



EXHAUST



NOTES

IAM Group: 1250

March 2008

www.wabam.org.uk

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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.

*Cover concept by Martyn Jefferies. Picture copyright Dynamo Humm, Canada
(www.dynamohumm.com)*

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

Martyn Buckland

As this is my last mithering as Chairman, it's very sad to have to kick it off with the reporting of the sudden and unexpected death in January of Mike Cummin, an original WaBAM Member and of Bath Group well before that. Mike had been recuperating well from a heart attack a year previously and even made last year's AGM. It was a great shock to all that knew him and our thoughts are with his family. Ken Fryer and Peter Hawkes represented WaBAM at his funeral in Bath.

However, to matters brighter.... So, the last "Chairman Rites"! Gosh, where did those three years go to? (I actually wrote the first WaBAM article in June 2005 so there's a bit to go yet). Part of me thinks it's flown by and the rest of me considers how much has been done in that time – not mutually exclusive facts I guess, but evidence of how hard your Committee – both past and present –

has worked to make the Group what it is today.

In some organisations, especially charitable ones - when the first flush of enthusiasm dies off, so do all the good intentions and many fail after a couple of years. WaBAM on the other hand has grown from strength to strength, especially with regard to its efforts in local Rider Development – our primary objective.

We now have a Training structure that I could only dream about three years ago and a very healthy Associate pass rate – a tribute to the standards of our Observers and the work of our Chief Observer, Ken Fryer. Our Membership has rarely dipped below 100 and it's growing all the time – currently 107 and I'm hoping that by the time you read this it'll be well over 110 as we have 33 Associates out there in varying states of readiness. Brilliant....

If all goes to plan (hah!) I'll still be on the Committee - so you don't get rid of me as easy as that - and I'm looking forward to supporting the new Chairman and helping to continue the growth and success of the Group. "Ad' Cam" will continue unabated you will be horrified to know (until it's censored anyway! - *So that'll be the next issue then! - Ed*)

Thanks to everyone who has supported and helped me over the last three years. I said in that first "Chairman's Rites" how proud I was to be Chairman of Wilts and Bath Advanced Motorcyclists. Nothing has changed to alter that - except time and our successes have intensified that feeling.

It has been a pleasure, thank you. Good luck and safe riding to you all.

Martyn

The Stow-Away Day

John & Lucy Gwynne

A group of nine riders met on a bright cold Sunday morning in Tesco's car park in Stow in the Wold, two BMW R1150GS, three R1200GS - one being Martyn's brand new GSA, one Triumph Tiger, one Honda Deauville and a Yamaha Fazer. Most had traveled from Bath, Melksham and Swindon through quite a bit of fog, while John and Lucy had come from an equally cold but clear Warwick to lead the ride.

We had a great ride across to Ross on Wye via Bredon, Tewkesbury and Ledbury, along some excellent roads with surprisingly little traffic, in bright autumn sunshine with terrific views of the Wye Valley, the Malverns and the Brecon Beacons in the distance. We had a decent lunch in St Owen's Cross, and the plan for the return trip was to go down through the Forest of Dean to Chepstow, the over the old Severn Bridge to part company along the M4 or in Chipping Sodbury.

However due to a navigational error, we found ourselves riding up the A48 towards Gloucester. Martyn and Peter decided to turn round and head back to the M4, while the rest of us carried on beside the Severn and eventually said cheerio on the A40 near Innsworth.

By the time Lucy and I got home we had covered 206 miles, so it must have been similar for everyone else. We had a great day out and enjoyed the experience. I might even be persuaded to lead another ride next year!

Cheers

John and Lucy

ARTICLES FOR EXHAUST NOTES

Send your **Bike reports** (eg: P8), **Ride Experiences** (P5 & 6), **Other Biking Experiences** (eg:P16), or any other bike related article that might be of interest to our members to

Newsletter.Editor@wabam.or.uk

Big Thanks to all this months contributors

Editors Notes

Martyn Jefferies

So now you've heard from John and Lucy, who came all the way from Warwick to lead a Wabam ride, why not have a go. As we've experienced many times before, you don't need to be a great navigator, part of the adventure seems to be getting lost (or at least realising you're not going the right way, and getting back on track).

Rob will be more than happy to hear from you, there's sure to be a date free.

However, in addition to the regular Monthly rideouts, if you're planning a trip, perhaps to a race meeting, bike meet, or just a general day out, why not have some company and take some members with you. Contact Rob who can post this on the members forum (which means you won't be swamped with just anybody and everybody), or get online and post it yourself. It'll also be great to see the forum being used a bit more.

Ed

Man Overboard!

Les Snelgrove

I'd been watching the weather forecast for days and whilst both Saturday and Monday were predicted to be cloudy yet dry-ish, Sunday 18th refused to be anything other than wet. So when I dragged myself out of the pit on Sunday morning I was not surprised to see that type of rain that is set to continue all day!

But not to be put off, I donned the waterproofs, stuck a spare pair of gloves in the top-box and rode down to the Little Chef in Chippenham to see if anyone else had been foolhardy enough to turn up. To my surprise five people were already there, but worryingly not Matt, the very man who had volunteered to lead the ride. We needn't have worried because he turned up five minutes later, quickly checking to see if everyone was still game to continue with the ride. As usual Bill Ferrol turned up at the eleventh hour to make the total to eight.

During the brief briefing it was agreed that if the rain continued and people started to get wet on the inside, we would abandon the ride at the lunch stop in Stow on the Wold, and with that, we saddled up and headed out towards Cirencester. There had clearly been a lot of rain overnight because we encountered some huge puddles, the biggest ones stretching right across the road. As Tail Man I could watch from well behind, seeing where people were slowing down for the worst stretches of flooding. The traffic was certainly proceeding with caution, especially when there were vehicles coming in the opposite direction.

I'm afraid to say that in my role as Tail Man, on this occasion I failed to keep my flock under proper control. Just north of Malmesbury the marker who'd been dropped off at the roundabout failed to see me in his mirrors as I approached. With a

queue of traffic right up my chuff I decided to ride past him slowly in the hope that he'd follow on once the road was clear. But even after I'd let all the traffic past there was no sign of him in my mirrors and pulling over to wait a minute there was still no sign of him! So I did a quick u-turn and went back to the roundabout where I found him still sat waiting. In order to avoid any more wasted time I gestured to him to set off in the direction from which I had just come, and after going all the way around the roundabout I set off in hot pursuit, expecting to catch quite quickly.

But as I travelled further north up the A429 there was no sign of him, or indeed any of the others. As Tail Man you start to worry when there are no bikes in front of you and as the miles rolled by I started to doubt whether I was on the right road! But not having seen any markers, I continued

straight ahead through Crudwell then Kemble, but still no bikes - until I reached a lay-by where the other six guys were parked up waiting for us. Unfortunately our marker had not arrived, so we could only surmise that he had misinterpreted my gesture and turned off towards Tetbury ten miles back. There was no point going back to find him, so we agreed to carry on.

For the first time on a WaBAM ride we managed to navigate through Cheltenham without getting lost (well done Matt), exiting on the B4632 towards Broadway. This is another wonderful road, with fantastic views to the west over the valley. A few miles further on, whilst pootling through Winchcombe, there must have been a café door open allowing the various aromas to escape into the damp atmosphere, because it was at this point that I started to think about coffee, even though I knew my bladder wouldn't appreciate it. But I knew Stow was not too far away and that there must be a coffee shop there.

When we stopped at Stow to discuss our strategy it soon became clear that a number of the guys were suffering badly from the cold and wet, so we immediately headed for the local Tesco's where people could visit the gents to defrost various bits under the hand driers. Bill, having suffered with saturated gloves had already headed off home, whilst the rest of us hung about, stamping our feet and debating whether to find somewhere in town to have a coffee. This would have meant putting all the wet gear back on, only to take it off again to buy drinks, so with the rain turning to sleet everyone agreed to head straight for home where people could defrost properly and dry out their clothes. Nigel C. was suffering the most, his hands blue with cold and his gloves totally saturated. So I dug out my spare pair which he wore on the journey home, accompanied by a somewhat bedraggled bunch of bikers.

Thanks to Matt for leading the ride and to the rest of the guys for braving the elements. Although not the most

enjoyable, the November group ride was most certainly educational. So what were the lessons learnt?

- Markers should keep a watchful eye out for the tailman (usually the one wearing the fluorescent jacket)
 - Tail man to avoid gestures (ooer missus!) that could be misinterpreted, perhaps sounding the horn to alert markers of their presence
 - Keep straight on unless you see a marker
 - Make sure your riding gear is adequate for the forecast weather conditions (taking into account potential wind chill)
 - Wear jackets over gloves when it's raining (otherwise the water runs inside!)
 - Make regular stops (every hour or so) to warm up, dry out and take on drinks and snacks
 - The guys with heated grips suffered the least
- And most importantly
- Stay at home when the weather's bad!!

Les

Grin Factor

Iain Gauld

During the first part of 2007 I was considering trading in my much loved Triumph ST1050 for a bike with a more relaxed riding position. The ST at times appeared a little more Sport than Touring and with 'middle aged' aches in the wrists and knees during prolonged riding, although on a bike as comfortable and ergonomically ideal for Sport Touring, I thought a change was in order.

I tried the 'new' ST with its higher bars and modified engine for lazy cruising, but I found the bars did not change the riding position that much and I was frankly disappointed with the change in power delivery from the 2005 version I already had. The bike seemed to have lost some of the rawness of its delivery above 5000rpm.

I tried the 1050 Tiger, but still it had such a high seat height I had to think about which foot to put down when I came to a stop. Pillion thought it was

still too high and especially with the angled up seat making her feel perched. So that was a no-no.

I considered a change of allegiance and trying the Honda CBF 1000, with its low weight and high bars, loads of power and obviously very reliable and the styling was pretty good too.

Pillion was still keen to keep the ST and as 'biking' season started and the ride outs began, I found I still enjoyed riding it so much it was decided to keep the ST after all.

However, early June and a change of jobs meant I could commute and have fun by bike, so I thought about maybe a smaller engine commuter/fun machine. Then Triumph pulled a flanker and released a new machine ahead of their normal NEC time of announcing new bikes.....

..The 675 Street Triple

With the styling of the aggressive



1050 Speed Triple and the engine out of the awesome Daytona 675 this had to be tried. Total Triumph in Swindon had one in July as a demo in Green (a colour previously used on Speed Triples and Tigers), and did it look good!!

It had to be done. Keys in hand, turn the ignition on and the bike goes through its self check with a sweep of the tachometer needle and a flash of the rev indicator lights, all is well and a press of the start button sparks the Street Trip into life. Sounds great with the twin short under seat cans burbling away, aftermarket slip on Arrow cans will be available as will a full stainless system (at very high prices), but personally I love the

sound of the standard fit.

Out on the road through the busy streets of Swindon towards Blunsdon and the Street Triple feels so light (167 Kgs dry weight), and responsive to the throttle. It's comfortable with the high bars and the seat (this one fitted with an optional extra gel seat), supports well. Although the front suspension has no adjustment the upside down forks soak up the bumps all too familiar in the Wiltshire towns.

Finally out of Blunsdon I take the road to Highworth in the hope of seeing what the Street Triple can do on the open road. Still a little congested I can get through the gears, smooth little gearbox you can snick up and down the gears with ease, a digital read out reminds you which gear you're in so you shouldn't get it wrong. With bags of torque (51ft.lbs @ 9100rpm), you can select any gear and the Triple engine just pulls from any speed even from 35mph in 6th gear there is no hint of labouring.

Still no chance to check out the rest of the bike I just carry on out of Highworth, and off in the direction of

Shrivenham, now we're talking open A road with no traffic, what a joy. Sometimes the ride at the front feels a little stiff but still no problem soaking up the bumps. With the big rear cog (47 teeth), the Street Triple accelerates really well for a small engine bike. Because the bike shares



the same chassis and similar shock and brakes to the 675 Daytona the handling is superb and braking not a problem at all, but with such a torquey little engine who needs the brakes?

A good turn of speed and such flexible power from the Triple engine linked with the handling this bike just loves the bends, tight ones and sweepers alike it feels totally at home. Through Shrivenham and out towards Stratton looping around the

roundabout under the A419 with ease I then join the dual carriageway back towards Blunsdon. Accelerating with ease up to the speed limit and with the optional extra fly screen fitted on this model there is little buffeting at slightly higher speeds.

Arriving back at Total Triumph I've totally lost track of the time, what was supposed to be a short test ride turned into an hour and a half of pure 'Grin factor'.

This bike is fantastic, ergonomically everything is in the right place, all the switch gear to hand, the seating position perfect with lower pegs than the 675 Daytona and the high bars you can sit comfortably for hours (fuel capacity allowing of course). The digital gear indicator and speedometer are new to me but easy to watch without being too in your face and the looks of the bike, compact and aggressive, this is going to challenge all naked 600's.

Oh and by the way I ordered one there and then.

Iain

- Pics courtesy www.triumph.co.uk

Notice of AGM

NOTICE IS HEREBY GIVEN by order of the Group Committee that the third Annual General Meeting of **WILTS and BATH ADVANCED MOTORCYCLISTS** will be held on a date, to be confirmed shortly, in April or May, at the Wiltshire Police Headquarters in Devizes (unless otherwise notified) to enable the Trustees of the Group Registered Charity No 1113042 to present their Annual Report and Accounts for the year ended 31 March 2008 for approval by the Group Members and to conduct an election.

Secretary's Name: WILLIAM ALEXANDER FERROL
Address: 43 Yewstock Crescent West
Chippenham
Wiltshire SN15 1QX

Date: 5 March 2008
Group No. 1250

All Members, Associates and Friends are invited to attend but only Fully Paid-Up Members of the IAM and of the Group may vote. A Member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Full Member of the Group.

CURRENT OFFICERS – All Officers retire annually and may offer themselves for re-election. (Group Rule 3.4)

Martyn Buckland	Chairman	Will not be standing for re election
Bill Ferrol	Secretary	Offering to stand for re election
Steve Townsend	Treasurer	Offering to stand for re election

COMMITTEE MEMBERS – One third of the Committee (excluding Officers) must retire annually and may offer themselves for re election. (Group Rule 3.4)

A. RETIRING BY ROTATION AND STANDING FOR RE-ELECTION

Nigel Lavender Social Secretary

B. RETIRING BY ROTATION AND NOT STANDING FOR RE-ELECTION

Rob Blackburn	<i>Rides Coordinator</i>	Ken Fryer	<i>Chief Observer</i>
Iain Gauld	<i>Associate Coordinator</i>		

C. COMMITTEE MEMBERS NOT RETIRING & NUMBER OF YEARS REMAINING

Les Snelgrove	<i>Membership Secretary</i>	1	Nick Atkins	<i>Webmaster</i>	2
Peter Hawkes	<i>Publicity Manager</i>	2	Martyn Jefferies	<i>Newsletter Editor</i>	2

WILTS and BATH ADVANCED MOTORCYCLISTS

Registered Charity No. 1113042

ANNUAL GENERAL MEETING

April / May 2008

(Specific date and time to be confirmed shortly)

AGENDA

1. **Apologies** for absence
2. **Minutes** of the 2007 AGM
3. **Matters Arising** from the 2007 AGM
4. **Amendments** or adjustments to this agenda
5. **Chairman's** report
6. **Treasurer's** report and adoption of accounts
7. **Election** of Officers
8. **Election** of Committee
9. **Address** by new chairman, president etc.
10. **Any other business** (properly the business of the AGM)

NOTES:-

1. Questions from Members will be invited following each report.
2. Voting by Full Group Members only.

Resolutions:-

1. That the Minutes of the 2007 AGM be approved as a true record.
2. That the Annual Report and Accounts for the year ended 31 March 2008 be approved.
3. That the Committee be authorised to change the subscription for 2009 if it is deemed necessary (a limiting amount can be inserted).



COMMITTEE NOMINATION FORM

As notified separately, the AGM is being held on a date, to be confirmed shortly, in April or May 2008.

Nominations are invited from Full Members to stand for committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend committee meetings regularly.

Please note - You may not stand for the Committee if the law debars you from being a Charity Trustee.

Only Fully Paid-Up Members of the IAM and of the Group may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary at least seven days before the election –

i.e. by 5 April 2007 - any amendment to this date will be confirmed when the date of the AGM is confirmed. (Rule 3.5)

Those elected Officers become Charity Trustees of the Group.

OFFICERS

Name	Position	Nominated By	Seconded By	Signature of Nominee
	CHAIRMAN			
	SECRETARY			
	TREASURER			

COMMITTEE MEMBERS

Name	Position	Nominated By	Seconded By	Signature of Nominee
	Chief Observer			
	Membership Secretary			
	Publicity Manager			
	Newsletter Editor			
	Webmaster			
	Social Secretary			
	Rides Coordinator			
	Associates Coordinator			

NOTE: - The total number of Committee Members including the Officers must not exceed twenty.



Adverse Camber

Martyn Buckland

Ah! A sniff of Spring in the air methinks (or is it that the farmer at the end of the road is spreading.....) No, seriously, I love Spring. In spite of the fact that I have long been extolling the virtues of empty winter roads and crisp seasonal sunshine, you can't help but ache for the longer days and warmer weather. It's even better if you have a reliable motorcycle to enjoy it with - that's why I bought a BMW.

OK, I'll get my coat.

For those of you who don't know, after literally years of procrastination, I took the plunge last September and traded in my old blue and white R1150GS for a brand spanking new R1200GSA, fully loaded. I haven't looked back since (the mirrors fell off!).



Actually this is a lie, but my initial six months have been far from trouble-free. Before I tell you the tales of woe, I'll just fill in a couple of background bits for completeness.

First of all, the 1150 was beginning to get a bit long in the tooth as I'd had it four and half years and I'd bought it as the third owner on a "Y" plate. To be honest, there was naff-all wrong with it and they'll go on for years - there's plenty of 1000 and 1100 GS out there still going strong to prove it. The "Ewan and Charlie" factor ensured that I got a cracking deal on the trade-in - I lost only £2200 in over four years (half as much as lost in three years on a Bandit). However, while at the dealer (again) the other week I noticed that my

old bike was still for sale and that's over five months on their sales floor. That doesn't sound like good business to me but that's their problem.

"Four and half years on a GS - didn't you fancy a change?" Well, the thought had occurred to me. I had two other bikes on the short list - the new Triumph Tiger and the Kwak GTR1400. Both very capable bikes in different ways but I notice the GTR has suffered a few adverse reviews since and I don't think it would have turned out to be the steadfast cross-Euro rocket I was hoping in might be. The Trumpet really only got pushed out because of the drive mechanism (I think it's called a



"chain") and some worries about its longevity which is yet to be proven either way. It was a hell of a price to pay for those concerns though. The new Beemer sits in the book at £9990 (or did then) but by the time I'd finished ticking the boxes on the goodies list, I've ended up with shelling out er, - never mind the details - lots! Never mind, I had the sure knowledge that it would be a rock of reliability - oh dear!

To be fair it's never broken down, i.e. failed to start. What it did do is fail to stop (fortunately we are not talking brake issues here) that is, I couldn't turn the bloody thing off! What's that called then - a **breakup**? More of that incident in a minute. Let's go through things in chronological order. I blame that Bill Ferrol bloke - our erstwhile Flying Scottish Secretary for those of you who have never had the pleasure. Bill and I were on a trip down to an IAM Regional Meeting in Exeter. On the return leg we stopped for a break and Bill asked me to put the bike on

the centre stand. "What's up?" I enquired. "Your back wheel looks like its wobbly - take a look." We started the engine and knocked it into gear. He was right, there was a wobble.

"Strange, I can't feel anything wrong...." but there was a wobble - definitely. "You're such a crap rider you wouldn't notice whether there was a @*!^% back wheel on it at all!" Thanks Bill.

So, at the first opportunity, back to the dealer (BVM Stroud) it went. "Hmm" Mark (the Guv) exclaimed. "There's definitely a wobble there". See, I knew I was an ace technician. "Well I haven't clouted it I can assure you" I said defensively. "No Mr Buckland, I'm happy that it's a manufacturing fault" - Phew! "Unfortunately it's not a stock item so it'll have to go on back order" - Bugger!

So, wind forward to January - in fact, the day of the first Group Ride of 2008. Rob Blackburn is leading us up

the Fosse to the Motorcycle Museum today. We had been experiencing the worst flooding since, erm, last year and consequently, not only do we have a fair bit of standing water but the weather's also decided that there's not quite enough water lying around so it's decided to rain some more. Perfect.



I still haven't got my rear wheel sorted yet but at least I'd had a voicemail from BVM saying that it had come in the previous day and to ring them to arrange to come in and get it fitted. That was good as I'd also been experiencing trouble with the fault diagnostics which kept insisting that my rear light was out (it wasn't). I could get them both sorted at the

same time.

Anyway, I made my way north to Chippenham through the rain and (large) puddles into the fuel station at Sainsbury's. Up to the pump, engine off, side stand down.... I said engine off! I'd obviously got the other keys that are on the ring jammed in something. No I hadn't. So, lets take the key out. No chance, there's a fail-safe to stop that happening if the engine's running. Arse! Faced with an unsolvable problem, I decided to ignore it and hope it would go away. Sound strategy eh? I rode on to our normal WaBAM Group ride rendezvous, parked some way away from where most people were sheltering under the Little Thief canopy from the rain and tried it again. Same thing. Double Arse!! Perhaps one of the other guys will have a good idea - I rode it over to the somewhat damp and bemused group of WaBAM'ers. "Try the kill switch" someone suggested. But what if it doesn't restart? I thought. Sod it; what did I

have to lose? Hit Kill switch - Engine stops. Result? - sort of. Try to turn off ignition. Nope, the ignition stays on and the key won't move. Restart engine - no problem. At least I can get home. I say goodbye to the by now fairly amused group and wish them a good ride (they did).

Back home I find a way to remove the key from the ignition barrel - turn it to steering lock. This still doesn't turn off the ignition though and I realise I can practice riding round in circles without fear of coming off the line. Great. So, faced with no choice there was only one course of action - remove the earth lead from the battery and call for assistance. By now I was as bored with this saga as you might be reading about it - and of course totally cheesed-off.

Let's cut to the chase - everything got fixed eventually (it turned out to be an ignition switch fault) and BVM fitted a hugger for nowt to go some way to recompensing me for all the inconvenience. Dealer 3,

Manufacturer 0 (oh yeah, BMW Assistance minus ten but that's another story).

So, if anyone ever needed any proof that you can't buy reliability, there you go. I'm embarrassed to tell you exactly how much this bike cost but we are talking top of the range Harley territory here. Since then (touch wood) it's been as good as gold - and so it should! Let's hope the story stays the same from now on.....



Oi! You with the Triumph, stop sniggering!

Martyn

Pillion Passages

Mitzy

It was a beautiful warm sunny day, the roads were clear as I set off along the country lanes, the wind blowing in my hair (no helmet hair in those days!) my brother hanging on for



dear life as I stretched across the fuel tank to grip the handle bars and wind the Royal Enfield on, until I heard the distant cries of "Mitzy will you stop day dreaming and put your toys away!" It's true I was only about 4 years old, but I think I was hooked from that point, sitting on my Dad's Royal Enfield in the back yard and

later while growing up, I thought that it was a normal part of everyday life to have a motorcycle engine in bits on the kitchen table!

My next recollection of being on the pillion seat was probably when I was about 11, when after a heavy fall of snow Dad suggested going out on the old Francis Barnett to see what the road conditions were like. I have vague memories of a slightly raised voice asking, "if it was really necessary to be going out on a motorcycle in these conditions" but can't remember (or didn't listen) hearing a reply. The traffic was non-existent so we had an exciting ride, or should that be slide, along from Shrewton to Winterbourne Stoke. Of course, we had to go to the A303 just to confirm that the main road was blocked, which it was. The return

journey, if I remember correctly was probably more like a trip to the arctic, as the snow had blown into great drifts and the blizzard like conditions meant lots of pushing and pulling, and not so much riding the bike, only to arrive home very wet and freezing cold to be met with an equally cold reception.... and I think the phrase "Well, what did you expect?"!

During my teenage years it seemed that most boys had motorcycles – I even remember one had a scooter, but we won't mention that interlude. The only trouble was they were always very possessive, and although liked to strike a pose, they didn't like to be seen with a pillion...well apart from that lovely chap with the Norton...ummm...but this is not that sort of tale.

Really, apart from a quick ride across the ranges on a Tiger cub, after the embarrassment of having it kick started for me, there followed a long break where having babies and family life took priority. During this time my eldest son arrived home with "I pushed it all the way Mum – honestly!" an off-road something or other that was to be a GSCE project and yes, it was the return of the motorbike engine on the kitchen table!

Many years later I can say that I have owned my first motorcycle – an FS1 but I still didn't have the kick start technique - even though you



can apparently "start it with your little finger"...obviously a Flippance comment! Steve did manage 6 miles on it, taking it to and fro to have it MOT'd...much to the amusement of the local youths running along side laughing.

I do recall my one and only solo ride-out on the FS1. At that time I worked and was able to keep the umm bike (!) very close to Keevil Airfield, so decided that it would be an easy first trip from work to the airfield on tarmac. The gates were open for me (how did they know my plan?) so I rode on down to the lovely long wide stretch of tarmac where I 'opened her up' and headed off along the runway, even managing to change up..."Ah, this is what biking is all about". The engine roared as I reached top gear....hang on...engine – roar – fs1...Oh s**t!! I looked over my left shoulder to see the huge shape of a Hercules inching over the trees to the dropping zone...Oh s**t!!

...stall...kick-start (pew I could do it) and a rapid beat the retreat to the gate.

Yes Guys that look over your shoulder really is a life –saver!

I might add that at the out-set of that little adventure, Steve and his lad were being support crew in the car just in case I got into difficulties...so Steve "what was that cloud of dust I spotted over my right shoulder seconds before doing my left shoulder check?"

I have since purchased a Honda 125CM (old A reg – 1983 ish?), I just feel I should have a bike, although I still haven't completed a CBT....I did attempt it but that's another story.....

Mitzy

Pics Courtesy:

www.royal-enfield.net

<http://commons.wikimedia.org>

WaBAM – Gone to the Dogs

WaBAM's 'Do' for Christmas 2007 was a night at the Dog Racing at Blunston Stadium near Swindon. A great night was had by all, as can be seen from the pictures, and there are even tails that some left the Stadium with more money than they came out with.



Events – Regular or Not

Rideouts continue throughout the year. Tales of recent rideouts fill the pages of this issue of Exhaust Notes. Peter Hawkes is leading the April and July rides, destinations are planned to be **Exmoor**, over the moors, past Dunkery Beacon and down to Porlock, and Abergavenny, Hay-on-Wye, Hereford, Monmouth and the Wye Valley, ending at Tintern Abbey. Peter will keep an eye on the weather forecast and make a decision of which route to take for the first of his two rides on April **20th**. As usual, meet at the Little Chef, A350 Chippenham

at 09:00 for 09:30 departure.

Rob's proposing a **ride to France/Belgium/Germany**, Sept 10th – 16th, taking in a Portsmouth to Caen ferry crossing, a morning at the Nurbergring, on to stay at the Park Hotel Winterberg (www.parkhotelwinterberg.nl) and two days to return home.

Partners may want to just join the group for the stay at the hotel (Easy Jet go out from Gatwick to Koln/Bonn - very close to where we would stay - for about £60 return) If you are

interested, please let Rob know sooner rather than later so he knows if anyone is interested and whether it's worth organising.

A New **Observers Training Course** begins Sunday evening, March 16th, if you want to take part and support the group aims to improve the standard of motorcycling in our area, contact Ken Fryer for further details.

Karting and a night at the **Speedway** are also in the pipeline, watch this space, inbox and visit www.wabam.org.uk for updates.

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