

Summer 2024

FULL CHAT

Newsletter of Somerset Advanced Motorcyclists

Group No. 1241



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Front Cover: Wayne and Tina Timbrell negotiate the Black Mountain hairpin on their recent Welsh tour.

Photo courtesy of Ffion Davies Photography



FORWARD OBSERVATIONS



I was surprised during a holiday to Austria in June (on 4 wheels, not 2!) how few motorcycles there were. The (mainly German) autobahns on the way there obviously had minimal 2-wheel traffic, but I'd have expected more on the more interesting twisties to the south west of Salzburg. There were a few groups of (again mainly German) bikes, presumably enjoying the equivalent of a SAM rideout, but otherwise it appeared to be mainly commuters. Lots of BMWs, as expected, but the proportion of sports bikes appeared significantly higher than here in the UK. 3 Scottish bikers we met in a service area gave me an opportunity to practice my Scots – like many of my countrymen, they were over for the Euros and making the most of the time between matches to explore the area. One of them had a Honda NT1100, and he was extremely pleased with it – apart from the infuriating low speed fuelling issue! Not just me then.

May saw 4 of us (all SAM members) enjoying our annual trip to North West Scotland, where we avoided – as usual – the northern and eastern legs of the North Coast 500. Keeping to the west of Inverness offers some superb roads



and scenery, without the hold-ups caused by camper vans across the top, and the intimidation of the fish lorries heading down the A9 to Billingsgate via Inverness to the east. What is still noticeable is the lack of investment in facilities on this now world-famous road trip, with many cafes now closed or on limited opening hours. Presumably the large number of camper vans with self catering facilities, and the restricted tourist calendar, fails to offer the throughput needed to make such operations viable economic businesses. Thankfully, though, there are still a few good ones around, so

anyone planning a trip up there, be sure to ask for suggestions.

Over the last few months we have continued to see a healthy number of members progress through to their National Observer qualification, whether an upgrade from their previous local observer status or direct access following the excellent Observer Training course arranged by our Training Team in March. It is vital that we continue to train for these positions, as these are the people who will ensure that future new members receive the support and guidance necessary to become advanced riders (and then hopefully progress to become Observers too!). Well done to all those who have successfully completed their external assessments, and good luck to all those lined up to do them in the coming months.

Finally, for those interested in my NT1100, I have to say that it performed superbly on our Scottish trip. The power delivery and gearing suits these roads well, and the handling continues to surprise me, never putting a foot wrong. The OE Dunlop Sportmax tyres were, at 7,000 miles, pretty well gone – disappointing when I'm used to getting nearly double this mileage on tyres on my old Explorer 1200. A set of Michelin Pilot Road 6s were fitted by A303 motorcycles before our trip, and as well as bedding in really quickly they didn't miss a beat. Very happy. As for the fuelling issue - well, I managed to leave it in Tour mode most of the time, providing full power and – on open roads – clean and progressive pick-up. However, whenever I was forced to stick to slow speeds (in towns or in traffic queues), it is still necessary to change back into Rain mode (reduced power and engine

braking) unless I wanted to mimic Skippy the Bush Kangaroo. So it looks as if remapping isn't a solution, despite Bridge Exeter's recommendation. It's still disappointing, but I'll continue to live with it as the rest of the package suits me just fine.

Enjoy your summer, safe riding, and of course I would welcome your write-ups about your experiences for the next issue of Full Chat.

Graham Tulloch



CHAIRMAN'S CHATTER

It looks like summer has turned up – well, it has at the time of writing this. As it's been a very quiet few months I would just like to say thanks to all members for their help with rides, training and all other small jobs that keep SAM out in front of others.

Membership is healthy and I have seen lots of taster rides which have been converted into new members. Make sure you keep an eye out for the rides and hopefully some of you may well take up the challenge of leading one or two. Enjoy the warm weather and ride safe.

Martin Surrey



SAM NEWS

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.

Test Passes



to the following members for passing their IAM tests:

Chris Mumby on 22nd May, riding a Triumph Bonneville and observed by Dave Foster.

Daniel Harding on 24th May. Daniel was riding a Kawasaki Versys 1000 and was observed by Colin Reynolds.

Ian Wylie on 24th May, achieving a F1RST. Ian was riding a Honda Africa Twin Adventure Sport and was observed by Pat Leeds.

Adam Rice on 10th June, riding a Honda NC 750 DCT and observed by Martin Surrey.

Phil Noone on 18th June. Phil was riding a Yamaha MT09 and was observed by Andy Bourne.

Niels Hak on 20th June, riding a BMW R80 and observed by Martin Hember.

David Heins on 28th June, riding a BMW R1250T and observed by David Slocombe.

Alastair Aitken on 1st July. Alastair was riding his Honda 1200 Cross Tourer and achieved a F1RST, having been observed originally by Andy Spiers and latterly by Richard Pearse.

William Sullivan on 15th July. William was riding a BMW 900 and was observed by Dave Parker.

Richard Smith on 17th July, achieving a F1RST riding his Honda Africa Twin and being observed by Will Eccles.

Also, well done to Ian Thomas and John Edwards, both of whom passed their Masters in July with Distinction.



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

OBSERVERS' NOTE:

When your associate passes their advanced test, can you please inform the Full Chat Editor and the Observer Coordinator, providing details of the date of the test, if it was a F1RST, the make and model of the bike they were riding and the associate's full name. This way we can ensure that you are both acknowledged for your success.

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.

IAM Inform

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

Training Update—The 'What If' Factor

Those who know me well know that I spend around 3 months a year in Southern Spain, sharing my time either Paragliding (that's the one without an engine) or riding the off-road trails on my ADV Honda 750, which is a very capable hybrid and still takes my wife shopping!

When riding in Spain I have adopted a very much defensive attitude to most of my on road riding. Why? Because Spanish drivers/riders don't do



things the way we do. This isn't a criticism, it's just the way it is. On mountain roads where there are tight twisties, there is around an 80% chance that on a tight bend the opposing traffic will be cutting the corner, so with the percentages being that high I tend to ride a little more defensively and allow for this. Another example is the Glorietta (a great Spanish word for a roundabout).

Now most of us when approaching a roundabout in the UK, turning right (where there are 2 lanes) would be in the right hand lane. Take that over to Spain where it's the other way round, they will be in the outside lane and continue round the outside to turn left (they're driving on the right and I'm trying to keep this simple).

I can tell you that when going straight on I am very wary about using the left hand lane on a roundabout in Spain where straight on leads into 2 lanes, as I can be met by someone in the right hand lane going left... routinely!

Where is all this going? I tend in most of my general riding to be working the 80% rule: that is, I make sure I have enough capacity in the thinking part of my brain to react to that 'what if' scenario. My concentration is still as high as I can maintain it, but I allow for the fact that not everyone out

there is concentrating to my level and doing things the way I have been taught, through SAM. We have all seen how easy it is to be distracted with the ever increasing tech in a car, or the fact that people who visit our country in a car do things differently.

A good example of the 'what if' factor is on a single track lane where we can only pass each other by slowing down to a near halt, or someone has to go back to a passing area. We hopefully know that we only have half the distance we can see to stop, because we are both sharing the same bit of road. But this is worked from the principle that the other person is knowledgeable about this. I live 2 miles from a main road where it is single track lanes. I have had a few close calls with tractors. My get-out-of-jail card has been the ability to create space and think what happens if a vehicle is driving faster than he should be. Where do I go, can I reduce my speed a little more in pinch points, can I use my horn, can I be in an even lower gear, and have I left thinking space in my brain to deal with the unexpected.

So whilst riding our bikes progressively on some excellent roads are we, as Advanced Riders, allowing for the 'What If' factor'?

Food for thought!

Callum Bremner



An Associate's Observations of an Observer!

After coming off my bike and breaking a wrist I was challenged by a police rider to consider taking some advanced training - so I found my way to SAM. My taster ride with Andy McKay made me realise I had a lot to learn, so I signed up, as I wanted the confidence to go further and have adventures.

I was paired up with Simon Greenwood and I have to admit I was shaking in



my boots on our first meeting, but he was so encouraging and never made me feel silly. His dry humour put me at ease! Our first ride was after a storm up through Cheddar Gorge, the road littered with stones and twigs and big puddles (and the route had to be changed due to flooding as I remember!) In fact, wind and rain were a recurring theme on our rides as we did not

stop for winter. We went all over the place - from AV8 to White Horse Hill to ZigZag Hill to West Bay and crazy Calimoto routes - even some light off-roading on occasion! After each ride Simon sent me comprehensive and constructive feedback which formed the basis of my practice times, and I got out as often as I could. As my confidence grew I started going further afield on my own - Cornwall, Exmoor, Wales. Simon also taught me how to set up my bike and riding position to suit me, and all the little adaptations made a big difference.



I haven't even had my pre-test assessment at the time of writing, but for me I



have already achieved what my goals were, and this is all thanks to the skills I have been taught by Simon. I bought my lovely Guzzi from a chap in Egham and rode 130 miles home through another storm - not ideal, but I applied all I had learned and got home safely. I have recently returned from Snowdonia, fully loaded with camping gear. I can't thank Simon enough for all the time he has volunteered to get me to the point where adventure is no longer a pipe-dream! Observers are awesome! Cheers Simon.

Jackie Wenden



All Good Things Must Pass

All good things must pass. My biking days included. You may have seen my bike is up for sale and wondered why?

Even though I started off as a 1960's Mod and had a couple of scooters I had my first PTW experience riding my friend's BSA Bantam and I loved it (the experience that is) and could not shake off the desire for a bike. So eventually after a few weeks of night shifts in a bakery I earned enough bread to buy my first motorbike – a Suzuki 250 twin (T10?). That managed to last about a month before the engine seized and, as a poor student who had spent all his money buying the bike, I couldn't afford to get it fixed so I left it with the bike shop in payment for the bill to strip down the engine.

A mere 25 years later, after corporate marketing jobs, marriage, kids, countless house moves etc I remembered my dalliance with bikes. A colleague was going through a divorce and was depressed and I suggested that he do up an old bike he had mentioned. Luckily it was the thing to galvanize him and give him a new lease of life and within a couple of months he wouldn't talk about anything else than bikes. It made me think "Hmmm" so I went out and bought MCN and a copy of RiDE magazine and before I knew it I was hooked again and had signed up for a CBT course. I didn't take a test in the early days because you didn't need to, even for a 250... Then I took a course on a 125 towards my test and passed first time, although the examiner had cancelled initially because it was an icy December day.

First big bike I wanted was a Bandit 600 but they were so popular at the time that they were going for silly money so I went the sensible route and bought a Yamaha Diversion 600 S. A few months later I had a SMIDSY and that bike was written off, but I knew that it was not my fault, so as an Advanced Driver I knew that I had to learn how to avoid such incidents on a bike. Was there a different way? Nottingham Advanced Motorcyclists showed me the way. I soon passed my Advanced Test and went on to become a Group Observer (LO) and then a Senior Observer (NO). By now I had graduated to bigger bikes – a Bandit 1200S, followed by a Honda Vradero. Then disaster struck. During an Off-Road day with Mick Extance in Doncaster I blacked out and fell off the bike, having to be airlifted off the arena. I was diagnosed after a year of tests, wrongly as it turned out, as

epileptic and was asked to surrender my licence. So the Varadero was initially garaged for 2 years, then sold. A year later the epilepsy diagnosis was voided by a neurologist and my licence was returned.

For decades I have suffered from occasional, mysterious bouts of headaches and the odd blackout. Over the years these have been diagnosed as overlapping migraines, even epilepsy, but lately as Functional Neurological Disorder symptoms which is a catchall definition to cover a massive range of odd bodily malfunctions stemming from poor linkages in the brain's neural pathways i.e. it's a software problem and the computer says "No!" until they can re-make their network connections



again. Unfortunately, they have recently been happening more frequently, with 2 happening since late May, which have left me unable to walk at times, let alone ride or drive. The messages from my brain to my limbs do not travel fast enough for the responses required for important and dangerous activities such as riding and driving. So I have taken the decision to end my much-loved biking life now, rather than risk other people's lives and limbs by a blackout whilst riding or wait for my unused bike to rot away in the garage for years. Hence the reason for selling the bike.

Thank you SAMmers for the last 7-8 years of amazing rideouts, superb events organised with skill and precision, great craic at wonderful cafes, with excellent friendships and acquaintances along the way. I have learned a lot, enjoyed myself immensely and created some lovely memories. SAM is nearly 3 times the size of the group from when I joined it in 2016, long may it continue to grow. I wish you all the best of health and that your biking careers last well into the future. Think of all the adventures to come!
Cheers. **Ken Octon**

Thank You Gina!

Sometimes you get an opportunity that's simply too good to miss!



I've recently been fortunate enough to undertake the IAM Masters motorcycle training thanks to the fund set up in Gina's memory. I know how committed and enthusiastic Gina was about adopting a mindset of continuous learning, being able to reflect upon your ride, whilst identifying areas for improvement and this seemed like a fantastic opportunity to do just that! Gina's fund kindly subsidised half the cost of the course and supported a group

of SAM members to become Masters riders.

So, how does it work?

You are allocated a mentor (Callum was mine), then meet up for an initial assessment ride so they can see what they're up against and the refinement that's required! Following each ride, you are given feedback based upon the master's scoring matrix and suggested areas of your riding to practice in-between sessions. For example, one of mine was to try not to 'hunt' other vehicles down and practice restraint! It feels quite unnerving having your riding under such scrutiny and often I think we don't realise our habits until they are pointed out to us. Callum paired me up with another SAM member and the three of us had a very wet ride one weekend. His thinking was that as we both had the same riding style it would be good for us to watch each other ride as it was a bit like looking in the mirror. It was definitely a good exercise and proved quite eye opening!

I had a total of four rides and one theory session with Callum, then it was test time. For the test you ride unfamiliar roads outside of your usual area. With the tester in the south west being booked up I was offered a slot on a very wet Monday in December to go to Loomies café near Petersfield to meet my assessor and undertake my test. Great I thought, let's go....but

hang on where's Petersfield! I arrived early as I'd already sussed out the menu at Loomies and ordered a 'learner legal' breakfast whilst preparing myself, and trying to remember answers to potential theory questions.

My assessor arrived and immediately put me at ease. Post breakfast (which was really good!) we chatted through the upcoming 90-minute test, what he wanted to see in my ride and what's required to be successful. In a nutshell the requirements were for a safe, legal, progressive, consistent advanced level ride with a dash of sparkle! OK I thought I'll give it a go! The weather was awful, it was cold, very wet, foggy at times with a few floods thrown in



for good measure. I commute to work all year round so I don't mind riding in rubbish weather. In fact, I find it focuses my attention and this was also a good opportunity as I'd just bought some new water-proofs, so it provided an ideal chance to see how good they were!

The ride was a mix of narrow wooded lanes, A & B roads and a very short section of dual carriage way. My assessor was riding behind and used his indicators to show me the route, so mirror observations needed to be spot on. At one point, coming off a roundabout, I was a little eager and over-

took a van and a bus on a short dual carriageway section only to look behind and my assessor wasn't there! "Oh bu**er" I thought, "that's it, I've failed!" Another roundabout was only 100m ahead, so I headed back to see him sat waiting patiently on the entrance to a slip road which was hidden by the vehicles I'd overtaken. I tried hard to shake off the thoughts of failing, regained composure and concentrated on going in the right direction this time, complete with assessor!

After approx. 90 mins my assessor indicated to turn into a pub car park, there he asked me to demonstrate slow riding skills, so I did figures of eight and circles in both directions, probably pulling a ridiculous face whilst concentrating! Then he said we'd go into the pub to dry off, warm up, run through some theory questions and have a debrief. At this point I was fairly convinced I would need to do this again due to the bus mishap, so it was a pleasant surprise when he congratulated me for a great ride and awarded a master's with distinction! I was convinced 'bus-gate' would be my downfall, but luckily, he said it's not a navigation test (just as well!).

So, what have I learnt?

Well, I feel my riding has been fine-tuned; lots of areas have been refined which, when put together, have made a big difference to how I ride. For example, I use my gears far more than I used to, I approach junctions slower, allowing myself more time to make decisions, resulting in less stop/start riding. My overtakes have improved by incorporating the 3-stage approach, in turn making the ride smoother, safer, and more controlled.

Now the challenge is to embed these techniques into my riding and not slip into old habits. To treat every ride as a master's ride and continue to learn as per Gina's sound advice. So, it just leaves me to say thank you to Peter Herridge and the SAM committee for enabling me to do the course, Callum for his great advice and support and of course Gina for being an inspirational biker chick! Happy riding!

Sally Huard (Yamaha MT07)



SAM Branded Clothing

We have a wide range of SAM branded clothing available to members. This can be accessed and purchased through our website shop:

<https://www.somersetadvancedmotorcyclists.org.uk/store/>

I am not able to load all the colours available in the t-shirts, polo shirts and hoodies to the shop, but they are all listed. If you want to place an order for one, please contact me to advise of your colour choice.

I hold a range of samples, covering the sizes and colours available across the range. If you are interested in purchasing something, I am happy to bring a sample along to a SAM ride or meet up with you to take a look/try on. You can contact me via the Facebook group, by phone or message (my number is at the front of Full Chat) or use my SAM email: somersetadvancedshop@gmail.com. For purchases made through me you can make a BACS payment direct to our account.

Linda Hay

Classic Unisex T Shirt	£10
Classic Ladies T Shirt	£10
Classic Unisex V Neck T Shirt	£10
Classic Ladies V Neck T Shirt	£10
Classic Unisex Polo Shirt	£12
Classic Ladies Polo Shirt	£12
Deluxe Unisex Hooded Sweatshirt	£20
Deluxe Ladies Hooded Sweatshirt	£20
Classic Unisex Full Zip Hooded Sweatshirt	£24
Classic Ladies Full Zip Hooded Sweatshirt	£24
Classic Unisex Fleece Jacket	£20
Classic Ladies Fleece Jacket	£20
Classic Unisex Soft Shell Jacket	£30
Classic Ladies Soft Shell Jacket	£30
Thinsulate Beanie	£10
Baseball Cap	£10
Sew On Badge: Circular or Rectangular	£10

All clothing comes embroidered with the SAM logo

BIKING NEWS

1,000 Mile Iron Butt Challenge

SAM Member Nigel Massey recently undertook a 1,000 mile challenge in support of Yeovil Free-wheelers. Details of the event were published in their site monthly newsletter as a follow up for all of the support and sponsorship he received, and is copied below.

“Starting at 11:00 pm was not the obvious time to start a 1000-mile challenge stretching from one end of the country, but with so many factors to consider along the journey, it was the best of a bad situation.

We all met up in Dorchester, some having had more rest than others, to fill up and get a receipt which is our official starting time, the clock was now running! A simple hop down the A35 to Honiton, onto the M5 for 5 miles and the first hiccup. Overhead signs flashing away – A30 closed overnight after Newquay due to road improvements, not what we wanted to see.



It was on the A30 that we split into 2 groups based on fuel ranges of the different bikes, with me electing to run with the shorter-range groups, more opportunity to get off and stretch. As we rejoined the A30 following the first stop, we spotted the other half going back up the A30 having made a mistake at the diversion route and heading in the wrong direction - oh well, onwards.

Having managed to negotiate the diversion with slightly more success, we continued to Penzance for a mandatory fuel stop. A fuel receipt here is counted as visiting Lands End as that tends to be closed at 2:30 in the morning!



Apart from a couple of planned fuel stops, the journey north was expected to be quite uneventful, however, just before the M56 interchange, Dave in

our group had a major mechanical failure - his drive shaft failed spectacularly. In true Top Gear tradition, we wished him well and left him on the hard shoulder and carried on!

After 13hrs 20 mins we crossed the border into Scotland and made another fuel stop at Gretna Green. Entering Scotland gave a much-needed boost, especially as the weather was turning for the worse with strong winds and rain putting a bit of a downer on the day.

Riding further north, I started to realise just how big Scotland actually is. After joining the A9 at Perth, the Sat Nav kindly informed me that the next junction was in 114 miles away, and that only got us as far as Inverness. I started to wonder if I would ever run out of Scotland and find the North Sea.

North of Inverness the road follows the east coast and is part of the famous North Coast 500 (NC500) route. The scenery gets even more impressive and I'm sure I would have appreciated it more if not so tired. Our final and mandatory fuel stop was at Wick, about 16 miles short of the end. Similar to the Penzance stop, this is used to confirm our arrival at John O'Groats given that its late in the evening and the place was closed.



Having made additional stops compared to the other group, they had already been and left for the hotel, only another 22 miles to meet up at the hotel bar!



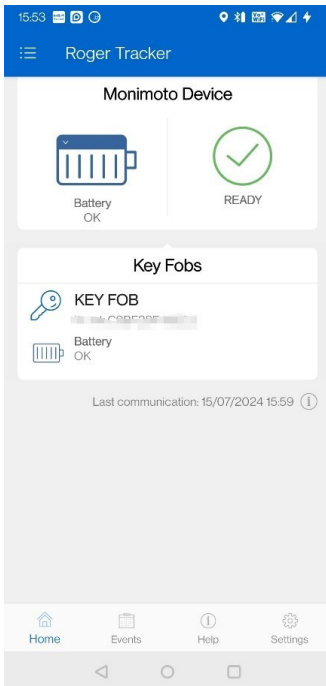
And as a final twist to the story, remember Dave that we left on the side of the M6? Well, he had his bike recovered to the local dealership and managed to convince them that while they were assessing his bike, he could borrow a demonstrator bike as he was on a charity fundraiser. I'm sure he didn't tell them where he was heading, but in Top Gear tradition, he arrived at the finish, about 90 minutes after us on a completely different machine."

Nigel Massey

KIT REPORTS

Monimoto 9 (Motorcycle) Tracker

The Monimoto 9 tracker is an updated version of the Monimoto 7 costing around £149, and although it is described here as a motorcycle tracker, it will effectively track anything the main unit is attached to. This includes cars, caravans, trailers, bicycles, boats and yes, motorcycles. It consists of a main tracker unit and a fob, both of which integrate with a smartphone app (see the attached images). The fact that the main tracker unit is self-contained, having an internal battery charged via a USB-C port, means it requires no external power from the item it's protecting, making it very easy to install. The battery life is claimed to be



12 months before a recharge is necessary, but as always, this is likely

to be optimistic. This does mean thieves will find no suspicious power leads attached to the bike's battery, or elsewhere, suggesting a trackers presence. Although, any Thatcham-approved device (which this is not) will also be required to have a discreet fitting done professionally. Obviously, this pushes a Thatcham-approved device into a different price bracket. Riders with two or more bikes who see the main security risk to their machine is whilst it's away from home will find the capability to quickly flip-flop the Monimoto tracker between bikes is a huge bonus. Probably the most difficult part is deciding where on the bike(s) you are going to place the tracker unit.

Obvious areas such as under the seat are not advised. But the small size of the tracking unit and lack of any need for wiring allows a wide latitude of stowage areas on most bikes. Forgive me if I don't tell you which nooks and crannies I used.

The Monimoto tracker has an eSIM built in and communicates using LTE-M mobile communication technology that uses as little energy as possible. It will operate in a large number of countries and regions, though it's worth noting that it doesn't work in the Channel Islands or Canada, so worth checking if you are going further afield. The Monimoto eSIM allows it to send location data out to be tracked in the event of a theft and trigger an automated phone call alert. This costs £36/year regardless of how often the device is set off and is not included in the purchase price. However, the purchase price does include a 2 months subscription to the alert service to get you up and running.

The tracker device checks in with smartphone app daily and the battery level of both the tracker device and the fob can be viewed. If the tracker device is moved without the fob being in very close proximity an alert is actioned both on the smartphone app and as mentioned previously via an automated voice call to your nominated phone number. You are then able to check the position of the tracker device which is updated every 5 mins if the bike continues to move. If the bike stops moving the tracker goes dormant to avoid unnecessary battery drain and allow much longer term tracking to be achieved. If required, you are able to force the tracker into 'live' tracking to achieve real-time position data, but this will obviously shorten the battery life of the device. Furthermore, in the case of a bike jacking where the fob is stolen along with the bike that the tracker is fitted to, you can manually initiate the alarm sequence via the app to commence tracking.



In conclusion:

Pros

- Relatively inexpensive
- Small and easy to tuck away
- Can be used across various bikes, cars, trailers etc
- Very unobtrusive in day-to-day use thanks to fob
- Calls quickly if item being protected is moved

Cons

- Self-fit means it can't be Thatcham-accredited
- No dedicated monitoring or recovery team



There are far more detailed reviews of the Monimoto 9 (and Minimoto 7) online by the usual suspects including videos on YouTube for those that would like to know more. **Roger Moffat**

Ear Plugs

Ear plugs; most of us use them and indeed we should as even a short ride can generate enough noise to damage our hearing permanently. I'm told the cochlea hair cells of the inner ear are sensory receptors for sound waves. They are permanently killed off by excess noise and cannot regrow.

I've been wearing devices (hearing aids) in my ears since 1959, my hearing's always been poor and it's now becoming a real problem in social situations. I may look aloof, superior, cool and exclusive but actually it's because I'm a deaf old person and haven't heard a word. Minimising any further damage is a sensitive issue for me.

To the point; ear plugs help protect the ear from further damage caused by noise at speed on a motorcycle. I've had custom-moulded plugs on two occasions; the latex ones were really comfortable but I lost them, and the cheaper, harder ones were poor - painful to wear and effected minimal noise reduction. I've been using yellow disposable foam plugs now for



many years as a next best option. They work acceptably but can fall out easily or become uncomfortable.

Looking for improvement but reluctant to spend about £70 plus on another unproved custom-moulded set, I bought an R&G *Custom Mouldable Earplug Kit*. It's made of two-part hypo-allergenic (non-itchy) silicone. Think very soft, kind, Araldite or two-part plasticine kneaded together for 30 seconds, gently pushed into my ear and set in ten minutes. Magic.

The result is the most comfortable plugs I've ever used and certainly masks out a good deal of noise. The plugs seem durable, my first set are lasting over a month, 1,200 miles so far and without appreciable wear. The kit will make two sets but has no noise filter which the more expensive professional ones do, to allow in 'selected' sounds like emergency sirens. These R&Gs do allow some sound through, probably enough. No idea how it works with comms and so-on as I like my solitude.

The R&G kit was £23 from The Sports Bike Shop and I have seen similar different brands for about £17 on eBay. It's about the cost of a tank of fuel (not a GS Adventure of course!) and the best spent twenty quid since buying a Velocette Venom in the 1960's (that was fifty quid actually, what a bargain - gone now!).

Final thought, ear plugs are a great help for reducing fatigue and aiding safety, particularly over long rides, but don't neglect the choice of helmet and screen which contribute to massive differences in noise-levels.

Andy Hall



BIKE REPORTS

Living with a Ducati 1098

It all started when I got a call from a friend to see if I'd like to join him on a Ducati only track day at Silverstone (he had received this as a pressie from his better half for his 50th). I jumped at the chance, he didn't have to ask twice...! There was only one problem though, I didn't have a Ducati. "No worries", he pipes up, "borrow one of mine". This may sound extravagant but he happens to have the knack of being in the right place at the time and can't help himself, so he has one or two bikes in the garage.

He was very trusting and let me borrow his lovely 2007, 22k miles 1098, in red of course. The 1098 is the last of the analogue bikes with no electronic assists or rider modes (the 1198 which followed had traction control). It was a very long time ago when I last rode a v-twin



(Honda Transalp 600 in the early 90's), having pretty much only ridden my 955i Daytona triple for just about the last 20yrs. There had been an array of inline 4 fours and twins in my stable before that. I managed to ride the 1098 on a few occasions before the track day to familiarise myself with it, as it is a different beast to my trusty 955i. Unsurprisingly, it really did ride well although the suspension was a bit hard for the road, but the brakes were just something else! I even took it to one of the Slow Riding days to see how it fared! I was very impressed to be fair, light and well balanced albeit on full lock my hands could get squeezed between the fairing and handlebars if I wasn't concentrating.



The day came, we arrived at Silverstone after staying the night at another friend's place in Bicester. We found our garage, unloaded the bikes from the van and attended the compulsory briefing. Breakfast and lunch are included within the costs and like most track days, there are instructors freely available to assist with your riding and help you get the most out of the day, your bike and the track. There were 6 sessions through the day broken up with a compulsory 1 hour lunch break in the middle.

Session 1 was getting used to the bike, the power delivery of the big V-twin, handling, brakes and of course the wonderful iconic track that is Silverstone.

Sessions 2 and 3 came and went in a flash with no scary moments. This bike handles like it's on rails, absolutely sublime and really flattered my riding. The hard suspension for the

road worked a treat on the track, almost like it was set up for me!

Session 4 was going well until I ran out of fuel with a few minutes remaining to the end of the session. Unfortunately running out of fuel does tend to be a bad habit of mine (at least once on all the bikes I've owned...))!! I was recovered safely albeit with a small telling off for running out of fuel and causing the red flag, my bad and not to be repeated. The remaining sessions 5 & 6 were just wonderful, not going stupidly fast beyond my comfort zone, particularly at the tail end of the day, but really continuing to enjoy bonding with the 140hp going through the back tyre of the 1098. Continuing to learn the extremely wide smooth tarmacked circuit, running from apex to apex, it felt like poetry in motion, what a fun and very well organised day.

During conversations on the way home my friend announces he's looking to sell the 1098... great timing! Whilst I've had a few different styles of bikes in the past, I've always enjoyed sports bikes in particular and this got me thinking..... I wasn't really in the market for another bike, let alone affording one and getting it past Liz my long suffering better half, though I think in my head I had already succumbed to the temptation of buying it.

Some time went by. We had a text from my friend whilst we were on holiday offering me the 1098 for a price I couldn't really turn down. Liz was onboard, I'd saved some extra pennies knowing this day may come, so the deal was done and with his knowledge of the Ducati v-twin engine, my friend was to be on hand for any future knowledge if required (there would be belts to change and valves to check).

What's next? Well, I'm still getting used to the big v-twin on the road (yes I've even run out of fuel on the road, but the 'reserve' light is now fixed!) I've added mirror extensions so I can actually see what's behind me, I've fine-tuned the controls so they are there in the right place for me, added additional battery cables to assist starting the big v-twin and relocated the regulator/rectifier to a cooler position (away from the exhaust header!). I'm also looking to partake in future track days (Donnington full circuit booked for September this year), so I intend to get the Ohlins suspension (from an S model) set up properly for my weight - it'd be



great to have a couple of settings, one for the road and one for the track. There's a place in Bristol, JHS Racing, Ohlins specialists who I'll contact in the first instance, maybe a follow up in Full Chat to report any improvements. The 1098 is a gorgeous bike to look at, particularly in red (though that is just my opinion!) and a fabulous bike to ride. They can be temperamental (like

most things Italian, so I'm told...) and potentially expensive to maintain.

However with the knowledge and mechanical skill between my friend and I, we can keep it well serviced ourselves to keep running costs down. General service items are not really any more expensive than an equivalent cc'd bike from another manufacturer.

And my Daytona 955i? After 20 years, and with nearly 40k miles of ownership, I couldn't let it go. I've been lucky enough to be in a position to keep it, so it now shares the garage with the 1098.

Mark Livingstone



Size Matters! Or does it?

For years now I have ridden bikes with plenty of poke. Now that to me meant plenty of horses. Even now I have never got to the heady heights of 150+ brake horse power but certainly not much less on some bikes I have owned. I use the horse power algorithm as I understand it better than Kw or Nm power. Kw power is for sparkies (my trade) and has no bearing on motorcycling in my opinion, but I digress.

Over the past five years I have owned a 1200 Triumph Explorer, a powerful beast that needs to be tamed - more of that later.

Triumph specification: 13.2:1 · **150PS / 148bhp (110.4kW) @ 9,000rpm** · 130 Nm @ 7,000 rpm. 261Kg (Mk3). Mostly means nothing to me, but



148bhp certainly floats my boat, or at least I thought it did. But in reality there are far too many other things to consider in the equation, and that is the weight of the bike and rider (ever increasing so it seems) and also peak power as indicated in the specification. All these things mould into one other, but what is not mentioned is “How to harness this power”. That can be down to many other factors such as manufacturer’s fuel delivery systems, type of engine configuration, frame type, suspension, tyres etc

etc - almost an endless list. There is, of course, another and that is the rider who has his hands on the controls. This is the unknown variant, how to handle all these fixed figures, so how do we?

Everything depends on how the rider feels, his attitude and - dare I say - ability. Now I consider myself a confident rider and have applied The System to my riding for many years, and will endorse such methods as long as I can sling a leg over the saddle. But what if things change over the time of our ownership, are we aware of them? Ask yourself this same question. I cannot name them all but I can put a few feelers out there - age, body strength, eyesight, thought process, reaction times. They all add up and I believe we all compensate over time to counteract these variants and possibly don't really notice change, but we do change and this is where I have been at for nearly a year now.

Back in November last year a trip to Spain had its moments for me where I lost balance of the bike fully loaded, and although I averted a major fall, keeping the bike from a full drop was more down to my determination to hold on rather than let it drop. A seed was planted there and then. Fully loaded for a trip with a bike weighing 261kg (allegedly) and - as many say - Triumph's characteristic of "top heavy" quirkiness was evident. Fast forward to late May of this year and a trip to Scotland with fellow SAM friends when another incident occurred. But before I tell the story of that, the bikes on the trip were a Honda NT1100, a Honda NC700 and a Tiger 900 Rally Pro, so all less heavy and certainly less horse power than my 1200,



but each bike had its own characteristics. And wherever we were on route, nobody was ever out of mirror view and all kept a pace that was spirited

as a group.

But the incident happened in a garage forecourt at standstill. Seem familiar? It had started to rain heavily so I changed the bikes' mapping to Rain Mode and with a full tank of fuel, thumbs up, ready to roll. As I pulled away the difference in mapping made for a slightly less responsive pick up and I stalled it. Foot down on a slippery forecourt and I decided to execute a perfect parachute landing body roll across the garage forecourt. Standing up looking at the bike on its side I killed the engine switch, went to lift the bike and just could not budge it. Of course, the ever kind car drivers next to me drove off, but my knight in body armour, Matt Towill, came to my rescue. Even then the two of us only just righted the beast. Pride dented, along with a few other things, and the seed planted back in November had taken root.

Within a month I had bought another bike, but before I bought one I made sure I had an open mind and started to factor in all of what I have written about in this article. By doing this and then test riding various makes and types I soon found out where I needed to be. And one in particular just sat right for me as soon as I left the dealer for the test ride. It was much lighter and so much easier to manoeuvre, the power delivery was plenty enough and even on a test ride I got to give it some beans, and I was not disappointed. Payment down, deal done. Then just to explain yourself when you get home becomes part of the process!



Into my 6th week of ownership now [***a Triumph Tiger 900 Rally Pro – Ed***], and I have no drama getting out of the garage, no effort getting on/off, parking, slow riding and of course no problem with the power. I feel that I am now in control of the bike rather than the bike being in control of me. It weighs 219kg wet (ie including all fuel



and fluids) - try lifting the 42 kgs difference, it's a significant amount. So to conclude this article, what I was trying to get over is having plenty of horse-power is not everything, that usually factors an increase of weight, but having a bike that measures up to yourself is really more important. Long may my biking days continue.

Knees in the breeze.

Dave Parker



FORTHCOMING EVENTS

SAM Amber Ride

“Simply Exmoor”

Wed. 14th Aug. 2024

09:30 @ M5 Jn.27 Services

Led by John Ridd

SAM Green Ride

“New Ride Leader Meeting”

Sat. 17th Aug. 2024

09:00 @ Southfields Services

Led by John Ridd

SAM Green Rides

“Rides into the Hog Roast”

Sat. 17th Aug. 2024

5 rides from different starting points, check emails for info.

SAM Amber Ride

“Breakfast with a View”

Sun. 18th Aug. 2024

Details TBA

SAM Amber Ride

“Wednesday Wander”

Wed. 21st Aug. 2024

09:30 @ Sue’s Café, Crewkerne

SAM Red Ride

“Callum’s Summer Ride”

Sat. 24th Aug. 2024

10:00 @ Southfields Services

Led by Callum Bremner

SAM Red Ride

“Early Breakfast Run”

Sat. 7th Sep 2024

07:00 @ Southfields Services

Led by Rick Chubb

SAM Slow Riding Skills Day

Sun. 8th Sep. 2024

10:00—16:00

@ Bridgwater College

Led by Mark Livingstone

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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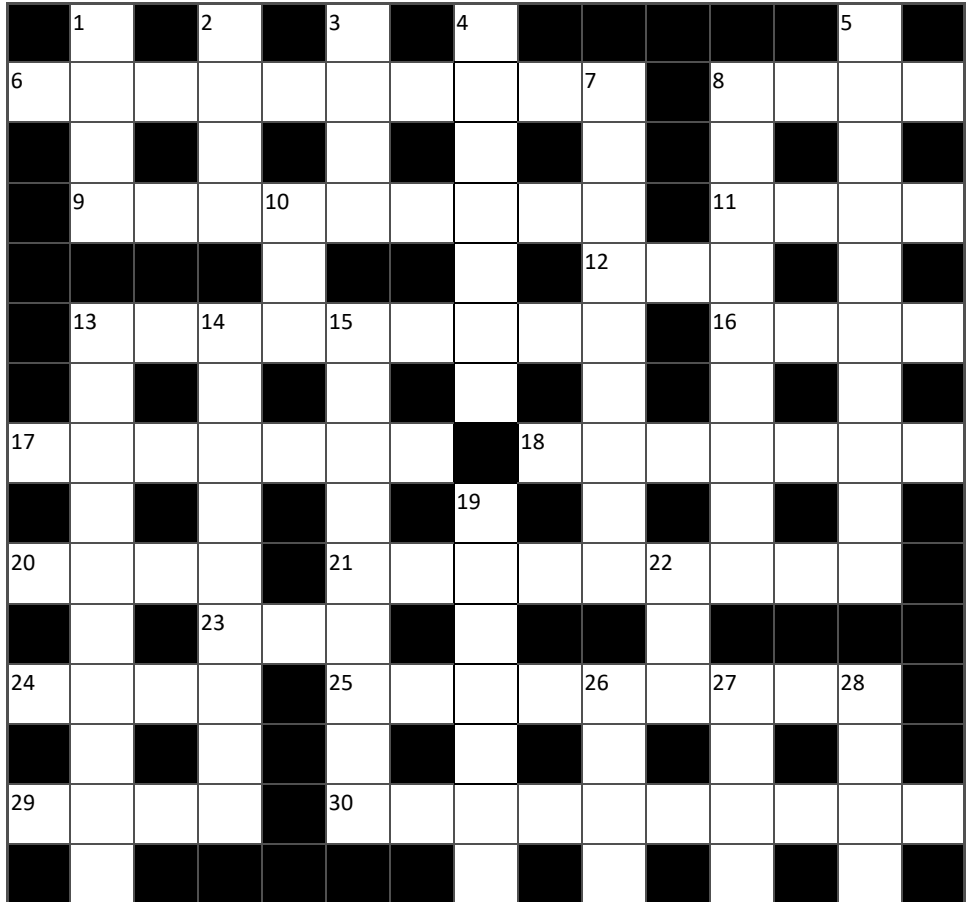
MOTORCYCLE ADVENTURES

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CROSSWORD



Across

- 6 Reading college, say (10)
- 8 Oddly Aquarian emanation (4)
- 9 Study groups where things are made (9)
- 11 Continental group of dealers easily found to agree at first (1,1,1,1)
- 12 Number X (3)
- 13 Urge again; reset meteorological instrument (4,5)
- 16 Democratic Unionist Party energy is hoax (4)
- 17 Eavesdrops insects (7)
- 18 Horribly real and beside the kidneys (7)
- 20 Short wife with current connectivity (2-2)

CROSSWORD (cont.)

- 21 Bureaucracy: a soulless organisation thwarting initiative (9)
- 23 Time National Trust found some explosive (3)
- 24 Some pug likes citrus fruit (4)
- 25 Mind reconstructed lintel etc (9)
- 29 Alternately hang tough in excited eagerness (4)
- 30 Mark an academic occasion (10)

Down

- 1 Sounds negative to have learned (4)
- 2 Neither under-, nor in-hand (4)
- 3 Jagged scar curves (4)
- 4 Dannii say, initially married in Neighbours on giving up EastEnders (7)
- 5 Mad Pol Pot mars living matter (10)
- 7 Paul's song today – as seen from tomorrow (9)
- 8 Change counter-proposal (9)
- 10 Livingston say Scottish for **1 down** (3)
- 13 Wrongly gain E grade for child's literacy score (7,3)
- 14 At home, corresponding on paper (2,7)
- 15 Forcefully ambitious work obtaining ... (2-7)
- 19 ... indifferent gear (7)
- 22 French coin Spanish sun (3)
- 26 Sounds like peer praise (4)
- 27 Consumes! Sate swopping ends (4)
- 28 God! Painful with lisp (4) .

Solution in next issue

Thanks to Steve Schlemmer and Lucy Ball for submitting this crossword

Solution to Spring 2024 Crossword

Across: 7 Snowdrops, 8 Dryad, 10 Bulkhead, 11 Pumice, 12 Once, 13 Response, 15 Old boys, 17 Cheer up, 20 Belgrade, 22 Aunt, 25 Peanut, 26 Omission, 27 Bleat, 28 Worthless.

Down: 1 Incur, 2 Awaken, 3 Greenery, 4 Spiders, 5 Primrose, 6 Narcissus, 9 Opus, 14 Bluebells, 16 Begonias, 18 Hyacinth, 19 Aerosol, 21 Arty, 23 Nestle, 24 Boast.

RIDE REPORTS

The Ride to the ACE Cafe

Sometimes it's all about the journey, sometimes it's all about the destination, this ride was all about the Legend.

The Beatles song, 'Long and Winding Road', was playing in my head as Adrian and I set out to The Ace Cafe, London. The journey was 152 miles long each way, mainly on the arterial highways of the A303, M3 and M25. There were some winding bits but not many.

That said, the A303 always delivers panoramic views across Salisbury Plain. Stonehenge stood as proud and enigmatic as ever. Deer were glimpsed on the skyline as Buzzards wheeled in the sky.

That was all left behind when we got to the multi lane black tops and ground out the hard miles before reaching the Old North Circular Road and on to The Ace Cafe, London.

The journey home was just as unremarkable, even with a short detour caused by me missing a junction.

The Ace Cafe is housed in an Art Deco style building. It sits at a junction of the old North Circular Road in a part of Brent, North West London.

Visitors are greeted with a warm welcome, brisk and professional staff are happily serving good food.

Motorcyclists constantly come and go.

So what brings motorcyclists to The Ace Cafe, London? The legend, that's what.

It is recognised worldwide as the most iconic, most historic and most famous motorcycle Cafe ever.

Built in 1938 as a truck stop, badly damaged in 1940 during an air raid on nearby railway marshalling yards, it was rebuilt in 1949. It quickly became a favourite with young motorcyclists and so the legend was born.

It is accepted that London was the birthplace of the 'Ton Up Boys', Café Racing and the design of Cafe Racers. The Ace Cafe was one of the Cafes if not the original Cafe where it all started. This cemented its place in motorcycling mythology. It closed in 1969.

Then in 1993 Mark Wilsmore started the process of resurrecting the Ace Cafe in its original building.



It was partially opened on the original site in 1997 and fully opened in 2001 and has been recognised as a Transport Heritage Site.

These days The Ace Cafe, London holds automotive events every weekend and attracts motorcyclists from all over the world.

It has such a worldwide following that there are franchises in Orlando, USA; Lucerne, Switzerland; Lahti, Finland; Beijing, China; and Kuala Lumpur, Malaysia.

Mark Wilsmore is matter of fact about the reopening of The Ace Café. His view is that it needed to be done, so he did it. He considers it to have been a Labour of love. Sometimes, 'Love is all you need'. **Ian**

New Ride Leaders Required

Fancy leading a SAM ride? Contact the Temporary Events Coordinator, John Ridd on 07725 115208, he will support you (with the help of other experienced ride leaders) to develop an addition to the SAM Events calendar and showcase some of your favourite roads to other SAM Members.

FOR SALE

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32,236 miles. Lowered suspension. First reg December 2015.

One owner from new. Full service history.

MOT until 11/24. Serviced @ 31,332 miles in 9/23.

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Honda XRV750 Africa Twin



23,726 miles. First registered 13th July 1999.

Supplied new by Fowlers. Two owners from new.

MOT until 2/10/24. Serviced @ 23,501 miles.

Michelin Anakee Tyres, Front new @ 23,501; Rear new @ 23,000.

Immaculate example of one of the last (RD07A) Africa Twins.

Full service records from new (original owner friend of current).

Complete with all original keys and service/warranty/handover book.

Numerous extras including:

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Graham Tulloch 07825 201650



Royal Enfield Bullet 350



10,994 kms. First Registered 1st March 2007.

Indian built to Original British Design, so Right Hand Gear Change.

4 Owners. MOT until 2nd August 2025.

Good condition, but split in seat and some paintwork required to front mudguard.

£1,000

Graham Tulloch 07825 201650



FULL CHAT

40

SUMMER 2024

MEMBERS' ADVENTURES

Time for an Overdue Break

Having passed my advanced test I thought I needed to make use of my 'skills', so sorry mother, you had to go in a home for a couple of weeks while I had a little time for myself.

Anyone caring will know the guilt that comes with a respite break, but go I knew I had to.

We hadn't travelled abroad since Brexit so all the fears of foreigners searching every crevice with rubber gloves and refusing your entry at the border were upon me.

Booking the ferry was easy, perhaps too easy? Boarding the boat was easy, perhaps too easy? Passport control was simple indeed, too simple? No, it was as easy as it's ever been. All the talk of carry this, carry that seems pointless.

Obviously some things are essential if you find yourself in need, I was either careful or lucky, and - thanks to the IAM - perhaps prepared for the unexpected. Some drivers certainly left a lot to be desired. It appears to me that rather than restricting young drivers/riders to certain machines/times that the obvious solution would be better and more compulsory training through our vehicular careers.

Anyway I'm getting distracted, which is the one thing we need to be aware of behind an engine.

So first two nights were booked for Laval because I thought it was close to the ferry - first mistake, which we've done on every single trip to France, it's a lot further than you think. But avoiding motorways and tolls it was a pleasant ride and I arrived around 6pm giving me time to settle in and eat. The Ibis are handy hotels but not the best of a country's cui-



sine that it is famed for it. Anyway, the idea was to plan over the next day and see if there was anything in the town.

Laval isn't a real tourist town but that wasn't why I chose it. The main reason was to keep out of the way of all the D-Day commemorations that were happening up in northern France.

So on day three I headed to the Loire Valley area and after another long journey I came across Chauvigny.



Chauvigny has a beautiful old town square and is quaint but the hotel was very basic and I couldn't get anything to eat before 7pm, even though the restaurants were set up and the staff waiting for the start of service at a quarter to! It's so refreshing to find French service hasn't changed. So I moved on the next day and decided I wanted to visit the village that

was destroyed by the retreating Nazis, Oradour-sur-Glane.

Oradour really does what it was intended to do. Left as a memorial to the 600 odd casualties burnt in their homes it makes it real to the visitors and as one might expect is free to enter. I recommend a visit if you haven't done so when in the area, it brought me to



tears especially as I was listening to a reporter about issues in Ukraine just beforehand.

I needed a place to stay so I picked Confolens from the map.



I don't know if I was travel weary, but I just fell for this place. Lovely warm weather, good food, or being chatted up by an elderly French man with a house on the coast. It was a great opportunity to practice the language and be corrected by his perfect English. I stayed a couple of nights and just toured the country lanes and the town on foot. A sleepy, pretty town indeed.

The relaxation was good, but I had heard that the ferries were striking and boats were cancelled. I checked a return ticket and Cherbourg should get me home either too soon or too late. Only one thing for it, head for Spain! OMG, that's a long way from Confolens.

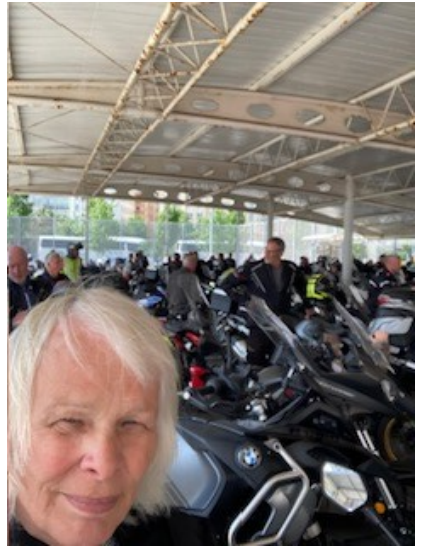
I made the Spanish border late the next day and didn't think 220 odd miles was a long way on the map. The weather didn't help either as I neared the Atlantic coast. Still a modern hotel but being late Sunday no place to eat apart from smart restaurants, luckily the hotel could do pizza and a glass of wine. A good night's sleep, then onward to catch the Santander ferry in a couple of days, in the drizzle and rain.

I bet that's a beautiful journey in the sunshine? It was gruelling.

Anyway, I don't want to bore you with my hobnobbing snaps but obviously if you want to see them or can't sleep there're loads!

I stayed in a worker's hotel near the cable works, strange chemical smells filled the room but helped me sleep.

The day of the ferry (late pm) gave me a chance to ride up the nearest Picos mountain (well, very close to the fabled hills). The weather improved markedly on my last day, no surprise. And the overnight ferry is very relaxing and more like the cruise they advertise their trips as, I'm sure many of you know. If you haven't toured but are thinking about it, it's not difficult. Just take the relevant paperwork and go, it is that easy!



Nicky Stevens



CAPTION SUGGESTIONS PLEASE!



I'd welcome your suggestions for a Caption to go with this photo of Georges Dupuis' BMW, taken during its recent suspension service.

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

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.

Spring 2024 Caption



This issue's suggested caption (of Dave Wilmott and Peter May on this year's Welsh Weekend) comes from Alf Bagshaw:

“Dave tried to demonstrate how wide his panniers were, but unfortunately his arms were too short!”

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 #28

rider n – an addition to an otherwise complete document

Apart from through his tyres, the rider had never made contact between his bike and the road in a corner. His first bike had had its hero pegs ground down by the previous owner; perhaps they were too short now to reach the tarmac. Once, riding a rented Honda, he had scraped his right boot in a tightening hairpin bend on the road up to Crater Lake in Oregon, but even the Goldwing's frame and panels remained distant from the blacktop. The rider prided himself on his smooth riding, seamless gear changes, unnoticeable transitions from trailing throttle to brake application and balanced cornering. But he never approached the limits of adhesion or ground clearance.

One warm afternoon in early summer, he and his pillion were riding their BMW RT south on the N85 Route Napoleon in Provence near Castellane, they'd had a good lunch in Sisteron. The road was sinuous and undulating and could be thoroughly enjoyed without exceeding the speed limit. The previous day two race rep riders on the tour had had their licences confiscated by the French police; with this in mind the rider was pleased that a smooth and spirited ride, with, for him, serious lean angles, was possible at sensible speeds.

On a straight stretch of road, the rider felt the tell-tale tap of the pillion's helmet on his, as she fell asleep. This was not uncommon, especially after lunch. He renewed his concentration on smoothness. This situation continued for some miles until, just as he was leaning into the beginning of a long, open right hander, she suddenly woke up.

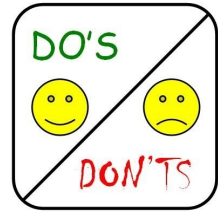
Now, on a cornering motorcycle, there are no sideways forces to throw rider or pillion off the bike. Intellectually, the pillion knew this, but instinctively on waking she saw that the bike was at an angle to the vertical and falling even further; she threw her weight to the left.

Fortunately, the dynamics and inertia of the heavy and fully laden tourer limited the effect to a single small deviation and control was maintained.

Over dinner that evening there were the usual, competing 'war stories' enlivened with interesting discussions about physics and vehicle dynamics. But after an exciting day, a cold beer, dinner and two glasses of red wine, in his chair in the hotel lounge, the rider fell asleep too. He didn't fall off either.

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.



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.



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Classification of SAM Group Rides

Green – Ride open to all SAM members and associates. Shorter rides, typically of approx 2 hours duration, up to approx 70 miles, 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 – rides usually of 70 miles plus, approx 4-5 hours duration, though could be a full day riding, overtaking within the group at the ride leader's discretion. Ride for all members and associates that have participated in at least 5 Green rides and are fully conversant with the Drop off system. Riding over varied conditions.

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 of what's required of them.

All rides will usually stop after approx 2 hours for comfort breaks.

Remember that you are responsible for your own ride. If at any time you feel fatigued, cold/hot and wish to leave the ride you are empowered to do just that. Wait for TER to catch you up and tell them you are leaving the ride.

The Drop-Off System

This is the preferred SAM method to control group rides. Each ride has a 'leader' and a 'sweeper', known as a Tail End Rider, usually wearing an Orange Hi-Viz.. 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'.

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

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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 HOG ROAST—Saturday 17th August @ 19:00

There are still a few places for this social event on Saturday 17th August at The Leather and Lace in Chilton Polden.

With 5 Group rides riding in to this event (starting at Axminster, Bridgwater, Langport, Ilminster and Norton Fitzwarren), what's not to like?

Contact the SAM Chair if you are interested in coming along and haven't already confirmed your attendance.