

'On Yer Bike'

ISSUE NO. 20 - Autumn 2007

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WHO'S WHO ON THE CVAM COMMITTEE.

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Contents

5	EDITORIAL
6	FROM THE CHAIR
9	NAMES IN THE FRAMES
10	DAVE'S NO BIG CHICKEN (NOTHING EDITED OUT COS IT'S VERY INTERESTING)
16	GROUP RIDES (THE RULES)
22	XMAS MEAL
25	DATES FOR YOUR DIARY
26	WHO'S WHO ON THE CVAM COMMITTEE



DATA PROTECTION ACT.

Membership details, i.e. name, address and telephone number, are kept on computer for convenience.

This information is only available to Committee members.

If any member objects to this, then please inform the Group Membership Secretary.



Did you know...

..that letters and articles for inclusion in

'On Yer Bike' are always welcome and so too are legal and other riding queries for Robbie to puzzle over.

Please email your material to dave.mason@cvam.info to arrive before 1st December 2007, for inclusion in the Winter edition.

The views expressed in 'On Yer Bike' are those of the individual contributors, and are not necessarily shared by the Editor, by Cheddar Valley Advanced Motorcyclists, or by The Institute of Advanced Motorists Ltd..

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Please enter your menu choice below

	Name	Starter	Main	Sweet
1				
2				
3				
4				

Please send a post-dated check for £18 dated
01/01/08

Please make all cheques payable to CVAM
Ian.mason@cvam.info

MENU

Sweet Potato and Spinach Soup

Melon and Pineapple Cocktail

Smoked Salmon and Beetroot Salad

With brown bread and butter

Warm Smoked Chicken and Rocket Salad

With an almond butter

West Country Roast Turkey

With fruit stuffing, and
Cumberland pigs in blankets

Roast Sirloin of Scotch Beef

With Yorkshire pudding

Seared Fillet of Haddock

On minted crushed peas with a light lemon butter

Fennel, Courgette, Leek and Orange Pie

With a puff pastry lid

Christmas Pudding

With brandy sauce

Vanilla Pannacotta

With winter berry compote

Rich Chocolate and Rum Mousse

With a brandy snap

Warm Pear and Almond Torte

With homemade amaretto ice cream

Cheese & Biscuits

Coffee & Mints

The Editorial.

Here goes at my second edition of the CVAM magazine since taking over as editor.

With just over a week to go before this magazine goes to the printer, I thought its about time I started on it. It's a bit of a catch 22 when you think about it (incidentally— where the hell did the phrase catch 22 come from?) answers on a postcard please & no! there isn't a prize.



Anyway— where was I?

Oh yes, if I start the magazine too early there is a shortage of articles & I end up changing it round as things come in. So I have to wait until the 11th hour (& strangely enough its gone 11pm now) & its one mad rush to get it done.

This is where Murphy's law strikes again. I'm on call on the Blood Bikes this week which means if I have a busy week with loads of calls then you will all receive this issue at the October meeting instead of September.

Poor forward observation, wrong position to be in, cant speed type, bad planning, little time to react (not quite IPSGA but I tried).

I'm an advanced rider, not an advanced time management/magazine editor.

What have I missed out? "INFORMATION". So a big thank you to everyone who sent in articles for this magazine. I apologise if I didn't manage to fit everything in. I do keep everything which you send so if its not in this one I'll include it in the next one if its still relevant.

Dave Mason

From the Chair

I have just picked up the Bath Chronicle, where the front-page headline is 'Three Die in Motorbike Accidents', reminding me, and many others no doubt, of our intrinsic vulnerability. One died in the path of an oncoming car, when he lost control on a left hander, and another was in collision with a car at a crossroads. Both classically dangerous places for motorcyclists.



Whether any of these unfortunate people were advanced riders, it was not reported, but our Group, beating its drum, in plain language, has expanded its numbers by some 30% since the end of last year. Encouraging riders into 'skill for life' and fulfilling our primary aim of promoting road safety and safe riding. This has put considerable strain on the Observer Corps and we should be extremely grateful for their forbearance whilst these numbers are expanded. We have also lost Kevin Murphy and Jerry Nichol from the Observer Corps, thank you both for your time and commitment to CVAM.

We learned from this year's high expectations at the Bath and West show that great effort put into mass marketing opportunities does not work for us. We need to be quite focussed and target our audiences more carefully. We have been invited to join up with Morses Motorcycles of Weston super Mare, for an open day, where attendees could sample different bikes, and we could carry out assessed rides. Unfortunately Morses suffered a major break in, losing a £100,000 of stock, so their attention has been more on the lines of dealing with the alligators, rather than draining the swamp for the moment.

By the time this goes to print we will also have had a major push on the 19th August with Freewheelers and the police at Sanders Garden World at Burnham on Sea. Great credit goes to Dave Mason (our Editor spare his blushes) who has worked hard not only with the magazine but also in promoting the IAM through Freewheelers). Thanks also to the many of you who helped here – and those who just dropped in for a look-see. We will also continue to attend 'ride to arrives' the next being the 21st September.



**If you want to come to the CVAM
Christmas Meal
at The Woodbough Inn Winscombe
On Friday the 25th of January.
Let me know either via Email
or in person @ a Club night.
With your Menu Choice.
The Total cost is £18 per person.
(see page 25)**

**Ian Mason
Ian.mason@cvam.info**



DATES FOR YOUR DIARY.

Please note that all rides will start at the Budgens Petrol Station at Langford, half a mile north of Churchill traffic lights on the A38. The garage and shop opens 24 hours a day and toilets are available.

October

7th Sunday **09:00** Budgens Garage Breakfast
Run
Eddy Lambah- Stoate

8th Monday **19:30** Bath Arms Club
Night

November

4th Sunday **10:30** Budgens Garage Lunch
Run
Dave Mason

12th Monday **19:30** Bath Arms AGM

Rebecca Schaaf

December

2nd Sunday **10:30** Budgens Garage Lunch run

10th Monday **19:30** Bath Arms Club night

Remember to check www.cvam.info for latest information and changes.



Continued...

Our promotional activities are going to be supported by a new web site spearheaded by our President, Barry Seward, and Duncan Day. It is to be funded in total by the West of England Road Safety Partnership. Many thanks go to them and the intervention of Barry. The project is in its early days yet, but it is hoped to have links to and from other web sites, possibly with an interactive element. It will also be professionally maintained.

Since the last 'On Yer Bike' issue, the IAM has held its National Motorcycle Conference, where we learnt amongst other things, about motorcyclists risk of Venal Disease (we should be wearing compression socks for anything longer than a 1 hour trip), the detail of how the Motorcycle DSA Test will be changing and how, if one were to design a crash barrier with the aim of seriously maiming motorcyclists you couldn't improve on the model now used up and down our roads!

We have also had a 'Rider Skills Day' at Mallory Park, and a more basic Track Day at Llandow.

I attended both these last, as I believe that there is great benefit to be had in understanding better the use of positioning, speed, brakes, gears and tyre technology – **not to mention the fun!** One needs to be flexible in the use of IPSGA on a track - S and G tend to be reversed, blipping the throttle for the change-downs and maintaining revs to give pace and fluidity on the bends - as some people found out at Llandow with locking rear and front wheels!!

John Lickley - Tim Soper's counterpart in the West Midlands, has produced two very useful DVD's - one on Slow Riding and the other on Observer/Senior Observer briefing and de-briefing.



Continued...

Although I will be on the high seas - heading, with Tim Soper, to the Alpes Maritimes / Dolomites and Italy - at our next Club night, on the 10th September, I hope to have these DVD's available for anyone who might be interested in seeing them.

Also, as I am not sure of the precise publication date of this September Issue, can I encourage you to the Club Meeting of the 18th October. The speaker will be Chris Rea (a young) Senior Observer in the Devon Group. Chris is in Tim Soper's Flying Squad of Senior Observers. He arranged the Llandow Track Day, and has hours of DVD material taken with his unit strapped to his tank or helmet. He intends to show us some edited selections.

Finally, this issue will be the last before our AGM in November. One of my planks, when proposed and elected as Chairman was to seek a Deputy. I am happy to offer myself for re- election for a second and final year. I am not sure, however, whether I can do the job justice for the whole of 2008, and I therefore earnestly request any Member to volunteer for the post of Deputy Chairman (this means ladies too I hasten to add). From the AGM onward this will spread the load, and give us smooth succession. I know that I have said this before, but the CVAM Committee is the easiest of easy group of individuals - highly tolerant, mutually supportive and not without humour.

Meanwhile

Safe Riding

EL-S

Website News

We need material for the new website so that when it is launched it is "full" of interesting articles, bits and pieces and photos. Specifically what we are looking for are:-



1. Routes. Your favourite routes in any format, Word document, GPS file or Autoroute file. We want to build up a library of routes all over the country and Europe so that anyone using the site can gain from our and your experiences.
2. Cafes and Bacon butty wagons. Tell us where they are and why you recommend them.
3. Hints and tips, whether it is equipment, how to look after your gear or something about your bike. Someone will be interested.
4. Holiday reports. Give us an account of that trip with photos.
5. Photos of you and your bike or any good action photos that we can use, preferably in jpeg format.

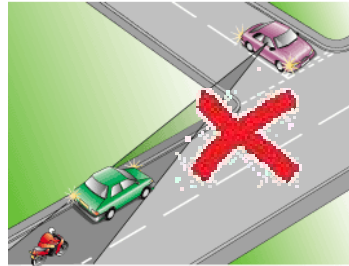
All of the above should be emailed to Barry Seward on barry.seward@gmail.com

Thanks for your help. We want to make this new site something that you, as members will use, but also any biker will use to gain the benefit of our experiences and then possible consider joining

Group Rides continued...

Position on the Road

On the open road you should always position for safety, stability and view. The two second rule is still good for everything we do.



There has been debate on echelon riding. This means that bikes are staggered along the road so that the rider gets a view past the bike ahead.

You should never encroach on the two second gap. If the bike ahead of you gets it wrong you still need time to react and stop (Ask if you want to see the accident video!).

The advantage of riding a motorcycle is that you are infinitely manoeuvrable across the width of the road. You will adopt a position whereby you, the rider, get the best information about the road ahead. Remember that **safety and stability come before view** – maintain the correct position into bends and around hazards.

Riding in towns and cities is different of course. The need to maintain a two second gap is no longer there and we need to 'close up' in order that we do not take up too much space.

On the open road you should never forsake safety for view. Ride in echelon along the straights to see ahead but be sure that you are in the safest position to travel into and around the bends. (Nearside for right hander and crown of the road for left hander). Give up that position for reasons of safety **not to obtain a better view around the bike ahead of you.**

I hope this clarifies what we are trying to achieve.

Ride with Pride

Barry Seward

New Members & Associates

Stephen Holmes - Rides a Honda Blackbird
John Morgan - Rides a Moto Guzzi California
Mark Taylor, - Rides a Yamaha XJR 1300
Nigel Peart - Rides a Yamaha XJR 1300
Mick Johnston - No details on bike ridden
Stephen Whyte - Rides a Kawasaki Versys
George Young - Rides a Kawasaki ZX9
Kirk Matthews - Rides a Yamaha XJR 1300 (*that's the 3rd*)
Edward Harrison - Rides an ex army Armstrong MT 500
Warren Frape - Rides a BMW R80 RT
Byron Williams -Rides a BMW F650 and a Harley
Loise Ellis - rides a Kawasaki Z750
John Pajak—Rides a Suzuki SV650S
Richard Williams - Rides a Kawasaki Z750



Test Passes

Phil Dainty
Nick Wilson
Steve Ashford
Graham Holt

Apologies if anyone has been missed

Wow!, what a list

Dave's Turkey Trip 2007



(No, not a trip to the local supermarket to pick up a bird)

Firstly the purpose. From 1997-9 I was in and out of Turkey's capital city, Ankara, for up to three months at a time. We were installing ticketing and access control systems on two light rail systems that were being built at the time. I made some good friends there during that time and had several invitations to return. Alternatively, maybe the above was just the excuse I needed to justify going for a long, interesting ride on the bike.

Next, the geography. The first part of the route was fairly simple. Get the ferry from Portsmouth to Bilbao. I used it last year and enjoyed the cruise and the price. To get me and the bike to Spain for 38 quid's worth of Tesco vouchers is pretty good value. From Bilbao across into Southern France to call in on Maz and Nigel, then on into Northern Italy.

The next stage looked to be tricky at the planning stage. I had a problem finding an insurance company that would cover me for travel in what were seen as "iffy" countries, i.e. Bosnia Herzegovina, Montenegro, Albania and Macedonia. The alternative was to ride down to the South of Italy and get a ferry across into Turkey. Not what I really intended. Bandit country is always more fun. Eventually I found an insurance company that was prepared to cover me and so the rest of the route fell into place.

From Italy into Slovenia, Croatia, Bosnia Herzegovina, Montenegro, Albania, Macedonia, Greece and finally Turkey. Then back up through the Balkans to Trieste, over the Alps into Austria and home via Germany and France.

Group Rides continued...

There are riders in the club who do not want to ride at, or close to, the speed limit all the time. They may be inexperienced, their bike may not be capable or they just don't want to. To them I say 'good for you'. Ride safely at all times.

To those who wish to travel at the limits please do not intimidate the rider ahead of you. Remember, if you decide to overtake, you may cause problems when they are not expecting you to go past.



Think in the long term - the closer you are to the front the more often you will have to stop to mark the route – swings and roundabouts.

All riders should be aware of what is behind them as well as what is in front, so riders who wish to travel slower should 'invite' the rider behind to overtake. How you do that is up to you – a wave of the hand, a short signal – whatever you decide but make sure it is positive and not misleading.



Do not be intimidated into riding faster because a bike behind is very close and appears to want to go quicker than you. Ride to your own capabilities at all times.

Group Rides continued...

The ride leader will vary their speed to match the conditions. It is pointless for the leader to ride at the maximum (60mph on the open road) because the bikes further down the line will not be able to keep up. This could lead to them exceeding the speed limit or taking risks.

Personally, when leading a ride I tend to go at a speed between 55 and 60mph depending on the road conditions. Again it is pointless for the leader to ride the straight sections at maximum speed if the rest of the Group are miles behind.

The drop off system should (provided tail end Charlie doesn't get lost) allow all riders to follow the proposed route no matter what speed they are travelling at. Generally the ride out group will be spread over a reasonably short distance (up to 1 mile) but it can be longer if the circumstances are right.

The speed of the ride should be suitable for all standards. There may be circumstances, however, when overtaking each other may be necessary or desirable.

Overtaking

Generally, there is an unwritten rule between motorcyclists that they do not overtake each other when riding in a group. I have been out with some groups, however, who do not comply with this at all. They are usually the lunatic fringe spoken about earlier.



It is not the intention of CVAM to stop you enjoying a ride but protocol says that you should not overtake unless 'invited' to do so.

Dave's Turkey Trip, continued...

The itinerary:-

Portsmouth, UK
Bilbao, Spain
Pau, France
St Filieu d'Amont, France (Maz & Nigel's patch)
Aix en Provence, France
Genoa, Italy
Padua, Italy
Trieste, Italy
Split, Croatia
Dubrovnik, Croatia
Tirana, Albania
Thessaloniki, Greece
Tekirdag, Turkey
Ankara, Turkey

Then back home via:-

Istanbul, Turkey
Thessaloniki, Greece
Tirana, Albania
Dubrovnik, Croatia
Split, Croatia
Trieste, Italy
Innsbruck, Austria
Strasbourg, France

Tekirdag was not planned. I had intended to stop in Istanbul, but Turkish border control staff were having a Bolshey Day and everyone spent at least two hours prattling about. Then it began to get very cold so I pulled over early.

The figures. I set Trip A on leaving home. On my return it read 6,150 miles. I was away for 27 days. On 4 of those days I did no riding. The highest mileage in a day was from Strasbourg to home, 610 miles in 10 hours including the time taken for the Tunnel. The hardest day's riding was from Tirana to Dubrovnik, not because of the mileage, but because it was on dodgy roads across some mighty mountains. Twice, in Turkey and Austria I was up above the snow line. The bike got an oil and filter change in Ankara and a new back tyre in Dubrovnik. One front wheel bearing began to collapse on the last day, making braking "interesting"

Dave's Turkey Trip, continued...

The bad bits. Happily not too many of those, far outnumbered by the good bits. The weather was excellent for virtually the entire trip (Thanks Skidz). Only on the first day off the boat was there any serious rain..

I had an unpleasant hour or so on the approach to Genoa when heavy traffic caused holdups on a route which contains a lot of tunnels. I would have filtered, but the lanes were narrow and I had pannier bags. Tunnels and smokey diesels are not a good combination.

The plastic waterproof covers for the luggage shredded themselves within about 500 miles so I blagged some laundry bags from one of the hotels and repacked all my stuff into those, inside the luggage.

Genoa and Padua (and, I suspect, most other Italian towns) are suffering from an infestation of scooters. Never mind your IAM shoulder checks, you need armpit and elbow checks because the bloody things are everywhere. And none of them show the reverence or even respect due to a proper motorcycle.. ..mumble.. ..mumble.. ..dammit!!

The some of the roads in Albania were absolutely atrocious. I took a few photos in Tirana but they do not do justice to the scene. On major roads between major towns and the national capital there were long stretches of dirt. Not road works, but just plain dirt roads. With continuous heavy traffic they deteriorated still further into miles and miles of huge potholes. After one stretch of about 8 miles my clutch hand was going into spasm from having to trickle along in bottom gear slipping the clutch. Dirt roads, good weather and lots of traffic mean lots of dust. The locals are in their shops, garages and stuff by the side of the road, trying to make a living, and the dust is a problem for them. So they do the obvious thing and get out the hosepipe to lay the dust. The wandering motorcyclist then finds himself with two more problems. The potholes fill with water so you don't know how deep they are, or if they contain rocks, until you're in them. And Water + Dirt + Traffic = Mud = No fun at all.

Group Rides continued...

Speed

The Institute of Advanced Motorists does not condone, in any way shape or form, any breaches of the speed limit. We travel on the open road at a **MAXIMUM** of 60mph and, on motorways and dual carriageways at 70mph. This will **never** be open to debate.



You will not exceed the speed limit 'just to catch up'. You will not exceed the speed limit to 'pop an overtake'. Even though the temptation may be there to do so.

If any rider wishes to travel at speeds in excess of the limit then they should do so on their own or with groups who do not have the same strict rules as CVAM.

Remember that anyone can travel fast in a straight line – it's not difficult. CVAM train riders to ride safely and, when ridden properly, we can keep up with any of the lunatic fringe out there without exceeding the speed limits. We travel the bends a lot quicker because we are trained to read them properly. How often have you been out in Wales or elsewhere and seen other bikes go 'ranting' off into the distance on a straight road only to find that you catch them up in the bends further on (Or perhaps in a hedge!!).

Group Rides

There has been much debate in the last few weeks about the group rides.

What are they for? Why do we do them?

What are the rules?



Firstly, please refer to the email version of the 'Organised Rides Guide' recently sent to all members. Please do not use the one on the website as it is out of date until our new website is up and running.

A group ride is **not** a training session or exercise and should not be used as such. However, having said that, many associates have gained a lot of experience from riding with a group of like minded people. One cannot help but learn when following someone who rides 'properly'. It is important that associates make themselves known at the start of a ride in order that they follow someone who has passed their test or, even better, follow an observer.

The drop off system we use for denoting the route allows you to follow the same person for 90% of a ride (see overtaking and the role of the ride leader later).

You should always ride to your own and your motorcycle's capabilities. Your safety is in your own hands.

Dave's Turkey Trip, continued...

Even on the sealed tarmac roads potholes were a major and constant hazard. At first I wondered why there were no speed limit signs until I realised that your speed is determined solely by how quickly you can recognise and handle the potholes. Even after I got back onto normal roads, it was a while before I shook off the feeling that there was a pothole out there somewhere with my name on it.

Road direction signs are few and far between. This led to me frequently pulling into petrol stations (plenty of those), pointing down the road and asking "Shkoder" or whatever. My queries were invariably answered helpfully and courteously and sometimes in very good English

I realise that some of these countries have just come out from under some pretty brutal variations on the theme of Communism, but some are making a far better job of recovery than others. Croatia is becoming a justifiably popular tourist resort. The trip down the Adriatic coast is mind blowing. One gorgeous scenic view after another. Slovenia is a bit like rural Somerset in many ways. But in some other parts of ex-Yugoslavia, they have no garbage collections, so they take it all to the outskirts of the village and chuck it in the nearest hedge or ditch. Your nose tells when you are getting close to a village.

And the biggest downer of all was arriving at the Greek border after a long hard run from Ankara, only to find that my passport was no longer in the clear window portion of my tank bag. It must have gone overboard when I was juggling toll slips, coming through the Istanbul area. So there was no alternative but to go all the way back to Istanbul and go to the Consulate to arrange a new passport. This process can take up to 10 days, but I think that the fact that the consulate passport clerk was a biker (Aprilia RSV) helped to get me back on the road again after two days.

Some of the good bits. Up in the mountains and around the lakes there is some of the most spectacular scenery I have ever seen. Crossing the Bosphorus Bridge from Europe into Asia was a major event for me as was going through the Brenner Pass into Austria.

Dave's Turkey Trip, continued...

Sitting on the veranda of the hotel bar with a cold beer, looking out onto a flat calm Adriatic and the sun setting behind Dubrovnik. Picking, peeling and eating an orange. I think it was the sort that you use to make marmalade because it was not at all sweet. But it was a first for me.

Sitting at Maz and Nigel's table having had an excellent dinner and just rabbiting on about all manner of stuff for hours. Good friends to have!

Sitting in a pizzeria in Genoa, enjoying a superb pizza and watching Manchester United beat seven shades of brickdust out of Roma. I think the locals enjoyed it too because one of them bought me a beer. Setting the GPS to "Avoid Motorways" and finding myself on some lovely country roads. Losing GPS coverage South of Trieste was not nearly as traumatic as I expected. The maps I had were adequate even if they did not give much local fine detail.

Seeing donkeys lined up outside a small village store in the mountains. Later I realised that for the local housewives they are the equivalent of the shopping trolley. They do get a bit skittish when confronted by the sight and sound of an SV on a narrow winding mountain road. The donkeys that is, not the housewives.

Being told by many hotel receptionists, if there was no garage or secure parking, "Park it in the front where we can keep an eye on it". This held true even in Istanbul where the Richmond Hotel fronts onto an area of Beyoglu (bay-oo-loo) which is for trams and pedestrians only. And SV's apparently.

Running along the coast road through the South of France, going through Nice, Cannes and Monaco. I stopped, hoping to buy an ice cream because it was a lovely hot day, but I couldn't find one. What's the point of a millionaire's playground if you can't get an ice cream? Eventually forced off the coast road by heavy traffic.

Dave's Turkey Trip, continued...

While I was in Ankara the hotel began to fill up with student types, about 18 - 25. I asked one of the staff what it was all about and he said they were going to have a demo against the government. The next morning I was due to leave for Istanbul but when I looked out of my window, the police were forming up on the nearby roundabout, which was part of my route out of town. By the time I had had breakfast, packed and checked out, the whole area was pretty crowded. I was going to ask the police to let me through. Then they knocked over a lamp post in a shower of sparks while they were trying to manoeuvre their big 6-wheel water cannon. Having seen that and their subsequent sense of humour failure I decided to find another way out. Apparently the demo was big enough to make the UK TV news.

Taking a minor road through Montenegro from Podgorica to Kotor via Cetinje, and then coming over the top to see Kotor about 3000 feet below. Realising that the road went down over that drop in about 5 miles of S-bends - Wow!!

The hero of the trip was undoubtedly the SV. It is so very reassuring when you are thousands of miles away from home, you turn the key and hear the whine of the fuel pump, push the button and hear "whirr - whirr - rumble - rumble" and you know you are still in business. Okay, a wheel bearing went, but it still got me home, cruising at 160Kph - ish. I just had to be careful on the front brake, that's all. Why do Suzuki fill the wheel bearings with dogs**t?

What next? Dunno! My sister keeps on at me to go over to her place near Brisbane, hire a bike and tour Australia. If the £/\$ rate holds up it might be a good idea to try the USA. I can't get the North Cape out of my mind, but that might call for a V-strom .

Dave Hobbs