



EXHAUST



NOTES

IAM Group: 1250

July 2007

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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.

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



The Chairman Rites

Martyn Buckland

So, the first "Chairman Rites" since the AGM, and where do I start? There has been so much to remember, both good & bad.

We must of course start with **Steve Townsend's** appalling accident in June which started out as a tragedy but - and I am almost scared to say it - has turned into a cheering story of strength conquering adversity and one of the most amazing medical recoveries that I have personally come across.

Most **WaBAM** Members will have received my mail chronicling what happened and/or have been onto the website to get the latest update so I won't dwell on the incident itself, suffice to say that, almost certainly due to a medical condition, Steve lost control of his bike and suffered multiple injuries, any one of which

could have been fatal on it's own, never mind combined.

At the time of writing, over six weeks since it happened, Steve has been through three major operations involving transfer and back from Basingstoke to south London and is still in the North Hampshire hospital. However, after five weeks in the high dependency unit, he is out into a ward for the less critical and has been receiving visitors for some time. He is even able to walk a few steps and I hope by the time you read this he even may be out of hospital - something that I couldn't have dreamed of even a couple of weeks ago.

Steve will at some point be reading this so I know that we all would like to say to you how relieved we are that you pulled through and it is a

tribute to your physical and mental strength that you are still with us. We look forward to you making a full recovery....

I know that one of the factors which helped Steve was the amount of support and help that he and his family received from biking friends, many of whom are **WaBAM** Members so a big thanks to all who sent him cards, visited him in hospital and helped the family out. You really made a difference and when I visited Steve at the end of July he asked that personal thanks be passed on through this medium. Duly done mate!

Mike Cummin continues to make good progress and it was great to see him at the AGM. **Carenza Ellery** who's foot was run over and broken while in the USA, made a dramatic

entrance to the AGM in full plaster and on crutches – I'd like to think that I would have made the effort to attend in the same circumstances – but I'm not sure I would – so well done Carezza! I saw her at the Calne bike show in July and she'd made good progress and is soon hoping to be back on her bike (albeit that it's in the process of being renovated).

Nigel Coysten's tumble back in May has almost been forgotten now but that could also have ended up much worse. Nigel was temporarily hospitalised by a SMIDSY near Warwick and suffered some very painful bone and muscle injuries but, like the trooper he is, was back on a loan bike within a couple of weeks and even went to the TT races. Well done again!

No doubt there are others out there who have suffered mishaps either on or off the bike that I'm not aware of so my apologies to them for not mentioning their plight and hope you

all are fit and well soon. Our Membership has had a number of incidents and medical emergencies this year, all of which have had a happy ending, thank your God. Let's keep it like that please folks!

Moving onto other subjects but referring back yet again to the AGM, I made recruitment of Associates a priority for 2007/8 and I'm glad to say that we have made great inroads to trying to address that issue already. We have attended every Bikesafe event this year so far and have had good success in recruiting from this event so thanks to all those Observers who have gone to them and helped swell the ranks. At the time of writing **Steve Flippance** has the prize for recruiting four Associates signed on the day at the last Bikesafe in July. We also attended the Calne Bike Show and West Wilts 2007 in Trowbridge and we hope to see a return on the efforts of **Rob Blackburn, Bill Ferrol, Ken Fryer** and by no means

least, **Nigel Lavender**. Thanks guys.

We have much more to do however and we DO need your help. You don't have to be a full Member, an Observer or hold a Committee position. You may think you have nothing to offer – yes you do, believe me!! If you are available on a day where you know something is happening, PLEASE contact one of the Committee and offer just an hour or so of your time. It can make all the difference to those who selflessly volunteer to help time and time again.

Talking of which, have you seen the new website? (I suppose if your reading this, most of you have – doh!). **Nick Atkins** has transformed the site – he said it was just a temporary fix till we got something better but I think it is more than fit for purpose now. But what do you think? Let us know please, it's your website after all. The site

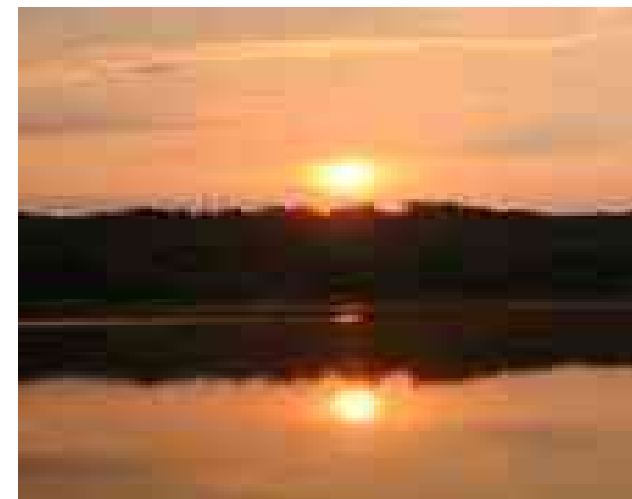
reconstruction was the second of my two primary objectives for the year and we have achieved so much already. Well done and my personal thanks to Nick who also volunteered to look after the Treasurers post while Steve is lying around enjoying himself.

I mentioned Nigel Lavender earlier on. Nigel is our events man and has made a great start by organising several activities BUT HE NEEDS YOUR SUPPORT (are you getting the message yet?). Look on the new

website for the up and coming events and please try and come along. There's nothing so demoralising as putting time and effort into something and then no-one turns up. Hint – the BBQ will be on Sunday 16th September!

There's much more coming. Keep your eyes on the website and don't rely on e-mails!

Have a great summer – it's bound to turn up eventually!



Remember this? Let's hope it turns up soon

Editor's Notes

Martyn Jefferies

It's good to be back with the Newsletter.

After having been active in the forming of WaBAM, back in late 2004, 2005 (Was it really that long ago?), I'm back at the keyboard and hope to maintain the high standards that Mike established for Exhaust

Exhaust Notes – July 2007

Notes (Thanks Mike). To do this I would like to make this YOUR Newsletter.

If you have anything that may be of interest to other members, serious or humorous, short or long (even one liner's to fill those odd spaces), or if you just want to let us know what

you think of Exhaust Notes, then email me at the address at back of the Newsletter or contact Les on the group contact number to get your work to us, your input is appreciated. Finally, I'd just like to wish Steve Townsend a speedy recovery after his unfortunate accident. Get Well Soon Steve.

Mudford in March

Les Snelgrove

Despite a very bleak sounding weather forecast, Martyn gallantly stepped in at short notice to lead an excellent ride to Mudford, near Christchurch on the Dorset coast. The day actually dawned sunny and bright, if somewhat breezy and I was surprised to find 11 other bikes already parked up when I arrived (late as usual) at the Little Chef in Chippenham. After a quick splash of fuel and the usual pre-ride briefing (including a dire warning from Martyn about muck spreaders!) we were on the verge of setting off when Bill Ferroll made a very late appearance. So it was with 13 bikes and 15 people that we set off on a circuitous route (with only a handful of individuals having to do U-turns after missed turnings!?), buffeted by very strong winds across Salisbury Plain to our

first stop in Amesbury. The 'greasy spoon' was already playing host to a number of other bikers, with staff serving them up with huge bacon sarnies and gallons of coffee, so the arrival of our group virtually filled the place!

After this welcome pit-stop and bladder emptying (must be my age!), we set off towards Romsey and a fuel stop at Ower. Things were going really well until we found ourselves travelling towards the centre of Southampton – heading east instead of the desired south west. Our worst fears were confirmed when we spotted Martyn frantically waving his arms whilst standing in the middle of the dual carriageway. This slight detour resulted in everyone practising their slow speed handling whilst doing a mass U-turn in order to get

back on the right track, heading for the Dorset coast.

Having volunteered to be the tail-end-Charlie, I was generally happy to simply follow the bike in front, but I could tell from the shadows that things were still not quite right in the direction department, as we arrived in Lyndhurst. Not only were we off course again, but we had to filter for a mile or so through heavy traffic, so it was blessing to get through the town and start heading in the right direction, for a change. Although this did mean a tedious stretch of 40mph roads through the New Forest via Beaulieu, whilst trying to avoid the ponies, cows and other wild animals (and their excrement) that prowl these parts. Martyn's excuse for this detour was that he was skirting around a heavy rain storm he'd

spotted looming to the south. Likely story!

Following an unsurprisingly late arrival at Mudeford, the bikes were promptly parked up in the council car park and folk quickly disappeared in all directions seeking sustenance and conveniences (must be their age!), having suffered such a long and arduous ride all morning! The timing couldn't have been better as the rain hammered heavily on the window of the hostelry where we sheltered for the lunch break (maybe Martyn is a better meteorologist than originally thought). Fortunately the sun reappeared by the time we saddled up for the ride home and having relinquished the tail-end-Charlie job to Bill, I was free to move about within the group during the journey home. A welcome change from bringing up the rear - oooer missus!.

The horrible weather that had been forecast was now starting to close in, the bright sunshine of the morning

now hidden behind threatening grey clouds, with any hopes of avoidance now well beyond Martyn's powers of navigation or bulls**t. As we travelled north the sky became inky black, eventually depositing its contents in the form of sleet and snow onto our intrepid group as we forged across the Dorset downs. At times the snow was being blown horizontally across the road, making it difficult to keep visors clear and bikes on course - a real challenge at times.

Fortunately the showers were short and the ground temperature stayed well above freezing, so the snow didn't settle, our ride down Zig-Zag hill being executed in relative calm and on a dry road. Following a quick fuel stop at Shaftsbury there were further snow flurries on the A350, but the group was now keen to crack on and get home. It didn't seem to take long to reach our penultimate destination, Warminster services,

where the sun re-appeared as we stopped for a final break before going our separate ways, Martyn (long way round) Buckland leading a small group back to Chippenham via Little Cheverell and Devizes.

Martyn did a great job of leading yet another enjoyable WaBAM Group ride. The detours, U-turns and 4-seasons-in-one-day weather only adding to the experience. It was testament to modern biking gear that few people complained of getting wet or particularly cold, despite the biting wind and driving snow.

If you want to join in with the fun of the next Group ride (perhaps during the warmer months), keep an eye on the WaBAM website for details.



Adverse Camber

Martyn Buckland

"I think the spirit of adventure has gone out of motorcycling," said the chap who'd engaged me in conversation in the Calne Bike Show car park for the last ten minutes. "It's not like it used to be..." My colleagues' originally hot coffees that I'd got for them were in danger of becoming frappe so I made my excuses and left, pondering his comments. It was easy just to put his opinion down to the nostalgic reminiscences of an old ex-biker.

Most people who run a motorcycle

risk getting collared by these types; mostly in supermarket car parks for some reason. "Nice bike" they'll start off with, even if the specimen they are referring to is evidently not. "Reminds me of my old xxxx" (insert Triumph/BSA/Sunbeam/Ariel etc., etc.) At this point, most sensible people find an urgent reason for not being there. It's quite interesting for the first few occasions it happens to you but being a captive audience in a spontaneous outpouring of motorcycling history can get a bit trying after a while.

However, on this occasion, the conversation made me ponder on the subject for most of the day. Surely now that European travel is commonplace and (most) bikes can be relied upon to make journeys of several hundred, nay, thousands of



Honda CB175 - Doesn't look as 'tired as the one young Mr Buckland owned!

miles without breaking down, the average motorcyclist is empowered for adventure like never before.....

And then I considered the memory of a young man, setting out on a rather tired Honda 175 cc in the middle of the night, bound for a 200+ mile journey from London to Cornwall. His riding gear consisted of a nylon rally jacket (tres fashionable in the



1950's Triumph - Nostalgia Trip?

70's I'll have you know), jeans and a cheap open face helmet. At least his boots and gloves were leather. He had £20 in his pocket (a fortune in 1971) for holiday expenses (i.e. beer) a dog-eared map, and most of his wardrobe strapped to the rear seat of the bike.

The bike hadn't been looked at mechanically since he had bought it on HP some nine months previously, the rear tyre was bald, destined not to make the return trip) and no betting man would have put money on the machine making it to the bottom of the road, never mind a destination of over six hours of hard riding, (very hard riding on what was left of the seat). But it did, albeit after him getting frostbite over Salisbury Plain, running out of fuel near Plymouth and depositing various parts of the luggage that weren't secured properly (most of them) along the way.

On the way home, the tyre gave up

trying to hold air in what was left of it in the middle of Dartmoor and the teenager took refuge in a Convent (yes, honestly) where they let him use the phone to call the RAC, the only sensible suggestion he'd taken any notice of. Naturally he'd spent the £20, so the guy in the garage trusted him to send the money on and supplied and fitted the tyre for nought and waved him on his way.

Yes, it was one of the best holidays I've ever had, mainly because it was done on a wing & a prayer, giving me a real sense of achievement (and amazement) that I'd actually made it home.

Let's contrast that experience to my biking today. I won't look at a bike that's not capable of 100 mph and preferably a lot more. They have sophisticated luggage systems that ensure that not only are my belongings still with me when I get to my destination but they are dry as well!

When I do take the bike out – if its not too cold/wet/windy etc., it takes me at least 15 minutes to get dressed up as there are thermal clothing items, body protectors and hundreds of pounds worth of other assorted paraphernalia to attach to my body. The crash helmet costs more than the Honda 175 did back in 1970 and I won't leave the village without my mobile phone in case I get marooned somewhere. My bike is serviced before I go on holiday by a main dealer and I have enough RAC cover to get me back from Mars should I feel the urge to travel there and subsequently break down.



Perhaps the bloke in the car park had a point – and I've just told you what I'll be boring some poor biker with in thirty years time!

Martyn

Bikers Saving Lives

Tony Dix / Steve Shaw (Severn Freewheelers)

It's 3am and the operating theatre is hushed. The surgeon carefully closes the lid on the transport box. "Make sure it's blue-lighted across town within 45 minutes" he says. The nurses glance at each other. How's that going to happen?

That's the dilemma that Severn Freewheelers has been created to solve. Severn Freewheelers is a group of motorcyclists who transport urgently needed medical supplies after hours and during public holidays, when the alternatives are thin on the ground.

Often referred to as 'blood bikes', using specially adapted motorcycles they help local Health Authorities by providing fast, safe and efficient transport at night between hospitals, nursing homes and other NHS facilities throughout the North Wiltshire, Gloucestershire, and

Hereford & Worcestershire regions. Urgently needed blood samples, biopsies, MRI scans, and even patient notes are among the items often



Severn Freewheelers members at Kemble Air Day

carried. Cirencester to Cheltenham Pathology Lab is proving to be one of the more popular runs.

Since going live in March 2007 with one bike the group quickly had to purchase a second bike in order to

keep up with demand and are currently looking at operating a total of three bikes. So far there have been in the region of 350 calls, confirming that this is a much needed and valued service.

As the service is provided completely by volunteers, and the group receive no centralised funding, it is 100% dependent on donations and fundraising activities in order to maintain the bikes and keep them on the road.

If you would like to join the group, make a donation, pass on details of a potential sponsor, suggest a fundraising event, or just find out more, check out the groups web site at www.severnfreewheelers.co.uk.

Don't worry if you're out of the area, check out the South West Group, www.freewheelers.co.uk.

Membership Matters

Committee Members have been busy representing the Group at National and Regional Events:

National Bike Conference,

Alton Towers, June 16th

Report By Martyn Buckland

The day of the Bike Conference was the day that my bike chose to have it's first breakdown so I leapt into the car still with half my bike gear on and thrashed it up the motorway running parallel with Bill as he steered his Pan more serenely up the Fosse to Alton Towers.

The content was actually more interesting than it sounds - Trevor Wedge from the DSA, Bert Morris from the IAM Motoring Trust, a very nice lady from the "Love your Legs" campaign who scared the crap out of everyone with tales of what can happen to us if we don't look after

our legs more - and apparently bikers don't (no surprise there really).

Adelaide Insurance gave us an update on their IAM scheme initiative, we got given a pilot copy of a potential regular IAM Magazine for bikers and it was finished off by the inevitable Head Office update.

So, the headlines are; the DSA are busy getting the new bike test going but the number of test centres isn't yet sufficient to stop candidates having to go a long way to get tested off-road. The launch of the DSA Register for Bike Trainers commenced last February. Senior Observers may qualify automatically one day if we keep pushing the standards up and applying them across the board...

The IAM Motoring trust are undertaking research to support changing crash barrier design to make them more biker-friendly. Leg care -

we really ought to change from extreme riding positions and considering health implications of riding too long and/or not wearing support clothing under external protective clothing. Adelaide are only 20% of the way to their target of getting 5000 IAM members signed up but they are still on the move in the right direction. Bill and I took away copies of "Advanced Riding" to show Group Members and to get feed-back from roots membership if it's fit for purpose and after a peak in IAM Bike Membership in 2005, we have picked up a bit from the dip last year so thanks to everybody involved in Observing and Committee work - that'll be you lot then!

**Regional Liaison Forum,
Blunsdon House Hotel, June 30th
Report By Martyn Buckland**

We have a new RCo, Richard Furneaux but Tim Soper remains our Regional Bike Advisor (the RCo tends to look after the Car Groups but it's implicit rather than explicit).

The last Senior Observer day was deemed to be a success. Bill, Iain and Peter attended. The next one will be on 29th September. Next year

they want to do a joint qualified/senior Observer course over a weekend - in Wales. It'll cost roughly £120 per head and it's suggested that we send one Observer of each status along. More on this at a future date.

We have been asked to update the Observer/Senior Observer list on the Group info site.

Our afternoon "breakout" session was a demo of Intaride bike comm's kit by

Ian Hart, ex-West Mid's Constab and now a rep for Intaride. Seemed to be good stuff much cheaper than Autocom but I'll seek advice from Nick who knows about these things.

Accounts

The Group accounts are looking healthy at the moment with a balance of around £3200. The Social Account (remember, Group Funds cannot be used for social purposes) currently stands at c. £190.

Congratulations to the following Associates on being recommended for IAM membership:

Dave	Ambrose	(Observer:	Rob Blackburn)
Denise	Ashton	(Observer:	Mike Doggart)
Paul	Cart	(Observer:	Huw Doman)
Stuart	Johnson	(Observer:	Jim Torrie)
Nigel	Jones	(Observer:	Ken Fryer)
Chris	Noviss	(Observer:	Iain Gauld)
Wayne	Price	(Observer:	Jim Torrie)
Alan	Young	(Observer:	Peter Hawkes)

And thanks also to their observers, who have given their time and effort to help them achieve this goal.

Events – Regular or Not

Events

Nigel, our Social Secretary has been busy planning events. Coming Soon are the following:

Karting & Curry Night

Hopefully you'll be reading this before the event, which is due to take place on 4th August, as part of the Monthly Social get together. Karting will take place at Hullahington, followed by a Curry at the King Alfred, Chippenham. If you want to do just one or the other, then thats fine, just let Nigel know sooner rather than later. However, if you are reading this after the event, then you've likely missed a good night, make sure you keep up to date with what's happening, by visiting the website regularly (have you checked it out lately, Nicks done a great job), and also keep a check on your inboxes, Les regularly sends out

an update.

BBQ

16th September is the date for the BBQ. This looks like it's going to be an annual event for members, associates and families. The BBQ will again be at Savernake Forest and will be preceded by a rideout. The rideout leaves the Little Chef, Chippenham at the normal time of 09:30 (get there for 09:00 to get the full benefit of the pre-ride brief), and will meet up at the BBQ at around 14:00. If you wish to just attend the BBQ, turn up at Site 9, Postern Hill at around this time.

Other events in the pipeline

Later in the year, why night join us for a night at the dogs. If you've not been before, it's an entertaining night with an all in package. More details nearer the time, or find out more form Nigel.

Next year could see a WaBAM weekend in the Peak District. Nigel's going to be checking out accommodation and routes soon (Some people get all the good jobs), so further details may well be appearing in the next Newsletter.

Group Rides

August 19

August's Ride is being led by Nick Atkins and is not for the feint-hearted! It is going to be a very full day touring round Wales, covering some 280 miles. Very roughly, the route will run through Builth Wells to Newtown, then over to Machynlleth for lunch. The group will then loop back round via Devil's Bridge, the Elan Valley and dams, then on to Brecon. There will be fuel stops 80 miles into the ride, in Machynlleth, and on the way back.

Anyone who is interested please email Nick and he will send you an Autoroute file, a Garmin file and a route card in Word format.

Just be aware, this run **WILL NOT** start in CHIPPENHAM. It starts at the Esso Severn View Services (Aust) on the M48 (old M4). And need to meet at 08:00 for a PROMPT 08:30 departure. Its early because we are not likely to be back until 1830.

Group Ride Leaders

We tend to get the same suspects leading the monthly WaBAM group rides, so we are looking for a few more members who would like to

have a go at leading a ride or two each year. It's actually fairly simple, just choose a route you enjoy, with a stop or destination at around mid-day and carry out a simple briefing at Chippenham Little Chef before you lead the group out at nine thirty.

OK - you need to ensure that each direction change is marked off by the rider immediately behind you, but we can talk you through this process if you are unsure (there is a link on our web site that explains the marker system and if you are at all unclear we can demonstrate the approach at the first few junctions to get you

going).

Have a look at the dates marked up in the event calendar (rides take place on the third Sunday of each month) and if you'd like to run an event give Rob Blackburn a ring on 01793 772013 or email him at: rob.blackburn@btinternet.com

WaBAM Exclusive Clothing!

T-Shirts – £10

Polo Shirts – £12

Sweat Shirts – £16

And Now Also Available:

Baseball Caps - £8.50

Contact Nigel Lavender to place your order

Our Sponsors

George White Superbike Centre	1-8 Manchester Road Swindon Tel: 01793 716716	<i>Show your current membership card to obtain a 10% discount on accessories, clothing and workshop services.</i>
Artdeans Motorcycle & Scooter Centre	207 Rodbourne Road Swindon Tel: 01793 574800	<i>Show your current membership card to obtain a 10% to 20% discount on accessories and clothing. Ask for details.</i>



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