

ESAM OBSERVER



October 2022

Issue No 203

THE MAGAZINE OF **EAST SUSSEX ADVANCED**
MOTORCYCLISTS GROUP

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ESAM Vision:

To develop and increase the awareness and skills level of all road users.

Whether our influence is direct or indirect, the example shown through our behaviours, principles and formal practices, will make the roads a safer and more enjoyable environment for us all.

ESAM Mission:

That through observation, we will facilitate the transformation of members' riding skills beyond the average, to an advanced level and beyond.

Front cover photo:
Brekkie run ready to set off!

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Request for contributions

If you have any material to be included in the next issue, ads, letters or articles, send by email to: esam.editor@gmail.com

Images should be a minimum of 1mb or 300dpi in jpg or pdf format.

The views expressed in this magazine do not necessarily reflect those of the Editor, ESAM, or the IAM or any other affiliated organisation.



<http://www.esam.org.uk>



<https://www.facebook.com/groups/East-SussexAdvancedMotorcyclists/>

from the editor

Welcome to the 203rd edition of the ESAM Observer magazine, with a new printer service producing this excellent publication!

Once again we have travel contributions; all within the UK this time. Please help us broaden our horizons in the next edition with your recaps of foreign tours, group or solo, preferably with accompanying photos. Send all contributions to esam.editor@gmail.com

We have some items for sale towards the back of the magazine, this service is free to members, so please consider using the magazine to sell your bikes and accessories. We have facilitated a car sale as well!

We have a call out to membership to share local routes which you have enjoyed, preferably with a refreshment stop incorporated in the journey. We are looking to build up a compendium of routes, for rideouts and individual reference.

I shall be seeking more articles from membership over the following months, celebrating riding holidays, exceptional routes (for the best reasons please!) or tried and tested new biker gear on the market.

Léonie xx

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chat from the chair

By Chairman Pete Higgins



A group of us visited France in May. The trip was organised and well run by Richard White; a full article was in the last magazine.

If you have an idea for a group ride and fancy organising a trip abroad but want some advice, do come along to a Club event and float the idea past a committee member.

Me, Mogs and one of our newer members, Graham Turner, visited the

wonderful Isle of Man for the TT. Please see full article further on.

Mogs organised a day for the club at Groombridges on 23rd July to try out Kawasaki's latest machines. "Thanks for doing this Mogs". It was a very busy day with members test riding all sorts of Kawasakis, Royal Enfields and Suzukis. Groombridges provided us with tea, coffee, cold drinks and an abundance of bacon and sausage rolls! They also offered discounts in the clothing department.

I have since spoken to Keith (the owner) and we ESAM members also get a discount off servicing charges. You will need to show your ESAM membership card to get the reduced rate. I have met up with Trevor Gedge to discuss a "Honda" day and a "Triumph" day at one of our club Sundays; watch this space for dates.

Lastly, amongst our members there will be people with valuable skills that would be beneficial to the committee. We have a number of roles whose current incumbents would be happy to pass the baton on to someone else. If you feel that you could take on the role of secretary, treasurer or events co-ordinator, please make yourself known to a committee member!

Pete

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test passes and new members

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|--------------|----------|--------------|-----------------|
| Cliff Cockle | Masters! | Katrina Lowe | Stuart Haythorn |

| MEMBER | PASS | OBSERVER | EXAMINER |
|-----------------|------|-----------------|-----------------|
| Marc Van Leusen | | Geoff Curtis | Phil Deloughery |
| Mark Wiles | | Alan Buckmaster | Phil Barrow |
| Adam Cartwright | | Ian Moggeridge, | Phil Deloughery |

new associates

Returning Member:

Peter Shutler Welcome Back

Welcome to our New Members:

| | |
|---------------|--------------------------------------|
| James Wilding | Honda NT1100 |
| Ian Hamilton | Kawasaki Ninja 1000SX |
| Steve Windsor | Triumph Bonneville T120 |
| Robert Sinden | Suzuki 750GSXF |
| Jason Diacos | Yamaha Tracer 700 |
| Chris Muzzall | BMW R1200GS |
| Helen Bridges | Triumph Speedmaster America +sidecar |
| Simon Stemp | Kawasaki Versys 1000 |
| Harry Smith | BMW R9T |

On behalf of the membership, we would like to welcome you as members of ESAM. You are invited to all our events that includes ride-outs and the many club social functions.

Any questions or issues please don't hesitate to contact any committee member (see Committee Page for contact details).

ESAM Committee

Please note that to join the ride-outs you must be either a full or associate member of ESAM, the IAM bike section or another IAM group.

club events – upcoming events

ESFRS are excited to be able to offer a **Biker Down Workshop** to be held at Uckfield Community Fire Station on Saturday 15th October 10am - 1pm Tickets are FREE but must be booked via Eventbrite.

September 2022 Adventure Bike Day at Desert Rose - too late for the bi-monthly magazine, Alex was chatting with Paul from Desert Rose on Saturday he thought some of our members might be interested in their Adventure Bike Day, scheduled for 10th September.

Intended for those adventure bike riders who would like to take their own bike off road, maybe to use some local green lanes, or even travel further afield on parts of the TET, but need a little more confidence. The day may be repeated, starting at the 1066 café for breakfast which is included in the day's price of £175, then off to our private venue at Compass Park where will start some gentle off road exercises.

ESAM Open Sundays at Reid Hall, Boreham Street: from 0900 - 1pm, kitchen closes at 12.30:

11 September 2022
9 October 2022
13 November 2022
11 December 2022

4th Sunday of month: Monthly ride outs from Boship Roundabout rendezvous, prepare to set off 0930 with full tank of fuel!:

25 September 2022
23 October 2022
27 November 2022

summer runs

By Malcolm Scrase



26 June

Fourteen members took part in the June Brekkie ride. The weather was not too hot and not too cold, in fact just right for the ride. We set off through Hellingly, Vines Cross to Old Heathfield.

At Wood's Corner we turned off the B2096 and took the wooded back lanes to Robertsbridge. South on the A21 to John's Cross and onwards through Staple Cross, Beckly, south on the A268 turning left onto Mackerel Lane to Wittersham. North to Tenterden, then Rolvenden, Benenden and quick left and right at Hartley and through to Goudhurst. Finally, following Google Maps to our destination 'Pitland Lakes' on Churn Lane, Horsmonden.

The breakfasts were good and delivered promptly.

Our return journey was via. Lamberhurst, Wadhurst, Mark Cross, Mayfield, Heathfield and finally back to Boship Services.

Many thanks to Bob Judson for stepping in as Tail End Charlie.

14 July

Nine members set off from the Boship on a sunny and warm evening. On the A22 heading west and left towards Laughton, Ringmer. For that time of the evening the traffic was extremely light so we could carve our way through the bends on the route at a good rate of knots. Onwards from Ringmer to Glynde Village and the A27 where we took a right and a left at Beddingham Roundabout. There was no traffic in front of me until the Garden Centre at Newhaven. It was the best ride along the A26 I've ever had and progressive it was too. From there we passed through Newhaven on the A259 to Exceat. The opportunity arose to overtake a car on the steep uphill section towards Friston and onto East Dean where we rode the Beachy Head Loop. Back to Friston and down to Jevington. Just past the Eight Bells the 'Old Biddy' in the car in front made a right 'dogs dinner' of squeezing between parked cars and an oncoming car. So she started reversing, and reversing..... A quick hoot on my

horn should make her stop, but she kept reversing, so a continuous blast of my horn thankfully got her attention. Colin Marsh was behind me and thinking of getting ready to pick me and my bike up off the tarmac.

Incident avoided, we continued to Polegate and the A27 Pevensy Bypass to the Smugglers Inn. I was momentarily confused when I saw Grant on his BSA already in the car park as he'd set off with the group. He'd decided to drop out and go straight to the Pub.

The food was very good and portion sizes large.

Many thanks to Dave Barrter volunteering to be Tail End Charlie.

24 July

Eighteen members enjoyed the July Brekkie Ride. We headed off via. Nash Street, Horam, Old Heathfield and then right onto Newick Lane. Knowing that Mayfield High Street was closed for road works, we took West Street to join clear of the road works. Now, I'd only looked at West Street on 'Street-view' and the acute angled junction on a steep incline was rather alarming! I was expecting at least one bike on the deck with broken plastic! But to my relief everyone negotiated it without drama! Joining the A267 north to Frant and right onto the B2099 through to Ticehurst. Now, a certain member failed to mark on the second occasion, much to my chagrin. I'll have to have a word of encouragement! Onwards to Flimwell, Sandhurst, Tenterden, B2080 to Appledore and across the Romney Marshes to Jo's Café at Brookland.

I'd phoned Jo the day before to advise her we were coming, but the café was already quite busy and with our group turning up 'on-mass' it was along wait for some (including me). But on balance the food was good and reasonably priced. On our return we went via. Rye, Udimore, Johns Cross and the outskirts of Robertsbridge. Annoyingly the road through the 'woods' was slowed by a wide van, and then at Brightling around the sharp corner appears a JCB type thing, half way across my side of the road with bales of hay stacked on the front! Finally back to the Boship. Many thanks to Chris O'Conner for volunteering for TEC duties.

11 August

A rather disappointing 5 members enjoyed (hopefully) the August evening ride. We headed off at 6:30pm sharp towards Horam, and through the back lanes via Vines Cross and Old Heathfield to join the A265 heading east. Left onto Shrub Lane at Burwash, Sheepstreet Lane and Church Lane to again join the A265 at Etchingham. Along some more badly holed and sloppily repaired back lanes to Robertsbridge. Forward onto A21 southbound, A2100, back lanes to Netherfield and the B2096 to The Swan Inn at Woods Corner.

The pub was extremely busy but we got served with our food reasonably quickly and it was well priced and good quality (my opinion). Many thanks to Chris O'Conner being TEC.

28 August

Fourteen members joined the ride. Out through Horam, Buxted, High Hurstwood to the A26 where we took a quick left and a right to cross the Ashdown forest and link up with the A22 at Nutley. On through to Chelwood Gate and a brisk ride through the sweeping bends south on the A275 to North Chailey. Community Speed-Watch on the A275 on the approach to Chailey. I think several of us got 'shot' but don't think anyone's license will have been wounded. Onwards to Wivelsfield Green, Ditchling, Pyecombe and the A23 north to Albourne. Left at the lights onto the B2116, A281 to Shermanbury, Partridge Green, A272 and finally Billy's-on-the Road café.

Being Bank Holiday weekend the Café and outside seating was packed. But by commandeering two tables and individual chairs as they became vacant we established ourselves and ordered and received our nice breakfasts about 45 minutes after we'd originally arrived. Return via Ashington, Wiston, Bramber, Poynings; where somehow the system went wrong. Anyway, not so much of an issue on the way back from breakfast. I saw a group of four off, and then went back for Bob Judson. We went back eastwards via. Ditchling, Plumpton Green, Hamsey, Ringmer and finally Boship. Many thanks to Chris O'Conner being TEC.

We need new volunteers for ESAM Treasurer and Club Secretary

Paul and Nigel continue to fulfil the duties of Treasurer and Secretary but not by choice. They have done their bit(s) and may move onto other ESAM responsibilities and fresh enthusiasm and commitment to these essential roles on the committee are required.

As Ken Brooks said as he stepped down from Chair, a healthy club requires refreshing of people in committee roles. Please consider stepping up for a time-limited period to help Pete Higgins and the committee to take the Club forward as a strong and responsive Club.

The duties of ESAM Treasurer:-

- Manage bank account on line.
- Make payments as authorised by Committee.
- Identify and record credits to bank.
- Attend Open Sundays to collect kitchen/ kit and other takings as required.
- Invoice and manage ESAM Observer advertising.
- Post up Bank Transactions using Excel spread sheets for periodic cash flow statements.
- Help prepare annual Budget of receipts and expenditure.
- Attend bi-monthly Committee meetings to report on financial matters.

Please contact our Chair if you are interested or wish for further details, or come to a Club Sunday and have a chat.

ESAM NEEDS A NEW CLUB SECRETARY

The duties of ESAM Club Secretary:-

- sending notifications by email to Committee Members of approaching meetings together with an agenda produced by the Chairman.
- Minute-taking at the meetings, held every 3 months and lasting for an hour or so.
- The Minutes when they are written up take the space of two sides of A4 paper and take a slow typist like me a couple of hours to prepare.

Having a role in Committee gives you a much better understanding of how your club runs, and allows you to have your say on issues that you would not normally be involved with.

We have a new Chairman in Peter Higgins, a new broom who likes short Meetings, so if you would like to give the position a go or would like to chat please contact the Chair or committee member

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ESAM ESFRS Biker Down First Aid course

by Pete Higgins

The club held its first first-aid course on the 9th April and has continued through the year. This is a partnership between Emergency Life Support Team (ELST) and ESAM. ELST is led by Andy Sullivan, who was instrumental in developing and delivering the first aid module of the "biker down" sessions run by East Sussex Fire & Rescue Service.

The course is a one-day emergency first aid course that provides successful students with an Emergency First Aid qualification which will be valid for 3 years.

The course does have some classroom work, but realistic scenarios are set outside dealing with all sorts of incidents that we may come across whilst out riding.

The normal cost of a one-day emergency first-aid course is £90. ELST have agreed a reduced fee of £50 for ESAM, however the courses do need to have enough students to make it cost effective for ELST.

Please contact me or any other committee member if you are interested in assisting with how many courses we need to run, Please see below some images from the day (best dressed award goes to Chris O'Connor...!). For those who haven't done it, I highly recommend it.

NEWSFLASH!

ESFRS were excited to be able to release dates for three additional Biker Down Workshops held at Uckfield Community Fire Station, the third on:
Saturday 15th October 10am - 1pm.

Tickets are FREE but must be booked via Eventbrite. Links can be found on this page. Added bonus is a 3 year first aid accreditation (with certificate!).

Please remain patient with us as we continue to learn to work with the booking system!

Many thanks.
Pete and Andy

Master Cliff

by Chief Observer Steve Collins

Not content with his FIRST or the test ride of the year young Cliff aka Barney went onto to his Masters under the mentorship of Katrina Lowe. Thursday 28th July was his test date, he passed with Distinction making him the first member (non-Observer) to gain this accolade.

Just shows what's achievable when you set yourself a goal.

As you can see from the pic Cliff's bike is a bit loaded, that's because he did his test down in Hampshire, then we were off to Derbyshire in the afternoon to attend Richy Vida's Wildbad Weekender.

I rode down to Petersfield to meet him after his test, then off to Mansfield using another Calimoto route. Masters is all about that quiet efficient ride, a good example of this was on a return journey, again using Calimoto, so B roads and less, up until Sussex we were achieving a 40mph average, most of our ride's 35+ is considered good.

ESAM doesn't have a Master's register yet, come on let's get some names on it.

Keep it Sparkly
Steve



Tales from the tipi

by Chief Observer Steve Collins



And the changes to the team continue!

And we lose another valued member of the team, you will have seen the progress of Paul Cornwell thru the ranks, well so did the IAM and they have poached him as a new examiner, well done Paul shame to lose you as you were and could have continued to make a significant contribution to ESAM.

Also, those not on the mighty Facebook would not have seen that Mogs has decided to hang up his Hi Vis, Mogs was also a National Observer and will be missed from the team, thanks Mogs for your contribution to rider development over many years. Not all doom and gloom, we have two trainee National Observers in training, and I would also like to hear from anyone else considering taking up the role.

Following a couple of recent weekends away with the lads using headset communications it got me thinking! The IAM has all but stopped us using these now as they are deemed a distraction. Quite an interesting stance and one they made quite clear was not up for discussion at an earlier seminar. I often get asked by new associates how we communicate, especially those who have recently passed their full bike tests. So, if a distraction then how come the DVSA instructors use them (one way) for novice riders, surely, they are dealing with more than an advanced trainee?

Whilst sparkly riding around Wales with 3 others all connected, I thought was I being distracted, were there any benefits too have them especially from a safety point of view? I have to say I did find my concentration reduced at times but not as expected, I had assumed it would be reduced when others were speaking, the sudden quiet then just as you tip in to a bend Cliff pipes up admiring a sheep or similar, but no, I had no issue with the others chatting, I found it was when I was talking which wasn't often?? I do recall one right hand bend, and having to make a rather prompt adjustment as the road was running out, followed by a chorus of woahs in my ears.

However, I found many advantages especially when leading a group of 4, I could give route directions although these were not often as intended (left left right), if we got split the others could say when they were overtaking. Fuel and comfort breaks for those on Z1000SX's. If I spotted any hazards, I could make them aware, I noted numerous occasions where we had cars potentially pulling out and could warn the approaching bikes.

All the above positives not relative to a training perspective I agree, but I found it interesting that me talking caused me more distraction than be spoken to, interesting well I thought so. What do you think?

Keep it sparkly
Steve C

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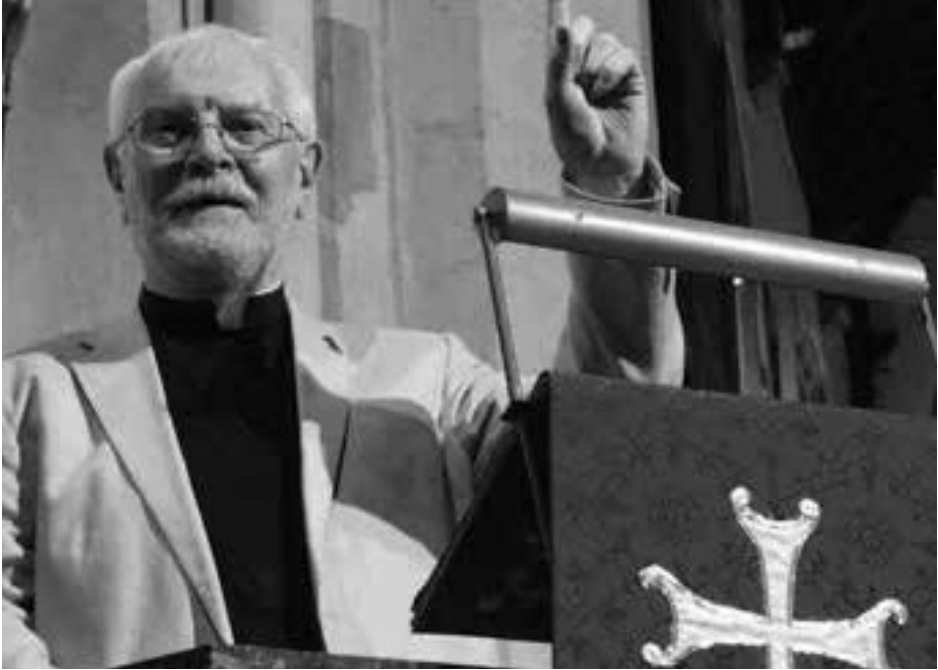
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from the pulpit



The very Reverend Erik Sparkles

“Ask and you will receive, and your joy will be complete.” (John C16 v24) In the 1990s I had gained a pilot’s licence, charged around the countryside on my wife’s horse and even bought a horse for myself. The latter was a bit of a handful for me having only just been courageous enough to climb on its back. I was taught to ride the easy way by an enthusiastic lady, called Susie, who had been riding since birth and expected anyone else to do whatever she could do.

After my initial rides on a steady old mare after I had just about mastered rising to the trot, we went for a gentle hack on the Ashdown Forest. “Are you

ready for a canter?” Susie yelled. Her steed was off like a shot and the mare, not wishing to be left behind decided to follow. “Are you ready for a jump?” was the next question.

Before I could give any response, we came across a bench at the top of the rise we had just galloped up. Again, my mount followed, and I followed the trusty mare losing my stirrups in the process. All exciting stuff. I survived the initiation to horse riding, but my own very young horse, named Seymour, was sold since I was too inexperienced to school him properly.

So, I bought a motorbike.

Firstly, I had to decide what sort and make of bike I should purchase. Something not too big, but reliable and reasonably inexpensive. My previous experience in the 1960s of motorised two wheeled machines had not always been great. They leaked oil, were sometimes reluctant to start and didn't have very effective brakes. I did some research and remembered that in the early 70s the bike to have, was a Honda 50 or 125. So, I was off to find a Honda. I decided that a 500cc machine might be the most appropriate and found a VT500 in a garage in Brighton. All splendid stuff. Electric starter, that would be good no chance of skinning my ankle with a kick start, always fired up, didn't stain my garage floor with oil, was quicker than my XR2 and stopped remarkably safely and rapidly.

Of course, having passed the grand old age of 40 I had become boringly sensible I decided that some additional training might be in order and thus I joined the Wey Valley Advanced Motorcycle group. Did I say boringly sensible? It proved to be a bit of a challenge trying to keep up with off duty police officers!

After seeing all the gleaming array of Ducati's, BMWs, Hondas and various other machines filling the car park in Ripley I almost immediately swapped my VT and a few pound notes for a 750VFR. Another Honda, which brings me on to the main part of my article. I was curious to know the background to this Japanese phenomenon. Soichiro Honda was born in 1906. His dad was a blacksmith who repaired bicycles and Soichiro became an apprentice in a Tokyo automotive garage. At the age of 22 he opened his own repair shop and bitten by the speed bug he decided race his own car. This

didn't work out too well since he injured himself in an accident in 1936.

Later that year he opened a company manufacturing pistons and other components for Toyota. The factory was destroyed in WW2 so Honda, seeing a market for affordable transportation, turned his hand to the production of his first motorbikes by grafting war surplus two-stroke motors onto bicycles.

In 1949 Honda produced his first home designed motorcycle, a 98cc two-stroke machine. It was described by one enthusiastic employee as a dream. The name endeared and the bike became known as the "Dream" although officially it was Model D. This was followed by a series of bikes and in 1951 a 150cc four stroke bike know as Dream E was produced.

In 1954 Soichiro Honda shared his own dream, of success in Grand Prix motorcycle racing. He wrote, "My childhood dream was to be champion of motor racing with a machine built by myself. However, before becoming world champion, it is strongly required to establish a stable corporate structure, provided with precise production facilities and superior product design. From this point of view, we have been concentrating on providing high quality products to meet Japanese domestic consumer demand and we have not had enough time to pour our efforts in motorcycle racing until now. I here avow my intention that I will participate in the Isle of Man TT races and I proclaim with my fellow employees that I will pour all my energy and creative powers into winning."

Honda attended the Isle of Man races as

an observer in 1954, paying particular attention to the German-made NSU motorcycles that dominated the 125 and 250 classes. Although it is widely believed Honda "copied" these machines, it's not true; the NSU racers were singles with bevel-drive cams—nothing like the early Honda racers.

From then on it was onward and upward. In 1959 Honda entered the TT race for the first time in the 125cc class and although coming 6th Honda won the manufacturer's trophy in the class. In 1961 Mike Hailwood won the 125cc and 250cc races for Honda. The Japanese manufacturer was now firmly on the map. In 1964 Honda produced an extraordinary engineering achievement, a 250cc sixcylinder motor, the 3RC164 allowing Mike Hailwood to win the 250cc World Championship.

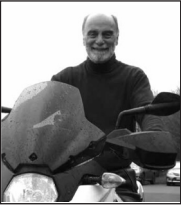
In 1968, nineteen years after starting production, Honda saw the ten millionth motorcycle roll off its production line. The first motorcycles to sport disc brakes in 1970 and gear driven cam shafts in the

mid 1980s Honda has led some truly innovative, pioneering advances in motorcycle technology. Notably, the CBR 900RR introduced in 1993 opened up a new era in the sports bike world. The Fireblade allowed the man on the street to experience a track handling, fast machine that can be aggressive and a docile baby all at the same time. A race bike for the street. Honda has of course diversified its range of machines over the years from the Honda 50 run about to the Goldwing introduced in 1973 and in 2006 the 50 millionth Super Cub was sold.

For me the best Hondas I owned were a series of four Blackbirds. Fast, comfortable and reliable I started with a carburetted model and moved on to the fuel injected version. I commuted a round trip of 120 miles a day, toured Europe and observed for the IAM on these machines and I enjoyed every minute. Well mostly.

EWS August 2022

prescott motorcycle festival



It's a few years since I last visited the Prescott Bike Festival so I thought I would make a special trip this year!

For those of you that don't know about this festival, it is held at the Prescott Hill Climb, near Gloucester, which is owned by the Bugatti Club. All profits go the Severn Blood Bikers charity. It is an open meeting meaning that any biker can preregister to have a go at the hill climb as long as it is on no more than three wheels! The climb itself involves some difficult hairpins, one a steep uphill bend that many struggle to get right! There doesn't seem to be an age limit and the more "interesting" the vehicle the better! There were three of us going, including my brother Goff and my old friend Rom from the Hampshire coast. We were to meet at the Cherwell services on the M4 at 10-00am and then hopefully get to the festival around 11-00. Nothing to report on the trip really except to say we arrived at Prescott by 10-30!

Predictably there were already loads of people there – some had obviously camped somewhere overnight and the very large field used as a bike park was half full. It was very well organised and there was a marshal with a large bag handing out sidestand plates so that we wouldn't be sinking into the earth!

First stop very strong coffees all round after the (very) early morning start! Then a general reconnoitre of all the stalls, the impressive club house and the paddock area. We managed to get a good view of the start from just below the club house and indeed the mix of machines going off was amazing – sports bikes, naked bikes, supermotos, sidecar outfits, three wheelers; you name it and it was there!

We heard the whoosh of a jet engine – what the hell could that be? Craned forward to see what was going on – the fastest shopping trolley in the world naturally!



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As is the norm with shopping trolleys the steering was somewhat haphazard, and I couldn't see how it would manage the course. It didn't. About fifty metres down the road it stopped – probably out of fuel! Still, what a great sound and testament to the engineering skills of an eccentric Englishman (and there were plenty of those wandering around!).

Time to have a thorough look round the paddock to see what other eccentricities we could find – there were plenty! One wheeled, two wheeled and three wheeled, many older vehicles that many of us would recognise from our youth. The quality of the engineering on display was amazing, the smell of hot oil and two stroke, the occasional plume of steam from overheating engines, and sometimes smoke!

One of the vehicles that caught my attention was a single wheeled contraption where you perched inside the wheel with a small motor attached to the rim that drove the wheel forward (mostly!)



Balancing seemed a challenge and the size of the rider seemed crucial. I later watched it set off from the start line and the rider had to use his feet skimming on the tarmac until sufficient speed was gained to steady the contraption. I don't know if he made it to the top of the hill, but I doubt it– the uphill hairpin would probably have been a challenge too far! Then there was the ubiquitous Flying Millyard – a unique engineering marvel built by Allen Millyard in a single garage using the basic tools of milling machine, lathe files and saws – an absolute marvel!

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How he does it I just don't know – his brain must be exceptional.

On to a buffet lunch in the club house and then a walk round the stalls and a small exhibition area of special bikes. We came across a small film crew and who should we see but Henry Cole with his partners in crime Sam Lovegrove and Allen Millyard trying to sell auto bits and pieces for his programme.





There were many stands and demonstrations to look at but were missing out on the hill climb! We found a lovely spot on the slopes overlooking the two hair pin bends, one on the flat and the second the uphill hair pin which must have been 1:4 at its apex!

Many struggled at this point but the award for best attempt must be given to the 10 year old (I think) on his mini bike with no more than 50cc to play with who breezed around with no hesitation and put many to shame! One of those stalled on the steepest part of the bend and had to kick start his steed on said apex – he managed it at the third attempt and with a screaming engine and slipping of the clutch he managed to finish the course – well done him in getting out of a very embarrassing dilemma!

As you can see, we had a great day and will probably be back (maybe even have an attempt at the hill climb). It was a 376 mile round trip from Eastbourne but well worth it. We took the motorway slog to get there and back by the quickest route, but I wasn't tired at the end of the day – probably because I was still buzzing! I would highly recommend a visit (take part anyone?) and including it on your bucket list.

Ken

ESAM social media profiles



by Alex Rickman

ESAM has its own Facebook page, this is public and separate to the private group (that's only for members).

We also have an Instagram account. This allows us to show to the public what we get up to and attract new members.

Interest has gathered momentum, with some people attending Open Sunday after finding us on Facebook and taster ride enquiries.

As a member it's a great way to see what the club and other members are up to - from brekkie runs, personal touring, to sharing members' achievements in progressing their riding knowledge and skills.

As with the magazine, we're always after content - maybe you own or have seen an interesting collection of bikes, been on a weekend ride, practiced slow riding techniques, enjoyed a good cafe whilst on an observed ride, brekkie run etc...

Please send over your pictures to:
social.media.esam@gmail.com
Facebook: ESAM - East Sussex
Advanced Motorcyclists
Instagram @esam.iam

Kind regards,
Alex

Isle of Mann TT 2022

by Pete Higgins



Mogs, Graham and I visited the Isle of Man to watch the TT back in June. We met up in Hailsham on 31st May to travel up to Liverpool, along with 7 others who were mates of Mogs.

The route took us along the A27, up the A23, around the M25 car park, up the M40 then the M6 and M6 Toll. Oops, missed the Toll and took a rather long and painful route up the M6. Mogs held his own on his Kawasaki Versys 1000 against an agitated lorry driver (ask Mogs for details) and we arrived in Liverpool in the sunshine after travelling through some monsoon-like rain!



We had a couple of hours to kill in Liverpool before the ferry crossing and

had nice a picture with the Royal Liver Building in the background.

After a short hop across the Irish Sea we arrived on the Isle of Man and took the coast road to our camp site, located at the Manx Fun Farm in Onchan.

To my delight we were “glamping”; our air frame tents were pre-erected and came complete with mattress, bedding, table and chairs. Luxury!



On our first day we rode the iconic TT course..... well, almost,the mountain section was closed due to an accident, but we went back the following day to complete it.

We watched our first practice day at the bottom of Bray Hill. What a fantastic place from which to watch and witness the speed of the riders and the suspension of the bikes working overtime. We did make a schoolboy error by having our bikes parked on the outside of the track, watching from the inside and, following a fatal accident, and the practice being stopped we were then stuck for 2 hours!

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We also visited the iconic control tower overlooking the start and finish line.



On another day we were at Ballacraigne, where the riders are within touching distance.

Just past this straight is a tight right-hander.

Our next vantage point for practice week was at Ballaugh Bridge. Again, this was not disappointing as we were able to see the bikes airborne!



They say it is a small world, and whilst riding the mountain section we bumped into some other ESAM members - Kevin & Lavinia on their racing scooter!

One of the places we watched the actual races was Ginger Hall. As you can see in the picture, we had a great view of the bikes racing towards us over a bridge, followed by a gentle left-hander, before they took a tight left-hander, out of shot.



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On non-race days Graham and I toured this wonderful island; highlights included Castletown and Peel. On another day we bought a day ticket for the 100-year-old electric tram. What a fantastic piece of transport - electric vehicles will catch on one day! We even took the tram to the top of Snaefell, which is 2,037 feet above sea level.

On another race day we watched up on the mountain, bathed in sunshine - the racing was great, but Graham found his mobile phone to be more interesting!



Mogs decided to do some off-roading on the mountain to test the capabilities of his new Versys!



We also watched the Tram climb the final section of the mountain.



During race week we saw some fantastic racing, enjoying a few beers in the licensed area behind the pits. On our way back from Douglas one evening we stopped off at The Manx Arms for a "half of shandy". We even enjoyed Mogs singing "I've got a brand-new combine harvester" in this pub, although some of the others in pub didn't enjoy it as much as us!

Food on the trip was interesting. We ate some good food whilst out and about but a lot of the time we found ourselves back at the camp site. The Manx Fun Farm had a small selection on offer: curry & chips, pizza & chips, lasagne & chips, pie & chips.... you get the idea! Everything priced at £10. Mogs enjoyed an Hawaiian Pizza on more than one occasion.

On our way back from Castletown, we stopped at Fairy Bridge. It is considered bad luck not to treat the fairies before you cross this bridge and good luck to stop and offer tokens to the fairies, so this is what we did.



than full and every inch of space was taken up by someone. Anyway, Kevin and Lavinia (and their travelling pals) took pity on me and allowed me to kip on a bunk in their cabin so that I would be fresh enough to complete the journey without needing an hotel.

I left Heysham at midnight, with light rain coming down. Before I reached the motorway however the rain stopped and I set the cruise control to 70mph. I had to occasionally.... no, frequently, reduce my speed due to road works, which were in full swing even at this time of night. I think I was in Oxfordshire when the sun rose, and the temperature began to rise. At 3am it was only 6° C, but now it was a balmy 15°C. I arrived back home at breakfast time.



A couple of days later I was still feeling tired, but had slept well, so my wife suggested I take a Covid test and, sure enough, it was Positive. Not the sort of present I wanted to bring back from an enjoyable trip to the TT.

I would like to acknowledge the excellent company of the non-ESAM members that allowed Graham and I to gate-crash their trip.

Two days before our scheduled return to England my wife called me and said “no need to panic, but I have been told to go to the Conquest Hospital as they may have to remove my appendix”. I immediately visited the Steam Packet Company to see if they could get me on an earlier ferry. They could, but it would leave at 8pm, so I raced back to the camp site, threw my things in my panniers and set off to the ferry terminal. At the terminal I bumped into Kevin and Lavinia again and told them about my early return. The ferry back to Heysham was packed full; no, it was packed to more



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barney does wales

by Steve Collins

When not observing which isn't often, I like to do something different so off I go on my bike and following our little Lands' End jolly, Cliff said he'd never been to Wales, so we decided to sort a weekend jolly as it's just down the road.

Cliff, Paul, Me, and Ian came up with a weekend and the planning commenced. Due to Paul's work constraints we decided to meet at Paul's for 15:00 on the Friday and just blast it down the motorways into Wales and then take the scenic route to Merthyr Tydfil where Cliff had booked us a Premier Inn perfectly located in the bottom of the Brecon Beacons and nice and central.

All good plans and that, Paul had to go to Plymouth on the Thursday and said he'd meet us at the hotel, that meant the rest of us now had an extra day, what a shame, so a scenic route to Wales it was then. I met with Cliff and Ian at Butchers Hook to take on our special dietary requirements but mainly to set up the helmet comms. Following our failure on the Lands End ride to connect 3 of us, was 4 going to be a nonstarter? Ian had wisely bought the best unit, Cardo of course so connecting to him was a breeze, but unbelievably using the bridging function of the Cardo's it worked first time.

I use Calimoto to plan a route adding a few way markers here and there, using the windy option, Coleford was set as Destination just above the Wye Valley, those that use Cali know to ignore its ETA, Paul may have questioned it on the

LE ride once or five times! So, my target was 18:30; 200 miles, 35mph average so 6 hours plus stops, easy. Forecast was questionable but I was confident we would miss the rain. Ian's kit wasn't ideal for touring Wales, but he was going to find out how waterproof his kit wasn't! I love Cali, if you're not in a hurry it's great, gets you off the main roads and into our lovely countryside, a few hours in we had to stop, rather a hot ride so far, took on water, some smoked and we checked in with Paul, his comment said it all, you're not even halfway yet, bloody Calimoto!

We were somewhere north of Southampton in the middle of nowhere. We pushed on once Ian and Cliff had sorted the bloody sena coms set out, has a good range apparently. Headed off, then decided needed fuel, dived into Swindon, fuelled up, I may have had sore buttocks which is quite unusual for a Z1000SX, Ian then said "that's lucky, that black cloud's gone now" But he soon found out we caught it quite quickly, as we approached I could see the rain bouncing off the road, we then rode for around 10 miles with me carving a path thru the water and the others riding in my wake!

This is the point Ian found out his kit wasn't very waterproof; Cliff and I had no issues with the Gore-Tex. We arrived in Coleford ahead of schedule (honestly Paul) and checked in with Paul to see where he was, on his way and only 30 minutes away, perfect, the band could do the evening together. Paul and I connected our headsets with ease, Cardo

to Interphone, then had to wait for Ian and Cliff to sort theirs, Cardo to Sena then boom all 4!!! All set off we went, I had a nice scenic route of 115 miles, zig zag up and down the Wye Valley then off to the hotel, Ideal for a nice evening's ride.

Arrived around 9pm to the hotel so dived into our rooms and very shortly after into the bar for some food and beers.

Saturday was a bit moist; we were waiting at 7:00am for breakfast to open and on the road for 08:00. The plan was hit the main Brecon roads from centre to West side then up to the Elan valley for lunch. The highlight was going to be the Top Gear Road but unfortunately, we were in the clouds, and I was literally riding off my sat nav as I could only see about 30 metres, not sure Paul and my description of the road really won Ian and Cliff over but we tried. From the feedback over the comms, I think they were enjoying the roads, some of it was in the dry, I just love these roads, you can go stupid fast, but I prefer just getting into a nice flow, I don't go fast, just don't slow down that often.

Destination was going to be Rhayader for lunch, during a wee vista stop we decided to go check out the devil's staircase then go down to Rhayader for lunch. The road down to Rhayader was the highlight of the trip, due to the pairings of our headsets we always rode in the same formation, so me leading, Paul, Cliff then Ian. I came across a rather nice roundabout and thought that Cliff and Ian were lagging so I threw in a complete loop of it, Paul was hot on my rear and as I came back to our original exit imagine my amusement as I could see the rear of Ian's bike but I could also hear Cliff going "where've they gone, we're going the right way, they weren't that quick"! They soon briskly zoomed off

in pursuit, or so they thought. Paul and I were pissing ourselves with laughter, we could hear them, but they weren't getting us, so we followed, being careful not to be seen in their mirrors, we were on the A470 heading south so a big road, using some very questionable positioning. The charade continued, Cliff in utter disbelief that we had vanished, again saying "they aren't that quick" after a good few miles we reconnected and still unseen, Cliff you there? "Steve that you", yes Cliff "where are you", and then in classic panto style, yep you guessed it.... Well, the comms went blue for a while.

Into Rhayader for lunch, thru the ELAN valley, I had spotted some nice white roads on Cali so added those in, off into the middle of nowhere we came across a road closed sign, but we needed to check it was so off we went, worst case scenario we would have to come back, but we didn't and what a road, all I recall is we ended up at Tregaron as we had another weevista and the word Tregaron is up on the hillside. Around 5pm we got back to Brecon, so I asked the chap's hotel or more? - well you guessed it, more riding, so quick stop, planned a quick route on the lesser roads back thru the Beacons, we found some mighty hills, one I recall had such a tight hairpin I could only just get my bike around! We may have found some more rain too. Back to the hotel at around 19:00, 11 hours out, 300-ish miles, and much fun. Beer time.

Sunday another 08:00 start, all loaded as off home again via the East end of the Brecons, the aim was to take in the Gospel Pass (highest paved road in Wales) I may have picked some rather small roads to get there though, as you may have seen the pic of my bike with some bracken hanging off the



fairing. We made it to the top expecting it to be shrouded in mist but surprisingly still a good view, my third time up there and it still blows me away.

Heading back home along the scenic route, we convened where it started in Coleford and then refreshed headed for home, then was this the highlight of the weekend? Cliff - bang in your sat nav nearest fuel station, OK mate, 2.5 miles, OK tell where we are going, OK right coming up, shit missed it so we carried on and on and on before once again ending up in Swindon I think and if not for Paul nearly on the M4! No motorways on our routes thank you. Paul asked Cliff if he put nearest or dearest fuel. Luckily Paul

knew where he was and directed me to a fuel station some 10.5 miles later!

Another great ride home, I may have had to stop to revive my bum once or three times, and as we got nearer home the layers came off and vents opened. We stopped at North Chailey and said our farewells. Approx 1000 miles over three days done at sparkly pace with great company. Cliff and I then went off for a 4-day jolly to Derbyshire the following weekend, but you've heard enough about my tales, go ride doesn't take much planning.

your committee

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contact Graham Sheldon

T: 01825 768959

M: 07957 222040

club events

club sunday kitchen rota



The Club Sunday is our monthly daytime meeting. We adhere to the government guidelines as they develop and welcome new and long-standing members for a social meet-up.

Crucial to the atmosphere of Club Sunday is the refreshment provision and we are dependent on you to join in, roll up sleeves, don a pinny and help out in the kitchen.

Greeting friends and making new acquaintances, taking orders, hearing the gossip, learning about upcoming events, group holidays, washing up, it all happens at the kitchen. And we need a monthly spatula mechanic to do the cooking.

Please check the rota below and let Ken know if you are willing to fill a space – it's fun!

Contact: Ken Brooks, 07971889864 or email: esamchairman@gmail.com

| Date | | Name | Name |
|----------------|--|-------------------------------|-----------------|
| July 10th | | Howard Wareham | David Bartter |
| August 14th | | Mark Exley | Terence Brady |
| September 11th | | Roy Springall Andy Harding | Brigid Harding |
| October 9th | | Trevor Scrase | Carol Scrase |
| November 13th | | Chris Andrew | Lorraine Andrew |

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| Yellow Waistcoat XXXL + Oval Badge..... | £24.50 |
| Yellow Waistcoat XXXXL + Oval Badge | £26.50 |
| Richa Hi Viz | £28.00 |
| Fleece | from £30.00 |
| Sweatshirt..... | from £15.00 |
| Polo Shirt | from £24.00 |
| 'T'-Shirt | from £18.00 |
| Lapel Badge - Silver coloured, 12.5 mm dia | £2.00 |
| Badge - Oval | £4.00 |
| Badge - Circular | £3.00 |
| Vinyl Circular Self Adhesive Logo Sticker..... | (5 for £2.00) £0.50 |
| Vinyl Circular Self Cling Logo Sticker | (5 for £2.00) £0.50 |
| Highway Code | £2.50 |
| How To Be a Better Rider (the IAM book)..... | £10.50 |
| Roadcraft Book | £10.50 |
| Refill Gas Bottle for Puncture Repair Kit | £1.00 |
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