great - except for the last day back to port when we did get quite wet! So when is your next BIG ride out?

Dave Harper



CAPTION SUGGESTIONS PLEASE!



I'd welcome your suggestions for a Caption to go with this photo of Gina, Peter & Tim Radford on their recent trip to Spain.

Suggestions to me at

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

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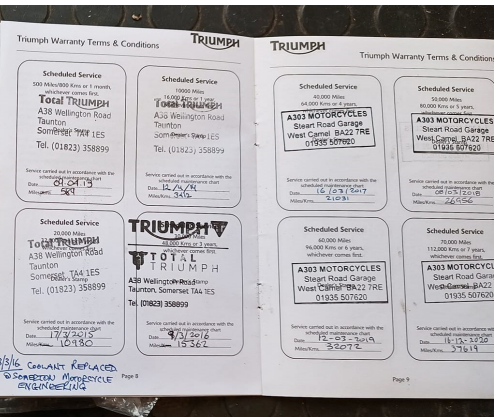
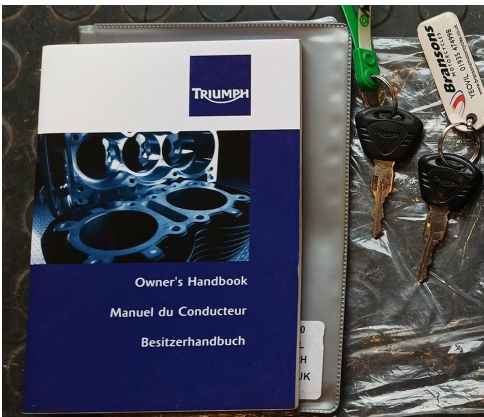
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**Contact: Graham Tulloch on 07825 201650
or at Tullochg@aol.com**

Summer2022 Caption



This issue's suggested caption (of SAM members setting up camp during this year's Cornish Camping weekend) comes from Gina Herridge:

“Well, it’s an impressive piece of knitting, Graham, but it doesn’t look much like a motorcycle yet... .”

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 #21

The rider was on a riding day out with a friend on the brilliant roads in one of UK's empty and under-appreciated national parks. At their morning stop for coffee and cake the friend had talked about his dream to find and renovate an old Series I Land Rover.

Approaching lunch time and looking for somewhere to stop to eat, they passed a farm entrance. The friend, leading, pulled up.

'Did you see that?'

'No, what?'

'There's a derelict Series I in the long grass beside that gate'. They executed U-turns and pulled their bikes into the drive. After a quick inspection, the friend walked off to find the farmer. The rider dismounted and looked over the sad, neglected vehicle while watching the friend's discussion with the farmer who had emerged from an outbuilding. After some shoulder shrugging and head shaking the friend returned. 'He would sell it, but he wants rather more than I think it's worth'.

'OK,' said the rider, 'but look at the registration; it's your initials'. Sure enough, hidden by the long grass, the old plate was a personalised number for the friend. 'That makes his asking price a snip' said the friend and immediately set off to do the deal. The rider saw his friend reopen negotiations and offer his hand to the farmer who put his own hands in his pockets. After a further short exchange his friend returned.

'What happened?' asked the rider.

'I offered him what he asked and tried to shake on it, but the farmer said "obviously, that doesn't include the registration mark", and as I left the farmer said, "If you want to find a fool on a farm, you have to bring one with you".'



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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.

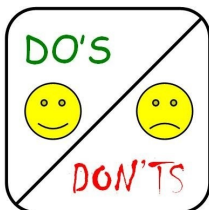
Take care, remember the presence of a group may intimidate other road users.

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.

CONTROL & TECHNIQUE SESSIONS

Don't forget **SAM's** C&T sessions, which take place at Othry Village Hall on the 2nd Saturday of the month, from November through to March. These offer the perfect opportunity to come out on a Saturday morning, with or without your bike, and share hints and tips with other members.