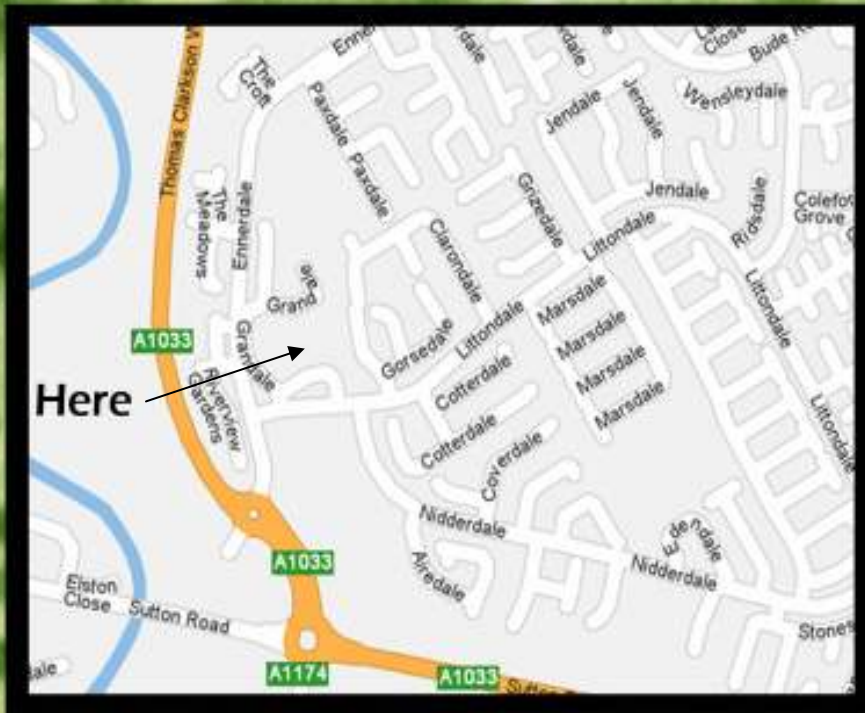


Come Join Us...

We meet on the third Monday of every month at the Jar in Hand Public House, Sutton Park, Hull at 7.30pm.

www.heram.co.uk



IAM Group 4228 - Affiliated to the
Institute of Advanced Motorists



Reg Charity 1073223

HERAM

November 2009



Free - Please take one...

Hull and East Riding Advanced Motorcyclists

Editor's Note...

Hello Everyone, you will notice on the contact list below my email address has changed. This is a reflection of our other Smart business. I will still check my original email address, but please send articles to the new one wherever possible. I have enclosed an interesting article on the comparison between the BMW 1200 GS and the new 800GS from our treasurer Jason. Having owned a BMW 1200cc I agree with his comments completely. Enjoy the magazine and please attend the forthcoming auction night, bid generously and grab a bargain.

Joey—Editor



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Club Merchandise

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P.Y.A.M.T £7.50
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Highway Code £1.50
Not the Blue Book £4.50

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Vinyl Bike Sticker 30p
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Enamel Lapel Badge £2.50

Please ask any of the Committee for information regarding the regalia.

Anyone who does not have a copy of the IAM Group Rides booklet, contact a member of the committee.

Events Diary 2009

Please arrive 15 minutes before scheduled ride time.

Date	Place	Event	Time	Ride Leader	Contact Number
<i>November</i>					
Sunday 15	Willow Garth, Ermine Street, Lincs DN15 9QU	Run around Lincs	09.30am	Barb Stubbs	07939248615
Saturday 21	Humber Bridge TIC	Observed Ride	1.00pm	Tony Allen	
Sunday 22	Beverley Market Place	Run, where ever he goes it's a cracking days	10.00am	Dave Scott	01482 869158
<i>December</i>					
Saturday 5	Masonic Hall	Christmas Party	7.00pm	For tickets – call	07859931774

If Beverley Market Place is closed when you arrive the alternative area is at Halfords Car Park Beverley.

Please note holders of associate membership are also eligible for the Social Ride Outs

Associate Members please be aware that the fee applicable on the Observed rides will be £8.00 per session.

To book an event

please contact

ROSS CAMERON

01482 879943

If you have an opinion on this month's articles, or any biking issue, why not let me know. I'll print your comments, although I reserve the right to edit them if required.

Thanks Joey - Editor

Ride To The Wall

Article suggestion from club member Tony Moir

(original text and photo's from www.rttw.org)

RTTW 2 on 10th October 2009 had its starting point at Drayton Manor Park where bikers had been camping since Friday. Saturday started with a 07:00 reveille from our two buglers. The first hardy bikers of the day had arrived at 06:30 and by 07:30 were tucking into breakfast from our caterers. As the morning progressed a constant stream of bikes of all shapes and sizes, every type of Suzuki, BMW, Kawasaki, Triumph, Harley Davidson, Honda, British metal, Scooters, in fact Bikes from all over the world, even an Indian Tuk Tuk..!

By 10:50 we still had 10 bikes per minute coming into the park. The Parade of Flags were the first to leave at 11:00 with RTTW founder Martin "So Bad" Dickinson leading. Following a very well marshaled route all bikes were safely at the Arboretum by 13:20.

Our 2 Pipers played for us until the ceremony started at 1:30 with a speech of welcome & thanks from Martin followed by an address from Rev Lionel Fanthorpe. After the last post, played by our two young buglers from Sutton Coldfield sea cadets, White Doves were released and we were then addressed by Major General Kirkland CBE, General officer Commanding 4th Infantry Division, who had ridden his Harley Davidson Dyna Motor Cycle to the wall. He spoke of his warm feelings for RTTW and the support it gave to the NMA and therefore to our troops.

We then enjoyed the thrilling sight of a flight past by a Mk2 Spitfire of the Royal Air Force Battle of Britain Memorial Flight. This was followed by the laying of wreaths. Everyone was then free to enter the memorial and contemplate the 16,000 plus names remembered there together with 68 names that have been added since we were at the memorial 12 months before on 11th October 2008 for the inaugural RTTW.

Next Ride To The Wall is scheduled for 02 Oct 2010.



Why not tell your friends club meetings are held on the 3rd Monday of every month at the Jar in Hand Public House, Sutton Park, Hull. Meetings are open to full, associate and prospective members.

RED BULL SAVES THE DAY (Lesson of the month)

An un-named substitute nobly volunteered to lead the IAM run on Sunday 25 October at short notice. The run itself was excellent, themed around a four Abbey tour of the highways and byways. We went to Kirkham Abbey and Byland Abbey then had a lunch and coffee break in the Sutton Bank gliding club.

More challenging roads followed in the damp conditions with mud and leaves abundant. The next call was Rievaulx Abbey. The Helmsley-Stokesley road followed and we did a variant of the excellent moors run which Andy had led the previous week but the others had not done. This took us through Comondale and Lealholm leading eventually to Rosedale Abbey.

After only 94 miles our leader found the petrol station closed and then promptly ran out of petrol on the top of the moors at only 99 miles. The day was saved by two things. The leader had a container in the shape of a full can of Red Bull which he quaffed, and Steve had a length of fine tubing in his top-box which is used normally for car windscreen washers.

The petrol tanker was his BMW GS and a litre was siphoned into the can in stages, then put into the Aprilia and 'we made progress', until it ran out again and the process was repeated. During this activity a large group of CHA hikers came and chatted. They were most interested in the bikes and were happy to share the countryside. We finally made it to the Total garage in Middleton where he had the privilege of filling up at 5p per litre more than he would have paid at Morrisons.

- The First Lesson:** You must start all IAM runs with a full tank
- The Second Lesson:** How useful a drinks container and windscreen washer tubing can be.
- The Third Lesson:** Stopping for petrol mid run due to failure to fill up before the run holds the whole group up
- The Fourth Lesson:** Petrol is usually much more expensive in the countryside.

Club Member—John Knox

Advertising in this magazine is free to group members, please submit to the editor.

For commercial advertising please contact Heather the publicity officer.

Group members please use the services of the advertisers wherever possible and tell them where you saw their advert!
advert!



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IAM launches new biker recruitment campaign

As part of our focus on the recruitment of new members, we have decided to freshen up and modernise our current marketing materials.

The objective is to increase our appeal, in particular to different market segments, and to try to include a human face wherever possible to add an appeal and sense of accessibility for all to the IAM.

You will obviously note the strong play on words with the "I AM..." copy style which we hope makes the IAM even more memorable and desirable to prospective members.

This campaign activity started with a new wave of motorbike themed Skill for Life adverts in the motorbike magazine press and on biking websites during late August (and will continue through September and into October). We have now developed poster variants in both A3 and A4 size which we would encourage you to use to help promote your own activity locally. Details of how to order posters will be issued to Groups separately.



I AM
confident...

...thanks to the Institute of Advanced Motorists' Skill for Life course.

Taking the 'Skill for Life' course has made me a more skilled, controlled and confident bike rider.
Now all my journeys are more relaxed and much more enjoyable.



Skill for Life Course
For only
£139*
become a more experienced rider

Visit us at the NEC on stand 1050 at The International Motorcycle & Scooter Show 2009

WIN one of five pairs of tickets to the show by visiting www.better-ride.org.uk

For more details about our Skill for Life course and the IAM contact
020 8996 9600 | iam.org.uk/ms A Skill for Life



Did You Know?

1959— 650cc Bonneville launched.
1960— Learner riders restricted to motorcycles under 250cc.
1961— MOT test for motorcycles older than 10 years introduced.
1967— MOT Test threshold reduced to 3 years.
1973— Safety-helmets made compulsory.
1987— BSI stamped aftermarket exhausts made compulsory.
1987— Crash helmet visors required to comply with BSI standards.
1988— EC makes draft proposal for separate licence for motorcycles over 400cc.
1990— EC Type approval directive proposed.
1990— CBT is introduced, part one abolished.
1991— EC licence directive becomes EC law without 400cc limit.
1992— EC Type Approval directive becomes EU law.
1993— EU proposes so called 'Multi Directive'. Contains a large number of proposals including an 80-decibel upper limit.
1995— Postponement of EU power limit until new research is conducted.
1996— UK implements EU licence directive, 2 year 33bhp restriction for newly qualified riders. Direct Access Test intro-

Links below relate to information you can read on articles from the internet.

For full members: - IAM News

<http://cubikmail.co.uk/2MM-1KSH-5F4LHEG37/cr.aspx>

For IAM associates: - Driving Ambition

<http://cubikmail.co.uk/2MM-1Z14-5F4LHEG37/cr.aspx>

Latest news:- <http://www.iam.org.uk/pressroom/nrsummary.htm>

BMW R1200GS v BMW F800GS

As good as BMW's are I will not own one out of warranty. I am not the only one in the club who feels this way but still love BMW bikes. My bike was 18 months old so I started looking round dealers for the best deal. During this process I needed to get a service done on my bike and was loaned a BMW F800ST for the day. Although I didn't like the riding position I loved the engine. I arranged the loan of a F800GS for the day and really liked it. A deal was done and it cost me nothing to change! I have now done 3000 miles on my 800GS and although I did 30'000 miles on a 1200GS, I have some comparisons: -

Pro's of an 800GS:

- An 800 is £2500 cheaper than a comparable 1200.
- An 800 servicing is 50% cheaper than a 1200.
- An 800 has a very similar tank range to a 1200 but is 4 litres smaller.
- An 800 is far more flickable than a 1200.

An 800 is far more manageable off road.

Con's of an 800GS:

- The suspension on an 800 is rubbish compared to the 1200.
- The front suspension on an 800 is non adjustable.
- The seat is rock hard and has to be altered.
- Need to oil/adjust chain on a 800 where as 1200 is shaft driven.

You can get tingling fingers after constant speeds on an 800.

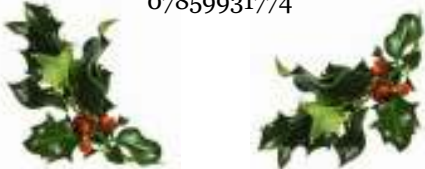
I am really enjoying the 800 but do miss the comfort and supreme suspension of the 1200. The 1200 is a fantastic touring machine even two up, this is not true of the 800. I would not consider taking a standard 800GS touring but would not hesitate to take a 1200. So, if you tour a lot do not consider getting an 800, but if you don't the 800 makes a great bike.

Jason Shakesby.

~* **Xmas Party** *~
5th December

**Masonic Hall, Beverley
Road, Hull**
3 course meal
Entertainment and Music
7.30pm 'till late

Contact
heather@smartridertraining.co.uk
07859931774



Gas Mask Motorcycle



Don't take an early mud bath this autumn



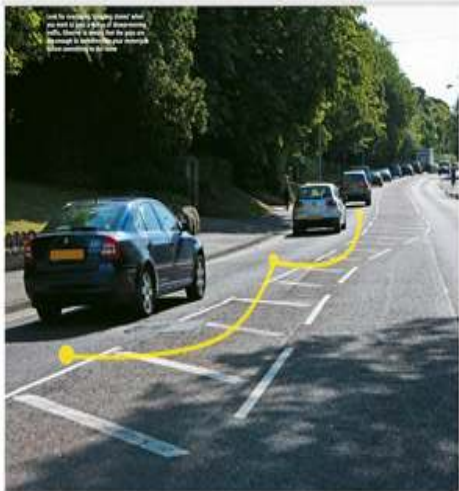
Harvest time is upon us and local riders, as well as out-of-towners, will be confronted by slippery mud patches on the roads, usually with nothing more than the charmingly rustic home-made sign as a warning.

The IAM (Institute of Advanced Motorists) has urged riders to look for other clues to the possibility of mud on the roads, which caused 696 accidents in 2008.

Mud on roads is particularly an issue around harvest time. If you're riding on a rural road, keep an eye out for indicators such as tractors in the fields, and straw or tractor tyre marks on the roads. Field and farm entrances or farm buildings by the roadside are places where the landscape is giving a clue that there could be a problem. If you do find a small amount of mud, be ready for more, and prepared to find yourself on a very slippery surface. If it rains the result can be a very slippery film of mud spread across the road".

If you are amongst other traffic, drop back from the vehicle ahead and allow yourself more time to see the road surface – and keep away from the mud splatters which will end up restricting the view through your visor. Mud is an inevitable part of life in the country, and riders should always expect it to be there.

Statistically rural roads are our most dangerous and observation is the key to safe riding. By taking this kind of information on board, and by adjusting your riding accordingly, you can avoid being caught by surprise.



Riding Tip stepping stones

One of the new concepts in the latest manual "How to be a better rider" is the so-called stepping stones technique.

In lines of traffic, use distance vision to identify safe "landing points" that you can move to one at a time, just like stepping stones across a stream. Always be aware that any gaps could be filled by drivers without warning. If a driver sees a fleeting opportunity

to move into a faster lane, don't assume they will be checking their mirror before they do so.

Taken from Advanced

