



Caption competition 1



Caption competition 2



Advance

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Journal

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A Word from the Editor

Alastair Lord

Welcome to the Christmas edition of the Journal! Firstly can I thank all of you who have contributed to this edition – a massive influx of the highest quality stuff!

This month sees the introduction of our new columnist, **Grumpy**. Journalistic integrity prevents me from revealing Grumpy's identity (unless of course you offer a cash inducement), other than to say

Grumpy is a fully paid-up SAMmer... Welcome to you Grumpy, and long may your contributions grace the Journal's pages.

We've also added a "for sale" section by popular demand. This is of course a free service. Send us details and we'll make sure they go into the Journal and onto the website.

Can I apologise for an oversight in the last edition? The cover was more than a tad uninspiring. So the Journal's Art Department has whipped up something a little more colourful this time. Let us know what you think and how it could be better, otherwise you're likely to get similar in February!

John Deal, our Web Wizard, has been working with the Journal production team to align more closely the material in the Journal with what's on our website. The result is a seamless value proposition that leverages the mission-critical core competencies of both the Journal and the website, consistently delivering a unique value-added user experience. That's what we told the Committee anyway...

*Welcome Grumpy,
long may your
contributions grace the
Journal's pages*

What it means is that the Journal hits the website before it hits the printing press – around about the 1st

of the month. We also draw on a common pool of photos; what appears in the Journal is a subset of what is available on the website. And we keep in line common sections like the diary, committee contacts, for sale, etc. If you are looking for the most up-to-date position in any given area, always check the website. It is updated frequently, whereas the Journal of course only appears every two months.

Please do email any snaps you might take on a ride-out to John Deal or me for publication – we like to get them up on the website pronto!

Happy riding. ♦

Chairman's Chatter

Graham Bailey, Chair

Already 2005 is almost to a close, and it barely seems a 'dog's watch' since I inherited, oops sorry! became ordained as your chosen Chairman for this very year. (A position I am honoured to fill!)

The year itself has been very much a collection of small pockets of achievements and events, and some of these I have chosen to reflect back on for those of you that may have only joined this fabulous club earlier on in the year.

Without question, the club ride outs and social events throughout 2005

have been very well supported, seeing a much greater number of associates taking part in the ride outs, and with the social side involving more partners and showing a definite growth in popularity. To this end, I would like to thank the whole lot of you out there for both continued support and commitment, which go a hellava way to making the club what it has become today, a very vibrant and enthusiastic club reminiscent of its successful former years, a club to be proud of. 'Well done all'

This year has seen the club provide very substantial test applications. This in turn has provided both Andy

Downs and Andy Woodward (Observer Secretaries past and present) with more than their fair share of logistical problems, which I'm impressed to say, they have managed and controlled admirably. As a result, this has reduced the 'waiting time' for new associates considerably. (Lads, you both deserve a medal)

'Ladies', lovely creatures, again it's been an improved year for the much needed 'balance' that female club members provide, along with the steady increase of

members' partners now 'breaking the ice' by participating more and more in social events, 'lovely', lets see more of it I say.(p.s. don't forget that partners can for the sum of £5.00 become social members in their own right!!)

Bike Safe 2005, held in April at the race course in Cheltenham, has without a doubt raised the club's local profile. This is something we intend to do again in 2006 through another attendance of Bike Safe, and with the continued and very much valuable assistance of Eric Bush our previous club secretary. We will also be looking at ways to market the Club

The club ride outs and social events throughout 2005 have been very well supported

within the coming new year in an effort to continue the current growth of 'new Sammies'.

My personal thanks to everyone out there who has dutifully parted with 'hard earned' cash throughout the year towards the Club's raffle. Always given with a smile and often rewarded with a prize just below investment value! Most of you know a good thing when you see it!! (I have considered raffling a Blackbird, but I'm concerned at producing 'cheap tat' which may lower the tone of the event!) **[Ditto mucky BMW mud pluggers - Ed]**

Our 'Journal', which has had its 'ups and downs' has been very much a topic of conversation throughout the greater part of this year. However, with the recent assistance/ introduction of our new Editor Alastair Lord, SAM's latest and brightest new 'rising star', (with a definite X-factor about him) **[Oh, absolutely! - Ed]** both he and Chris 'Duke' Williams our very much overlooked publisher, have produced quite a remarkable specimen of what we at the club hope to be an

indication of the forthcoming quality of our newsletter/journal.

Please remember that this publication is what you, the club members, make it, and want it to be. So please contribute to its contents with a short story, experience, holiday ride out, bike advice etc. With assistance in the editorial dept by any committee or club member should the need arise.



Graham sleeping over at club night

Finally, a word of praise from myself as current Chairman to all members of the existing committee, the 'unsung heroes' that continue to make things happen (most of the time!) whilst smiling in the face of adversity. A big thank you to all of you on behalf of all who subscribe to the club, whilst unaware of the blood sweat and tears that can often go on behind closed and secured doors!!

That's it for this year folks, have a wonderful Christmas, don't send me

too much in the post!! and I look forward to meeting up with most of you at the start of a brand new SAM year.

Ride safe, but ride with spirit! ♦

Letters to the editor

Airbags

Sir, I challenge your assertion that BMW GS riders are "softer than the average rider" ("First production motorcycle airbag system", Journal Oct 2005). Although flavoursome, I have generally found them to be a little chewy, and definitely not soft.

H Lecter

Sir, I would like to point out that SAM has had its very own advanced airbag system for many years. It made a long presentation at the November Club Night! **[See p.39 for write-up – Ed]**

Name withheld - compassionate grounds

Email addresses

Sir, I don't know if there is an error with my e-mail or if it's wrong in the Journal but I have been trying to e-mail Graham Bailey and it keeps bouncing back. Can you confirm if his address is right?

J Huyton

Sir, thanks for printing an incorrect email address for me in the October Journal. My email traffic has reduced substantially, especially from Moaning Minnie Member types. Keep up the good work!

G Bailey

[He paid me back on the Craven Arms run; see p.41 – Ed]

Road signs quiz



Sir, that's a cracker, that is - I'd be confused, to say the least.

M Hillier

Sir, I have had a look at the quiz, but your guess is as good as mine. It was probably thought up by the same bloke who designed Cheltenham's one way system.

J Huyton

Sir, the sign instructs each driver to pass to both the left *and* to the right of it. This can be achieved either by passing the sign twice in quick succession (once each side) or, more efficiently, to pass through the gap between the twin poles, leaving parts of the vehicle to detach upon impact and pass either side. This twin pole configuration is most common in Southern and Eastern European countries where the diminutive underfed locals can pass through the gap easily.

I M A Twit

[Congrats, you win! The sign was spotted near Fuseta in Southern Portugal – Ed]

Welcome new joiners

Dave Bainbridge

We welcome as new members and with great pleasure introduce...

Joanne Tring	blasts in from Dursley on her super Suzie SU650
Ian Spring	rockets to us from Stroud on his Yammy FJR 1300.(even these are getting common)
Ian Nie	joins us from Stroud on his 995cc something (he forgot to say what it was)
Sue Gilmore	wends her way forth on her GS650 (another one)
Neil Maxfield	comes from Mitcheldean on his BMW R1100GS (and another)

We would like to extend a warm welcome to you all. Please feel free to participate in any of the clubs activities, as detailed in our BI-monthly Journal and on our website. When any member is participating in any activity for the first time, and would like an introduction, please don't hesitate to phone the Membership Secretary, or any member of the committee (see p.25).

If you require any information regarding being observed for your advanced motorcycle test, please contact Andy Woodward our Observer secretary, or any member of the committee.

New members/test passes

We are please to announce that the following associate members have been accepted as full members of the group and as members of the I.A.M. having passed their advanced motorcycle test.

Congratulations to you, and to your Observers.

We currently have 103 Members, 37 Associates and 1 Social Member, totalling 141 members. ♦

<u>Member</u>	<u>Observed by</u>
Michael Barret	Dave Graham
Colin Hay	James Coombs
Alastair Lord	Andy Woodward
Lawrence	Brian & Sally
Morgan	Charlton
Tom Stevens	Budge Burrige

Diary: ride-outs

Ride-outs are great for catching up with members, honing riding skills, or just enjoying the ride, scenery and destination. Whatever your bag, the variety of rides means there's something in a ride-out for you.

All Members and Associates (and pillions!) are welcome. If you're an Associate and wondering whether a ride is suitable for you, feel free to contact the ride Leader to chat about it. A more detailed guide to ride-outs, their pace and the "drop off procedure" can be found starting on p.22.

BEWSC is the Birdseye Walls Social Club: the place where most (but not necessarily all) ride-outs start. Go to the end of Hammond Way in Gloucester and you'll find riders gathering in the Social Club car park.

Who & when	Route details
15 Jan 06 10:00-13:00ish Graham Bailey	'Winter Wobble' in the Cotswolds (is there any other way?). A GS specialty! Start at BEWSC.
19 Feb 06 10:00-13:00ish Budge Burrige	Club run to Avebury for coffee. Start at BEWSC.
12 Mar 06 10:00-14:00ish Dave 'Scout' Preest	Club Run: "Forest Run" and coffee & bacon butties at Kearne Bridge (courtesy Brian/Sally Charlton). Start at BEWSC.
26 Mar 06 10:00-15:00ish Andy Woodward	Club Run: TBA.

Who & when	Route details
16 Apr 06 08:50++	Club Run: Acorns Easter Egg Run. This is an annual SAM event taking easter eggs to the hospice, and providing the kids there with a little change to their day. Start at BEWSC at 08:50 or meet at Acorns Trust in High Street Cheltenham at 09:30 sharp.
30 Apr 06 09:00-17:00 Graham Bailey	Club Run: Blue Anchor Bay. Start at BEWSC.
10-15 May 06 Andy Woodward, Budge Burrige	North West 200 – 2006 If you've booked, you'll know what it's about. If you haven't booked, you can't go coz the cut-off date was October 28 2005!

[And of course lots more runs will be added for later in the year – Ed]



With improved rear observation, the smaller fishy may have avoided this...

Diary: club nights & social events

When	Details
10 Jan 06 19:30-22:00	Club night at BEWSC. 'Fun auction' to sell your old bike kit etc... To the highest bidder, giving just a £1.00 of your proceeds to the very worthy Acorns Trust Fund. Also, why not bring your partner along to join in at a place at the trough. For a mere £2.00 contribution per person, you can enjoy some of "Sharon's best" hot buffet.
19 Jan 06 19:30+	RoADA open invitation to attend their Club talk at the Civil Service Club, Tewksbury Road. A charitable motorcycle ride to Russia...
14 Feb 06 19:30-22:00	Club night at BEWSC. Talk by Tony Pearson representing the Disabled Motorcyclists Association.
14 Mar 06 19:30-22:00	Club night at BEWSC. M.A.G. talk by our very own Robert Rendell.
1-2 Apr 06	Bike Safe. This most excellent event, held at the Cheltenham Racecourse for the first time in 2005, is set to return in 2006. See article on p.19.
11 Apr 06 19:30-22:00	Club night at BEWSC. Talk by Dave Hammond and his Dakar experiences with possible visual support.
9 May 06 19:30-22:00	Club night at BEWSC.
13 Jun 06 19:30-22:00	Club night at BEWSC.
11 Jul 06 19:30-22:00	Club night at BEWSC.

Get to know your fellow members

If you've got something you want to get off your chest, let me (Alastair, the Ed) know and I'll interview you. Or just write answers to any questions you see fit to be asked and send them in! And if you're a Committee member, you owe it to your club to volunteer yourself for treatment on this page!

Featuring: Simon Forryan, Regalia Supremo

How long have you been riding? I

have been riding for 25 years. My Grandad and Dad taught me on a Puch 3 speed. I used to race my Grandad between Stroud and Cirencester. **[I bet Grandad won, and he was walking! – Ed]**



Puch: a fine marque

Why do you ride? I enjoy the freedom of a bike. And it enables me to do a very rare thing at work – park!

What do you ride? A Suzuki Bandit 1200.

Best riding moment? Definitely SAM's weekend to Carlisle. Some awesome roads and of course awesome company!

Worst riding moment? Coming off my moped on black ice.

When and why did you join SAM?

Two years ago because I bought the Bandit and wanted to learn how to get the most out of it.



Simon (left) prepares to extract overdue regalia payment from errant member

What do you get out of SAM?

Camaraderie, great ride outs and friendly banter at the meetings. ♦

SAM European Tour 2006

Terry Henshaw

After reading the report of the 2005 tour negotiating the exhilarating Route Napoleon in South West France your esteemed and hard working Chairperson – Mr Graham Bailey [**Do you owe him money? – Ed**] has twisted my arm to lead an official SAM tour party to retrace the route.

The route will be to complete the Route Napoleon (RN85) from Grenoble to Grasse (the final section into Cannes is rather uninteresting) and return via the spectacular Millau bridge. For more details see the ride report on p.29 of this issue.



Millau Bridge

The distance to Grenoble from Le Havre or Caen is around 600 miles with another 300 miles to Millau and 500 miles back to the northern French channel ports. This means the minimum tour time allowing for the channel crossing will be six days. The general route will be cross-country avoiding cities, the motorways and other major roads.

Timing: the second or third week in June 2006.

Accommodation will be pre-booked in Logis de France hotels. Approximate cost £45 per person per night for half board. Refreshments will be extra.

Ferry Costs are unconfirmed but estimated to be £150 per person if sharing a four berth cabin for the outward journey.

To allow reservations to be made within a reasonable time please let me know at the very latest, by the end of January 2006. Please advise individual names (including pillions), make of motorcycle and registration numbers. Also advise any preferences for the date and accommodation both on the ferry and in the hotel and if you are willing to share a room or a cabin on either a two or four berth basis. If you wish to stay on and tour independently or cross into and return from Spain, please let me know.

Best Regards and safe riding at all times.

Please contact me on 01453 842 825 or at thenshaw@netcom.co.uk. ♦

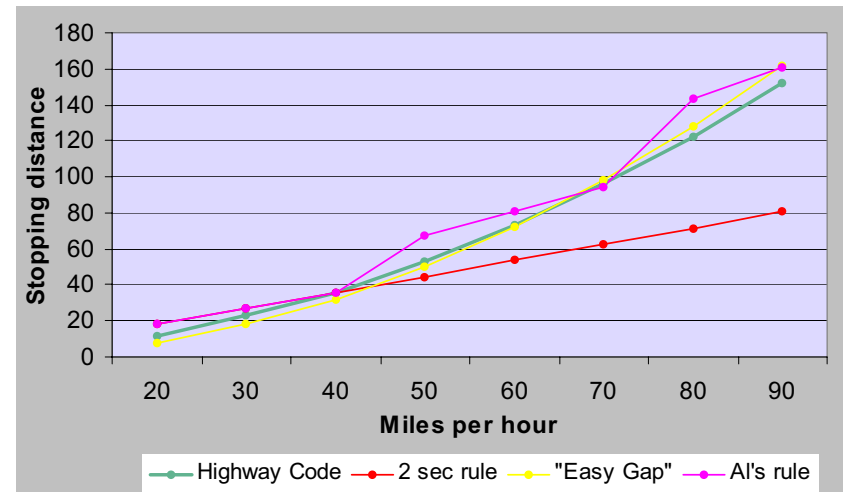
Is the 2 second rule adequate?

Alastair Lord

Thanks to Bristol Advanced for some content, and www.visordown.com for interesting forum discussion.

You've heard it: the Highway Code (HC) says make sure you are no closer than 2 secs behind the vehicle

One solution is to use "Easy Gap" (yellow line). To calculate the safe gap in metres to the vehicle in front (assuming good conditions etc), divide the speed by 10, square it, then double it. So $(60\text{mph} / 10)^2 \times 2 = 72$ metres. This is accurate, but tough



in front (assuming good conditions, etc). HC also quantifies safe stopping distances at various speeds.

But if you look at the graph, you'll see that the 2 sec rule underestimates HC safe stopping distances at higher speeds. For example, at 60mph the HC (green line) calculates 73 metres but the 2 sec rule (red line) calculates 53 metres; a shortfall of 20 metres. At 90mph the shortfall rises to a whopping 72 metres.

and maybe distracting to calculate quickly. Another solution is to assume you can stop quicker than HC says...

I use a simple rule (pink line): at least 2 secs up to 40mph, 3 secs up to 70mph, 4 secs above. It's close enough to the HC, leaves a little extra buffer, and comes to mind without causing brain sweat.

What do you do? Write and let us all know. ♦

Speeding “very minor crash cause”?

The recently released report: "In depth study of Motorcycle Accidents" states that 3.5% of crashes involved 'speeding' (exceeding the speed limit). Of those, 62% involved the motorcyclist speeding. So only 2.2% of motorcyclists were speeding when they crashed. This contrasts with 100% of respondents admitting speeding, with 58% admitting speeding 'always' or 'frequently'.

Paul Smith, founder of the Safe Speed road safety campaign (www.safespeed.org.uk) said: "Every time we obtain or derive information about the involvement of 'speeding' in crash contribution the figures are tiny. While speeding is commonplace, with 60% of vehicles speeding at sample sites on most road types, we find that over 95% of crashes do not involve speeding."

"One might conclude that 'speeding' is at least 10 times safer than 'not speeding' based on these figures, but the truth is that speeding and crashes take place largely at different places and different times. The reason is simple. Drivers and riders tend to speed where the road is clear and tend to slow down where there are hazards that may cause a crash. This behaviour is vital to road safety."

"Once again these figures show how misguided government road safety

policy is. 90% of the effort is directed towards 3% of the problem. Unfortunately this means that 98% of crash causes are inadequately addressed - a sin of omission that makes the roads far more dangerous than they should be."

"While motorcyclists take criticism for being reckless speeders, this report reveals the truth that almost all of them use speed safely and responsibly almost all of the time."

"It is misleading when the DfT claim - as they have recently - that about 30% of fatalities involve 'excessive speed' because:

- Most of the 30% does not involve exceeding a speed limit. 'Excessive speed' in these terms includes both exceeding a speed limit **and** travelling at an inappropriate speed for the conditions. We know from sample data that 70% of excessive speed crashes do not involve 'speeding'.
- Safe Speed estimates that less than 5% of all roads fatalities involve otherwise responsible motorists travelling in excess of a speed limit."

[\[http://www.dft.gov.uk/stellent/gro/ups/dft_rdsafety/documents/page/dft_rdsafety_035422.pdf\]](http://www.dft.gov.uk/stellent/gro/ups/dft_rdsafety/documents/page/dft_rdsafety_035422.pdf) **has more**
- Ed]

What's under my seat?

Sally Charlton

Following the success of Eric Bush's article in the October edition, Sal volunteers to open her saddle to public scrutiny. Her full (and much better) version of this article is available now on our website.

I'll start with the most used items...

Sunglasses. My best friend! I am lost without them. It has to be really, really gloomy for me to take them off. Dark glasses mean that I have a great view but don't have to squint.

Mobile Phone. Not yet used to summon the cavalry, but the thought and comfort is always there. And when I am riding I simply can't hear it – so all boring requests or reminders just have to wait.

Wallet. All too often coffee and fuel becomes part of every ride. Tucked into the wallet are the essential cards which include my Driving License and BMW Roadside Assistance card – not yet tested out!

Visor Cleaner. Almost as essential as the sunglasses, whether for insects at dusk in the summer or for a layer of liquid mud evenly applied in the winter.

Roadcraft & Highway Code. As an observer, I await debates with associates where I may not have the definitive answer.

Pen and Notebook. For notes, messages, directions

Cargo Net. I can strap unplanned purchases across the back of the bike, secured by cargo net.

Sidestand Footplate. Leaning the bike on its side stand on soft and boggy ground, it always feels comforting to slide a plate underneath to prevent it sinking in. Never forgotten since Brian's bike went over a few years ago.

A5 Roadmap. I have developed a fascination with working out where we are and how to get home.

Camera. When it's cold and dark and wet outside, it's great to look back on pictures taken during days out on the bike this year, to be reminded of the warmth of the sun on your back and the smell of hay in the fields.

Head Torch. Extremely silly to look at but an excellent aid for hands-free vision after dark.

Owners manual, technical information, service booklet, tools. Just in case. Not needed them yet.

First Aid Kit. Its there, just the bare essentials, should it ever be needed.

Ride safe and happy! ♦

What you don't see can kill you

Found on a website somewhere – attribution in next edition.

Primary Rule. What you don't see can kill you.

Subsidiary Rules:

You can't see through hills.

Blind corners are just that.

Trucks are opaque. So are SUV's. Both ways. You can't see the folks on the other side, and they can't see you. Lots of opportunities for nasty surprises.

The most dangerous part of rain is spray.

Your eye protection has to be transparent. Clean it if it is dirty. Replace it if it is fogged, dulled or scratched.

If you don't look you won't see.

If you do look you still may not notice. Look twice.

In built-up areas you are only one run stop sign or traffic light from buying it. Buildings are also opaque. Be alert.

Fog and smoke can get hyper-dense without warning. Roll it back and proceed with caution.

The train on the near track can hide another train coming on the far track. Unprotected level crossings kill far too many people.

Bad things happen to riders who aren't paying attention to the condition of the road surface. Mud, wet leaves, train/trolley tracks and gravel can all leave you on your arse wondering what happened. (Once, for me, it was a pool of motor oil left on a major road from someone's blown engine.)

Steel-grate bridges are rarely marked. They're really not dangerous, but they will scare the bejesus out of you anyway if you didn't see 'em comin'.

Bridges in general are reasons to wake up and stay sharp.

The woods are full of nasty surprises. Even if you stay sharp you may still have no way to avoid a suicide critter. You should know, however, that most roadkills happen from one hour before to one hour after dawn or dusk. That's when critters tend to be most active. A good time to visit a cafe, caffeinate, study your maps and chat up the waitress.

Your headlight is a pathetic substitute for daylight. You can't see for miles and miles. You're lucky if you can see for your reaction time and stopping distance. Be warned. ♦

Grumpy's corner

Welcome to my little corner. Every now and again I hope to contribute a few observations from my humble abode.



It's getting towards that time of year when we look at preserving our trusty steeds so that they do not fall foul of salt corrosion. This reminds me of my first foray into the world of motorcycling. It may only have been a handed-down Mobylette moped but to me it was access to the open road.



No wonder he's grumpy

I cherished that machine and duly washed and polished it at every opportunity, checked tyre pressures with regimental precision and chain tension was always spot on.

Then as winter crept in I was at a loss about what to do to prevent my loved one going red with rust and furry like a mouldy piece of cheese. "Use WD40" was the general opinion from

the other chaps of the biking fraternity. So the aforementioned item was purchased at great expense from a local motor components supplier.

It was duly applied one Saturday morning to every nook and cranny; no orifice was left untouched. Two hours later, job complete. With much needed cuppa in hand I thought to myself "just enough time for a ride around the village before lunch".

So dressed up in my finest anorak and helmet (not compulsory by law but compulsory by mother) off I went and off I came at the end of the drive. Being a bit too exuberant with the old WD I had managed to contaminate the brake linings. The grass bank that had jumped out in front of me (that's what I told mother anyway) contaminated anorak, trousers and any thing else that slid along it.

So, my friends, the moral of this tale is: when you are preparing your mode of transport for winter riding, look first, lubricate and preserve second, then look again just to make sure.

Regards to you all. ♦

Odds and sods

Caption competition 1



What on earth is going on here Tim? Taken on the SAM/RoADA run. See p.37 for details. Best captions published in the Feb Journal... ♦

Caption competition 2



Also snapped at the SAM/RoADA run. For the avoidance of doubt, that's Budge hiding his face, and Graham fishing for marbles.

[Enjoy the facial expressions at full size and best resolution: check them out at the website or on the back cover – Ed]

Drop-off system

Andy Downs

The drop-off system description in the October Journal contained an error: "Riders may alter their own relative positions as they see fit whilst out on the road, providing that they always remain between the Leader and the Sweeper".

This describes an option that may be chosen by the Leader. However it is not the default chosen by SAM. If this process is to be followed it will be announced by the Leader at the briefing. The default position is that overtaking of other riders should not normally occur within the ride-out.

This ensures that the rider always recognises the bike in front and behind (as it doesn't normally change except for the leader and Sweeper). It is also consistent with the IAM policy for Group Rides. It also means that there is a degree of comfort in that the rider knows that they will not normally be overtaken at some unexpected moment by the rider behind them (although this isn't an excuse for not using mirrors). Finally this helps the Leader judge the pace of the overall group. If there is a lot of overtaking, the faster riders always end up behind the Leader and may give him an inaccurate view of the pace of the overall group. ♦

Riders 4 health

"Dear Budge

Thank you very much for the donation of £30 in support of our work made on behalf of the Severn Advanced Motorcyclists following Martyn's recent talk to the club.

Thank you also for passing our contact details to the club members. We do appreciate all the support you give to Riders as it does help our programmes of work to achieve so much. A recent example has come from the International Academy of Vehicle Management where we run a bursary scheme funded by the Nuffield Foundation. Of 24 delegates trained under this scheme:

- 10 delegates are responsible for managing 40 motorcycles and 90 4-wheeled vehicles
- 5 delegates are responsible for training an average of 64 additional people involved in vehicle management
- Of these 64, five are responsible for training a further 76 people
- The number of different communities visited by the 24 delegates in any one year totals 3,494
- The number of people being reached with vital support totals over 17 million.

And it's all thanks to people like you.

With very best wishes. Yours sincerely,

Liz Fredericks, Funding Development Manager, Riders for Health" ♦

Shock: SAM observers do good job

From April 2004 to March 2005 SAM received a total of 24 "test applications": 24 people joined SAM as Associate Members in that period, and commenced observed rides.

Since April 2005, SAM has received 34 test applications, with the last 4 months of the year still to come! This sudden influx caused much excitement amongst the Observers, who rose to the challenge and blitzed the resulting backlog of unassigned Associates. Well done team! ♦

I want one of these!

Dave Bainbridge



One motorbike trailer. Phone Dave on 01453 810 049. Good cash awaiting the first to call. **[Needs to be strong**

enuf to hold a PAN - Ed]

Bigger than you

The Journal is pleased to clarify that when we referred to one of Rev Paul Sinclair's two-wheeled hearses in the October 05 edition as a "teeny-weeny coffin-carrying hearse thingy" we didn't mean too teeny-weeny to carry average or even super-sized folks.

In the hearse business size is important; the Rev's hearses have a larger coffin carrying space than even a Vauxhall hearse. ♦

Riders on stage

Move over Frankie Howerd, SAM's very own internationally acclaimed



stars of stage and screen (Nick Ellicot and Jasmine Huyton) appear in this truly hilarious farce. Nick plays hunky Roman warrior Miles Gloriousus, and Jas plays the saucy 'Courtesan' Tintinabula.

Remember Up Pompeii? This is set in Rome in 200 BC and boasts a host of colourful characters; quick-witted slaves, harassed husbands and

harridans, innocent young lovers, courtesans, eunuchs and beefily inept soldiers. Mixed together in a pantomimic plot about long-lost children, mistaken identities and hopeful suitors the result is a brew of trickery and confusion, frenetic and unflinchingly funny. The numbers are lively, witty and varied. A saucily satisfying evening of sparkling humour and song. At the Playhouse Theatre, Cheltenham, 01242 522 852. *[Jas & Nick will be at it for a whole week – don't miss out! Fnarr fnarr! – Ed]*

New Ferrari released

Thanks to ever-intrepid Eric Bush for tracking down this radical new Ferrari model being secretly road tested in Eastern Europe.



Red car with small white horse; must be a Ferrari says Eric

Bikesafe 2006: bigger & better

Gloucestershire Constabulary press release

A motorcycle show attended by bikers from around Britain will be held in the county for the second time in 2006.

The national BikeSafe weekend will be hosted by Gloucestershire Constabulary at Cheltenham Racecourse on April 1 and 2 2006.

BikeSafe is an initiative run by UK police forces to promote better biking and improve the safety of motorcyclists on the roads.

Each year a police force hosts the annual BikeSafe show and Gloucestershire will organise the 2006 event, having also held a successful show in Cheltenham in April 2005.

More than 8,000 people attended the 2005 show and organisers are hoping for an excellent turn out in 2006.

Inspector John Pickersgill said: "This year's BikeSafe show was a great event for people of all ages. As well as approximately 1,000 assessed rides for visiting bikers we also had top Honda superbikers Michael Rutter, Karl Harris and Ryuichi Kiyonari there to share their experiences, and lots of other entertainment.

"We're aiming to make next year's event even bigger and better, to ensure the better biking message gets spread to even more people.

The force is promoting the BikeSafe message year round, and has recently held a series of BikeSafe roadshows around the county.

The roadshows have featured a Suzuki Hayabusa, now nicknamed the PoliceBusa, supplied by Cheltenham Motorcycles. The GSX1300R Hayabusa publicises the Gloucestershire Constabulary website, the force's Better Biking scheme and BikeSafe, as well as Cheltenham Motorcycles. It is being used not only to raise awareness, but also to accompany members of the public on "ride outs" assessing their riding skills, alongside the "Think" bike used by Gloucestershire County Council's road safety team.

The British Publishing Company and the IAM are working with the Constabulary on a publication to celebrate BikeSafe 2006 and promote the BikeSafe programme across the country.

More information on safer biking and the Constabulary's BikeSafe initiative, as well as the 2006 BikeSafe weekend, can be found at www.gloucestershire.police.uk. *[Be there or be square – Ed]* ♦

SAM website revamp

Your Committee, under the watchful eye of our very own Web Wizard John Deal, has given the website a lick of paint and a general spruce up. This includes:



- A picture library for each of our runs and social events. Go to the diary section, and you'll see the links to the pictures next to each listed event. These are generally posted within a day of the relevant event, so if you can't make it personally you can still enjoy the pics soon after the event.
- A new "for sale" section. Email John Deal or Alastair Lord to get your ads inserted in the website and Journal.
- Some experimental videos. Still in the teething stages, but worth a look if you have a broadband link.
- Topical SAM pics on the home page, updated regularly.

- Provision of practically unlimited web host space, so that we can splurge pictures, videos and whatever else we want onto the site without fear of bursting capacity limits.

The web programming team is still tinkering and tuning, so if you have any suggestions or comments then do please pass them on to John ♦

Best website addresses

Martyn Hillier

Clearly, people don't always think particularly hard when devising domain names for their websites.

The following are real (and safe to open at work)

1. Who Represents? A database for agencies to the rich and famous. www.whorepresents.com.
 2. Experts Exchange. A knowledge base where programmers can exchange advice and views www.expertsexchange.com.
 3. Looking for a pen? Look no further than Pen Island... www.penisland.net.
 4. Need a therapist? Try here www.therapistfinder.com.
 5. Mole Station Native Nursery, based in New South Wales www.molestationnursery.com.
- I've checked 'em out and yep, they are real. ♦

For Sale

Back by popular demand, a place where you can foist your scabby old unwanted tat on unsuspecting Club members.

Suzuki Savage 650 Cruiser, an excellent starter bike H reg, 20k miles very good condition, service history, 2 owners (one lady for 12 years, then a careful friend), always garaged, MOT til May 2006, taxed till end of October 05, dark purple, low seat height. £750 ono. Bike in Stroud, Gloucestershire.

Contact Eric Bush 01453 886242

Honda 125 CG, red, 1st registered March 2002 5,800 miles, taxed MoT to November 2006. £1,100 ono.

Contact Richard 01594 837 738

All weather jacket Padded winter liner, armour, 44 chest. £50

Contact Richard 01594 837 738

Hein Gericke leather jeans Size 40 short. Black nappa leather. £70 (£120 new).

Contact Richard 01594 837 738

All weather gloves.£10.

Contact Richard 01594 837 738

And a plug for Steve's Stainless

"Metric, Imperial and Unified, 304 (A2) and 316 (A4) stainless".

Steve sells most fasteners you could think of, plus more: clips, bolts, nuts, washers, joints, flanges, pins, screws, etc. Threads in metric coarse, metric fine, metric extra fine, UNC and UNF, BSF, CYCLE, BA.

Steve also sells sprays, chemicals, terminals, fuses, cable ties and much more.

Mail order or visit the shop in Redditch. Call 01572 831 451, 01572 402 033 or 07974 478 136. Or you can email Steve at stevestainless2@aol.com.

Ride-out Procedures

To help make ride-outs as smooth and enjoyable as possible, we have devised some simple procedures we follow at all ride-outs.

1. Group Day Rides are for Members, Associates and their pillions.
2. Each rider must endeavour to be in control at all times, to comply with the law and demonstrate a high standard of riding.
3. Please be ready with a full tank of petrol at the advertised start time and place.
4. The person who leads the ride will be in charge of the ride. It will be very helpful if he/she knows if this is your first group ride.
5. All participants will be briefed about the system of riding that will be used. Please listen to the briefing. See summary overleaf.
6. Try to keep sight of the rider behind you. If they begin to drop behind, reduce speed if it is safe to do so, to allow the gap to close.
7. Always maintain a safe distance between you and the rider in front.
8. Try to pair up wherever it is safe to do so at junctions, crossroads and traffic lights, but be sure never to obscure the view of another rider.
9. Ride in echelon on dual carriageways and motorways, wherever it is safe to do so.
10. Should you wish to leave the group, please ensure that the Sweeper knows in advance.
11. You are in charge of your motorcycle at all times. Severn Advanced Motorcyclists cannot accept any responsibility for actions you take or any incident that might occur.
12. Always ride for yourself and within your own capabilities.
13. Ride pace can be **Gentle**: you couldn't stop to pick the flowers on the way, but you could probably smell them. Relaxing and refreshing. **Medium**: between Gentle and Progressive. **Progressive**: takes advantage of all possible overtakes, often covers lots of miles. ♦



Gadget Boy struggles with Rule 2 on the Craven Arms run

The Drop-Off System

Why have a system?

We use the system of riding called **the drop off system**. It is designed to allow even large groups of riders to follow the planned route safely and without stress. Even if the group becomes "strung out", for example with a rider not being able to see the one in front, or if riders don't know the route or roads (apart from the leader!), all should be well.

Everyone can ride at their own pace without worrying about keeping up, getting lost, or wondering which way to go.

How it works

The Drop off system is explained to all riders in a briefing at the start of the ride, where riders can also get to know their colleagues. The group has a designated **Leader** and a **Sweeper**. The Leader is always in front of everyone else, and the Sweeper is always last. They are introduced to riders at the briefing and are easily identified by a day-glow jacket or other identifier.

Overtaking of other riders should not normally occur within the ride-out. If the Leader wishes to allow overtaking then this will be announced at the pre-ride briefing.

When the Leader makes a direction change at a junction or roundabout the new direction of travel is (subject to safety) marked by the rider directly behind the ride leader, the **Marker**. To do this, the Marker pulls in at the side of the road, in a safe place where he/she will be visible to the rest of the riders, so the direction can be indicated to the following riders. The Leader will indicate a suggested place for the Marker to pull over, although it is ultimately the Marker's responsibility to ensure this position is safe.

It is most important that the Marker stops in a position where:

- It is safe to do so.
- They do not put themselves at any risk.
- The rest of the ride can see them clearly as they approach the direction change.

The Marker maintains that position until they see the approaching Sweeper, at which time they rejoin in front of the Sweeper. The Sweeper will always try to give sufficient space for this to happen otherwise the Marker should allow the Sweeper to pass, then overtake when a suitable opportunity presents it self, thus re-

establishing the correct running order.

It could happen that number two rider forgets to mark a direction change - in which case the next rider (number three) should take it upon himself to drop off and mark the direction change to prevent the chain from breaking.

It is always better to mark all direction changes rather than assume that the route is so obvious it is not worth doing.

Remember, as number two rider, you might think the ride direction is apparent - but you don't know when the riders behind might get split up, and one of them might not be familiar with the junction in question.

Any riders wishing to fall out from the group or who have a breakdown should report, en route, to the Sweeper who will note the situation and act accordingly.

If it is impossible to mark a direction change because of the danger to the Marker or other road users it is better that the direction change goes unmarked. Sometimes the Marker can park up safely a short distance away and return to the direction change on foot to direct followers.

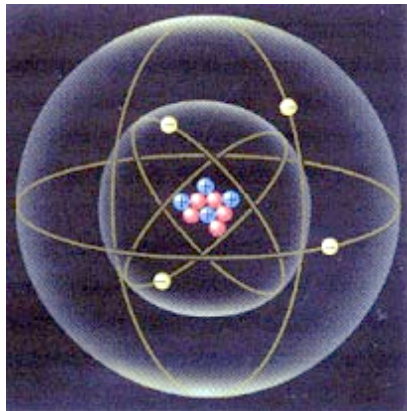
The group may sometimes become so 'strung out' that the Leader decides to stop, in a safe place, to

allow the group to re-form before continuing.

Does it really work?

Most of the time it works remarkably well.

Sometimes a break does occur. If all riders are familiar with the location of the next stopping point, then they can make their way there individually, and regroup for the next leg. ♦



*Two hydrogen atoms meet.
One says "I've lost my electron."
The other says "Are you sure?"
The first replies "Yes, I'm positive."*

SAM Committee

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