



EXHAUST



NOTES

IAM Group: 1250

Winter 2008

www.wabam.org.uk

Contents

<u>The Chairman Rites</u>	<u>4</u>
<u>Guess Who?.....</u>	<u>5</u>
<u>Welsh Observations.....</u>	<u>6</u>
<u>Racing to the Front.....</u>	<u>8</u>
<u>Recollections.....</u>	<u>9</u>
<u>Adverse Camber.....</u>	<u>12</u>
<u>Congratulations.....</u>	<u>15</u>
<u>Peak Power.....</u>	<u>16</u>
<u>Events – Regular or Not.....</u>	<u>19</u>
<u>Guessed Who?.....</u>	<u>20</u>
<u>Committee Matters.....</u>	<u>21</u>
<u>Our Sponsors.....</u>	<u>22</u>
<u>Where To Find Us.....</u>	<u>23</u>

As 90% of WaBAM's members are on the Internet, Exhaust Notes has been designed so that it can be viewed page by page when distributed electronically. This is why the format of the paper copies is unusual - turned on its side, so to speak.

Cover concept by Martyn Jefferies. Picture copyright Dynamo Humm, Canada

The opinions expressed in this or any other newsletter published by the Wilts & Bath Advanced Motorcyclists, are those of an individual or of the editor. They should not be taken to represent the views of the IAM, its officers or the WaBAM committee unless stated otherwise. The articles are published in good faith and every effort is made to ensure that the details are correct at the time of printing.

Members should seek confirmation of event details prior to attending since, regrettably, last minute changes are sometimes necessary.



The Chairman Rites

Iain Gauld

Time flies when you're having fun, the summer over and for some it's time hang up the boots and put their trusty steeds into hibernation.

Unfortunately not me, yet again I have picked this time of year to get another bike on the road. Last year, on the 1st November I picked up the 'Street' and this year we've finally got around to replacing the 'written off' Sprint with the latest version.

This time I picked it up at the beginning of October hoping to get the first 500 miles covered a little quicker than last time.

All started well when I rode off from Performance Triumph in Swindon. I hadn't realised how light the 'Street' is, 40 odd kilos more is quite a surprise when you haven't ridden in traffic for a while.

I had a ride out planned for the Sunday so I thought I'd recce the route in reverse, 43 miles down the

road and the steering went a little heavy going into a left hander, then the next right felt even worse and those all knowing thoughts 'that feels like a rear flat'.

Low and behold I parked the bike up and waited 2 hours for the RAC. The patrolman plugged the tyre and I was on the road again, a lot slower than before and heading back to Swindon for a new tyre.

I have to thank Performance Triumph. Elgin Drive, Swindon 01793 525125, plug (no pun) totally intended, for getting the tyre replaced and getting me back on the road within the hour.

I recently attended the Regional Forum for the groups' area where most of the talk was about the proposed increase in the IAM membership fees. An increase that has not taken place for over 4 years and if it is agreed at the IAM's AGM

at the end of November, may impact seriously on all groups including WaBAM.

The IAM subsidises groups heavily and the increase will be needed for this well needed help to continue.

If you are going to vote, either at the AGM or by proxy (you have to apply to IAM house for the proxy form), please consider the subsidies we could be missing out on. Assistance with observer insurance costs and training funding.

Finally, a radical thought. Recently there has been lots of complaining by the driving masses about the revenue the government makes from speed camera. Simple solutions DON'T SPEED, and they won't make any money and maybe in the long run they will get rid of the cameras.

Ride safe

Iain

Guess Who?

Can you guess who is pictured here in his early years?

Obviously showing an interest in bikes at a young age, this youngster was a founder member of Wabam, and has served on the committee since day one.

He has been 'pressed' into service as an observer and is known for ensuring all and sundry hear about Wabam's achievements.

Think you know who it is? Find out if you are right by turning to page 20.

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Welsh Observations

September Observer Weekend - Steve Townsend

As a complete novice observer and only persuaded to go by Martyn Buckland, who thought it would do me good (I think he was getting desperate for volunteers by then), I was quite apprehensive of what the expectations of me would be. Having done a bit of homework and revised my notes from the observer course, Phil (Ellis) and I set off after lunch on Friday determined to have a bit of fun en-route to Llandrindod. I had received some advice from a seasoned rider of Welsh roads, and planned a route on some of the most interesting roads in the general direction we were headed. A quick skip across the bridge soon found us on the road to Abergaveny via Usk, then we went looking for the B4521 toward Ross-on-Wye,(that's not in the right direction I hear you say – No, but it's bloody fine road), then on

to the A449 all the way to Worcester, so that we can ride the A44 all the way to Llandrindod, or nearly – brilliant. (well I did – Phil decided to follow his satnav at one stage – so we met up again at Llandrindod).

Fantastic hotel and lots more observers there than I had imagined, so after a curry at the local Indian and an introductory drink at the hotel bar it was heads down to prepare for a full day tomorrow. Saturday started with a full English and then into the lecture room for a morning's discussion. This took the form of two role plays, the good and the bad (and some ugly as well) which raised some laughter and some serious discussion about observer / associate interaction. This helped my briefing and de-briefing skills, reinforced the ideas I already had, and gave me some new tips, plus the confidence to

put them into practice.

At the middle of the day we were all split into groups of 3, 2 observers and a senior, all from different groups, with the aim of practising our observer roles under the guidance of the senior. We started in a very low key way, Peter the senior thought we should get out on the road and practice our observing skills on an interesting piece of road, so it was back to the A44 and head toward Aberystwyth where we stopped for a late lunch. Then it was time to get serious with some proper observation and de-briefing, and as my co-observer had said that he would like to improve his cornering skills, it was a good opportunity to observe some specifics and give some guidance. It was not the easiest route to concentrate on the partners riding because the scenery was awesome

and the weather warm and sunny, but at our first de-brief, a Visitor Centre near a reservoir dam, it was good to hear that my co-observer had felt more confident at cornering and was able to confirm that his riding had been smoother. Now it was my turn to be observed and with some suggestions about road position we set forth on an interesting run back to the hotel, but where did my observer keep disappearing to when I was well within safe speed limits? I had to stop 4 times for him to catch up!

Back at the hotel there was time for a freshen up and a pre dinner drink before an excellent evening meal and an opportunity to meet and chat to some of the 60 or so visitors from various corners of Regions 1 and 3. I wasn't late to bed because it is amazing how tiring it is to exercise the few grey cells I still have in my head.

Next morning, after another full

English, Peter asked Alistair and I to do a full practice observed run on a 20 mile stretch of road to the north of Llandrindod to Newtown, with a formal brief and de-brief following on from previous days ride. I decided to take the lead and do my observing bit first. So, having discussed the cornering issues, reinforcing the improvement of the previous day, and agreed the aims of today's run, we set off in the foggy conditions with some reservation. We arrived at Newtown safely with the fog clearing rapidly and found the café for a cup of tea and a de-brief. So, what have we learned?

Alistair how did you think that ride went? I was able to confirm that the cornering improvement had been maintained. Anything that you would have done differently? The overtake ended up a bit tight. Yes, how would you have done it differently? So proceeded a discussion about earlier opportunities and confidence in the bikes ability. Then my turn to do the

return route back to the hotel and once again where did my observer keep disappearing to?

Peter confirmed that my riding was safe and I thoroughly enjoyed it.

The week-end met and exceeded all my expectations. There was no need for the earlier reservations as the weekend was structured to build at the appropriate pace, where I learnt something new and refreshed established ideas. It met my aims to boost my confidence to the point where I could take on my 1st associate as well as having a fun weekend. My hope would also be that Alistair was also able to gain something from the weekend.

Any other observers contemplating taking part in one of these weekends are recommended to grab the opportunity with open arms should the chance arise.

Steve

Racing to the Front

Weston Beach Races – Nigel Lavender

In a departure from the normal format, Octobers rideout saw me leading the run to the increasingly popular Weston Beach races.

Considering this clashed with the local "RAT" run (as the rideout was a week earlier than normal) the turnout was quite good.

Travelling from Chippenham to Frome via Bradford on Avon in dense fog

was fun, or was it some form of torture? The fact we could not see where we were going really did not matter as my bike was rattling so loudly it could be heard from far away., even if it could not be seen. That however is another story in the process of being rectified. Once we left Frome, the skies cleared and we had a good run over the

Mendip, down to Burrington Combe and on to Weston.

Those of you who have never been to the Weston Beach races should know that you really need to see it to appreciate it. Hundreds of bikes being ridden around the beach circuit about for 3½ hours, over high mounds created specifically for the



event, getting stuck in the ruts, and going like stink along the water's edge.

On arrival at the bike park, most seemed to do their own thing, and a good time was had by all. It left some of us wondering how many of our 'tractor drivers' will be taking part in next years event?

Nige



Recollections

Part One of an article by an Octogenarian Motorcyclist

It was early in December 1942 and I had just returned to London from my last term at boarding school, keen to enlist in a London based Home Guard Unit. We had a strong unit at school and I wanted to continue "doing my bit" for the war effort from my new London base. One evening I was chatting with my Dad over our evening meal when he changed the subject and asked me "Have you ever ridden a motorcycle?", to which I naturally replied, "yes" (one of the boys at school had a Blue Star on which he had given me a lift – once!). Asked if I would like to be a Home Guard Despatch Rider, I naturally replied "yes". Apparently, a friend of my Dad's was in the 1st London Battalion, which was looking to expand its Motor Transport Unit - I was interviewed the following evening.

It was much the same as being interviewed for any job - The Officer in charge of the Unit sat on one side of a desk, together with the Unit Transport Officer (no less than the late Lt Harvey Pascoe, alias 'Cyclops' of the magazine "Motorcycling"). It took next to no time to be found out



The 1st London Battalion
our author is the 3rd solo from the left

and to be forced to admit that I really had no more idea as to how to ride a motorbike than how to fly to the moon. All MT Unit training / maintenance sessions for the 1st couple of months were divided between maneuvering exercises, topography and vehicle maintenance on a one-to-one basis, with one of a surprising plurality of Sergeants. To give credit where credit's due however, it would have taken me a lot longer to learn how to ride safely had it not been for the sergeants' training. Incidentally, the maneuvering exercises were carried out in a local school playground, around and between forty gallon oil drums filled with concrete — no flexible plastic cones in those days — hit one of those and you knew it!. Needless to say, I soon

learnt to control the m/c in slow riding maneuvers.

We had a selection of bikes belonging to the unit, six BSA M20's ex-AA, two off Ariel W/NG's, two off Royal Enfield WD/C's, later to be replaced with WD/CO's and a 'Big Four' Norton with armoured sidecar. Many members of the Unit also rode their own bikes whilst on duty, including a 200cc ohv Triumph, a 680 Brough, a Rudge Ulster, a 350 ohv Levis and later, my own MAC Velocette. Our issued clothing consisted of Army issue battledress top and trousers, forage cap, short rubberised canvas DR Jacket and individual waterproof leggings (allowing efficient water cooling of certain parts of the rider's anatomy) and a leather tank top. We also had almost totally inflexible yellow gauntlet gloves and standard Army Crash helmets (which we were obliged to wear when riding on duty, even when riding our own civilian machines). It was one of these lacquered Papier-mache helmets that saved my life in an incident during an air raid. When cornering on a wet wood block road surface, I came off,

head first into a lamp post. I even continued wearing that lid for another three years, until the end of the war in Europe. Although it had its moments, my Home Guard unit's operations were far from being like Dad's Army as portrayed by Capt. Mainwaring & Co., but that aspect of motorcycling gave me an insight into a wider range of motorcycling activities.

It was my former Battalion Transport Officer who, in civilian life was Works Manager for one of London's more substantial motorcycle businesses, who advised me to join the Sunbeam MCC which, in turn developed my interest in the Pioneer Run (London to Brighton) for pre-1915 motorcycles. My first Pioneer Run in 1947 was a great experience. In those days, each competitor had an observer following him and marking every stop, for whatever reason. I was to observe one Jock West of TT fame, and Sales Director of AMC. All went well as we left the start at Tattenham Corner railway station, until we got to Horley when Jock West's 1902 Matchless started

popping and banging and spraying me with black oily gunge as I followed, maybe a bit too close. We stopped, removed the cylinder barrel, replaced a broken piston ring with one that just happened to be in our rider's jacket pocket, and we were away again, all in less than eight minutes. I rode in quite a lot of Pioneer Runs after that occasion, but none so interesting as that in 1947.

Another Sunbeam club activity which particularly appealed to me was that of training novice riders. In December 1947 the RAC convened a meeting to get the views of members of the six foremost motorcycle clubs in the Country, at which the Sunbeam Club was well represented.

It was agreed that the six clubs concerned would each start up its own training course, closely monitoring the good and poor aspects of each scheme from which to draw up a blueprint for the RAC/ACU m/c training scheme, the ACU or AutoCycle Union being the governing body for Motorcycle Sport.

Sunbeam's first training session was in Battersea, a bit far away for me in

those days of petrol rationing, but I was involved as a `helper` in several further sessions at a refuse site in Alperton, and later in the grounds of RAF Stanmore, much closer to where I lived at that time.

So now there were two aspects of motorcycling in which I was becoming involved, the Veterans and training. My first Veteran (pre-1915) machine was a 1903 Royal Enfield with a 412cc Minerva engine bored out to 512cc, which I found almost completely buried in a heap of scrap.

No clutch or gears on this machine. It transpired that it had been used for grass track racing until it blew up with a crack between the inlet and exhaust valve seats. I was so keen to get hold of it that it cost me £7:10 shillings. But that price included breaking down a massive pile of scrap, getting the bike out and rebuilding the pile - about an hour's work by the scrap man on his own!. Then there were several other Veterans, including a two stroke Hobart (the company that makes food processing machinery today) - a nice little bike that would go as fast



May 1945

The war in Europe is over, what better way to celebrate

reversing as it would go forwards. Then there was a very nice 1911 500cc Triumph with 3-speed hub gear on which I rode several Brighton runs and one Banbury. Best of all though is my 1903 WA Lloyd which is thought to be the only complete Lloyd motor bicycle to have been built prior to commencing production (by WJ Lloyd) in 1906/07. I have

ridden in several Brighton runs on this bike, and my grandson is intending on riding it in the next. I have a full history of this machine from start to present day, the research for which dug up some interesting facts about those early days of pioneer motorcycles and motorcycling. But if I were to tell you all I know about WA Lloyd Cycle Fittings, I would soon run out of paper and toner.

Returning to the Training story, after several years in the London Area, with the odd off-road experience to add to the fun, my business activities abroad cut short my involvement in biking in the UK for a good few years.

Mind you, for the three months that I was in New Zealand, I did manage to acquire a 1920's New Hudson on which I spent many enjoyable hours in between times. It did come as a bit of a shock to hear that I had to start motorcycling from the beginning again, but I did get away without having to wear L plates!

Read the rest of this historical tale in the next issue of Exhaust Notes. Have a tale of your own? Share it with us.



Adverse Camber

Martyn Buckland

Christmas? Yah boo sucks and humbug. I have to say I'm just not ready for bleedin' Wizard, Slade and co singing "Bingle Jells" or whatever.

I still want more summer please; there wasn't enough for my liking.

To this end and as many of you know, I extended our summer by hopping across the Atlantic to California and poncing about on a Harley with the missus on the back for a couple of weeks. Many of you will also know that during said jolly we ended up with us both taking a trip to a US Emergency Ward!

"How could this happen? This is our Chief Observer, our mentor!". I hear you say. Well, all I can say is that the learning curve continues. First of all, if you are under the impression that the Chief Observer is immortal I suggest you get some therapy, but if

alternatively you think that spending a few years in the IAM or RoSPA makes you less likely to have an accident - you'd probably be correct! I've not had a bad one since taking my IAM test about fifteen years ago and I have to go back to 1972 to find the last where I had to visit a hospital as a result of a biking incident. Even then I didn't actually drop the bike - but more of that later. Since the spill in California I've had an accident whilst walking and been driven off the road by a bus whilst taking my first long driving trip since getting the arm out of plaster. That's my three thanks!

So, what happened and why? Let's run through what happened. It won't take long and it's not complicated. Perhaps it will prevent you doing the same.

Very simply, I was performing a series of overtakes in relatively slow moving (thank heaven) traffic (25-35mph) and ended up following what turned out to be a cab - it was an anonymous MPV to me. I was actually commencing the third stage of the overtake process - i.e., about to accelerate past him (I hadn't reached him and in fact we never made contact), when the driver saw his fare on the other side of the road and u-turned in front of me without any indication that he was about to do so. I had to make an emergency stop, locked the brakes and lost control of the bike. The rest is history.

So, what did I do wrong? Simple, I failed to see a junction off to the left that he used for his turn. I suppose also I shouldn't have been riding a

vehicle that I wasn't capable of bringing to an emergency stop. I was riding a Hardly Ablesome (not noted for their braking prowess) 2-up with luggage, not an ABS-equipped BMW GS. It wouldn't have happened in this country on my bike. Trouble was, I wasn't. Bottom line is though, I should never have put the bike in that position near a junction.

Yes, the cab driver should have indicated but that's no excuse for lack of observation and anticipation. "Stuff" happens and you have to be ready for it. Fortunately we walked away from the hospital and got on with our holiday, almost uncompromised as we had completed 9 days of the 11 day rental period. We hired a car and did the last couple of days on four wheels before finishing off in San Francisco where we didn't need any of our own transport.

And that's it! Not complicated, not difficult and it happened to an

experienced motorcyclist, someone who gives advice to others. But it could have killed us both. Don't let it happen to you.

Let's move on.....

Anyway, something that I do occasionally get asked to do is try and respond to people whose experience of the IAM is not what they expected. Now this can range from "I ordered a bouquet of roses from Interflora and they sent me something called a *Skill for Life package*" to "I don't like the colour of my Observer's bike"!

On this occasion the feedback (I won't call it a complaint) was to do with their expectation as to what the "Skill for Life" package was going to offer. It's not the first time I've heard this so I thought I'd use "Ad Cam" to respond

I have asked the person concerned if I could use some of their feedback in this piece. They agreed and the

relevant part is shown below:

"I feel that the name "advanced motorcycle group" is a little misleading. Advanced, I was hoping, would be more to do with bike 'handling' to a higher level than what we have already learned from general bike lessons. The course that the clubs observers teach is, in my opinion only, just a take on the direct access motorbike course or just "advanced road craft". This doesn't mean that I haven't got anything out of the course, because I have, I definitely feel that I now ride with a more long range view, looking for hazards etc, which is never a bad thing.

I personally, would have liked to have got more tuition on actual bike handling / knowledge, what the bike does when it hits e.g. gravel, water etc and how you could get yourself out of problems on the bike e.g. when you enter a corner too fast/sharp, what does each brake exactly do to the bike apart from stop it ??? !!!!, not so much as when its safe to over take or showing you can travel at speed limits.. As a bike rider, you should, hopefully, already know this already!

Because the club is so linked with the police riders perhaps they could incorporate a training day that your observers could go on and learn more about police rider skills..."

There are valid points in the above so let's try and answer them.

First of all, the IAM in its marketing literature states what Advanced Motorcycling is and what "Skill for Life" aims to address. With regards to handling, it says:

HANDLING SKILLS

- Do you steer the motorcycle safely and effectively?
- Do you brake smoothly and progressively?
- Are all your gear changes made at the right time and at the right road speed?
- Do you use acceleration sense?
- Do you use the controls with finesse and sensitivity?

These are the only machine handling areas that we as Observers are required to ensure are correct. Observers won't need telling this, but

the majority of Associates who have passed the basic DSA test do not have those skills to the standard the IAM require when they start off with us - so it is by no means a "given".

The next question is, "OK, you don't cover anything else, but should you?"

Ideally, yes, however, as I see it, there are three main issues with being able to cover the sort of situation covered in the feedback letter:

1) Skill for Life has to fit a budget.

It would be great if the package could incorporate a track day and an off-road course but people already find £100+ too much to swallow so trying to include these types of experiences isn't viable.

2) Skill for life has to be practical

The only way to teach people to deal with gravel, water etc is to experience it. Theory will teach you nothing in these situations, so how do

you recreate these hazards without endangering yourself and/or your bike? Car drivers have a skid-pan, we don't. Can you also imagine the insurance implications as well? The solution is to teach people how to avoid getting into those situations in the first place, which is what we do.

3) It has to be able to be taught by "ordinary" motorcyclists.

The IAM relies on its Observer volunteers to pass on the knowledge to Associates. Many of them have additional skills learned outside the remit of the IAM, but most don't. Even if we had facilities and expendable bikes for learning extreme conditions, we don't have the capability of taking on and then teaching the sort of skills we have been talking about here.

Finally, with regard to learning more about Police Riding Skills, the only things that I'm aware of that Police Riders are taught that we don't cover

is Law (I'm talking Road Traffic Acts here, not Highway Code), riding under blue lights and pursuit skills.

However, it's easy to find reasons why we can't do certain things, so, what can either the IAM or WaBAM practically do to "enhance" the IAM experience?

Well to be fair, the IAM already subsidises Track Days - there are always a couple every year and recently one of our Members, Bill Thorpe, experienced one at Mallory Park and wrote about it in the last "Exhaust Notes".

WaBAM members have, in the past,

tried unsuccessfully to organise our own so perhaps we should have another bash? Any volunteers? A warning - there are dozens of interested people who vanish as soon as the word "deposit" crops up!

I know there are plenty of people into off-roading, in fact we have one of our Senior Observers who runs the Wiltshire Trail Riders Fellowship - anything you can help us out with Keith?

Those who decide that they want to try their hand at Observing get involved in various events such as the Observer weekends that have been held in Wales and the Senior

Observer days that have been organised over the last 2 to 3 years. These do not venture into the sort of activity that our disappointed Associate aspires to however.

If anyone has ideas that we could use to "up our act" please let me know. Lastly, thanks to our anonymous contributor - we like all types of feedback as long as it's constructive and I know theirs was intentioned in exactly that way.

And finally (this time it really is finally).....Have a very Cool Yule - Ya, boo HUMBUG.

Martyn

Congratulations

Congratulations to the following who have achieved a pass in the IAM Motorcycle test, and their observers, without whom our group could not continue to grow and achieve its aims of improving riding standards across our area.

Christopher Loosemore

Nigel Coysten

Stuart Honeyball

Nigel Jones

John Bletso

Rob Blackburn

Ray Clarke

Mike Doggart

Andrew Buckingham

Richard Karn

We look forward to meeting them at future Wabam events.

Peak Power

Wabam on Tour – Les Snelgrove

June is just about my favourite month. The leaves still green and fresh, the birds singing their hearts out in the trees, lots of wild flowers in the hedgerows and the promise of some decent weather ahead. So it was full of the joys of spring that I joined Nigel and Malcolm for the trip up to Derbyshire, where we were scheduled to meet up with the rest of the group who'd signed up for the WaBAM Peak District weekend. The arrangement was for everyone to make their own way to the pub at



Alstonefield where the other Nigel had booked an evening meal.

Our little sub-group had taken the Friday off work in order to spend the day emulating Ewan and Charlie, but this time going the 'long way up'. First we headed west, with me at the front following a route I'd programmed into the TomTom, and having successfully crossed the old Severn Bridge (quite an achievement for me considering a previous failed attempt) we stopped for coffee at Abergavenny before striking north. But for some unknown reason the TomTom directed me west on the A40 to Brecon. Bugger!!

No problem, just press a few buttons and let the GPS do its stuff to get us back on track. Although not the one I had originally planned, the new route took us on some of the twistiest, best surfaced and uncluttered roads I've ridden

anywhere in the UK. We had a whale of a time, Nigel and Malcolm easily keeping up with my Versys on their larger capacity bikes. It may not have been the original planned route, but boy were we pleased with the alternative – first the A470 to Builth Wells and then the A483.

After a quick stop in Newtown for lunch and fuel we cracked on, bypassing Shrewsbury and Telford to



end up at Blythe Bridge near Stoke where we called in on my Multistrada-riding mate Neil. After coffee and biscuits he accompanied us across the moors to Youlgreave, where we'd booked a bunk room at the local youth hostel – which turned out to be an old converted Co-op store!

After getting unpacked and bidding farewell to Neil, we rode the very rough (especially in the dark) 10 miles or so across country to meet the rest of the WaBAM crowd for dinner at the George Pub in Alstonefield. People had made the journey up using various routes and were staying in a variety of accommodation; luxury hotels, B&B's and tents at the local campsite. Although lacking in quantity, the food at the George was tasty, and it was good to have a chat with the other members about their journeys that day.

The Saturday was a real experiment for me. I'd volunteered to lead the group ride after Nigel Lavender had to drop out, and having programmed his suggested route into the GPS, I

had visions of ending up back in Brecon again! So it was with some trepidation that, after meeting up with the rest of the group in Bakewell, I lead them out for a circuit of the Peak District. Our first stop was at Ladybower reservoir, where



there is a handy little coffee shop and some wonderful scenery to admire from the car-park. It's also a popular starting point for ramblers and mountain bikers who are going up onto the moors, so quite a busy place.

From Ladybower we headed west across the Snake Pass to Glossop and then south on some minor roads to Macclesfield, which is situated at the

western end of the infamous Cat and Fiddle, a road we were all extremely keen to ride. Due to the high number of accidents on this road, the speed limit is restricted to 50mph. However, anyone who can hold that speed steadily for the entire length of the road should be consider themselves a very competent rider, especially in the wet conditions that we experienced. After stopping to take a few photos at the Cat & Fiddle pub, we headed down into a sunny Buxton for a well earned lunch, sitting outside the Pavillion, watching a wedding being conducted on the nearby bandstand. It was here that we met up with Martyn and Andy, who had travelled up separately that morning.

Whilst briefing the group about the afternoon ride it soon became clear that the wet ride across the Cat & Fiddle that morning had not really hit the mark, so it was agreed that instead of seeing more of the area, we'd ride the morning route in reverse – but not literally of course! This pleased Martyn and Andy no



end, but the challenge was to re-programme the GPS, a very laborious task that was almost worse than starting from scratch! But with the electronic wizardry primed and bikes re-fuelled at the eastern end, we set off back across the Cat & Fiddle for an even more enjoyable ride, taking advantage of much warmer, drier weather.

Apart from totally losing Martyn at a particularly complex junction, (marked I must add) the ride went really well. We eventually stopped to wait for him in a lay-by half way along the Snake Pass, surrounded by some stunning scenery and watching lots of other bikers enjoying the fast

flowing road. Once all back together, we made our way back to the Ladybower car-park, just in time as the café was about to close.

After a quick shower back at the Co-Op youth hostel, we rode across to Alstonefield where we ate a much more generous dinner at the George, swapping stories about the days ride. Everyone had clearly enjoyed the fantastic roads and beautiful scenery we'd found in the Peak District, most vowing to return in the future to explore the area further.

Sunday was departure day and it was time for the group to go its separate ways, with the majority heading back home in small groups, whilst four of



us turned north towards Yorkshire and three more days of glorious roads and wonderful scenery. But that, as they say, is another story.

Who were we?

Martyn Buckland, Nigel Coysten, Malcolm Eaglesham, Peter Hawkes, Richard Karn, Dave Kavanagh, Andy Maggs, Steve Sexton, Nigel Smith & Les Snelgrove.

A big thank you to Nigel Lavender as it was his idea and he made all of the pre-trip arrangements - the rest of us just turned up and rode our bikes!

Well done Nigel and we hope you can make the next one.

Les

Events – Regular or Not

13th December – Everyone from WaBAM is welcome to join the annual Pinkertons Toy Run on Saturday 13th December. The group will be mustering at the rugby club (Greenbridge Road, Swindon) from 10:30am onwards for bacon butties & coffee.

The run will leave the rugby club at around 12 noon and ride around the town (usually with a police escort) to the Great Western Hospital where the gifts will be donated to the children.

There will also be a party at the rugby club in the evening from 8pm onwards, which Wabam members are welcome to attend.

Les has been on this run three times and can confirm that Pinkertons are a really friendly, welcoming bunch.

See <http://www.pinkertons.co.uk/>

13th December – Also on this date is Wabam's very own Christmas bash. This years event takes the form of a

skittles evening at the Royal Oak, Widcombe, Bath, commencing at 7:30pm. This promises to be another great social event, don't forget to come along if you have booked your place, otherwise chances are that by the time you are reading this, it'll be too late to book your tickets. Make sure you get in early next year.

16th December – Monthly social meeting at The Mermaid, Christian Malford from 20:00. Please note that these socials take place in the THIRD Tuesday of each month at this venue, and not the second Tuesday as quoted in the last copy of Exhaust Notes – Apologies if you turned up and found yourself on your own.

21st December – Meet at the Mermaid again for 09:00 ready for a 09:30 prompt departure as Bill Ferrol likely leads the December rideout up into the wilds of Oxfordshire, fortunately not in a straight line at 5000 ft which he is more used to! The

landlord at the Mermaid has very kindly offered to open up the kitchen at the pub from 08:00 for food, from Bacon Butties to a full breakfast, and Tea, Coffee. Just arrive with a full tank of fuel (Fuel is available at the Little Chef on the A350 Chippenham, on the A429 at Lower Stanton St Quintin just north of Junction 17 of the M4, or adjacent to the roundabout in Lyneham – See Map) and both rider and bike can leave at 09:30 full!

And on into 2009.....

18th January – Our January rideout is to be led by Chief Observer Martyn Buckland. Hopefully this rideout will be less eventful than Martyn's American adventure as told in Ad Cam. Route yet to be confirmed. Similar arrangements for food and fuel in order to be ready to leave at 09:30 prompt.

20th January – First social meet of 2009 at the Mermaid from 20:00.

15th February – Rideout from the

Mermaid. No ride leader nominated or route planned as we go to press so if you have a destination or route in mind, get in touch with Phil our Rides Organiser with the details. Even better if you fancy leading the ride yourself. It's not as difficult as you might think, and nobody is going to complain if you take a slight detour (It has been known before, and even our most experienced leaders do it now and again).

17th February – Quiz night at our monthly social held at the Mermaid from 20:00. Yes, the second WaBAM

quiz night should provide a good evenings entertainment, and someone will come out a winner!

June - Phil Ellis and Steve Townsend are planning a trip to the MotoGP in Catalunya, Spain on 14th June 2009 and wonder if there are any other WaBAM members who would be interested in joining them. The itinerary is very much open for discussion and whilst it would be good to travel down through France together, there is opportunity to extend the stay post race to explore more of Spain and France. Please

contact either of them via Website Forum, e-mail or verbally at socials/ride-outs.

Also in **2009**, Rides Coordinator Phil Ellis is hoping to ride out to a number of British Superbike events. Although the calendar for the 2009 season is yet to be released, if you have a favourite venue, or one you would particularly like to visit to watch a round of the championship, get in touch with Phil. More details no doubt will be revealed as the season unfolds.

Guessed Who?

Did you guess who the young lad in the picture is? Well, it is no other than our Publicity Manager and Observer, Peter Hawkes. Peter says the picture was taken in Claverton Street, in the heart of London. Can you believe it, no other



motor vehicles in sight, just a Horse and cart! It looks a lot different now, I guess Peter does too! Peter does not remember what the bike in the picture was, but can currently be seen around riding his BMW R1200GS.



Committee Matters

The WaBAM committee meet once a month to discuss the various aspects of the work carried out by WaBAM. Copies of the minutes are available for those interested from the Secretary, Bill Ferrol.

If you would like to join the committee, please feel free to contact any member of the committee, and come along to the committee meeting at the Bell on the Common, Broughton Gifford. You don't have to take on a specific role to join.

Committee meetings are held on the second Monday of the month and exact dates are posted on the Whats On page of the WaBAM website (Next meeting 20:00, Monday 12th January).

Talking of the Website, have you visited it recently. Nick and Nigel have done a great job and all members should have by now received their login names and passwords for the Forum, a great chance to chat with, and find out what other members of the group are up

to. If by some chance you have not received details, contact Nigel who will be more than happy to oblige.

And finally, a reminder that in order to remain a member of WaBAM, you must be a member of the IAM. This means you must have a current IAM membership card. One or two of our members had not received their cards, although the IAM have taken the subscription fee, so make sure you have received yours.



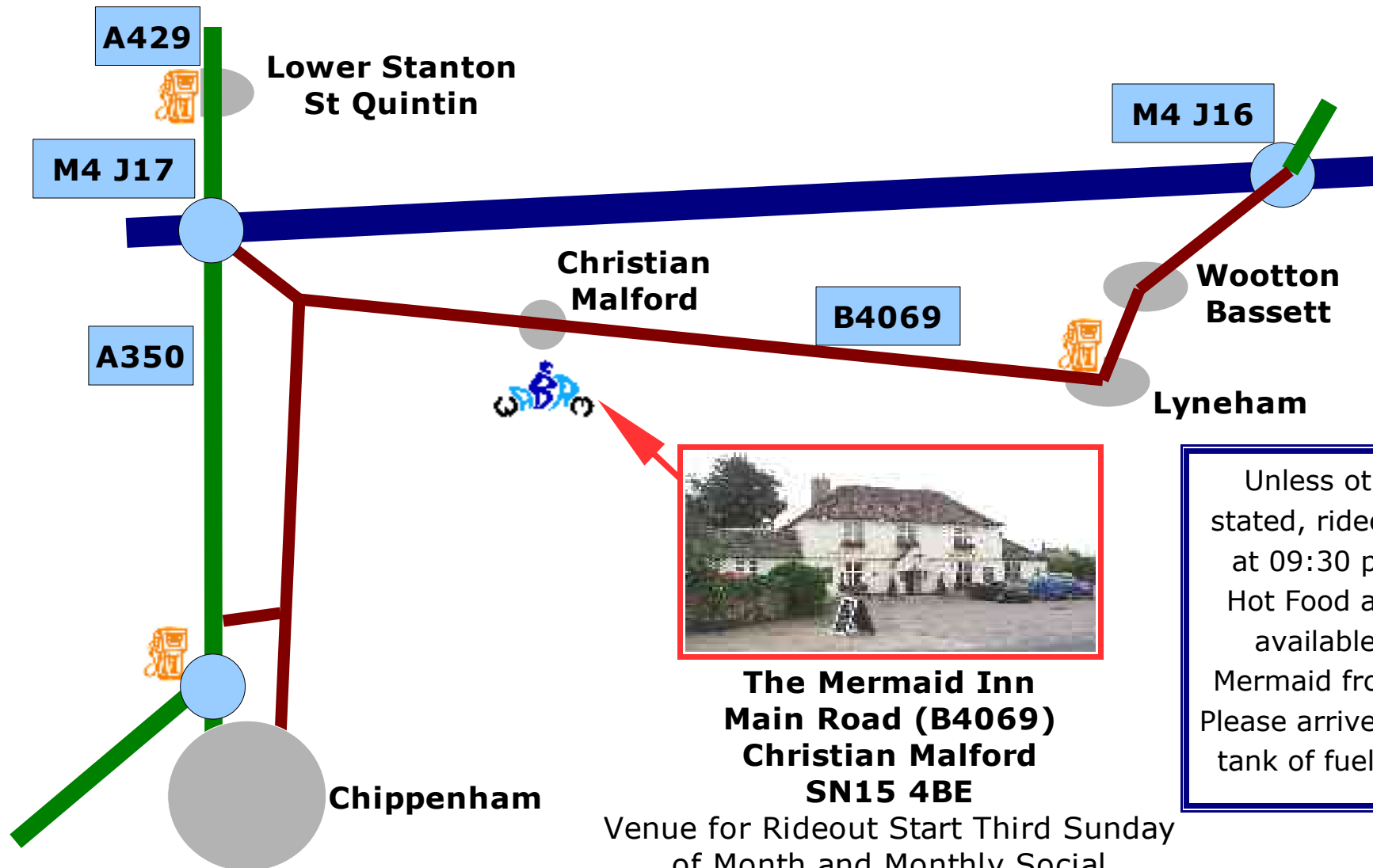
The WaBAM Committee would like to wish all Members, Associates and Sponsors a Happy Christmas and a Prosperous New Year. Thanks for a great 2008 and we look forward to your continued support in 2009

Picture Courtesy: www.fun-christmas-ornaments.com

Our Sponsors


<p>George White Superbike Centre www.georgewhite.co.uk</p>	<p>Artdeans Motorcycle & Scooter Centre www.artdeans.com</p>	<p>Performance Triumph Swindon www.bladegroup.co.uk/triumph/</p>
<p>Athena Avenue, Elgin Drive, Swindon, SN2 8EJ Tel: 01793 716 716</p>	<p>207 Rodbourne Road Swindon SN2 2AA Tel: 01793 574 800</p>	<p>Elgin Drive Swindon SN2 8DP Tel: 01793 525 125</p>
		
<p><i>Show your current membership card to obtain a 10% discount on accessories, clothing and parts.</i></p>	<p><i>Show your current membership card to obtain a 10% to 20% discount on accessories and clothing. Ask for details.</i></p>	<p><i>For a 10% discount on selected accessories - excluding painted & carbon parts -, clothing and workshop services, show your current membership card</i></p>

Where To Find Us



**The Mermaid Inn
Main Road (B4069)
Christian Malford
SN15 4BE**

Venue for Rideout Start Third Sunday
of Month and Monthly Social
Third Tuesday of Month from 20:00

Unless otherwise stated, rideouts leave at 09:30 prompt. Hot Food and Drink available at the Mermaid from 08:00. Please arrive with a full tank of fuel (see )



Group Contact

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Committee

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