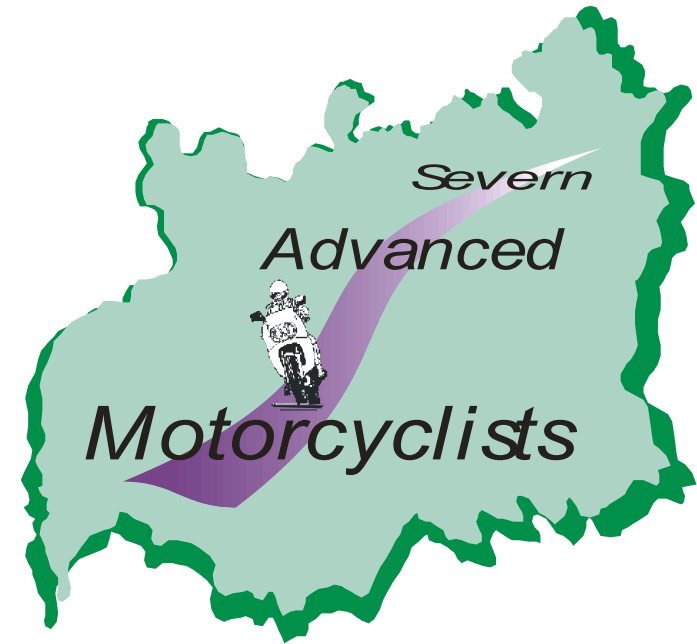




Simon Forryan, in full SAM regalia; you know you want it...



When I first saw the regalia, my right arm locked, like this...



**The Official Journal of the
Severn Advanced Motorcyclists**

Affiliated to the Institute of Advanced Motorists

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Journal

of the Severn Advanced Motorcyclists

October 2005

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Copy deadline for December edition: 25 Nov 2005

A Word from the (new) Editor

Alastair Lord

Welcome to the SAM Journal. In line with time-honoured custom and practice, as a newbie Editor I've fiddled with it in various ways...

I've added a section on our ride-out procedures and the "drop off system". I'm hoping this may spur more of you to try a ride-out. They're great fun and help to hone skills.

There's also a new section on "get to know your fellow member". If you want to volunteer, please get in touch. You might have a fascinating background, or you might be a dull sod. Whatever, break cover and let me write about you.

We've had so many ride-out reports I've created a one-off special bumper ride-out supplement... Enjoy!

There are lots of photos (43 to be exact), to bring the articles to life and to help those members working on their reading skills... So, please send me all your photos from the ride-outs, and any other photos you think your fellow members might enjoy.

There are lots web addresses (17) so that those with pooters can dig deeper than we can go in the Journal. And there's a quiz on p.12!

The Journal is available in PDF format. It's the same as the printed one, plus all the pics are in glorious colour and great resolution. And it's available on our website before the printed version hits your doorstep.

If you like the changes, then thanks go to Chris Williams (publishing process, tips on content, advice on which contributors need most pestering pre-deadline, bad jokes, good bikes) and Devon Advanced Motorists (tips on layout, and publishing from Word).

Thanks also go to the multitude of contributors for ride-outs and special articles. More! More!

Of course if you don't like the new Journal, then blame me! And send me vigorous and explicit emails to tell me just how bad it is. Not only does such feedback help to improve your Journal, it also makes great reading in the following edition!

I hope to improve the Journal over time. Since it's your Journal, it'll only improve if you tell me how you'd like it to improve! So please send me your observations, suggestions and criticisms, or call me for a chat.

Happy riding. ♦

In line with time-honoured custom and practice, as a newbie Editor I've fiddled with it in various ways...

Chairman's Chatter

Graham Bailey, Chair

I know, I know as if you haven't already read enough written by myself, here am I inventing yet another section to fill the pages!

Well not exactly, some of my fellow committee members feel that this section may well be appropriate (judge for yourself!) and even necessary for such a high profile journal such as this!

To date, the hot news for all you invaluable fellow members that contribute to the membership, but we rarely see, these are the stats that hopefully you may find interesting.

As a club, our membership has seen through the Better Biking course and the much talked about Bike Safe 2005, a very much needed and welcome influx of 'fresh' new faces. This new 'harvest' is a very necessary part of the clubs evolution, and we as existing members must always be conscious of the important part that we and these new arrivals play, in shaping and forming the club's profile in the future.

After a much talked about and deliberated topic, we your committee have decided through the 'steering' comm. Member of Dave Graham, to apply for charity status. This is by no means a new idea, it's just that we,

the current committee, will now endeavour to bring this complicated situation to fruition, hopefully through Dave's direction.

On the Observers' front, my personal thanks to you all out there. You have clearly been doing a sterling job; the report back from the IAM shows a vast increase already in the number of test applications processed in comparison to the previous year.

It may well be prudent at this juncture to ask all associates that are waiting for an Observer to be allocated, to be just a little patient, as these are extremely difficult times for our active Observer section. Andy Downs and Andy Woodward are the driving force behind the infrastructure of coordination, and are working extremely hard to ensure that your wait is kept to a minimum. A very big thank you to you both.

Martyn Hillier is now our local examiner as well as being a key factor in both Better Biking and Bike safe etc, along with many other off-shoots within the county's efforts on road safety.

It is hoped that just into the new year, Martyn can provide the club with a 'question and answer' evening, for all eager associates and full members to

obtain some clarity to your otherwise obscure visions!

The 'Journal' as we now refer to it, is 'your' newsletter, so please feel free to contribute to its contents by means of ride out reports, experiences, bike facts, touring highlights or places of satisfaction, comments on ownership of your machine etc. After all, to some this is your only communication method. (any committee member will assist in the editorial dept if you require help, just ask!!).

Also if you would like the club to arrange a ride out to a particular destination, just speak to me or Budge and it will be done. (Hopefully)

As I bring this first "Chairman's chatter" to a close (thank god did I hear you all say!) I would like to thank all on the committee who, as a body, provide invaluable support and assistance. Often it's behind the scenes and unnoticed. This, along with the very necessary contribution made by every member, goes some way to making the club what it is today, a club to be proud to belong to! ♦

Motorcycle sales statistics

The Journal's newsroom phones are running hot. After reading our last edition, it seems none of you can believe the BMW R1200GS could be the best-selling bike in the UK.

Nor can your editorial team. The GS has been out-sold this year to date by gems such as the Honda CBR125R (1,444 units vs 1,869 units so far). The GS is the best-selling bike in the 'adventure sport' category.



Tough choice...

If you're into numbers, you can marvel at lots of them (e.g. statistics on recent motorcycle sales) by looking at the Motorcycle Industry Association's website www.mcia.co.uk. There's lots of other fine stuff there too. ♦

Welcome new joiners

We welcome as new members and with great pleasure introduce...

Janet Attwood	From Longlevens on her CBR Super Duper Honda
Stephen Reeves	Joins us as a full IAM Member, with... yes a PAN EUROPEAN [<i>Oh gawd – Ed</i>]

We would like to extend a warm welcome to you all. Please feel free to participate in any of the clubs activities, as detailed in our BI -monthly Journal.

When any member is participating in any activity for the first time, and would like an introduction, please don't hesitate to phone the Membership secretary, or any member of the committee (see p.29).

If you require any information regarding being observed for your advanced motorcycle test, please contact Andy Woodward our Observer secretary, or any member of the committee.

New members/test passes

We are please to announce that the following associate members have been accepted as full members of the group and as members of the I.A.M. having passed there advanced motorcycle test.

<u>Member</u>	<u>Observed by</u>
Shaun Matthews	Dave Bainbridge
Paul Fairbank	Graham Bailey

Congratulations to you, and to your Observers.

We currently have 98 Members, 39 Associates and 1 Social Member, totalling 138 members. ♦

Diary: ride-outs

Ride-outs are great for catching up with members, honing riding skills, or just enjoying the ride, scenery and destination. Whatever your bag, the variety of rides means there's something in a ride-out for you.

All Members and Associates (and pillions!) are welcome. If you're an Associate and wondering whether a ride is suitable for you, feel free to contact the ride Leader to chat about it. A more detailed guide to ride-outs, their pace and the "drop off procedure" can be found starting on p.26.

BEWSC is the Birdseye Walls Social Club: the place where most (but not all) ride-outs start. Go to the end of Hammond Way in Gloucester and you'll find riders gathering in the Social Club car park.

Who & when	Route details
16 Oct 05 10:00-14:00ish Dave Brazener	SAM/ROSPA combo run. Please show good SAM support for this! Start at Longford Inn (Tewksbury Road near Plock Crt).
13 Nov 05 10:00-14:30ish Graham Bailey	Breakfast run to Craven Arms. An ideal run for Associates. Start at BEWSC.
27 Nov 05 10:00-13:00ish Graham Bailey	SAM's last of 2005! Run to Stratford – a short run for the half marathoners! Start at BEWSC.
15 Jan 06 10:00-13:00ish Graham Bailey	'Winter Wobble' in the Cotswolds (is there any other way?). A GS specialty! Start at BEWSC.
18 May-23 May 2006 Andy Woodward, Budge Burrige	North West 200 – 2006 See details on p.16. Sign up by October 28 th , first come first served!

Diary: club nights & social events

When	Details
11 Oct 05 19:30-22:00	Club night at BEWSC. Andrea Coleman from Riders for Health.
08 Nov 05 19:30-22:00	Club night at BEWSC. Dave Bainbridge (Capt Sampan) talks about Tall Ships (visual support hopefully).
06 Dec 05 19:00+	Club Xmas Meal. See p.25 for details. This end of year Doo is normally fully booked early, so you have been warned!
10 Jan 06 19:30-22:00	Club night at BEWSC. 'Fun auction' to sell your old bike kit etc... To the highest bidder, giving just a £1.00 of your proceeds to the very worthy Acorns Trust Fund. Also, why not bring your partner along to join in at a place at the trough. For a mere £2.00 contribution per person, you can enjoy some of "Sharon's best" hot buffet.
1-2 Apr 06	Bike Safe. This most excellent event, held at the Cheltenham Racecourse for the first time in 2005, is set to return in 2006. We understand from the organisers that it'll be bigger, better, brighter, and get stains out even at 40°C. When we know more we'll pass it on.

Get to know your fellow members

If you've got something you want to get off your chest, let me (Alastair, the Ed) know and I'll interview you. Or just write answers to any questions you see fit to be asked and send them in! And if you're a Committee member, you owe it to your club to volunteer yourself for treatment on this page!

Featuring: Martyn Hillier, SAM's Chief Observer

How long have you been riding?

Legally? That'll be 36 years. As my father was the local police Sgt. I couldn't possibly have done anything illegal, could I? The legal concept of double jeopardy springs to mind...

Why do you ride? It seems an inadequate answer, but I just enjoy riding a bike so much.

What do you ride?

At the moment I have 5 bikes, including my first ever, a 1966 Matchless G2CSR, but I have three Beemers "on the road" - a 1979 R100RT, a 2001 R1150RT & a 2002 R1150R.

Best riding moment? Probably at work - escorting VIPs always gave



He's the big beardy one on the right

me a buzz, and riding in & out of No 10 Downing St. & Buckingham Palace was priceless.

Worst riding moment? Anything that involved a backside/road surface interface.

When and why did you join SAM? I think I can claim to have been one of the originators, in 1978, when the

IAM first offered motorcycle tests in Gloucestershire. Along with my then Sgt., Brian Bailey, and with the

active support of Tony Whitehouse (now MBE for services to road safety), we started the Better Biking courses to hopefully raise motorcycling standards and direct the riders towards the IAM for their test.

What do you get out of SAM? I get the wholehearted support of the Observers with the assessed rides on the Better Biking courses, and what an enthusiastic bunch of men & women they are. Couldn't cope without you, thanks. ♦

*Escorting VIP's
always gave me a
buzz*

Desmodromic heaven!

Kim Beresford

First things first – I'll introduce myself as Mr Kim Beresford (yes it's a blokes name too!). At 26 years of age I'm probably one of the younger



Prisoner number obscured for data protection reasons - Ed

members of SAM and I thought the best way to become integrated into the group was by writing an article for the newsletter – so here goes....

The first time I think I ever heard a Ducati was that distinctive V-twin sound of a 916R riding past my house on over-run. I was a spotty and impressionable 16 year old and I wanted one! My mum would say, "You're not getting a bike – you'll kill yourself". Well sorry mum but I've got some bad news for you!

I passed my bike test third time around (Doh!). Before this I purchased my Ducati 750 Super Sport. When I bought the bike it had

done 8000 miles from new and because I bought the bike before I passed my test, the warranty period had expired when catastrophe occurred. I've always said that it's typically Italian – RED and unreliable!

Riding to work one Sunday – 60 mph (honestly!), the flywheel retaining nut came undone allowing the alternator rotor to come adrift, which chewed the splines on the crankshaft rendering the crank useless (a common problem on the 916's).



The offending crank journal

Since the warranty had expired I had to foot the bill myself. I set about ringing everyone who might have a spare crank but to no avail.

After months of frantically looking for a crank I decided to write a grovelling letter to Ducati UK, to ask for a big discount. The crank kit, which included the crank, con rods and big

end bearings was £780 alone. Add to that main bearings, seals, gaskets etc and the total was £1,200. Luckily the desmodromic angels took sympathy and I got the lot for £700 – a steal (yes – theft from my pocket!).

Next step – find someone who can rebuild a Ducati engine and shim the gearbox, which is notoriously difficult. Enter Luigi Moto of Bristol... The engine stayed there for a couple of months with no progress, and I was told to expect another two month wait. Exit Luigi Moto!

Enter Kim Beresford...ta –

daaa! I managed to

summon the courage from within and set about rebuilding it with the help from a Haynes manual. Within two weeks the engine was ready. I pushed the engine up the road in a wheelbarrow to DMA Racing in Brinkworth, where the rest of the bike was. They put the engine back in the frame and put new drive belts on and when I got the bike back I rode it home to discover the sump plug was loose and one of the carburettors was blocked. I used a Morgan Carbtune to diagnose that one of the Mikuni CV's was sucking more than the other so I had to rebuild the carbs myself and tighten the sump plug and the carburettor jubilee clips! This should have been checked by DMA as they filled it with oil and the carbs had

been sat on their bench for about 5 months collecting dust and insects.

The bike now runs like a dream. It has nearly 16,000 miles on the clock although I try to drop the oil every 1000 miles. The old crank has a new purpose in the garage as a bloody good doorstop! I did have another bike – a Yamaha DT125 LC Mark 1 – another painful story but I'll tell you about that some other time.

Unfortunately you probably won't see me for about 8 months as I'm off to

India for a spiritual retreat! In the words of Arnie – I'LL BE BACK! ♦

The bike now runs like a dream

Special members...



Three of these riders (on their way to DAM Busters - see p.46) own VFRs. The epitome of good taste and discernment, wot?

Alternative modes of transport

Here are a couple of modes of transport I noticed recently.

2 wheels a chore?

Finding it difficult to keep a 2-wheeler on the straight and level?



You can't take your IAM test on it

The chaps at www.grinnallcars.com add a wheel and other gubbins to the Triumph Rocket 3 to produce this. And it only costs around £20k!

Benefits claimed by Grinnall include "does not fall over when stationary", and "can be ridden safely by a short person". SAMmers queue up!

Also check www.motortrike.com for Hardley Driveable [*Yurk – Ed*] and Honda trike conversions. ♦

A great send-off

www.motorcyclefunerals.com offers a fitting final journey for riders. The motorcycle sidecar is replaced by a teeny-weeny coffin-carrying hearse thingy. Rev Paul Sinclair rides, and one bereaved can go pillion.

Rev has Harley, Hayabusa and Triumph rigs, all classified by the DVLA as "Two wheel hearses".



Rest in pieces

"On that final ride together the distinctive Harley sound ensures precious final words will not be overheard ... and an O Ring chain replaces the standard strap that would inevitably burst with cemetery stones and excess weights".



The company is also known for charity work with its popular "All your Eggs in one Casket" Easter Egg Runs. ♦

"Time running out for government to act on unfair euro motorcycle licences"

Motorcycle Industry Association press release

The Motor Cycle Industry Association (MCI) is today calling on the Government to use its Presidency of the European Union to bring fairness

Proposals for motorcycling are among the most draconian ever seen

to European proposals for motorcycle licences. The proposals look set to make it much more difficult for people to take up motorcycling after 2011.

The European plans are contained in the 'Third Directive on Driving Licences', a complex Directive which covers many aspects of vehicle driving and riding licences. Proposals for motorcycling are among the most draconian ever seen and discriminate particularly badly against people who wish to take up motorcycling either for commuting purposes or for leisure and touring. Key proposals include:

- Minimum age for riding bikes larger than 125cc likely to rise from 17 to 19
- Direct Access to larger bikes not allowed until 24 (currently 21)

- New categories of motorcycle riding licences creating several two-year 'steps' between bikes of different engine size
- Riders required to complete extra riding tests between 'steps'.

Europe has proposed these wide-ranging changes in the name of road safety, but has ignored road safety evidence which shows that experience gained while riding - and not the age of access to motorcycles - is a key factor. A second test of

Brussels is ignoring road safety evidence so that it can simply blame motorcyclists for motorcycle accidents

basic skills is also viewed as largely worthless to a motorcyclist who has already gained riding experience.

The European institutions have also ignored the key fact that well over half of all motorcycle accidents are caused by other road users – people will still be legally allowed to drive any car of any power or size that they can afford after passing a single driving

test at age 17. The proposals are set to become UK law in 2011.

MCI's Craig Carey-Clinch said; "Once again Brussels is ignoring road safety evidence so that it can simply blame motorcyclists for motorcycle

It's time that ministers put their money where their mouths are

accidents, while ignoring the deficiencies of other road users. New car drivers will not face such heavy-handed treatment despite their frequent involvement in road accidents.

These new proposals are unfair, unjustified, discriminatory and simply not acceptable to the UK motorcycle community. The motorcycle industry and rider groups in Europe have proposed a set of amendments to the Directive and MCI strongly urges to the UK Government to table these and put an end to this Euro madness.

"We hear a lot these days about how the Government is using its influence to ensure a fair deal for UK citizens as part of its EU Presidency. It's time that ministers put their money where their mouths are and make sure that we get a fair deal for motorcycling, which allows biking to develop as an alternative to the car – as promised by the Government in their recently published motorcycling strategy."

[MCI's views, not necessarily mine – Ed] ♦

Road sign quiz

Look carefully at this configuration of two road signs...



Can you describe veeeery preeecisely the meaning of these signs in this configuration, and the circumstances in which this configuration is valid on our public highways? Bonus points if you don't consult your copy of Know Your Traffic Signs.

First correct answer and most amusing answers published in the Christmas edition of the Journal. There might even be a prize. **[No chance – Ed] ♦**

Our perfect holiday

Eric Bush

We left Stroud and headed to Portsmouth via Salisbury. Salisbury's cathedral is one of the best in England. We found a café by the regimental museum and enjoyed tea and cake. Inside the café we noticed a plaque on the wall relating to the Salisbury Regiment on their liberation of a French village during the D-Day Operation. The village's mayor had given the regiment the name plaque of the village to thank them for their liberation.

We had a dubious first course at the smoke-filled pub close to the ferry terminal. So we found another pub with a much better atmosphere and a more pleasing menu only 100 metres away near the Freight entrance. Our second course was an ice of memorable proportions. The landlord, a retired army chap, told us all the bike clubs used his pub when travelling abroad.

Brittany Ferries vessel, the Val de Loire, departed at 20:30. It was splendid weather for sailing, hardly a ripple, ideal for landlubbers! We walked the deck and as we passed the Naval Dockyard I almost bored Gill to tears with my knowledge of Royal Navy ships (I get a funny feeling every time I see HMS Invincible, but I'm not going to tell you

where!), we had a drink in the bar then off to our cabin.

The morning was glorious, clear blue skies and warm, when we berthed at St Malo. As we rounded the corner of the Ferry terminal we were greeted by Eric Moody's big grin. Eric had agreed to meet us at St Malo and pilot us to his home at Mohon via a pretty route which included coffee and croissants in the walled river town of Dinan.

Eric and Maggie had arranged a lunchtime BBQ for us and Maggie's relative who was staying in their gite, www.theciderhousegite.com. We had missed their wedding and it was good to catch up.

That night Eric helped us find accommodation on the coast, which was 70 miles from Mohon. We chose Batz-sur-mer, a quiet resort about 10 miles from La Baule in the Loire - Atlantic region.

Lunch was taken at a restaurant with a veranda overlooking the river in Le Roche Bernard. The Grilled Salmon salad was superb.

The hotel/bar we found at Batz was comfortable so we decided to book three nights. By the time the bags were unpacked the temperature had risen to 30°C.

Batz has three beaches, plenty of rock pools and a small harbour. We explored the town in the morning after petit déjeuner then followed the locals' tradition of stopping for a splendid lunch. A swim was the order of the afternoon after a quiet rest on the beach.



The Blockhouse at Batz

Batz is famous for its German Blockhouse. It is the largest of its kind and the only one of its kind built in France. It provided early warning to alert the commanders of the submarine pens at St Nazaire.

The Americans liberated Batz on 11 Aug 1945 and captured the Blockhouse intact.



On our final day we visited the ancient walled town of Guerande and its market, then strolled along the quayside at Le Croise which is full of lively cafés and shops.

Thursday found us on our way back to Eric and Maggie where we stayed over night. Once again Eric piloted us back to St Malo for our 10:30 departure. The Gods were with us on the return crossing as the sea was like a millpond, lovely cruising weather. Deck walks and time in the observation lounge reading made for a relaxing crossing.

For our final treat we pushed the boat out so to speak and enjoyed a typically French restaurant lunch. We were docked a 19:00 and home by 21:00.

I would like to thank Eric, Maggie and her family for helping us to have such a lovely time.

Outbound Itinerary: home to P'mouth 110, St Malo to Mohon 70, Mohon to Batz 70. Total 578 miles. ♦

Odds and sods

Reporting a spill

Nigel Murray, Motorcycle Safety Coordinator, Glos County Council

Most spillages on the highway are oil, petrol or diesel. The most common causes of spillages are traffic accidents or the overflow of fuel tanks on vehicles.

When reported to the Council the division concerned arranges for a gang to attend the scene and uses either dry sand or a type of absorbing granules.

If seen, these should be reported to our one call number 0845 66 777 88 or e-mail

maintenance@gloucestershire.gov.uk

or complete the online form at <http://www.gloucestershire.gov.uk/index.cfm?articleid=11217>.

[And see the Kill Spills campaign at www.killspills.org.uk – Ed] ♦

Rat on a road

BMF website

The BMF website tells you how to report UK "road surface defects". See <http://www.bmf.co.uk/report-a-road> for the details. ♦

Sorry mate...

South Gloucestershire Council

They've set up a campaign called *smidsy*: "Sorry Mate I Didn't See You". It sets out to educate riders and drivers alike that lots of accidents are caused by drivers failing to see riders. They say this causes approx 25% of all motorcycle accidents, and 28% of people killed or seriously injured on their patch in 2004 were riders. They've even set up a website at www.smidsy.co.uk to promulgate the message, including advice for riders and drivers. Go take a look and spread the word. ♦

Next edition of the Journal

The next edition is due out in December. So a Christmassy theme would seem appropriate. I am looking for contributions from you – yes you! Convert your bike to a sleigh and send me a photo. Send in your favourite Xmas joke. Abuse me for pandering to a purely Christian/Commercial (delete as applicable) event. Particularly informative, witty or malevolent letters to the Editor may earn a mystery prize, and be published in full – go on, make my day! Thanks. ♦

North West 200 – 2006

Andy Woodward

This famous road race takes place in Northern Ireland on the weekend May 20-21st 2006. I am planning on departing on May 18th, crossing from Holyhead to Dun Laoghaire then riding up to our accommodation near Bushmills, Co. Antrim. We will return on May 23rd. These dates may vary slightly. The distance from Gloucester to Bushmills is approx. 350 miles and the accommodation is on a B&B basis. The accommodation I have in mind can cope with 16 persons. 2005 rates are £20 p.p.p.n., so possibly a slight increase for next year.

The ferry crossing at 2005 prices is £65 using Bike magazine discount so again we might expect a slight increase for next year.

If anyone is interested I will need to have a decision by October 28th 2005 in order to reserve the accommodation. I already have had considerable interest so places will be allocated on a first come first served basis. I will also need a deposit (amount to be determined) at the end of October.

Contact either Andy Woodward or Budge Burridge (details on p.29) for further info. ♦

What's under my seat?

Eric Bush

Members have often been surprised by the amount the things I keep under my seat, so I've decided to make a list.

Tape. An invaluable substance and depending on the type, from electrical to duck/gaffer, can be used as a quick-fix tool. For instance a couple of small strips can be used to make a headlamp deflector when riding abroad saving you pounds in the ferry shop!

First Aid. A small metal or plastic container can carry plaster, steri-strip, scissors, antiseptic wipes, cotton wool and some gauze dressings.

Screw on nipples can give you back your clutch in minutes, providing you can get to the end of the cable.

Torch. I prefer the "small headlight" type, which leaves your hands free.

Tools. Most bikes have a small tool kit but sometimes you require another spanner of the same size. A tool roll can be purchased from a market stall for about £3-00, especially if you go to Gloucester car boot on a Sunday morning. Extra spanners can be purchased singly but sometimes a set can be a good investment if you do not have extra spanners at home.

Cable ties. A man was once heard to say that whatever is in the back of his

telephone van has a use at home. I'm not advocating theft but if you go to an electrical wholesaler, hundreds are usually sold for the price of tens on the high street.

Wire. Coil of twin auto-electrical insulated wire about 2 metres long. For repairs but can also be makeshift jump-leads.

Workshop Manual on CD-ROM.

Can be purchased from independent dealers or found on enthusiasts' websites. For BMW try www.airheads.com [*Surely they never break down?! – Ed*]. Save the manual onto your computer's hard drive then burn it onto a CD-RW. Using a CD-RW you can copy extra information that you have scanned, such as a dealer's catalogue. A wiring diagram is particularly useful.

Spare lamps, not bulbs! Graham Bailey, our very own electrical expert, will tell you bulbs grow in the garden.

Imagine you have parked in a remote spot to take a photograph of a splendid view and you hear your bike fall over! A second hand **clutch lever** only costs a few pounds but who will have one for your bike in the middle of France!

35mm film canisters are useful to carry small items such as nuts, bolts, screws and fuses or a small amount of hand cleanser.

Latex or cotton **gloves** for that messy breakdown or to protect your hands from the polishing rag.

If you are planning that mega trip across the EU and beyond, **spare cables** can be cable tied to the originals and finally, a spare **oil filter** in a hard wearing plastic bag can be stuffed somewhere in your luggage!

[OK readers, let's have full disclosure on what's under your seat or in your pannier, for publication in the Journal – Ed]♦

MCI challenges bus lane research

The Motorcycle Industry Association is unhappy with the interpretation some are making of research into whether allowing motorcycles to use bus lanes is a good (safe) thing or a bad thing. MCI says research shows it's a good thing, others say it isn't.

If you want to know more then see <http://www.mcia.co.uk/S%5FPress/NewsArticle.asp?msid=503>. ♦

First Production Motorcycle Airbag System

TOKYO, Japan, September 8, 2005 - Honda Motor Co., Ltd. announced it has succeeded in developing the world's first production motorcycle airbag system. The new system, which can help lessen the severity of injuries caused by frontal collisions, is to be made available on the Gold Wing motorcycle scheduled for release in late spring 2006 in the US.

By conducting extensive crash tests at its indoor omni-directional Real World Crash Test Facility, applying advanced computer simulation technology, and leading the way with



Will inflate forwards on PANs, to protect pedestrians; owners' brains considered impervious to damage...

the introduction of motorcycle rider test dummies, Honda has gathered and analyzed a wide array of data on the behaviour of motorcycles during collisions. Honda has also taken full



Crash test dummies drawn from BMW GS volunteers like this one; softer than the average rider

advantage of the experience of its automobile operations in the development of airbags, applying its expertise in the development of the Motorcycle Airbag System.

For the real story & tech details see <http://world.honda.com/MotorcycleAirbag/>.

If you can't wait, or can't bear the thought of riding a PAN, then stuff an airbag up your jacket. See <http://www.webbikeworld.com/r3/motorcycle-air-bag/>. ♦

GPS tracks SAM ride-outs

Alastair "Gadgetboy" Lord

Your Committee is proud to release for your enjoyment additional detailed records of our ride-outs. Here's how it works...

One of the riders carries a GPS unit which plots the actual route we take (including U-turns!). The rider can also record on-the-fly at the touch of a button any locations which he/she considers to be particularly noteworthy; perhaps a fine road or a great view. These are **Wowpoints**.

Your GPS can lead you on a precise replay of the ride-out route

The plot and Wowpoints are loaded into Garmin Mapsource and saved as a Garmin GPS Database v2 file.

Those of you who have a GPS and Mapsource software can load this file and see the precise route we took. And you can convert this into a route so that your GPS can lead you on a precise replay of the ride-out route, highlighting the Wowpoints as you reach them.

For those without GPS/Mapsource, the route image is reproduced in PDF and JPEG. These can be viewed on screen or printed. Wowpoints are shown in sequence ("Wow 1", "Wow 2", etc) and highlighted with a green

blob. Although the JPEG images are OK, the PDF format is crisper and clearer, and the file size smaller too.

Rides now on our website include Lake Vyrnwy (10 July 05), Haynes Motor Museum (14 Aug 05), Rutland



Water (21 Aug 05) and DAM Busters Exmoor (18 Sep 05). In future we'll publish ride details on our website soon after each event.

So far all rides have been recorded on Gadgetboy's Garmin Streetpilot III GPS. This has two limitations: first, it requires a special mount, currently existing only on Gadgetboy's VFR. Secondly it has a smallish memory, so on longer rides only the outward leg is shown. Gadgetboy is currently road-testing a pocket-sized unit (Garmin Geko 201) with a much larger memory which may remove both limitations.

All the files are available now on our website at www.iamsam.org.uk. ♦

Maxton suspension units

Martyn Hillier, SAM Examiner

I may have mentioned that I was considering replacing the front and rear units on my R1150RT, the OE units being Showa, and in most considered opinions, not Showa's finest effort. The considered opinion again was that Ohlins are the "mutts nuts" and the way to go, but I have always looked favourably on home produced products when they are good quality, so I got in touch with Maxton's in Cheshire. Their reputation on the racetrack, and in particular in preparing machines for the Isle of Man TT course, is second to none, so I was happy that they could sell me the right units, the telelever BMW machines having a mono-shock both front and rear.

My initial e-mail contact was followed up by a phone call from Richard Adams, the man in charge of production. After a cordial chat he got down to facts, and wanted to know the following:

- Machine model & year.
- My weight, fully kitted up in bike gear (Classified!).
- Whether I used the machine solo or with a pillion, (rarely).

- Favoured tyres - Avon Azaro's.
- Riding style - we settled for "brisk".

If most of the mileage was done 2-up, as happens with some tourers, then the unit could have been provided manufactured to that spec. There is also the option of a built in pre-load adjuster, but we decided that I didn't need that. The units are made to order, and Richard took my credit card details with the promise that they would take the money only when the units were ready to despatch, a promise they kept, and with a likely delivery time of three weeks, although in the end it was four, not that it was an issue for me.

I would gaze on them like a medieval pilgrim looking at a Holy relic

Due to me being on Leave, the summer holidays reducing staff in my local dealer's workshop, and then me being a shift worker, I could only get the units fitted today. In the meantime they sat on my dining room table, and as I passed I would gaze on them like a medieval pilgrim looking at a Holy relic; they looked far too good to fit to a bike, and get them dirty. Rather like a Swiss watch, Omega, Breitling etc, or a fine English gun, like a Holland & Holland, the quality of the machining stood out, and I was looking forward to trying them out.

Now I freely admit that after 18,000 brisk miles, even replacing the units with another set of the same would undoubtedly have made a noticeable difference, and there is also the very human trait of wanting to justify the expense when you have spent a fair sum of money BUT - what a difference.

For those that know it, I left BVM in Stroud along the A419 towards Cirencester, a 40 mph road that over the last 10 years has suffered from water main

renewal, gas main renewal, other utility works - in fact the only thing that hasn't been renewed is the road surface. In other words, typical UK rutted road surface. In the first 100 yards I noticed that the whole bike felt more "planted". After about 4 miles the A419 rises up out of the valley and becomes national speed limit, but still rather a patchwork road surface. The quicker I went, the better it felt. Until today I had sympathy with those who said that the OE units were good enough for most riders, and only a really quick riding god would feel the difference; no longer. I'm sold, to the extent that when my bank balance allows I want

a pair for my R1150R, which although it has only done 12,000 miles, feels far looser over the rougher roads.

The cost? £940 for the pair, which is not cheap, but quality rarely is, and it's firmly in Ohlins territory. If I had a Pan, VFR, big Yamaha or whatever, and the bike was feeling vague under pressure, or perhaps I habitually took a pillion and luggage, then I would seriously consider a replacement made to measure unit from Maxtons, who can be contacted at

The quicker I went, the better it felt



info@maxton.demon.co.uk. [he doesn't work for Maxton, honest - Ed] ♦

Special Offer: Carole Nash Insurance

Every member who takes out insurance with Carole Nash will cause SAM to be £20 richer (a backhander from Carole). Why should you care? Coz we can then plough these vast sums back into good works for you, our loyal and worthy members, and coz Carole comes up with great insurance deals for you. [She'll sell you car, house & travel insurance too - Ed] ♦

Hearing protection for riders

Robert Rendell, www.seabrookaudiology.co.uk, 01452 863 470

Noise exposure & biking

The two sources of noise experienced by a motorcyclist are engine and wind noise. Both are speed related but wind noise is particularly so. Above 40 mph wind noise dominates. Noise is generated by airflow turbulence past the helmet and little can be done to stop this.

Streamlined helmets such as worn by high speed cyclists would not be safe or practical on a motorcycle and attempts to reduce sound transmission through the helmet would result in increased weight, which would increase strain on the neck and the risk of whiplash.

Different designs of helmet actually vary little in the noise level presented to the wearer, similarly riding position and styles of bike have little impact on the problem and research has shown that more noise actually reaches the ears if a helmet is not worn at all. Some bikes such as Pans and RTs have large windscreens which may direct the airflow around the rider so the helmet is in still air,

and although this reduces the noise level significantly such designs are not widespread.

The noise levels experienced by a motorcyclist are shown in Table 1. The Health & Safety Executive has set limits for noise exposure in industry. Currently earplugs are mandatory for workers exposed to 90 decibels (or dBA) over an 8-hour

Speed (mph)	Noise dB(A)
10	74
20	77
30	83
40	91
50	96
60	101
70	105
80	109
100	113

Table 1

working day, and this level will be reduced to 85 dBA next February. 85 dBA for 8 hours is equivalent to 88 dBA for 4 hours or 97 dBA for 30 minutes, roughly equivalent to 50 mph, and the noise at 70 mph would only be allowed for about 5

minutes in industry. The importance of wearing protection is clear.

Hearing problems, including deafness, tinnitus and over-sensitivity to loud sounds have all been found at a higher rate amongst bikers, though individuals vary. It has also been argued that high noise levels affect concentration.

Earplugs for Motorcycling

The only way to reduce noise exposure for motorcyclists is the use of efficient earplugs. These must provide protection, be comfortable for long periods of use and fit deep



Unfiltered silicon custom earplugs fit well into the canal for easy use under a helmet. Colour coded for left & right.

enough to avoid contact with the helmet when it is put on or off. Many helmets contain earphones or speakers close to the ears for use with radios and intercoms, and plugs must be deep fitting to avoid contact with these. Plugs can also be made with intercom speakers built in.

The most popular plugs are the disposable expanding foam type and these work well if they are fitted correctly. However such plugs are not always popular. Some people find them uncomfortable and hard to insert, and they should always be

disposed of after use to avoid problems with hygiene.

Reusable silicon noise plugs are made from impressions of the ear so they fit well and are comfortable, as well as being easy to keep clean.

Filtered earplugs reduce the low frequencies better than unfiltered plugs, which is important as much of the noise from helmets is low in frequency. Filtered plugs also allow a little air into the ear which improves comfort on a long ride.

Earplugs & communication

People wonder about earplug use and the ability to hear warning sounds, e.g. sirens, car horns etc. Research has shown that the use of hearing protection improves the ability to detect these when riding. The reason for this is that the ear needs to discriminate between important warning sounds and background noise, and it helps if the warning sound is louder than the noise. The use of earplugs reduces the level of both the signal and the background noise, so the warning sound is still louder.

However the ear is better able to discriminate between different sounds when the overall levels are not too loud. Imagine trying to carry out a conversation in a noisy disco, the overall sound levels are so high

that that the ears are 'overloaded' and it's very difficult discriminate what's being said no matter how much you shout. So by keeping sound levels down, earplugs improve safety.



Filtered motorcycle earplugs ensure good protection at lower frequencies and allow air into the ears.

The only time earplugs can be left out would be for short low-speed trips when the level of noise is unlikely to exceed 80dBa for very long.

Practical tips

The plugs are made of soft silicon and this can make them a little difficult to insert. As a firm fit is essential for comfort and protection I always recommend the use of a small amount of lubricant when the plugs are fitted. This means the plugs should be wiped clean every time they're used to avoid a build-up of

dirt, and regular washing is a good idea.

Plugs can be colour coded for left & right, and bright colours help you find them if they're dropped.

I have found that custom plugs tend to last several years so they can work out cheaper than disposable ones, and this fact has been confirmed by the local police whose motorcyclists, marksmen and dog-handlers (honest!) all wear custom made silicon plugs.

Keep between the hedges! **[Robert can fit these custom plugs for you – Ed]♦**

Club Regalia

Simon Forryan, Regalia Supremo

Here at SAM HQ we have a bountiful supply of SAM and IAM regalia. You know you want it...

To make these special items your own, simply (a) phone Simon the Regalia Supremo (number on p.29) or (b) turn up at one of the regular Club Nights (dates on p.6), where the Supremo himself mans the lavishly appointed regalia showroom.

See back cover for special anniversary year regalia pic. ♦

SAM Christmas dooo – 6 December 05

Budge Burrige, our own Capt Riggar

This year's Christmas meal will be held at The Queen's Head, Tewkesbury Road, Longford on 6 Dec 2005, kicking off at 1900 (1930 eats).

Cost, £17.95 per head, with a £5 deposit required to secure you place.

A provisional booking has been made for 30 so as usual this will be on a first come first served basis. I have some names already but there is still room for some more, so to avoid disappointment please get in touch asap. And please let me know your preferences from the menu below asap (including those who have already put their name down).

To commence:

Spice roast parsnip soup (with a hint of mango)

Duck liver pate (with buttered toast)

Large field mushrooms filled with the finest Dorset blue vinney cheese (wrapped in lean smoked bacon and grilled with a drizzle of honey)

Ripe avocado & roasted cherry tomato salad (dressed with soured cream & chives)

Cornets of finest smoked salmon filled with prawns and marie rose sauce (with brown bread & butter)

To continue:

Longford Lamb (a joint of lamb slow roasted in mint gravy until it falls off the bone - £2 supplement)

Pan seared breast of chicken (with honey & Seville orange sauce topped with fried julienne of leeks)

Medallions of prime beef fillet served on a bed of roasted sweet peppers (with a whiskey & garlic sauce)

Roasted breast of Norfolk turkey (with the chefs home made cranberry & chestnut stuffing)

Fresh poached fillet of lemon sole roulade filled with spinach then drizzled with chive buerre blanc sauce

Spinach and ricotta cannelloni on a ratatouille sauce (with garlic bread)

To conclude:

Local made Christmas pudding (served with the chefs home made brandy sauce)

Chocolate coronet pavlova

Lemon & lime zing

Cheese & biscuits

Followed by:

Fresh percolated coffee and mints

Ride-out Procedures

To help make ride-outs as smooth and enjoyable as possible, we have devised some simple procedures we follow at all ride-outs.

1. Group Day Rides are for Members, Associates and their pillions.
2. Each rider must endeavour to be in control at all times, to comply with the law and demonstrate a high standard of riding.
3. Please be ready with a full tank of petrol at the advertised start time and place.
4. The person who leads the ride will be in charge of the ride. It will be very helpful if he/she knows if this is your first group ride.
5. All participants will be briefed about the system of riding that will be used. Please listen to the briefing. See summary overleaf.
6. Try to keep sight of the rider behind you. If they begin to drop behind, reduce speed if it is safe to do so, to allow the gap to close.
7. Always maintain a safe distance between you and the rider in front.
8. Try to pair up wherever it is safe to do so at junctions, crossroads and traffic lights, but be sure never to obscure the view of another rider.
9. Ride in echelon on dual carriageways and motorways, wherever it is safe to do so.
10. Should you wish to leave the group, please ensure that the Sweeper knows in advance.
11. You are in charge of your motorcycle at all times. Severn Advanced Motorcyclists cannot accept any responsibility for actions you take or any incident that might occur.
12. Always ride for yourself and within your own capabilities.
13. Ride pace can be **Gentle**: you couldn't stop to pick the flowers on the way, but you could probably smell them. Relaxing and refreshing. **Medium**: between Gentle and Progressive. **Progressive**: takes advantage of all possible overtakes, often covers lots of miles. *[We'll be grading our planned rides for 2006 according to this scale and publishing it in the diary section – Ed]♦*

The Drop-Off System

Why have a system?

We use the system of riding called **the drop off system**. It is designed to allow even large groups of riders to follow the planned route safely and without stress. Even if the group becomes "strung out", for example with a rider not being able to see the one in front, or if riders don't know the route or roads (apart from the leader!), all should be well.

Everyone can ride at their own pace without worrying about keeping up, getting lost, or wondering which way to go.

How it works

The Drop off system is explained to all riders in a briefing at the start of the ride, where riders can also get to know their colleagues. The group has a designated **Leader** and a **Sweeper**. The Leader is always in front of everyone else, and the Sweeper is always last. They are introduced to riders at the briefing and are easily identified by a day-glow jacket or other identifier.

Riders may alter their own relative positions as they see fit whilst out on the road providing they always remain between the Leader and Sweeper.

When the Leader makes a direction change at a junction or roundabout the new direction of travel is (subject to safety) marked by the rider directly behind the ride leader, the **Marker**. To do this, the Marker pulls in at the side of the road, in a safe place where he/she will be visible to the rest of the riders, so the direction can be indicated to the following riders. The Leader will indicate a suggested place for the Marker to pull over, although it is ultimately the Marker's responsibility to ensure this position is safe.

It is most important that the Marker stops in a position where:

- It is safe to do so.
- They do not put themselves at any risk.
- The rest of the ride can see them clearly as they approach the direction change.

The Marker maintains that position until they see the approaching Sweeper, at which time they rejoin in front of the Sweeper. The Sweeper will always try to give sufficient space for this to happen otherwise the Marker should allow the Sweeper to pass, then overtake when a suitable opportunity presents it self, thus re-

establishing the correct running order.

It could happen that number two rider forgets to mark a direction change - in which case the next rider (number three) should take it upon himself to drop off and mark the direction change to prevent the chain from breaking.

It is always better to mark all direction changes rather than assume that the route is so obvious it is not worth doing.

Remember, as number two rider, you might think the ride direction is apparent - but you don't know when the riders behind might get split up, and one of them might not be familiar with the junction in question.

Any riders wishing to fall out from the group or who have a breakdown should report, en route, to the Sweeper who will note the situation and act accordingly.

If it is impossible to mark a direction change because of the danger to the Marker or other road users it is better that the direction change goes unmarked. Sometimes the Marker can park up safely a short distance away and return to the direction change on foot to direct followers.

The group may sometimes become so 'strung out' that the Leader decides to stop, in a safe place, to

allow the group to re-form before continuing.

Does it really work?

Most of the time it works remarkably well.

Sometimes a break does occur. If all riders are familiar with the location of the next stopping point, then they can make their way there individually, and regroup for the next leg. ♦



Senior SAM Members show how Leader, Marker & Sweeper can work as one for a smooth & safe group ride

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