

ESAM OBSERVER



February 2023

Issue No 205

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.

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*Front cover photo:
Chris O'Connel enjoying being a 'Cool Rider'*

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.



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from the editor

It's a bit late but Happy 2023 to All.

It was good to see that the first Club rideout of the year had good weather and a good turnout. Thank you to Malcolm for planning and leading the monthly rides for full members, from the Boship.

You will see that April through September there will be another monthly rideout, this time aimed at the less experienced in group-riding techniques.

Also in the magazine is the first of Richard White's diary of international rides. Please take inspiration and when you come back, send a review of your epic trip, we'd love to hear from you.

QR Codes

Our Membership secretary Rich White has now created links to useful sites; one for our Facebook group, one for our ESAM website one for the upcoming ESAM shop and one for IAM Roadsmart signup. These will sit on the first page of the Observer, linking our pigeon post magazine with the latest in e-communication!

Léonie xx

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chat from the chair

By Chairman Pete Higgins



Happy New Year to all within ESAM. December's Open Sunday Despite the arctic conditions, enough people came to our December Open Sunday to make it worthwhile. Two of our members even came on their bikes. Some of them are hoping they made the front cover (they deserve it!).

Several members turned up in their Christmas jumpers. Our President Trevor Scrase and his wife also had theirs on, but I forgot to take a photo.

Red Tours

One of our members, Red Maverick, frequently organises his "Red" tours – these are not affiliated to Club-run events, but club members can attend. On 27th

December I went on one of these "Red" tours. Five of us met up at the Boship Roundabout Services. The forecast was good, but it rained fairly steadily. "We will head west", said Red. ...so we turned out of the petrol station and headed east! Eventually we must have gone west as we entered West Sussex at some point. We pulled into the Chalet Café for brunch, only to find it closed. Red consulted with Malcolm Scrase (our Sunday Breakfast run guru) to discuss where we might get some sustenance, especially as it was technically a public holiday. We set off towards Billingshurst and found that 'Billy's On The Road' café was open. I would highly recommend their "Swiss" breakfast - potato rosti, smoked ham, Emmental cheese and fried eggs.

Although on this occasion I settled for a croissant as I was still stuffed from Christmas. Red, Malcolm, Phil and Marc did however manage something more substantial. After this we continued west but must have turned around as we headed towards Brighton and East Sussex. We got back to the Boship at 3pm and my pride and joy looked like I had been "green laning". Back home I got out the jet wash and cleaned the Ninja.



Biker Down

Now let me give you some information, and history, about the Biker Down courses. Back in 2010, an operational firefighter with Kent Fire & Rescue Service witnessed a motorcycle accident whilst off duty and used his own training as a firefighter to assist at the scene. Following this incident he realised on reflection that the skills and knowledge he had would be well shared with fellow Bikers. As a result, the seed was sown to produce and develop the Biker Down course.

Biker Down consists of 3 modules, each one lasting for about an hour. The idea is to offer people the ability to train in essential life skills and give the knowledge (based on operational

firefighters training) to help them cope should they encounter or be involved in a road traffic collision rather than just give them information on the consequences.

Hopefully it will give bikers a sense of responsibility when out on the road and a change in attitude that will keep them safer, both in their riding technique and how they react at the roadside. The Course is FREE to bikers of all ages and abilities so that there is no financial barrier to taking part. Specifically, the course includes the very latest advice surrounding the thorny issue of helmet removal.

Module One – Incident Scene

Management, focuses on how to ensure the safety of responders, the fallen rider and anyone else involved in offering first aid, as well as advice on alerting the emergency services.

Module Two – Casualty care, is delivered by qualified Fire Aid Instructors and looks specifically at dealing with motorcycle-related first aid including typical trauma and mechanism of injury to legs, dealing with major bleeds and basic life support, CPR, managing spinal injuries and crash helmet removal.

Module Three – The Thinking Biker. This input looks at the way the brain interprets data sent by the eye so that what's visible isn't always seen, examining phenomena such as motion camouflage and looming, and offers some positive advice on how to make the most of our chances of being seen. It puts the point over quite clearly that hi-vis clothing, day riding lights and retro-reflective materials don't guarantee we'll be seen by other road users!

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The course is highly interactive with plenty of lively discussion and questions, plus the hands-on experience of the first aid module. At the end of the day, participants receive a certificate of attendance and offered an ICE sticker; the ICE sticker has a QR code which will enable first responders to gain medical details and emergency contact information of the fallen rider.

We have 47 teams around the UK delivering Biker Down. It has also reached Canada and the USA and is being delivered to the British Army.

To assist in promoting Biker Down and encourage engagement with the biking community, most UK fire & rescue services obtained Firebikes. These bikes are not operational fire vehicles, however Merseyside Fire & Rescue Service did trial a motorcycle many years ago to respond to incidents to establish what resources were required, if any. It wasn't a successful trial.

I joined East Sussex Fire & Rescue Fire Bike team in 2015. The aim of the team is to attend biker events and promote road safety. Not only do we promote Biker Down courses, but we encourage riders to consider advanced riding with IAM Roadsmart or ROSPA, and inform them of other training courses such as the police-led Bikesafe courses.

Firebike riders must undergo a selection process to join the team; one of the non-essential criteria is to have an advanced driver/rider qualification. Part of the process was also to give a road-safety themed presentation (I hadn't done one of these for years). Once on the team I soon joined in and led the Biker Down courses.

The national lead for Biker Down is Jim Sanderson (Kent Fire & Rescue Service). He was keen that Firebike riders who deliver Biker Down courses should be very competent in their riding skills. Jim contacted IAM Roadsmart about the Firebike riders and their skill levels. Jim and his Kent team were trained up to National Observer level and Jim encouraged other teams to do the same.

In 2018 I was lucky enough to be put forward to do a one-week intensive National Observer course. The course took place in Chatham, Kent. A colleague and I met up with Trevor Shearsmith, a very nice chap and exceptional rider and tutor, who was our instructor for the week. There followed four days of non-stop riding, observing, feedback, homework etc. On day 5 Stuart Haythorn arrived to carry out our tests. We both passed. It was a very tough week, thinking, talking, riding and learning all about teaching advanced riding.

We are still looking for members to get more involved with the club since both the Treasurer and Secretary would like to step down.

Lastly, we need volunteers for kitchen duties on open Sundays; please contact Ken if you can assist.

test passes

Congratulations to our successful Testees!

MEMBER

Alan Buckmaster

PASS

National Observer

EXAMINER

Katrina Lowe

MEMBER

Steve Windsor

PASS

Pass

OBSERVER

Alan Buckmaster

EXAMINER

Paul Cornwell



new associates

Welcome back to our Returning Members:

Full Member:

Colin Marsh

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 a committee member (see Committee page for contact details).

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

The Club AGM will be held at Reid Hall on Sunday 11th June at 11-30am. This is our standard Club Sunday Open Meeting and we are seeking membership attendance to ensure that we are meeting your expectations within the Club.

As always, there is a requirement of a percentage of members to attend for the AGM to take place, but we want a dynamic turnout please.

Introduction to Group Riding

will be held monthly from April through to September on the 3rd Saturday of each month

Gedges have kindly agreed to come on two separate Club Sundays in the summer to showcase Honda at one event and Triumph at the other. Hopefully, weather permitting, we shall have additional Club activities around the hall. Dates TBA

Open Day

at Groombridge Motorcycles, Date TBA

Club Sundays

take place on the second Sunday of each month at the Reid Hall

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January Club Sunday

The -1 degree weather didn't stop members popping to the Reid Hall Club Sunday, and two exceptionally hardy riders, Chris and Andrew.

Although low in numbers there was still a cheery level of noise over discussions of biking, weather (of course) and plans for the New Year.

Thanks for volunteers Tony Booker and George Jones who joined me in the kitchen this month.



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January Brekkie Ride

Malcolm Scrase

It turned out to be a good decision to postpone the ride for 1 week as the weather was a balmy 8 degrees and the roads were dry and frost free. Fifteen ESAM members joined the ride, which is respectable for January.

We set off on minor roads through Vines Cross, Old Heathfield, Newick Lane to Mayfield. Then through to A267 and a right turn at Mark Cross taking us on through Wadhurst, Ticehurst and Flimwell. Straight over the lights and along the A268 and left onto the A28. The twisty A28 was surprisingly free of traffic so this terrific fast road with flowing bends to Tenterden was a joy. From Tenterden we followed the B2080 to Appledore and the winding lane across Romney Marshes to Jo's Cafe at Brookland.

Lots of cars in the parking area, but to my relief most of the people were at the model car racing circuit. The selections of English Breakfasts came out in a bit of a random fashion (despite us having sequential numbered tickets), but it was good quality and reasonably priced.

On the return ride we went via Rye, Broad Oak, Johns Cross and A21 north. Got held up a bit by a tractor towing a trailer filled with something 'suspiciously brown'. Then Brightling, Woods Corner, Rushlake Green and finally Boship. I forgot to take a photo at the start, so as the marker system apparently fell apart at John's Cross roundabout, this'll have to do. As I said in our FB posts in the afternoon, it's no big deal as it's the return journey.

Many thanks to Ian Arnold for being Tail End Charlie and somehow being the first one back to the Boship!!

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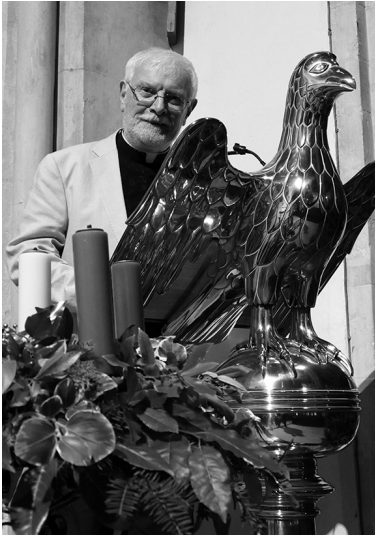
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From the Pulpit

By the very Reverend Sparkles

Fancy something reasonably quick? How about a Parker Space Probe? Top speed just over the ton at 101 miles per second that's 364,361 mph and I don't think there any speed traps in deep space.

NASA didn't publish exactly what records Parker just beat, but a glance at the last close flyby shows us the most likely numbers. On 9th August, Parker was roughly 6.5 million miles away from the sun's surface and hit a top speed of about 370,000mph.

Of course, when I started motoring there was no speed limit. It was Barbara Castle that brought on overall speed limits to British roads. And she didn't have a driving licence. That was 1967 and that

dates me! The first time I reached 100mph was on the A32 in Hampshire. Highly dangerous but then there was little or no traffic. The limit now on the A32 is 50mph and considering the amount of traffic around and the condition of the road, that's probably too fast for some sections of this highway.

Prior to the very first steam engines the fastest means of transport was by horse. If you reached 30mph you were lucky. The fastest horse I can find was recorded at 55mph but probably wouldn't be able to maintain that for long. A horse and carriage would have travelled about 10mph if you were lucky. If you were a passenger on board, and the wagon came across a steep hill, you would have been expected to reduce the weight by getting out of the carriage, climb the hill on foot and probably carry your luggage. At 10mph the vehicle would have had to stop and allow the horses to have a rest. A trip from London to Dover might have taken you 2 or 3 days depending on the weather.

The first steam engines in the early 19th century travelled at 2½mph, their advantage was that they were able to carry a larger payload than horse drawn carts, so the slow rate was acceptable. As steam locomotives became more efficient and consequently faster, some superstitious people believed that if anyone travelled more than 60mph i.e., one mile per minute, death would be certain.

Good job there wasn't Twitter or Instagram around then or else there might have been universal panic!

As a small boy in the 1950s I was privileged enough to travel on the Flying Scotsman from Kings Cross to Newcastle to visit my grandparents. This was a train that was the fastest in the land and the first train to reach speeds of 100mph. It took just over 8

hours to complete its total journey to Edinburgh. My most memorable recollection of the trip was the sulphur tainted smell that wafted through the window as we dined in the Pullman carriage. It always made me feel slightly nauseous putting me off a rather expensive meal much to the annoyance of my parents.

Intoxicated by speed as a teenager I saved my birthday and Christmas money enough to purchase a Carlton racer push bike. It had ten Derailleur gears, and I could outpace most of my mates as we frightened other road users most irresponsibly. With a fair wind and a downhill track, I might have reached 25mph. I crashed it once going too fast into a bend, fortunately, the thick collar on my jacket saved me from tearing my left cheek on the tarmac. I wore with macho pride the blue/brown bruise on my face. It took a fortnight to fade. Now I'd think what a pratt!

When Karl Benz produced the first petrol engine motor vehicle it had a heady top speed of 8mph. As the development of the internal combustion engine advanced those who were wealthy enough to purchase motor vehicles decided it was time to race them. It was the 8th Earl De La Warr who secured Bexhill's place in history by hosting Britain's first automobile races on the 19th May 1902. I believe the very first race was won by a steam powered machine. The event was organised by the Automobile Club of Great Britain and Ireland and attracted international attention. Out of this came some incredible cars. One such vehicle was made by Itala. In 1905 they produced a 14.8 litre 5 cylinder capable of 100mph at 1800rpm. The main problem was the driver had to be most careful since it developed so much torque it would tear the tyres to shreds. Two years later they had improved the engine and reduced its size to 7.5 litres developing 45hp. This model was driven by Count Scipione Borghese, 10th Prince of Sulmona who won the Peking to Paris motor race by three weeks. They didn't ponce about on a track of around 3miles! No seat belts, no crash hats. The idea was if you crashed, you'd be thrown clear.

The first motorcycles in production were manufactured by Peugeot in 1898. In 1901 bicycle-maker, Royal Enfield introduced its first motorcycle, with a 239cc engine mounted in the front and driving the rear wheel through a belt. I've no idea of its top speed. In 1898 English bicycle-maker Triumph decided to extend its focus to include motorcycles, and by 1902 the company had produced its first motorcycle—a bicycle fitted with a Belgian-built engine. A year later it was the largest motorcycle manufacturer, with an annual production of over 500 units. I cannot find how fast these machines were, but I suspect no matter how quick or slow their main problem was probably stopping.

In the early part of the twentieth century purchasing and racing fast vehicles was the preserve of the very rich. Charles Rolls of Rolls Royce fame was educated at Eton and Trinity College, Cambridge.

Being the son of the first Baron Llangattock, he wasn't short of a few quid. He was able to buy several automobiles. After being introduced to Henry Royce, Rolls provided the cash to develop the well-known brand. Although having a deep interest in engines he

was a playboy of the time and enjoyed speed whether it was cars, motorcycles, air balloons or aircraft. Unfortunately, he was the first Briton to be killed in an aeronautical accident with a powered aircraft, when the tail of his Wright Flyer broke off during a flying display in Bournemouth. He was aged 32.

Speed was king during the 1920s and 30s in spite of an economic collapse, those who could afford it raced at iconic tracks like Brooklands, Nürburgring and the Mille Miglia which was really a road race. A most intriguing race driver of this era was Tim Birkin. Spending all his father's cash on cars he nearly bankrupt his father's furniture company. In the 1930's Bentley was dominant but seriously challenged by Mercedes. Birkin tried to persuade Bentley to supercharge their machines, but they didn't like the idea. So, Birkin purchased his own Bentley, supercharged it and entered it into the 1930 Le Mans 24-hour race. The story goes that Birkin, knowing that the Mercs were the biggest challenge to the Brits, outpaced the Mercedes through the early part of the race and the Mercs, desperate to catch up pushed their cars too far. Consequently, the Mercedes drivers wrecked their engines or were dogged with mechanical failure and retired. Eventually Birkin's Bentley succumbed to the same fate allowing the British works team of unsupercharged Bentleys to triumph. There's patriotism for you. My dad had a 1925 3 litre Red Label Bentley before the second World War and sold it for £40 in 1939 - worth a bit more now!

In 1961 Jaguar brought out the E-type. Acceleration 0-60mph just under 7 seconds considered fast at the time. Today you can purchase an electric car that will accelerate 0-60mph in 2 seconds and you could buy a Porsche from the showroom that would have won the 1972 German GP. And I haven't touched on land speed records or drag racing. I'll leave that for another time.

We've come along way with speed during the past century. Where to next? Warp speed alongside Captain Kirk?

Speed King Vicar



Tales from the tipi

by Steve Collins

As mentioned in my last piece, Alan Buckmaster was going to do his National Observer qualification, he, as anticipated, achieved this. I did go out with him prior and enjoyed a jolly, pretending to be an associate. I thought I did rather well, Alan even took his chances to take the piss! Well done Alan on both accounts.

It's that time of year when the weather puts paid to riding; after an off a few years back on black ice I don't commute when there is a chance of freezing water on route. This meant I spent a week commuting in my car. I won't lie, sitting in nice heated seats and driving in was nice, but the traffic is a nightmare as the masses depart Hailsham! My top speeds in the car (Hailsham to Buxted) often reached the heady heights of 50mph! Obviously on the bike I get to max 70mph on A22 on the way home. I think I went a whole 7 days without riding!

Once back on the bike I found myself just following the cars, the conditions weren't great, it's dark but still no excuse. It got me thinking, when I critiqued riders I observe for being in car mode, here was I doing the very same; I had only been off the bike 7 days, most of the riders I take out may not have ridden for weeks/months during the winter! Soon switched back on then normal business resumed.

Now is the time of year when I start to think about a few jollies, I saw a podcast from Adventure Bike rider which posed the question "Is going on an organised tour better than doing it solo?"

The podcast raised some good points, each of the presenters having a different take on each type of tour. One of them made the comment that doing it solo gave them a great feeling of achievement, for me this hit the nail on the head. I still get a buzz from my solo trip around Scotland but I couldn't say why, but it is that sense of achievement plus doing it on a bike you probably should have left at home if its summer antics were anything to go by! What do you think, solo or guided?

When I did my East to West trip, I was discussing the mental health side of it with Alan, apologies if I do this subject a mis-justice. I found planning the trips a very positive thing, giving me something to look forward to and at the end of the year plenty to look back on through the dark winter months. I usually suffer through these months but this year it's flown by, the nights are drawing out. I am looking forward to what I can get up to with Barney and Co; now the unvaxxed can venture across the water it opens up a whole new world of challenges! How many countries in 24hrs springs to mind! I'd best get something sorted as the year is flying by!

Not quite gone to the dark side (GS) but after seeing a fellow National Observer who shall remain nameless standing up to negotiate a large puddle recently, I too have had to jump on the adventure bike band wagon. No more Dad Bike for me (Z1000SX), but a full grandad spec Africa Twin in, as Jason Diacos would call it, full Batman Spec (black) but it's DCT, how lazy is that? Just need some spots brighter than Cliffs and it will be sorted.

Don't forget, keep it sparkly.

Relight My Tyres

by Richard White

Riding down to the Pyrenees and entering Spain via Andorra, I got my first glimpse of the superb roads on the N260. Those of you who have been will already know this, so before I tell more, I would like to start with some background information.

My riding buddy Pete was originally an IAM associate of mine, this had only occurred because he had binned his much loved ZX9 on a roundabout whilst with another observer. On his return with a very smart looking R1, I happened to be available, all went well apart from Pete dropping the R1 on a slow speed test in a busy car park whilst doing a test ready ride with myself and our Chief observer Andy. Red faced and muttering obscenities he tried to pick the bike up and failed, Andy and I were already off our bikes and together we managed to get the R1 up again mostly unscathed with just a few small scratches.

A few weeks later Pete passed his IAM test with flying colours and managed to pick up our Examiners Test ride of the year award. By now we had become good friends and our wives got on too, always helpful.

So Pete and I embarked upon several tours, starting in the UK and then France. At this time I had a Ducati Multistrada, the early one with the swivelling bikini fairing that everyone said was ugly, it was, but when on the bike all would be forgiven with the 1000cc v-twin throbbing away and handling to die for.

Both our lovely wives would have no part in biking, Lesley my long suffering girl had tried pillion back in the 80s with me but didn't really gel with it, Dawn as far as I know had not tried pillion and had told me she never would.

I have always been a petrol head, buying my first bike, well Scooter, at 16, after three more Scooters, I always wanted a motorcycle, but could never afford one back then. I moved on to cars as you do.

Fast forward 6 years, Lesley and I have married and are expecting our first child, money is tight, mortgage rates have gone mental at over 14% interest so we decide to sell our car, meaning I will need to find a cheap means of transport to get to work which is 14 miles away. A Honda 50 fits the bill as it's very frugal, I can't believe that I only use around a gallon a week, after a few months I take my bike test and pass. Eventually I am able to afford a bigger bike and along comes a Suzuki GT 250. By now we also have a car again, although biking will always be in my blood so there's usually a bike in the garage or shed even the garden.

Estamos perdido! ***¿alguien aquí habla inglés***

by Richard White

2013, Pete Fazer FZ1 (Yellow peril) and myself Multistrada (Red Devil) decide to ride across France to the Pyrenees via the scenic back road route, no point IMHO of using Motorways as my job dictates I use them mostly every day.

As we ride along the N260 heading East following the flowing bends with high mountains to our left and the sun shining brightly above, I realise that this is why I ride, the freedom, the closeness with nature, smell of cut grass, cow poo and pine forests. The sheer enjoyment of being at one with my two wheeled steed, and in Spain on a major east/west route with hardly any traffic. I like this, in fact, I like this a lot! As it turns out so does Pete, he also enjoys vast quantities of Tapas and coffee, consuming a whole Tortilla the size of a dinner plate before we head back into Andorra via the Col de Puymorens, avoid the tunnel, much nicer to ride over the top!

Next day we head over Col del Portillon into Spain and stay overnight in Esterrí d'Àneu where a Thunderstorm/Tormenta keeps us awake into the small hours, rumbling around the mountains. We awake to Spanish sun and warmth, a late breakfast, and fuelled up 5 minutes later, sees us on our way south following a river which has plenty of activity over the frequent rapids with glimpses of orange as daredevils cling tightly to rafts of rubber being thrown all over the place in the churning waters. We stop for a while to watch and take photos of these seemingly suicidal humans, although they may well say the same about us hurtling around bends on two wheels.

Rejoining the N260 to ride the Valley Nogeura, an absolutely brilliant road with sheer cliffs rising to staggering heights on one side and a fast flowing river the other, bends and short tunnels abound, eventually leading us to a massive lake with the town of Tremp beyond.

Passing through Tremp we turn right onto what appears to be a narrow lane, the C1311, don't miss this as it widens out and has unobscured bends for miles, the most fun riding so far, although the bloke and pillion sightseeing on the red VFR probably thought we were idiots.

With increased confidence and the tyres scrubbed to the edges I was really enjoying the ride.

That's when the cat ran out.

I was fast approaching a left hand sweeper going up hill with a good view to the

next right hander, as I tipped the Red Devil in I caught sight of a ginger cat dashing under the crash barrier into my path. I sat the bike upright and immediately gave a hard shove on the Left Hand bar to drop in again, how I missed the cat and barrier I'll never know. But forcing the Duc to move nearly a metre nearer the barrier may have helped. Ginger tore past the front wheel and across the road to safety, counting off one of nine lives as it went.

Pete watched it all unfold from behind and wondered how i stayed on the bike, pure luck I said as we mused over the day's ride in our hotel bar that evening.

From there a variety of more excellent roads took us to Ainsa and our hotel for the next two nights in Laspuna. Pete mentioned we might have found a good'un the next morning as every local workman seemed to be stopping for breakfast, and so it was. The Hotel Turmo. Family run and typically friendly with garage parking at no extra cost, generously sized rooms and home cooking. It was here that I decided to try and learn a little Spanish when I got home. If you rock up and notice it looks like a building site at one end, don't worry as the finished part is very well appointed and clean. I suspect the family will finish as and when they need the room/have the money.

After a very good breakfast Pete and I washed the bikes courtesy of the hotel's hose and took the morning to look around Ainsa and do some shopping for gifts to take home.

The afternoon consisted of a quick ride through the tunnel at Bielsa into France then crossing back into Spain at Col del Portalet. Rejoining the N260 again at Sabiñánigo and back to the hotel for afternoon tea, more great roads with stunning views to distract.

Whilst having a late afternoon drink, the owner asked us if we had done the local Canyon. No we said, not knowing there was one, she then told us it would only take an hour and half to do, and said it was well worth our time. So off we went for an evening ride, Wow - local knowledge is everything. The Canyon de Anisclo, which is a one way road is absolutely stunning. Slow going with gravel in places, don't be put off though, well worth the ride, so many photo opportunities that it took a little longer than anticipated and when we got back it was dark.

In the same area there are two valleys to visit, Ordesa and Pineta, have not yet done these, next time maybe. The next morning after another good breakfast we leave Ainsa heading to Jaca and then the Somport tunnel at 5.3 miles long which will take us from Spain to France and home. Sunny and warm in Spain, cold with Mist and rain in France. Must be an omen.

Estamos perdido! ¿alguien aquí habla inglés = We are lost! Does anyone here speak English?

'RIDE BETTER, RIDE SAFE, HAVE FUN'

MULTISTRADA

“Reach for the Clouds”

PRO TWINS

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Attention!

Your club needs you.

ESAM Membership Renewals are due on or before 1st April 2023

Hello everyone,

Your continued support is highly valued as without it there would be no ESAM and no mentoring of Associates, which is the main reason for our existence. We have quite a few Events lined up for you all this season, see latest magazine for details.

Payment by BACS is now preferred, see renewal form re details. I still require the completed form; you are welcome to send it by email as a photo or PDF. Note: Renewals after 31st May will incur a re-joining fee of £5.00
A reminder will be sent out late April/early May.

IF YOU JOINED US AFTER 1st MAY 2022 VIA ROADSMART ADVANCED RIDER COURSE. WE WILL CONTACT YOU, RE A PRO-RATA PAYMENT SHOULD YOU WISH TO REMAIN A VALUED MEMBER OF ESAM UNTIL MARCH 2024.

Ride safe.
Richard White
Membership secretary

'RIDE BETTER, RIDE SAFE, HAVE FUN'

To Apply for or Renew ESAM membership 1st April 2023 to 31st March 2024 Tick only boxes that apply to you, thanks



Name.....

Address.....
.....

Post Code..... Mobile.....

Email.....

Subs: Full £25 Associate £30 Social £15 IAM not required

Donation to ESAM funds if any £_____ Total Remittance £_____

Made Payable to; "East Sussex Advanced Motorcyclists" if by Cheque OR

By transferring the money via BACS to NatWest sort code 60-10-15 account number 62139460. Use your NAME as Reference so we know who has paid us. BACS CASH CHEQUE

The REFERENCE you used for BACS.....

Required for ESAM Membership: It is your Responsibility to keep your IAM up to date. IAM Number..... Expiry Date.....

GIFT AID:

If you are a UK tax payer and would like to help ESAM claim additional income from the Inland Revenue, please complete this Gift Aid Declaration.

Please treat as Gift Aid donations all qualifying gifts of money made: Today In the past 4 years In the future
I confirm that I pay Income Tax on any form of income, &/or am taxed on Capital Gains. YES NO

NAME.....SIGNATURE.....

Email; esammembership@gmail.com or post to; [Memsec, 168 The Diplocks, Hailsham, BN27 3JZ](#)

Membership will cease if not renewed B4 1st June. A re-joining fee of £5 will be added

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YOUR CLUB



We've had a vibrant 2022 at ESAM, with a lot of events, good attendance at club open days and well attended club ride outs. This is all arranged by members giving us their spare time!

The club has a potentially big impact on the safety of fellow riders but is only able to do this with the help of volunteers.

We attract new members by attending third party events, by talking to dealers and café owners about displaying our leaflets, and by encouraging other bikers that we meet to come along and give us a try! Our open Sundays are just that – open to all to come along and see what we are about.

Volunteering for a couple of hours now and then to help out would greatly increase the impact we have in the local community – it is also a great way to meet other members and see what others are doing.

Help in the kitchen is always a challenge to arrange so please contact Ken Brooks to say when you can help – we only meet 12 times a year so if enough people volunteered you probably wouldn't have to do so more than once every two years!

There are many ways you could help; distributing leaflets, attending third party events to chat to potential members, talking to café owners, helping in the kitchen (see above) etc. We are also looking for a couple of Committee members to take on the roles of Club Secretary and Treasurer. None of this is particularly onerous and can be very enjoyable!

If you are interested, contact any committee member or, in the case of kitchen help, me, and we would all greatly welcome your contribution. Contact details are in this magazine.

Hope to see you soon!



Is E10 killing our bikes?

by Steve Collins

A few weeks ago, I filled the ST1300 up as normal, smelt a bit of fuel on way home but thought I must have spilt a bit, thought no more of it and put the bike in the garage. The wife came home from a meeting later that evening and said she could smell fuel, I mentioned it might be the Pan; I was in bed at the time and perhaps the fact my garage is quite a way from my garden a few alarm bells

should have rung.....

In the morning off to meet Alan B, I too could smell fuel! Really strong. I opened my garage to find the entire bottom end of the garage rather moist with fuel; my floor is lined with foam tiles which all bulged up rather nicely.

Extracting the Pan, I noted no leaks so at least it had stopped; I still had over half a tank so some 15 litres had relocated to my garage floor! Me being me, it had stopped, the bike worked, all will be fine, off I went to meet Alan, no further problems that day.

After a bit of investigation, the fuel was coming down the overflow from the filler neck, but there was no fuel anyway near it, after a bit of Google mechanicing I found a post where someone else had experienced a similar problem. So I blew my airline back up the pipe and I had many bubbles in the tank, what I didn't know was the overflow is a steel tube within the tank, it's then connected by a hose to below the bike, this tube had for some reason become perforated or corroded, but how? The bike's in regular use, could it be the lovely new E10? I know it swells rubber so I will not put it in my carbed R1. Surely it's been fully tested and approved before being used, oh hang on, let's not get me started on that subject!

A massive thank you to Peter Lambert-Gorwyn who came to the rescue, and using his vast experience in specialist coatings applied an epoxy coating to the pipe and it's fixed. I make that sound quite simple but I am sure there was more to it than that.

Since my troubles a few weeks back I know of 2 further bikes suffering with corrosion in their tanks very similar to mine, so could this be the beginning of another Gov cover up, Is E10 killing our Vehicles?

Probably best not to keep it sparkly if you have a fuel leak.



Excruciating Electronics

by Geoff Curtis

Once upon a time there were carburettors. These were adjusted manually.

If things went wrong, it was usually gradually. Throttle control was by a cable or two and when the throttle stuck, lubrication or replacement would solve the problem.

Now we have fuel injection and fly-by-wire technology and an ECU, or as I call it, an engine MISmanagement system. My appellation is not surprising, having suffered trials and tribulations with my previous bike, a BMW K1300S (Grant Melton; I'm sure yours is a much better example than mine). My current mount, the prestigious Kawasaki Ninja H2 SX SE 2019, now has an issue in the same area, after only 25k miles.

It reared its head in the following way. With a cold engine, I accelerated up a moderate hill, then closed the throttle on approach to a 30mph limit. It was disconcerting that this resulted in no engine braking, not even to the fast idle speed but instead the revs were maintained. Blipping the throttle had no effect. Only braking resulted in a shedding of speed. Even when the engine had achieved normal operating temperature, every time I closed the throttle or reduced the amount for changing up a gear, the revs remained at the previous setting.

The machine had taken control!

Getting the revs down to a sensible level to stop at a junction required the clutch to be disengaged at the last moment so the brakes also slowed the engine. After a few more miles with no change, I remembered my old I.T. training and pulled into a layby. Have you guessed? Here I turned off the ignition and turned it on again and hey presto! the system rebooted and returned to normal. I wondered if I would find it manageable during my trip to Scarborough a couple of days later.

My question then is:- Which is the more reliable design for the customer, a system where a NASA-style diagnostics testing kit is needed (plus, as it happened with the Beemer, a degree of guesswork, trial and error) or a simple toolkit?

One other thing: why do we often hear of the need for software upgrades for vehicles – why is the software not correct when installed? (The editor will publish the best answers in the next magazine)

Mechanic's mystery

A motorcycle mechanic was removing a cylinder head from the motor of the bike he was working on when he spotted a well-known cardiologist walk into the garage reception to collect his car.

The mechanic shouted across the garage workshop, "Hey Doc, want to take a look at this.?"

The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle.

The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and when I finished, it worked just like new.

So how is it that I make my lowly salary and you make shedloads when you and I are doing basically the same work.?"

The cardiologist paused, leaned over, and then whispered to the mechanic....
"Try doing it with the engine running!"

A biker's Life

Mounted on his metal steed
He satisfies his two-wheel need
Caring not to be a motorist
He much prefers the power at his wrist

Nothing else will ever match the thrill
Of controlling your machine with all your skill
Every twisty 'B' road is a pleasure
Throttle and brakes used in equal measure

Through the 'S' bends getting each one right
This is what brings absolute delight
It doesn't matter what you ride, whichever one you like
Grab your key, don your gear and get out on your bike

The route need not be long
The kinship of your mates is always strong
The biker only has one natural foe
The wretched British weather; ice and snow

Now all the happy miles are left behind
No more the tedium of daily grind
There's just this final service, then my time is done
But what a life I had; enjoyable and fun.

your committee



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Trevor Scrase

Contact via Committee Members



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esamchairman@gmail.com



Vice Chairman

Alan Buckmaster



Group Secretary Nigel Jarvis



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Contact Pete Higgins on 07759 278413 or see me at one of our Open Sundays.

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. It provides an opportunity for passing bikers to call in and have their curiosity answered and their riding observed.

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 (I've started but need others to finish) and let Ken know if you are willing to fill a space – it's fun!

Contact: Ken Brooks 07971 889864 or email kenwbrooks@gmail.com

CLUB SUNDAY KITCHEN DUTIES 2023

Would you be willing to give your time on a Sunday morning?

DATE	NAME	NAME
February	Helen Bridges	Dan Hawes
March	Ian Arnold	Ken Hills Andy Harding
April	Chris O'Connor	
May		
June		
July		

esam merchandise

all available from Reid Hall on club event days

Yellow Waistcoat + Oval Badge	£22.50
Yellow Waistcoat XXXL + Oval Badge.....	£24.50
Yellow Waistcoat XXXXL + Oval Badge	£26.50
Richa Hi Viz	£28.00
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Sweatshirt.....	from £15.00
Polo Shirt	from £24.00
'T'-Shirt	from £18.00
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Badge - Oval	£4.00
Badge - Circular	£3.00
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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
Ear Plugs, 4 in plastic case	£0.60

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